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We give special attention to collections on all accessible points.
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Buy and sell Government, State, Municipal and Railroad Bonds and Stocks, &c. Virginia State Tax-Receivable Coupons bought and sold. All orders promptly attended to.
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Acknowledged to be the most SAFE and PROFITABLE form of investing money known.
In an experience of many years and loaning two million dollars, not one dollar lost.
We assume the responsibility of MAKING ONLY SAFE LOANS; of collecting the interest and principal and remitting to investors, FREE OF CHARGE, and in case of any trouble or delay in making such collections, AGREEING TO STAND ALL EXPENSE and SHIELD INVESTORS FROM LOSS. TITLES GUARANTEED. ALL FUNDS PROMPTLY PLACED. Write for circular and full particulars, stating amount you would wish to invest on satisfactory evidence as to securities, titles, &c. Address,

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C. F. PENZEL, President. { STATE BANK, Incorporated 1875. } C. T. WALKER, Cashier.

German Bank,

LITTLE ROCK, ARK.

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SURPLUS, - - - - - - - - - - 25,000

Prompt attention given to all business in our line. N. Y. CORRESPONDENTS—Donnell, Lawson & Co.; and the Metropolitan National Bank.

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California Pacific Railroad 1sts, Gold, 7s, 1887.
Dayton & Michigan 2ds (now 1sts), 7s, 1884.
Chicago & Northwest. Extension 7s, 1885.
Union & Logansport 1st 7s, 1893
Columbus & Indianapolis Central 2d 7s, 1904.
Columbus & Hocking Valley 2d 7s, 1892.
Columbus Hocking Valley & Toledo Cons. 5s, 1931.
Grand Rapids & Ind. Guar. Land Grant 1st 7s, 1899
Northern Pacific (Pend d'Oreille Div.) 1st 6s, 1919.
Northern Pacific (Mo. River Div.) 1st 6s, 1919.
Holly W. & Mon. (now F. & P. M.) 1st 8s, 1901.
United New Jersey Gen. 6s, 1901.
Columbus & Toledo, 1st 7s, 1903.

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Checks and Cable Transfers on JAMES T. BATES CO., Geneva, Switzerland.

Financial.

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South Carolina RR. Stock,
Do do Income Scrip,
Do do 2d Mort. Scrip,
City of Memphis (Tenn.) Bonds,
St. Clair Co., Mo., Bonds,
Mason T'nship, Marion Co., Mo., B'ds,

WANTED BY

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Prentiss & Staples,

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AND

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AND

GAS SECURITIES,

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Member N. Y. Stock Exchange.

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GAS STOCKS.

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TRUST COS.' STOCKS.

Bank Stocks. Insurance Stocks.

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Joliet & Northern Indiana 1sts.
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Member N.Y. Stock Ex. Member N.Y. Min. Stock Ex.
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A SPECIALTY.

Cash paid at once for the above securities; or will be sold on commission, at seller's option.

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St. Joseph & Western RR. Stock.
St. Joseph & Pacific RR. Bonds.
City of St. Joseph Mo., Old Bonds.
International Improvement Co. Subscriptions.
Brooklyn Elevated RR. Securities.
American Cable Co. Subscriptions.
Midland Railroad of N. J. Securities.
Chicago & Grand Trunk RR. Securities.
South Carolina RR. Securities.
Grand Rapids & Indiana RR. stock.
Cincinnati Richmond & Fort Wayne Stock.
Bought by WM. R. UTLEY,
No 31 PINE STREET, NEW YORK

Financial.

THE OLEAN & SALAMANCA RAILROAD COMPANY, NEW YORK, Jan. 3, 1883.—A Special Meeting of the Stockholders of the Olean & Salamanca Railroad Company will be held at the office of J. & W. Seligman & Co., No. 21 Broad Street, in the City of New York, on the 5th day of February, 1883, at 12 o'clock noon, for the purpose of taking into consideration a joint agreement entered into by the Directors of said company and of the Buffalo New York & Philadelphia Railway Company, the Oil City & Chicago Railroad Company, and the Buffalo Pittsburg & Western Railroad Company, under the corporate seal of each of the said companies and railroads; at which time and place said agreement will be submitted to the stockholders of the Olean & Salamanca Railroad Company for adoption or rejection. By order of the Board of Directors.

CHARLES E. KIMBALL, Secretary.

THE BUFFALO NEW YORK & PHILADELPHIA RAILWAY COMPANY— NEW YORK, Jan. 3, 1883.—A Special Meeting of the Stockholders of the Buffalo New York & Philadelphia Railway Company will be held at the office of J. & W. SELIGMAN & CO., No. 21 Broad Street, in the City of New York, on the 5th day of February, 1883, at 12 o'clock, noon, for the purpose of taking into consideration a joint agreement entered into by the Directors of said company and of the Olean & Salamanca Railroad Co., the Oil City & Chicago Railroad Company and the Buffalo Pittsburg & Western Railroad Company, under the corporate seal of each of the said companies, for the consolidation of the said companies and railroads; at which time and place said agreement will be submitted to the stockholders of the Buffalo New York & Philadelphia Railway Co. for adoption or rejection.

By order of the Board of Directors.

F. S. BUELL, Secretary.

OFFICE OF THE COLUMBUS HOCKING VALLEY & TOLEDO RAILWAY CO.— COLUMBUS, O., Dec. 9, 1882.—The annual meeting of the stockholders of the Columbus Hocking Valley & Toledo Railway Company will be held at the principal office of the Company, in Columbus, O., on TUESDAY, January 9, 1883, between the hours of 10 o'clock A. M. and 2 o'clock P. M., for the election of Directors and the transaction of other business.

The Transfer Books will be closed from the 1st to the 9th of January, both inclusive.

W. M. GREENE, Secretary.

THE LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.,

TREASURER'S OFFICE,
GRAND CENTRAL DEPOT,
NEW YORK, Dec. 22, 1882.

The Board of Directors of this Company have this day declared a QUARTERLY DIVIDEND of TWO PER CENT upon its capital stock, payable on THURSDAY, the FIRST day of FEBRUARY next, at this office.

The transfer books will be closed at 3 o'clock P. M. on FRIDAY, the 29th inst., and will be reopened on the morning of Monday, the 5th day of February next. F. W. VANDERBILT, Acting Treasurer.

NORTHERN PACIFIC RAILROAD COMPANY, TREASURER'S OFFICE, No. 17 Broad Street, New York, November 18, 1882.

A Dividend of ELEVEN AND ONE TENTH Per Cent has been declared on the Preferred Stock of this Company, payable at this office on and after MONDAY, the 15th day of January next, to the holders of said stock of record Dec. 10, 1882, in five years' 6 per cent obligations of the company, dated Jan. 1, 1883.

The transfer books of the preferred stock will be closed at three o'clock in the afternoon of Saturday, the 9th day of December, 1882, and reopened at ten o'clock in the forenoon of Tuesday, the 16th day of January, 1883. R. L. BELKNAP,

Treasurer.

OFFICES OF THE OREGON IMPROVEMENT COMPANY, MILLS BUILDING, BROAD STREET, NEW YORK, Dec. 22, 1882.

The majority of this company's stockholders having assented to the proposed increase of the capital stock by the issue of twenty thousand additional shares, as recited in the resolutions of the Board of Directors, passed Dec. 4, 1882, the holders of the first mortgage bonds of this company are hereby notified that their respective privileges of subscribing to said additional shares upon the terms recited in said resolutions may be exercised from the date hereof until and including Jan. 8, 1883, at the offices of the company in New York or Portland, upon presentation of the bonds upon which the privilege is claimed. Further information will be furnished upon application at the above address.

T. H. TYNDALE, Secretary.

OREGON IMPROVEMENT COMPANY, NEW YORK, December 30, 1882.

In order to determine the contingent rights of Stockholders (accruing upon the expiration of the bondholders' rights) to subscribe for the new stock of the Company, the transfer books will be closed January 8, 1883, and remain closed until January 30, 1883. T. H. TYNDALE, Secretary.

OFFICE OF THE OREGON RAILWAY AND NAVIGATION CO., NEW YORK, Dec. 31, 1882.

THE COUPONS OF THE COMPANY'S first mortgage bonds due Jan. 1, 1883, will be paid at the office of the Farmers' Loan and Trust Company on and after that day.

T. H. TYNDALE, Assistant Secretary.

THE NATIONAL BANK OF THE REPUBLIC, NEW YORK, Dec. 6, 1882.—The annual election for Directors of this bank will be held at the banking house on Tuesday, January 9, 1883, between the hours of 12 M. and 1 P. M.

E. H. PULLEN, Cashier.

ONTARIO SILVER MINING COMPANY, 18 WALL STREET, NEW YORK, Jan. 5, 1883.

DIVIDEND NO. 87.

The regular Monthly Dividend of Fifty Cents per share has been declared for December, payable at the office of the transfer agents, Lounsbery & Haggin, 18 Wall Street, on the 15th inst.

Transfer books close on the 10th inst.

LOUNSBERY & HAGGIN, Transfer Agents.

Financial.

ROCHESTER & PITTSBURG RAILROAD COMPANY,

PRESIDENT'S OFFICE, 20 Nassau St., New York.

TO THE HOLDERS OF THE INCOME BONDS.

GENTLEMEN—The Board of Directors have decided that a sufficient number in amount of the Income Bond holders of the Company have assented to the proposition to accept Consolidated First Mortgage Bonds in exchange for their Income Bonds, to justify them in authorizing the exchange on the proposed terms, viz.:

The Income Bonds will be accepted at fifty per cent of their face value in payment for the Consolidated First Mortgage Bonds at par. The holders of the Income Bonds who assent in writing to the exchange before February 1st, 1883, will receive the Consolidated Bonds at par "flat"—that is, with interest from December 1st, 1882. The holders of the Income Bonds who delay their assent until after February 1st, 1883, will be obliged to pay the accrued interest on the Consolidated Bonds from December 1st, 1882, in order to avail themselves of the privilege of making the exchange.

The Consolidated First Mortgage Bonds will be ready to deliver in exchange for the Income Bonds February 1st next, and it will facilitate matters if the holders of the Income Bonds will send in their assents as promptly as possible. Respectfully,

WALSTON H. BROWN, President.

December 20th, 1882.

MANHATTAN SAVINGS INSTITUTION, 644 AND 646 BROADWAY,

December 26, 1882.

SIXTY-THIRD SEMI-ANNUAL DIVIDEND.

The Trustees of this Institution have declared interest on deposits (entitled thereto under the by-laws) at the rate of FOUR per cent per annum on all sums remaining on deposit during the three or six months ending December 31 inst. Payable on and after Monday, January 15.

EDWARD SCHELL, President.

C. F. ALVORD, Secretary.

METROPOLITAN SAVINGS BANK, Nos. 1 AND 3 THIRD AVENUE, (Opposite Cooper Institute).

FIFTY-NINTH DIVIDEND.

NEW YORK, Dec. 28, 1882.

Interest for the six months ending December 31, 1882, will be paid on and after January 17, 1883, to depositors entitled thereto, in accordance with the laws of the State and the by-laws of the bank, as follows:

On accounts which do not exceed $1,000 at the rate of FOUR Per Cent per annum.

On accounts of more than $1,000 at the rate of FOUR Per Cent per annum on the first $1,000 and THREE Per Cent on the excess.

G. N. CONKLIN, Sec'y. S. W. SNEDEN, Pres't.

THE NATIONAL PARK BANK OF NEW YORK, NEW YORK, Dec. 19, 1882.

THE BOARD OF DIRECTORS HAVE this day declared a dividend of FOUR PER CENT from the earnings of the past six months, payable January 2, 1883.

The transfer books will remain closed until the 4th proximo. E. K. WRIGHT, Cashier.

37 & 39 WALL STREET, January 1, 1883.

THE UNDERSIGNED HAVE THIS day formed a copartnership under the style and firm name of

E. C. HUMBERT & SON,

and will continue a general Banking and Stock Brokerage Business at above address.

E. C. HUMBERT,
Member N. Y. Stock Exchange.
JOHN J. C. HUMBERT.

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FIRST MORTGAGE THIRTY-YEAR 7 PER CENT GOLD BONDS

ON THE SOUTHWESTERN DIVISION.

ALSO,

6 PER CENT GOLD FORTY-YEAR FIRST MORTGAGE BONDS

ON THE PACIFIC DIVISION.

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WORTH THREE TIMES THE LOAN.

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34 PINE STREET.

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For Sale—$4,000 Eighth Avenue Railroad Bonds.

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THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

[Entered, according to act of Congress, in the year 1883, by WM. B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

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The Chronicle.

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Liverpool Office.

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WILLIAM B. DANA. }
JOHN G. FLOYD. }

WILLIAM B. DANA & CO., Publishers,
79 & 81 William Street, NEW YORK.
POST OFFICE BOX 958.

Last week with the SUPPLEMENT the CHRONICLE made 108 pages. This week without the SUPPLEMENT we give our readers 48 pages. We only promised 32 pages weekly, but have not this year been able any of the time to confine our issue within those limits. What we shall do in 1883 we can not undertake to say until next January.

THE ERIE DECISION—ITS BEARING UPON THE CONTROL OF THE ROAD.

The decision rendered this week in the matter of the Erie preferred stock dividend for the year 1880, has a special practical interest affecting the question of the future control of that company. It has of course another and more general application; but we have not the space to-day to inquire how far the principles established by the Court can be applied to other railroads. Still there can be little doubt that the decision is an important step towards determining the relative rights of directors and holders, not only of this class of stock, but also of income bonds. The nature of the claim upon net income which such members of a corporation possess, has never been definitely determined; consequently their dividends have depended simply upon the inclination of managers to make a distribution. Should this decision stand, however, it would seem that hereafter their position will be a much less involved one.

As far as concerns the preferred stock of the Erie by itself, we took the position in an article published by us a year and a half ago (issue of CHRONICLE of July 16, 1881), that though that company's affairs presented one of those instances where the best interests of all classes favored the judicious application of net earnings for a time to improvements of property &c., yet in the nature of things there must be a limit to this policy, for, after a certain point had been reached, the common stockholders would of necessity gain more than the preferred stockholders from its continuance. This being so, and the directors holding to the opinion that it was wholly discretionary with them to declare a dividend or not, a strict interpretation of the language bearing upon the point in question became a necessity. Judge Wheeler, in now giving a decision for the plaintiff, rejects in the following forcible language the claim made that since the money was spent for improvements, the preferred stockholders were not entitled to a dividend.

"There is here a net profit over all the expenses of all the operations by which profit was made. But it is said that it is wanted for judicious improvements of the property looking to future profits. This does not take away its character as a present profit. It would be a profit whether it should be laid out upon the property to enhance its value or left in the treasury of the company or divided among the stockholders."

But, as stated above, this decision has another phase, one which seems to involve the interests of the common stock as well as those of the preferred stock. Under it the holder of preferred stock will of course be entitled to a 6 per cent dividend which has heretofore been denied him, but, what is more important, by this payment (the amount called for being only $479,250, and the company being abundantly able to pay it without sustaining pecuniary embarrassment) both the common and preferred stock will be restored to rights of which they have been deprived ever since the reorganization of the company. To understand this, it is only necessary to remember that when the company was reorganized in 1878, the holders (mostly English) of the later issues of bonds, in order to protect their interests beyond peradventure, made it a condition precedent to reorganization that the voting power upon one-half the stock (common and preferred) should be lodged in the hands of certain trustees in London, representing the different issues of bonds and also the two classes of stock. Accordingly, when new shares of the New York Lake Erie & Western Company were issued

in exchange for the old shares of the Erie, each holder of the latter received voting stock for only one-half his original holdings, while for the other half he was compelled to accept non-voting stock, this representing the stock to be voted on by the London trustees. Under this arrangement these trustees retained absolute control of the property, and have each year cast the majority vote. Hence for the purpose of control, the stock has been practically valueless. The non-voting shares carried no vote anyway, while the voting shares were almost equally without influence, since being in a minority they could not affect the control.

Now all this bids fair to be changed. There was, of course, a limit set to the time when the voting trustees should retain this great power (which, to their credit be it said, they have used so well), and this limit seems to have been reached. It was declared that after six per cent had been paid upon the preferred stock for three consecutive years the trustees should surrender control of the property. Already two dividends have been paid (that for the year 1880-81 in January, 1882, and that for 1881-82 in the present January), and if that for the year 1879 80 must also be paid, it makes the third and last necessary to a complete reinstatement of the stockholders in all their usual rights. Thus the common stock, as well asthe preferred stock, immediately rises to greater prominence and receives an enhanced value.

Of course, it does not follow from this that there is to be a change in the management. It would certainly be in the highest degree undesirable that there should be. The fact that in less than five years since the reorganization the company has risen to its present standing, speaks volumes for the board that has been and is in office. But the power to make a change, if necessary or thought desirable, will be within the reach of the stockholders. There is no doubt a possibility that with the vote free and untrammeled, the road might fall into the hands of speculative parties, who would run it to further their own ends, but it is nothing more than a possibility. The stock is very large, $77,087,600 of common and $7,987,500 of preferred, but besides this (what is not generally known) there are several large issues of bonds that carry a voting power the same as an equivalent amount of stock. These issues are the second consolidated bonds to amount of $25,000,000, the second consolidated funded coupon bonds to amount of $8,597,400, the reorganization 1st lien bonds to amount of $2,500,000, the 1st consolidated mortgage bonds to amount of $16,656,000, and the 1st consolidated funded coupon bonds to amount of $3,704,629, giving about fifty-seven millions bonds altogether that have the right to vote. Add this to the 85 millions of stock outstanding, and we have a total of voting capital of 142 millions. It would take a snug little sum of money to acquire a majority of this, and herein lies the Erie's safety against the designs of unscrupulous men wishing to obtain possession of the road.

THE FINANCIAL SITUATION.

There are some indications this week of a more favorable feeling in business circles. In the first place, the November trade figures issued by the Bureau of Statistics —although differing in no particular from the results foreshadowed in these columns—inspired confidence where it was needed. Furthermore there has been among the more timid—encouraged by the croakers, never a modest class —a vague feeling prevailing that the 1st of January would disclose widespread unsoundness among merchants. As that date has passed with surprisingly few failures—considering the general decline in prices and consequent liquidation that has been in process—these prophets of evil have had to defer to another day the fulfilment of their forebodings, so that even the more nervous are showing new courage. Then, again, as the season advances, our marvelous production of this year is becoming more manifest, and every one sees that there is a recuperative force in these crops which must, in the end, be effective in making business active, and therefore more remunerative. At the same time it is obvious that the very decline in values that has taken place has given manufacturers a new and safer basis for operations, so that they will be better prepared for any new demand that may arise.

The trade figures for November, which we have referred to above and commented upon at length in another column, are really more satisfactory and promising than a cursory view of them would indicate. To bring out the situation clearly, we have prepared the following statement by months for four years.

FOREIGN TRADE MOVEMENT OF THE UNITED STATES. (000s omitted.)

Year.	Merchandise.			Gold			Silver.		
	Exports.	Imports.	Excess of Exports.	Imports.	Exports.	Excess of Imports.	Exports.	Imports.	Excess of Exports.
1879.	$	$	$	$	$	$	$	$	$
Jan.....	59,409	33,515	25,894	275	346	*71	1,911	1,313	598
Feb	61,829	35,371	29,455	137	115	22	2,210	1,883	322
March .	66,155	41,857	24,298	188	77	111	2,984	997	1,987
April ..	54,342	42,136	12,206	171	428	*257	3,145	949	2,196
May....	52,355	35,376	16,979	185	350	*165	2,143	1,426	717
June...	45,095	38,890	6,205	143	1,439	*1,296	1,609	1,454	166
July ...	50,932	41,288	9,644	252	350	*98	874	1,031	+157
Aug....	58,681	43,083	15,598	6,723	351	6,372	1,479	1,043	436
Sept....	65,444	44,225	21,219	27,528	132	27,396	1,099	834	265
Oct.....	87,734	47,789	39,945	19,179	286	18,893	1,207	1,043	164
Nov.....	79,304	50,464	28,840	17,424	106	17,318	1,001	972	29
Total.	684,280	453,997	230,283	72,205	3,980	68,225	19,653	12,930	6,723
1880.									
Jan.....	66,997	55,208	11,789	795	226	569	1,192	789	403
Feb	59,957	55,648	4,308	465	150	315	1,120	1,085	35
March .	77,351	70,887	6,464	892	1,167	*275	843	1,223	+380
April ..	70,560	74,366	+3,806	167	89	78	327	975	+648
May....	65,666	64,877	789	121	106	18	1,509	909	600
June...	72,132	60,515	11,617	648	541	107	714	785	+71
July ...	71,016	57,305	13,711	244	62	182	659	801	+142
Aug....	67,103	56,295	10,928	9,146	91	9,055	520	704	+284
Sept....	71,226	53,226	17,997	18,847	81	18,766	485	823	+348
Oct.....	85,087	54,024	31,063	16,256	170	16,086	2,654	1,120	1,534
Nov....	83,008	47,108	35,900	9,555	221	9,334	1,006	1,047	+41
Total.	790,703	619,432	141,361	57,139	2,904	54,235	11,119	10,351	768
1881.									
Jan.....	74,070	45,285	28,784	4,740	30	4,710	1,377	951	426
Feb	67,734	47,760	19,974	579	271	308	1,726	956	770
March .	85,669	60,708	24,960	7,168	161	7,007	1,369	811	558
April ..	70,885	59,179	11,706	15,352	89	15,263	2,034	850	1,184
May	61,140	55,504	8,636	1,310	615	701	1,779	561	1,218
June...	63,450	58,921	4,529	322	617	*295	1,308	640	728
July....	63,034	52,423	10,611	751	112	639	1,486	671	815
Aug....	67,515	61,731	5,784	5,427	179	5,248	1,035	5 3	453
Sept.. .	62,491	55,714	6 777	10,661	148	10,513	1,047	733	314
Oct.....	68,019	58,989	9,030	8,205	177	8,118	1,388	433	955
Nov....	70,071	56,657	13,111	3,059	97	2,962	1,198	655	543
Total	756,487	612,872	143,615	57,670	2,496	55,174	15,807	7,841	7,963
1882.									
Jan....	64,921	56,956	7,965	1,134	102	1,032	2,182	534	1,648
Feb ...	56,807	58,827	+2,220	469	7,231	*6,762	1,532	631	921
March .	62,614	68,604	+5,990	840	3,229	*2,389	1,527	621	906
April ..	57,952	66,361	+8,409	551	2,343	*1,792	1,054	1,055	+1
May....	49,170	68,350	+19,171	201	13,289	*13,088	1,778	611	1,167
June...	51,078	62,690	+11,612	257	5,572	*5,315	1,327	817	510
July....	54,618	65,801	+11,180	162	4,755	*4,593	1,656	420	1,236
Aug....	62,714	65,719	+3,005	427	1,807	*1,382	1,488	722	766
Sept ...	62,815	63,409	+594	1,190	230	960	1,188	512	676
Oct.....	71,548	61,435	10,113	3,836	104	3,732	608	277	331
Nov....	80,975	55,155	25,820	2,242	53	2,189	926	1,727	+801
Total.	675,021	693,310	+18,289	11,256	38,715	*27,459	15,286	7,937	7,350

* Excess of exports. + Excess of imports.

Here we see that only for four months of the whole four years have the exports recorded for November (about 81 millions) been equaled. That result has been reached too, while—as we show in a subsequent column—in breadstuffs and provisions there has been a decided falling off in shipments. So that in later months with corn included, which is now going out more freely, we may look for a continued large total, even when cotton becomes a smaller item. Moreover, the imports show a decided falling off, the total being less than in any month since July

1881. In that fact we have perhaps the most hopeful feature of the situation—a marked contrast with six months and more ago. It shows how in a perfectly natural way our people have been led to become more thrifty again and have stopped burning their candle at both ends. Had those poor timid souls, who are talking about panics now, used their lungs early in the year of 1882, they would have had at least a more plausible basis for their conclusions.

These trade figures and the light they throw on the present and future movement of merchandise, furnish the reasons we have had for the anticipation, so often expressed in these columns, of an influx of gold during the early months of this year. It will be seen that during the last two months reported, the average net arrivals have been over 3 millions. In December they are likely to reach a somewhat smaller total. This month the present conditions and the prospective merchandise shipments seem to point to lower rates for exchange. At the moment the market is heavy, the demand being light and the supply of bills increasing, so that the offerings have to be made at concessions or they are not accepted. The drafts now on the market are largely bankers', the majority of which seem to be drawn against outgoing securities. Speculation in breadstuffs has, for the time being, in some measure checked the free export of that staple, but cotton still goes out freely, and corn is, as already noted, becoming an item of some importance, though it makes exchange slowly. The better opinion seems to look to a speedy increase in commercial bills, and a drop in the exchange rates to the specie-importing point. The very low rate to which the reserve of the Bank of England, in proportion to liabilities, has fallen this week (29⅞ per cent) makes it pretty evident that great resistance will be offered by the Bank managers to the shipment of gold this way if the drain falls upon London and the efflux promises to reach any considerable proportions. Still, in case food or other supplies are required, they must be paid for, and if there are but few securities to send in return and we do not want goods in exchange, the settlement must of course be made in gold.

We thus see that all the commercial conditions are again developing very favorably. There are, however, some financial questions that are causing more or less anxiety and preventing that return of full confidence which the facts otherwise warrant. Most prominent among these is the continued coinage of the silver dollars. The Government has issued this week the following brief but graphic statement, showing at a glance the history of the silver dollar in 1882.

COINAGE AND MOVEMENT OF STANDARD DOLLARS IN 1882.

Date.	Total Coinage.	Held in Treasury.			In Circulation.
		To pay Certificates Outstand'g	For Distribution.	Total.	
	$	$	$	$	$
Jan. 1, '82..	105,380,980	62,315,320	7,274,617	69,589,937	35,791,043
Jan. 1, '83..	132,955,080	68,443,660	26,572,182	94,016,842	38,908,238
Increase.. ..	27,574,100	6,128,340	19,297,565	24,426,905	3,117,195

This statement shows us that the coinage during the year has reached about 27½ millions, the holdings by the Treasury have increased about 24½ millions, and the people have taken (that is to say, there have gone into circulation) about three millions. It appears, then, that three millions of these silver dollars will satisfy the total annual demand of the whole United States for that kind of currency. As, however, the Government had on hand 133 million of them January 1, we may conclude that, without any further coinage, it possesses at present a full supply for 44 years. What a comforting assurance, that not the least danger exists of our people getting short of these precious coins for nearly two generations. In view of that fact and of the serious check to an entire recovery of confidence and a renewed spirit of enterprise, this coinage provision proves to be, are we asking too much of Congress in proposing that it put a stop, temporarily at least, to this worse than foolish proceeding?

Money is in fair supply considering the season, and the rates have ranged this week between 12 and 2½ per cent, with 7 as the average. As to the future of money opinions of bankers differ, but the majority are inclined to look for an active market with 6 per cent as below the average. These expectations are based upon the facts (1) that the West and South have been steadily drawing from this centre since early last fall, and that the requirements of these sections for crop purposes, in view of the large surplus still to be moved, are likely to continue; and (2) that the outflow from the Treasury must hereafter be no larger than the inflow. As to the latter point, it is quite evident that the Treasury reserve has been drawn down to very low figures. To illustrate this, we have prepared the following, showing the actual balance available in the Treasury on the first of each month of the past year.

Date.	Nominal Balance Available.	U. S. Bonds Redeemed But Not Yet Matured.	Actual Balance Available.
January 3, 1882	$145,112,316	$8,073,474	$137,038,842
February 1, 1882	141,077,178	640,292	140,436,885
March 1, 1882	153,024,219	107,296	152,916,923
April 1, 1882	147,334,183	.....	147,334,183
May 1, 1882	142,208,881	.....	142,208,881
June 1, 1882	138,319,567	.....	138,319,567
July 1, 1882	119,583,665	.....	119,583,665
August 1, 1882	121,512,719	.....	121,512,719
September 1, 1882	139,507,288	.....	139,507,288
October 1, 1882	134,979,472	6,527,232	128,452,240
November 1, 1882	148,530,516	12,895,372	135,635,144
December 1, 1882	155,764,902	29,860,536	125,904,366
January 2, 1883	140,185,442	28,721,531	111,463,911

From the nominal balance we have in each case deducted the fictitious item of United States bonds redeemed, but not yet matured, so as to show the actual available balance. We thus see that the Treasury has a less reserve that it has ever held before, this being only about 111½ millions January 2, 1883, against 137 millions on the first of January, 1882, and 134 millions on January 1, 1881. These facts indicate that the banks are likely to be drawn upon by the Treasury during future weeks, rather than that the Treasury will add anything to the reserve they now hold. Of course the Government will have to meet the bonds already called as they are presented, and the interest payments, but further calls for bonds cannot be expected for a time at least. It is to be said, however, that the banks are now in a better condition as regards reserve than they have been at this season for two or three years; but this is wholly due to the fact that Treasury disbursements for bonds have been so liberal. We may receive new supplies from abroad to some extent, but in view of the facts stated, it does not seem reasonable to look for very low rates. The operations of the Treasury this week appear to have resulted in a loss, which is a gain to the banks, of $2,943,327. The interior movement has been as follows.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency	$2,800,000	$900,000
Gold	20,000	240,000
Total	$2,820,000	$1,140,000

Last week's bank statement was made up on declining averages. Considering this fact, the following should afford some indication of the character of this week's return, though it is well to remember that the large interest and

dividend disbursements now making are an unsettling influence, and may modify the result.

	Into Banks.	Out of Banks	Net Gain.
Sub-Treasury operations, net...	$2,943,327	$.....	$2,943,327
Interior movement.....	2,820,000	1,140,000	1,680,000
Total.....	$5,763,327	$1,140,000	$4,623,327

The stock market has been fairly active and generally strong this week. On Tuesday the speculators for a decline attacked Texas Pacific, and this had the effect of temporarily unsettling prices. On Wednesday a movement was made against Canada Southern and the Grangers, but each day after these demonstrations the marked was rallied, apparently by the joint efforts of the speculators for an advance, and since then there has been quite a little manifestation of strength along the whole line. Thus far the movement seems to be the result of manipulation, the speculators for a rise encouraging a short interest and their opponents taking advantage of temporary dullness and the apparent indisposition of outsiders, and attacking the market with varying results. The following shows relative prices of leading securities in London and New York.

	Jan. 1.	Jan. 2.		Jan. 3.		Jan. 4.		Jan. 5.	
		Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices
U.S.4s,c.	Holiday	118·94	119¼	119·43	119⅝	119·43	119⅝	119·55	119⅝
U.S.3½s		102·44	102	101·71	102	101·58	102	102·07	102
Erie.....		39·08	38¾	38·47	38½	39·44	39¾	40·05	40¼
2d con.		97·10	96½	96·51	96⅝	97·10	97	97·10	97⅛
Ill. Cent.		142·97	142⅝	142·49	141¾	142·97	142⅞	144·19	144
N. Y. C..		123·71	126	126·23	125½	125·20	126⅞	128·17	127⅛
Reading		26·58†	53½	26·58†	52½	26·94†	...	27·43†	55¼
Ont.W'n		26·09	26	26·09	25⅝	26·21	26	26·45	26½
St. Paul.		106·08	105½	104·38	103¾	105·83	105⅝	107·05	106½
Exch'ge, cables.		4·85½		4·85½		4·85½		4·85½	

* Expressed in their New York equivalent.
† Reading on basis of $50, par value.

The Government bond market has been active and strong this week, with a good demand for the new 3s and the 4 and 4½ per cents. This inquiry was stimulated on Thursday by the report from Washington that no further calls for bonds could be made during the current fiscal year, and it is now pretty generally believed that the new 3s will have a much longer life than at first seemed probable.

The Bank of England return for the week shows a loss of £41,500 bullion and a reduction of 6 3-16 per cent in the proportion of reserve to liabilities. The Bank of France lost 9,575,000 francs gold and 8,500,000 francs silver, and the Bank of Germany, since last report, shows a decrease of 7,277,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	Jan. 4, 1883.		Jan. 5, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England.....	20,353,444	.....	20,249,034	.....
Bank of France.....	38,195,852	43,310,654	25,943,452	46,032,390
Bank of Germany.....	6,853,787	20,561,363	6,461,750	19,385,250
Total this week.....	65,403,083	63,872,017	52,654,236	65,417,640
Total previous week.....	66,135,712	64,838,052	52,975,349	65,750,225

The Assay Office paid through the Sub-Treasury $231,858 for domestic and foreign bullion, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Dec. 29..	$510,988 76	$19,000	$71,000	$316,000	$104,000
" 30..	353,179 01	21,000	23,000	245,000	65,000
Jan. 1..	.....	....Holiday.	.....	.....	.....
" 2..	402,212 67	25,000	23,000	287,000	66,000
" 3..	946,996 19	33,000	53,000	734,000	127,000
" 4..	385,835 86	21,000	54,000	207,000	104,000
Total.	$2,599,212 49	$119,000	$224,000	$1,789,000	$466,000

THE IMPROVED STATE OF OUR FOREIGN TRADE.

In its principal features the trade return for November is the best that has appeared for nearly two years. We referred last week to the wonderful change so quickly brought about in the affairs of the trunk lines under the influence of the splendid harvest of cereals raised this season. We may refer now to the equally swift revolution that has taken place in the state of our foreign trade under the same influence. From February to September inclusive we had a monthly merchandise balance against us, varying in amount from $19,171,061 in May to $593,760 in September. In October there was a decided change and we had a balance in our favor in the sum of $10,113,970. Now, in November, with a free movement of only one of our great export staples—cotton—the excess of merchandise exports over merchandise imports rises to the large total of $25,819,180—a figure that has not been equalled since January, 1881. To show the movement at each port, we give the following table of the exports and imports for two years past.

EXPORTS AND IMPORTS OF MERCHANDISE AT U. S. PORTS.

Exports (Domestic and Foreign.)	1882.		1881.	
	November.	Since Jan. 1.	November.	Since Jan. 1.
	$	$	$	$
New York.....	30,358,032	311,896,761	27,567,069	341,872,599
New Orleans.....	10,812,144	64,363,991	7,557,189	81,102,152
Baltimore	3,517,968	38,635,855	3,235,702	52,704,083
Boston, &c.....	4,710,225	51,744,692	5,279,988	65,484,479
Philadelphia.....	3,103,607	31,227,826	3,531,215	38,368,653
San Francisco	5,141,398	45,841,627	6,210,061	41,047,172
All other ports.....	23,331,660	131,310,267	16,670,267	135,908,347
Total.....	80,975,034	675,021,019	70,071,491	756,487,185
Imports.				
New York.....	35,435,468	471,182,227	35,747,115	412,742,747
New Orleans.....	1,162,693	10,040,891	952,642	11,208,954
Baltimore	1,336,184	13,423,570	1,288,671	15,055,496
Boston, &c.....	4,313,104	68,378,828	4,857,613	60,189,767
Philadelphia	2,166,577	35,517,377	1,760,161	27,938,860
San Francisco	2,990,703	40,919,890	3,596,914	35,186,348
All other ports.....	7,751,125	53,847,435	8,544,658	50,549,674
Total.....	55,155,854	693,310,224	56,657,774	612,871,846

Primarily, the favorable change now recorded is due to our larger exports, though there is also a diminution in the imports. The exports were very heavy, reaching an aggregate of pretty nearly 81 millions—or at the rate of almost a thousand millions a year. The November total is of course altogether without a parallel in the previous months of the year 1882, but it is also almost without a parallel in the whole of the previous year, there having been but one month in 1881—March—when the aggregate was larger. Yet when we come to the breadstuffs figures, we find a decrease as compared with November, 1881, of over $2,700,000, which is further augmented by a decrease of $1,800,000 in the provisions exports, making a falling off of 4½ millions in these two items. As total exports show an increase on last year of pretty nearly 11 millions, it is clear that some of our other staples must exhibit a very decided augmentation, and an examination reveals the fact that cotton is the item that accounts for the greater part of the increase. Of this staple we shipped during November over seven hundred thousand bales against less than four hundred and sixty thousand in the previous November, the actual gain being 245,816 bales. Of course such very heavy shipments can not be counted on any considerable length of time, but it is well to state that in December the movement was even larger, over 750,000 bales having gone out. In the following table we give the breadstuffs and provisions exports from each port. It will be observed that in the case of San Francisco the decrease shown above in the total exports, is explained by the falling off in the breadstuffs shipments, which, as we have often before remarked, were unusually heavy at that port last year.

EXPORTS OF BREADSTUFFS AND PROVISIONS FROM LEADING PORTS.

Breadstuffs.	1882. November.	1882. Since Jan. 1.	1881. November.	1881. Since Jan. 1.
	$	$	$	$
New York	6,188,180	69,152,951	7,430,804	92,493,991
New Orleans	308,331	6,289,671	121,065	9,716,707
Baltimore	1,543,372	22,019,100	1,898,992	33,768,808
Boston	1,328,885	11,246,921	971,013	11,367,662
Philadelphia	678,140	8,142,448	921,051	16,086,610
San Francisco	4,103,558	33,175,120	5,222,280	28,765,622
Other ports	2,155,928	15,279,982	1,411,911	15,146,472
Total	15,306,491	165,606,693	18,025,880	210,318,432
Provisions, &c.				
New York	5,279,596	59,343,159	5,692,614	82,310,104
New Orleans	6,043	67,846	2,971	161,563
Baltimore	113,027	751,978	58,651	4,375,111
Boston	506,125	13,073,794	1,833,231	22,732,587
Philadelphia	511,761	6,784,949	770,158	6,735,799
San Francisco	26,116	355,889	40,055	349,387
Other ports	381,440	4,182,988	223,541	3,680,151
Total	6,824,408	84,863,003	8,621,521	120,345,092

In the imports, too, we see signs of improvement. November is the first month since July, 1881, that does not exhibit a larger aggregate than in the corresponding period of the preceding year. The decrease from November 1881, is 1¼ millions, and, besides, the total is smaller than in any other month this year. It is possible that the decrease is due to the agitation of the question of the reduction of tariff duties, but such a theory does not find much confirmation in the statement of the quantity of goods remaining in the warehouses, which on November 30, 1882, was $27,947,622, against $23,830,703 on November 30, 1881, an increase of $4,116,919. The smaller imports, combined with the larger exports, have, as stated, raised the merchandise excess of exports to its present large aggregate—$25,819,180. This is 12½ millions larger than in November, 1881, and pretty nearly 16 millions above October, 1882, and yet our imports of gold were smaller than in either of those months. The total influx of that metal in November was only $2,189,062, while in the previous month it was 3¼ millions, and in November, 1881, $2,962,078. The difference is not very great, and it is satisfactory to note that the movement is still in progress, but the very much larger merchandise excess would lead one to suppose that the influx should be heavier. The movement was probably checked by the shipment of bonds to this side, and it is also likely that the greater part of our exports having been cotton, a good portion was drawn against some time ago, when the trade currents were still unfavorable to us, the idea at that time being to prevent any further outflow of gold from this country, which fact of course would tend to diminish return shipments now.

In giving below our usual statement of the individual items of breadstuffs exports, we wish to call attention to the fact that the decrease in values as between November, 1882, and November, 1881, is almost wholly the result of the falling off in the outward movement of corn—wheat and flour, when taken together, exhibiting but a slight decline. Following is the table.

EXPORTS OF BREADSTUFFS DURING NOVEMBER AND SINCE JAN. 1.

November.	Quantity. 1882.	Quantity. 1881.	Value. 1882.	Value. 1881.
			$	$
Barley ....bush.	62,631	102,339	46,567	76,383
Corn....bush.	634,189	4,189,382	525,234	2,912,805
Corn-meal ....bbls.	18,166	29,410	71,423	106,135
Oats ....bush.	25,870	22,389	14,460	12,008
Rye ....bush.	249,175	173,035	182,121	179,123
Wheat ....bush.	8,825,845	9,707,810	9,334,753	11,577,373
Wheat-flour ... bbls.	862,831	483,795	5,131,936	3,161,753
Total			15,306,494	18,025,880
Since Jan. 1.				
Barley....bush.	294,034	207,438	213,622	134,610
Corn ....bush.	13,057,940	70,263,464	9,944,652	42,266,154
Corn-meal ....bbls.	213,752	376,462	819,814	1,151,252
Oats....bush.	265,726	499,194	154,731	231,021
Rye....bush.	1,264,851	998,860	1,070,252	1,030,317
Wheat....bush.	106,315,387	109,814,650	114,441,885	128,318,378
Wheat-flour ... bbls.	6,392,059	6,311,659	38,961,737	37,186,700
Total			165,606,693	210,318,432

As to the provisions exports, beef shows a slight increase for the month, but the items of what are termed "hog products" all record a decrease in quantity, though in one case there is an unimportant increase in value, owing to the higher prices that have prevailed. Below are the figures.

EXPORTS OF PROVISIONS, &C., IN NOVEMBER AND SINCE JAN. 1.

November.	Pounds. 1882.	Pounds. 1881.	Value. 1882.	Value. 1881.
			$	$
Beef, fresh and salted	9,834,003	9,736,405	950,379	858,523
Bacon and hams	15,730,031	32,185,196	1,914,516	3,293,366
Lard	20,901,564	23,175,311	2,605,972	2,777,587
Pork	5,781,454	6,783,567	614,366	614,255
Tallow	2,466,640	3,033,637	204,636	251,787
Butter	650,231	824,781	121,919	160,684
Cheese	3,955,687	5,365,549	412,620	665,035
Total			6,824,408	8,621,521
Since Jan. 1.				
Beef, fresh and salted	81,182,197	120,053,553	7,714,352	11,555,553
Bacon and hams	291,360,368	544,674,888	31,006,125	48,791,735
Lard	206,055,050	279,624,118	21,547,196	30,023,948
Pork	56,858,058	81,777,790	5,450,820	7,021,473
Tallow	36,559,133	61,690,173	3,092,611	4,542,400
Butter	6,971,667	20,538,350	1,380,841	3,935,659
Cheese	99,514,264	131,366,894	11,003,728	14,166,224
Total			84,863,003	120,345,092

COTTON CONSUMPTION AND OVERLAND MOVEMENT TO JANUARY 1.

Our overland movement we bring down to-day to the first of January.

OVERLAND MOVEMENT TO JANUARY 1, 1883.

The *gross* figures show an increase during the month of 10,034 bales, and for the four months ending with December 31, they show a decrease as compared with last season, the difference in favor of 1881 being 43,753 bales. The *net* movement, however, is in excess of last year, the increase during the month being 66,370 bales; and for the four months the figures reach 413,082 bales, against 323,510 bales for the corresponding period of 1881, the excess in favor of this season being 89,572 bales. Presented in our usual form, the details for the four months this year and last year are as follows.

OVERLAND FROM SEPTEMBER 1 TO JANUARY 1.

	1882.	1881.
Since September 1 shipped—		
From St. Louis	218,271	202,000
Over Illinois Central	10,391	4,032
Over Cairo & Vincennes	108,704	101,541
Over the Mississippi River, above St. Louis	75,337	72,326
Over Evansville & Terre Haute	7,641	9,974
Over Jeffersonville Madison & Indianapolis	26,971	61,633
Over Ohio & Mississippi Branch	36,272	13,106
Over Louisville Cincinnati & Lexington	31,552	61,555
Receipts at Cincinnati by Ohio River	12,553	34,216
Receipts at Cincinnati by Cincinnati Southern	42,214	80,095
Over other routes	41,034	9,732
Shipped to mills, not included above	2,783	7,319
Total gross overland	613,776	657,529
Deduct—		
Receipts overland at New York, Boston, &c.	182,352	239,661
Shipments between (or South from) Western interior towns	1,937	4,328
Shipments inland (not otherwise deducted) from—		
Galveston	50	8,756
New Orleans	37	9,766
Mobile	14,608	64,854
Savannah	.....	.....
Charleston	.....	.....
North Carolina ports	583	2,390
Virginia ports	1,127	4,264
Total to be deducted	200,694	334,019
Leaving total net overland*	413,082	323,510

* This total includes shipments to Canada by rail, which since Sept. 1, 1882, amount to 17,000 bales.

RECEIPTS, EXPORTS AND SPINNERS' TAKINGS.

As shown by our weekly statements, the port movement in December has been much larger than last year. The receipts now reach 3,514,473 bales, against 3,253,822 bales

for the same period last season, a difference in favor of this season of 260,651 bales. The receipts during the month were 1,112,536 bales, against 996,807 bales, an increase of 115,729 bales. The exports to foreign ports also show an increase, the excess during the month being 266,739 bales, and for the four months the total is 2,111,013 bales, against 1,524,074 bales during the same months in 1881, or a difference in favor of this season of 586,939 bales. The stocks at the outports are now 237,090 bales less than at the same time last year; and at the interior towns the stocks show a decrease of about 86,000 bales. Our usual table of receipts, exports, &c., is as follows.

Movement from Sept. 1, 1882, to Jan. 1, '83.	Receipts since Sept. 1, 1882.	Exported since Sept. 1, 1882, to— Great Britain.*	France.	Conti-nent.	Total.	Stocks Jan. 1.
Galveston	494,329	149,246	22,945	46,559	218,750	145,694
Ind'n'la,&c	13,651	.....	.....	.....	.....	.....
N. Orleans	868,284	333,429	128,385	173,864	635,678	324,176
Mobile	211,281	3,920	.....	.....	3,920	41,558
Florida	9,248	.....	.....	.....	.....	.....
Savannah	575,426	55,732	21,158	147,177	224,067	126,253
Br'nsw.,&c	5,308	.....	.....	.....	.....	.....
Charleston	403,068	72,142	18,838	97,412	188,392	105,856
Pt. Roy.,&c	7,822	.....	.....	.....	.....	243
Wilmingt'n	89,601	22,320	.....	1,500	23,820	24,664
M'reh.C,&c	10,397	.....	.....	.....	.....	.....
Norfolk	495,996	222,661	.....	2,778	225,439	72,857
City Pt.,&c	147,710	21,132	.....	.....	21,132	.....
New York	61,975	241,722	18,115	93,779	353,616	108,788
Boston	77,359	73,335	.....	314	73,649	2,910
Baltimore	11,428	75,683	1,294	27,540	104,517	16,218
Phila., &c.	31,590	36,545	.....	1,488	38,033	14,051
Total	3,514,473	1,307,867	210,735	592,411	2,111,013	983,268
Total 1881	3,253,822	933,046	188,891	402,137	1,524,074	1,220,358

* Great Britain exports include to the Channel.

Using the facts disclosed by the foregoing statements, we shall find that the portion of the crop which has reached a market through the outports and overland, and the Southern consumption since September 1 this year and last year, is as follows.

	1882.	1881.
Receipts at the ports to January 1 .....bales.	3,514,473	3,253,822
Net shipments overland during same time	413,082	323,510
Total receipts.....bales.	3,927,555	3,577,332
Southern consumption since September 1.....	130,000	100,000
Total to January 1.....bales.	4,057,555	3,677,332

The increase in the amount of cotton marketed during the first four crop months of 1882–83 is thus seen to be 380,223 bales. To determine the portion which has gone into the hands of Northern spinners during the same period, we have prepared the following.

Total receipts to January 1, 1883, as above .....bales.		4,057,555
Stock on hand commencement of year (Sept. 1, 1882)—		
At Northern ports.....	98,392	
At Southern ports.....	21,830—120,722	
At Providence, &c., Northern interior markets ..	3,510—	124,232
Total supply to January 1, 1883.....		4,181,787
Of this supply there has been exported to foreign ports since Sept. 1, 1882..2,111,013		
Less foreign cotton included	1,448—2,109,565	
Sent to Canada direct from West.....	17,000	
Burnt North and South.....	438	
Stock on hand end of month (Jan. 1, 1883)—		
At Northern ports.....bales 141,967		
At Southern ports..... 841,301	983,268	
At Providence, &c., Northern interior markets..	12,662—3,122,938	
Total takings by spinners since September 1, 1882.....		1,058,854
Taken by Southern spinners		130,000
Taken by Northern spinners since September 1, 1882		928,854
Taken by Northern spinners same time in 1881		1,016,151
Decrease in takings by Northern spinners this year..bales.		87,297

The above indicates that Northern spinners had up to January 1 taken 928,854 bales, a decrease from the corresponding period of 1881 of 87,297 bales. Our last year's figures for consumption are revised in accordance with the revision in the receipts at City Point, &c.

AMOUNT OF CROP NOW IN SIGHT.

In the foregoing we have the number of bales which have already been marketed this year and last year. An additional fact of interest is the total of the crop which was in sight on January 1, compared with a year ago. We reach that point by adding to the above the stocks remaining at that date at the interior towns, less stock held by them at the beginning of the season. In this manner we find the result for the two years on January 1 to be as follows.

	1882.	1881.
Total marketed, as above.....bales.	4,057,555	3,677,332
Interior stocks in excess of Sept. 1.....	363,500	421,000
Total in sight.....bales	4,421,055	4,098,332

This indicates that the increased movement up to this date of the present year is 322,723 bales.

WEIGHT OF BALES.

To furnish a more exact measure of the receipts up to January 1, we give below our usual table of the weight of bales. We give for comparison the figures for the same time last season.

	Four Months ending January 1, 1883.			Same period in 1881.
	Number of Bales.	Weight in Pounds.	Average Weight.	Average Weight.
Texas	507,980	265,201,119	522·07	506·39
Louisiana.....	868,284	424,252,245	488·61	464·12
Alabama	211,281	106,063,062	502·00	495·00
Georgia*.....	589,982	286,259,266	485·20	471·75
South Carolina..	410,890	196,701,260	478·72	462·34
Virginia.....	643,706	307,730,090	478·06	471·80
North Carolina...	99,998	47,489,050	474·90	466·24
Tennessee, &c....	725,434	371,059,491	511·50	476·00
Total.....	4,057,555	2,004,755,583	494 08	473·75

* Including Florida.

It will be noticed that the movement up to January 1 shows an increase in the average weight as compared with the same period last year, the average this year being 494·08 lbs. per bale, against 473·75 lbs. per bale for the same time in 1881.

THE COTTON GOODS TRADE IN DECEMBER.

The cotton goods market opened quiet and so continued until nearly the middle of the month, when a more active movement in plain cottons was stimulated by lower prices. The decline was led by standard sheetings, which were marked down ¼c. per yard, and other makes of corporation brown cottons were subsequently reduced from 5 to 7½ per cent, as a result of which liberal sales were effected by manufacturers' agents. Fine bleached shirtings were reduced 1¼c. per yard, and stocks on hand were closed out at the decline. Colored cottons are nominally unchanged, but prices favor the buyer in some cases. Print cloths ruled quiet and firm throughout the month.

December.	1882. Cott'n low middling.	1882. Printing cloths, 64x64	1882. Sheetings, standard.	1881. Cott'n low middling.	1881. Printing cloths, 64x64	1881. Sheetings, standard.	1880. Cott'n low middling.	1880. Printing cloths, 64x64	1880. Sheetings, standard.
1	10	3·69	8¼	11 5/8	4	6¾	11 9/16	4⅜	8¼
2	10	3·69	8¼	11 11/16	4	8¾	11 9/16	4⅜	8¼
3	.....	..S.....	.....	11 11/16	4	8¾	11 9/16	4⅜	8¼
4	9 15/16	3·69	8¼	.....	..S.....	.....	11 9/10	4⅜	8¼
5	9 15/16	3·69	8¼	11 11/16	4	8¾	.....	..S.....	.....
6	9 15/16	3·69	8	11 5/8	4	8¾	11 9/16	4⅜	8¼
7	9 15/16	3·69	8	11 9/16	4	8¾	11 9/16	4¼	8¼
8	9 15/16	3·69	8	11 9/16	4	8¾	11 7/16	4¼	8¼
9	9 15/16	3·69	8	11½	4	8¾	11 7/16	4¼	8¼
10	.....	..S.....	.....	11½	4	8¾	11 7/16	4⅜	8½
11	10	3·69	8	.....	..S.....	.....	11 7/16	4⅜	8½
12	10	3·69	8	11½	4	8¾	.....	..S.....	.....
13	9 15/16	3·69	8	11½	4	8¾	11 7/16	4⅜	8½
14	9 15/16	3·69	8	11 7/16	4	8¾	11 7/16	4⅜	8½
15	9 15/16	3·69	8	11 7/16	4	8¾	11 7/16	4⅜	8½
16	9 15/16	3·69	8	11 9/16	4	8¾	11 9/16	4⅜	8½
17	.....	..S.....	.....	11 9/16	4	8¾	11 9/16	4⅜	8½
18	9 15/16	3·69	8	.....	..S.....	.....	11½	4⅜	8½
19	9 15/16	3·69	8	11 9/16	4	8¾	.....	..S.....	.....
20	9 15/16	3·69	8	11 9/16	4	8¾	11½	4⅜	8½
21	9⅞	3·69	8	11 9/16	4	8¾	11½	4⅜	8½
22	9⅞	3·69	8	11 9/16	4	8¾	11½	4⅜	8½
23	.....	..Holiday..		11 9/16	4	8¾	11½	4⅜	8½
24	.....	..S.....	.....	11 9/10	4	8¾	11½	4⅜	8½
25	.....	..Holiday..		.....	..S.....	.....	.....	Holiday..	
26	.....	..Holiday..		.....	..Holiday..		.....	..S.....	.....
27	9 13/16	3·69	8	11 9/16	4	8¾	.....	..Holiday..	
28	9 13/16	3·69	8	11 9/16	4	8¾	11 7/16	4 3/16	8½
29	9 13/16	3·69	8	11 9/16	4	8¾	11 7/16	4 3/16	8½
30	.....	Holiday..		11 9/16	4	8¾	11 7/16	4 3/16	8½
31	.....	..S.....	.....	.....	..Holiday..		11½	4 3/16	8½

The above prices are—For cotton, low middling upland at New York; for printing cloths, manufacturers' prices; for sheetings, agents' prices, which are subject to an average discount of 5 per cent.

RETROSPECT OF 1882.

The course of business affairs in the United States during 1882 was not marked by that continuous development and general buoyancy which had been notable in the three preceding years. Indeed, the slackening of speed began in some respects in the last half of 1881; and from the first of July in that year, when the country was temporarily paralyzed by the appalling death of its chief magistrate, there was a change in the spirit of advance, and almost exaltation, which had taken possession of our business world since 1878. In 1880 the clearings of the banks in 22 leading cities amounted in round millions to $50,000,000,000; in 1881 to $64,000,000,000; and in 1882 to $61,000,000,000.

But a careful retrospect of 1882 presents only the view of a diminishing pressure in the force which had pushed everything forward, and by no means a retrograde movement; the gross amount of business was, in some departments at a maximum—the largest ever transacted in a single year—but it was in the net proceeds, in the cash profits realized, that the results were sometimes less satisfactory than in prior years.

The striking comparison between the years 1881 and 1882 in the extent of agricultural products stands out in bold relief. It is estimated that the country produced 440,000,000 bushels more of corn, 130,000,000 bushels more of wheat and possibly 1,560,000 bales more of cotton in 1882 than in 1881. The agricultural interests of the United States are not only in themselves far superior in importance to any others, but their supremacy is thrown into prominence by the fact that they furnish a great part of the exports of the country, and thus control the statistics of foreign trade. The products of our mills, factories and mines are mostly consumed at home, and manufactured articles make a relatively small proportion of the total value of the country's exports. For example, in the fiscal year ending June 30, 1882, the total value of exports of domestic merchandise amounted to $733,000,000, of which $490,000,000 was made up by cotton, breadstuffs and provisions alone; in 1880-81 the total value of domestic exports was $884,000,000, of which $659,000,000 was made up by the items mentioned. The exhibit for each fiscal year ending June 30 was as follows:

	1881.	1882.
Total exports of domestic merchandise	$883,925,947	$733,073,937
Breadstuffs	$265,561,091	$176,977,496
Provisions	145,622,078	112,895,714
Cotton (including Sea Island)	247,695,746	199,812,644
	$658,878,915	$489,685,854

In every business office of the land, first the crop prospects, then the progress of the harvests, and finally the probable out-turn, are the subjects of constant discussion from March till November. The widespread failure of crops from the drought of 1881 became notorious, and on the first of January, 1882, the fact was apparent that the country was entering upon a half year of small grain and cotton tonnage, small exports of produce, and consequently smaller balances to fall due from foreign consumers. The expectations were not disappointed, and in the first half of 1882 the exports of corn, wheat and cotton alone amounted to $65,000,000 less than in the same period of 1881. The comparison of these exports stood as follows.

	1*st six months* 1881.		1*st six months* 1882.	
	Bushels.	*Value.*	*Bushels.*	*Value.*
Corn	39,514,405	$22,693,165	10,179,891	$7,653,809
Wheat	58,244,980	65,911,768	32,898,272	38,993,537
	Bales.	*Value.*	*Bales.*	*Value.*
Cotton	2,256,169	$122,862,350	1,756,520	$100,518,581
Total value		$211,467,283		$146,566,017

It was but a corollary of these figures that in the first half of 1881 $22,810,654 of gold and silver came into the United States in excess of the exports of those metals, and in the first half of 1882 $33,456,980 of gold and silver went out of the country in excess of the amounts imported.

The foregoing statements present with sufficient clearness the great difference between years of good and bad crops, but as the export trade movement of the six months ending with June 30 reflects most conspicuously the result of the previous year's crops, the full benefit of the great yield of 1882 had not been shown up to the close of that year, and it remains for the first six months of 1883 to exhibit a strong contrast with the corresponding period of 1882, in a very heavy export of domestic merchandise. For the eleven months ending with Nov. 30 the trade figures for the United States (latest published) were briefly as follows:

MERCHANDISE.

Eleven months ending Nov. 30—	1882.	1881.
Total exports	$675,021,319	$756,487,485
Imports	693,310,224	612,871,846
Excess of imports	$18,289,205	[a]$143,615,639
Five months ending Nov. 30—		
Excess of exports	21,147,825	45,615,673

[a] Excess of exports.

GOLD AND SILVER.

Eleven months ending Nov. 30—	1882.	1881.
Exports	$54,000,489	$18,303,432
Imports	19,182,900	65,514,598
Excess of exports	$34,817,589	[a]$47,211,166
Five weeks ending Nov. 30—		
Excess of exports	1,355,706	[a]24,100,512

[a] Excess of imports.

In no department of business enterprise was there such astonishing activity developed as in the building of new railroads. It had become evident as early as August, 1881, that the number of new railroads projected, with their construction already undertaken by responsible parties, was so large that the mileage to be finished during the next eighteen months would assuredly be very heavy. In the INVESTORS' SUPPLEMENTS of August and October, 1881, elaborate articles were published, giving with much detail an account of the railroads in progress and projected, together with the amount of bonds and stock of old and new corporations definitely subscribed for. The totals were so large that the public was somewhat surprised, and the figures were even commented upon with severity and undue feeling by parties who thought that their interests might be prejudiced by this exhibit of the real facts of the situation. But the result fully proved the general correctness of those statistics, and at the close of the year 1882 it is found that there has been constructed in that year about 11,000 miles of new railroad, against 9,400 in 1881, and 7,379 miles in 1871, which, prior to 1881, was the heaviest year on record. On the common basis of $25,000 per mile in bonds and $25,000 in stock, which is by no means an exaggerated estimate of the average capital account on new railroads, including both road and equipment, this mileage would furnish the basis for $550,000,000 in new stocks and bonds at their par value. Of this amount about one half, or $275,000,000, would represent the amount actually expended on the properties, and the balance would represent the bonus distributed to the construction companies or the projectors and promoters of the several enterprises. In reference to this enormous activity in railroad building the CHRONICLE has remarked that it is highly probable the year 1882 will remain forever as the maximum year in railroad building in the United States, for, although there will be much done hereafter in piecing out various systems by the con

struction of branches or connecting links, the long through lines will not be duplicated, and it is difficult to conceive that there will ever again be a time when capital will go into railroads so freely as to induce the construction of some 11,000 miles in a single year.

There have been very few defaults on railroad bonds, notwithstanding the large number of new enterprises in progress, and when the period which preceded the crisis of 1873 is compared with the present time, it is easily seen that there is no close analogy between them. The great difference is noticed mainly in two important particulars—first, that the roads now constructed have been built at a much smaller interest charge, being usually bonded at a smaller amount per mile and with bonds carrying a rate of interest 1½ to 2 per cent less per annum than the bonds of 1870–1873; secondly, that a very large part of the new mileage constructed has been for the account of old and strong corporations which have earned for years a large annual surplus above interest and dividend charges. These old companies may lose something of their profits for a few years in operating the new lines of road, and might in some cases be obliged to suspend dividends on their stocks for a while, but defaults on their bonds are without the limit of reasonable probabilities.

For the purpose of showing at a glance the industrial and financial statistics, which present a sharp comparison of the two years 1881 and 1882, the following table has been compiled.

	1881.	1882.
Coin and currency in U. S. Nov. 1	$1,455,631,000	$1,488,838,554
Total clearings in 23 cities	$61,332,000,000	$61,543,000,000
Mercantile failures	$81,155,932	$101,547,564
Imports of gold and silver (11 mos.)	$65,514,598	$19,182,900
Exports of gold and silver (11 mos.)	$18,303,432	$54,000,489
Imports of merchandise (11 mos.)	$612,871,846	$693,310,224
Exports of merchandise (11 mos.)	$756,487,485	$675,021,019
Excess of exports over imports	$143,615,639	.....
Excess of imports over exports	.....	$18,289,205
Railroad constructed (est.) miles.	9,400	11,000
Gross earnings 54 railroads (11 mos.)	*$224,980,851	*$257,172,130
Wheat raised (estimated) bush.	380,000,000	510,000,000
Corn raised (estimated) bush.	1,194,000,000	1,635,000,000
Cotton raised (1882 est.) bales.	5,435,845	7,000,000
Pig iron tons.	4,461,000	.....
Anthracite coal (1882 approx.) tons.	28,500,000	29,250,000
Immigration (11 mos.)	682,485	705,259

* Mileage Nov. 30, 1881, 42,160; in 1882, 46,636.

In the iron and steel trade there was a severe depression in the latter part of the year, and steel rails fell to $40 per ton, while some contracts were actually made at lower rates. Quite a number of mills shut down temporarily, and just about the time Congress met in early December, there was a great deal of attention directed by the newspapers to the condition of the iron trade, and part of this was believed to be for the purpose of influencing Congress against any reduction of the heavy duties on iron and steel. The depression, however, which really existed in the steel rail trade was easily accounted for by the falling off in the construction of new railroads, and the orders for future delivery on Jan. 1, 1883, were very much below the amount of similar contracts outstanding at the beginning of 1882.

In speculative operations, not only at the Stock Exchange, but also in breadstuffs, provisions, cotton, petroleum, and other articles of merchandise, there was a very widely extended interest on the part of the public at large. Many of the failures in business could be traced to outside speculative operations, and it could not be regarded as a favorable circumstance that so many parties in various kinds of business, and even professional men, were engaged in carrying stocks, produce, cotton, petroleum, &c., on margins.

Our usual interesting comparison is obtained by bringing forward the figures indicating the general financial situation in New York at the opening of the present year and at the same date in each of the two preceding years. The following summary shows the condition of the New York City Clearing-House banks, rate of foreign exchange, and prices of leading securities and articles of merchandise, on or about the 1st of Jan., 1881, 1882 and 1883.

STATISTICAL SUMMARY ON OR ABOUT JAN. 1, 1881, 1882 AND 1883.

	1883.	1882.	1881.
New York City Banks—			
Loans and discounts	$311,071,200	315,443,400	297,756,700
Specie	57,627,100	57,782,500	58,047,900
Circulation	17,625,500	20,162,400	18,408,200
Net deposits	291,663,600	289,890,400	272,466,900
Legal tenders	18,664,200	15,942,000	12,796,600
Legal reserve	72,915,900	72,472,600	68,116,725
Reserve held	76,291,800	73,724,500	70,844,500
Surplus reserve	3,375,100	1,251,900	2,727,775
Money, Exchange, Silver—			
Call loans	3@12	3@6-16 p. d.	6
Prime paper, sixty days	6@6½	6@6½	5@5½
Silver in London, per oz	50⅛d.	51 13-16d.	51⅝d.
Prime sterling bills, 60 days	4 81	4 81	4 81½
United States Bonds—			
3s, registered, option U. S	102⅜	.....	.....
6s, currency, 1898	132	129	133
5s, 1881, (continued at 3½)	102	102⅜	101½
4½s, 1891, coupon	113	114½	112
4s of 1907, coupon	119½	117⅝	112⅜
Railroad Stocks—			
New York Central & Hud. Riv.	126	130⅛	150
Erie (N. Y. L. E. & W.)	38¾	40⅝	48⅛
Lake Shore & Mich. Southern	112⅜	112¼	130¼
Michigan Central	98	85¾	121½
Chicago Rock Island & Pacific	125½	131½	136½
Illinois Central	142⅝	129¼	126
Chicago & Northwestern, com.	134½	125¼	124
Chicago Milw. & St. Paul, com.	105½	106	110¼
Delaware Lack. & Western	128⅛	127	107
Central of New Jersey	69½	90⅝	83
Merchandise—			
Cotton, Middl'g Uplands ₰ lb.	10 3/16	11 7/8	11 15/16
Wool, American XX ₰ lb.	35@43	37@45	37@48½
Iron, Amer. pig, No. 1 ₰ ton.	25 00@26 00	25 50@27 00	24 00@26 00
Wheat, No. 2 red win. ₰ bush.	1 09½-1 10½	1 41¾-1 43¾	1 17¾-1 18¼
Corn, Western mixed ₰ bush.	59@67	65@71	54@58
Pork, mess ₰ bbl.	18 37½18 50	17 50@19 50	14 00

BANK MOVEMENTS.

The changes in the bank returns in New York City during the year were not particularly striking, and much less interesting than the variations in the preceding year, especially the rise in deposits to $346,000,000 and loans and discounts to $350,000,000 in July, 1881. The circulation ran down about $2,500,000, partly through the change of a few banks from the National to the State system. The specie held was nearly the same at the end as at the beginning of the year, and the legal tenders increased nearly $3,000,000. The loans and discounts and the deposits showed but very moderate fluctuations.

The following were the totals of the New York City Clearing House banks about the first of each quarter in the year 1882 and at the 1st of January, 1883:

	Loans and Discounts.	Specie.	Circulat'n.	Net Deposits.	Legal Tenders.
	$	$	$	$	$
Jan. 1, '82	315,443,400	57,782,500	20,162,100	289,890,400	15,942,600
April, '82	312,824,200	57,373,700	19,954,700	284,723,400	15,528,100
July, '82	322,884,300	56,124,500	18,468,900	305,269,100	25,648,800
Oct., '82	319,397,000	48,423,000	18,799,800	288,628,900	21,646,800
Jan. 1, '83	311,071,200	57,627,100	17,625,500	291,663,600	18,664,200

THE MONEY MARKET.

The year began with a fairly easy money market soon after the first of January, and the supply of funds became sufficient, with call loans at 4@6 per cent. In the latter part of February and early in March there was some stringency in the rates for money on call, and borrowers on stock collaterals paid as high as 1-32 to ⅛ per day commission in addition to 6 per cent per annum. It will be observed that there is often a wide range in the quotations of call loans, and the minimum prices of 3 or 4 per cent are quoted even during the same weeks when stock brokers were paying the high rates just mentioned. This is accounted for by the fact that bond dealers were offered money at low rates on government bonds exclusively as collateral, by parties having trust or other funds in hand, which they would lend on no other security than government bonds, and with comparatively small regard to the rate of interest received. These low rates, therefore, furnish no criterion of the current prices for loans on ordinary stock collaterals.

One of the principal features of the year was the change in the usury law of New York State so as to permit the lending of money on collateral securities in sums of $5,000 and upwards at any rate of interest agreed upon by the parties, thus practically abolishing the restriction as to rates of interest on call loans in New York City. The operation of this law was, upon the whole, satisfactory to bankers,

and brokers, although merchants sometimes complained that the banks loaned their funds so extensively on stock collaterals that they would not discount commercial paper, and that accommodation, even on first-class notes, was difficult to obtain. In October and November there was a period of stringency in the money market, partly attributed to manipulation by the bears in stocks, but this was soon relieved by the heavy disbursements of the Treasury on account of called bonds. In December the money market was unusually easy.

Wk end'g Friday.	Call Loans.	Prime Paper.	Wk end'g Friday.	Call Loans.	Prime Paper.
Jan. 6..	3 @6 & 1/8 p. d.	6 @6½	July 7..	1½@ 4	4½@5
" 13..	2 @6	5½@6	" 14..	2 @ 4	4½@5
" 20..	2 @6	5 @5½	" 21..	2 @ 3½	4 @5
" 27..	2 @5	5 @5½	" 28..	2 @ 5	4 @5
Feb. 3..	2 @6	5 @6	Aug. 4..	2 @ 4	5 @5½
" 10..	2 @6	5 @5½	" 11..	2 @ 4	5 @6
" 17..	2 @6 & 1/32 p.d.	5½@6	" 18..	2½@ 5	5½@6
" 24..	2½@6 & 1/8 p.d.	5½@6	" 25..	2 @ 5	5½@6
Mch. 3..	2½@6 & 1/64-1/16 p.d.	5½@6	Sept. 1..	3 @ 6	5½@6½
" 10..	3 @6	5½@6	" 8..	6 @10	6 @6½
" 17..	2 @6	5 @6	" 15..	4 @ 8	6 @6½
" 24..	2½@6	5½@6	" 22..	4 @ 8	6 @7
" 31..	3 @6	5 @6	" 29..	5 @20	7 @9
April 7..	4 @6 & 1/32 p.d.	5 @6	Oct. 6..	5 @20	7 @8
" 14..	2½@6	5 @5½	" 13..	3 @ 7	6 @7
" 21..	2 @5	4½@5	" 20..	3 @ 6	6 @7
" 28..	2 @5	4½@5	" 27..	3 @ 6	6 @6½
May 5..	2 @4	4½@5	Nov. 3..	3 @12	6 @7
" 12..	2 @4	4 @5½	" 10..	4 @25	6 @7
" 19..	2 @4	4½@5	" 17..	3 @ 7	6 @7
" 26..	2 @4	5 @5½	" 24..	4 @30	6 @7
June 2..	2 @4	4½@5	Dec. 1..	3 @10	6 @7
" 9..	2 @4	4½@5½	" 8..	3 @ 6	6 @6½
" 16..	2 @3½	5 @..	" 15..	3 @ 6	5½@6
" 23..	2 @4	5 @5½	" 22..	3 @ 6	5½@6
" 30.	2 @9	5 @5½	" 29..	2 @ 8	5½@6

FOREIGN EXCHANGE.

The course of the foreign exchanges during the year is tolerably well indicated by the remarks above concerning the foreign trade movement. The general prosperity of the three years ending with 1881 had stimulated the importation of foreign merchandise, while on the other hand the small crop of 1881 left the United States a small surplus for export. The natural result followed, and in March, 1882, prime bankers' sterling bills were quoted at 4 89½@4 90½ (the posted rates), against 4 82½@4 84 in March, 1881, and in the half-year ending June 30, 1882, about $33,500,000 of gold and silver was exported, while in the corresponding period of 1881 about $23,000,000 was imported. In the latter part of the year the aspect materially changed, more from the very large exports of cotton than from any other single cause, and during the last three months of 1882 the United States was a receiver of specie from foreign countries in moderate amounts. The movements of stocks and bonds between the New York market and London and Europe was sometimes large, but the total balances on one side or the other were not such as to be perceptible in the exchanges to any important extent.

UNITED STATES BONDS.

The changes in U. S Government bonds were less striking than in previous years, and aside from the market fluctuations, the principal matters of interest were the exchange of 3½ per cent bonds into 3 per cents under the Act of Congress of July 12, 1882, authorizing the same; at the close of the year the 3 per cents outstanding were $289,563,950. On Jan. 1, 1882, the total interest-bearing debt was $1,555,534,600, and on Jan. 1, 1883, $1,392,245,450, a decrease of $162,289,150; but the total debt of all sorts, less cash in Treasury, was $1,765,491,717 on Jan. 1, 1882, and $1,607,543,676 on Jan. 1, 1883, showing $157,948,041 as the actual decrease in the obligations of the Government during the year. Prices of Government securities were higher than ever before, and in April the fours of 1907 sold at 121¾ and in December again reached 121, with accrued interest on.

RAILROAD AND MISCELLANEOUS STOCKS.

The stock market in 1882 showed a trifle less activity in the volume of business transacted than in the previous year. In taking a general view of the course of prices, it is found that there were three periods of considerable depression, and only in July and August was there genuine buoyancy in stocks caused by outside purchases uninfluenced by speculative manipulation or the manœuvres of professional operators.

After showing some strength and animation in the early part of the year, the market collapsed and ran into a condition of great weakness, which culminated in the lowest prices about the 23d of February. From this there was some recovery as negotiations progressed for the settlement of the trunk-line war, and the market went on in a feverish condition, with frequent fluctuations, until the early part of March, when weakness again set in; and from the 10th to the 13th there was a feeling of great gloominess, and a large amount of stocks was thrown overboard. On the latter day Mr. Gould made his famous exhibit at his office, to a few of his influential friends, of a large amount of his stocks and bonds, to prove that he was in no straits for money, as some of the bear rumors had reported. According to the accounts Mr. Gould produced a strong box from which he took a large number of stock certificates, including $23,000,000 of Western Union, $12,000,000 of Missouri Pacific, $6,000,000 of Manhattan Elevated, $2,000,000 of Wabash common, and $10,000,000 of bonds of the New York and Metropolitan railways and Wabash preferred stock. The stock certificates were in his own name and most of them fresh, never having been endorsed, and therefore not used as collateral. He also offered to show some $30,000,000 of railroad bonds, but the gentlemen were satisfied.

This performance was backed up by some very decided expressions made by Mr. Vanderbilt to the newspaper reporters, on the side of higher prices, and the railroad war was announced to have been positively settled. All these circumstances drew in purchasers of stocks, and for some time there was an active and buoyant market, and much pressure was exerted to push up prices by all the customary rumors and other means used on such occasions. But early in April the whole scene changed; there was a pretty strong tone on Saturday, April 1, but on Monday morning some of the stocks that had been steadily supported before, declined so rapidly as to carry the whole market with them. For some time the bears had referred to the fact that certain prominent stocks had been kept up to a specified price, as if a peg was driven in there, and that the pegs were moved from one point to another at the will of the manipulators, and now the pegs were withdrawn, particularly in Lake Shore, which sold right down about 8 points. Under the disappointment which followed the decline in Lake Shore to 110, Western Union to 86, Missouri Pacific to 94¼, &c., &c., the whole market became decidedly weak. In addition to these circumstances, the renewed exports of specie were not calculated to help matters, and the result was a tone of depression at the Stock Exchanges in New York and other cities which was in strong contrast with the buoyancy of the previous week.

There was loud complaint heard on all sides against the prominent operators, who had virtually declared themselves in favor of higher prices and then sold freely of their holdings, and there was no substantial and healthy recovery in tone till after the 1st of July.

When the result of the harvest was pretty well known in July, there began a genuine and active purchasing movement, and the interest of the public in the market was larger than it had been in a long time. This strength was continued with some variations through August, but in September there was a check put on the advancing tendency, and it was generally believed that Mr. Gould was then opposing any further rise in the market although his interests forbade that he should become a decided bear on prices. The stringency in money afterward assisted the bear interest, and this was followed by the railroad war among the companies of the Northwest, so that from September to December—when this railroad war was settled—there was never a time that the stock market presented a strong and healthy outlook calculated to invite the investment of new money, and much of that time the depression at the Stock Exchange was so severe that prices of a number of stocks reached the lowest point made in several years.

The Northwestern railroad war was finally settled about December 15, and in consequence of that, the tone decidedly improved, and without any great activity the better feeling was maintained, with some exceptions, till the close of the year.

Any account of the stock market in 1882 would be quite incomplete which did not refer to the large and rapid decline in a few of the highly speculative stocks, such as Denver & Rio Grande, Richmond & Danville, Richmond & West Point, Louisville & Nashville, and Hannibal & St. Joseph. The break in the Hannibal & St. Joseph stocks was the result of the corner of the previous year, while the Richmond & Danville stocks were so closely held that they labored under the same disadvantage. The weak point in Louisville & Nashville was its large funded and floating debt. Denver & Rio Grande was perhaps weakest of all, partly because of increased competition, but mainly because of the additions to its stock and debt. A conspicuous feature of the year was the pertinacity with which vulnerable stocks like those mentioned were attacked, and as their success was made to serve the purpose of breaking the whole market.

QUOTATIONS OF STERLING EXCHANGE FOR EVERY DAY IN THE YEAR 1882.

[Compiled from the quotations of leading bankers.]

Day of Mon.	January. 60 d.	Sight.	February. 60 d.	Sight.	March. 60 d.	Sight.	April. 60 d.	Sight.	May. 60 d.	Sight.	June. 60 d.	Sight.	July. 60 d.	Sight.	August. 60 d.	Sight.	Septemb'r. 60 d.	Sight.	October. 60 d.	Sight.	November. 60 d.	Sight.	December. 60 d.	Sight.
1....	S.		4 85	4 90½	4 86	4 90½	4 87	4 90	4 87½	4 90½	4 87½	4 90	4 86½	4 89	4 86	4 89	4 86	4 90	S.		4 82	4 86½	4 80½	4 84½
2....	Holiday.		4 85	4 90½	4 86	4 90½	S.		4 87½	4 90½	4 87½	4 90	S.		4 86	4 89	4 86	4 90	4 81½	4 86½	4 81½	4 85½	4 80½	4 84½
3....	4 81	4 85	4 85	4 90½	4 86	4 90½	4 87½	4 90½	4 87½	4 90½	4 87½	4 90	4 86½	4 89	4 86	4 89	S.		4 81½	4 86½	4 81½	4 85½	S.	
4....	4 81	4 85	4 85	4 90½	4 86	4 90½	4 87½	4 90½	4 87½	4 90½	S.		Holiday.		4 86	4 89	4 86	4 90	4 81½	4 86½	4 81½	4 85½	4 81	4 85
5....	4 81	4 85	S.		S.		4 87½	4 90½	4 87½	4 90½	4 87½	4 90	4 86	4 88½	S.		4 86	4 90	4 81	4 86	S.		4 81	4 85
6....	4 81	4 85	4 85	4 90½	4 86	4 90½	4 87½	4 90½	4 87½	4 90½	4 87½	4 90	4 86	4 88½	4 86	4 89	4 86	4 90	4 81½	4 85½	4 81	4 85	4 81	4 85
7....	4 81	4 85	4 85	4 90	4 86	4 90½	4 87½	4 90½	S.		4 87½	4 90	4 86	4 88½	4 86	4 89	4 85	4 89½	S.		4 81½	4 85½	4 80½	4 84½
8....	S.		4 85	4 90	4 86	4 90½	4 87½	4 90½	4 87½	4 90½	4 87½	4 90	4 86	4 88½	4 86	4 89	4 85	4 89	4 81½	4 86½	4 81½	4 85½	4 80½	4 84½
9....	4 81½	4 85½	4 85	4 90½	4 86	4 90	S.		4 87½	4 90½	4 87½	4 90	S.		4 86	4 89	4 85	4 89	4 81½	4 86½	4 81½	4 85½	4 80½	4 84½
10....	4 82	4 86	4 85	4 90½	4 86	4 90	4 87½	4 90½	4 87½	4 90½	4 87½	4 90	4 86	4 89	4 86	4 89½	S.		4 81½	4 86½	4 81½	4 85½	S.	
11....	4 82½	4 86½	4 85	4 90½	4 86	4 90	4 87½	4 90½	4 87½	4 90½	S.		4 86	4 89	4 86	4 89½	4 85	4 89	4 81½	4 86½	S.		4 80½	4 84½
12....	4 82½	4 86½	S.		S.		4 87½	4 90½	4 87½	4 90½	4 87½	4 90	4 86	4 89	S.		4 85	4 89	4 82	4 86½	4 81½	4 85½	4 81	4 85
13....	4 83	4 87	4 85	4 90½	4 86	4 90	4 87	4 90	4 87½	4 90½	4 87½	4 90	4 86	4 89			4 85	4 89	4 82	4 86½	4 81½	4 85½	4 81½	4 85½
14....	4 83	4 87	4 85	4 90½	4 86	4 90	4 87	4 90	S.		4 87½	4 90	4 86	4 89	4 86	4 89½	4 85	4 89½	4 82	4 86½	4 81½	4 85½	4 81½	4 85½
15....	S.		4 85	4 90½	4 86	4 90	4 87	4 90	4 87½	4 90½	4 87½	4 90	4 86	4 89	4 86	4 89½	4 84½	4 89½	S.		4 81½	4 85½	4 81½	4 85½
16....	4 83	4 87	4 85	4 90½	4 85½	4 89½	S.		4 87½	4 90½	4 87	4 89½	S.		4 86	4 89	4 84½	4 89½	4 82	4 86½	4 81½	4 85½	4 81½	4 85½
17....	4 83	4 87	4 85	4 90½	4 85½	4 89½	4 87	4 90	4 87½	4 90½	4 87	4 89½	4 86	4 89	4 86	4 90	S.		4 82	4 86½	4 81	4 85	S.	
18....	4 83	4 87	4 85	4 90½	4 85½	4 89½	4 87	4 90	4 87½	4 90½	S.		4 86	4 89	4 86	4 90	4 84½	4 89	4 82	4 86½	S.		4 81½	4 85½
19....	4 83½	4 87½	S.		S.		4 87	4 90	4 87½	4 90½	4 87	4 89½	4 86	4 89	4 86	4 90	4 84½	4 89	4 82	4 86½	S.		4 81½	4 85½
20....	4 84½	4 88½	4 85	4 90	4 86½	4 90	4 87	4 90	4 87½	4 90½	4 87	4 89½	4 86	4 89	S.		4 84	4 88½	4 82½	4 87	4 81	4 85	4 81½	4 85½
21....	4 84½	4 88½	4 85	4 90½	4 86½	4 90	4 87	4 90	S.		4 87	4 89½	4 86	4 89	4 86	4 90	4 84	4 88½	4 82½	4 87	4 81	4 85	4 81½	4 85½
22....	S.		Holiday.		4 86½	4 90	4 87	4 90	4 87½	4 90½	4 87	4 89½	4 86	4 89	4 86	4 90	4 83½	4 88	S.		4 81	4 85	4 82	4 86
23....	4 85	4 89	4 85½	4 90	4 87	4 90	S.		4 87½	4 90½	4 87	4 89½	S.		4 86	4 90	4 83½	4 88½	4 82½	4 87	4 81	4 85	4 82	4 86
24....	4 85	4 89½	4 85½	4 90	4 87	4 90	4 87	4 90	4 87½	4 90½	4 87	4 89½	4 86	4 89	4 86	4 90	4 84½	4 89	4 82	4 86½	4 81	4 85	S.	
25....	4 85	4 89½	4 85½	4 90	4 87	4 90	4 87	4 90	4 87½	4 90½	S.		4 86	4 89	4 86	4 90	4 84½	4 89	4 82	4 86½	S.		4 81½	4 85½
26....	4 85	4 89½	S.		S.		4 87	4 90	4 87½	4 90	4 86½	4 89	4 86	4 89	4 86	4 90	4 83½	4 88½	4 82½	4 87	S.		4 81½	4 85½
27....	4 85	4 90	4 85½	4 90	4 87	4 90	4 87	4 90	4 87½	4 90	4 86½	4 89	4 86	4 89	S.		4 83½	4 88½	4 82½	4 87	4 80	4 84	4 81½	4 85½
28....	4 85	4 90	4 86	4 90	4 87	4 90	4 87½	4 90½	S.		4 86½	4 89	4 86	4 89	4 86	4 90	4 82½	4 87½	4 82½	4 87	4 80	4 84	4 81	4 85
29....			.....	.. ..	4 87	4 90	4 87½	4 90½	Holiday.		4 86½	4 89	4 86	4 89	4 86	4 90	4 82	4 87	S.		4 80½	4 84½	4 81	4 85
30....	4 85	4 90½	.....	.....	4 87	4 90	S.		Holiday.		4 86½	4 89	S.		4 86	4 90	4 82	4 87	4 82½	4 87	Holiday.		4 81	4 85
31....	4 85	4 90½	.....	.....	4 87	4 90	.....	.....	4 87½	4 90	.....	.....	4 86	4 89	4 86	4 90	.....	.....	4 82	4 86½	.....	.....	S.	
High	4 85	4 90½	4 86	4 90½	4 87	4 90½	4 87½	4 90½	4 87½	4 90½	4 87½	4 90	4 86½	4 89	4 86	4 90	4 86	4 90	4 83½	4 87	4 82	4 86½	4 82	4 86
Low..	4 81	4 85	4 85	4 90	4 85½	4 89½	4 87	4 90	4 87½	4 90	4 86½	4 89	4 86	4 88½	4 86	4 89	4 82	4 87	4 81	4 86	4 80	4 84	4 80½	4 84½

COURSE OF PRICES OF GOVERNMENT SECURITIES FOR THE YEAR 1882.

[Compiled from sales made at the New York Stock Exchange.]

	Coupon Bonds.				Registered Bonds.	
	6s, cont'd at 3½.	5s, cont'd at 3½.	4½s, 1891.	4s, 1907.	6s, cur'cy. 1898	3s, option U. S.
January.						
Opening	100¾	x 102½	114⅜	117⅝	131	....
Highest	101	102¾	114⅞	118½	131	....
Lowest	100¾	102⅛	114⅜	117¼	131	....
Closing	101	102⅜	114⅞	118¼	131	....
February.						
Opening	101	102½	114⅞	118	....	....
Highest	101	102½	114⅞	118½	....	....
Lowest	100¾	101⅞	114⅝	117⅞	....	....
Closing	100⅞	102	114⅝	118	....	....
March.						
Opening	100¾	102	x 113¾	118	....	....
Highest	101½	103⅜	113¾	119⅝	....	....
Lowest	100¾	102	113⅝	118	....	....
Closing	101⅛	103¾	113⅝	119¼	....	....
April.						
Opening	101⅜	x 102½	115¼	x 119⅜	....	....
Highest	101⅝	103	116½	121¾	....	....
Lowest	101⅛	101⅞	115¼	118⅜	....	....
Closing	101⅜	102¼	116¼	121	....	....
May.						
Opening	101¼	102¼	116¼	121	....	....
Highest	101⅝	102¾	116¾	121½	....	....
Lowest	101¼	101¾	115⅝	120⅝	....	....
Closing	101⅜	101½	115½	120¼	....	....
June.						
Opening	x 100	101⅛	x 114⅛	120¾	....	....
Highest	100¼	101⅜	114⅛	120⅜	....	....
Lowest	100	101⅛	114⅛	120⅛	....	....
Closing	100¼	101⅜	114⅛	120⅛	....	....

	Coupon Bonds.				Register'd Bonds.	
	6s, cont'd at 3½.	5s, cont'd at 3½.	4½s, 1891.	4s, 1907.	6s, cur'cy. 1898.	3s, opt'n U.S.
July.						
Opening	102	x 101	114	x 119	....	....
Highest	102	102⅛	115	120¾	....	....
Lowest	101¼	100⅜	114	118⅝	....	....
Closing	101⅜	101½	114⅛	120⅜	....	....
August.						
Opening	....	101¼	114⅜	120¼	....	....
Highest	....	101¼	114⅜	120¼	....	....
Lowest	....	101⅛	114⅜	119⅜	....	....
Closing	....	101⅛	114⅜	119⅞	....	....
September.						
Opening	....	101	113	119¾	....	....
Highest	....	101⅝	113	120¼	....	....
Lowest	....	100⅝	112⅞	119⅛	....	....
Closing	....	100⅝	112⅞	119⅜	....	....
October.						
Opening	....	x 100¼	113¼	x 118⅜	....	102¼
Highest	....	100¼	113¼	119⅜	....	102¼
Lowest	....	100¼	113	118⅜	....	102¼
Closing	....	100¼	113⅛	119⅛	....	102¼
November.						
Opening	....	101¾	113	119⅛	....	102¾
Highest	....	101¾	113⅛	119⅝	....	102⅝
Lowest	....	101⅜	113	118⅞	....	101⅜
Closing	....	101¾	113	119¼	....	102
December.						
Opening	....	101½	x 112⅝	120¼	....	102¾
Highest	....	103⅜	113⅛	121	....	103
Lowest	....	101⅜	112⅞	120	....	102⅝
Closing	....	103¾	113⅛	120¼	....	103

COURSE OF PRICES OF STATE SECURITIES DURING THE YEAR 1882.

[Compiled from *prices bid* at the New York Stock Exchange on each Friday.]

SECURITIES.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High
Alabama—Cl. A, 3 to 5, 1906.	80 - 81⅝	80½ - 82½	81¼ - 81¾	81¾ - 82	80¾ - 81¾	80 - 80½	.... -	80 - 81	79 - 81	80 - 81	82 - 83	83½ - 85½
Class A, small	80 - 82	80 - 81	82 - 82	82 - 82½	82 - 82½	81 - 81	.... -	82½ - 82½	80 - 82	80 - 81	82 - 84	83½ - 85
Class B, 5s, 1906	97 -101	99 -101	95 -100	98 - 99	100 -102	99 - 99	.... -	97 - 97	95 - 99	97 -100	101 -102	101 -102
Class C, 4s, 1906	80 - 84	81½ - 84	84¼ - 84¼	84½ - 85¼	84½ - 85	85 - 85	80 - 80	80 - 82½	81 - 81¼	81½ - 82	83½ - 84	84½ - 87
6s, 10-20, 1900	104 -108	100½-105	100 -110	100 -110	110 -110	100 -100	.... -	100 -100	100 -100	100 -100	105 -105	107 -108
Arkansas—6s, fd., 1899-1900	35 - 37½	26 - 32	20 - 27	26 - 27	28 - 29	29 - 32	30 - 36	30 - 30	32 - 33	27 - 34	20 - 30	20 - 23
7s, L. R. & Ft. S. issue	25 - 27½	20 - 25	19 - 23	23 - 23	22 - 22	20 - 22	20 - 20	25 - 27	20 - 26	20 - 25	20 - 25	17 - 18
7s, Memphis & Little Rock	20 - 30	23 - 29	15 - 28	27 - 29	21 - 29	24 - 29	15 - 15	30 - 35	20 - 29	29½ - 30	20 - 25	20 - 21
7s, L. R. P. B. & N. O	20 - 24	20 - 21	15 - 21	20 - 22	20 - 20	18 - 20	20 - 20	20 - 25	20 - 27	20 - 25	.... -	18 - 21
7s, Miss. O. & R. R	20 - 23	20 - 20	15 - 23	18 - 22	20 - 20	18 - 20	.... -	25 - 25	20 - 25	20 - 25	.... -	15 - 21
7s, Ark. Central RR	12½ - 12½	10 - 10	7 - 9	7 - 8	8 - 10	5 - 9	5 - 10	12 - 12	6 - 10	9 - 10	8 - 11	8 - 11
Connecticut—6s, 1883-84	102 -103	102½-102½	100 -102½	100 -102½	100 -100	103 -103	100 -100	100 -102	100 -103	102 -102	102½-102½	102½-103
Georgia—6s, 1886	108 -109	105 -105	105 -106	105 -106	105 -105	105 -105	.... -	103 -104	103½-104	104 -104	104 -106	106 -107½
7s, new bonds, 1886	108 -109	108 -108	108 -108	108½-108½	108½-110½	108½-109	109 -109	.... -	105 -106	105 -106	106 -107	106 -108
7s, endorsed, 1886	108 -109	108 -108	108 -108	108½-108½	108½-108½	108½-109	109 -109	.... -	105 -106	105 -106	106 -107	106 -108
7s, gold bonds, 1890	116 -116	114 -115	115 -117½	114 -115¾	113 -115¾	115 -116	.... -	112½-114	114 -114	112¾-113	113 -114	113 -114
Louisiana—7s, consol., 1914	66 - 68	66 - 67¾	64 - 65	63 - 66	65 - 68¼	66 - 69½	68 - 71¼	67 - 69	65 - 70	69 - 69¾	68¼ - 69	68¾ - 69¼
7s, small bonds	62 - 62	58 - 64	60 - 60	58 - 61	60 - 82½	62 - 62	.... -	63 - 65	64 - 65	65 - 65	64 - 65	65 - 65
Ex matured coupon	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	61 - 61½	61 - 62	61 - 63¼
Michigan—6s, 1883	101 -101	101 -101	101 -101	.... -	.... -	108 -103	100 -100	104 -104	101 -103	101 -102	102 -102	102½-103
7s, 1890	110 -110	110 -117	110 -110	112 -112	.... -	115 -120	119 -119	115 -115	116 -119	115 -118¾	115 -118	117 -118
Missouri—6s, due 1882-'83	100 -100	100 -100	100 -101	100 -102¼	102 -102¾	102¼-102½	100 -100	100 -101	101 -101	101 -101	102 -102	102 -103
6s, 1886	106 -106¼	106½-107	106¼-107½	107½-109	109 -109¼	109 -109¼	105½-106	105½-106¼	106¼-108	107 -107½	108 -108	108 -109
6s, 1887	107 -109	108½-109½	108 -109½	110 -110¾	110¾-110¾	110¼-110¾	107½-107½	107 -107½	107 -108½	107½-108¾	108½-108½	108½-110
6s, 1888	103¾-109	109¼-111½	110 -110½	110½-111¾	111 -111¼	111 -111¼	108 -108	108 -108¼	108¾-110	108¾-110	110 -110½	110½-112
6s, 1889-1890	109 -111¼	111¼-112½	112 -112¼	112½-112½	112½-113½	113½-115	110 -110¼	110 -110	110 -111	110 -111	111 -112¾	112 -113¼
Asylum or Univ., 1892	111½-111½	111½-112¼	113 -114	113 -114	114 -116	114 -114	112 -112	112 -117	115 -116	115 -115	115 -117	114 -117
Funding bonds, 1894-95	114 -115	114 -115	115 -116	116 -116½	118 -119	118 -118	113 -113	118 -118	118 -119	118 -118	118 -120	118 -120
Hannibal & St. Jo., 1886	101 -102	100 -102	101 -106	106 -107½	106 -107	100 -106	107 -107	107 -107½	107½-109	106 -109	108 -108	108 -109½
Hannibal & St. Jo., 1887	109 -103	100 -102	104 -105	105 -108¾	107½-108	100 -107	107 -107	107 -103½	107¼-109	103 -109	108 -108	108 -109½
New York—6s, gold, reg., '87	.... -	111 -111	.... -	.... -	.... -	110 -112	.... -	.... -	110 -110	108 -109	108 -108	108 -108
6s, coupon, 1887	.... -	111 -111	.... -	.... -	.... -	110 -112	108 -108	.... -	110 -110	108 -109	108 -108	108 -108
6s, loan, 1883	.... -	103 -108	.... -	.... -	.... -	101 -105	.... -	.... -	102 -102	102 -103	102½-102½	102½-102½
6s, loan, 1891	.... -	120 -120	.... -	.... -	.... -	118 -120	120 -120	.... -	119 -120	118 -119	118 -119	119 -119
6s, loan, 1892	.... -	121 -121	.... -	.... -	.... -	119 -121	120 -120	.... -	120 -121	119 -121	119 -119	120 -120
6s, loan, 1893	.... -	122 -122	.... -	.... -	.... -	120 -122	120 -120	.... -	122 -123	120 -122	120 -121	121 -121
No. Carolina—6s, old, '66-'68	30 - 30	25 - 30	28 - 28	28 - 28	27 - 28	25 - 28	20 - 20	20 - 20	25 - 30	25 - 30	28 - 30½	28 - 28
6s, old, A. & O	30 - 30	25 - 30	28 - 28	28 - 28	27 - 28	25 - 28	20 - 20	20 - 20	25 - 30	25 - 25	25 - 30½	28 - 28
N. Car. RR., 1883-4-5	135 -135	135 -135	135 -135	135 -135	140 -140	140 -140	120 -125	125 -151	150 -155	150 -150	150 -156	150 -155
N. Car. RR., 7s, coupon off	115 -115	115 -115	115 -115	115 -115	120 -120	120 -120	100 -103	100 -130	130 -130	130 -130	130 -130	130 -130
N. Car. RR., A. & O	135 -135	135 -135	135 -135	135 -135	140 -140	140 -140	120 -125	125 -151	150 -155	150 -150	150 -156	150 -155
N. Car. RR., 7s, coupon off	115 -115	115 -115	115 -115	115 -115	120 -120	120 -120	100 -102	100 -130	130 -130	130 -130	130 -130	130 -130
Funding act, 1866-1900	11 - 11	10 - 10	10 - 10	10 - 10	10 - 10	8 - 10	10 - 10	8 - 10	10 - 10	10 - 10	10 - 10	10 - 10
Funding act, 1868-1898	11 - 11	10 - 10	10 - 10	10 - 10	10 - 10	8 - 10	10 - 10	8 - 10	10 - 10	10 - 10	10 - 10	10 - 10
New bonds, J. & J., 1892-98	20 - 20	15 - 20	18 - 18	18 - 18	18 - 18	12½ - 18	12½ - 12½	12½ - 18	15 - 15	15 - 15	15 - 15	15 - 15
New bonds, A. & O	20 - 20	15 - 20	18 - 18	18 - 18	18 - 18	12½ - 18	12½ - 12½	12½ - 18	15 - 15	15 - 15	15 - 15	15 - 15
Chatham RR	5 - 5	3 - 4	4 - 5	4 - 5	5 - 5	4 - 5	4 - 4	4½ - 5	4 - 4½	4 - 4½	4 - 5	4 - 4
Special tax, class 1, 1898-9	7 - 8	6 - 7	6½ - 7½	7¼ - 7¼	7 - 7½	5 - 6	6 - 6	7 - 8	7 - 7½	5 - 7	5 - 6¼	5 - 6½
Special tax, class 2	6½ - 8	5 - 6½	6½ - 7½	7 - 7½	6½ - 7½	5 - 6	6 - 6	7 - 8	7 - 7½	5 - 7	5 - 6	5 - 6½
Special tax, class 3	6¼ - 7¼	4 - 6	6½ - 7½	6¾ - 7¼	6½ - 7½	5 - 6	6 - 6	7 - 8	7 - 7¼	5 - 6½	5 - 6	5 - 6½

COURSE OF PRICES OF STATE SECURITIES—CONCLUDED.

SECURITIES.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST		SEPT'BER.		OCTOBER.		NOV'BER		DEC'BER.	
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High
North Carolina—Concluded.																								
Consol., 4s, 1910	80	82	82	82	79	80	80	80	80	80½	80	80½	79	79	78	78	75	78	75	77	75	78	78	84
Small bonds	80	84	81	82	79	80	80	80	80	80½	80	80	....	....	....	....	74	75	75	75	75	79	75	80
Ohio—6s, 1888	....	....	103	108	100	100	100⅝	100⅝	110	110	110	112	108	108	106	107	107	109½	108	108	109	110	107	109
Rhode Island—6s, op., '83-'89	110	113	117	120	115	119	....	....	119	119	118	119	118	118	118	118	118	120	115	118½	116	118	117	119
South Carolina—6s, act Mar. 23, 1869, non-fund., 1888	9	10¼	7	8¾	7	7⅝	7	8	6	6	5	7	4	9	6	6⅜	6⅜	7	5	6½	4	5⅜	5	5
Brown consol., 6s, 1893	101	102	101	101	101	101¼	102	102¼	101	102½	100	100	....	....	100¾	101¾	102	104	102½	103⅝	103	104	104¼	105
Tennessee—6s, old, 1890-2-8	73⅜	77⅛	50	53	48⅝	51⅝	49½	50¾	50¾	50⅝	51	57⅝	56	57¼	55	56⅝	51⅝	54½	48	51	44	47	41	45¼
6s, new bds., 1892-'98-1900	73⅜	77¼	50	72¾	46¾	51	49	50	50⅝	50⅝	51	55¼	56	57¼	55	56⅝	51⅝	54½	48	50	41½	47	40	44¾
6s, new series, 1914	74	77	50	72⅞	47	51	49	57⅜	56	58⅜	54	55¼	56	57¼	55	56⅝	51⅝	54½	48	50	44½	47	40	44
Compromise 3-4-5-6s, 1912	....	....	....	....	....	....	....	....	....	....	....	....	....	....	60	65	60	63⅜	54	59¾	50	56¾	45	48
Virginia—6's, old	35	35	33	36	33	35	33	35	33	35	26½	34	30	30	35	35	35	36	34	35	35	36	35	36
6s, new bonds, 1866	34	35	33	33	33	35	33	35	33	35	30	31	....	....	35	35	35	36	34	35	35	37	35	36
6s, new bonds, 1867	34	35	33	33	33	35	33	35	33	35	30	31	....	....	35	35	35	36	34	35	35	37	35	36
6s, consol. bonds	95	95	90	90	80	90	85	93	85	87	80	82	100	100	82	82	82	84	80	81	80	82	82	83
6s, ex-matured coupons	63	64½	60	61	60	66¼	61	68	62	64	61	61	59	59	58	58	58¼	60	56	57	58½	60½	61½	62
6s, consol., 2d series	45	48	44	45	42	45	40	43	42	43	42	42	....	....	50	50	50	50	48	50	50	50	50	50
6s, deferred bonds	15¾	17⅜	14	15⅜	13	14⅛	14	14¾	18	13¾	10	10	10	11	12	13	12½	13¼	12	13	14	12¾	12	12½
Dis. of Columbia—3·65s, 1924	107½	107⅝	106½	106⅝	107	107	108	108	....	....	109	109	110	110	....	....	108	108	107½	107⅝	....	....	108¾	106¾
Small bonds	107½	107½	106½	106¾	....	....	108	108	....	....	109	109	110	110	....	....	108	108	....	....	....	....	....	....
Registered	106	106	106	106¾	106¾	106¾	108	108	....	....	109	109	110	110	....	....	108	108	....	....	....	....	....	....
Funding 5s, 1899	110	110	110	110	....	....	110	110	....	....	110	110	110	110	....	....	110	110	....	....	....	....	....	....
Small	....	....	....	....	....	....	110	110	....	....	110	110	110	110	....	....	110	110	....	....	....	....	....	....
Registered	110	110	110	110	....	....	110	110	....	....	110	110	110	110	....	....	110	110	....	....	....	....	....	....

COURSE OF PRICES OF RAILROAD AND MISCELLANEOUS STOCKS FOR THE YEAR 1882.

[Compiled from all sales of Stock at the New York Stock Exchange.]

STOCKS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPT'BER.		OCTOBER.		NOV'BER.		DEC'BER.	
	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High	Low.	High
RAILROAD.																								
Allegany Central	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	26⅞	34½	18	30¾	....	....	....	....
Albany & Susquehanna	130	-133	130	-132	130	-135	131½	-134	134	-134	....	....	....	....	....	....	....	....	130	-131½	131	-131	126	-128
Atchison Top. & S. Fe	....	....	....	....	92½	92½	....	....	....	....	84¾	87⅜	88¼	95⅜	94	95¼	93¼	95½	86½	87¼	84	85	87¾	87¾
Boston & N. Y. Air-L.	32¼	32¼	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Pref	60	66	63¾	70¼	62½	67	60	65	62½	64½	64¾	79¾	76	78⅞	76½	80¼	76¾	80½	75	80½	77	80½	78	80½
Buffalo Pitts. & West	39¾	39¾	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	40¼	44¼	....	....	....	....
Pref	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	57	57	....	....	....	....
Bur. C. Rap. & North	81½	85	80	85⅛	80	81	72½	80¼	75	79	67	75	75	81	79	81½	80	84	79¾	81	79	81½	80	82¾
Canada Southern	51	56½	44	54	44	54½	46¼	53¼	48⅝	52¾	45¾	54¼	51¼	65⅞	60¼	65¾	61⅜	68¼	61¾	73	61⅞	73	65¾	71½
Cedar Falls & Minn	18¼	21	15	17½	15	23	17	20½	19	19	18	19½	19½	30	21	27	25	25½	16	19	14	18	15	16½
Central Iowa	33½	37¼	33¾	34⅜	29⅞	34	32¼	34	....	....	....	....	27	30⅝	....	....	30½	35	31	34¾	28¼	33½	28	33
1st pref	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
2d pref	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Central of New Jersey	89	97	89¾	97½	74½	95	65¼	84	68½	73¼	64¾	78¼	75¼	85½	76¼	82½	76	82½	70½	75⅞	63¼	73	68	73½
Central Pacific	87¼	94¾	86	92	87¼	92⅝	88	91¼	88⅛	91⅜	86½	92⅛	91	97⅛	91½	96½	91½	94⅝	89½	92	82⅜	90¾	86	88¾
Charlotte Col. & Aug	....	....	70	75¼	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Chesapeake & Ohio	22½	26	20	25	19½	24	19⅞	23	20⅛	24½	20½	23¼	22⅛	27	23¾	25⅞	24	26¾	24¼	26¾	22⅜	25⅞	22	24⅝
1st pref	33	37¾	31½	37	28	34	27¼	32½	28	33½	28	31⅜	30¼	40	35¼	39⅝	38	41⅜	36¼	40½	30¼	37½	33	35½
2d pref	24	26¾	22½	25⅞	21	25	21	23½	22½	25¼	21¼	25	23⅝	28¼	26	27½	25	29	25¾	29	24½	27¾	24½	25¾
Chicago & Alton	128	-135	x28½	135½	127½	132⅜	128½	-133	130¼	134½	129¾	134	133	-141	138	-145½	138¾	144½	138½	142½	128¾	142¼	133⅜	135
Pref	....	....	....	....	133	-133	130	-130	....	....	....	....	....	....	146	-146	....	....	....	....	....	....	140	-140
Chic. Burl. & Quincy	132½	-138	128	-136½	127⅜	135½	128¼	134½	x129½	93½	127¾	132	*127	-135	133¾	-141	131½	-137	129	-133½	120½	132½	121½	129¾
Chic. & East Illinois	113	-113	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Chic. Mil. & St. Paul	104½	110⅞	106¼	110½	108	-118¼	108¾	113⅞	109¾	113½	108	-112⅝	111¾	122⅛	119⅞	125	x07⅛	128¾	107	111⅝	96¼	111	98¾	109
Pref	119¼	123	120	-122⅞	119¼	126	118¾	122¾	119	122	120	-128	127	-135½	134	-139¼	x128	144½	122	129	114½	127	117	124
Chic. & Northwest	124	-131¾	128¾	136	128½	134¼	125¾	131¾	128	131⅝	x28¼	132⅛	130¾	138¼	137	150	144	150¾	142⅛	146¾	129¾	145⅜	x30¼	x36¾
Pref	136½	141½	130	145	137¾	142⅞	136	141	130½	144	142	147½	146	151¼	151¾	175	164½	171	159	165	145	163¾	150½	x57½
Chic. R. I. & Pacific	131	135	129½	134	129	134	125¼	131¾	128¼	131¾	128½	131¾	x26¾	131½	133	140¼	x33¾	140	130	134⅝	122	132¼	124¾	131¼
Chic. St. Louis & N. O	80	82½	74	84	68	70	74	76	76½	76½	75	75¼	79	82½	76	80	76½	80	80	80	82	84	80	81¼
Chic. St. Paul M. & O	34¼	37½	29¾	36⅜	30⅜	39¾	34	39	36¼	40⅝	34¼	41¼	40	52½	49⅞	55¼	50½	55¼	46⅜	52⅝	41⅜	50	45¾	58¼
Pref	97¾	102	97½	102	98¼	106¾	98¼	103½	99¼	103	98¼	105	102	111	106¼	114⅞	x08¼	113⅜	104⅜	109	100¼	108	103¼	117
Cin. Sandusky & Cleve.	50	57⅜	47½	51	44	54⅝	49	52¼	50	55¼	50¼	54	53	59	53	58¼	53	57⅞	52	62	x48	58½	49	52
Cleve. Col. Cin. & Ind	78	84	75¼	82	74	80	68	77¼	68¾	76	65¼	76	72¾	92¾	78	89	80¾	85	80½	86¼	70¾	85½	75	84
Cleve. & Pitts., guar	133	-137½	134	-135	133¼	138	134½	138¼	136	-137	134½	138¼	138¼	-140	137	-139	139	-139	138	-140	139	-139½	138	-140
Columbia & Greenv., pf.	87	93	88	-104	70	86	....	....	70	74	61	61	62	78	74	74	73½	73½	50	65	....	....	....	....
Col. Chic. & Ind. Cen	15¾	21½	9¼	19½	9½	14¾	10¼	13½	8⅝	12½	6	9¼	8¾	17	10¾	15¼	8	14	8¼	9¼	5	9¼	3¾	5¾
Col. Hock. Val. & Tol	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	67	68	66¾	67¾	66	67
Danbury & Norwalk	65	66	65	65	65	65	....	....	....	....	....	....	64	64	....	....	69	69	70	73	75	75	74½	75
Del. Lack. & Western	x22⅝	127½	121¼	128½	116¼	125⅝	x16¼	125	117⅝	122¾	118	128¾	x25¾	140	136¾	150	138¾	150¼	x32¼	139	123¼	136¾	124¼	132¾
Denver & Rio Grande	63¾	74⅝	59¼	72¼	52⅝	66½	58⅜	67	57⅞	63½	52½	60⅝	55½	65⅜	55¼	64¼	56⅜	61⅝	50	58½	38¾	53	38¼	46¼
Dubuque & S. City	84	84	83	83	....	....	82	85	83	84½	84	83	85	94	92	96½	91	92¼	87½	91¼	85	91	86	89¾
East Tenn. Va. & Ga	13¼	16	10	15	10	14	10⅞	13	9¾	12¼	8	10⅜	10	13	10⅝	12	9½	11¾	9	11½	9½	11¼	9¼	10¾
Pref	23	26½	19	24	16¾	21	19¼	22¼	18	21⅝	15¼	17½	8¼	21⅜	17¼	20¼	17	19½	15½	20⅝	16¼	20	17	19¼
Elizabeth City & Norf	27	27	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Evansville & T. Haute	80	80	....	....	....	....	68	68	....	....	....	....	76	77½	79	80	80	85¼	80	86¾	80	82½	....	....
Flint & Pere Mar. pref.	....	....	....	....	91	91¾	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Fort Worth & Denver	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	37½	42¾	33¼	39¾	29½	39¾
Georgia RR. & Bkg. Co.	165	-167½	....	....	165	-165	....	....	....	....	....	....	....	....	....	....	150	-155	....	....	....	....	....	....
Green Bay Win. & St. P.	11½	16	8	13	9	12½	10	11¾	9	10	8½	9	11	13½	8¼	11¾	8¼	13	9	9¾	6	8¼	6	8
Pref	....	....	....	....	20	21½	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Hannibal & St. Joseph	94¾	96⅝	91	-110	90	91½	....	....	....	....	....	....	....	....	....	....	47	52	50	50	....	....	45	45
Pref	106¼	111¼	91	-110½	76	98¼	85	94	78	86¼	77	86¼	x81¾	94¾	92¼	98¼	85	97¼	75¾	87	79	83	73	83
Harlem	....	....	....	....	205	-205	....	....	205	-205	207½	-208	201	-205	205	-205	....	....	200	-200	200	-200	196	-196
Pref	....	....	....	....	....	....	....	....	....	....	....	....	209	-203	....	....	....	....	....	....	....	....	....	....
Houston & Texas Cent.	80	86	62	62	61	77¾	69	75	72	74¼	69	82	80	92½	80½	90	82	86	78	82¼	70	79¼	73¼	79
Illinois Central	127¾	136¾	x31¾	137¼	131	-137⅜	133¼	-137	133⅜	137¼	131¾	135½	133¾	139¾	x135½	143	138¼	143½	137¼	150½	138¼	149¼	140¼	147
Ind. Bloom. & West	44½	48¾	38	47	36	46¼	39	44	39¾	43¾	36¾	41	39	47¼	42¾	47¾	44	49¼	40	45	30	40¼	31	37¾
Indianap. Dec. & Sp., pf.	42	42	40	40	....	....	31	31	....	....	....	....	....	....	....	....	....	....	20	20	....	....	....	....
Internat. & Gt. North	....	....	....	....	....	....	68¾	68¾	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Joliet & Chicago	140	-140	....	....	....	....	....	....	140	-140	....	....	....	....	....	....	....	....	140	-140	138½	-140	....	....
Keokuk & Des Moines	....	....	13¾	15	15	19	16¾	17	18	18	12	15	17	19¾	18	18	....	....	....	....	....	....	....	....
Pref	48	49	....	....	20	20	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Lake Erie & Western	32½	37¼	27¾	34½	27¾	36	27	33¼	28	32	23½	29¾	28¼	45	37½	43½	38¾	43	32¼	38¼	25	34	27½	33¾
Lake Shore	109½	115¾	108	-116½	110¼	120½	x100¾	x20	98¾	104½	98	-113	x108	117¾	110¼	117¼	110½	117	x10½	116½	110¾	116½	112½	118¾
Long Island	50	52	49½	52½	50	56	54	55	53	59	56½	60	55¼	59¾	56½	59¼	59¼	65	60	63	55	61½	57¼	60
Louisiana & Missouri R	....	....	....	....	16	24	17	20	15	15	14½	17	16¼	21½	17	17¾	19	19	....	....	....	....	....	....
Pref	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Louisville & Nashville	93	-100¾	87¼	95½	65	83¼	72½	81¾	73⅞	78¼	61	74⅞	64¾	76¾	70	76¼	62½	75½	50	62¼	46½	58¾	49¼	55¾
Louisv. New Alb. & Chic.	73	75	61	75	61	70	57½	64	58	60	57	60	57½	77	70	73¼	70	78	66	74	68	77½	60	70
Manhattan Elevated	48¼	57	50	60½	44	56	43	53	47	56	51¾	59½	49¾	53¼	51¾	57	49	53¼	40	51	40	51	42	48
1st pref	90	96¼	93	97½	92	94¾	90	92	89¾	91¼	90	93	90¼	91	89	90½	89¼	91	87	88¾	84	87¾	82	87
Common	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	49½	50½	40	49	47	50½	46	46
Manhattan Beach Co	25	30	28	34	29¼	37	31	36¼	30	34¾	28¾	32½	20	28	19½	27	18	24½	17	19	15	18¾	16	20
Mar. & Cin., 1st pref	15	15½	11	14½	10	14	9¼	10¼	8	10¾	....	....	14	14	....	....	....	....	....	....	....	....	....	....

* Ex-privilege.

COURSE OF PRICES OF RAILROAD AND MISCELLANEOUS STOCKS—Continued.

STOCKS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High
Mar.& Cin., 2d pref	7 - 9½	7 - 9	6 - 9	4 - 8½	.... -	4½ - 5	5½ - 9	6 - 6⅞	6 - 7	5 - 5	4¼ - 4¼	4 - 5
Memphis & Charleston	60⅛ - 82⅜	50 - 80	46 - 66½	50 - 57¼	54 - 55	44¾ - 50	45 - 60	55 - 64	51 - 62	48 - 56	42¼ - 53¾	45 - 46¼
Metropolitan Elevated	84 - 89	84½ - 92	84½ - 91	87 - 89⅞	85 - 88	85 - 89	81¾ - 85	88 - 90	87¾ - 92	86 - 93	77 - 88	82½ - 83
Michigan Central	83¼ - 90	79 - 87½	78⅞ - 88⅜	77 - 85⅞	79⅞ - 88½	82½ - 93¼	88⅜ - 100¼	96⅞ - 101½	90¼ - 105	94¾ - 104	92⅞ - 103¼	96⅜ - 103⅞
Milw. Lake Sh. & W	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	20 - 21	13 - 17½
Pref	45 - 52	42 - 48⅝	41¾ - 51⅜	47 - 50	47½ - 52½	44⅜ - 49½	47⅜ - 55⅜	53¾ - 58¼	54½ - 58	49½ - 54⅜	43 - 51	46 - 51⅝
Minneapolis & St. L	20 - 21	.... -	19 - 19	19¼ - 19¼	19 - 25½	24 - 25	25½ - 35¾	32 - 34⅞	31⅞ - 36¾	29 - 33¼	23⅞ - 32	27 - 33½
Pref	60 - 61	59 - 59	61 - 61	.... -	59 - 64	63 - 63½	65¼ - 72	66⅝ - 69⅞	67¾ - 77	69¾ - 73¾	61⅜ - 71½	63 - 72¾
Missouri Kan. & Texas	35⅛ - 39¾	26¾ - 38⅜	26⅜ - 30½	29 - 35½	28¾ - 33	26⅞ - 34½	33¾ - 41⅞	37½ - 42½	37½ - 41⅝	32½ - 37½	28¼ - 36¼	30¾ - 35
Missouri Pacific	97¾ - 104½	92 - 104½	87¼ - x101⅜	86½ - 98¾	88½ - 95	88⅞ - 96	94⅜ - 107½	104¾ - 109⅛	106⅜ - 112½	103 - 108½	95⅜ - 100⅝	100½ 105⅞
Mobile & Ohio	32¾ - 35¾	22 - 33	22 - 29½	22 - 28¼	22¼ - 25½	12 - 22¼	17¾ - 24	21⅜ - 29¾	21 - 23⅞	20 - 22	17 - 19¾	18¼ - 19½
Morris & Essex	120½ - 123¼	120½ - 123	119¾ - 124½	122 - 124	123¾ - 125	x121½ 126	121 - 125¼	124¾ - 128	125¾ - 128	124 - 126	124 - 126½	122 - 125
Nashv. Chatt. & St. L	60 - 87⅛	62 - 84	54 - 71	x59½ - 69½	58½ - 64¾	52½ - 59	56¾ - 66½	59 - 65¼	52 - 64¼	50 - 55	47 - 55	52⅜ - 60⅛
N. Y. Cent. & Hud. Riv.	128¼ - 135¾	128¼ - 134	129 - 134½	125 - 133½	123⅝ - 128⅞	125¼ - 133⅞	130½ - 136½	132½ - 138	132¾ - 137⅜	131½ - 134¾	125 - 132½	125¾ - 134¼
N. Y. Chicago & St. L	.... -	.... -	.... -	14⅜ - 16	10½ - 14⅜	10½ - 12½	11¾ - 16⅞	15 - 17⅝	14⅜ - 17⅜	13¾ - 17⅜	14 - 16	14 - 15½
Pref	.... -	.... -	.... -	33 - 35	27 - 33⅜	27⅛ - 30¼	29 - 36⅝	33½ - 37⅜	31¼ - 37¼	28⅛ - 31½	27 - 35	30 - 33¾
New York Elevated	105 - 109½	104 - 108⅝	104 - 107	105 - 105	100 - 101	.. -	107 - 107	103 - 109	104 - 104	.... -	100 - 100	.... - ....
N. Y. Lake Erie & West	38¼ - 43⅜	35 - 40⅛	34 - 38⅝	34½ - 37⅞	34⅜ - 36¾	33¼ - 37⅜	35⅝ - 41⅝	38⅛ - 41⅜	39⅛ - 43⅝	39⅞ - 43¾	34¼ - 40¾	35¾ - 40⅜
Pref	79 - 85	73 - 80⅜	67 - 77¾	71½ - 78	72 - 74	69½ - 75	73 - 81½	77 - 81½	80 - 87¼	83⅞ - 87¾	80¼ - 85¼	82⅛ - 88¼
N. Y. & New England	.... -	.... -	.... -	.... -	.... -	.... -	.... -	51¾ - 55	53 - 60½	52 - 55½	45 - 51¾	46½ - 50¾
N. Y. N. Haven & Hartf.	170 -171⅝	168 -172	169 -170½	170 -175	175¼-180	175 -180	175 -180	180 -181	180 -183	182 -184	184 -186	x177 185
N. Y. Ontario & West	25 - 28⅜	23¾ - 27½	21⅞ - 20½	24⅜ - 28¼	24½ - 27	20½ - 25	24½ - 31⅞	25 - 30	26¼ - 29	26 - 28¾	25 - 28	25½ - 27¾
Pref	.... -	.... -	88 - 88	.... -	.... -	.... -	.... -	90 - 90	.... -	.... -	.... -	.... - ....
Norfolk & Western	20 - 20	24 - 24	21 - 22½	20 - 20	.... -	.... -	18 - 20	18 - 20	21 - 21¾	16 - 20½	17 - 18	18 - 18¼
Pref	54 - 58¾	46 - 57½	x44¼x55½	50¼ - 53⅝	x51 - 53¾	45 - 52	50⅞ - 57	54 - 57¾	54⅞ - 60	53¼ - 58¾	49¾ - 55½	46 - 52
Northern Pacific	34 - 37¼	31 - 35⅞	28¾ - 38⅝	36¾ - 41½	38¾ - 42¾	38½ - 42½	40⅞ - 50¼	48⅝ - 52⅜	48¾ - 54⅜	42¾ - 49⅞	41 - 46¾	42⅛ - 47⅛
Pref	70½ - 77¼	66¾ - 74⅞	67¾ - 80⅜	75¼ - 80¾	77⅛ - 80⅜	74⅞ - 80⅜	78¾ - 90⅛	89 - 97	92½ 100⅜	89⅝ - 95¾	89⅛ - 96¾	x82¼ - 98⅜
Ohio Central	22 - 25⅜	17 - 25½	15¾ - 21⅜	13⅜ - 18	12⅜ - 15⅞	11⅜ - 14⅜	13⅝ - 21	16¼ - 19¼	17¼ - 19	15¾ - 17¾	13 - 16⅝	13 - 14¾
Ohio & Mississippi	32¾ - 38⅜	27 - 35¼	28¾ - 39⅜	32¾ - 39	30½ - 35	30½ - 34¾	35 - 42	37¼ - 40¼	38¼ - 41½	35¼ - 40¾	29 - 37¼	32 - 35¾
Pref	.... -	95 -100	90¾ -110½	98 -100	100 -105	100 -102½	100 -106⅛	107¼ -113	.... -	.... -	.... -	.... - ....
Ohio Southern	19 - 23½	15 - 22	15¾ - 19	15 - 18	14 - 14	12 - 12	14½ - 21½	15 - 19½	16½ - 20	15¾ - 17¼	14¼ - 15¾	11 - 11
Oregon Short Line	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	34½ - 36	33¾ - 34¼	.... - ....
Oregon & Transcontin'l	60 - 75	60 - 74⅜	61 - 74½	68 - 76¼	70¼ - 74⅞	66 - 72¾	70¾ - 80	87 - 95¼	90¾ - 98¾	84⅛ - 92½	78⅝ - 87½	82¼ - 87
Panama, trust certifs	190 -195	190 -190	190 -193	192 -200	204 -204	.... -	165 -167	166 -167	167 -167	.... -	.... -	.... - ....
Peoria Dec. & Evansv	33¼ - 37¾	26 - 35¾	25¼ - 34¼	23 - 33¼	28 - 32	25 - 29¼	28 - 30¾	34 - 39	33 - 37¾	27 - 33¾	23 - 29½	24½ - 27⅞
Phila. & Reading	58⅞ - 67½	55½ - 64¼	51⅛ - 65	54⅝ - 64⅝	54¼ - 59	52⅛ - 61⅝	55⅞ - 63¾	57¾ - 63	60¾ - 66⅜	60 - 64¼	46¾ - 60¾	49⅝ - 56¾
Pitts. Ft. W. & C., guar.	134 -135	133½-135½	134½-137	134½-136	134 -138	130 -135	130 -134	130 -136½	139 -139	134½-138¼	132½-133	134½-136¾
Special	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	134½-134½
Rens. & Saratoga	139 -140	135 -135	.... -	.... -	138 -140	135 -140	131½-135	.... -	.... -	140 -142½	141 -144	138½-143¾
Richm. & Alleghany	27 - 40	22 - 32	17 - 24½	20 - 24	16 - 22	16½ - 19	20 - 28	20 - 25	20 - 20½	18¾ - 20	14 - 17½	13 - 17
Richmond & Danville	179 -213	*130 -250	110 -166	110 -145½	x99 -111	93 -108	96 -118½	112 -123	109¾ -117½	57 -109¾	52 - 73	52¾ - 62
Richmond & West Pt	*150 -207	164½-263	100 -186	115 -159½	*47 -116	49½ - 55½	52¾ - 63⅝	60¼ - 66¼	60 - 64¾	31 - 60	23 - 35	23 - 28
Rochester & Pittsburg	24½ - 29¾	27 - 33½	30 - 36½	28¼ - 32¼	28 - 31	22¾ - 26¼	24½ - 35½	24¾ - 31	23¾ - 27⅞	22 - 26½	17½ - 23⅞	19¾ - 24¼
Rome Wat. & Ogdensb.	20 - 21½	20 - 21⅝	20 - 26	.... -	.... -	.... -	38 - 40	.... -	.... -	.... -	25 - 30	31¾ - 31¾
St. Louis Alton & T. H.	33½ - 43¾	26 - 42¼	20½ - 31¼	21¾ - 28	23¾ - 29⅜	23 - 28	27 - 36⅛	35 - 43	40 - 50	38 - 48	39¼ - 40½	41½ - 48¼
Pref	80½ - 92	73¼ - 85¼	60 - 74	55 - 67¾	x60 - 73½	57⅞ - 63	61 - 80	70½ - 89	85¼ - 91	80 - 88	80 - 90¾	84¼ - 94½
St. L. Jacksonv'e & C	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	120 -129
St. Louis&S. Francisco	39⅞ - 46⅞	35 - 45	34½ - 42½	38 - 40	38 - 40¼	33¾ - 39	36½ - 43¾	40 - 43¾	42¼ - 48	37½ - 40¼	31 - 37½	32¾ - 35½
Pref	56¾ - 66½	45 - 61	43 - 57½	50 - 56	40½ - 52½	40 - 50⅞	48¼ - 61½	58 - 61¾	57¾ - 65	56 - 60¼	49½ - 57	51 - 55⅜
1st pref	100½-106¾	70¾ - 98¼	87 - 95	88 - 91	86 - 88¼	85 - 90½	92 -100	97½-100	98 -100½	95 - 98	90 - 98½	93¼-100
St. Paul & Duluth	27 - 30¼	26 - 30¾	29 - 31½	.. -	29 - 32¾	30 - 30¾	30 - 39	33 - 34	33 - 36½	33 - 35⅝	32 - 38½	36½ - 42¾
Pref	68 - 71	70 - 71	x71⅛-x80	70 - 78	77½ - 86	80⅜ - 80¼	84¾ - 90	88 - 90	88¼ - 96	91⅛ - 94¾	90 - 96	90¾ - 99¼
St. Paul Minn. & Man	108¼-115½	108⅞-112	110 -123	118½-120⅝	119 -136¼	123 -136½	*128 -144¾	131 -149¼	146¾-166¼	144¾-162⅝	135 -152¾	140 -146¾
Second Ave (N.Y. City)	.... -	.... -	.... -	.... -	.... -	.... -	.... -	170 -185	.... -	.... -	.... -	.... - ....
South Carolina RR	.... -	30 - 30	.... -	.... -	.... -	.... -	25 - 27	22 - 29¾	29 - 30	.... -	33 - 33	24 - 24
Texas & Pacific	44¼ - 51⅝	36¼ - 49⅜	34⅜ - 46¾	38 - 45¼	36⅜ - 43⅛	36⅝ - 44¾	43⅝ - 55	48¾ - 54½	47¼ - 52¾	38⅞ - 47	34 - 42	36½ - 42⅛
Texas & St. Louis	.... -	.... -	.... -	.... -	17 - 17	.... -	20 - 31	.... -	.... -	.... -	20 - 20	16 - 15
Toledo Delphos & Burl.	12 - 17½	10½ - 15¼	10½ - 17	12¾ - 15	11½ - 13	11 - 11	12½ - 19	15½ - 17½	15 - 15	12 - 14½	10¾ - 11¼	8½ - 10
Union Pacific	114½-119¾	110¾-119⅝	x99¾ x101½	109¼-115½	111 -114¼	x96½ 113⅜	110¼-118	111½-119¾	x108½ 18¼	104⅝-109¾	99⅞-108	x98¼ x05⅜
United Cos. of N. J	183 -183	185 -185	.... -	.... -	188 -188	.... -	.... -	188½-188½	.... -	.... -	.... -	.... - ....
Utah Central	100 -100	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
Virginia Midland	.... -	.... -	43 - 62½	.... -	.... -	.... -	40 - 56¼	50 - 54	.... -	50 - 50	25 - 25	.... - ....
Wab. St. Louis & Pac	34 - 38½	37⅛ - 37⅜	30⅜ - 36¾	27¼ - 35⅜	27½ - 31⅞	28⅜ - 30½	28 - 39	34⅜ - 39⅞	35½ - 38¼	20¼ - 35⅜	27 - 34½	29⅜ - 36¼
Pref	65⅝ - 71⅝	54¼ - 68⅝	55 - 63	49¾ - 61½	49⅞ - 55⅜	45⅞ - 54½	51 - 69¼	63¼ - 69	66¾ - 70¾	55¼ - 66⅜	50 - 60¾	51 - 56⅜
Warren	.... -	.... -	.... -	.... -	.... -	.... -	.... -	118 -118	.... -	.... -	.... -	.... - ....
TELEGRAPH.												
American District	31 - 38	31 - 35	40 - 56	44 - 52	44 - 47	40 —45½	47 - 59	51 - 54	.... -	35 - 44	.... -	35½ - 35½
American Tel. & Cable	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	73 - 74	69 - 73¾	x65 - 71	65¼ - 69
Bankers' & Merchants'	.. -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	125 -133
Gold & Stock	100 -100	99½ - 99½	.... -	.... -	.... -	92 - 92	.... -	.... -	.... -	.... -	.... -	.... - ....
Mutual Union	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
Western Union	76¾ - 82¾	76⅜ - 82¾	76⅛ - x93⅛	80½ - 90⅜	81⅛ - 86	80⅞ - 86¼	84¼ - 91⅛	88¼ - 91	x88¼ - 93⅜	85¾ - 89⅞	78⅛ - 87	79⅛ - 83¾
EXPRESS.												
Adams	145 -149½	142½-148	139 -145	140 -143¾	x34 -142	135½-140	137 -140	139 -140½	140 -143	139¼-140½	x135-138	133 -138
American	92 - 94½	90 - 97⅛	91¾ - 95¼	93 - 95	93 - 97⅜	x91 - 97¼	91¾ - 95¼	94 - 94	93½ - 96¼	90 - 97	92 - 96	x80½ 95
United States	76 - 80¾	73 - 78½	72½ - 76¼	74 - 76	72 - 74½	70 - 73	71½ - 75¼	74 - 75	70 - 74	65 - 71	x62 -x67	65 - 68¼
Wells, Fargo & Co	128 -130½	125 -130	126 -130½	126 -129	125½-130	128 -131	125½-130	128 -131¼	130 -132	129 -132	127 -130	128 -131
COAL & MINING.												
Cameron Coal & Iron	31¾ - 37	.... -	27½ - 34½	34½ - 34¾	30 - 35	33 - 33¾	35 - 37¼	35½ - 35⅞	19¾ - 25	18 - 20	20½ - 20½	.... - ....
Caribou Consol. Mining	2½ - 2½	2 - 2	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
Central Arizona Mining	1 - 1⅝	1 - 1⅛	¾ - 1	⅞ - 1⅛	¾ - ⅞	⅝ - 1	.... -	½ - ½	¾ - ¾	.... -	½ - ½	.... - ....
Colorado Coal & Iron	41 - 45¼	38¾ - 44⅞	38 - 53⅞	46 - 53⅞	48¼ - 52¾	40 - 48¼	44 - 50	42 - 49	42 - 46¼	40 - 42	25 - 40¼	27¾ - 32⅝
Consolidation Coal	32 - 36⅜	30 - 32	20½ - 31	28 - 30⅝	30 - 30	29 - 29	32 - 33	32 - 32½	.... -	.... -	27½ - 27½	29 - 29
Cumberl'd Coal & Iron	.... -	.... -	7 - 9	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
Deadwood Mining	5 - 5¼	6¾ - 6¾	5¼ - 6½	.... -	6 - 6¼	5 - 5½	.... -	.... -	.... -	.... -	.... -	.... - ....
Excelsior Mining	¼ - ¾	¼ - ⅛	1¼ - 2½	2 - 2⅞	1¼ - 2	1 - 1⅛	.... -	.... -	.... -	4½ - 4½	4 - 4	4 - 4
Homestake Mining	15⅜ - 16½	18⅛ - 19¾	17¼ - 19½	17¾ - 18¾	17¾ - 18¾	x17⅜ - 18	17¾ - 19½	x17⅜ - 19½	18½ - 18¾	17⅜ - 18	17⅞ - 17½	17 - 17¾
La Plata Mining	9¼ - 9¼	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
Little Pittsburg Mining	1½ - 2	1⅝ - 1⅞	1⅝ - 2¼	1⅞ - 1⅞	.... -	1½ - 1½	.... -	.... -	.... -	.... -	.... -	.... - ....
Mariposa Land & Min'g	2 - 2½	.... -	.... -	.... -	.... -	1¾ - 2	.... -	.... -	.... -	.... -	.... -	.... - ....
Maryland Coal	20 - 20	17 - 19	15¼ - 17½	15 - 17½	18 - 14	18 - 16	16¾ - 18	18 - 20	20 - 20	17 - 20	18¼ - 21	16 - 17¾
New Central Coal	19 - 20	17 - 19	16 - 18	15 - 15	13½ - 13½	.... -	17 - 17	17 - 18	19⅞ - 23	18 - 19	14 - 19⅜	14 - 16
Ontario Silver Mining	33 - 35	35 - 35	35 - 35½	35 - 35½	35 - 36	x34 - 35½	35¼ - 36	40 - 40	38¾ - 39¾	36 - 38¾	33 - 37½	35¾ - 36
Pennsylvania Coal	240 -245	.... -	.... -	245 -245	.... -	245 -245	.... -	.... -	.... -	.... -	.... -	.... - ....
Quicksilver Mining	12 - 14¼	11⅛ - 13½	11⅛ - 12	11⅛ - 12⅞	8¾ - 12	8¼ - 9	9 - 12¼	10 - 11	10¾ - 11	8 - 10⅛	8¼ - 9⅞	9 - 9⅛
Pref	57 - 62¼	57½ - 62	55 - 60	56 - 57	49¼ - 58	47 - 47	45½ - 50	45½ - 45¾	45¼ - 45¾	40 - 45	41 - 44	40 - 40¼
Robinson Cons. Mining	2¼ - 4	2⅜ - 3⅜	3⅜ - 4	3¼ - 3¼	2 - 2¼	1 - 1	.... -	.... -	.... -	.... -	.... -	.... - ....
Silver Cliff Mining	2¾ - 2¾	.... -	2 - 2	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
Standard Consol. Min'g	14 - 17¾	16 - 17⅛	14¾ - 19¼	15 - 19¾	14 - 18	10¼ - 18¾	17 - 18½	x7⅝ - 17¼	6¼ - 8	4⅛ - 6¾	5⅝ - 5⅞	6 - 7
Stormont Mining	.. -	1⅛ - 1⅛	.... -	.... -	.... -	.. -	.... -	.... -	.... -	.... -	.... -	.... - ....

* Lowest price is ex-privilege.]

COURSE OF PRICES OF RAILROAD AND MISCELLANEOUS STOCKS—CONCLUDED.

STOCKS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High	Low. High
VARIOUS.												
Canton Co	60½- 60¾	61 - 65	60 - 62	60 - 61	60 - 60	.... -	.... -	.... -	.... -	.... -	.... -	59½- 59½
Del. & Hudson Canal	105⅛-107⅞	x100¼- 9½	102⅜-107¼	103⅜-106	103½-106⅜	102⅝-113	111⅝-118½	114 -119¾	113⅞-117¼	113⅛-114½	105⅛ 113¾	106⅜ 111
Iron Steamboat Co	.... -	.... -	.... -	.... -	.... -	50 - 50	.... -	.... -	.... -	.... -	.... -	.... - ....
N. Y. & Texas Land	44⅜- 49⅝	42 - 44⅝	37 - 40	.... -	37 - 38½	37 - 39	40¼- 49⅝	.... -	50 - 50	50¼- 54¾	51 - 55	.... - ....
Oregon R'y & Nav. Co	128 -140	130 -140	128 -142	139 -145	137 -140	135 -138	134½-149⅜	148 -155	153 -163¾	152 -158	148¼ 160	158 -158
Pacific Mail S. S	39⅜- 43¼	38 - 45½	38⅜- 43⅜	37 - 42⅛	39¼- 44¼	39⅛- 43	42¼- 48¾	43¾- 47¼	43⅞- 47⅛	38⅛- 44⅛	32¾ 40¾	34½ 46
Pullman Palace Car	129½-145	*122 -141	123 -128½	125 -127	120 -127	117 -125⅞	125⅞ 132⅜	x127¼- 135	128¾ 135¼	127 -130	120¼ 127	122¼ 125⅝
Sutro Tunnel	⅛- 1	⅝- ⅞	⅝- ¾	⅛- ¾	⅜- ⅛	⅜- ⅝	⅝- ⅛	⅝- ¾	⅜- ⅝	¼- ¾	⅛- ¼	¼- ¼

* Lowest price is ex-privilege.

COURSE OF PRICES OF RAILROAD BONDS FOR THE YEAR 1882.

[Compiled from all sales at the New York Stock Exchange.]

BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low
Atlantic & Pac.—1st...6	98 - 95	95 - 94	97 - 95¼	97 - 95	100¼- 97	101⅜-100¼	100 - 98	99⅛- 98½	.... -	97 - 97	97⅛- 97	97¼- 96
Income...6	37⅜- 37¼	34 - 28	33⅛- 33	.... -	.... -	28 - 28	33⅛- 31	.... -	.... -	.... -	.... -	.... - ....
Allegh. Cent.—1st...6	.... -	.... -	.... -	.... -	.... -	103 -103	.... -	.... -	.... -	.... -	.... -	.... - ....
B.& O.—1st, Park. Br.6	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	118 -117
Bost. H. & Erie.—1st..7	60 - 61	64¼- 52½	55 - 46	53 - 47¾	50½- 47¾	53 - 46	59 - 52	56⅛- 53¼	60 - 55⅞	54¼- 53½	51¼- 44	50 - 46⅛
B'klyn B. & C. I.—1st.6	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	105¼-105⅛	.... - ....
Bur. C. R. & N.—1st ...5	100½- 99¾	100 - 98¾	100⅜- 98¾	103¼- 99¾	102¾-103⅜	102¼- 98¾	102 -101¼	102¾-101¾	101⅝-100	101¼-100¼	102¾-101¼	100⅞- 99¾
C. R. Ia. F.& N.—1st..6	.... -	.... -	105 -105	102 -102	104 -102	100 -100	.... -	108 -108	.... -	.... -	106 -106	106 -106
Central Iowa—1st 7	115½-112¾	111¾-111	111 -109½	112 -110½	114½-112⅜	113⅝-113¼	114 -113¼	111¾-110¾	111 -108	110 -108	109 -108	112 -108
Debt certs	.... -	.... -	75 - 75	.... -	.... -	.... -	.... -	.... -	65 - 65	65 - 65	60¼- 60¼	.... - ....
Cent. R R. of N. J.—1st..7	119¾-118¼	115¾-115	116¼-115	118 -115¼	118¾-117⅞	118¼-117	119 -118¼	116 -115¼	116 -116	116¼-114¾	117 -116	.... - ....
Consol., assented 7	115¼-112⅜	115¾-114⅝	114⅜-111	112½-108	111¼-109½	111 -109¾	111⅛-108¾	111¼-109	110¾-109	109⅝-108¼	109½-107⅜	110 -107½
Conv., assented 7	115 -114	115½-114	116⅛-114	119 -111	110¾-108⅞	109¾-107⅛	109¾ 109¾	112⅛-111¾	110¼-109	113⅜-110	108¼-108¼	108⅝ 107⅛
Adjustment 7	109¼-105	108¾-103¾	106 -104	107 -106	107 -106	106¾-103⅞	107⅛-106	108 -107⅜	111 -110	108 -107	105⅛-105	106 104
Income 7	103⅜-101½	103⅜-101½	101 - 90	96 - 95	90 - 90	90 - 86	93 - 90	.... -	.... -	87 - 81½	85 - 80	85 - 82
Leh. & W. B.—Assent 7	108¼-107⅜	108¾-106	103 -102½	105¾-101¼	106 -103	102 - 99¾	107 -103½	107 -106¾	105 -103½	103 -100	102¾-101½	101⅝-100
Income 7	.... -	92 - 90⅛	87 - 86	90 - 89⅞	83¼- 83¾	80 - 80	85 - 83	85 - 85	85 - 85	.... -	.... -	.... - ....
Am. Dock & Imp 5	101 -100	100 -100	97 - 97	.... -	93 - 94	.... -	.... -	94½- 92½	95 - 94	93 - 93	91 - 91	93 - 93
Charl. Col. & Aug.—1st.7	.... -	.... -	.... -	108 -108	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
Ches. & O.—Pur. M. fd ..6	.... -	114 -112	.... -	.... -	116 -116	.... -	108 -108	.... -	114½-114½	116 -116	114½-111½	.... - ....
Series A 6	104 -101	102½-102	103 -103	100¾-100	101 -100	101½-100	106 -102	106⅛-105¾	108 -107¾	104½-104	104¾-104	106 -104
Series B 6	82½- 80¾	82¼- 78	81 - 75	82½- 80⅛	82 - 78½	81 - 77¾	86 - 80½	86 - 84¾	88 - 85½	90 - 86⅛	87¾- 84¼	88¾- 86
Cur., int deferred 6	53⅜- 50½	52 - 45½	49 - 40	48½- 43¼	49 - 45	48¼- 44	54¼- 47¾	54⅛- 50¼	55¾- 51	56 - 52	54¼- 49	54¼- 51
Mortgage, 1911 6	.... -	.... -	.... -	100¾-100¾	.... -	100 -100	.... -	102 -101	102¾-101⅞	.... -	.... -	100 -100
Chic. & Alton—1st. 7	121 -119½	.... -	.... -	123 -122	126 -126	.... -	122 -122	122 -122	122 -120	123 -122	120 -120	120 -120
Income 7	103 -102	104 -104	103 -103	101 -101	.... -	.... -	.... -	.... -	.... -	.... -	100¾-100¼	.... - ....
Sinking fund 6	115 -112	.... -	114¼-114¼	115 -114¼	112¾-112	113¼-113	114 -113½	114 -111	114¼-114¼	116¼-115	112 -112	114¾-112½
Lou. & Mo. Riv.—1st.7	119 -118	.... -	.... -	.... -	113 -113	115¼-115¼	.... -	.... -	.... -	.... -	.... -	.... - ....
2d 7	.... -	.... -	.... -	110 -110	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
St. L. J. & Chic.—1st..7	119 -116½	.... -	118½-115½	.... -	113 -113	115 -115	.... -	118 -116	118 -118	.... -	116 -116	.... - ....
Chic. Bur. & Q.—1st ...8	103¾-103	104 -103⅝	104 -104	104¾-104¼	105¼-105	105 -105	101¼-101⅜	101½-101¼	.... -	102½-102	103¼-102¾	103¾-103⅜
Sinking fund 5	.... -	.... -	.... -	.... -	.... -	107 -103¾	.... -	105 -105	104¼-104	102¾-101¾	102⅜-102⅜	.... - ....
Consol 7	127¼-126	126¾-125¾	126¾-125¾	128¾-127	129 -128	132 -130	128½-127	128¼-127	128 -127⅛	128 -127¼	129 -128⅛	129¼-128½
Iowa Div 5	.... -	.... -	.... -	.... -	101¾-101¾	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
Iowa Div 4	.... -	88 - 88	.... -	86 - 85¼	87⅜- 86¾	88 - 86¼	87¾- 87	87¼- 84	87⅜- 87	84¼- 84¼	84¾- 84¼	87⅜- 84¼
Denver Div., 1922.4½	.... -	.... -	.... -	.... -	.... -	.... -	.... -	84¾- 84	85 - 84	84¾- 83	83⅛- 83	85¼- 84¾
Chic. & E. Ill.—1st, s. f..6	104 -104	.... -	.... -	92½- 92¼	.... -	99¾- 98	100 -100	100 - 99¼	99 - 99	101 -100	98 - 97	97 - 97
Income 6	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	87 - 87
Chic. Mil. & St. P.—1st.8	136 -136	135 -131½	132¾-132	133⅜-133	134¾-134½	135 -134¼	134 -134	.... -	133 -130	133 -131	135 -133	133 -133
2d 7 3-10	121 -120	.... -	120 -120	120 -119	121¾-121¾	122 -122	124 -124	124 -118	129 -129	125¼-125	.... -	125 -125
1st, gold 7	125 -123½	125¼-125	125¼-125¼	127 -125	127 -127	124 -122	124 -124	.... -	125 -124¼	127¼-124¼	130 -129	.... - ....
1st La Crosse Div....7	121 -115¼	118¾-117	121¾-116	122 -118¾	120 -120	122¼-120	118⅜-116¾	122 -121	129 -127⅞	125½ 123	.... -	123 -123
1st I. & M. Div 7	119 -119	116 -116	120⅛-120	120 -119½	.... -	122 -120	.... -	122 -122	129 -124	125¾-123	.... -	123 -123
1st I. & D. Div 7	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	125½-124½	.... -	123½-122
1st C. & M. Div 7	123 -122½	118 -118	.... -	125 -120¼	125 -125	.... -	.... -	125 -125	128 -128	125 -125	120½-120¼	126 -122
Consol 7	121¾-118¾	121 -119	122 -118	122 -120	122¾-121½	123 -120½	121¾-119¾	125 -122½	120 -124½	126 -124	125 -124½	126½-122½
2d, 1884 7	.... -	.... -	.... -	.... -	.... -	102 -102	105 -105	.... -	.... -	101¾-101¾	101¾-101¾	.... - ....
1st I. & D. Exten. 7	120 -118¼	116¾-115½	121¼-119¾	121 -119	121 -120	123 -123	121 -121	123 -122	128 -126	.... -	.... -	122 -122
1st So. West Div 6	107 -103½	107 -106¾	105½-104	110 -110	109¾-108½	110 -100	.... -	.... -	108¾-108½	110 -108¼	108⅝-108⅜	110 -110
1st La C. & Dav 5	95 - 94	94 - 94	93⅛- 92¾	95 - 93	.... -	95 - 95	94¼- 94½	94 - 93	94¼- 94	94 - 93⅛	94 - 94	.... - ....
1st So. Minn. Div 6	104¾-103	103⅜-103	104¼-103	108¼-104⅜	108⅜-107½	110 -108	108¾-106¾	108½-107	103¾-10 ⅛	109 -107	109 -107¼	109¼-107¼
1st H. & D. Div 7	114¼-113⅝	114 -113¾	115¼-113½	117⅛-115	118 -117¼	119 -117½	117¼-115½	118¾-118	118¼-117	117¼-117½	119 -119	120 -119
Chic. & Pac. Div 6	107½-107¼	107 -107	108¾-106½	110 -109	110¾-110	111 -110¾	.... -	108 -108	110 -108	110 -110	.... -	112 -112
Western Div 5	95⅜- 93¼	94 - 90	94 - 92	94½- 93¾	93 - 93¾	94½- 93¾	93¾- 91½	93¾- 93¼	93¼- 92¾	93 - 92¾	93 - 91½	94¼- 91¾
Mineral Point 5	95 - 95	.... -	.... -	.... -	.... -	94 - 94	91½- 91½	92¼- 92	.... -	91 - 91	90½- 90½	94 - 93
Chic. & L. Sup. Div..5	.... -	.... -	.... -	.... -	.... -	.... -	94¾- 13	.... -	.... -	.... -	.... -	.... - ....
Chic. & N. W.—S. F.....7	110 -110	107 -107	107¾-107¾	107 -107	.... -	110¼ -110	.... -	.... -	107 -107	.... -	.... -	.... - ....
Interest 7	.... -	.... -	105¼-104¾	.... -	103 -102½	.... -	.... -	.... -	104 -104	.... -	.... -	.... - ....
Consol 7	134¼-132	131 -131	132 -131	133¾-132	134 -133	133½-131	.... -	131 -131	133 -132	134½-134½	133 -130	134 -133
Extension 7	.... -	107 -107	105¼-105¼	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
1st mort 7	110½-110¼	107 -107	107⅞-104	109 -108	110 -109	110 -109	109½-109½	106¾-105¾	107 -107	107⅛-106¼	106¼-106¼	108¼-107⅝
Gold, coup 7	127 -123	126¾-123	126 -122	129 -125	128¾-127	125¾-124	127¼-126⅞	126⅞-124	126 -125	128⅞-125¼	128¼-126¼	125 -125
Gold, reg 7	125 -123	.... -	124 -124	.... -	127 -126¾	125 -123¾	125 -125	.... -	125 -125	126¼-126	126 126¾	125 -124¾
Sinking fund, coup....6	111¼-109	112 -110¾	112½-112	110¼-110	110¼-110½	111¼-111¼	110¾-110¾	111¾-111¾	113 -111¾	110¼-109	109⅝-109⅝	109⅝-109⅝
Registered 6	111¼-111¼	.... -	.... -	110 -109	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
Sinking fund, coup ...5	101¾-100	101¼-100	101¼-101⅛	100 - 99	100 -100	101¼-100¾	101¼-100¾	102 -100¾	102¼-101½	99⅛- 98¾	99⅛- 98¾	100 - 98¾
Registered 5	100¾-100¼	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	98⅜- 99	99 - 98¼
Escan. & L. Sup., 1st .	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	111 -111	.... - ....
Des M. & Min. 1st	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	121 -121	.... - ....
Iowa Midland—1st...8	.... -	.... -	.... -	.... -	132 -132	130 -130	.... -	.... -	.... -	.... -	130 -130	.... - ....
Chic. & Mil. - 1st.....7	123 -118	119 -119	.... -	123 -121	122 -121	124 -123	.... -	.... -	.... -	.... -	.... -	.... - ....
Winona & St. P.—1st..7	107 -107	109¼ 109¼	110 -108½	109¾-109	110 -110	110 -109¾	106 -105	107½-107½	.... -	108 -106¾	.... -	110 -108½
2d 7	120 -120	.... -	126 -120	.... -	120¼-120	120 -115	.... -	120 -120	128¾-127	.... -	.... -	.... - ....
Mil. & Mad.—1st.....6	.... -	.... -	.... -	109 -109	.... -	.... -	.... -	112 -112	114 -114	.... -	.... -	.... - ....
Chic. R. I. & P.—Coup..6	126½-125	127 -126	128 -127	128 -127	128¾-127	130 -128¾	128¾-128¾	.... -	126 -126	129 -127	.... -	128 -127¾
Reg 6	120 -124	126¾ 126¾	127¼-127	.... -	.... -	.... -	.... -	126½-126½	.... -	.... -	128 -127¼	128½ 127¼
Keok'k & Des M.—1st,5	106 -105	105¾-105¾	105½-104¼	104¼-102¾	104 -103¼	106½-105¼	106¾-106	.... -	105 -103¼	102 -100	102 -101¼	101¾-101
C. St. L. & N O.—1st con.7	115 -115	.... -	117 -116	.... -	.... -	.... -	118 -118	.... -	.... -	.... -	.... -	.... - ....
New 5	.... -	.... -	.... -	.... -	.... -	104¼-104	103¾-102	105 -102¾	105¾-104¾	105 -104	.... -	.... - ....
C. St. P. M. & O.—Cons...6	100⅜- 98¾	100¾- 99	101⅛- 98¾	103¾-101⅝	103¾-102¾	103¾-100¾	105⅝-103	105⅝-104¼	106¾-105¾	108¾-106¾	108 -107	110 -104
Chic. St. P. & M.—1st..6	112 -108¾	112 -111¾	111 -111	114¼-113	113 -111	114 -110	114¼-112	112 -110	114 -111	111 -114	111 -110	111 -111
St. P. & S. City—1st..6	110¼-109	112¾-112	113 -111	110¾-109¾	111 -109¼	112 -110	111¼-111¼	111¾-110	112 -111	110⅝-109	111 -109⅝	113 -110

COURSE OF PRICES OF RAILROAD BONDS—Continued.

BONDS.	JANUARY	FEBR'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPT'BER.	OCTOBER.	NOV'BER.	DEC'BER.
	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low	High. Low
Cin. I.St.L.&C.—Cons.6	.... -	113½-113½	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
Cin. Laf. & Chic.—1st.7	.... -	.... -	.... -	.... -	.... -	.... -	.... -	110 -110	.... -	.... -	.... -	.... - ....
Cin.Sand.& Clev.—1st.7	.... -	.... -	.... -	90⅜- 90⅜	.... -	.... -	.... -	.... -	.... -	.... -	95 - 95	.... - ....
Cin.&Sp.—GdL.S.&M.S	.... -	.... -	.... -	111 -111	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
Cl. C. C.& I.—1st, s.fd.7	125 -122½	125 -124	.... -	126 -126	.... -	125 -124¼	124 -123	124¼-123	.... -	120¼-120¼	120⅜-120¼	121¾-121
Consol.....7	124¾-123¼	124½-124½	125 -125	126 -125⅛	124 -124	121 -121	.... -	.... -	.... -	.... -	121⅛-121	120¼-120¼
Col. Coal & I.—1st,con.6	90 - 88	92 - 85½	93½- 90	93 - 92	93 - 91	92 - 90	91 - 90½	87⅛- 86	87⅛- 86¼	87 - 84	85 - 88	83⅛- 82½
Colum.& Greenv.—1st.6	.... -	105 -105	102¼-102½	102 -102	103 -102⅝	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
2d mort.....6	.... -	96 - 95	.... -	.... -	.... -	.... -	88¼- 88¼	88⅛- 88⅛	.... -	.... -	.... -	.... - ....
Del.&Hud.C.—1st,'84.7	105 -103⅝	105⅛-105	105⅛-105⅛	106¾-105¾	107 -106¼	107 -107	106 -105⅛	107 -106	106¾-106	105⅛-105⅛	105⅝-105⅝	107 -106⅛
7s, 1891.....7	113½-112¼	115 -112½	116 -114½	116 -115	118 -115⅛	117 -116	115½-113	117 -115	.... -	116⅛-115	116 -115⅛	116 -116
1st, extension.....7	.... -	.... -	116 -116	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
Coupon, 1894.....7	119⅛-117⅛	118 -118	118 -118	116½-115¾	117 -116⅛	.... -	119 -118	118½-118	.... -	115 -113½	113¾-113	115 -114
Registered, 1894.....7	116⅛-116⅛	118 -118	118 -118	115⅛-115	117 -117	117 -117	.... -	.... -	.... -	.... -	.... -	.... - ....
Penna. Div.—Coup....7	128 -128	.... -	120⅛-120⅛	125¼-125¼	125⅛-122⅛	126 -126	.... -	130 -129	128 -128	.... -	120 -120	.... - ....
Registered.....7	.... -	.... -	.... -	125¼-125¼	.... -	.... -	.... -	130¼-130	.... -	.... -	.... -	.... - ....
Alb. & Susq.—1st m..7	.... -	113¼-113¼	.... -	113¾-113¾	.... -	.... -	113 -113	113 -113	.... -	.... -	.... -	.... - ....
2d mort.....7	108 -108	.... -	108¾-108	105¼-105¼	105 -105	.... -	.... -	107⅛-107½	.... -	105 -104½	105¼-104¼	106¼-106
1st consol. guar.....7	124¾-124¾	128 -128	.... -	126 -125	125½-125½	125 -125	.... -	126½-126½	.... -	124 -124	.... -	125 -121½
Rens. & Sar.—1st,cp.7	136 -133	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
Del. Lac. & W.—Conv.7	.... -	130 -130	127½-127½	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	116¾-116
Con., 1907.....7	.... -	.... -	.... -	.... -	.... -	.... -	128 -127	.... -	.... -	.... -	130 -130	128¾-127
Syr.Bin.& N.Y., 1st..7	123½-123	.... -	.... -	122½-120	124 -122	.... -	123¼-123½	.... -	.... -	.... -	122 -122	126⅛-126¼
Morris & Essex—1st.7	138 -136	136¼-134	136⅝-134	140 -136½	136 -135⅛	136 -133	137 -135	.... -	140 -137½	140 -138	135 -135	.... - ....
2d mort.....7	117 -116	.... -	115 -115	116 -115	116¾-116¾	115 -115	117 -117	114 -112¾	113⅛-113⅛	115 -115	115½-114¼	115 -115
7s, 1871.....7	125 -122½	123 -122	.... -	122¼-121¼	122¼-122	121¾-121	.... -	123½-123½	124 -120	121 -121	121 -121	121¾-120¾
Con., guar.... 7	124¾-123⅝	125 -122	123 -120	125¾-123¾	126 -125	121¾-121	121¾-121	124¼-121¾	125½-124	125¼-124	125¼-124	122½-120¾
Denver & Rio G.—1st.7	114¼-112¼	114 -112¼	113¾-112¼	114½-113	113½-112	113¼-112¼	116¼-112½	115½-113⅜	115½-113⅛	115¾-113	100½-105	109⅞-107
Consol.....7	106 -102½	105 - 93¾	104¼- 99	106½-103¾	108¼-105	105¼-103¼	102⅜-101	102¼- 96	100 - 98½	98¼ 94	96 - 90¾	96¼- 90
Denv. So. P. & P.—1st.7	105¾-101½	101¼-101½	103 -101	105 -103½	102 -100	101½-100½	101¾-101½	101⅝-101	102½-101¼	102⅜-102	97¾- 97½	100 - 99
Des M.& Ft. D.—1st, inc	75¾- 73¾	73 - 73	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
Det. M. & Marq.—1st..6	.... -	.... -	95 - 94	92 - 91½	.... -	89 - 89	.... -	.... -	.... -	.... -	.... -	.... - ....
Dubuque & Dak.—1st 6	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	99 - 98½	.... -	.... -	.... - ....
E. Tenn. V. & G.—1st..7	115 -113¾	115¼-115	.... -	.... -	.... -	.... -	113 -113	.... -	115 -113	.... -	114¼-114	.... - ....
Consol.....5	80 - 78	78 - 75	76 - 69	76¾- 74	77 - 76¼	76 - 75	78½- 73¼	77¾- 73¾	75⅝- 71¾	75 - 71½	74¼- 70	76 - 73
Divisional.....5	.... -	.... -	95 - 90	.... -	.... -	91 - 91	.... -	92½- 92½	.... -	.... -	100¼-100¾	.... - ....
Income 6	58¼- 54¾	56¾- 52	53¾- 47	50 - 47½	50½- 46¼	47½- 44	49 - 46	48⅜- 42	46 - 42	45 - 38	43 - 37	40¾- 39½
Eliz. City & Norf.—Inc.6	37 - 37	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
Eliz. Lex. & Big. S.... 6	.... -	.... -	100 - 93	99½- 98⅞	.... -	99 - 93	96 - 94	96 - 96	95 - 95	97 - 95	96 - 94	95 - 93
Erie—1st, Extended....7	126 -126	126 -126	126¼-126	.... -	127½-127½	.... -	.... -	130 -130	126¾-126¼	128¾-128	125 -124½	124 -122
2d, Ext. 5	107¼-106	.... -	103 -103	107 -107	110 -110	111 -110¼	111 -111	111 -111	.... -	108¼-108¼	108¾ 108¾	109½-109½
3d 7	107 -105¾	107¾-107⅛	104½-102½	105 -104	106 -104⅜	105¾-104	104⅞-104⅛	105 -104½	101⅝-100½	101⅛-100⅜	102 -101⅜	102⅛-102
4th, Ext.... 5	112 -112	108 -108	108 -107⅞	107⅜-105⅜	107 -107	107⅛-107	107⅛-107⅛	109 -109	108⅛-108⅛	105 -105	107¼-106⅜	107⅜-107⅛
5th.....7	112 -112	113 -112	112 -112	111 -111	112⅛-112	110 -110	.... -	113 -113	111⅜-111⅜	.... -	.... -	.... - ....
1st, consol., gold 7	130 -129½	131 -129⅝	126¾-125	126¾-125¼	126⅞-126⅛	127⅛-126	130 -127	130¼-129	127⅛-126½	127 -125	127 -125½	130 -126
1st cons. fd. coup.....7	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	106¼-106¾
Long Dock.....7	120 -120	.... -	119 -119	118 -118	118 -118	116 -116	.... -	.... -	116 -116	116 -116	121 -121	117 -117
Buff. N. Y. & E.—1st.7	.... -	.... -	.... -	130 -122	.... -	.... -	130 -130	.... -	132 -132	.... -	132 -132	.... - ....
N. Y. L. E. & W.—												
New, 2d consol.. 6	100¼- 97¼	99¾- 94¾	98 - 91	96 - 92⅛	97⅛- 92⅛	95½- 87¾	99 - 94⅛	98⅛- 96⅞	100⅛- 97¾	100⅛- 98⅛	100¼- 98	97¾- 95⅞
2d cons. fund. coup.5	96¼- 94⅛	96⅛- 92⅛	95 - 88½	91½- 89⅜	93 - 89½	91⅛- 87⅛	94¼- 90¾	95 - 93⅛	97⅛- 94⅛	.... -	98 - 96¼	96 - 96
Income.....6	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	75 - 75	.... -	.... - ....
Erie & Pittsb.—Consol.7	105 -105	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
Ev. & T. Haute—Con..6	98 - 96	96 - 96	95⅛- 94	.... -	98 - 95	97 - 96½	97 - 95½	97 - 95	96⅞- 96	96⅜- 96	97 - 96	100¼- 97
Flint & P. M.—Mort...6	.... -	.... -	115 -115	111⅜-111⅞	112¾-112¾	113¼-113¼	113½-113½	.... -	.... -	.... -	.... -	112½-112¾
Ft.W.& Denv.C.—1st .6	.... -	.... -	.... -	.... -	91½- 90⅜	90¼- 88¼	98½- 96¼	98¾- 97⅛	98¼- 97⅛	97¾- 69	73⅛- 71	67 - 66
Gal. H. & San A.—1st..6	103¾-103	103 -103	.... -	103 -103	104 -104	.... -	104½-104¼	.... -	.... -	.... -	.... -	.... - ....
2d, inc.....7	.... -	109 -109	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	110 -110	.... - ....
Gal. H. & H.—1st.....6	86 - 86	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
Gr.B.W.& St. P.—1st..6	95 - 94	93½- 90	88 - 83	85 - 82½	85 - 84	85 - 83	85 - 85	84 - 84	84 - 82½	.... -	81 - 81	80¾- 80¼
2d, income.....8	.... -	33 - 33	25½- 25½	.... -	21 - 20	20 - 18⅛	26 - 20	28 - 25	25 - 24	.... -	.... -	.... - ....
Gulf Col. & S. F.—1st..7	108 -105½	107 -106¼	106¼ 107½	108½-108	108¾-107¾	108¾-107½	106¾-104⅝	109 -107½	108 -107	108 -107	109 -107	112½-109
Han. & St. Jo.—Conv..8	109 -107⅝	110 -108½	106 -104	107 -105½	107 -106	107¼-106	107⅝-106½	108½-107½	106 -104½	106 -104	105 -104½	107 -105
Consol.....6	113¼-113¼	.... -	104 -104	106 -103	103¾-102¾	106½-102	.... -	106½-106	104 -103	103¾-103¾	104 -104	107 -106¼
Hous.E.&W.Tex.—1st7	.... -	.... -	.... -	97½- 97½	.... -	.... -	.... -	102⅜-102	.... -	.... -	.... -	.... - ....
Houston & Tex. Cent.—												
1st, Main Line 7	111½-110	111¾-111	112¼-110	113 -111½	112 -111¾	113 -112	110 -108½	114½-110	112 -109½	111 -109	110¼-109	112 -110
1st, Western Div.....7	108 -107⅛	107¾-107	107⅞-107⅝	109 -107⅜	.... -	109 -107	106¾-106	106½-106¼	108¾-106	110 -110	107 -107	.... - ....
Waco & No. Div.... .7	.... -	111 -111	.... -	.... -	.... -	.... -	110⅝-110⅜	112½-112	110 -110	.... -	111 -111	113 -113
2d, Main Line.....8	124 -122	124 -124	123½-117	121 -118½	120 -119	119⅞-119⅝	126¼-126	126 -126	125 -125	121 -121	120 -120	120 -119¼
General mort.....6	99¼- 99¼	98 - 98	.... -	.... -	.... -	97 - 97	.... -	99⅛- 99½	102 -100	.... -	97 - 97	99 - 98
Illinois Cen.—Mid.Div.5	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	108 -108	.... -	.... -	.... - ....
Cedar F. & M., 1st...7	112 -112	.... -	105 -105	112 -112	.... -	117 -109	.... -	.... -	.... -	.... -	.... -	.... - ....
Dubuq. & S.City 1st..7	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	111 -111	.... -	.... -	.... - ....
2d 7	.... -	.... -	.... -	.... -	.... -	.... -	.... -	.... -	114 -114	.... -	.... -	.... - ....
Ind.Bl.& W.—1st, pref.7	.... -	.... -	.... -	118 -118	117⅜-117⅜	.... -	.... -	118¾-118¾	119 -119	.... -	119 -119	.... - ....
1st.....4, 5, 6	91½- 89½	90 - 89	90 - 86¼	89 - 89	90 - 89	90 - 90	90 - 90	.... -	91 - 89	90 - 88¾	90 - 87	88 - 87
2d.....4, 5, 6	81 - 80	.... -	77 - 73	74 - 73½	75 - 75	75 - 73	75 - 75	76½- 75⅛	.... -	76 - 76	.... -	74 - 73½
Eastern Div.....6	.... -	.... -	.... -	.... -	.... -	93 - 92½	95¾- 91	95¾- 95	96 - 95	95 - 93	97½- 96	93 - 93
Con. income 6	.... -	.... -	.... -	.... -	.... -	.... -	60 - 59	60 - 56	60 - 59½	51 - 47½	50 - 48½	50 - 48½
Ind. Dec. & Sp.—1st....7	105 -103¼	104½-103½	103⅞-103	101¼-100	102 -101½	103 -103	103 -102	104 -103	104 -103½	101 -100¾	101½-100	101½-100
2d, income.....6	70 - 69	.... -	60 - 60	.... -	.... -	76 - 76	.... -	.... -	.... -	.... -	.... -	.... - ....
Inter. & Gt. No.—1st..6	107½-106½	107 -106	107¼-106¼	107¼-106	105⅜-104	106¼-105	106¾-106	106 -105	106 -105¼	106½-105¾	104 -101	105½-103
Coupon, 1909.....6	91 - 90	90½- 89	86 - 84	84½- 84¼	89 - 84½	89½- 87½	89½- 86⅜	88 - 85	84 - 83	84 - 80	84 - 81½	84¼- 82
2d, income.....8	.... -	.... -	.... -	.... -	89 - 87	.... -	.... -	.... -	.... -	.... -	.... -	.... - ....
Jefferson—1st..... 7	.... -	.... -	.... -	105 -105	.... -	105¼-105⅛	106 -105	.... -	.... -	.... -	.... -	.... - ....
Kentucky Central. 6	.... -	.... -	.... -	.... -	.... -	.... -	107¼-107½	.... -	.... -	.... -	.... -	.... - ....
Lake Erie & W.—1st..6	107¼-106⅛	104½-104½	104 -102¼	104 -101	102½-101¼	101 - 99¾	106 -103	102 -102	102½-101¼	101¼-100¾	100⅜-100	100 -100
Income.....6	54 - 54	53 - 50	55 - 52	52½- 52½	.... -	45 - 45	61¼- 48	58 - 54	54¼- 54	54 - 48	.... -	.... - ....
Sandusky Div.—Inc ..6	54 - 54	.... -	50 - 50	.... -	.... -	.... -	53 - 50	51 - 49	.... -	.... -	.... -	.... - ....
Laf. Bl. & M.—1st 6	103 -102	103 -102	103¾-101	104 -102½	100⅜- 99⅜	100 - 99⅜	101⅞- 99¼	102 -101	102 -102	104 -102½	100¼- 99⅞	.... - ....
Income.... 7	.... -	.... -	.... -	.... -	.... -	.... -	57 - 55	.... -	.... -	.... -	.... -	.... - ....
Lake Sh. & Mich. So.—												
M. S. & N. I. Skg. fd..7	107¼-107¼	108½-108	108⅜-108⅜	110 -109	107 -106¼	107⅛ 107⅛	108 -106⅜	107⅛-107⅛	107⅛-107⅛	108⅛-108	105 -104½	105⅞-105⅞
Clev. & Tol.—Skg. fd.7	108 -107⅛	107¼-107¼	.... -	.... -	106⅜-106½	.... -	.... -	107¾-107	107 -107	106 -106	106 -106	.... - ....
New.....7	110¼-109⅜	.... -	.... -	109 -107	.... -	.... -	.... -	108½-108½	.... -	.... -	.... -	.... - ....
Cl. Pains. & Ash.....7	.... -	.... -	.... -	.... -	118 -117	.... -	.... -	109 -109	.... -	.... -	114 -114	.... - ....
Buff. & Erie—New....7	124 -122	.... -	123¼-123½	122 -110	122¾-123½	123 -122	.... -	.... -	.... -	120 -120	122 -121¾	.... - ....
Det. M. & Tol.—1st...7	125⅞-125	.... -	.... -	122 -121	.... -	122½-122½	.... -	.... -	.... -	.... -	.... -	.... - ....
L. Shore—Dividend..7	124 -122	.... -	.... -	.... -	.... -	122 -122	.... -	.... -	122½-122	120 -120	120½-120½	.... - ....
Con. coup., 1st.....7	130 -130	.... -	128 -126	127¾-127½	126 -125¾	128 -128	127¼-127½	126 -125	.... -	128 -128	.... -	.... - ....
Con. reg., 1st.....7	128 -125	126½-125½	125 -125	126 -126	125½-125½	126 -126	126 -126	125 -125	126 -124½	125 -124½	125 -125	.... - ....
Con. coup., 2d.....7	125 -125	130 -130	.... -	.... -	.... -	124 -124	123½-123	123 -123	125¾-125¾	128 -123½	124½-123	.... - ....
Con. reg., 2d... 7	124½-121½	126½-126	124 -123½	.... -	126 -121	123¼-123¼	122⅞-122	125 -124	126 -126	125¼-124	.... -	122 -120

COURSE OF PRICES OF RAILROAD BONDS—CONTINUED.

BONDS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPT'BER.		OCTOBER.		NOV'BER.		DEC'BER.	
	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low
Little Miami—1st	....	-	...	- ...	....	-	....	-	....	-	100½	-100½	....	-	....	-	....	-	101	-101	....	-	....	- ....
Long Island—1st	....	-	115	-115	....	-	119	-118	116½	-116½	117	-117	....	-	....	-	....	-	123½	-121	116	-115	115	-115
1st, consol	....	-	....	-	....	-	98¼	-97¾	97¾	-97¼	98	- 97½	97¾	-97¾	98	- 97¾	98¼	- 97¾	98	- 97½	98¾	- 98¾	98¼	- 98⅜
Louisville & Nashv.—																								
Consol	123	-121	123	-122	121	-121	117¾	-117⅝	118	-117½	118	-117	117¼	-116¾	118¼	-118	120	-118½	115¾	-114¼	115½	-114½	115¼	114¼
2d, gold	....	- ...	103	-103	...	-	....	-	....	-	101	-101	....	-	102	-101	....	-	....	-	....	-	99¾	99
Cecilian Branch	....	-	111¾	-108¼	107	-104	104	-104	....	-	....	-	106¼	-105½	110	-108	106¾	-106¼	105	-105	105¾	-105¼	105	-104
N. O. Mob. & T.—1st	100	- 99½	....	-	95	- 90	95	- 94½	98	- 95	....	-	98½	- 92	92½	- 92¼	90	- 85	90	- 87	90	- 90	94	- 90
E. H. & Nash.—1st	....	-	102¼	-100	93	- 98	....	-	101	-101	98	- 98	....	-	....	-	100	- 99½	100	-100	95	- 95	....	- ....
Gen'l mort	102	-100½	101¼	- 95¾	99½	- 95	100	- 98¾	100	- 98¾	97¾	- 94½	96	- 94½	96	- 95	96¼	- 92	90½	- 85	90¾	- 87	90	-86¼
Pensacola Div	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	95	- 95	....	-	....	-	....	- ....
St. Louis Div.—1st	107¾	-107¾	107	-107	104½	-104	105	-105	....	-	108	-107	....	-	....	-	100½	-100½	....	-	....	-	....	- ....
2d	55	- 55	...	-	52¾	- 51½	....	-	54	- 54	....	-	....	-	52	- 52	51	- 51	....	-	....	-	....	- ....
Nash. & Decatur	....	-	....	-	....	-	....	-	....	-	....	-	....	-	122	-120	122	-122	115	-115	....	-	....	- ....
Lou. N. Alb. & C.—1st	101¼	-100¼	102	-100½	103	-101	103¼	-103	103¼	-103	103¼	-103	103¼	-100¼	104	-104	103¾	-102½	104	-103	103¼	-103	105	-104
Man. B. Imp. Co.—1st	...	-	...	-	85	- 85	90	- 84	90	- 90	80	- 80	....	-	88	- 88	....	-	....	-	....	-	....	- ....
Marietta & Cin.—1st	115¼	-115½	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	- ....
Metropolitan El.—1st	101½	- 99½	101	-100½	101⅞	-100½	102	-100⅜	102½	-101	104	-101½	101	- 99	99⅞	- 98¾	100	- 99	100	- 96¾	100⅜	- 96¼	102¼	- 98¾
2d	90	- 89	91	- 90	94	- 89¾	96	- 94	90	- 90	91	- 89	91¼	- 90	90	- 90	90	- 90	90	- 86	87	- 85½	88	- 86
Mich. Central—Consol	125	-123¾	126¼	-125	128¾	-125½	128	-127	125¼	-124¾	124¼	-123¾	125½	-123	125	-124	125¼	-125¼	128¼	-127⅞	122	-122	123	-122¼
Sinking fund	103¼	-103¾	104	-104	105¼	-104⅜	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	- ....
Equipment	....	-	104	-104	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	- ....
Coupon, 1931	98	- 97	95¼	- 97	96¼	- 94	98	- 97	98¾	- 98	103	- 99½	104	-103¾	102	-102	98	- 98	98	- 97	102	- 99	101	-101
Reg., 1931	....	-	96	- 96	...	-	....	-	98	- 98	....	-	....	-	....	-	....	-	98	- 97	....	-	....	- ....
Jack. Lan. & Sag	110¼	-110¼	....	-	....	-	....	-	....	-	106	-106	....	-	....	-	....	-	....	-	....	-	....	- ....
Mid.of N.J.—1st	....	-	....	-	....	-	....	-	89½	- 89¼	....	-	....	-	....	-	86¼	- 86	86	- 86	....	-	....	- ....
Mil. L. Sh. & W.—1st	102	- 99	100¾	- 99⅞	100	- 99½	103¼	-100	102	- 99¼	101	-100¾	102	-100½	101¼	-101	103	-101	102	-100¼	99½	- 97	99	- 96
Income	....	-	76	- 75	....	-	79	- 79	79	- 77½	78¼	- 77½	76⅞	- 75½	81¼	- 77	82	- 81¾	78	- 78	80	- 79	80¼	- 80
Mil. & No.—1st	....	-	....	-	....	-	....	-	92	- 92	....	-	....	-	....	-	98	- 98	....	-	....	-	94	- 94
Minneap.& St.L.—1st	115	-114¼	115¼	-114½	115¾	-115	118	-115½	....	-	....	-	116	-115½	115¼	-115	116¼	-115	116	-116	119	-118	....	- ....
Iowa Extension	111	-110	112	-111	112¼	-112	112	-112	114¼	-113½	112	-111¾	....	-	111¾	-111½	112	-112	...	-	114	-113	115	-115
2d	....	-	....	-	....	-	....	-	100	- 90	....	-	....	-	....	-	....	-	....	-	103	-100¾	101	-101
So.West.Ext.—1910	....	-	..	-	....	-	....	-	....	-	110	-109¾	110¾	-110¼	....	-	111¼	-111¼	....	-	112	-112	....	- ....
Pacific Ext	....	-	....	-	....	-	....	-	....	-	....	-	101¾	-101½	....	-	102	-101⅞	....	-	....	-	99	- 98¼
Mo.K.& T.—Gen. con.	84	- 81	84½	- 77	82	- 75½	83¾	- 80¾	83⅞	- 81	86	- 76	89	- 85¼	87¼	- 84¼	88	- 85½	87¼	- 84	87¼	- 82¾	....	- ....
Consol	107¾	-105⅜	105	-102	105¼	-100¼	105¾	-104¾	106	-105	106¼	-105¼	110	-107½	107	-105⅞	106¾	-106	107	-104⅛	106¼	-104½	107¾	-105¼
2d, income	73	- 69	70¾	- 59	68½	- 59	65	- 61¾	63½	- 60	63¼	- 54½	70	- 63½	69¼	- 67¾	68½	- 67	62½	- 60	61¼	- 53	57¾	- 55¼
Han.& Cen. Mo.—1st	106	-106	108	-108	....	-	108½	-107	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	- ....
Union Pac. So. Br	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	106	-102	....	-	....	-	....	- ....
Mobile & Ohio—New	112½	-109½	113	-112	112	-112	111	-109¾	110¾	-109½	107	-104½	111	-106½	109	-107¼	....	-	109½	-109	....	-	105	-103¾
1st, pref., debenture	97½	- 93	97¾	- 90	90	- 81	85	- 81	82	- 80¼	77	- 69½	80	- 75	80	- 77	80	- 79	80	- 79¾	80	- 79	81¼	- 80
2d, pref., debenture	68	- 67½	60	- 60	52	- 50	50½	- 49½	52	- 50	45	- 41	48	- 40	46	- 46	47¾	- 46	....	-	45¼	- 43¾	46	- 46
3d, pref. debent	....	-	....	-	....	-	....	-	....	-	....	-	37	- 37	....	-	47	- 34	....	-	38	- 36	33	- 33
4th pref. debent	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	30	- 30
Mutual Union T—S.F.	....	-	....	-	....	-	....	-	....	-	....	-	....	-	79¾	- 78	79	- 77	77¾	- 69	74	- 66	73	- 65
Nashv.C.& St.L.—1st	116¾	-115	115¾	-115	115¼	-114	116⅛	-115⅛	117⅛	-116¼	116¾	-116	113¾	-113½	114¼	-114⅛	116	-115	115¼	-114⅛	116	-114¾	118	-115
Nevada Central—1st	....	-	....	-	101	-101	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	- ....
N. J. So.—Int. guar	....	-	....	-	....	-	97	- 95¼	97	- 97	....	-	....	-	....	-	....	-	....	-	....	-	....	- ....
N. O. Pacific—1st	92	- 90	91⅞	- 86	89	- 84¾	87¾	- 84¾	87½	- 85½	88¼	- 86	94	- 87	94	- 91	92	- 91	91⅝	- 85½	86¼	- 82¾	89¼	- 85⅜
N. Y. Central—1883	103	-102	103¼	-102⅞	104	-103	104¼	-104	101¾	-101	102⅜	-101¼	102¼	-102	102¼	-102¼	102⅞	-102⅝	102⅞	-102½	100⅝	-100	101¼	-100⅝
1887	110¼	-110	....	-	108¼	-108¼	110	-110	112	-112	. .	-	109	-109	108¼	-108¼	....	-	109	-108	109	-107	....	- ....
Subscription	....	-	102¼	-102¾	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	- ....
N.Y. C.& H.—1st,cp	134½	-133	134	-133¾	134	-133	135	-133¼	135	-134½	135¼	-134	131	-131	133	-132	132	-132	134	-132½	133½	-133¼	134	-133
1st, reg	133	-132¾	134	-132	133½	-133½	134	-133¾	134¼	-133½	133½	-133½	131	-131	132	-132	132½	-132	....	-	133	-133	133¼	-133
Hud. Riv.—2d, s. fd	110	-109¾	111	-110	110¾	-110¼	110¼	-110½	....	-	106¾	-106½	106¼	-106¼	109	-108	....	-	108¾	-108¼	110	-110	106¼	-106¼
Can. So.—1st, guar	96¾	- 95	95	- 93	94½	- 92¾	96	- 94	96½	- 94¾	96	- 96¾	93¾	- 93	93¾	- 93	94	- 92¾	95	- 92¼	95	- 93	100	- 94½
Harlem—1st, coup	135	-135	135	-135	132¼	-132½	....	-	131⅞	-131½	. .	-	....	-	....	-	132	-132	133½	-133½	132½	-129½	126	-126
1st, reg	133	-133	....	-	....	-	....	-	131¾	-131¼	132	-131½	132	-132	132	-131	....	-	....	-	130	-130	127	-127
N.Y.Chic.&St.L.—1st	....	-	....	-	....	-	89½	- 88	90	- 83	85	- 83¼	94¾	- 84¼	96	- 92	95¼	- 91¾	97	- 89	97	- 94	96⅞	- 94
N.Y.City & No.—Gen'l	81	- 81	80	- 76¾	66	- 64	65	- 55	54	- 45	51	- 50½	62	- 50	60	- 56	57½	- 50	57	- 57	....	-	....	- ....
N. Y. Elevated—1st	117	-115	116¾	-115½	117	-115	117	-116½	118⅞	-116⅞	118½	-117½	116¼	-114½	116¾	-111½	117	-114¾	117	-114⅝	115¾	-114½	118¼	-116
N. Y. Pa. & Ohio—																								
1st, income	....	-	42½	- 42½	42	- 42	....	-	....	-	41¾	- 41¾	....	-	....	-	53¾	- 53¾	56	- 54½	....	-	....	- ....
N.Y.& Tex. Land—Scrip	28	- 27	26	- 26	....	-	....	-	....	-	27	- 26	31	- 30¾	36	- 33	37	- 35½	36	- 34¼	35	- 35	34	- 34
Norf. & West.—Gen.M.	103	-102¼	103	-102½	103	-102	104¼	-103¾	101⅞	-101	101¼	-101	102	-101¼	102⅞	-102	103	-102⅞	103	-102⅞	101	- 99	101	-100¼
Northw. Telegraph	..	-	...	-	105	-105	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	- ....
Ohio Central—1st	98	- 96	98¼	- 94½	96	- 94	98¾	- 96½	97	- 96	97	- 94	95	- 93	96	- 93	92¼	- 91¾	94	- 90	95½	- 93¼	95¼	- 94
1st, terminal trust	95½	- 95½	....	-	95½	- 95½	92¾	- 92¾	93	- 93	....	-	95	- 95	....	-	....	-	93	- 93	92	- 92	....	- ....
Income	43	- 42	45	- 37¾	41	- 33	39	- 35	36	- 33	34	- 29	44¼	- 32	33	- 30	38	- 35	41	- 37	37¾	- 32	34¾	- 30
O. & Miss.—Consol. s. f.	117¾	-116¾	118¾	-118	121	-118	....	-	118¾	-118¼	119	-118¼	117	-116¼	117	-117	115	-115	116¾	-116¼	118	-117	119	-117⅛
Consol	117¼	-115¾	118¼	-118	118¾	-118	118¼	-118¾	118¼	-117	119	-119	116¼	-116¼	....	-	115	-115	116¼	-116¼	118	-117	....	- ....
2d	120½	-120½	122	-122	122	-121	120	-118	120¼	-115	120¾	-120¼	....	-	124	-124	125	-122	120½	120	121	-120¼	121¼	-120
1st, Springf. Div	122½	-119¾	121¾	-121	121	-121	120¾	-120	117	-117	116	-116	120½	-116¾	120¼	-120	119	-119	121	-121	115	-114	115	-114
Ohio Southern—1st	92½	- 90	91¼	- 90	88	- 84½	87	- 85	87½	- 86	83	- 78	86½	- 83	85	- 82	86	- 83	84	- 82¼	85	- 82	81½	- 80
2d, income	46¼	- 42¾	45	- 40	35	- 27¾	32	- 32	32	- 30	25	- 25	35	- 24½	33½	- 30	36	- 32	30	- 29¼	32	- 30	29½	- 25
Oregon & Cal., 1st	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	-	93¼	- 91¾
Or. R'y. & Nav.—1st	106	-105¼	107	-105¼	107	-106½	109	-108	109¼	-108¾	110	-109	107	-106¼	108	-107	108¼	-107½	109¼	-108	108¼	-107¾	109	-107¾
Pacific Railroads—																								
Cent. Pac.—Gold	115	-112½	114⅜	-113½	115¾	-114	117	-114¾	117⅛	-116½	119	-117⅛	117	-116	117	-115	115	-114	115	-114	115	-114	116¾	-114½
San Joaquin Br	109	-108	110	-108	110½	-109¾	....	-	110	-108½	111¾	-110	1	-110½	112	-112	....	-	....	-	108	-108	106¾	-106¾
Cal. & Oregon	04	-103¼	103	-103	104	-103½	105	-104¼	....	-	....	-	105	-105	....	-	....	-	105	-105	105½	-104¾	....	- ....
State aid	102½	-102½	103	-103	....	-	103½	-103½	....	-	....	-	....	-	....	-	....	-	....	-	....	-	....	- ....
Land grants	107	-105¾	105¾	-105¾	107¼	-106¼	105	-104¼	105¾	-105	107	-107	106¼	-105¼	106¾	-105¼	106¾	-106¼	104¼	-103	104	-103¼	106	-104
Western Pac	110½	-109	111	-109½	110¾	-110	112	-110¼	115¾	-112¾	115	-114	111	-	112	-110	....	-	113	-113	113	-111¾	113¼	-112½
No.Pac.—Gen.1st, l.g	96⅜	- 95	98	- 95½	99¾	- 97	101½	-100	102⅝	-100¼	103⅛	-102½	104	-100¼	104	-103¼	104	-103½	104⅝	-103¼	104⅛	-103¼	105¼	-104
Registered	....	-	....	-	....	-	....	-	....	-	....	-	103¼	-103¼	103¾	-103¾	....	-	104¼	-103¾	....	-	105¼	-103¾
So. Pac. Cal—1st	104½	-103⅝	104½	-103¾	105½	-104	104	-102	105½	-103¾	106	-105½	106	-105¼	106⅝	-105½	106¼	-106¼	103¼	-103	103¾	-103¼	104	-102
Union Pac.—1st	116	-114¼	117⅛	-115	116	-115	118	-116⅜	118¼	-117¼	120	-118	117¼	-116¼	117¼	-116¼	116¾	-115⅞	116	-114⅝	116	-115	117	-115¼
Land grants	114	-113	116½	-113	116	-115	112¼	-112¼	113¼	-113¼	114¼	-113½	115	-114	115	-114¼	115	-114	110¾	-110	111	-110¾	113¼	-110⅝
Sinking fund	124	-122½	122½	-121¾	118¾	-116	119⅝	-117	121¾	-120	121¾	-120	123	-122	123	-121	119	-117¾	119	-117	118	-116	118	-117
Registered	....	-	....	-	119	-118	. .	-	121	-121	....	-	120½	-120¼	....	-	....	-	117	-117	....	-	117	-117
Collateral trust	107	-107	....	-	....	-	106	-106	109	-109	105	-105	....	-	104	-104	106¾	-105	109	-106¼	....	-	107	-106
K.Pac.—1st, F.&A	....	-	109	-109	110	-110	....	-	113	-112	113	-112¾	113	-113	110	-110	111	-110	110½	-110	111	-110	....	- ....
1st, 1896, J.& D	110	-110	110	-109¼	111	-110	112	-111	114	-113	....	-	110¾	-110	110¾	-110	111	-111	....	-	110¼	-110¼	108	-107¼
Denv. Div.—Ass'd	109	-107	109	-106¾	109⅜	-107	112	-109½	110	-108¾	110	-108¾	110¾	-109	110¼	-109	110	-108	110	-108	107¾	-105⅜	107	-105¾
1st, consol	104½	-101¾	103½	-102	104	-100¼	106½	-104	103¾	-102½	102¾	-102	104½	-104	104½	-103½	104½	-102½	104	-102½	101	- 98	101	- 99
Income No. 16	...	-	....	-	....	-	....	-	....	-	....	-	....	-	93	- 93	....	-	....	-	....	-	....	- ....
At.Col.& Pac.—1st	99	- 95¾	98¼	- 95	....	-	96	- 95½	96	- 95	92½	- 90	....	-	92	- 92	94	- 92	94	- 94	93¾	- 92	....	- ....
At.J.Co & W.—1st	....	-	....	-	....	-	....	-	....	-	90	- 90	....	-	....	-	....	-	....	-	....	-	....	- ....
Oreg.Sh.Line—1st	....	-	....	-	....	-	104	-104	105	-102	104½	-103½	105¼	-103½	104	-103	103⅞	-100	100¾	- 99¼	101	-100	100	- 99½
Utah South.—Gen	107	-105	106¾	-106½	105	-105	105	-104¼	107	-107	108	-106	105¼	-104½	104½	-103	104¾	-104½	107	-104½	....	-	....	- ....
Ext'd, 1st, 1909	....	-	....	-	...	-	....	-	....	-	100	-100	95	- 95	....	-	101	- 99⅞	101	-101	101⅛	-100¾	103⅜	-103⅜
Mo. Pac.—1st, cons	104¼	-102	102	-100	102¼	-101¾	104	-103	100¾	-100	100¼	-100	101¾	-100¾	101¼	-101	103	-101	102¼	-101¾	100	- 99	100¾	100
3d	112	-110	112	-110¾	111¼	-110⅝	111	-110¼	109	-108¼	109¼	-109	111	-109¼	112	-111	113	-111¾	113¼	-112¾	109¼	-109	109¼	-109

COURSE OF PRICES OF RAILROAD BONDS—Concluded.

BONDS.	JANUARY		FEBR'RY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPT'BER.		OCTOBER.		NOV'BER		DEC'BER.	
	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low	High.	Low
Pacific RRs.—Mo. Pac.—																								
Pac. of Mo.—1st....6	109¼	107¾	106½	105¾	107½	106	107¾	107	108	107¼	108	108	109½	108¼	106	105⅞	106½	105	106	105½	106	105	107	106
2d....7	112¾	110	111⅞	110½	112	112	114	114	115½	114	114	114	....	....	113	111	....	....	....	....	111½	110½	114	114
St. L. & S. F.—2d, "A".6	....	....	100	100	103	100	100½	100½	98	98	....	....	98⅛	98⅛	98⅛	98	99	99	99¾	99¾	96¾	95	97	95
Class "C".....3-6	91½	90½	90	85½	91¾	86½	92	90	....	....	88	85	....	....	90¾	89	90½	90	93	90	91½	90	93	90
Class "B".....3-6	92	91½	91	89¾	93	86½	92	90½	88¾	84	88½	83	90	89	91½	89½	91	91	92	90⅜	91½	89¾	92⅜	90
Pierce C. & O.....6	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	102½	102½	....	....	....	....	....	....
Equipment.....7	99	97½	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
So. Pac. of Mo.—1st..6	104	103½	106	104	104½	104	105½	104½	106	106	106	105¼	105	104½	....	....	103	103	103½	103	104	103½	105	104
Texas & Pac.—1st... 6	107	106¼	108¼	108¼	....	....	....	....	....	....	110	110	....	....	....	....	....	....	104	104	103	103	....	....
Consols.....6	99⅜	99⅜	....	....	95	95	....	....	99	99	....	....	....	....	97½	97½	92	90¼	93¼	93	93	93	91	91
Inc. & land gr., reg.7	75	70¼	70¾	62½	70	59	68	61¾	65½	61¾	66¼	58½	72	62¾	71	64	66	62½	62½	60	59½	58	59	56
1st, Rio Gr. Div....6	90¼	87	85⅛	78½	84⅜	78	84	81	83	79	84⅛	78	91½	89⅜	89¼	84	86⅛	82⅛	83	80¼	82⅜	76	83⅞	77½
Pennsylvania RR.—																								
Pa. Co.—Coup.....4½	98	98	....	....	....	....	....	....	97½	96	....	....	....	....	96½	96	96	96	98	97	....	....	....	....
Reg.....4½	....	....	....	....	95½	95½	....	....	....	....	....	....	....	....	98⅛	98⅛	....	....	....	....	....	....	....	....
Pitts. C. & St. L. 1st cp 7	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	117¾	117½	....	....
Pitts. Ft. W. & C.—1st.7	....	....	137	137	137	137	140	138	140	139	140¼	140	136½	136½	....	....	....	....	138½	136¾	138	137	140	138
2d.....7	132½	132½	132¼	132¼	....	....	138	133	....	....	138	138	....	....	....	....	135	134	136½	136½	....	....	....	....
3d.....7	130	130	....	....	....	....	....	....	130	130	131	130	....	....	126	126	....	....	128	127½	128	128	131	130
Clev. & P.—Cons. s. fd.7	....	....	125½	125½	127	127	127¾	127½	....	....	125¾	125½	125½	125½	124½	124	125¾	125½	128	127	124½	123½	127	126½
4th.....6	112	112	....	....	112	109	114	113	113½	113¼	113½	113¼	....	....	....	....	....	....	108	108	110	110	....	....
C. C. & I. C.—1st, cons.7	125	125	130	125	....	....	....	....	120	120	120	120	120	120	....	....	121	120	123½	120	121	121	130	121¼
1st, trust cert's, ass'd	....	....	118	118	119	119	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
1st, do suppl'ry	122	117¾	120	118	....	....	116	110	115	115	115	115	....	....	....	....	118	115	....	....	116	116	....	....
Income.....7	76	71	70½	52	56	45	53½	45	45	45	....	....	55	45	54	51	50	48	50	50	50	50	52	50
St. L. V. & T. H.—1st..7	....	....	....	....	....	....	....	....	....	....	118	117½	....	....	....	....	....	....	....	....	....	....	....	....
2d guar.....7	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	110½	110¼	....	....	....	....	....	....
Peoria Dec. & Ev.—1st.6	103½	103	105½	102¾	105	104¾	105½	105	106	105¼	106	105	110	106	106	104¾	105	104¼	104⅞	104	105	104	105	103
Income.....6	....	....	72	70	74⅞	74⅞	72	70	70	70	77	77	80	75	....	....	....	....	....	....	....	....	....	....
Evansv. Div.....6	....	....	103½	103½	....	....	....	....	101	100¾	100¼	100¼	100¼	100¼	101	100	100	100	98	97½	98	97¾	98	97
Do income.....6	....	....	....	....	....	....	77½	55	75	69	....	....	....	....	75	75	....	....	....	....	....	....	....	....
Pitts. B. & Buff.—1st. 6	93	93	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	80	78
Richmond & All.—1st. 7	101¾	90½	95	90	93½	89	91	90	88	85	87½	85	88	83¾	89½	87	87	85½	81	79	83½	80	83	81
Rich. & Danv.—Cons..6	103	101¼	106½	105½	104	98	101	99	100½	99¾	103	100	100	97	101	100	100½	99⅞	100	94	96½	93⅞	99	94½
Debenture.....6	....	....	....	....	....	....	72	69⅞	72	67½	70	68	79½	68	82	75¾	79	76	73	59½	65¾	60	67	62
At. & Char.—Inc., 1900	....	....	....	....	....	....	....	....	94	91	....	....	....	....	....	....	....	....	....	....	80	80	....	....
Roch. & Pittsb.—1st...6	100¾	100½	101	101	101	100	102	100½	103¾	102	104½	103½	108	103½	104½	104	104½	104½	105	104	104¾	104	104½	104¼
Income.....6	40	40	43	35	48	37½	47	44	47	45	....	....	47¼	44	47	43½	53	46	46	46	44⅞	43⅜	44	41
Rome W. & O.—Consol.7	91¼	89⅞	91	90	90	80	90	89	90	90	....	....	89	82	75	75	75	74	73	69	70	67	75½	70
1st.....7	....	....	....	....	....	....	....	....	111½	111½	....	....	....	....	110	110	....	....	....	....	....	....	....	....
Trust certificates.....7	91¼	91¼	91	90½	89¾	85	90	88	89¾	89	87	87	....	....	....	....	....	....	....	....	....	....	....	....
Income.....7	....	....	....	....	....	....	....	....	....	....	....	....	45	40	40	34	40	38	41	32	41	36	46	40
St. L. Alt. & T. H.—1st..7	....	....	....	....	119	119	....	....	....	....	116	116	111	111	112	112	....	....	114¾	114¾	116	116	117	117
2d, pref.....7	110	110	105½	105	107	105¼	105¾	105¾	108⅞	108½	100¼	109	109½	109½	110	110	111½	111½	110¼	110¼	110	109½	111¾	106
2d, income.....7	....	....	....	....	....	....	....	....	90½	90	....	....	96	95	99⅞	99⅞	99	99	100	99	96½	96¼	99	98
Dividend income.....6	50	50	52	50½	40	37½	37½	37½	40	40	....	....	40	40	55	50	62	60	50	40	50	42	62½	49
Bell. & So. Ill.—1st...8	....	..	123	121½	120	120	....	....	....	....	....	....	....	....	....	....	....	....	114	114	....	....	....	....
St. L. & Iron Mt.—1st..7	118	117	116	114	118⅜	114½	116½	115¼	118	116¾	117	115	117	116¾	115	114	114	113	113¼	113¼	116	115	116	115½
2d.....7	109¼	108	109¾	107	109	106½	110½	109	107	106¾	106¾	104	108	104¾	108¼	108	108	107⅜	108½	107½	105¼	102¾	105	103⅛
Ark. Branch.....7	110	109	110	108	110	107	....	....	111	110	....	....	107½	106	....	....	108	105½	110	106⅛	109	107⅛	107⅛	104½
Cairo & Fult'n.—1st, 7	111	108¾	109	106¼	108⅞	107⅛	110½	109½	109¼	109¼	109¼	108⅞	108	106	108½	107⅜	107½	106	108	105½	108½	105¼	111	106¾
Cairo Ark. & Texas. 7	110	108	108¾	106	107	105½	109	107	108¾	108	105	105	106⅞	105⅝	107½	106¼	106	106	107	106¼	107½	107	105	103¾
General consol. mort.5	86	84	84¾	80	82	78	80	78	82	78	80⅝	75	84¼	77¾	83	81	83	80½	77¾	76	76¼	72½	75½	73
1st, pref. income.....7	97	96	....	....	....	....	97	95	95	95	....	....	....	....	....	....	....	....	96¼	96¼	....	....	....	....
2d income.....6	....	....	....	....	....	....	....	....	....	....	84	84	....	....	....	....	....	....	....	....	....	....	....	....
St. P. Minn. & M.—1st..7	109¾	108	109½	109	109¾	109	110¼	109½	111¼	110½	113	111	109	107½	109	108	111	109	111	110	110	108	111	109½
2d.....6	106	105½	105½	105	107¾	106	108	104¾	108⅞	108	111⅜	109½	113	112	113	110	113	112	110¾	109½	109¼	109	109	108⅛
Dakota Extension....6	106	105	106	106	106½	106½	109	108	107	106	108⅛	106½	109¼	108	108⅛	108	108½	107¾	109	108	106⅛	106	106¾	106⅜
Minneap. Union 1st..6	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	108	108	107⅛	107⅛
Scioto Valley—1st cons.7	98	97¾	102	96¾	....	....	102	100	100¾	100	....	....	95	95	96½	95½	95½	94	....	....	....	....	....	....
South Carolina—1st....6	100	99	99¾	99	100½	100	98	97¾	98¾	97¾	97½	97¼	99	98	102	100	102¾	102½	99	99	103	99	100½	99
2d.....6	....	....	....	....	88	85	....	....	85	85	81	81	84½	84½	90	90	95	92	93	93	....	....	90	89
Incomes.....6	52½	47½	46	42½	50	46	48	48	50	47¾	48½	45¼	57½	48¾	61	55	61	60	61	57	....	....	59	57
Texas Central—1st's. f.7	107	106	107½	107	108¼	108¼	109	108¾	106½	106½	105	105	107½	106¼	108	107½	108¾	108	102½	102½	104	104	....	....
Tol. Delphos & Bur.—																								
1st, main line.....6	86	83	....	....	....	....	....	....	....	....	....	....	....	....	83	83	....	....	66	66	60	60	55	49
1st, income.....6	24	15	23¾	20	25	21	20	20	23	20¾	20¼	20	30	20	24	21½	20	20	22	20	20¼	20	10½	10¼
Terminal trust.....6	95	95	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Dayton Div. Inc.....6	....	....	....	....	....	....	....	....	....	....	....	....	24½	24½	....	....	....	....	....	....	....	....	....	....
Tona. Val. & Cuba.—1st6	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	100	98
Virginia Midland—Inc.6	....	....	....	....	71½	69¼	....	....	65	65	70	65	75	45½	74	73	70	70	57⅛	51	....	....	56	54
Wab. St. Louis & Pac.—																								
General mort.....6	89⅛	87½	88	80¼	85	81	83	75	82½	79	79½	71	87¼	79½	86¼	84⅜	88¼	86	85½	80½	83½	80	80½	79
Chic. Div.....5	85½	81½	86¼	85	84½	83	82½	81½	84	81	82½	81	84¾	79½	85	84	85½	84½	83	83	81	80¼	83	80½
Havana Div.....6	96	95	94¾	93	....	....	....	....	....	....	....	....	....	....	90	90	90	90	90	89¾	90	90	....	....
Tol. P. & W.—1st....7	111½	110	111	110	111¾	110	110	107	110	108	109½	108	110	108½	111	110	111	110	108¾	108½	108¾	105	109	107
Iowa Division.....6	93⅜	90⅛	93	92	92	89	92	90	90	90	90	90	90	90	94	94	90	87½	90	90	....	....	91	90
Cairo Div., 1931.....5	....	....	....	....	....	....	....	....	....	....	75	70	70	70	....	....	....	....	88	88	....	....	....	....
Wabash R'y—Mort. .7	106	104½	103	102	100	97	93	91	95	95	94½	91	....	....	....	....	98	98	....	....	88¼	88¼	....	....
Tol. & W.—1st, ext'd.7	111	110	110	110	110½	110	111¼	111	111¼	109½	109	109	....	....	107	106¼	108	107	....	....	107	106½	107¾	107¾
1st, St. Louis Div...7	112½	107½	108¼	108	105	103¾	104¾	102½	103½	102¼	102	100	106	104½	104	104	102	102	102¾	101	102	101	102½	101
2d, extended.....7	105½	103	106	106	....	....	105¼	102½	101	100	99½	98⅝	104	103	....	....	105	104½	103	103	101	96	98¾	96
Equipment.....7	....	....	....	....	61	61	50	50	....	....	....	....	....	....	....	....	....	....	50	50	....	....	....	....
Consol., conv.....7	106	104¼	102	99½	101	100¾	100	92	99	96	....	....	99¾	99½	100	100	....	....	100	100	....	....	98	97
Gt. Western—1st.....7	111	108½	109	107½	109¼	108¾	109¾	109	109½	106½	....	....	109	108¾	105	105	107	106	107	106¼	108	105	107½	106
2d.....7	105¾	103¼	106	100	105	102¼	105½	103	101½	99	99	98	102½	99½	103½	102¼	104	103¼	103½	102⅛	99	99	99	96¾
Quincy & Tol.—1st...7	106	102	106	106	....	....	106	105½	101	101	....	....	....	....	104½	104½	....	....	103	103	....	....	101	101
Ill. & So. Ia.—1st.....?	103½	102	100	100	....	....	100	100	98¾	98¾	98¾	98¾	....	....	....	....	....	....	....	....	....	....	....	....
St. L. K. C. & N.—Rl. E.7	107	103	109½	106	106½	106	105	103	106	104	105¼	103¾	108¼	103½	109	108¼	105¼	105	105	104	105¼	102	107¾	105
Omaha Div.....7	113½	113	113	108	113	109	110¾	109½	108	106½	106½	104	112	106⅝	112	111	113½	112	109	108	107½	105¼	108½	106⅜
St. Chas. Bridge.....6	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	85	85	90	90	90	90
North. Mo.—1st.....7	121	119	120⅝	119⅞	120	120	121	121	122¼	121	120	120	....	....	118	117½	118¾	118¾	118¼	118¼	118⅛	118⅛	....	....
Wabash—Fund'd int.—																								
Toledo & Ill.....7	....	....	....	....	103	103	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Dec. & E. St. Louis.6	....	....	....	....	95	95	....	....	92	91½	....	....	90	90	....	....	....	....	....	....	....	....	80	80
Quincy & Toledo....6	....	....	90	90	....	....	80	80	....	....	....	....	90	90	....	....	....	....	....	....	....	....	....	....
Gt. Western—1st....7	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
2d.....6	....	....	90¼	90¼	....	....	....	....	85	85	....	....	90	90	....	....	....	....	....	....	103	103	....	....
Consol., convert.....6	....	....	....	....	....	....	....	....	85	85	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Tol. & Wab. 2d.....6	....	....	....	....	....	....	....	....	....	....	....	....	90	90	....	....	....	....	....	....	....	....	....	....
Warren RR.—2d.....7	....	....	122	121	123	123	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
West. Un. Tel.—Coup..7	118	116½	118	116	118	117	119½	119	....	....	118	117	117	117	118	118	....	....	118	118	....	....	115	115
Reg.....7	....	....	118	118	....	....	119½	119	....	....	....	....	118	115	118	118	118½	118½	118	118	....	....	115½	115

THE DEBT STATEMENT FOR DECEMBER, 1882.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of December, 1882:

INTEREST-BEARING DEBT.

Character of Issue.	Authorizing Act.	When Payable.	Interest Periods.	Amount Outstanding. Registered.	Coupon.
5s of 1881*	July 14,'70	May 1,'81	Q.-F.	$99,326,200	$.....
3s of 1882..	July 12,'82	At option.	Q.-A.	289,563,950	.....
4½s of 1891	July 14,'70	Sept. 1,'91	Q.-M	189,303,200	60,690,800
4s of 1907..	July 14,'70	July 1,1907	Q.-J.	571,696,250	167,254,300
				$1,149,895,600	$227,945,100
4s, ref. ctfs.	Feb. 26,'79	.....	.....	$104,750	
3s, navy p.fd	July 23,'68	.....	.....	14,000,000	
Aggregate of interest-bearing debt....				$1,392,245,450	

* Continued at 3½ per cent.

On the foregoing issues there is a total of $1,498,912 interest over-due and not yet called for. The total current accrued interest to date is $10,568,275.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

There is a total of over-due debt yet outstanding, which has never been presented for payment, of $14,887,015 principal and $446,814 interest. Of this interest, $285,379 is on the principal of called bonds, which principal is as follows: 5-20s of 1862, $361,550; do 1864, $50,400; do 1865, $70,150; consols of 1865, $359,000; do 1867, $798,200; do 1868, $247,950; 10-40s of 1864, $283,250; funded loan of 1881, $567,750; 3's certs., $5,000; 6s of 1861, continued at 3½ per cent, $1,707,500; 6s of 1863, continued at 3½ per cent, $1,800,350; 5s of 1881, continued at 3½, $7,271,500.

DEBT BEARING NO INTEREST.

Character of Issue.	Authorizing Act.		Amount.
Old demand notes	July 17, '61; Feb. 12, '62		$59,295
Legal-tender notes....	Feb. 25, '62; July 11, 62; Mar. 3, '63		346,681,016
Certificates of deposit	June 8, '72		9,585,000
Gold certificates.....	March 3, '63		64,619,840
Silver certificates	February 28, '78		72,848,660
Fractional currency	July 17, '62; Mar. 3, '63; June 30, '64	$15,398,008	
Less amt. est'd lost or destr'yed, act J'e 21,'79		8,375,934	7,022,074
Aggregate of debt bearing no interest			$500,815,885
Unclaimed Pacific Railroad interest			5,339

RECAPITULATION.

	Amount Outstanding.	Interest.
Interest-bearing debt—		
Bonds at 5 per cent, continued at 3½..	$99,326,200	
Bonds at 4½ per cent	250,000,000	
Bonds at 4 per cent	738,950,550	
Bonds at 3 per cent	289,563,950	
Refunding certificates	404,750	
Navy pension fund	14,000,000	
Total interest-bearing debt	$1,392,245,450	$12,067,188
Debt on which int. has ceas'd since mat'rity	14,887,015	446,814
Debt bearing no interest—		
Old demand and legal-tender notes....	346,740,311	
Certificates of deposit	9,585,000	
Gold and silver certificates	137,468,500	
Fractional currency	7,022,074	
Total debt bearing no interest	$500,815,885	
Unclaimed Pacific Railroad interest		5,339
Total	$1,907,948,350	$12,519,342
Total debt, principal and interest, to date		$1,920,467,693
Total cash in Treasury		312,924,016
Debt, less cash in Treasury, Jan. 1, 1883		$1,607,543,676
Debt, less cash in Treasury, Dec. 1, 1882		1,622,956,899
Decrease of debt during the past month		$15,412,222
Decrease of debt since June 30, 1882		$81,370,783
CURRENT LIABILITIES—		
Interest due and unpaid		$1,498,912
Debt on which interest has ceased		14,887,015
Interest thereon		446,814
Gold and silver certificates		137,468,500
U. S. notes held for redemption of certificates of deposit.		9,585,000
Cash balance available Jan. 1, 1883		149,037,773
Total		$312,924,016
AVAILABLE ASSETS—		
Cash in the Treasury		$312,924,016

BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES.

INTEREST PAYABLE BY THE UNITED STATES.

Character of Issue.	Amount outstanding.	Interest paid by U. S.	Interest repaid by transportat'n	Balance of interest paid by U. S.
Central Pacific ..	$25,885,120	$21,899,448	$4,217,203	$17,033,972
Kansas Pacific ..	6,303,000	5,751,153	2,818,329	2,932,823
Union Pacific....	27,236,512	23,323,659	8,815,988	14,507,670
Central Br. U. P..	1,600,000	1,453,808	142,630	1,304,250
Western Pacific..	1,970,560	1,530,015	9,367	1,510,648
Sioux City & Pac.	1,628,320	1,366,598	120,340	1,246,257
Total	$64,623,512	$55,344,682	$16,123,860	$38,565,623

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds in the denominations of $1,000, $5,000 and $10,000; bear 6 per cent interest in currency, payable January 1 and July 1, and mature 30 years from their date.

UNITED STATES TREASURY STATEMENT.

The following statement, from the office of the Treasurer, was issued this week. It is based upon the actual returns from Assistant Treasurers, depositaries and superintendents in mints and assay offices:

LIABILITIES, JANUARY 2, 1883.

Post-office Department account		$6,891,130 71
Disbursing officers balances		25,567,430 00
Fund for redemption of notes of national banks "failed," "in liquidation," and "reducing circulation"		38,780,354 10
Undistributed assets of failed national banks		467,115 83
Five per cent fund for redemption of nat'l bank notes.		14,583,922 38
Fund for redemption of national bank gold notes		318,439 00
Currency and minor-coin redemption account		5,351 00
Fractional silver-coin redemption account		71,563 60
Interest account, Pacific Railroads and L. & P. Canal Co		15,720 00
Treasurer U.S., agent for paying interest on D. C. bonds		373,045 63
Treasurer's transfer checks and drafts outstanding		6,220,630 60
Treasurer's general account—		
Interest due and unpaid	$11,016,511 28	
Matured bonds and interest	735,930 63	
Called bonds and interest	13,803,286 07	
Old debt	789,612 94	
Gold certificates	64,619,840 00	
Silver certificates	72,848,660 00	
Certificates of deposit	9,585,000 00	
Balance, including bullion fund	140,185,441 71	
Total Treasurer's general account	$313,619,282 03	
Less unavailable funds	695,266 16	$312,924,016 47
		$406,218,728 32

ASSETS, JANUARY 2, 1883.

Gold coin	$119,523,136 04
Gold bullion	51,981,132 35
Standard silver dollars	94,016,842 00
Fractional silver coin	26,521,692 20
Silver bullion	4,468,193 10
Gold certificates	25,105,030 00
Silver certificates	4,405,000 00
United States notes	28,434,394 86
National bank notes	6,532,920 95
National bank gold notes	.....
Fractional currency	6,344 36
Deposits held by national bank depositaries	13,736,099 55
Minor coin	494,899 85
New York and San Francisco exchange	1,940,000 00
One and two-year notes, &c	.....
Redeemed certificates of deposit, June 8, 1872	10,000 00
Quarterly interest checks and coin coupons paid	90,967 26
United States bonds and interest	28,721,530 82
Interest on District of Columbia bonds	133 00
Speaker's certificates	211,011 98
Pacific Railroad interest paid	.....
	$406,218,728 32

Commercial and Miscellaneous News.

BONDS HELD BY NATIONAL BANKS.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank circulation and to secure public moneys in national bank depositories on Jan. 1. We gave the statement for Dec. 1, in CHRONICLE of Dec. 9, page 676, and by referring to that the changes made during the month can be seen.

Description of Bonds.	U. S. Bonds Held Jan. 1, 1883, to Secure— Public Deposits in Banks.	Bank Circulation.	Total Held.
3s, Act July 12, 1882.....	$7,956,000	$192,693,700	$200,649,700
Currency 6s.....	20,000	3,526,000	3,546,000
5 per cents.....	.....	15,000	15,000
4½ per cents.....	610,500	35,915,500	36,526,000
4 per cents.....	7,021,000	106,080,600	113,101,600
5s, ext. at 3½.....	736,500	20,805,950	21,542,450
6s, ext. at 3½.....	.....	1,494,900	1,494,900
Total.....	$16,344,000	$360,531,650	$376,875,650

CHANGES IN LEGAL TENDERS AND NATIONAL BANK NOTES TO JAN. 1.—The Comptroller of the Currency has furnished us the following, showing the amounts of national bank notes outstanding Dec. 1, together with the amounts outstanding Jan. 1, and the increase or decrease during the month; also the changes in legal tenders held for the redemption of bank notes up to Jan. 1:

National Bank Notes—		
Amount outstanding December 1, 1882....		$361,792,169
Amount issued during December.....	$1,875,420	
Amount retired during December.....	1,746,129	— 129,291
Amount outstanding Jan. 1, 1883*.....		$361,921,460
Legal Tender Notes—		
Amount on deposit to redeem national bank notes Dec. 1, 1882		$38,390,414
Amount deposited during December.....	$3,299,780	
Amount reissued & b'nk notes retired in Dec.	1,749,379	— 1,550,401
Amount on deposit to redeem national bank notes Jan. 1, 1883.....		$39,940,815

* Circulation of national gold banks, not included above, $729,709.

According to the above the amount of legal tenders on deposit Jan. 1 with the Treasurer of the United States to redeem national bank notes was $39,940,815. The portion of this deposit made (1) by banks becoming insolvent, (2) by banks going into voluntary liquidation, and (3) by banks reducing or retiring their circulation, was as follows on the first of each of the last five months:

Deposits by—	Sept. 1.	Oct. 1.	Nov. 1.	Dec. 1.	Jan. 1.
	$	$	$	$	$
Insolvent bks	1,165,869	1,110,175	1,035,030	1,035,030	1,093,894
Liquid't'g bks	10,115,519	10,063,910	9,924,482	10,284,782	11,349,272
Reduc'g und'r act of 1874.	28,106,401	27,876,547	27,122,158	27,070,302	27,495,649
Total.....	39,387,789	39,050,632	38,081,670	38,390,114	39,940,815

COINAGE BY UNITED STATES MINTS.—The following statement, kindly furnished us by the Director of the Mint, shows the coinage executed at the Mints of the United States during the month of December and for the year 1882:

Denomination.	Month of December.		Year 1882.	
	Pieces.	Value.	Pieces.	Value.
		$		$
Double eagles	154,709	3,094,180	1,164,770	23,295,400
Eagles	.....	.....	2,474,064	24,740,640
Half eagles	6,417	32,085	3,566,377	17,831,885
Three dollars	1,500	4,500	1,540	4,620
Quarter eagles	4,000	10,000	4 040	10,100
Dollars	.....	.....	5,040	5,040
Total gold	166,626	3,140,765	7,215,831	65,887,685
Standard dollars	2 325,200	2,325,200	27,574,100	27,574,100
Half dollars	4,600	2,300	5.590	2.750
Quarter dollars	200	50	16,300	4,075
Dimes	1,640,200	164,020	3,911,100	391,110
Total silver	3,970,200	2,491,570	31,507,000	27,972,035
Five cents	2,012,700	100.635	11,476,600	573,830
Three cents	700	21	25,300	759
One cent	2,840,700	28,407	38,581,100	385,811
Total minor	4.854.100	129.033	50,083,000	960,400
Total coinage	8,990,260	5,761,393	88,805,831	91,820.120

NATIONAL BANKS.—The following national banks have lately been organized:

2,849—The National Bank of Christiana, Pa. Capital, $50,000. Saml. Slokom, President; Wm. H. Sproul, Cashier.
2,850—The First National Bank of Wellsville, N. Y. Capital, $100,000. Henry N. Lewis, President; Frank H. Farman, Cashier.
2,851—The First National Bank of Menomonie, Wis. Capital, $50,000. Frank J. McLean, President; James A. Decker, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were $10,026,884, against $7,400,452 the preceding week and $11,825,539 two weeks previous. The exports for the week ended Jan. 2 amounted to $6,477,550, against $7,855,123 last week and $7,840,102 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Dec. 28, and for the week ending (for general merchandise) Dec. 29; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1879.	1880.	1881.	1882.
Dry goods	$1,381,488	$1,573,010	$1,848,112	$2,862,957
Gen'l mer'dise	6,481,501	3,443,281	5,081,485	7,163,927
Total	$7,862,989	$5,016,291	$6,929,597	$10,026,884
Since Jan. 1.				
Dry goods	$91,459,600	$119,844,120	$111,407,545	$132,262,760
Gen'l mer'dise	253,128,249	351,209,016	327,623,512	365,517,450
Total 52 weeks	$344,587,849	$471,053,136	$439,031,057	$497,780,210

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending January 2, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1879.	1880.	1881.	1882.
For the week	$5,906,669	$7,648,993	$6,395,100	$6,477,550
Prev. reported	348,824,135	406,077,685	370,654,879	341,399,730
Total 52 weeks	$354,730,804	$413,726,678	$377,049,979	$347,877,280

The following table shows the exports and imports of specie at the port of New York for the week ending Dec. 30, and for the year 1882:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Year.	Week.	Year.
Great Britain	$.....	$29,652,492	$.....	$156,623
France	.....	2,526,150	.....	401
Germany	.....	85,660	.....	233,890
West Indies	.....	6,098	121,328	3,391,959
Mexico	.....	.....	.....	207,669
South America	.....	264,650	9.100	353.084
All other countries	.....	1,302,414	1,800	120,167
Total 1882	$.....	$33,937,454	$132,228	$4.463,793
Total 1881	3,000	451,551	115,039	53,139,801
Total 1880	100	2,237,623	2,615,239	69,534,241
Silver.				
Great Britain	$607.750	$9,096,141	$.....	$26,279
France	8,730	1,395,680	.....	1,208
German	.....	228,500	.....	140,173
West Indies	.....	25,266	2,271	1,222,315
Mexico	.....	.....	55,065	1,657,247
South America	.....	2,118	2,154	135,121
All other countries	.....	817,217	336	50,065
Total 1882	$616,480	$11,564,925	$59,826	$3,232,708
Total 1881	272,500	10,865,665	42,850	2,820,864
Total 1880	676,125	7,108,501	22,172	5,656,836

Of the above imports for the week in 1882, $5,739 were American gold coin and $3,825 American silver coin.

Marietta & Cincinnati.—The purchasing trustees who recently bought the Marietta & Cincinnati Railroad at the judicial sale have appointed J. H. Stewart, the late receiver of the road, General Manager. The name of the road has been changed to the Cincinnati Washington & Baltimore Railway.

Railroad Construction (New).—The latest information of the completion of track on new railroads is as follows:

Atlantic & Pacific.—Extended westward to Yampai, Arizona, 16 miles.
Batesville & Brinkley.—Extended from Cotton Plant, Ark., north to Colona, 14 miles. Gauge 3 feet.
Bridgeton & Saco River.—Completed from Hiram Junction, Maine, northward to Bridgeton, 16 miles. Gauge 2 feet.
Chicago Milwaukee & St. Paul.—The Cannon Valley branch is extended from Cannon Falls, Minn., east to Red Wing, 20 miles. A branch of the Chippewa Valley division is completed from Menominee, Wis., to Cedar Falls, 6 miles.
Indianapolis & Evansville.—Track laid from Washington, Ind., south to Petersburg, 16 miles.
Jersey Shore Pine Creek & Buffalo.—Track is extended 7 miles on the northern and 7 on the southern end, making 14 miles in all.
Pemigewasset Valley.—Extended from Mad River, N. H., northward 13 miles.
St. Louis Iron Mountain & Southern.—Track is laid on the Doniphan branch from Neeleyville, Mo., west to Little Black, 7 miles. Also on the White River branch from Kerrigan, Ark., west by north 12 miles.
Texas & St. Louis.—Extended from Jonesboro, Ark., southwest to White River, 91 miles. Gauge 3 feet.
This is a total of 225 miles, making 10,147 miles thus far reported for 1882. No new track has yet been reported for 1883.—*Railroad Gazette.*

St. Louis & San Francisco.—The following is a statement of the gross earnings, expenses, improvements and taxes and of net earnings, &c., of the St. Louis & San Francisco Railroad published in the *Boston Transcript:*

1882.	Gross Earnings.	Expenses, Improvements & Taxes.	Net Earnings.
January 1 to September 30, nine months, actual	$2,558,283	$1,165,025	$1,393,258
October and November, two months, approximate	692,400	346,200	346,200
December, one month estimated	360,000	180,000	180,000
Twelve months	$3,610,683	$1,691,225	$1,919,458
Interest charge and sinking funds			1,080,361
			$839,097
Dividends (two) first preferred, net			294,721
Surplus			$544,376

Years.	Gross Earnings.	Expenses, Improvements & Taxes.	Net Earnings.
1882, as above	$3,610,683	$1,691,225	$1,919,458
1881	3,160,523	1,617,965	1,542,558
Increase, 1882	$450,160	$73,260	$376,900
Average mileage in 1882, approximate			664·02
Average mileage in 1881			624·41

Tennessee Bonds.—The privilege of exchanging old bonds for new compromise bonds of the State of Tennessee, according to the Funding Act of last year, expired on Dec. 31. A meeting of the Bondholders' Committee was held on December 26 (before the State Treasurer had expressed publicly his determination not to pay the January interest on the new bonds), at which resolutions were passed requesting an extension of the time for two years from January 1, 1883. Copies of these resolutions were forwarded by Eugene Kelly, chairman of the Bondholders' Committee, to the Governor of Tennessee and to the chief officers of both branches of the Legislature.

—The Tennessee Legislature has adopted a resolution directing the Comptroller and Treasurer to pay no more interest on State bonds, except on those held by charitable institutions, Mrs. Polk and the United States Government. Three bills have passed the first reading to repeal the recent debt settlement.

Toledo Cinn. & St. Louis.—At Boston, Dec. 30, at a meeting of the directors of this company, the subscription for the full amount of $800,000 approved by the committee, was presented. Mr. E. B. Phillips was elected President, and John Felt Osgood a director and a member of the executive committee. W. D. Forbes and George Ripley resigned from the board. The board of directors of this company have voted to fund the four (4) coupons next falling due on each class of the first mortgage bonds issued by the Toledo Delphos & Burlington Railroad Company, Toledo Cincinnati & St. Louis Railroad Company and the Iron Railroad Company, and temporary receipts will be issued on presentation of the coupons at the office, exchangeable for scrip of the company bearing interest at six per cent per annum, to be delivered on or before Feb. 1, 1883.

Virginia Debt.—WASHINGTON, Jan. 3.—The case of Antoni vs Greenhow, No. 845, is advanced by the Supreme Court of the United States over 800 cases, on acount of its involving questions of importance to all the people of the United States, and it was ordered to be argued on January 8, Monday next. The case is carried to the Supreme Court to test the constitutionality of the legislation of the Virginia "Readjusters."

—Messrs. W. P. Humbert & Co. will welcome their old friends of Humbert Bros. at their offices, No. 7 Nassau Street. See card in this week's CHRONICLE.

—The Ontario Silver Mining Company has declared its December dividend (the 87th) of $75,000. This makes a total disbursement in dividends of $4,925,000.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son:

	Shares.
10 Continental Insurance Company	245
90 Irving National Bank	132
7 Law Telegraph Company	150

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Atchison Top. & Santa Fe (quar).	$1 50	Feb. 15	Jan. 14 to Jan. 21
Cheshire pref.	1 50	Jan. 10	Jan. 2 to .....
Cin. Ind. St. L. & Chic. (quar.)	1½	Jan. 15	Jan. 1 to .....
Det. Hillsdale & Southwest	1½	Jan. 5	.....
East Mahanoy	$1 50	Jan. 15	.....
Little Schuylkill	3½	Jan. 12	Jan. 2 to Jan. 13
Mine Hill & Schuylkill Haven	$1 75	Jan. 12	.....
Panama	6½	Jan. 10	Jan. 1 to Jan. 10
Paterson & Hudson River	4	Jan. 3	.....
Paterson & Ramapo	4½	Jan. 3	.....
Phil. Wil. & Balt	4	Jan. 2	Dec. 16 to .....
Pittsfield & North Adams	2½	Jan. 1	.....
Portland Saco & Portsmouth	3	Jan. 15	.....
Terre Haute & Ind.	4	Feb. 1	.....
Winnisummet	3	Jan. 5	.....
Insurance.			
Citizens'	5	On dem.	.....
Commercial Fire	5	On dem.	.....
German American	6	On dem.	.....
Globe Fire	5	On dem.	.....
Hanover	5	On dem.	.....
Long Island (Brooklyn)	5	On dem.	.....
Mechanics' Fire (Brooklyn)	5	On dem.	.....
Niagara Fire	3½	On dem.	.....
People's Fire	5	On dem.	.....

NEW YORK, FRIDAY, JAN. 5, 1883—5 P. M.

The Money Market and Financial Situation.—The year opens with rather a confident tone prevailing in financial circles, and this seems to be warranted by a fair view of the commercial outlook. It was only when we had finished the year 1882, and summed up its general results in comparison with former years, that a clear perception was obtained of what had really been its controlling influences. On the 1st of January, 1883, the country stands with all the main features of January 1, 1882, reversed. Then the crops had been very small, grain and cotton had been forced up by scarcity and speculation to abnormally high prices, and all that could be spared had been rushed forward to market for home and foreign consumption, leaving very little behind in the hands of producers or local merchants. Now the country has yet a great supply of grain and cotton in first hands or local markets, and the movement in the first half of 1883 promises to be such as to draw gold from foreign countries in considerable amounts—unless, of course, some unforeseen events should occur to drive our securities back from foreign holders, or otherwise to disturb the natural course of trade and the foreign exchanges. This does not necessarily mean that the stock market will be unchangeably buoyant, but it does mean that the trade prospect and all business matters dependent thereon have a promising future.

On the other side of the question are the consequences to be felt from the very decided slackening up in railroad building, and the decrease in certain branches of business which this will entail. And not an insignificant fact in the same connection is the creation of some $550,000,000 of new stocks and bonds based on the 11,000 miles of road constructed in the year 1882.

The money market worked closely just at the opening of the year, but as soon as the disbursements began to get in circulation, rates quickly relaxed. Early in the week stock brokers paid from 7 to 12 per cent for call loans, but latterly 5 to 6 per cent, while government bond dealers have had money at 3 per cent. Prime commercial paper is quoted at 5½@6 per cent.

The Bank of England weekly statement on Thursday showed a decrease of £41,500 in specie, and the percentage of reserve to liabilities was 29⅞, against 36 1-6 the previous week; the discount rate remains at 5 per cent. The Bank of France gained 9,575,000 francs gold and 8,500,000 francs silver.

The New York City Clearing-House banks in their statement of Dec. 30 showed a decrease of $1,896,775 in their surplus reserve, the total surplus being $3,375,400, against $5,272,175 Dec. 23.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1882. Dec. 30.	Differences fr'm previous week.	1881. Dec. 31.	1880. Dec. 31.
Loans and dis.	$311,071,200	Inc. $1,296,800	$315,443,400	$297,756,700
Specie	57,627,100	Dec. 1,521,800	57,782,500	58,047,900
Circulation	17,625,500	Dec. 537,600	20,162,400	18,408,200
Net deposits	291,663,600	Inc. 814,700	289,890,400	272,466,900
Legal tenders	18,664,200	Dec. 171,300	15,942,000	12,796,600
Legal reserve	$72,915,900	Inc. $203,675	$72,472,600	$68,116,725
Reserve held	76,291,300	Dec. 1,693,100	73,724,500	70,844,500
Surplus	$3,375,400	Dec. $1,896,775	$1,251,900	$2,727,775

Exchange.—Sterling bills are a trifle firmer than last week on a good inquiry from bankers and merchants, and to-day on actual business prime bankers' sterling 60 days' bills sold at 4 80@4 80½; demand, 4 84@4 84½; cables, 4 85@4 85½. Continental exchange was quoted as follows: Francs, 5 23¾ and 5 20; reichsmarks, 94⅜ and 95¼; guilders, 39⅝ and 40.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

Jan. 5.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 80 @4 81	4 84½@4 85
Prime commercial	4 79½@4 79¾	4 83¾@4 83¾
Documentary commercial	4 78¾@4 79¼	4 82¾@4 83¼
Paris (francs)	5 23¾@5 21⅞	5 20⅝@5 17½
Amsterdam (guilders)	39⅝@ 39⅞	40 @ 40¼
Frankfort or Bremen (reichmarks)	94⅜@ 94¾	95¼@ 95⅝

Coins.—The following are quotations in gold for various coins:

Sovereigns	$4 83 @$4 87	Silver ½s and ¼s	— 99¾@ par.
Napoleons	3 83 @ 3 87	Five francs	— 92 @ — 95
X X Reichmarks	4 73 @ 4 77	Mexican dollars	— 85½@ — 86½
X Guilders	3 96 @ 4 00	Do uncommerc'l	— 84½@ — 85½
Spanish Doubloons	15 55 @15 70	English silver	4 75 @ 4 83
Mex. Doubloons	15 50 @15 65	Prus. silv. thalers	— 68 @ — 70½
Fine silver bars	1 09¼@ 1 10	U. S. trade dollars	— 99¼@ — 99⅝
Fine gold bars	par@¼ prem.	U. S. silver dollars	— 99¾@ par
Dimes & ½ dimes	— 99⅛@ par		

United States Bonds.—There has been an active business in government bonds, and with the investment demand there has also been some dealing on speculative account, and prices fell off slightly from the best point reached. The three per cents were in favor and also the fours of 1907.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Dec. 30.	Jan. 1.	Jan. 2.	Jan. 3.	Jan. 4.	Jan. 5
5s, continued at 3½	Q.-Feb.	*103	Holiday	*x102	102	*102	*102
4½s, 1891 reg.	Q.-Mar.	*113		113¼	*113½	*113¼	113½
4½s, 1891 coup.	Q.-Mar.	*113		*113	113½	*113¼	*113½
4s, 1907 reg.	Q.-Jan.	*119⅜		119½	119⅝	119⅜	*119⅝
4s, 1907 coup.	Q.-Jan.	*120⅜		x119½	119⅝	119⅝	119¼
3s, option U. S. reg.	Q.-Feb.	103⅝		*x025⅝	*1027⅛	*103⅛	103¼
6s, cur'cy, 1895 reg.	J. & J.	*128		*129	*129	*129	*129
6s, cur'cy, 1896 reg.	J. & J.	*129		*130	*130	*130	*130
6s, cur'cy, 1897 reg.	J. & J.	*130		*131	*131	*131	*131
6s, cur'cy, 1898 reg.	J. & J.	*131		*132	*132	*132	*132
6s, cur'cy, 1899 reg.	J. & J.	*133		*133	*133	*133	*133

*This is the price bid at the morning board; no *sale* was made.

State and Railroad Bonds.—In State bonds there has been some little activity, following upon the decision of the United States Court for the Arkansas District in regard to the liability of the railroads to the State, after they had been foreclosed some years ago. We venture to suggest that it is by no means certain, nor even probable, that this decision will be affirmed by the Supreme Court of the United States. The Tennessee Legislature has confirmed the action of the Comptroller in refusing to pay interest on the compromise bonds. To-day Tennessee 6s old sold at 42⅝; compromise bonds at 46¼; Louisiana consol 7s, 73½; Ark. 7s, Ft. Smith, 38, Miss. Oua. & Red R., 35, L. R. P. B. & N. O., 35½, Central R. issue, 15, Memphis & L. R., 49½; South Carolina, non-fundable, 6.

Railroad bonds have been active on a good demand, and prices show the immediate effect in their increased firmness. In the past few months this report has frequently referred to the good opportunity which then existed for purchasing bonds for investment account.

The decision of the United States Circuit Court in favor of dividends on Erie preferred stock, to be paid when earned, will be an important ruling for the holders of income bonds if it is affirmed on appeal to the United States Supreme Court. Income bond holders will then have a right to their interest each year when it is fairly earned, and the money can not be diverted for making betterments.

Railroad and Miscellaneous Stocks.—The week opened on Tuesday, after the New Year holiday, with a dull and drooping market. Money was rather stringent, and the old year had left a slight flavor of unpleasantness in the disappointments which had frequently been realized where profits were expected. But as the week advanced a better spirit was manifested, which has been fairly maintained up to the close. The railroad earnings during the next few months ought to show handsomely in comparison with last year, and the commercial prospects (except in the iron trade, which has been overdone) should improve with each week. The trunk lines are unquestionably doing a large business at profitable rates, and there is every probability that a war in rates will be carefully avoided by the managers this year. The annual statement of Reading's income for the fiscal year ending Nov. 30, which is given on another page, makes a very good exhibit. The Denver & Rio Grande and Louisville & Nashville stocks were this week among the firmest, although the decrease in Denver & Rio Grande earnings recently reported naturally works against that stock.

At the special meeting of the directors of the Nickel-Plate Line, held to-day, the following-named directors were elected for the ensuing year: Cornelius Vanderbilt, W. K. Vanderbilt, H. McK. Twombly, W. C. Whitney, J. H. Devereux, I. Burke, Augustus Schell, Anson Stager, George J. McGee, J. H. Wade, Charles Hickox, James Tillinghast, D. W. Caldwell. Mr. J. H. Devereux was elected President. It has been rumored with some confidence that $6,000,000 of Lake Shore 7 per cent bonds, at or near 120, were recently issued to pay for the Nickel-Plate stock.

RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR THE WEEK AND FULL YEAR 1882.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, Dec. 30.	Monday, Jan. 1.	Tuesday, Jan. 2.	Wednesday, Jan. 3.	Thursday, Jan. 4.	Friday, Jan. 5.	Sales of the Week, Shares.	Range for the Year 1882. Lowest.	Highest.	For Full Year 1881. Low.	High
RAILROADS.											
Atchison Topeka & Santa Fe	....		....	....	....	....	.....	84 Nov. 21	95½ Sept. 4	.....	.....
Boston & N. Y. Air Line, pref.	....		....	79 79	79 79	79 79	383	60 Jan. 6	80½ Sept. 9	45	71½
Burlington Cedar Rap. & No.	*82 83½		....	*80 83	*81 83½	83 83	.....	67 June 10	85½ Feb. 2	69	90
Canada Southern	67 67⅝		66⅛ 67½	65 67	67 68½	67¾ 68½	30,900	44 Feb. 23	73 Nov. 13	50	90
Cedar Falls & Minnesota	....		....	15 15	....	....	100	14 Nov. 27	30 July 24	16	40½
Central Iowa	....		....	28 28	....	....	100	27 July 19	37½ Jan. 4	31	45
Central of New Jersey	69½ 70⅛		68½ 70½	68¼ 70	69⅞ 70⅝	70½ 71½	27,100	53½ Nov. 22	97½ Feb. 28	82½	112
Central Pacific	86¼ 86½		85⅝ 86¾	85⅞ 86⅜	86⅝ 87¼	87 88	10,175	82⅜ Nov. 22	97⅛ July 28	80½	102⅞
Chesapeake & Ohio	*22 23		22 22	*21 24	*22 24	22¼ 22¼	400	10½ Mar. 9	27 July 12	20¾	33⅞
Do 1st pref	33½ 33½		*30 33¼	30½ 31½	32½ 32½	33½ 33½	630	27¼ Apr. 18	41½ Sept. 15	32¾	48¼
Do 2d pref	24¾ 24¾		24⅜ 24⅜	24⅜ 24⅜	23½ 23½	*23 25	228	21 Mar. 9	29 Sept. 15	23	36⅞
Chicago & Alton	134 134		134½ 134½	134¼ 134¼	125⅜ 135½	136 136	600	127½ Mar. 11	145½ Aug. 16	127	156
Chicago Burlington & Quincy	121½ 123		120¼ 122¼	120 122⅜	122⅞ 123⅜	123½ 124¼	19,034	120½ Nov. 25	141 Aug. 9	133½	182½
Chicago Milwaukee & St. Paul	105⅜ 106⅛		103½ 105⅞	103⅛ 105⅜	105¼ 106¾	106¼ 107	208,195	90½ Nov. 25	128¼ Sept. 9	101½	129¼
Do pref	120¾ 121		119⅜ 121	119⅞ 120¼	121 121	....	1,720	114½ Nov. 25	144¼ Sept. 8	116¾	140
Chicago & Northwestern	134½ 136⅜		132¼ 134½	132¼ 134⅞	134⅝ 136¼	135 136¼	54,635	124 Jan. 4	150¾ Sept. 12	117	136
Do pref	150½ 153		148 150½	145½ 148⅝	148½ 150	150½ 151⅛	4,400	136 Apr. 10	175 Aug. 16	131⅛	147½
Chicago Rock Isl. & Pacific	125½ 127		124½ 126	123 125¼	125½ 126½	126¾ 127¼	6,990	122 Nov. 24	140¼ Aug. 11	129	148⅝
Chicago St. L. & New Orleans	....		....	*77 80	*..... 79	....		68 Mar. 8	84 Feb. 1	40	88
Chicago St. Paul Minn. & Om.	52⅝ 53¼		50⅛ 52⅞	50¼ 52¼	52¼ 53	52⅝ 53⅜	28,300	29¾ Feb. 23	58¼ Dec. 14	33½	51
Do pref	115½ 113½		109⅜ 110¾	109¼ 110½	110½ 111	111 113¼	5,965	97½ Feb. 24	117 Dec. 14	91	109½
Cincinnati Sandusky & Clev	....		....	....	....	....		44 Mar. 9	62 Oct. 19	41½	68¼
Cleveland Col. Cin. & Ind	*80 81½		80 81	*77 79½	82 82	83 84	1,400	65½ June 7	92¾ July 24	81	101¾
Cleveland & Pittsburg guar	*139 140		140 140	....	*139¼ 139¾	*139 140	200	133 Jan. 7	140 July 27	127¼	142
Columbia & Greenville, pref	....		....	....	....	....		50 Oct. 18	104 Feb. 2	82	95½
Columbus Chic. & Ind. Central	....		3⅞ 3⅞	*3⅞ 4½	*3¾ 4½	*3¾ 4½	109	3⅞ Dec. 27	21⅞ Jan. 7	18¾	32⅞
Columbus Hocking Val & Tol	....		....	....	....	....		66 Dec. 22	68 Oct. 26	.....	.....
Delaware Lackawanna & West	127⅞ 128½		126⅝ 128¼	126⅜ 128¼	127⅛ 129¼	127½ 129	139,113	116¼ Apr. 24	150¼ Sept. 12	107	131
Denver & Rio Grande	40⅜ 42⅛		39⅞ 41¼	40 42⅞	42⅝ 44⅛	44¼ 46⅛	153,075	38¼ Nov. 22	74⅝ Jan. 20	66	113¼
Dubuque & Sioux City	....		....	*88½ 90	*88½ 90	*89¼ 90	.....	82 Apr. 15	96½ Aug. 3	76½	88
East Tennessee Va. & Ga	10 10		10¼ 10¼	9¾ 10	10 10⅛	10¼ 10¼	3,640	8 June 12	16 Jan. 14	13	21
Do pref	17¾ 18¼		17½ 18¼	17⅛ 17½	18 18¼	17¾ 18	3,265	15½ June 7	26½ Jan. 18	23	33
Evansville & Terre Haute	....		....	....	....	....		68 May 12	86¾ Oct. 12	64	64
Fort Worth & Denver City	....		30 30	30⅜ 30⅜	30 30⅝	....	500	29½ Dec. 12	42⅜ Oct. 16	.....	.....
Green Bay Win. & St. Paul	....		6 6¼	....	....	....	300	6 Nov. 23	16 Jan. 18	.....	.....
Hannibal & St. Joseph	*..... 50		*..... 50	*..... 50	*..... 50	....		45 Dec. 20	110 Feb. 8	44¼	350
Do pref	*71 75		74 74	72 75	75 75	80 81	685	72 Dec. 2	111¼ Jan. 9	94	121
Houston & Texas Central	....		*..... 75½	....	75 75	78 78	300	61 Mar. 11	92½ July 25	63	106
Illinois Central	141¾ 142¾		142 143½	141⅝ 142¾	142⅞ 143⅝	144 144¼	9,355	127¾ Jan. 4	150½ Oct. 18	124	146½
Indiana Bloom'n & Western	33¾ 34		33 33	32 32¾	33 34	34 34	2,850	30 Nov. 21	49½ Sept. 15	38½	57½
Lake Erie & Western	30⅜ 30½		30 30⅜	29⅞ 31¾	31 31½	31¾ 32⅝	3,500	23½ June 12	45 July 26	32	65¾
Lake Shore	112½ 114⅛		110⅜ 112⅞	110⅜ 112⅛	112¼ 114¼	113⅝ 114	53,855	98 June 6	120⅛ Mar. 30	112⅜	135¾
Long Island	....		60 60	60 60	*58½ 59½	60 60½	1,170	49½ Feb. 24	65 Sept. 15	44	63
Louisville & Nashville	52⅝ 53⅛		51⅝ 53½	51¾ 53⅛	53¼ 54¼	54 55⅝	32,208	48½ Nov. 9	100¾ Jan. 3	79	110¼
Louisville New Albany & Chic	....		....	....	65 65	66 68	150	57 June 5	78 Sept. 20	50	117½
Manhattan	47 47		....	*44 47	*44 47	*44 47	300	40 Oct. 19	60⅛ Feb. 11	15¼	59½
Do 1st pref	*83½ 85		....	84¾ 84¾	*83 86	*83½ 86	100	82 Dec. 8	93½ Jan. 28	.....	.....
Do common	*46 48		....	*44 47	*44 47	*44 47		40 Oct. 19	56 Aug. 11	.....	.....
Manhattan Beach Co	....		18 18⅛	18⅛ 18⅜	*18 19	*19¼ 20	900	15 Nov. 24	37 Mar. 30	18	59⅜
Memphis & Charleston	45 45		47 47	46 46	48 48	49 50	3,100	42¼ Nov. 25	82⅜ Jan. 18	41	93
Metropolitan Elevated	*83 86		83 83	83 83	*81 84	*81 84	250	77 Nov. 9	93 Oct. 4	77¾	126
Michigan Central	97½ 98¾		96½ 98½	96 98¼	97⅝ 98⅝	98⅜ 99⅛	22,160	77 Apr. 18	105 Sept. 23	84¾	126⅛
Milwaukee L. Sh. & Western	....		....	17¼ 17¾	18 18	*18	200	13 Dec. 8	21 Nov. 6	.....	.....
Do pref	*..... 49		....	*47 49	47½ 48	48 48	400	41⅜ Mar. 11	58¼ Aug. 15	42	64⅞
Minneapolis & St. Louis	*28 28¾		27¾ 28	27¾ 28	28¾ 29	29 29	1,050	19 Mar. 6	36¾ Sept. 7	23	30½
Do pref	63 63¾		....	60 61½	63 63	64 65¼	1,300	59 Feb. 25	77 Sept. 11	62½	70⅝
Missouri Kansas & Texas	32½ 33		30¾ 32⅜	30½ 32⅜	32½ 33¼	33 33½	35,165	26¾ Mar. 11	42½ Aug. 2	34⅞	54
Missouri Pacific	101¾ 102		100⅞ 101¾	100¼ 101¾	101⅞ 102⅞	102⅜ 103¾	15,800	86⅝ Apr. 21	112½ Sept. 12	85	114½
Mobile & Ohio	....		....	18 18	18¼ 19	19⅜ 19½	700	12 June 6	35¾ Jan. 21	18¼	33¾
Morris & Essex	123 123		123¼ 123¼	122¼ 123½	122½ 123	123⅞ 123⅞	164	119¾ Mar. 13	128 Aug. 14	118	131
Nashville Chattanooga & St. L	57 58		56 56	55⅝ 56	57 59½	58⅝ 60	8,600	47 Nov. 22	87½ Jan. 14	63	102
New York Central & Hudson	125¾ 127		125¼ 126⅝	125⅛ 127	126¾ 128	127½ 128¼	73,499	123⅝ May 1	138 Aug. 4	130¼	155
New York Chic. & St. Louis	*14¼ 14½		14½ 14½	14⅜ 14⅜	14½ 15⅜	15¼ 15½	3,850	10½ May 25	17¾ Oct. 27	.....	.....
Do pref	31¾ 32¾		32 32⅜	*32 32½	33 35	33½ 34½	5,465	27 May 27	37⅜ Aug. 30	.....	.....
New York Elevated	*96 105		....	*96 105	*96 105	*96 105		100 May 15	109½ Jan. 27	96	130½
New York Lake Erie & West	38⅞ 39⅜		37⅞ 39	38 39½	39½ 40⅛	39⅞ 40½	103,100	33¼ June 7	43¾ Oct. 10	39¾	52⅞
Do pref	86¼ 87		80 80	81 82⅝	82 82⅝	82½ 83	7,520	67 Mar. 8	88¼ Dec. 19	80½	96⅛
New York & New England	....		....	....	....	50 50	.....	45 Nov. 23	60½ Sept. 8	60	84½
New York New Haven & Hart.	....		....	....	*170 176	172½ 172½	.....	168 Feb. 17	186 Nov. 20	164¼	190
New York Ontario & Western	25¾ 26		25¾ 26	25⅝ 25⅞	26 26½	26½ 26½	2,083	20½ June 9	31⅞ July 28	25⅜	43½
Norfolk & Western	....		....	....	....	....		16 Oct. 31	24 Feb. 27	23½	20¼
Do pref	48 48		48 48	47½ 47½	47⅞ 48	48½ 48½	2,895	44¼ Mar. 8	60 Sept. 12	53	70
Northern Pacific	46½ 47½		47 47⅞	46⅝ 47⅜	47¾ 48¾	48½ 49¾	82,043	28¾ Mar. 9	54⅜ Sept. 13	32¾	51
Do pref	85 85½		84½ 85⅜	83⅞ 85⅛	85¼ 86	85¾ 86¼	15,779	66¾ Feb. 23	100⅜ Sept. 14	64⅛	88⅛
Ohio Central	13⅛ 13¼		13 13⅛	12⅝ 13⅛	13⅛ 13¼	13⅜ 13⅝	3,981	11⅜ June 7	25⅝ Jan. 14	21	37⅞
Ohio & Mississippi	*32½ 33½		....	31 32½	34 34½	*32½ 34½	2,400	27 Feb. 23	42 July 18	35	50
Ohio Southern	....		....	....	12 12	11½ 11½	250	11 Dec. 29	23½ Jan. 16	18	37½
Oregon & Trans-Continental	83¾ 84⅜		83 83¾	82½ 83⅞	84 84¾	84⅞ 86¼	17,000	60 Jan. 30	98¾ Sept. 25	64	83
Panama, Trust Co. certificates	....		....	....	....	....		165 July 28	204 May 9	190	200
Peoria Decatur & Evansville	26 26		26½ 26½	26 26½	26¾ 27	27 27½	1,000	23 Nov. 24	39¾ July 26	27¼	57¾
Philadelphia & Reading	53⅛ 53¼		52¼ 53¾	52¼ 53⅞	54 54⅞	55¼ 56¼	18,500	46¾ Nov. 22	67½ Jan. 7	50	74⅝
Pittsburg Ft. Wayne & Chic	....		135 135	*135 135½	....	*135 136½	230	130 June 27	139 Sept. 9	127	142
Rensselaer & Saratoga	....		....	139½ 139½	....	....	100	131½ July 20	144 Nov. 23	130	146
Rich. & Allegh., stock trust ctfs.	*20¼ 20½		....	....	....	....		13 Dec. 19	40 Jan. 5	35	80
Richmond & Danville	56 56		56 56	....	55½ 56	56 57½	600	52 Nov. 21	250 Feb. 7	90½	171
Richmond & West Point	*23 26		....	....	24 24	*23 26	200	23 Nov. 24	263 Feb. 15	122	174½
Rochester & Pittsburg	20⅛ 20½		20 20¼	20⅛ 21	20⅞ 21½	21¼ 22	7,630	17½ Nov. 22	36½ Mar. 22	22	50
Rome Watertown & Ogdensb.	....		....	....	....	32 32	.....	20 Jan. 3	40 July 25	22	50½
St. Louis Alton & Terre Haute	47 47		48¼ 50	48 50	48 49¼	49½ 51	2,700	20½ Mar. 8	50 Sept. 14	39	77½
Do pref	89 90		90⅞ 91	90 90	90 90¾	92 93	1,900	55 Apr. 20	94½ Dec. 15	85	143¾
St. Louis & San Francisco	*32 35		....	*30½ 34	*32¾	*32 34	.....	31 Nov. 24	46⅞ Jan. 25	39	55
Do pref	*51½ 53		....	*50½ 52½	52½ 52½	53 53¾	400	43 Mar. 8	66½ Jan. 26	55	81¼
Do 1st pref	*95 100¼		....	98 98	*98 100	*98 100	305	79¾ Feb. 24	108½ Jan. 17	90	115½
St. Paul & Duluth	*39 40		....	*35 38	38¾ 38⅞	39⅜ 39⅜	200	26 Feb. 15	42¾ Dec. 15	26	42½
Do pref	*95½ 97		....	95 96	96½ 97½	....	1,113	68 Jan. 19	99¼ Dec. 14	70	89½
St. Paul Minneap. & Manitoba	142½ 148		142 142⅞	139 140	141 142⅜	143 143	2,850	108½ Jan. 26	166½ Sept. 12	88½	113¾
Texas & Pacific	39¼ 39⅞		37 39½	36¾ 38¾	38½ 40	39⅛ 40¼	69,750	34 Nov. 24	55 July 28	41½	73⅝
Toledo Delphos & Burlington	....		....	....	....	....		8½ Dec. 9	19 July 21	15	38
Union Pacific	102¼ 102¾		101½ 102¼	101⅛ 103⅛	103⅝ 104⅛	103½ 104¼	80,677	98¼ Dec. 11	119¾ Jan. 16	105½	131¾
Wabash St. Louis & Pacific	34½ 35⅛		32⅞ 34¾	33½ 34¾	34¾ 35⅜	34⅞ 35¾	18,550	23⅝ June 10	39⅞ Aug. 2	33¼	60
Do pref	53⅞ 54¼		52 54¼	52½ 54⅞	54⅜ 55⅛	54½ 55⅝	25,332	45⅞ June 9	71⅝ Jan. 14	64¼	98¼
MISCELLANEOUS.											
American Tel. & Cable Co	....		66 66	37 67	65⅞ 69⅛	....	268	65 Nov. 25	74 Sept. 29	.....	.....
Bankers' & Merchants' Tel	....		132½ 132½	132 133	....	....	200	125 Dec. 18	132 Dec. 28	.....	.....
Colorado Coal & Iron	27½ 27½		....	....	....	29½ 30½	700	25 Nov. 20	53⅞ Mar. 30	35	67
Delaware & Hudson Canal	108 108¼		107 108¼	107 108	108¾ 108¾	108½ 109½	3,560	102¾ Mar. 13	119¾ Aug. 15	89½	115¼
Mutual Union Telegraph	*24 25		....	*21 25	*21 24	*23 24	240	19⅞ Dec. 18	30¼ Aug. 17	.....	.....
Oregon Railway & Nav. Co	....		....	....	....	....	900	128 Jan. 31	163⅛ Sept. 25	131	190
Pacific Mail	41½ 42½		138 138¼	138 138½	139½ 139¾	....	5,815	32¾ Nov. 24	48¾ July 11	39	64⅛
Pullman Palace Car	123¼ 123¼		40¾ 41½	41 41⅝	41¾ 42⅜	42½ 43¼	458	117 June 5	145 Jan. 18	129	151
Western Union Telegraph	81⅛ 81¾		122½ 123	122 122	....	123½ 125	65,745	76⅛ Mar. 11	93⅜ Sept. 15	77	94
Sutro Tunnel	....		80 81¼	79⅜ 80⅞	81 82¼	81½ 82¼	100	⅛ Nov. 27	1 Jan. 3	⅞	2⅛
EXPRESS.				¼ ¼							
Adams	*130 135		*130 135	134 134	*130 134	133 135	45	133 Dec. 13	149½ Jan. 10	120	153
American	91 91		92 92	91 92	*91 92	93 93	133	90 Feb. 18	97½ Feb. 25	62⅝	98
United States	63 63		*60 65	*60 65	*60 66	*60 66	100	62 Nov. 27	80¾ Jan. 20	51½	79
Wells, Fargo & Co	*128 130		*124 127	*122 126	*124 130	125 125	.....	125 Feb. 24	132 Sept. 6	112	142
COAL AND MINING.											
Consolidation Coal	*28 30		....	*25 30	*..... 30	*25	200	27½ Nov. 22	36⅞ Jan. 16	30	43
Homestake Mining	....		....	....	....	....	100	15⅝ Jan. 17	19⅜ Feb. 4	14	29¼
Little Pittsburg Mining	....		....	....	....	....	.....	1⅛ June 8	2¼ Mar. 27	1⅛	3⅛
Mariposa Land & Mining	....		....	....	....	....	.....	1¼ June 6	2¾ Jan. 25	¾	2
Maryland Coal	16 16		....	....	*15 17	....	100	13 May 2	26 Jan. 20	17¾	35
Ontario Silver Mining	....		....	....	....	....	.....	33 Jan. 16	40 Aug. 14	32½	38½
Pennsylvania Coal	....		....	....	*..... 270	....	.....	240 Jan. 17	245 Jan. 19	240	254
Quicksilver Mining	....		*8 10	*8 10	....	*8 10	.....	8 Oct. 3	14¼ Jan. 14	12	21¼
Do pref	....		*35 40	*38 40½	....	*35 40	.....	40 Oct. 17	62½ Jan. 19	53	75½
Standard Consol. Mining	....		....	....	....	....	.....	4½ Oct. 12	19¾ Apr. 5	17⅜	27
Cameron Coal	....		....	....	....	....	100	18 Oct. 2	37¼ July 13	25	45¾
Central Arizona Mining	....		....	18 18	....	....	.....	½ Aug. 12	1⅝ Jan. 4	1	7
Deadwood Mining	....		....	....	....	....	.....	4 Nov. 8	6¾ Feb. 3	4	14
Excelsior Mining	....		....	....	....	....	.....	¼ Jan. 17	27⅜ Apr. 4	⅛	7
New Central Coal	*14 18		....	....	....	....	100	13½ May 20	23 Sept. 15	18	35¼
Robinson Mining	....		....	*14 17	14 14	....	.....	1 June 24	4 Jan. 28	2	13⅞
Silver Cliff Mining	....		....	....	....	....	.....	2 Mar. 2	2¾ Jan. 5	2⅜	7
Stormont Mining	....		....	....	....	....	.....	1½ Feb. 6	1½ Feb. 6	1½	4

HOLIDAY

* These are the prices bid and asked—no sale was made at the Board.

† Lowest price is ex-dividend.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained.

Roads.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo	1882.	1881.	1882.	1881.
		$	$	$	$
Ala.Gt.Southern	November.	98,097	78,257	761,915	702,475
Atch.Ton.& S.Fe	November.	1,331,470	1,303,385	13,296,82-	11,125,756
Buff Pittsb.&W.	October...	92,015	68,189	741,08-	559,366
Bur.Ced.R.& No	3d wk Dec	60,217	53,254	2,722,928	2,182,575
Cairo & St. Louis	3d wk Dec	9,418	10,964	372,717	419,137
Ced.Rap.& Mo.R	October.....	342,525	356,642	.....	.....
Cent.Br.Un.Pac	3d wk Dec	27,777	14,205	963,729	930,312
Central of Ga...	November.	411,806	419,554	.....	.....
Central Pacific	November.	2,242,000	2,297,971	23,745,150	21,568,920
Charl.Col.&Aug.	3 wks Dec	11,457	132,711	.....	.....
Chesap. & Ohio.	3 wks Dec.	187,677	133,736	3,256,115	2,631,575
Chicago & Alton	3d wk Dec	181,936	169,303	8,052,108	7,423,084
Chic. Bur. & Q..	October...	2,270,441	2,031,001	17,324,323	17,454,832
Chic. & East. Ill.	3d wk Dec	39,009	36,811	1,746,071	1,605,261
Chic.& Gr.Trunk	Wk.Dec.30	57,997	35,096	2,274,268	1,563,025
Chic. Mil.& St. P.	4th wk Dec	650,000	593,71-	20,387,000	17,025,456
Chic. & Northw.	4th wk Dec	556,200	572,700	23,828,973	21,849,209
Ch.St.P.Min.&O.	3d wk Dec	93,430	91,641	4,858,049	3,869,292
Chic. & W.Mich.	2d wk Dec	26,223	25,666	1,422,642	1,233,710
Cin.Ind.St.L.&C.	November.	219,732	211,014	2,418,174	2,199,563
Cincinnati South	November.	242,932	225,937	2,334,542	.....
Clev.Akron& Col	3d wk Dec	9,052	8,282	493,120	411,524
Columb.&Green.	3 wks Dec	53,172	42,311	.....	.....
Col. Hock.V.&T.	3d wk Dec	57,901	.....	2,809,216	.....
Connotton Val..	3 wks Nov	14,051	.....	.....	.....
Danbury & Nor.	November.	18,097	17,604	.....	.....
Denv. & Rio Gr.	4th wk Dec	118,400	178,400	6,349,858	5,980,488
Denv.& R.Gr.W.	November.	36,168	.....	.....	.....
Des M. & Ft. D..	3d wk Dec	7,751	7,550	340,042	393,127
Det. Lan. & No..	3d wk Dec	28,268	26,231	1,550,470	1,330,193
Dub. & Sioux C.	3d wk Dec	23,346	29,327	1,123,696	1,086,795
Eastern	3 wks Dec	169,272	166,872	3,333,721	3,105,979
E.Tenn.Va.&Ga.	3 wks Dec	235,468	211,629	.....	.....
Eliz. Lex. & B.S.	October'...	58,289	.....	421,041	.....
Evansv. & T. H.	3d wk Dec	14,937	13,786	.....	.....
Flint & P. Marq.	3d wk Dec	47,282	38,305	2,091,433	1,819,252
Ft.W. & Denver.	4th wk Dec	5,632	.....	.....	.....
Grand Trunk....	Dec. 16 ...	357,449	314,969	.....	.....
Gr.Bay W.&St.P.	3d wk Dec	9,062	8,461	.....	.....
Gulf Col&San.Fe	3 wks Dec	187,912	103,595	1,575,379	1,023,714
Hannibal & St.Jo	4th wk Dec	76,100	62,300	2,303,366	2,257,264
Hous.E.&W.Tex	November.	25,405	18,487	240,790	143,886
Hous.& Tex.Cen	November.	410,000	343,857	.....	.....
Illinois Cen.(Ill.)	November.	579,419	572,540	6,371,775	6,150,870
Do (Iowa)	November.	172,725	164,677	1,762,455	1,672,052
Ind.Bloom.& W.	3d wk Dec	59,236	47,217	2,594,613	2,441,023
Int. & Gt. North.	3d wk Dec	85,927	63,239	3,209,962	2,692,358
Iowa Central ...	November.	106,353	91,573	1,062,949	865,491
K.C.Ft.S. & Gulf	3d wk Dec	36,078	34,215	1,694,400	1,500,087
L. Erie & West'n	3d wk Dec	29,297	24,387	1,435,291	1,345,760
L. R. & Ft.Smith	2 wks Dec.	40,081	31,039	.....	.....
L.Rk.M.Riv.&T.	2 wks Dec.	19,623	17,739	.....	.....
Long Island....	4th wk Dec	37,830	35,223	2,300,018	1,974,861
Louisv.& Nashv.	4th wk Dec	355,910	347,356	12,975,236	11,344,362
Louis.N.A.& Ch.	November.	122,000	88,000	.....	.....
Mar.Hough.& O.	November.	90,891	66,051	1,174,426	894,519
Mexican Cent..	2 wks Dec	12,682	.....	.....	.....
Do So.Div	November.	129,053	.....	930,724	.....
Mexican Nat'l..	November.	77,209	.....	.....	.....
Mil. L.Sh.& West	4th wk Dec	22,009	19,065	886,152	620,228
Minn.& St. Louis	October....	173,576	138,094	.....	.....
Mo. Kan. & Tex.	3d wk Dec	135,978	108,681	6,210,675	5,281,560
Missouri Pacific.	3d wk Dec	151,321	135,503	7,802,207	6,479,805
Mobile & Ohio..	December.	307,643	258,812	2,179,662	2,403,220
Metropol. Elev.	December.	225,070	242,853	2,719,662	2,537,382
N.Y. Elevated..	December.	329,361	267,667	3,383,638	2,932,242
Nashv.Ch.& St.L	November.	181,336	152,059	1,746,695	1,902,131
N. Y.& N. Engl'd	2d wk Dec	60,400	55,807	3,277,529	2,689,910
N.Y.L.E.& West.	October....	1,819,010	1,814,866	.....	.....
Norfolk & West.	3 wks Dec.	150,514	136,488	2,355,491	2,198,077
Northern Cent..	November.	526,685	487,160	5,310,173	4,967,077
Northern Pacific	4th wk Dec	116,401	112,814	7,009,340	4,070,223
Ohio Central....	1st wk Dec	21,698	17,679	984,562	639,659
Ohio & Miss....	November.	343,793	266,425	.....	.....
Ohio Southern..	3d wk Dec	10,552	7,925	376,727	.....
Oregon Imp.Co.	October...	435,668	.....	2,801,908	.....
Oregon R.&N.Co	November.	465,800	463,284	4,679,600	4,029,895
Oregon & Cal...	November.	112,000	.....	.....	.....
Pennsylvania ..	November.	4,373,-25	3,840,215	44,922,657	40,392,427
Peoria Dec.&Ev.	3d wk Dec.	11,910	14,051	746,383	670,135
Philadelp.& Erie	November.	369,52-	284,078	3,675,901	3,171,537
Phila.& Reading	November.	2,256,749	2,015,589	20,039,227	18,925,212
Do Coal & Ir.	November.	1,657,792	1,482,790	14,029,256	12,716,153
Richm.& Danv..	3 wks Dec.	1188,300	1179,300	3,523,772	3,385,204
St.Johnsb.&L.C.	October...	26,441	21,222	216,548	178,616
St. L.Alt. & T.H.	3d wk Dec	26,496	21,530	1,337,422	1,392,458
Do (brchs.)	3d wk Dec	18,660	17,628	852,068	729,131
St.L.Iron Mt.&S.	3d wk Dec	176,247	161,540	7,334,506	7,120,198
St.L.&San Fran.	4th wk Dec	100,600	83,000	3,582,756	3,160,240
St. Paul & Du...	December.	90,348	76,779	1,105,410	733,862
St. P. Minn.& M.	4th wk Dec	228,000	171,951	8,763,921	4,878,959
Scioto Valley...	3d wk Dec	9,252	9,465	522,072	432,599
South Carolina..	November.	151,681	134,309	1,164,736	1,119,224
Texas & Pacific	3d wk Dec	147,132	80,748	4,946,661	3,838,544
Tol. Cin. & St. L	3d wk Dec	18,479	17,005	917,253	676,288
Union Pacific...	25 dys Dec	1,901,000	1,918,000	29,804,341	29,389,981
Utah Central ...	November.	136,204	148,972	1,391,415	.....
Vicksb'rg& Mer.	November.	59,598	58,745	417,529	.....
Va. Midland....	3 wks Dec.	46,092	48,497	1,353,069	1,262,658
Wab.St.L.& Pac.	3d wk Dec	361,076	328,571	16,426,148	14,137,905
West Jersey	November	68,856	.....	1,936,948	.....
Wisconsin Cent.	1st wk Dec	27,553	26,483	...	...

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
	$	$	$	$
Dec. 30	1,761,974 17	1,201,153 14	115,140,605 03	5,136,201 57
Jan. 1,'83	.....	.....Holiday.....	.....	.....
" 2...	1,736,772 28	1,875,253 80	115,004,149 83	5,044,173 25
" 3...	1,693,360 53	4,526,369 62	112,282,911 66	5,022,405 33
" 4...	1,550,999 51	1,768,956 39	112,009,273 33	5,078,090 78
" 5...	1,339,214 86	1,401,441 58	111,926,261 15	5,098,876 24
Total....	8,082,321 35	10,773,176 53	.....	.....

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Dec. 30:

Banks.	Capital.	Average amount of—				
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
	$	$	$	$	$	$
New York.....	2,000,000	8,960,000	1,340,000	348,000	7,894,000	495,000
Manhattan Co..	2,050,000	7,350,000	815,000	269,000	5,780,000	.....
Merchants.....	2,000,000	6,708,900	1,010,900	581,800	5,812,300	360,000
Mechanics'.....	2,000,000	7,483,000	1,018,000	512,000	6,667,000	.....
Union.....	1,200,000	4,137,100	702,900	292,100	3,977,000	.....
America.....	3,000,000	8,938,500	980,700	414,900	5,552,300	1,160
Phœnix.....	1,000,000	2,796,000	584,000	54,000	2,316,000	267,000
City.....	1,000,000	7,117,400	3,142,200	288,000	8,010,800	.....
Tradesmen's..	1,000,000	2,830,000	325,700	69,500	1,565,700	786,205
Fulton	600,000	1,543,100	378,500	94,700	1,217,000	.....
Chemical.....	300,000	13,235,000	4,398,000	525,800	14,208,400	.....
Merch'nts' Exch.	1,000,000	3,279,900	478,600	266,200	2,826,900	281,700
Gallatin Nation'l	1,000,000	4,129,800	998,100	157,800	2,922,400	760,300
Butchers' &Drov.	300,000	1,551,900	470,300	141,600	1,486,000	238,800
Mechanics' & Tr.	200,000	953,000	156,000	81,000	883,000	128,000
Greenwich....	200,000	909,700	224,700	113,500	1,155,100	2,600
Leather Man'f'rs	600,000	2,975,800	810,900	209,700	2,152,200	534,300
Seventh Ward...	300,000	1,498,700	273,200	80,800	1,205,100	22,100
State of N. York.	800,000	3,788,900	2,550,000	113,700	2,971,100	.....
American Exch ..	5,000,000	18,403,000	3,431,000	884,000	11,003,000	.....
Commerce.....	5,000,000	15,645,200	2,084,900	635,700	9,104,800	972,100
Broadway.....	1,000,000	5,407,700	662,200	217,700	3,904,000	846,300
Mercantile.....	1,000,000	5,570,500	882,800	630,200	5,208,500	787,000
Pacific.....	422,700	2,134,000	370,700	273,000	2,158,300	.....
Republic.....	1,500,000	5,699,000	592,400	158,100	3,328,600	1,111,300
Chatham	450,000	3,439,400	712,100	341,100	3,868,200	45,000
People's.....	200,000	1,333,200	257,100	126,100	1,736,100	5,400
North America..	700,000	2,615,800	178,000	174,000	2,461,300	.....
Hanover	1,000,000	8,599,000	1,485,200	758,000	8,894,400	355,000
Irving.....	500,000	3,164,400	807,300	461,200	2,942,800	441,900
Metropolitan	3,000,000	11,333,000	2,281,000	539,000	10,514,000	2,199,000
Citizens'.....	100,000	2,389,700	449,000	244,800	2,667,100	267,000
Nassau	500,000	2,148,8 0	277,2 0	180,500	2,679,200	.....
Market.....	500,000	2,848,700	892,400	152,500	2,870,400	448,000
St. Nicholas.....	500,000	2,485,200	861,000	129,100	2,075,600	279,000
Shoe & Leather..	500,000	3,195,900	592,000	225,000	3,123,000	450,000
Corn Exchange..	1,000,000	4,838,700	325,300	216,000	3,186,800	4,400
Continental.....	1,000,000	5,835,100	1,338,400	171,100	6,087,100	669,200
Oriental.....	300,000	2,088,200	71,700	387,900	1,946,200	.....
Marine	400,000	3,233,000	810,000	179,000	3,545,000	270,000
Importers' & Tr..	1,500,000	19,679,400	5,059,800	351,300	21,017,900	1,116,400
Park	2,000,000	17,717,300	3,807,800	613,100	20,884,000	45,000
Wall St. Nation'l	500,000	1,573,400	182,000	101,000	1,422,000	.....
North River.	240,000	1,451,300	11 900	205,500	1,181,000	.....
East River	250,000	1,059,300	127,700	154,900	922,900	221,300
Fourth National.	3,200,000	15,437,200	3,562,500	701,300	15,787,100	589,900
Central Nat.....	2,000,000	7,327,000	633,000	1,258,000	7,350,000	527,000
Second Nation'l	300,000	2,875,000	438,000	451,000	3,322,000	90,000
Ninth National..	750,000	5,569,000	1,254,100	446,100	5,057,100	591,400
First National..	500,000	11,360,000	3,861,000	259,200	14,551,000	438,300
Third National ..	1,000,000	5,639,300	786,200	787,000	5,956,500	.....
N. Y. Nat. Exch..	300,000	1,337,700	219,100	118,400	1,041,100	270,000
Bowery National	250,000	1,854,500	274,300	238,500	1,830,900	225,000
N. York County .	200,000	1,614,100	27 900	51 800	1 99 200	180,000
Germ'n Americ'n	75 000	2,638,400	285 800	87,700	2,256,800	.....
Chase National..	300,000	4,200,200	1,290,400	385,700	5,036,700	45,000
Fifth Avenue....	100,000	1,830,700	342,400	135,300	1,849 0 0	.....
German Exch. ..	200,000	1,519,000	47,000	170 000	1,733,200	.....
Germania.....	200,000	1,570,400	63,800	307,800	1,871,20 0	.....
U. S. Nat.	300,000	4,236,400	1,138,200	172,200	4,555,700	445,600
Lincoln Nat.....	300,000	1,471,200	300,000	121,600	1,645,500	45,000
Total.....	60,962,700	311,071,200	57 627,100	18,664,200	291,663,900	17,695,500

The deviations from returns of previous week are as follows:

Loans and discounts	Inc. $1,296,800	Net deposits	Inc. $814,700
Specie	Dec. 1,521,800	Circulation	Dec. 537,800.
Legal tenders	Dec. 171,300		

The following are the totals for two weeks:

	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
1882.	$	$	$	$	$	$
Oct. 7	314,495,100	50,403,600	21,613,600	286,181,500	18,908,500	1124,330,247
" 14	311,999,400	52,206,500	2'341,700	286,771,200	18,745,700	999,817,884
" 21	320,208,200	53,715,100	20,347,700	295,966,200	18,703,100	1041,396,236
" 28	311,855,400	52,035,800	20,414,600	283,690,800	18,778,200	857,910,066
Nov. 4	317,588,200	52,026,900	20,070,100	288,548,500	18,630,300	991 296,926
" 11	315,454,200	48,823,500	18,053,100	283,206,200	18,983,200	959,469,358
" 18	314,026,300	50,963,400	19,294,500	284,591,300	18,995,700	1,054,583,485
" 25	309,208,800	48,245,500	19,165,800	277,930,000	18,599,700	1,245,998,997
Dec. 2	305,473,500	52,179,800	19,109,000	279,284,900	18,557,600	1,100,083,996
" 9	304,204,400	50,319,600	19,414,600	282,523,800	18,383,100	970,884,590
" 16	307,143,300	57,856,500	20,326,500	285,112,300	18,959,100	1001,731,916
" 23	309,774,100	59,148,900	18,835,700	290,848,900	18,183,100	828,515,866
" 30	311,071,200	57,627,100	18,664,200	291,663,600	17,695,500	639,813,987

Boston Banks.—Following are the totals of the Boston banks:

	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Clear.
1882.	$	$	$	$	$	$
Aug. 7..	153,038,300	7,629,600	3,604,800	95,941,000	30,180,500	67,679,380
" 14	153,394,800	6,666,500	3,295,200	94,357,500	29,988,500	67,670,880
" 21..	153,205,600	6,042,800	3,112,900	93,141,300	30,179,200	66,777,162
" 28..	151,003,300	5,832,800	3,424,100	93,269,200	29,980,100	58,661,[illegible]
Sept. 4..	150,736,900	5,546,600	3,637,500	89,486,200	30,003,100	57,419,917
" 11..	149,148,300	5,804,700	3,517,100	90,108,000	30,204,500	59,102 992
" 18..	149,502,600	6,110,200	3,232,800	91,365,900	30,278,800	68,088,715
" 25..	148,621,500	6,005,800	3,358,800	90,158,700	30,149,000	74,176,256
Oct. 2..	148,311,900	6,319,00	3,147,300	88,841,100	30,193,400	61,570,763
" 9..	146,573,200	6,805,600	3,314,800	88,518,300	30,421,100	83,283,818
" 16..	146,859,500	6,691,900	3,012,600	89,746,400	30,138,000	75,359,616
" 23..	146,738,900	6,212,900	2,996,700	88,837,300	30,042,500	78,466,871
" 30..	146,425,300	6,253,300	3,568,700	90,076,200	30,054,500	68,657,565
Nov. 6..	148,848,100	6,229,500	3,861,100	93,210,600	30,255,500	82,053,554
" 13..	149,221,000	5,922,200	4,051,400	92,622,000	29,960,400	74,693,349
" 20..	149,058,500	5,836,500	3,866,700	92,341,900	29,981,900	75,587,683
" 27	148,724,200	5,993,700	3,882,200	91,767,100	30,107,500	71,717,159
Dec. 4..	148,116,900	5,846,600	4,419,900	91,230,900	30,186,000	73,919,395
" 11..	148,079,300	5,834,400	4,066,300	90,049,500	30,137,700	66,168,169
" 18..	148,183,000	5,774,800	4,416,600	90,910,200	30,161,900	71,893,162
" 26..	147,838,800	5,981,700	4,623,500	91,153,800	30,022,200	67,821,973
1883.						
Jan. 2..	147,583,100	5,964,900	5,283,500	92,792,500	30,104,000	57,795,298

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

	Loans.	L. Tenders.	Deposits.	Circulation.	Agg. Clear
1882.	$	$	$	$	$
Aug. 7.....	77,099,894	20,701,303	71,279,413	9,842,380	5'.738,881
" 14.....	76,974,798	20,456,729	70,411,718	9,496,359	48,385,803
" 21	76,723,326	19,948,749	69,494,556	9,448 170	48,238,915
" 28.....	77,294,750	19,491,743	69,857,517	9,435,650	43,917,612
Sept. 4.	77,037,513	19,328,892	70,5 1,1 3	9,550,170	48,547,130
" 11.....	78,051,783	19,708,910	70,741,819	9,500,470	48,442,190
" 18...	78,751,470	19,671,691	71,769,103	9,684,670	58,315,730
" 25..... ..	78,788,509	19,113,978	70,831,339	9,706,141	54,077,288
Oct. 2..... .	79,185,943	18,987,238	70,524,456	9,650,133	60,054,188
" 9..... .	79,5 -,88	17,581,512	69,315,920	9,711,336	67,998,504
" 16..... .	77,758,196	18,598,594	67,360,088	9,707,169	56,626,176
" 23.....	78,929,760	18,240,373	68,082,412	9,846,555	59,925,944
" 30.....	78,729,024	18,392,627	68,72 ,745	9,796,750	48,516,150
Nov. 6.....	79,195,383	17,597,287	68,310,824	9,775,391	61,832,958
" 13.....	78,5 ,0,8	17,462,523	68,000,492	9,775,766	54,040,419
" 20.....	78,693,167	16,605,887	68,597,551	9,759,770	55,856,035
Nov. 27..... ..	74,9 6,85	16,385,943	65,218,311	9,710,860	61,421,999
" 4.....	74,070,93	16,266,052	64,621,611	9,72 ,590	54,853,184
" 11.....	73,577,152	16,243,089	63,676,151	9,738,491	55,992,670
Dec. 18.....	73,,80,196	16,507,155	63,800,700	9,780,600	56,026,214
" 25	72,444,817	16,986,824	62,907,668	9,797,266	52,914,193
1883.					
Jan. 1.....	71,986,784	18,011,573	64,349,429	9,763,030	43,206,411

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share.
The following abbreviations are often used, viz: "M.," for mortgage; "g.," for gold; "g'd," for guaranteed; "end.," for endorsed; "cons." for consolidated; "conv.," for convertible; "s. f.," for sinking fund; "l. g.," for land grant.
Quotations in New York are to Thursday; from other cities, to late mail dates.
Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

United States Bonds.	Bid.	Ask.
UNITED STATES BONDS.		
5s, 1881, continued at 3½ reg...Q—F	102	103
4½s, 1891 reg..Q—M	113¼	113½
4½s, 1891 coup..Q—M	113¼	113½
4s, 1907 reg...Q—J	119⅝	119¾
4s, 1907 coup...Q—J	119⅝	119¾
3s, option U. S reg..Q.—F.	103⅛	103⅜
6s, Currency, 1895 reg...J&J	129	.....
6s, Currency, 1896 reg...J&J	130	.....
6s, Currency, 1897 reg...J&J	131	.....
6s, Currency, 1898 reg...J&J	132	.....
6s, Currency, 1899 reg...J&J	133	.....
STATE SECURITIES.		
Alabama—Class "A," 3 to 5, 1906...	84½	85
do small	85	.....
Class "B," 5s, 1906	100	.....
Class "C," 4s, 1906	85	.....
6s, 10-20, 1900 J & J	105	.....
Arkansas—6s, funded, 1899 ..J & J	.....	30
7s, L. R. & Ft. S. issue, 1900..A & O	31½	35
7s, Memphis & L. R., 1899..A & O	35	.....
7s, L. R. P. B. & N. O., 1900..A & O	30	33
7s, Miss. O. & R. Riv., 1900..A & O	.....	33
7s, Ark. Central RR., 1900..A & O	12	14½
7s, Levee of 1871, 1900.....J & J	7	10
California—6s, civil bonds, 1893-95	106	.....
Connecticut—6s, 1884-5	103¼	.....
Delaware—6s J&J	.....	.....
Dist. Col.—Cons. 3-65s, 1924, cp. F&A	111	113
Consol. 3-65s, 1924, reg	111	113
Funding 5s, 1899 J&J	.....	114½
Perm. imp. 6s, guar., 1891...J&J	114¾	.....
Perm. imp. 7s, 1891 J&J	118	.....
Wash.—Fund. loan (Cong.) 6s, g., '92	114¾	.....
Fund. loan (Leg.) 6s, g., 1902 Var	121	.....
Market stock, 7s, 1892	118	.....
Water stock, 7s, 1901	130	.....
do 7s, 1903	130	.....
Florida—Consol. gold 6s.....J & J	107	110
Georgia—6s, 1886 F & A	107	.....
7s, new bonds, 1886.....J & J	105	.....
7s, endorsed, 1886	105	.....
7s, gold bonds, 1890 ....Q—J	113	.....
8s, '76, '86 A & O	103	110
Kansas—7s, long J&J	.....	.....
Louisiana—New con. 7s, 1914..J&J	71¼	.....
Ex matured coupon	64	.....
Maine—4s, 1888 F&A	101	102
War debts assumed, 6s, '89..A & O	113	113¼
War loan, 6s, Mar. 1, 1883...M&S	100⅜	100½
Maryland—6s, defense, 1883..J&J	101½	102
6s, exempt, 1887 J&J	103	.....
6s, Hospital, 1882-87 J&J	102¾	.....
6s, 1890 Q—J	105	.....
5s, 1880-'90 Q—J	100	.....
Massachusetts—5s, July, 1883..J&J	100¼	100½
5s, gold, 1890 A&O	108	110
5s, gold, 1894-1895 Var	112½	113½
5s, g., sterling, 1891 J&J	.....	.....
do do 1894 M&N	.....	.....
do do 1888 A&O	.....	.....
Michigan—7s, 1890 M&N	115	.....
Minnesota—New 4½s J & J	99	.....
Missouri—6s, 1886 J & J	106	.....
Funding bonds, 1894-95 ....J & J	120	.....
Long bonds, '89-90 J & J	110	110½
Asylum or University, 1892..J & J	113	.....
Hannibal & St. Jo., 1886....J & J	109	.....
do do 1887....J & J	109	.....
N. Hampshire—5s, 1892 J & J	112	.....
War loan, 6s, 1892-1894.....J & J	116	118
War loan, 6s, 1901-1905.....J & J	122	124
War loan, 6s 1884 M&S	100½	103
New Jersey—6s, 1897-1902....J&J*	.....	.....
6s, exempt, 1896 J&J*	.....	.....
New York—6s, gold, reg., '87...J&J	107	.....
6s, gold, coup., 1887 .....J & J	107	.....
6s gold, 1891 J & J	118	.....
6s, gold, 1892 A & O	119	.....
6s, gold, 1893 A & O	120	.....
No. Carolina—6s, old, 1886-'98..J&J	28	.....
6s, old A & O	28	.....
6s, N C. RR., 1883-5 J & J	155	.....
6s, do A & O	155	.....
6s, do coup. off J & J	130	.....
6s, do coup. off A & O	130	.....
6s, Funding act of 1866, 1900 J&J	10	12
6s, do 1868, 1898 A&O	10	12
6s, new bonds, 1892-8 J&J	15	.....
6s, do A & O	15	.....
6s, Chatham RP. A&O	4	6
6s, special tax, class 1, 1898-9 A&O	6½	.....
6s, do class 2 A & O	6½	.....
6s, do class 3 A & O	6	8
4s, new, 1910 J & J	78	79¾
4s, new, small	75	.....
Ohio 6s, 1886 J & J	107	.....
Penna.—5s, new, reg., '92-1902.F&A	119	.....
6s, 15-25, reg., 1882-'92 F & A	.....	.....
4s, reg., 1892-1904	.....	.....
4s, reg., 1912 F & A	.....	.....
Rhode Isl'd—6s, 1893-9, coup..J&J	115	.....
South Carolina—6s, Act of March 23, 1869. Non-fundable, 1888.. Brown consols	5	6
	102	104
Tennessee—6s, old, 1890-98 ..J & J	42	45
6s, new bonds, 1892-1900 ..J & J	40	43½
6s, new series, 1914 J & J	40½	43
Compromise bonds, 3-4-5-6s, 1912	44½	46
Texas—6s, 1892 M&S	110	120
7s, gold, 1892-1910 M&S	120	125
7s, gold, 1904 J&J	122	.....
Vermont—6s, 1890 J & D	113	115
Virginia—6s, old, 1886-'95....J & J	38	40
6s, new bonds, 1886-1895...J & J	36	.....
6s, consol., 1905 J & J	82	.....
6s, consols, 1905, ex-coup.....J&J	60½	.....
6s, consol., 2d series J&J	50	.....

City Securities.	Bid.	Ask.
Virginia—(Continued)—		
6s, deferred bonds	12	15
10-40s, new	.....	.....
Tax-receivable coupons	58	62
CITY SECURITIES.		
Albany, N. Y.—6s, long....Various	108	.....
7s long	125	.....
Allegheny, Pa.—5s, cp., '83-97..Var.	100	105
4½s, coup., 1883-1901 Var.	102	105
4s, coup., 1901 Var.	100	102
Allegheny Co., 5s, cp., 1913..J&J	106	107
4s, riot loan, 5-10s	100	101
4s, do 10-20s	100	101
3s, do 5-10s	102	103
5s, do 10-20s	104	105
Atlanta, Ga.—7s	108	112
Do. 8s	110	115
Waterworks	110	.....
Augusta, Me.—6s, 1887, mun..F&A	104	105
Augusta, Ga—7s Various	107	.....
Austin, Texas—10s	110	115
Baltimore—6s, City Hall, 1884 Q—J	102	105
6s, Pitts. & Con'v. RR., 1886..J&J	106	107
6s, consol., 1890 Q—J	113¾	114
6s, Balt. & O. loan, 1890 Q—J	113¾	114
6s, Park, 1890 Q—M	113	115
6s, bounty, 1893 M & S	115	.....
6s, do exempt, 1893...M & S	120	.....
5s, water, 1894 J&J	112½	114
6s, 1900 J&J	122	125
6s, West. Md. RR., 1902 ....J&J	124	126
5s, consol, 1885 Q—J	101	105
6s, Valley RR., 1886 A & O	106	107
5s, 1916 M&N	120¾	121½
4s, 1920 J&J	109	110
Bangor, Me.—6s, RR., 1890-'94. Var.	115	116
6s, water, 1905 J&J	122	123
6s, E. & N. A. Railroad, 1894..J&J	117	119
6s, B. & Piscataquis RR., '99. A&O	118	120
Bath, Me.—6s, railroad aid.....Var	103	104
5s, 1897, municipal	103	103½
Belfast, Me.—6s, railroad aid, '98..	102¾	103
Boston, Mass.—6s, cur, long, 1905 Var	128	129
6s, currency, 1894 Var.	119	119½
5s, gold, long Var.	117¾	118
4½s, long	.....	.....
4s, currency, long J&J	106½	108
Brooklyn, N.Y.—7s, short J&J	100	105
7s, Park, long J&J	140	145
7s, Water, long J&J	137	140
7s, Bridge, long J&J	138	140
6s, Water, long J&J	120	.....
6s, Park, long J&J	130	135
6s, Bridge, long	126	130
5s, Bridge, long	112	117
Kings Co. 7s, 1882-'89.....M & N	102	114
do 6s, 1882-'86.....M & N	101	110
Buffalo, N. Y.—7s, 1895 Var.	110	.....
7s, water, long Var.	116	.....
6s, Park, 1926 M & S	107	.....
Cambridge, Mass.—5s, 1889...A&O	106	107
6s, 1894-96, water loan.....J&J	120	121
6s, 1904, city bonds J&J	126	128
Charleston, S.C.—6s, st'k, '76-98..Q-J	76	.....
7s, fire loan bonds, 1890....J & J.	30	.....
7s, non-tax bonds	105	.....
4s, non-taxable	76	.....
Chelsea, Mass.—6s, '97, water l. F&A	120	121
Chicago, Ill.—7s, 1892-99	118	.....
6s, 1895	110	.....
4½s, 1900	105¾	.....
3-65s, 1902	100	102
Cook Co. 7s, 1892	118	.....
Cook Co. 5s, 1899	108	.....
Cook Co. 4½s, 1900	106½	.....
West Chicago 5s, 1890	103½	104¼
Lincoln Park 7s, 1895	106	106½
West Park 7s, 1890	112½	114
South Park 6s, 1899	105	107
Cincinnati, O.—6s, long Var.	.....	.....
6s, short Var.	.....	.....
7-30s, 1902	130	.....
4s J&J	99	104
Southern RR. 7-30s, 1902-6 .J&J	129	130
do 6s, g., 1906 M&N	118	119
do Cur. 6s, 1909 F&A	118	119
do 8kg. fd. 5s, 1910 M&N	109	110
Cleveland, O.—6s, long Various	.....	.....
7s, short Var.	.....	.....
5s, long Var.	.....	.....
4s, long Var.	.....	.....
Columbus, Ga.—7s Var.	95	.....
Covington, Ky.—7-30s, long	102	.....
7-30s, short	105	110
Water Works	115½	116
Dallas, Texas—8s, 1904	104½	107½
10s, 1883-96	105	110
Water, 6s, 1900	97½	102½
Detroit, Mich.—7s, long Var.	110	.....
7s, water, long Var.	114	.....
Elizabeth, N. J.—7s, short	45	48
7s, funded, 1880-1905 Var.	45	48
7s, consol., 1885-98 A & O	45	48
7s, 1905	45	48
Fall River, Mass.—6s, 1904...F& A	119	120
5s, 1894, gold F&A	108½	110
Fitchburg, Mass.—6s. '91, W. L. J&J	113	115
Galveston, Tex.—8s, 1893-1909 M&S	110	110
5s, 1920 J&D	90	100
Galvest'n County, 6s, 1902..M&N	.....	.....
Hartford, Ct.—City 6s, var. dates..	100	107
Capitol, untax, 6s	123	127
Hartford Town 4½s, untax	100	.....
Houston, Tex.—10s	30	40
6s, funded	30	40
Haverhill, Mass.—6s, '85-89.. A&O	104	108
Indianapolis, Ind.—7-30s, '93-99 J&J	.....	.....

City Securities.	Bid.	Ask.
Jersey City—6s, water, long, 1895..	104	106
7s, water, 1899-1902 J & J	112	115
7s, improvement, 1891-'94 Var.	106	108
7s, Bergen, long J & J	106	107
Hudson County, 6s A&O	105	106
do 7s. M&S and J&D	106	107
Bayonne City, 7s, long J&J	109	110
Lawrence, Mass.—6s, 1894...A& O	119	119½
6s, 1900 A&O	122	124
Long Island City, N.Y—Water, 7s, '95	.....	.....
Louisville, Ky.—7s, long dates. Var.	116	120
7s, short dates Var.	106	109
6s, long Var.	108	110
6s, short Var.	100	105
5s, 1890-1900 M&N	104	105
Lowell, Mass.—6s, 1890, W. L. M&N	114	115
Lynchburg, Va.—6s J & J	107	110
8s J & J	125	.....
Lynn, Mass.—6s, 1887 F&A	105	107
Water loan, 6s, 1894-96 J&J	119	121
5s, 1905 M&N	114	115
Macon, Ga.—7s	98	102
Manchester, N.H.—5s, 1883-'85 J&J	101	102
6s, 1894 J&J	118	119
6s, 1902 J&J	123	125
4s, 1911	103	103½
Memphis, Tenn.—6s, C J&J	.....	.....
6s, A & B J&J	.....	.....
6s, gold, fund., 1900 M & N	.....	.....
6s, end., M. & C. RR.	.....	.....
6s, consols J&J	.....	.....
Milwaukee, Wis.—5s, 1891...J & D	95	100
7s, 1896-1901 Var.	112	117
7s, water, 1902 J&J	114	.....
Mobile, Ala.—3-4-5s, funded..M&N	51	55
Montgomery, Ala.—New 3s ..J & J	60	65
5s, new	70	.....
Nashville, Tenn.—6s, old	105	110
6s. new	105	110
Newark—6s, long Var.	114	.....
7s, long Var.	116	123
7s, water, long Var.	120	123
New Bedford, Mass.—6s, 1909. A&O	128	130
5s, 1900, Water Loan A.&O	113	115
N. Brunswick, N. J.—7s, various...	106	109
6s	100	102
New Orleans, La.—Premium bonds	81	85
Consolidated 6s, 1892 Var.	.....	.....
Newport—Water bonds 7-30s	115	116
New York City—7s, short	100	114
7s, long	135	140
6s, short	100	109
6s, long	100	110
6s, gold (consolidated), 1896-1901	120	128
5s, long	105	110
4s, long	100	105
Newton—6s, 1905, water loan..J&J	127	127½
5s, 1905, water loan J&J	113	115
Norfolk, Va.—6s, reg. stk, '78-85..J&J	102½	.....
8s, coup., 1890-93 Var.	118	.....
8s, water, 1901 M & N	129	131
Norwich, Ct.—5s, 1907 A&O	113½	115
7s, 1905 J.&J	135	140
Orange, N. J.—7s, long	115	120
Oswego, N. Y.—7s, 1887-8-9	102	.....
Paterson, N. J.—7s, long Var	121	128
6s, long	.....	115
5s, long	107	108
Petersburg, Va.—6s J&J	100	.....
8s J&J	116½	.....
8s, special tax	117	.....
Philadelphia, Pa.—5s, reg J&J*	.....	.....
6s, old, reg J&J	129	.....
6s, new, reg., due 1895 & over. J&J	132	134
4s, new	111	.....
Pittsburg, Pa.—4s, coup., 1913..J&J.	95	100
5s, reg. and coup., 1913.....J&J.	105	.....
6s, gold, reg Var.	116	117
7s, water, reg. & cp., '93-'98...A&O.	120	125
7s, street imp., reg, '83-86....Var.	105	.....
Portland, Me.—6s, Mun., 1895. Var.	117	120
6s, railroad aid, 1907 M&S	120	122
Portsmouth, N.H.—6s, '93, RR. J&J	114½	115½
Poughkeepsie, N. Y.—7s, water	.....	.....
Providence, R.I.—5s, g., 1900-5. J&J	115½	116
6s, gold, 1900, water loan...J & J	.....	.....
6s, 1885 M & S	.....	.....
Richmond, Va.—6s J&J	112	114
8s J & J	134	.....
5s	104½	105
Rochester, N.Y.—6s Var.	106	.....
7s, water, 1903 J & J	131	.....
Rockland, Me.—6s, '89-99, RR..F&A	98½	99½
St. Joseph, Mo.—Comp'mise 4s, 1901	75	80
St. Louis, Mo.—7s, 1885 F&A	104	.....
6s, short Var.	106	107½
6s, long Var.	114	116
5s, long Var.	.....	108½
5s, 10-20 Var.	105¼	106¼
St. L. Co.—6s, gold, 1905 A&O	.....	.....
Currency, 7s, 1887-'88.... Var.	.....	.....
St. Paul, Minn.—6s, long	103	.....
7s, long	109	.....
8s, 1889-96 Var.	116	.....
Salem, Mass.—6s, long, W. L. A&O	124	126
5s, 1904, W. L J&J	.....	.....
S. Francisco—7s, g., 1888-95...Var.	104	.....
6s, gold, long	.....	.....
Savannah funded 5s, consols	83	85
Somerville, Mass.—5s, 1895..A&O	109	111
6s, 1885 J&J	.....	.....
6½s, 1884 A&O	.....	.....
Springfield, Mass.—6s, 1905..A&O	127	129
7s, 1903, water loan A&O	.....	.....
Toledo, O.—7-30s, RR., 1900. M & N	105	.....
8s Var.	.....	.....
6s, 1893 to '99 Var.	.....	.....
Washington, D.C.—*See* Dist. of Col.		

* Price nominal; no late transactions. † Purchaser also pays accrued interest. ‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.	Bid.	Ask.
Wilmington, N.C.—6s	95	.....
8s, gold, con. on	105	.....
Worcester, Mass.—6s, 1892...A&O	†116	117
5s, 1905...A&O	113	115
4s, 1905...A&O	104	106
Yonkers, N. Y.—Water, 1903	†120	.....
RAILROAD BONDS.		
Ala. Cent.—1st M., 6s, 1918....J&J	95	100
Income 6s, 1918	.....	70
Ala. Gt. Southern—1st mort., 1908	‡104	110
Alb'y & Susq.—1st M., 7s, '88..J&J	.....	.....
2d mortgage, 7s, 1885.....A&O	.....	.....
Consol. mort., 7s, 1906, guar. A&O	123½	.....
Alleghany Cent.—1st M., 6s, 1922	.....	.....
Incomes, 1912	.....	.....
Allegh. Val.—Gen. M., 7 3-10s..J&J	120	.....
East. exten. M., 7s, 1910....A&O	118	.....
Income, 7s, end., 1894.....A&O	48	49
Atch'n & Neb.—1st, 7s, 1907..M&S	†115	116
Aton. Top. & S.F.—1st, 7s, g., '99. J&J	†119½	120
Land grant, 7s, g., 1902.....A&O	†114	114½
Guaranteed 7s, 1909 . J&J&A&O	†111¼	111¾
5s, 1909 (1st mort.)	†95½	96
5s, plain bonds, 1920	†83	85½
4½s, 1920.....A&O	†80	80½
Florence & El Dor'do, 1st. 7s. A&O	†105½	106
K.C.Topeka&W., 1st M., 7s, g. J&J	†118	118½
do income 7s. A&O	†105	105½
N.Mex.&So.Pac., 1st, 7s, 1909 A&O	†112½	113
Pleas't Hill & De Soto, 1st, 7s, 1907	†106½	107½
Pueblo & Ark.V., 1st, 7s, g., 1903.	†113	113½
Wichita&S.W., 1st, 7s, g., gua. 1902	†107	107½
Atlanta & Charlotte Air L.—1st, 7s	107½	108½
Income, 6s	.....	95
Atlantic & Pac.—1st 6s, 1910..J&J	.....	94
Incomes, 1910.....J&J	.....	21
Baltimore & Ohio—6s, 1885...A&O	101½	106
Sterling, 5s, 1927.....J&D	‡107	109
Sterling, 6s, 1895.....M&S	†115	117
Sterling mort., 6s, g., 1902..M&S	†118	120
do 6s, g., 1910. M&N	†121	123
Parkersburg Br., 6s, 1919...A&O	110	.....
Balt. & Pot'c—1st, 6s, g., 1911. J&J	†116	118
1st, tunnel, 6s, g., g'd, 1911. A&O	†113	115
Belvidere Del.—1st, 6s, c., 1902. J&D	.....	121
2d mort., 6s, 1885.....M&S	104	107
3d mort., 6s, 1887.....F&A	104	.....
Boston & Albany—7s, 1892...F&A	†123	123½
6s, 1895.....J&J	†116	118
Bost. Clint. & F —1st M.., 6s, '84, J&J	†101½	102½
1st M., 7s, 1889-90.....J&J	†110	112
B. C. F. & N. B., 5s, 1910....J&J	102	102½
N. Bedford RR., 7s, 1894....J&J	†120	.....
Equipment, 6s, 1885.....F&A	†103	.....
Framigham & Lowell—1st, 5s, '91	90	93
Bost. Conc. & Mon.—S.F., 6s, '89. J&J	†105¾	106
Consol. mort., 7s, 1893.....A&O	†112	112½
Bost. Hart. & E.—1st, 7s, 1900. J&J	46	.....
1st mort., 7s, guar.....J&J	.....	.....
Boston & Lowell—7s, '92.....A&O	†118	119
6s, 1896.....J&J	†110½	111½
New 5s, 1899.....J&J	†103½	104
Boston & Maine—7s, 1893-94. J&J	†123	124
Bost. & Providence—7s, 1893. J&J	†123	124
Bost. & Revere B'h—1st. 6s, '97. J&J	†112½	114
Bradf. Eld. & Cuba—1st. 6s, 1932 J&J	.....	95
Bklyn Bath & C.I.—1st, 6s, 1912. F&A	.....	.....
Brooklyn Elevated—Bonds.....	20	32½
Buff. Brad. & P.—Gen. M. 7s, '96. J&J	100	.....
Buff. N.Y. & Erie—1st. 7s. 1916. J&D	128	.....
Buff. N.Y. & Phil.—1st, 6s, g., '96. J&J	.....	100
2d mortgage, 7s, g.....	.....	.....
Buff. Pittsb. & West.—6s, 1921 A&O	.....	.....
Pitts. Titusv. & B.—7s, 1896..F&A	94	95
Oil Creek, 1st M., 6s, 1912...A&O	102½	.....
Union & Titusv., 1st, 7s, 1890. J&J	90	.....
Warren & Fr'kln, 1st, 7s, '96. F&A	113	114
Buff. & Southwest.—6s, 1908..J.&J	.....	.....
Bur. C. R. & N.—1st. 5s, new, '06. J&J	100½	101
C. Rap. I.F. & N., 1st, 6s, 1920. A&O	.....	.....
Cairo & St. Louis—1st mort.....	65	70
Califor. Pac.—1st M., 7s, g., '89. J&J	†105	107
2d M., 6s, g., end C. Pac., '89. J&J	†100	105
3d M. (guar. C. P.), 6s, 1905. J&J	†104	107
do do 3s, 1905. J&J	66	.....
California So.—1st, 6s, 1922...J&J	.....	79
Camden & Atl.—1st, 7s, g., '93..J&J	.....	.....
2d mort., 6s, 1904.....A&O	102	.....
Cam. & Bur. Co.—1st M., 6s, '97. F&A	.....	.....
Canada So.—1st M., guar., 1908, J&J	95½	96
Carolina Cent.—1st, 6s, g., 1920. J&J	.....	102
do incomes.....	.....	.....
Catawissa—Mort., 7s, 1900...F&A	120	.....
Cedar F. & Min.—1st, 7s, 1907. J&J	112	.....
Cedar R. & Mo.—1st, 7s, '91....F&A	†110	110¾
1st mort., 7s, 1916.....M&N	†121	122
Cent. Br. U. Pac., 1sts, 6s, '95. M&N	100	.....
Fund. coupon 7s, 1895 .....M&N	.....	.....
Atch. & Pike's P'k, 1st, 6s, g. M&N	.....	.....
Atch'n Col. & P. 1sts, 6s, 1905 Q	.....	93
Atch. Jew'l Co. & W. 1sts, 6s, 1905 Q	.....	93
Cent. of Ga.—1st, cons., 7s, '93. J&J	110	112
Certificates of indebtedness, 6s..	93	96
Cent. Iowa—New 1st., 7s, '99. J&J	110	112
Inc. bonds, "debt certs.", 7s, A&O	.....	70
Central of N.J.—1st M., 7s, '90. F&A	117½	.....
7s, conv, 1902, assented....M&N	109	.....
Consol. M., 7s, 1899, assented. Q—J	109	.....
Adjustment bonds, 1903	103	105
Income bonds, 1908 .....M&N	80	82
Am. Dk. & Imp. Co., 5s, 1921. J&J	87½	90½
Leh. & Wilkesb. Coal Inc., '88. M&N	75	80
Consol., 7s, gold, 1900, ass'd. Q—M	101½	104
Cent. Ohio—1st M., 6s, 1890..M&S	104	109½
Cent. Pacific—1st, 6s, g., '95-98. J&J	113½	114
State Aid, 7s, g., 1884.....J&J	100	.....
S. Joaquin, 1st M., 6s, g. 1900. A&O	107½	.....
Cal. & Oregon, 1st, 6s, g., '88. J&J	101¼	.....
Cal. & Or. C.P. bonds, 6s, g., '92 J&J	†108	110
Land grant M., 6s, g., 1890. A&O	105⅜	105⅞
West. Pacif., 1st, 6s, g., '99..J&J	110½	.....
Charl'te Col. & A.—Cons., 7s, '95. J&J	106	.....
2d mort., 7s, 1910.....J&J	.....	100

RAILROAD BONDS.	Bid.	Ask.
Cheraw & Darl.—1st M., 8s, '88. A&C	110	.....
2d mort., 7s.....	103	.....
Ches. & Ohio—Pur. money fd., 189-	.....	.....
Series A, 1908.....	106½	.....
6s, gold, series B, int. def. 1908..	89½	90
6s, currency, 1st. deferred. 1918	52⅜	53¼
6s, 1911.....A&O	.....	98
Cheshire—6s, 1896-98 .....J&J	†110	110¼
Chic. & Alton—1st M., 7s, '93..J&J	.....	.....
Sterling mort., 6s, g., 1903..J&J	‡117	119
Bds. Kan. C. line, 6s, g., 1903. M&N	113½	115
Miss. Riv. Bridge, 1st., s.f., 6s, 1912	.....	.....
Louis'a & Mo. R., 1st, 7s, 1900 F&A	115	.....
do 2d, 7s, 1900 M&N	.....	.....
St. L. Jacks'v. & C., 1st, 7s, '94. A&O	115	.....
do 1st guar. (564). 7s, '94 A&O	115	.....
do 2d M. (360), 7s, '98..J&J	.....	.....
do 2d guar. (188) 7s, '98. J&J	.....	.....
Chicago & Atlantic—1st mort.....	92	.....
Chic. B. & Q.—Consol., 7s, 1903 J&J	†124	.....
Bonds, 5s, 1895.....J&D	†100	101
5s, 1901.....A&O	†103	.....
5s, 1919, Iowa Div.....A&O	†102	.....
4s, 1919, do .....A&O	† 85½	.....
4s, Denver Extension.....	† 84⅜	86
Bur. & Mo. R., 1'd M., 7s, '93. A&O	†115½	116
do Conv. 8s, '94 ser. J&J	.....	.....
Bur. & Mo. (Neb.), 1st, 6s, 1918. J&J	†112¼	112¾
do Cons. 6s, non-ex..J&J	†102	102½
do 4s, (Neb.), 1910..J&J	†82¼	82½
do Neb. RR, 1st, 7s, A&O	†115¼	.....
do Om. & S.W., 1st, 8s, J&D	†119	121
Ill. Grand Tr., 1st, 8s, '90...A&O	112½	113⅛
Dixon Peo. & H., 1st, 8s, 1889. J&J	.....	.....
Ott. Osw. & Fox R., 8s, 1900. J&J	†121	123
Quincy & Wars'w, 1st, 8s, '90. J&J	†112	†14
Chic. & Can. So.—1st, 7s, 1902 A&C	33	38
Chic. C. Dub & Minn.—7s, 1910 J&J	†104½	105
Chic. & East Ill.—1st mort. 6s, 1907	97	.....
Income bonds, 1907.....	87	.....
Chic. & Gr. Trunk—1st mort., 1900	98	101
Chic. & Iowa—2d M., 8s, 1901. J&J	100	.....
Chic. Pa & Neb.—2d. M., 5s, 1883..	†100	100¼
Chic. & Mich. L. Sh.—1st, 8s, '89. M&S	†112	113
Chic. Mil. & St. Paul—		
Pac. Div., 1st, M., 8s, 1898. F&A	134	.....
P. D., 2d M., 7 3-10s, 1898..F&A	125	130
St. P. & Chic., 7s, g., 1902....J&J	124	.....
Mil. & St. P., 2d M., 7s, 1884. A&O	102	104
La. C., 1st M., 7s, 1893.....J&J	114	124
I. & M., 1st M., 7s, 1897.....J&J	119	.....
Pa. & Dak., 1st M., 7s, 1899. J&J	119	.....
Hast. & Dak., 1st M., 7s, 1910. J&J	116	117½
Chic. & Mil., 1st M., 7s, 1903. J&J	126	130
1st mort., consol., 7s, 1905..J&J	121⅜	125¼
1st M., I. & D. Ext., 7s, 1903 J&J	120	.....
1st M., 6s, S'thwest Div. 1909 J&J	107	.....
1st M., 5s, La C. & Dav. 1919 J&J	91	95
So. Minn. 1st 6s, 1910.....J&J	106⅛	107
Chic. & Pac. Div. 6s, 1910.....	108	110
do West. Div., 5s, 1921. J&J	91	91⅜
Mineral Pt. Div., 5s, 1910...J&J	.....	91
Chic. & L. Sup. Div., 5s, 1921....	.....	.....
Chicago & Northwest.—		
Sink. f., 1st, 7s, '85.....F&A	.....	.....
Interest mort., 7s, 1883 ....M&N	102	.....
Consol. mort., 7s, 1915.....Q—F	102	.....
Exten. mort., 7s, 1885 .....F&A	102	.....
1st mort., 7s, 1885.....F&A	108¼	108½
Consol., gold, 7s, cp., 1902..J&D	125	.....
do do reg.....	125	.....
Sinking fund, 6s, 1929 .....A&O	108	.....
do 5s, 1929.....A&O	99	.....
Escan. & L Sup., 1st, 6s, 1901. J&J	.....	.....
Des M. & Minn's, 1st, 7s, 1907. F&A	.....	.....
Iowa Mid., 1st M., 8s, 1900. A&O	127	.....
Peninsula, 1st, conv., 7s, '98. M&S	120	.....
Chic. & Mil., 1st M., 7s, '98..J&J	121	124
Mil. & Mad., 1st, 6s, 1905..M.&S.	.....	114
Chic. R. I. & Pac.—6s, 1917, coup. J&J	126½	127
6s, 1917, reg.....J&J	125	.....
Chic. & S.W., 1st, 7s, guar., '99. M&N	.....	.....
Chic. St. L. & N.O.—1st con. 1897, 7s	111½	.....
2d mort 6s, 1907.....J&D	110	.....
Ten. lien, 7s, 1897..... M&N	111	.....
5s, 1951, gold.....	104	.....
Miss. Cen., 1st M., 7s, '74-84. M&N	.....	.....
do 2d mort., 8s.....	.....	.....
N.O. Jack. & Gt. N., 1st., 8s, '86. J&J	107	110
do 2d M., 8s, '90, ctfs. A&O	115	118
do 2d mort. debt....A&O	.....	.....
Chic. St. P. Min. & Om.—Con. 6s, 1930	.....	109
Ch. St. P. & Minn. 1st, 6s, 1918 M&N	.....	114
Land grant. inc., 6s, 1898 M&N	.....	.....
North Wisc., 1st 6s, 1930....J&J	108	.....
St. Paul & S. City, 1st 6s, 1919. A&O	112½	113
Chic. & Texas—Scrip, 1905.....	†	.....
Cin. & Eastern—1st, 7s, 1896	100	102
2d mort., 7s, 1900	100	.....
Consol., gold, 6s, 1912.....	....	90
Cin. Ham. & Dayt.—2d, 7s, '85 J&J	105	106
Consol. mort., 7s, 1905.....A&O	†122	125
do 6s, 1905.....A&O	†110	111
Cin. H. & I., 1st M., 7s, 1903. J&J	†109	110
Cin. I. St. L. & Chic.—Con. 6s, 1920	†102	103
Cin. & Indiana, 1st M., 7s, '92. J&D	†107½	.....
do 2d M.. 7s, '82-87. J&J	†105	.....
Indianapolis C. & L., 7s of '97....	†111	.....
Ind'apolis & Cin., 1st, 7s, '88. A&O	†107	.....
Cin. Laf. & Ch.—1st, 7s, g., 1901. M&S	112	115
Cin. Rich. & Chic.—1st, 7s, '95. J&J	†110	112
Cin. Rich. & F. W.—1st, 7s, g...J&D	†108	110
Cin. Sand'ky & Cl.—6s, 1900...F&A	†101	101½
7s, 1887 extended.....M&S	†101	103
Consol. mort., 7s, 1890.....J&D	†102½	103
Cin. & Sp.—7s, C.C.C. & I., 1901. A&O	.....	.....
7s, guar., L.S. & M.S., 1901..A&O	.....	.....
Clev. Col. C. & I.—1st, 7s, '99. M&N	122½	.....
Consol. mort., 7s, 1914 .....J&D	....	122
Bellef. & Ind. M., 7s, 1899....J&J	110	.....
Clev. & Pitts.—4th M., 6s, 1892. J&J	109	.....
Consol. S. F., 7s, 1900.....M&N	127	.....
Clev. & M. Val.—1st, 7s, g., '93. F&A	.....	.....

RAILROAD BONDS.	Bid.	Ask.
Columbia & Green.—1st, 6s, 1916.	97	.....
2d mort., 6s, 1926.....	.....	75
Columbus Chic. & Ind. Cent.—		
1st consol. mort., 7s, 1908..A&O	130	140
2d mort., 7s, 1909 .....F&A	.....	116
Income 7s, 1890	52	.....
Reorgan'n Trust Co. certs.....	62	62⅝
Chic. & Gt. East., 1st, 7s, 93-'95.	100	.....
Col. & Ind. C., 1st M., 7s, 1904. J&J	*112	.....
do 2d M. 7s, 1904. M&N	*109	114
Un. & Loganap., 1st, 7s, 1905. A&O	*113	116
T. Loganap. & B., 7s, 1884..F&A	*100	103
Cin. & Chic. A. L., 1886-'90.....	*100	.....
Col. Hocking Val. & Toledo—		
Consol. 5s.....	.....	90
Col. & Hock. V.—1st M., 7s, '97. A&O	†116	118
do 2d M., 7s, 1892. J&J	†108	.....
Col. & Toledo—1st mort. bonds ..	†115	118
do 2d mort.....	†109	114
Col. Springf. & C.—1st, 7s, 1901. M&S	.....	.....
Col. & Xenia—1st M., 7s, 1890. M&S	†108	.....
Conn. & Passump.—M., 7s, '93. A&O	†114½	115½
Massawippi, g., 6s, gold, '89 J&J	†	.....
Conn. Val.—1st M., 7s, 1901...J&J	95	100
Conn. West.—1st M., 7s, 1900. J&J	29	31
Connecting (Phila.)—1st, 6s ..M&S	.....	.....
Cumberland & Penn.—1st mort....	.....	.....
2d mort.....	.....	.....
Cumberl. Val.—1st M., 8s, 1904. A&O	*	.....
Dakota Southern—7s, gold, '94, F&A	†95	100
Dayton & Mich.—Consol. 5s....J&J	†102½	103½
2d mort., 7s, 1884, now 1st. M&S	†102½	103
3d mort., 7s, 1888, now 2d. A&O	†107	108
Dayt. & West.—1st M., 6s, 1905. J&J	†109	110
1st mort., 7s, 1905.....J&J	†116	118
Delaware—Mort., 6s, guar., '95. J&J	.....	.....
Del. & Bound B'k—1st, 7s, 1905 F&A	125	126½
Del. Lack. & W.—Conv. 7s, 1892 J&D	117	118
Mort. 7s. 1907.....M&S	129	131
Den. & Rio G.—1st, 7s, g., 1900. M&N	107	107¾
1st consol. mort., 7s, 1910....J&J	88⅞	89⅛
Denv. & R. G. West.—Bonds.....	67	.....
Denv. S.P. & Pac.—1st, 7s, 1905 M&N	96	100
Des M. & Ft. D.—1st, 6s, 1905. J&J	.....	100
1st inc., 6s, 1905.....	.....	73
Detroit & Bay C.—1st, 8s, 1902. M&N	100	.....
1st M., 8s, end. M. C., 1902. M&N	120	.....
Det. G. Haven & Mil.—Equip. 6s, 1918	†118	120
Con. M., 5% till '84, after 6%..1918	†117	119
Det. L. & North.—1st, 7s, 1907. J&J	†115½	116
Det. Mack. & M.—1st. 6s, 1921. A&O	.....	93⅛
Land grant, 7s, 1911.....	.....	.....
Income, 1921.....	.....	.....
Dub. & Dak.—1st M., 6s, 1919. J&J	.....	.....
Dubuque & Sioux City—		
1st mort., 2d Div., 1894.. ..J&J	113¼	.....
Dunk. A.V. & P.—1st, 7s, g., 1890 J&D	100	.....
East Penn.—1st M., 7s, 1888..M&S	.....	.....
E. Tenn. Va. & Ga.—1st, 7s, 1900. J&J	115	.....
1st mort., consol., 5s, 1930 ..J&J	72½	73½
Income, 6s, 1931	35	40
Divisional, 5s, 1930..... .J&J	91	.....
E. Tenn. & Ga., 1st, 6s, '83-86. J&J	.....	.....
E. Tenn. & Va., end., 6s, 1886. M&N	.....	.....
Eastern, Mass.—6s, g., 1906. .M&S	†109½	109¾
Sterling debs., 6s, g., 1906..M&S	‡104	106
Eliz. City & Nor.—S.F. deb., 6s. A&O	.....	.....
1st mort., 6s, 1920..... .....M&S	.....	95
Elizab. Lex. & Big S.—6s, 1902. M&S	94	.....
Elmira & W'mspt—1st, 6s, 1910. J&J	117	.....
5s, perpetual..... .....A&O	.....	100
Erie & Pittsb.—2d, now 1st....J&J	†106½	111
Cons. mort., 7s, 1898 .....J&J	110	112
Equipment, 7s, 1890.....A&O	95	.....
Evansv. & Crawf.—1st, 7s, '87. J&J	103	106
Evans. & T.H., 1st con., 6s, 1921, J&J	97⅜	97½
Evansv. T.H. & Chi.—1st, 7s, g. M&N	.....	.....
Fitchburg—5s, 1899..... .....A&O	†109	110
5s, 1900-01-02..... .....A&O	†110¾	111¼
6s, 1898..... .....A&O	†116½	117
7s, 1894..... .....A&O	†123	124
Flint & P. Marq.—M. 6s, 1920. A&O	.....	112
Flint & Holly, 1st, 10s, '88. M&N	107	.....
Holly W. & M.—1st, 8s, 1901. J&J	115	.....
Ft. Madison & N. W., 1st 7s, g., 1905	.....	.....
Ft. W. & Denv. City—1st, 6s, 1921.	.....	66
Frankfort & Kokomo—1st. 7s. 1908	.....	.....
Gal. Har. & S.A.—1st, 6s, g. 1910. F&A	.....	107
2d mort., 7s, 1905.....J&D	.....	.....
Gal. Hous. & H.—1st, 7s, g., 1902. J&J	75	80
Georgia—7s, 1883-90..... .....J&J	109	113
6s, 1897 & 1910.....	105	107
Gr. Rap. & Ind.—1st, l.g., g'd, 7s, g.	.....	.....
1st M., 7s, l.g., gold, not guar. A&O	†110	113
Ex land grant, 1st 7s, '99.....	100	.....
Gr. B'y W. & St. P.—1st, 6s, 1911. F.&A	82	85
2d, incomes, 1911.....	10	20
Gulf Col. & S. Fe—1st, 7s, 1909 J&J	107½	.....
Hannibal & Nap—1st, 7s, '88. M&N	.....	.....
Han. & St. Jo.—Conv. 8s, 1885. M&S	107	109
Con. 6s, 1911.....M&S	106	107¼
Kans. C. & Cam., 1st, 10s, '92. J&J	†123	125
Housatonic—1st M., 7s, 1885. F&A	.....	.....
Houst. E. & W. Tex.—1st, 7s, 1898.	.....	102½
Houst. & Tex. C.—1st., 7s, guar., '91	.....	103
West. Div., 1st, 7s, g., 1891..I&J	105	.....
Waco & N. W., 1st, 7s, g., 1903. J&J	109½	113
Cons. mort., 8s, 1912.....A&O	120½	123½
Waco & N., 8s, 1915.....	.....	.....
Gen. mort. 6s, 1921 .....A&O	98	100
Hunt. & Br. Top—1st, 7s, '90..A&O	.....	.....
2d mort., 7s, g., 1895.....F&A	115	.....
Cons 3d M. 5s, 1895..... .....A&O	89	90
Ill. Cent.—1st M. Chic. & Spr. '98 J&J	‡113	115
Middle Div. reg. 5s, 1921.....	.....	.....
Sterling, S. F., 5s, g., 1903..A&O	‡105	107
Sterling, gen. M., 6s, g., 1895. A&O	‡113	115
Sterling, 5s, 1905..... .....J&D	‡105	107
Ind. Bl. & W.—1st. pf., 7s, 1900 J&J	.....	.....
1st mort., 4-5-6, 1909 .....A&O	.....	88
2d mort., 4-5-6, 1909. .....A&O	73	74
East. Div., 1st mort.....	.....	.....
do income.....	....	47½

* Price nominal; no late transactions. † The purchaser also pays accrued interest. ‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—Continued.

For Explanations See Notes at Head of First Page of Quotations.

Railroad Bonds.	Bid.	Ask.
Ind. Bloom. & West.—(Contin'd)—		
Income, 1919	.....	.....
In'polis D.& Sp'd—1st,7s,1906 A&O	101⅞	102½
2d mort., 5s, 1911 J&J	.....	.....
2d mort., income, 1906 J&J	.....	60
Trust Co. cert	.....	87
New 1st mort. 6s, funded	.....	.....
Ind'polis & St. L.—1st,7s,1919. Var.	105	115
nd'apolis & Vin.—1st, 7s, 1908. F&A	109	.....
2d mort., 6s, g., guar., 1900. M&N	95	101
Int. & Gt. North.—1st,6s,1919. M&N	105¼	106
Coup. 6s, 1909 M&S	84¾	85
2d mort., income, 8s, 1909	.....	.....
Ionia & Lansing—1st 8s, '89 J&J	110	112
Iowa City & West.—1st,7s,1909 M&S	110	.....
I'a Falls & Sioux C.—1st, 7s, '99 A&O	119½	120
Jefferson—Hawl'y Br. 7s, '87 J&J	.....	.....
1st mort., 7s, 1889 J&J	.....	108
Jeff. Mad. & Ind.—1st, 7s, 1906. A&O	110	115
2d mort., 7s, 1910 J&J	114	116
Junction RR. (Phil.)—1st,6s,'82 J&J	.....	.....
2d mort., 6s, 1900 A&O	.....	115½
K.C.Ft.Scott & G.—1st,7s,1908 J&D	111	111½
Kansas C. Lawr. & So. 1st, 5s. 1909	104¼	104¾
K.C.St.Jos. & C.B.—M. 7s, 1907. J&J	113½	114
Kansas & Nebraska—1st mort	60	70
2d mort	19	25
Kentucky Central—6s, 1911 J&J	.....	.....
Keokuk & Des M.—1st,5s,guar. A&O	101¾	103½
L. Erie & West.—1st, 6s, 1919. F&A	100	102
Income, 7s, 1899	.....	50
Sandusky Div., 6s, 1919 F&A	97	98
do income, 1920	.....	50
Laf. Bl. & Mun., 1st, 6s, 1919. M&N	95½	98
do income, 7s, 1899.	40	.....
Lake Shore & Mich. So.—		
M. So. & N.I., S.F., 1st, 7s, '85. M&N	.....	106½
Cleve. & Tol., 1st M., 7s, '85. J&J	106½	.....
do 2d M., 7s, 1886. A&O	107½	.....
Cl. P. & Ash., new 7s, 1892 A&O	112	.....
Buff. & E., new bds, M., 7s, '98. A&O	119	.....
Buff. & State L., 7s, 1886 J&J	.....	.....
Det. Mon. & Tol., 1st, 7s, 1906	120¼	.....
Jamest. & Frankl. 1st, 7s, '97. J&J	.....	.....
do 2d M., 7s, '94. J&J	.....	.....
Kalamazoo Al. & Gr. R., 1st, 8s. J&J	.....	.....
Kal. & Schoolcraft, 1st, 8s, '87. J&J	.....	.....
Kal. & Wh. Pigeon, 1st, 7s, '90. J&J	100	.....
Dividend bonds, 7s, 1899 A&O	122	126
L. S. & M. S., cons., cp., 1st, 7s. J&J	124½	130
do cons., reg., 1st, 7s, 1900. Q—J	125	.....
do cons., cp., 2d, 7s, 1903. J&D	120	.....
do cons., reg., 2d, 7s, 1903. J&D	120	121
Lawrence—1st mort., 7s, 1895. F&A	.....	.....
Lehigh & Lack.—1st M., 7s, '97. F&A	.....	.....
Lehigh Val.—1st, 6s, coup., '98. J&D	120	.....
1st mort., 6s, reg., 1898 J&D	120	.....
2d mort., 7s, 1910 M&S	133½	.....
Gen. M., s. f., 6s, g., 1923 J&D	.....	120
Delano Ld Co. bds. end., 7s, '92 J&J	.....	.....
L. Miami—Renewal 5s, 1912 M&N	103½	104
L. Rock & Ft. S.—1st, l. gr., 7s '95. J&J	106½	110¼
Little Schuylkill—1st, 7s, '82 A&O	.....	.....
Long Island—1st M., 7s, 1898. M&N	115½	.....
1st consol. 5s, 1931 Q—J	97⅛	97½
2d mort., 7s, 1918	.....	.....
South Side, 1st, 7s, 1887 M&S	103	106
Newtown & Fl., 1st, 7s, 1891	.....	.....
N. Y. & Rockaway, 7s, 1901. A&O	.....	.....
Smithtn & Pt. Jeff., 7s, 1901. M&S	.....	.....
L.I. City & Flushing—1st, 6s, 1911	.....	.....
do Incomes	.....	.....
Lou'v.C.& Lex.—1st,7s,'97 J&J (ex)	114	116
2d mort., 7s, 1907 A&O	106	108
Lou. & Nashv.—Con. 1st, 7s, '98 A&O	115¼	.....
2d mort., 7s, g., 1883 M&N	100	.....
Cecilian Br., 7s, 1907 M&S	105¼	.....
Louisville loan, 6s, '86-'87 A&O	.....	.....
Leb.-Knoxv. 6s, 1931 M&S	.....	.....
Louis. Cin. & Lex., 6s. 1931. M&N	.....	.....
Mem. & O., st., M., 7s, g., 1902 J&D	.....	.....
M. & Clarksv., st'g, 6s, g., 1901 F&A	.....	.....
N. O. & Mobile, 1st 6s, 1930 J&J	.....	91⅜
Pensacola Div., 1st, 6s, 1920. M&S	.....	.....
St. Louis Div., 1st, 6s, 1921. M&S	.....	102
do 2d., 3s. 1980. M&S	.....	.....
Nash. & Dec., 1st 7s, 1900 J&J	115	118
E. H. & N., 1st 6s, 1919 J&D	97	.....
Gen'l mort., 6s, 1930 J&J	91⅜	92
So. & No. Ala., S. F., 6s, 1910 A&O	.....	.....
L'sv. N. A. & Chic.—1st,6s,1910. J&J	101½	102¾
Maine Cent.—Mort. 7s, 1898 J&J	122	124
Exten. bonds, 6s, g., 1900 A&O	110	112
Cons. 7s, 1912 A&O	122	123
Androscog. & Ken., 6s, 1891. F&A	108	110
Leeds & Farm'gt'n, 6s, 1901. J&J	109	111
Portl'd & Ken., 1st, 6s, '83 A&O	100	101
do Cons. M., 6s, '95. A&O	112	114
Man. Beach Imp., lim., 7s, 1909, M&S	.....	99
N.Y. & Man. Beach, 1st 7s, '97. J&J	.....	.....
Marietta & Cin.—1st M., 7s. '91 F&A	130	131
Sterling, 1st M., 7s, g., 1891. F&A	128	131
2d mort., 7s, 1896 M&N	100¾	101
3d mort., 8s, 1890 J&J	54¾	55
Scioto & Hock. Val., 1st, 7s. M&N	101	109
Balt. Short L., 1st, 7s, 1900. J&J	105	.....
Marq'tte Ho. & O.—Mar. & O., 8s, '92	116	118
6s, 1908 M&S	102¾	103
Mass. Central—1st, 6s, 1893	123	.....
Mem. & L. R'ch—1st mort., 8s, 1907.	75	.....
Memphis & Charleston—1st consol.	.....	.....
1st, cons., Tenn. lien, 7s, 1915 J&J	.....	.....
Metrop'n Elev.—1st, 6s, 1908. J&J	95½	98½
2d 6s, 1899 M&N	84⅞	87½
Mexican Central—1st, 7s, 1911	73	.....
Mexican National—1st mort	45½	46
Sut sidy bonds	.....	60
Michigan Central—		
Consol., 7s, 1902 M&N	124⅞	125
Consol. 5s, 1902 M&N	.....	.....
1st M. on Air Line, 8s, 1890. J&J	113	113½
Air Line, 1st M., 8s, guar. M&N	111	113
Equipment bonds, 8s, '83 A&O	.....	.....

Railroad Bonds.	Bid.	Ask.
Michigan Central—(Continued)—		
Gd. Riv. V., 1st 8s, guar., '86. J&J	107¾	108
6s, 1909 M&S	.....	.....
5s, coup., 1931 M&S	100	.....
5s, reg., 1931	.....	101
Kalamazoo&S.H., 1st, 8s, '90. M&N	110	112
J.L.& Sag. 1st, 8s'85, "wh. bds" J&J	105¾	106
J.L.& Sag. North Ext., 8s, '90. M&N	.....	.....
do Cons. M., 8s, '91. M&S	112	115
do 6s, 1891 M&S	.....	.....
Joliet & N. Ind., 1st, 7s (guar. M.C.)	122	125
Michigan & Ohio—1st mort	60	.....
Mil. L.S. & W.—1st M., 6s, 1921. M&N	.....	99⅜
1st, incomes	78	83
Mil. & No.—1st, 6s, 1910 J&D	.....	94
Minn. & St. L.—1st M., 1927 J&D	116½	.....
1st M., Iowa City & W., 1909. J&D	110½	111½
2d mort., 7s, 1891 J&J	100	.....
Southwest. Ext., 1st, 7s, 1910	.....	.....
Pacific Ext., 1st, 6s, 1921	.....	.....
Miss. & Tenn.—1st M., 8s, series "A"	122	123
8s, series "B" J&J	106	110
Mo. K. & T.—Cons. ass., 1904-6. F&A	106¾	107
Consolidated 6s, 1920 J&D	.....	85
1st, 6s, g., 1899. (U. P. S. Br.) J&J	.....	.....
2d mort., income, 1911 A&O	57½	59½
General mortgage	82	87
Booney'e B'ge, 7s, guar, 1906. M&N	....	.....
Han. & C. Mo., 1st 7s, g., '90. M&N	104	.....
Mo. Pac.—1st mort., 6s, gld., '88, F&A	106¾	107¾
Consol. 6s, 1920 M&N	100½	103
2d mort., 7s, 1891 J&J	111	.....
Car. B., 1st mort., 6s, g. '93. A&O	.....	.....
3d mortgage, 7s, 1906 M&N	108¾	109½
Income, 7s, 1892 M&S	.....	.....
Mob. & Ala. Gr. Tr.—1st, 7s, g'ld, '95	.....	.....
Mobile & O.—1st pref. debentures	82	.....
2d pref. debentures	46	.....
3d pref. debentures	35	37
4th pref. debentures	30	33
New mortgage, 6s, 1927	105⅛	.....
Cairo Extension 6s, 1892 J&J	.....	.....
Morg'n's La. & Tex., 1st, 6s, 1920 J&D	100	.....
Morris & Essex—1st, 7s, 1914 M&N	136⅛	141
2d mort, 7s, 1891 F&A	115	.....
Bonds, 7s, 1900 J&J	114	.....
General mort., 7s, 1901 A&O	121	122
Consol. mort., 7s, 1915 J&D	.....	122¾
Nashua & Low.—6s, g., 1893. F&A	111	113
5s, 1900	103	104
Nashv. Ch. & St. L.—1st, 7s, 1913 J&J	113	116
2d mort., 6s, 1901 J&J	.....	.....
1st, Tenn. & Pac., 6s, 1917 J&J	.....	.....
1st, McM. M, W. & A., 6s, 1917. J&J	.....	.....
Nashv. & Decat'r.—1st, 7s, 1900. J&J	.....	.....
Natchez Jack. & Col.—1st, 7s, 1910	.....	.....
Nevada Cen.—1st 6s, 1904 A&O	.....	.....
Newark & N. Y.—1st, 7s, 1887. J&J	105	.....
New'k S'set & S.—1st. 7s, g., '89. M&N	103½	109
Newburg D. & Conn.—Income	15	22½
N'burgh & N.Y.—1st M. 7s, 1888. J&J	102	.....
New Jersey & N. Y.—1st mort	.....	102
N. J. Southern—1st M., new 6s. J&J	93¼	97½
N. O. Pac.—1st, 6s, gold, 1920. J&J	86	86½
N.Y. & Can.—£ M., 6s, g., 1904. M&N	108	110
N.Y.C. & Hud.—M., 7s. cp. 1903. J&J	129½	131
Mort., 7s, reg., 1903 J&J	130	131
Subscription, 6s, 1883 M&N	101	.....
Sterling mort., 6s, g., 1903 J&J	122	124
N. Y. C., premium, 6s, 1883. M&N	101⅛	.....
do 6s, 1887 J&D	106¾	.....
do real est., 6s, 1883. M&N	101	.....
Long Dock mort., 7s, 1893. J&D	115½	.....
N.Y. & N. Eng.—1st M., 7s, 1905 J&J	115⅝	115¾
1st mort., 6s, 1905 J&J	104½	105
N.Y. Pa. & O.—1st inc. ac., 7s, 1905	.....	57
do prior lien, inc. ac., 5-6s, '95	100	105
2d mort. inc	12	19
3d mort. inc	7½	9½
L'sed L. rental tr'st'73, Trus. cer. 7s	20	25
West. ext. certifs, 8s, 1876. J&J	75	85
do do 7s, guar. Erie	75	85
N.Y. Prov. & B'n—Gen. 7s, 1899. J&J	130	.....
N.Y. Susq. & West.—1st mort	70½	72
Debentures	45	.....
N. Y. West Shore & Buffalo.—5s	70⅞	71
North Penn.—1st M., 6s, 1885. J&J	102½	.....
2d mort., 7s, 1896 M&N	119	.....
Gen. mort., 7s, 1903, reg. J&J	124	.....
New loan, 6s, reg., 1905 M&S	100	.....
Norf'k & W.—Gen'l M., 6s, 1931 M&N	100⅜	100⅞
Norf'k & Petersb., 2d, 8s, '93. J&J	115	.....
South Side, Va., 1st, 8s, '84-'90. J&J	109	.....
do 2d M., 6s, '84-'90. J&J	102	.....
do 3d M., 6s, '86-'90. J&J	102	.....
Virginia & Tenn., M., 6s, 1884. J&J	102	.....
Va. & Tenn., 4th M., 8s, 1900. J&J	126	126½
North Carolina—M., 6s	103	107
Northeast., S.C.—1st M., 8s, '99, M&S	122	.....
2d mort., 8s, 1899 M&S	117	.....

Railroad Bonds.	Bid.	Ask.
North'n Cent.—2d mort., 6s, 85. J&J	102	105
3d mort., 6s, 1900 A&O	116	117
Con. mort., 6s, g., coup., 1900. J&J	114	116
6s, g., reg., 1900 A&O	116	117
Mort. bds., 5s, 1926, ser. Ato C. J&J	98	.....
Con. mort., stg. 6s, g., 1904 J&J	113	113½
Northern, N.J.—1st M., 6s, '88. J&J	100	102
Norw'h & Worc'r—1st M., 6s. '97. J&J	.....	.....
North. Pac., P. D'O Div.—6s, M&S	.....	.....
Mo. Div. 6s, 1919 M&N	.....	.....
Gen'l l. g., 1st, 6s. 1921 J&J	102	102¼
Gen'l l. g., 1st, 6s, reg J&J	101¾	.....
Og'd'nsb'g & L. Ch.—1st M. 6s, '98. J&J	100	101
S. F., 8s, 1890 M&S	102	103
Consol., 6s, 1920	86	88
Income, 1920	25	30
Ohio Cent.—1st, mort., 6s, 1920, J&J	91½	92
Incomes, 1920	30½	33
1st Ter'l Trust, 6s, 1920 J&J	.....	93
Mineral Div., inc. 7s, 1921	.....	.....
River Div., 1st	62	63
do income	15	16
Ohio & Miss.—Cons. S. F. 7s, '98. J&J	116	117
Cons. mort., 7s, '98 J&J	116	117
2d mort., 7s, 1911 A&O	121½	.....
1st mort. Springf. Div., 1905 M&N	114¼	.....
Ohio Southern—1st 6s, 1921 J&D	80	82
2d income, 6s, 1921	25	29
Olio & W. Va.—1st, s.f., 7s, 1910 M&N	110	115
Old Colony—6s, 1897 F&A	116½	116¾
6s, 1895 J&D	116	116½
7s, 1895 M&S	123	124
Oreg. & Cal.—1st 6s, 1921 J&J	88½	.....
Oregon Short Line—1st mort	99	100
Osw. & Rome—1st M., 7s, 1915. M&N	121	.....
Panama—Sterl'g M., 7s, g. '97. A&O	117	119
Sinking fund sub., 6s, 1910. M&N	.....	105
Subsidy bonds, Eng. issue, 6s	106	108
Paris & Dec't'r—1st M., 7s, g., '92. J&J	33	37
Penna.—Gen. M., 6s, cp. 1910 Q—J	.....	126
Gen'l mort., 6s, reg., 1919 A&O	.....	126
Cons. mort., 6s, reg., 1905 Q—M	.....	118
do 6s, coup., 1905 J&D	.....	.....
Penn. Co., 6s, reg., 1907 Q—J	.....	107½
do 1st M., 4½s, 1921. J&J	94⅝	95
Penn. & N.Y.—1st. 7s, '96 & 1906. J&D	.....	125
Pensacola & Atlantic—1st m. M&S	75	85
Peoria Dec. & Ev.—1st, 6s, 1920, J&J	100	101
Incomes, 1920	.....	75
Evansville Div., 1st 6s, 1920. M&S	97⅜	.....
do income, 1920	.....	60
Peoria & Pekin Union	95	102
Perkiomen—1st M., 6s, 1887. A&O	100	103
Cons. mort., 6s, 1913, sterling	90	93
Petersburg—Class A	88	88½
Class B	72	73
Phila. & Erie—2d M., 7s, 1888. J&J	112¼	.....
Gen. M., guar., 6s, g., 1920 J&J	117	119
Sunbury & Erie, 1st M., 7s, '97. A&O	.....	.....
Phila. & Reading—2d, 7s, '93. A&O	.....	118½
Debenture, 1893 J&J	.....	.....
Consol. mort., 7s, 1911 J&D	123	.....
Consol. mort., 6s, 1911 J&D	110	.....
Improvement mort., 6s, 1897	104	106
Gen'l mort., 6s, 1908 J&J	.....	93
Convertible, 7s, 1893 J&J	72	72½
Scrip for 6 deferred ½ coupons	97	100
Deferred income	.....	25
Coal & I., guar. M., 7s, '92. M&S	60	.....
Income mort., cons. 7s, '96, J&D	.....	95
Phila. Wil. & Balt.—6s, 1892. A&O	110	112
6s, 1900 A&O	114	115
5s, 1910	103	105
Pittsb. Bradf. & E.—1st, 6s 1911 A&O	.....	78
Pittsb. C. & St. L.—1st, 7s, 1900. F&A	.....	119½
2d mort., 7s, 1913 A&O	.....	.....
Steubenv. & Ind., 1st., 6s, '84. Var.	102	.....
Pittsb. & Con'llsv.—1st M. 7s, '98. J&J	.....	.....
Sterling cons. M., 6s, g., guar. J&J	117½	121
Pittsb. Ft. W. & C.—1st, 7s, 1912 Var	135	137½
2d mort., 7s, 1912 J&J	.....	.....
3d mort., 7s, 1912 A&O	130½	131½
Equipment, 8s, 1884 M&S	104	106
Pittsb. & West.—1st mort	.....	85
Portl'nd & Ogb'g—1st 6s, g., 1900. J&J	101	.....
Vt. div., 1st M., 6s, g., 1891. M&N	20	30
Port Royal & Aug.—1st, 6s, '99. J&J	100	106
Income mort., 6s, 1899 J&J	60	70
Ren. & S'toga—1st 7s, 1921 con. M&N	135	.....
1st, 7s, 1921, reg M&N	.....	.....
Richm'd & Alleghany—1st, 7s, 1920	77	80
2d mort., 6s, 1916	.....	.....
Rich'd & Danv.—Con., 6s, '90. M&N	103½	.....
General mort., 6s, 1915 J&J	95¼	.....
Debenture, 6s	60⅜	60½
Piedmont Br., 8s, 1888 A&O	108	110
Rich. Fred. & Potomac—6s, ext. J&J	102	.....
Mort. 7s, 1881-90 J&J	130	.....
Rich. & Petersb., 8s, '80-'86 A&O	105	.....
New mort., 7s, 1915 M&N	115	120
Richmond York Riv. & Ches., 8s	112	114
Roch. & Pitts., 1st, 6s, 1921 F&A	103	105
do income, 1921	43	46
Rutland—1st M., 6s, 1902 M&N	102	99
Equipment, 2d mort., 5s F&A	64½	65
Rome Wat'n & O.—S.F., 7s, 1891 J&D	105½	.....
2d mort., 7s, 1892 J&J	105	.....
Consol., 1st ex. 5s, 1922 A&O	72½	74¾
Income 7s, 1932	42½	45⅛
St. Joseph & Pacif.—1st mort	65	75
2d mort.	20	30
St. L. Alt. & T. H.—1st M., 7s, '94. J&J	113½	111⅝
2d mort., pref., 7s, 1894 F&A	110	.....
2d income, 7s, 1894 M&N	109	105
Div. bonds, 1894	61	65
Belley. & S. Ill., 1st, S.F. 8s, '96. A&O	.....	.....
St. Louis & I. Mt.—1st, 7s, '92, F&A	116	.....
2d mort., 7s, g., 1897 M&N	104½	.....
1st 7s, inc., pf. int. accumulative	100	.....
2d 6s, inc., int. accumulative	74	.....
Ark. Br. l. gr., M., 7s, g., '95. J&D	106	.....
Cairo Ark. & T., 1st, 7s, g., '97. J&D	104½	105½
Cairo & Ful., 1st, l. g., 7s, g., '91. J&J	.....	108

* Price nominal; no late transactions. † The purchaser also pays accrued interest. ‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.	Bid.	Ask.
St. L. & Iron Mt —(Continued)—		
Gen. con. r'y & l. g., 5s, 1931 A&O	74⅞	75
St. L. & San F.—2d M., class A, '06 M&N	95	99
2d M., class B, 1906 M&N	92	92½
do class C, 1906 M&N	92¼	.....
South Pacific.—1st M. 1888 J&J	102½	.....
Pierre C. & O. 1st, 6s F&A	.....	.....
Equipment 7s, 1895 J&D	.....	.....
St. L. Vand. & T. H.—1st M., 7s, '97 J&J	.....	.....
2d mort., 7s, 1898 M&N	.....	.....
2d, 7s, guar., '98 M&N	110	.....
St. P. & Duluth —1st, 5s, 1931 F&A	.....	.....
St. P. Minn. & Man.—1st 7s, 1909 J&J	106	.....
2d 6s, 1909 A&O	.....	108½
Dak. Ext., 6s, 1910 M&N	106⅜	106½
Minn's Un. 1st, 6s, 1922 J&J	104	110
Sandusky Mansf. & N.—1st, 7s, 1902	112	115
Savannah Florida & West.—		
At. & Gulf, cons. 7s, 1897 J&J	†	.....
1st mortgage, 7s J&J	103	.....
S. Ga. & Fla., 1st M. 7s, 1899 M&N	110	115
Scioto Val.—1st M., 7s, sink'g fund	†97½	100
2d mort.	†80	95
Consol. 7s, 1910 J&J	92	100
Selma Rome & Dalton—1st mort.	.....	4
2d mort	¼	1
Incomes	¼	¾
Sioux C. & Pac., 1st M., 6s, '98 J&J	.....	.....
So. Carolina—1st M., 6s, 1920 A&O	101½	102
2d mort., 6s, 1931 J&J	.....	91
Bonds, 7s, non-mort. A&O	.....	.....
Income 7s, 1931	57	59
So. Cen. (N.Y.)—1st mort., 5s	85	.....
So. Pac. Cal.—1st., 6s, g., 1905-6 J&J	102⅞	103¼
Southwestern (Ga.)—Conv., 7s, 1886	.....	.....
Summit Br.—1st, 7s, 1903 J&J	.....	.....
Sunb. Haz. & W-B.—1st, 5s, 1928 M&N	87	.....
2d mort., 6s, 1938 M&N	20	30
Susp. B. & Erie June.—1st M., 7s	105	108
Syr. Bing. & N. Y.—consol. 7s, '06 A&O	123	127
Tex. Cent.—1st, sk. fd., 7s, 1909 M&N	103½	107
1st mort., 7s, 1911 M&N	103½	107
Texas & Pac.—1st, 6s, g. 1905 M&S	100	.....
Consol. mort., 6s, gold, 1905 J&D	91	.....
Inc. and land gr., reg., 1915 July	57½	57¾
1st (Rio Gr. Div.), 6s, 1930 F&A	83⅜	85⅞
Texas & St. Louis—1st, 6s, 1910 J&D	.....	.....
Land grant. incomes, 1920	15	.....
Mo. & Ark. Div., 1st, 6s	65	70½
Tol. Cin. & St. Louis—1st mort.	40	.....
Income	10	12
Tol. Del's & B.—1st main, 6s, 1910	56	.....
do 1st Dayton div., 6s, 1910	.....	.....
do 1st Ter'l trust, 6s. 1910	.....	.....
Income, 6s, 1910, main line	.....	20
Dayton Div. inc., 6s, 1910	.....	.....
Tonawanda Val. & C.—1st, 6s, 1931	.....	100
United Co's N.J.—Cons., 6s, '94. A&O	.....	.....
Sterling mort., 6s, 1894 M&S	†112	114
do 6s, 1901 M&S	†120	122
Cam. & Amb., mort., 6s, '89. M&N	112½	113
Union Pac.—1st, 6s, g., 1896-'99 J&J	113¾	.....
Land Grant, 7s, 1887-9 A&O	110	.....
Sink. F., 8s, 1893 M&S	117½	118½
Om. Bridge, sterl. 8s, g., '96. A&O	†118	122
Reg. 8s, 1893 M&S	.....	.....
Collateral trust, 6s, 1908 J&J	.....	103⅜
Colorado Cent., 1st, 8s, g., '90. J&D	.....	.....
Denver Pac., 1st M., 7s, g., '99. M&N	.....	.....
Kans. Pac., 1st, 6s, 1895 F&A	110	.....
do 1st M., 6s, 1896 J&D	108	109
do 1st R. & L. G. D'd, '99. M&N	.....	.....
do Inc., No. 11, 7s, 1916. M&S	.....	.....
do Inc., No. 16. 7s, 1916. M&S	.....	.....
do Denv. Div., 6s	106⅜	.....
do 1st cons. M., 6s, 1919 M&N	100½	.....
Atch. Col. & Pac., 1st, 6s, 1905 Q.—F	.....	93
Atch. J. Co. & W. 1st, 6s, 1905. Q.—F	.....	93
Utah Cen.—1st M., 6s, g., 1890. J&J	90	.....
Utah So.—Gen. M. 7s, 1909 J&J	105	.....
Extension, 1st, 7s, 1909 J&J	100	.....
Utica & B'k R.—Mort., 7s, '91. J&J	107	.....
Valley, of Ohio—1st mort	100	108
Vermt & Can.—M., 6s	56	57
Mississquoi, 7s, 1891 J&J	.....	.....
Vermont Cen.—1st M., 7s, '86. M&N	9	11
2d mort., 7s, 1891 J&D	3	5
Income extension 8s M&N	56	57
Stanstead S. & C., 7s, 1887 J&J	56	57
Vermt & Mass.—1st M., 6s, '83. J&J	100⅜	100½
Conv. 7s, 1885 J&J	.....	.....
Vicksb. & Mer.—New 1st mort.	93½	95½
2d mort	55	63½
3d mort., income	29	32½
Virginia Midland—1st series, 6s	108	114
2d series, 6s	107½	108½
3d series, 5-6s	92⅓	94
4th series, 3-4-5s	52	60
5th series, 5s	93	94
Incomes, cumulative	.....	55
Wabash—1st M., ext., 7s, '90, ex. F&A	107½	.....
Mort., 7s, 1909 A&O	85	.....
2d mort., 7s, ext. 1893, ex. M&N	.....	99⅝
Equipment 7s, 1883 M&N	80	.....
General mort., 6s, 1920 J&J	79½	80
Chic. Div., 5s, 1910	78½	80½
Havana Div., 6s, 1910 J&J	.....	90
Tol. P. & West., 1st 7s, 1917	101	.....
do 1st pref. inc., conv.	.....	.....
do 2d pref. inc.	.....	.....
Iowa Div., 6s, 1921 M&S	.....	91
Indiana p. Div., 6s, 1921 J&D	.....	.....
Detroit Div., 6s, 1921 J&J	.....	.....
Quincy Mo. & P., 1st, 6s, guar. 1900	.....	.....
Camp Div., 5s, 1931 J&J	.....	.....
Cons. mort., 7s, 1907, con., ex Q—F	.....	98
1st ext. L. Div., 7s, 1889, ex. F&A	102¾	.....
Gt. West., Ill., 1st, 7s, '88, ex. F&A	107½	.....
do 2d, 7s, '95, ex. M&N	98¾	100
Quincy & Tol., 1st, 7s, '90, ex. M&N	.....	.....
Ill. & S. Ia., 1st, 7s, '82, ex. F&A	.....	.....
St. L. K. C. & N. (r. est. & R.), 7s. M&S	108	110
do Om. Div., 1st 7s, 1919. A&O	103½	.....

RAILROAD STOCKS.	Bid.	Ask.
Wabash—(Continued)—		
St. L. K. C. & N. Cl. Br., 6s, 1919. F&A	.....	100
do No. Mo., 1st, 1895 J&J	117½	.....
do St. Cha's Bridge 6s, 1908	.....	94
Wab. Fund, 1907 - Var. 7s. F&A	.....	.....
do Various 6s F&A	.....	.....
Warren (N.J.)—2d M., 7s, 1900	.....	.....
W. Jersey & At. 1st M., 6s 1910 M&S	.....	109
W. Jersey—Debent. 6s, 1883 M&S	.....	.....
1st mort., 6s, 1896 J&J	.....	.....
1st mort., 7s, 1899 A&O	121	.....
Consol. mort., 7s, 1909 A&O	.....	.....
West'n Ala.—1st M., 8s, '88 A&O	109	112
2d mort., 8s, guar., '90 A&O	109	.....
West. Md.—End., 1st, 6s, 90 J&J	115	120
1st mort., 6s, 1890 J&J	108	111
End., 2d mort., 6s, 1890 J&J	115	120
2d mort., pref., 6s, 1895 J&J	107	110
2d, end. Wash. Co., 6s, 1890 J&J	113	120
3d, end., 6s, 1900 J&J	117	130
West'n Penn.—1st M., 6s, '93 A&O	107	.....
Pitts. Br., 1st M., 6s, '96 J&J	111	.....
Wheeling & L. Erie—1st, 6s, g., 1919	.....	.....
Wilm. Columbia & Augusta, 6s	107	109
Wil. & Weldon—S. F., 7s, g., '96 J&J	116	120
Winona & St. Pet.—1st M., 7s, '87 J&J	105⅜	.....
2d mort., 7s, 1907 M&N	.....	110
Wis. Cent.—1st, 7s, coups. unfund.	.....	.....
1st series, new	†79	80
2d series, new	42	42½
Wis. Valley—1st, 7s, 1909 J&J	†112¼	112¾
Wore'r & Nashua—5s, '93-'95 Var.	†100	100½
Nash. & Roch., guar., 5s, '94. A&O	†	.....
RAILROAD STOCKS. Par		
Ala. Gt. South.—Lim., A., 6s, pref.	.....	.....
Lim., B, com.	‡1½	5
Ala. N. O. & Pac., &c., pref.	‡5	6
do do def.	‡1½	2
Albany & Susqueh., Guar., 7 100	125	129½
Allegany Central 100	.....	.....
Allegheny Valley 50	.....	.....
Atchison Col. & Pacific	.....	20
Atchison Topeka & Santa Fe 100	85½	85¾
Atlanta & Charlotte Air Line	61½	62
Augusta & Savannah, leased 100	.....	.....
Baltimore & Ohio 100	199	210
do Pref., 6 100	125	130
Balt. & Ohio, 2d. pref.	120	128
Washington Branch 100	200	.....
Parkersburg Branch 100	8	10
Boston & Albany 100	173½	174
Bost. Clint. Fitchb. & New Bed. 100	.....	.....
do do Pref 100	.....	.....
Bost. Con. & Montreal 100	.....	.....
do Pref., 6 100	110	111
Boston Hartford & Erie new	⅞	1
do do old	½	⅞
Boston & Lowell 500	102	102½
Boston & Maine 100	149	149½
Boston & New York Air L.	.....	.....
do do pref.	79	79
Boston & Providence 100	160½	161
Boston Revere Beach & Lynn. 100	x115	118
Brooklyn Elevated, assessm't paid.	4	.....
Brooklyn & Montauk 100	25	.....
do Pref. 100	64	.....
Buff. N. Y. & Erie, leased 100	100	.....
Buffalo N. Y. & Philadelphia	25	28
do do pref.	44	50
Buffalo Pittsburg & Western 50	§18⅛	18⅜
do Pref.	§	.....
Buffalo & Southwest. 100	.....	.....
do Pref. 100	.....	.....
Burlington C. Rapids & North. 100	81	83½
Cairo & St. Louis	21	26
Cairo & Vincennes, pref.	.....	.....
California Pacific	4	10
Camden & Atlantic 50	.....	.....
do Pref. 50	§.....	51
Canada Southern 100	67½	67⅞
Catawissa 50	§.....	24
do 1st pref. 50	§54	55
do 2d pref. 50	§52½	53½
Cedar Falls & Minnesota 100	15	18
Cedar Rapids & Mo. and Ia. Ld. 100	140	143
do Pref., 7 100	.....	.....
Central of Georgia 100	100	103
Central Iowa 100	28	28
do 1st pref. 100	45	52
do 2d pref. 100	30	40
Central of New Jersey 100	69¾	70
Central Ohio 50	49	52
do Pref. 50	50	53
Central Pacific 100	86½	86¾
Charlotte Col. & Aug. 100	34	36
Chesapeake & Ohio, common 100	22	24
do 1st pref. 100	32¼	33
do 2d pref. 100	23½	25
Cheshire, pref. 100	x61	62
Chicago & Alton 100	134	135
do Pref., 7. 100	135	.....
Chicago & Atlantic	18	.....
Chicago Burlington & Quincy 100	123	124
Chicago & Canada Southern	2	5½
Chicago & East Illinois	80	90
Chicago Iowa & Nebraska 100	x140	143
Chicago Milwaukee & St. Paul. 100	105½	105¾
do Pref., 7. 100	120¾	121
Chicago & North Western 100	131¾	135
do Pref., 7. 100	149½	150
Chicago Rock Island & Pac. 100	125½	126½
Chic. St. L. & N. O. 100	.....	79
Chic. St. P. Minn. & Om., com. 100	52⅝	52⅞
do pref. 100	110¾	111
Chicago & West Michigan 100	59	60
Cin. Hamilton & Dayton 100	85	90
Cin. Indianap. St. Louis & Chic. 100	90	92
Cincinnati & Milford	102	105
Cincinnati N. O. & Tex. Pac. 100	85	90
Cin. Sandusky & Cleveland 50	§21½	25
do Pref., 6. 50	§.....	.....
Clev. Col. Cin. & Indianapolis 100	81	.....
Clev. & Pittsburgh, guar., 7 50	139¼	139¾

RAILROAD STOCKS.	Bid.	Ask.
Col. Chic. & Indiana Central 100	3¾	4½
Columbus & Xenia, guar., 8 50	150	.....
Col. Hock. Val. & Tol. 100	60½	.....
Columbia & Greenville 100	.....	.....
do Pref. 100	24	35
Concord 50	§x91¾	102
Concord & Portsmouth, guar., 7 100	113	120
Connecticut & Passumpsic 100	91	92
Connecticut River 100	x161	163
Connotton Valley 50	43	.....
Danbury & Norwalk 50	.....	.....
Dayton & Michigan, guar., 3½ 50	57½	60
do Pref., guar., 8. 50	111	142
Delaware & Bound Brook 100	§125	.....
Delaware Lack. & Western 50	128¼	128½
Denver & New Orleans	.....	55
Denver & Rio Grande 100	42⅜	43
Denver & Rio Grande Western	18	.....
Des Moines & Fort Dodge	.....	20
do do Pref.	20	.....
Det. Lansing & Northern, com 100	78	80
do do Pref. 100	112⅜	113
Dubuque & Sioux City 100	88½	90
East Tennessee Virginia & Ga. 100	10	10¼
do do Pref.	18	18¼
Eastern (Mass.) 100	33	33½
Eastern in N. H. 100	88⅜	89
Eel River 100	64	66
Elmira & Williamsport, 5 50	§40	.....
do Pref., 7. 50	§58	.....
Erie & Pittsburg, guar., 7 50	93	104
Evansville & Terre Haute 50	.....	.....
Fitchburg 100	125½	126
Flint & Pere Marquette	21	23½
do do Pref.	99½	99¾
Fort Wayne & Jackson	7	20
do do Pref.	85	.....
Fort Worth & Denver C. 100	30⅝	30⅝
Georgia Central	.....	103
Georgia Railroad & Bank'g Co. 100	145	155
Grand Rapids & Indiana	8	15
Grand River Valley, guar., 5 100	70	.....
Green Bay Winona & St. Paul 100	6¼	6¾
do Pref. 100	.....	.....
Hannibal & St. Joseph 100	.....	50
do Pref., 7. 100	73	.....
Harrisburg P. Mt. J. & L., guar. 7.50	.....	.....
Houston & Texas Central 100	74	79
Huntingdon & Broad Top 50	§ 13	.....
do do Pref. 50	§ 30	.....
Illinois Central 100	143	143½
Indiana Bloomington & West'n 100	31⅜	32⅜
Indian. Decatur & Sp., com.	2	4
do do Pref. 100	.....	.....
Iowa Falls & Sioux City 100	88½	89
Jeff'v. Mad. & Ind'p's, leased 100	.....	90
Joliet & Chicago, guar., 7 100	130	.....
Kansas City Ft. Scott & Gulf 100	82	84
do do pref. 100	119	120
Kentucky Central 100	.....	.....
Keokuk & Des Moines 100	.....	.....
do Pref. 100	.....	.....
Lake Erie & Western 100	31½	31⅝
Lake Shore & Mich. So. 100	112½	112¾
Lehigh Valley 50	§63	63¼
Lehigh & Wilkesbarre	7½	20
Little Rock & Fort Smith 100	35	43
Little Miami, leased, 8 guar. 50	144	.....
Little Schuylkill, leased, 7 50	§ 58½	60
Long Island 50	58½	59½
Louisiana & Mo. Riv., Com. 100	.....	.....
do Pref., guar.	.....	.....
Louisville & Nashville 100	53⅛	53⅜
Louisville New Albany & Chic. 100	60	66
Macon & Augusta	.....	.....
Maine Central 100	68	72
Manchester & Lawrence 100	161	163
Manhattan Beach Co. 100	18	19
Manhattan Railway 100	44	47
do 1st pref.	83	86
do common	44	47
Marietta & Cincinnati, 1st pref. 50	.....	.....
do 2d pref. 50	.....	.....
Marq. Houghton & Ont. 100	71⅜	72
do pref. 100	118	120
Massachusetts Central	2	5
Memphis & Charleston 25	10	12
Metropolitan Elevated 100	81	84
Mexican Central 100	20	22
Mexican National	7	7¼
do pref.	.....	26
Michigan Central 100	98	98¼
Michigan & Ohio	5	.....
do Pref.	14½	.....
Midland of New Jersey	15	25
Mil. Lake Shore & West. 100	17	18
do do Pref. 100	48	50
Mine Hill & S. Haven, leased 50	§ 61	.....
Minneapolis & St. Louis 100	23½	28
do do Pref. 100	62	64
Missouri Kansas & Texas 100	32⅛	32⅜
Missouri Pacific 100	101⅞	102
Mobile & Ohio RR. 100	17	18
Morris & Essex, guar., 7 50	122½	124
Nashville, Chat. & St. Louis 25	59⅛	59½
Nashua & Lowell 100	148	152
Nashua & Rochester, guar., 3 100	56	.....
Newburg Dutchess & Conn.	½	3
do do Pref.	1½	.....
New Jersey & New York	2	2½
do pref.	15	.....
New Jersey Southern	½	1
New London No., leased, 8 100	.....	.....
N. O. Mobile & Texas 100	.....	.....
N. Y. Central & Hudson River 100	126⅜	126⅞
N. Y. Chicago & St. Louis, com 100	14⅜	15
do do Pref 100	33½	33¾
N. Y. Elevated 100	96	105
New York & Harlem 50	196	.....
do Pref. 50	.....	.....
N. Y. Lack. & West., guar. 5 100	82⅝	83
N. Y. L. Erie & West 100	39¾	39⅞
do Pref. 100	82	.....

* Prices nominal; no late transactions. † Purchaser also pays accrued interest. ‡ In London. § Quotation per share.

GENERAL QUOTATIONS OF STOCKS AND BONDS—Continued.

For Explanations See Notes at Head of First Page of Quotations.

Canal Bonds.	Bid.	Ask.
RR. STOCKS. (Continued.)		
N.Y. & N.England.100	48½	49
N.Y.N. H.& Hartf.100	170	175
N.Y. Ont. & West..100	25¾	26½
do Pref.	78	90
N. Y. Penn. & Ohio ...	1¾	.....
do Pref.	1¼	2½
N.Y. Prov. & Bost.100	148	152
N.Y. Susq. & Western.	.....	12
do Pref.	16	20
N.Y. West Shore & B.	28	31
Norf.& West,, com.100	15	20
do pref.100	47½	48
No. Pennsylvania..50	.....	63¾
Northern Central...50	51	55½
North'n N. Hamp.100	109	109¼
North'n Pac., com.100	48	.....
do Pref.100	85¼	85⅜
Norw.& Worcester.100	x155	157
Ogd. & L. Champ.100	15	25
Ohio Central.... ..100	13	13¼
Ohio & Miss.....100	32½	33
Ohio Southern.....100	12	12
Old Colony.....100	134½	134¾
Oregon & Calif....100	.....	.....
do Pref...100	.....	.....
Oregon Short L'ne....	.....	.....
Oregon Trans-Cont....	84	84¼
Oswego & Syr., guar..	140	148
Panama 100	.....	.....
Paris & Decatur.....	.....	5
Pennsylvania RR..50	§ 59⅜	60
Pensacola & Atlantic..	28	36
Peoria Dec. & Ev..100	25½	26
Phila. & Erie 50	§	19½
Phila. & Reading...50	54⅜	54⅝
do Pref. ...50	§	.....
Phila. & Tren., 10, 100	184	.....
Phila. Wilm.& Balt.50	.....	.....
Pitts. Cin. & St. L..50	.....	10
Pitts. & Con., l'sed.50	.....	.....
do Pref....	.....	.....
Pitts.Ft.W.& C.,guar.7	135	135½
do Special,7.100	.....	.....
Pittsburg & Western..	20	21
Port.Saco &Ports,lsd 6	x111	112
Port Royal & Augusta	2	.....
Ports. Gt.F.& Con.10c	20	22
Prov. & Worc'ster.100	x125	127
Rens. & Saratoga..100	140	144
Rich. & Alleg., stock..	14	16
Richmond & Danv.100	53	57
Rich. F. & P., com.100	.....	70
do Guar. 7.100	126	130
do do 6.....	110	.....
Richmond & P'b'g.100	60	66
Rich. & West Point....	23	26
Richmond York R.& C.	65	75
Rochester & Pitts.100	20¾	21
Rome W. & Ogd....100	.....	.....
Rutland 100	2¾	6
do Pref., 7..100	19	22
St. Joseph & Western.	10	12
St.LouisAlt.& T.H.100	48½	49½
do Pref.100	89	91
Bellev.&S.Ill.,pf.100	.....	.....
St. L. Jack. & Chic.100	130	.....
St. Louis & San Fr.100	52½	.....
do Pref....100	52	53
do 1st pref.100	98	100
St. L. Van. & T. H.....	.....	.....
St. Paul & Duluth.100	37	39½
do Pref.100	96	97½
St. P.Minn. & Man.100	141	.....
Scioto Valley.....	8	14
Seab'd & Roanoke100	100	.....
do Guar..100	103	.....
South Carolina.....	.....	.....
So. & No. Alabama....	.....	.....
S'west., Ga., g'd, 7.100	.....	.....
Syr. Bing. & N. Y.100	.....	.....
Summit Branch,Pa.50	7½	8
Terre H. & Ind'nap.50	.....	.....
Texas & Pacific ...100	38¾	39
Texas & St. Louis	10	12
Tol. Can. So. & Det....	5	21
Tol. Cin. & St. Louis..	8½	11½
Tol. Delph. & Bur.100	.....	.....
U. N.J. RR &C. Co.100	§188	189
Union Pacific..... .100	103¾	103⅞
Utah Central.....100	90	.....
Vt. & Can., leased.100	18	20
Vt.& Mass.,l'sed,6.100	131	131½
Virginia Midland, com.	.....	.....
Vicksb. & Meridian ...	3	8
do pref....	8	.....
Wab. St. L. & Pac.100	35	35¼
do Pref.100	54⅜	54½
Warr'n(N.J.),l'sed,7.50	.....	.....
Westch. & Phila.,pf.50	.....	.....
West Jersey.....50	§.....	50
West Jersey & Atlantic	§.....	.....
Western Maryland....	15	16
Wil. Columbia & Aug..	92	95
Wil.&Weld.,led., 7.100	102	.....
Wisconsin Central	16	18
do Pref.	27½	.....
Worc'ter&Nashua.10c	x56	58
CANAL BONDS.		
Chesap. & Delaware—		
1st mort., 6s, '86 J&J	.....	89
Ches.&O.—6s, '70.Q.-J	30	35
Del. Div.—6s, '98. J&J	.....	100
Del. & H.—7s, '91 J.&J	.....	113
1st ext., 1891..M&N	.....	.....
7s, 1884.....J&.	103½	104
Coup. 7s. 1894. A&O	115	116
Reg. 7s, 1894 ..A&O	114	.....
1st Pa.D.cp.,7s,M&S	.....	127
Lel..N.—6s, rg., '84 Q-J	101	.....
RR. 6s, reg., '97,Q-J	115	.....
Conv 6s c rg '91 M&S	107	.....

Miscellaneous.	Bid.	Ask
Lehigh Nav. (Cont'd)—		
6s,g.,cp.&rg.,'97J&D	.....	110
Cons.M.,1911 7s,J&D	115	.....
Morris—Boat loan, '85	.....	.....
New mort.....	.....	.....
Penn.—6s, coup., 1910	83	.....
Schuylkill Nav.—		
1st M., 6s, 1897.Q-M	.....	107
2d M., 6s, 1907..J&J	88	.....
Mort. 6s, cp., '95 J&J	.....	.....
6s, imp.,cp., '80 M&N	80	.....
6s,bt&car,1913M&N	65	.....
7s,bt&car,1915M&N	65	.....
Susq.—6s,cp.,1918J&J	.....	60
7s, coup., 1902..J&J	.....	.....
Union—1st 6s.'83M&N	.....	.....
CANAL STOCKS.		
Cal. & Chi.Can.& Dock	30	38
do pref.	75	85
Del. & Hudson....100	108½	109
Del. Div. leased, 8..50	.....	.....
Lehigh Navigation..50	§38⅝	38⅞
Morris, guar., 4.....100	§72	.....
do pf., guar.10..100	§	.....
Pennsylvania.....50	§.....	.....
Schuylkill Nav.....50	.....	.....
do do pref.50	§11½	12¼
Susquehanna.....50	.....	.....
MISC'LLANEOUS BONDS.		
Balt. Gas Light 6s....	100	103½
Canton(Balt.)—£6s,g.,	107	110
Mort. 6s,g.,1904 J&J	107	110
Un. RR.,1st, end.,6s.	113	120
do 2d,end. 6s,g.M&N	103	.....
Col.Coal& Iron—1st,6s	80	80
Cov. & Cinn. Br., 6s...	103	.....
Gold & Stock Tel.....	100	102
Iron Steamboat, 1st...	.....	.....
Mariposa—7s, '86	.....	.....
Mutual Union Tel. 6s.	73¼	74½
Northw. Tel.—7s, 1904	.....	.....
Oreg.R.& N.1st,6s,J&J	105	106½
Pullm'n Palace Car—		
3d series, 8s,'87F&A	†107	109
4th do 8s,'92F&A	†113½	114
Deb'nt're,7s,'88A&O	†104	104½
Stlg, 7s,g..1885 A&O	.....	.....
St. L. Bridge & Tun—		
1st, 7s, g..1929.A&O	‡121	123
Sp. Val. W.W.—1st, 6s.	110	.....
Sterling Iron & Ry.—		
Series B., inc., 1894.	.....	.....
Plain income 6s, '96.	.....	37
Western Union Tel.—		
7s, r.& c., 1900.M&N	115½	.....
Steri'g 6s, 1900.M&S	.....	.....
MISC'LLANEOUS STOCKS.		
Amer. Elec. & Ill. Co.	.....	.....
Aspinwall Land....10	4	5
Boston Land.....10	6	6⅛
Boston Water Power..	2⅝	2⅞
Brookline (Mass.)L'd5	2½	2¾
Brush Illuminat'g Co.	80	.....
Canton Co. (Balt.).100	.....	60
Cov. & Cin. Bridge, pf.	180	200
Edison Electric Illum.	25	75
Edison Electric Light.	350	400
Fuller Electric Light .	35	.....
do Pref.	70	.....
Iron Steamboat Co....	.....	.....
Keeley Motor.....	6⅛	8
Maverick Land.... 10	1¾	2
N.E.Mtg.Secur.(Bost.)	.....	.....
N. Hampshire Land 25	1¼	1¾
N.Y.& Tex.Ld.,Lim. 50	50	.....
Land scrip	.....	37
Oregon Ry.&N.Co.100	138½	138½
Pacific Mail 88. Co.100	41½	42½
Pullm'n Palace Car100	120	122
St.Louis B'dge,1st pref	92	96
2d pref. certificates.	40	44
St. Louis Tunnel RR..	101	105
St. Louis Transfer Co.	.....	.....
Stand. Water Meter...	1	1
Sutro Tunnel.....10	§§	.....
U. S. Electric Light...	117	170
Union RR. St'k Yards.	170	.....
EXPRESS ST'CKS		
Adams.....100	130	134
American.....100	91	92
United States.....100	60	66
Wells, Fargo & Co.100	124	130
TELEGRAPH STOCKS.		
American District.100	.....	.....
American Dist.(Phila.)	.....	.....
Amer. Tel. & Cable....	67	67
Atlantic & Pacific..25	x50	53
Cent. & So. Am. Cable.	106	110
Franklin.....100	28	.....
Gold & Stock 25	x95	99
Internation'l Co'n.100	x95	98
Mexican 100	155	175
Mutual Union.....100	21½	24
Northwestern 50	.....	.....
Southern & Atlantic 25	73	80
Western Union....100	81½	81¾
TRUST CO 'S STOCKS.		
Am. Loan & Trust.100	103	.....
Brooklyn Trust.....25	195	.....
Central 100	x225	.....
Equitable.....100	.....	.....
Farmers' Loan & Tr.25	395	.....
Mercantile.....100	x140	151
Metropolitan.....100	120	125
N. Y. Guar. & Ind..100	.....	.....
N. Y. Life & Trust.100	410	.....
Union.....100	x290	.....
United States.....100	x125	.....

Miscellaneous.	Bid.	Ask.
SUBSCRIPTIONS, RIGHTS, &c.		
Atl. & Pac.,blks.35 p.c	101	.....
Bu.N.Y.&P.,subs.60p.c	.....	.....
C.H.& D.,pool cert.,gu.	99	100
Den.& R.G.W.,subs.,ex	.....	.....
Mex. C. blks.,No.2. 85%	.....	.....
Mich. & Ohio, subs 45%	.....	96¼
N.Y.W.S.&B.,subs..80%	.....	.....
Ohio C. ex bd. & stock.	.....	.....
Oregon R'y & N.,rights	8½	10½
Ont. & West., subs 65%	70¾	71
Ore. Short L. subs.,70%	105	.....
$10,000 blks, ex bds	55	.....
Or.& Trans.,subs.100	89½	90
do 60%	.....	91
Rich. & Al.,subs., 100%	.....	.....
Rich. & D., ex subs.70%	.....	67½
Deben., subs. $2.250	.....	.....
Roch. & Pittsb., subs..	.....	.....
St. Paul rights	.....	.....
Tex.&St. Louis,sub.90%	.....	.....
IMPROVEM'T & CONSTR'N COS.		
Am.R'y Imp.,ex b.&stk	5	.....
Cent. N. J. Land Imp.	.....	.....
Continental Cons., 85%	45	52
Cent.R'y Constructo.70%	.....	.....
Hud.Riv.Contract..40%	.....	.....
Internat.Imp. Ex., 80%	42	50
N. Y. Loan & Imp'mnt	.....	.....
N. Y. & Scranton Cons.	15	.....
North River Cons., 80%	100	102
Oregon Improvement..	83	86
do 1st M. bonds	92	93
Oriental Cons.....	.....	.....
Tex.& Col.Imp.,60 p.c.	90	98
GAS STOCKS.		
Balt. Consol. Gas.....	42	42¼
Boston Gaslight....500	795	800
East Boston 25	30	31
South Boston. 100	111¾	112
Brookline, Mass... 100	x100	101
Cambridge, Mass..100	140	141
Chelsea, Mass 100	89	89½
Dorchester, Mass..100	98	98½
Jamaica Pl'n.Mass100	122	122½
Lawrence, Mass....100	126	126½
Lowell.....100	157½	162
Lynn, Mass., G. L..100	80	80½
Mald. & Melrose...100	96	96½
Newton & Wat'n ...100	122	125
Salem, Mass.....100	92	94
Fall River.....100	.....	.....
Brooklyn, L. I.....25	107	110
Citizens', Brooklyn.20	70	73
Metropolitan, B'klyn.	75	80
Nassau, Brooklyn ..25	50	55
People's, Brooklyn.10	45	50
Williamsb'g, B'klyn 50	50	55
Charlest'n,S.C.,Gas.25	.....	17½
Chicago G.& Coke.100	162	165
Cincinnati G. & Coke .	187½	190
Hartford, Ct., G. L..25	....	....
Jersey C.& Hob'k'n 20	150	160
People's, Jersey C.....	.....	80
Louisville G. L.....	.....	.....
Central of N. Y.....50	75	85
Harlem, N. Y.....50	90	95
Manhattan, N. Y... 50	210	215
Metropolitan, N.Y.100	180	186
Municipal.....100	169	172½
Mutual of N. Y.....100	105	108
New York, N.Y....100	112	114
N. Orleans G. L....100	66½	67
N. Liberties, Phila..25	§.....	.....
Washington, Phila..20	§.....	.....
Portland, Me., G. L.50	60	62
St. Louis G. L.....50	§310	315
Laclede, St. Louis.100	§117½	118½
Carondelet,St. Louis 50	§17	20
San Francisco G. L....	56½	57
Wash'ton City G. L.20	40½	.....
Georgetown G. L...25	35	.....
MANUFACT'ING STOCKS.		
Am. Linen (Fall Riv.)	.....	.....
Amory (N. H.).....100	121	123
Amoskeag (N.H.) 1000	2150	2175
Androscog'n (Me.).100	x127	130
Appleton (Mass.)....100	1175	1195
Atlantic (Mass.)....100	x145	150
Barnaby (Fall Riv.)....	.....	.....
Barnard Mfg. (F. R.)...	.....	.....
Bates (Me.) 100	x195	200
Boott Cot. (Mass.)1000	2000	2025
Border City Mfg. (F.R.)	.....	.....
Boston Co.(Mass.)1000	1115	1125
Boston Belting....100	157	159
Bost. Duck (Mass.)700	.....	.....
Chace (Fall Riv.) .100	.....	.....
Chicopee (Mass.) ..100	x180	185
Cocheco (N.H.).....500	690	700
Collins Co. (Conn.)..10	11¾	12¼
Continental (Me.). 100	84	86
Cres't Mills (F. R.) 100	.....	.....
Crystal Spr. Bl.(F.R.).	.....	.....
Davol Mills (F. R.) 100	.....	.....
Dougl's Axe (Mass)100	x118	122
Dwight (Mass.). ...500	x700	725
Everett (Mass.)....100	130	133
Fall Riv. Iron W. ..100	.....	.....
F. R. Machine Co..100	.....	.....
F. R. Merino Co....100	.....	.....
Flint Mills (F. R.) 100	.....	.....
Franklin (Me.).... 100	x113	115
Gl'be Y.Mills(F.R.)100	.....	.....
Granite (F.R.).....1000	.....	.....
Great Falls (N. H.)100	86	88
Hamilton (Mass.) 1000	x1095	1110
Hartf. Carpet (Ct.)100	250	255
Hill (Me).....100	x95	96
Holyoke W.Power.100	225	230

Miscellaneous.	Bid.	Ask.
Jackson (N. H.)..1000	1165	1175
King Philip (F. R.) 100	.....	.....
Laconia (Me).....400	560	570
Lancaster M.(N.H)400	660	675
L'rel Lake Mills (F. R.)	.....	.....
Lawrence (Mass.)1000	1635	1650
Lowell (Mass).....690	695	700
Lowell Bleachery.200	x245	250
Lowell Mach.Shop.500	980	1000
Lyman M. (Mass.).100	108	110
Manchester (N.H.) 100	x140	142
Mass. Cotton.....1000	1320	1340
Mechanics' (F. R.) 100	.....	.....
Merchants' (F. R.) 100	.....	.....
Merrimack(Mass)1000	1380	1400
Metacomet (F.R.) .100	.....	.....
Middlesex (Mass.).100	220	221
Narragans'tt(F.R.)100	.....	.....
Nashua (N. H.)....500	625	635
Naumkeag (Mass.)100	x120	122
N. E. Glass (Mass.)375	90	91
Newmarket.....	x480	500
Pacific (Mass.)....1000	1300	1310
Pepperell (Me.)....500	1115	1125
Pocasset (F. R.)....100	.....	.....
Rich. Bord'n(F.R.) 100	.....	.....
Robeson (F. Riv.) 1000	.....	.....
Sagamore (F. Riv.) 100	.....	.....
Salmon Falls(N.H.)300	x330	340
Sandw.Glass(Mass.)80	48	50
Shove (Fall Riv.). 100	.....	.....
Slade (Fall Riv.).. 100	.....	.....
Stafford (Fall Riv.) 100	.....	.....
Stark Mills (N.H.)1000	1350	1375
Tecumseh (F. R.). 100	.....	.....
Thorndike(Mass.)1000	1000	1050
Tremont&S.(Mass)100	149	150
Troy C. & W.(F.R.) 500	.....	.....
Union C.Mf. (F.R.) 100	.....	.....
Wampanoag(F.R.) 100	.....	.....
Washingt'n(Mass.)100	65	70
Weed Sew. M'e (Ct.)25	.....	.....
Weetamoe (F. R.)100	.....	.....
Willim'tic Linen(Ct)25	.....	.....
York Co. (Me.).....750	1065	1075
COAL & MISCEL. MINING STOCKS.		
Caribou Con. Min'g.10	.....	.....
Cent. Arizona Min..100	.....	.....
Colorado Coal & I.100	30	30
Consol.Coal of Md.100	.....	30
Cumberl'd Coal&I.100	.....	.....
Homestake Min'g.100	.....	.....
Lehigh & Wilkes.....	.....	.....
Marip'sa L.&M.Co1100	.....	.....
do pref.100	.....	.....
Maryland Coal....100	15	17
New Central Coal....	14	17
N.Y.&Straits.C.&I.100	.....	.....
Ontario Sil. Min'g.100	.....	.....
Pennsylvania Coal.50	.....	270
Roch. & Pittsb. coal...	.....	.....
Quicksilver Min'g.100	8	10
do pref.....	38	40½
St. L. Steel & Ore.100	.....	.....
GOLD & SILVER MINING STOCKS (N. Y. & SAN. FRAN.)		
Alice.....	1·60	2·00
Alpha Consol G&S.100	27/32	.....
Alta Montana..... .100	·25	·28
American Flag 10	.....	·09
Amie 10	·18	·19
Bassick.....100	.....	.....
Bechtel.....	.....	.....
Belle Isle.....100	·50	·60
Bodie.....100	1·95	2·20
Bonanza Chief..... . 1	.....	.....
Buldomingo.....50	·05	.....
Bullion.....100	1·00	.....
Bulwer.....100	·90	.....
Calaveras 1	·02	·03
Caledonia B. H....100	1·00	.....
California 100	·20	·25
Cherokee..... 10	·06	.....
Chrysolite 50	1·48	1·50
Chollar.....100	1⅛	.....
Climax 10	·04	.....
Consol. Imperial ..100	·01	.....
Consol. Pacific.... 100	.....	.....
Consol. Virginia....100	·40	·42
Crown Point.....100	¾	.....
Dunderberg 10	.....	.....
Dunkin.....	·20	·25
Eureka Consol.... 100	8·00	.....
Father De Smet .. 100	4·50	.....
Findley 1	.....	.....
Gold Placer 25	.....	.....
Gold Stripe.....	·04	·05
Goodshaw.....100	.....	·07
Gould & Curry 8..100	1⅜	.....
Granville Gold Co... 1	.....	.....
Great Eastern..... 1	·02	·03
Green Mountain....10	·38	.....
Hale & Norcross. .100	1·00	.....
Hibernia 10	·01	.....
Horn Silver 25	6·00	6¾
Hortense.....10	·10	.....
Hukill..... .5	·13	.....
Independence.....100	·10	.....
Iron Silver..... 20	2·30	.....
Lacrosse..... 10	.....	·18
Leadville Consol....10	·60	·65
Little Chief 50	·38	·41
Little Pitts.....	·60	·70
Mexican G. & Silv.100	2·75	3·00
Moose..... 10	.....	.....
Moose Silver.....	.....	.....
Mono..... 100	.....	.....
Navajo..... 100	8	8⅜
Ophir..... 10	1·65	.....
Potosi..... 100	1⅛	.....
Rappahanock.....1	·08	·0

§ Price nominal; no late transactions. † Purchaser also pays accrued int. ‡ In London. § Quotation per share. ¶ Premium.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONCLUDED.

For Explanations See Notes at Head of First Page of Quotations.

MINING STOCKS.	Bid.	Ask.
Red Elephant	10	·07
Rising Sun	5	·06
Robinson Consol.	50	1·30
Sierra Nevada	100	3·50
Silver Cliff	50	·35
South Hite, new	25	·08
South Pacific		·09
Spring Valley	1	2·50
Standard	100	6⅜
Tip Top	100	
Tuscarora	100	·07
Umatilla		·03
Union Consol	100	3
BOSTON MINING STOCKS.§		
Allouez	25	2¼
Atlantic	25	16½
Aztec	25	20c.
Blue Hill (Me.)	10	20c.
Brunsw'k Antimony	5	14
Calumet & Hecla	25	251
Catalpa Silver	10	77½c.
Central	25	20
Contentment Silver	25	
Copper Falls	50	1½
Dana	25	
Douglas (Me.)	5	75c.
Duncan Silver	20	10c.
Franklin	25	14
Harshaw Silver	20	25c.
Humboldt	25	
Hungarian	25	10c.
Huron	25	1¾
Mesnard	25	25c.
Minnesota	25	
National	25	1½
Osceola	25	32½
Pewabic	25	10
Phenix	25	25c.
Pontiac	25	10c.
Quincy	25	62½
Ridge	25	50c.
Silver Islet	25	5
Star	25	
Sullivan (Me.) Silver	10	1
Winthrop	25	15c.
BANK STOCKS.		
BALTIMORE.		
Bank of Baltimore	100	137
Bank of Commerce	25	16
Citizens'	10	16
Com. & Farmers'	100	113⅝
Farmers' B'k of Md.	30	31
Farmers' & Merch.	40	50
Farmers'&Planters'	25	41
First Nat. of Balt.	100	130
Franklin	60	97
German American		106
Howard	1	9¾
Marine	30	35
Mechanics'	10	12
Merchants'	100	130
National Exch'ge.	100	118
People's	25	20
Second National	100	
Third National	100	108
Union	75	82
Western	20	30
BOSTON.		
Atlantic	100	149
Atlas	100	121
Blackstone	100	106½
Boston Nat.	100	119
Boylston	100	116
Broadway	100	100½
Bunker Hill	100	179
Central	100	67
City	100	118
Columbian	100	126
Commerce	100	118
Commonwealth	100	112
Continental	100	115
Eagle	100	108
Eliot	100	119
Exchange	100	127
Everett	100	113
Faneuil Hall	100	130
First National	100	197
First Ward	100	112
Fourth National	100	114
Freemans'	100	115¾
Globe	100	106
Hamilton	100	117
Hide & Leather	100	109½
Howard	100	120
Manufacturers'	100	99
Market	100	99¾
Market (Brighton)	100	135
Massachusetts	250	112
Maverick	100	220
Mechanics' (So. B.)	100	127½
Merchandise	100	94
Merchants'	100	136
Metropolitan	100	120
Monument	100	203
Mt. Vernon	100	125
New England	100	129¾
North	100	128
North America	100	109
Old Boston	50	59½
People's	100	159
Redemption	100	128
Republic	100	125
Revere	100	113
Rockland	100	133
Second Nat.	100	153
Security	100	179¾
Shawmut	100	110
Shoe & Leather	100	105
State	100	124
Suffolk	100	118
Third Nat.	100	97
Traders'	100	82

BANK STOCKS.	Bid.	Ask.
Tremont	100	114
Union	100	141
Washington	100	127
Webster	100	107½
BROOKLYN.		
Atlantic (State)		180
Brooklyn		118
First National		255
Fulton		125
City National		260
Commercial		110
Long Island		106
Manufacturers'		96
Mechanics'		200
Nassau		180
Brooklyn Trust		165
CHARLESTON.		
B'k of Chas. (NBA)	100	103
First Nat. Chas.	100	150
People's National	100	130
CHICAGO.		
Chicago Nat.	100	117
Commercial Nat.	100	260
Fifth National	100	180
First National	100	170
Hide and Leather		125
Home National	100	60
Merchants' Nat.	100	325
Nat. B'k of Illinois	100	145
Northwestern Nat.	100	
Union National	100	285
Un. Stock Y'ds Nat.	100	
CINCINNATI.		
Citizens' National		150
Commercial Bank		160
Exchange Nat. Bank		107
First National		225
Fourth National		170
German National		125
Merchants' National		133
Metropolitan Nat.		135
Nat. Lat. & Bk. of Com.		190
Second National		137½
Third National		145
Union Nat.		
Western German Bank		105
HARTFORD.		
Ætna Nat.	100	128
American Nat.	50	70
Charter Oak Nat.	100	140
City Nat.	100	90
Connecticut River	50	50
Far. & Mech. Nat.	100	138
First Nat.	100	120
Hartford Nat.	100	172
Mercantile Nat.	100	130
National Exchange	50	72
Phœnix Nat.	100	170
State	100	103
LOUISVILLE.		
Bank of Kentucky	100	145
Bank of Louisville	100	
Citizens' National	100	125
City Nat.	100	125
Falls City Tobacco	100	89
Farmers' of Ky	100	
Farmers' & Drov.	100	101
First Nat.	100	160
German Ins. Co.'s	100	106
German	100	112
German National	100	135
Kentucky Nat.	100	143
Louisv. Banking Co.	40	218
Masonic	100	126
Merchants' Nat.	100	136
Northern of Ky	100	111
Second Nat.	100	105
Security	100	148
Third National	100	
Western	100	110
West. Finan. Corp.	100	111
NEW ORLEANS.		
Canal & Banking	100	x134
Citizens'	100	134
Germania Nat.	100	137½
Hibernia Nat.	100	130½
Louisiana Nat.	100	125
Metropolitan		104¼
Mutual Nat.	100	122
New Orleans Nat.	100	190
People's	50	58¼
State Nat.	100	119
Union Nat.	100	132½
NEW YORK.		
America	100	
American Exch'ge	100	126
Broadway	25	230
Butchers'& Drovers	25	
Central National	100	121
Chase National	100	185
Chatham	25	
Chemical	100	2001
City	100	248
Citizens'	25	110
Commerce	100	150
Continental	100	110
Corn Exchange	100	160
East River	25	110
Eleventh Ward	25	
First National	100	
Fourth National	100	123
Fulton	30	125
Fifth Avenue	100	
Gallatin National	50	
German American	75	95
Germania	100	125
Greenwich	25	
Grocers'	30	
Hanover	100	135
Importers' & Tr.	100	235
Irving	50	129
Leather Manufts.	100	
Manhattan	50	

BANK STOCKS.	Bid.	Ask.
Marine	100	
Market	100	135
Mechanics'	25	147
Mechanics' & Tr.	25	
Mercantile	100	
Merchants'	50	128
Merchants' Exch'ge	50	
Metropolitan	100	
Nassau	100	120
New York	100	145
N. Y. Nat. Exch'ge	100	
New York County	100	
Ninth National	100	120
North America	70	
North River	50	
Oriental	25	135
Pacific	50	150
Park	100	157
People's	25	
Phenix	20	100
Republic	100	130
Second National	100	
Seventh Ward	100	100
Shoe & Leather	100	
St. Nicholas	100	
State of N. Y.	100	
Tradesmen's	40	116
Union	50	158
United States Nat.		150
Wall Street Nat.	50	102
PHILADELPHIA §		
B'k of N. America	100	285
Central National	100	
City National	50	108
Commercial Nat.	50	60
Commonwealth Nat	50	34
Consolidation Nat.	30	
Corn Exchange Nat.	50	
Eighth Nat.	100	
First Nat.	100	
Farmers'&Mech. N.	100	139
Girard National	40	82½
Kensington Nat.	50	75
Manufacturers' Nat.	25	27½
Mechanics' Nat.	100	
Merchants' Nat.		
Nat. B'k Commerce	50	
Nat. B'k Germant'n	50	
Nat. B'k N. Liberties	50	162
Nat. B'k Republic	100	120
National Security	100	
Penn National	50	69
People's	100	
Philadelphia Nat.	100	212
Second Nat.	100	
Seventh Nat.	100	
Sixth Nat.	100	
Southwark Nat.	50	
Spring Garden	100	
22d Ward	50	
Third Nat.	100	
Underground		
Union Nat.	50	70
Western Nat.	50	96¼
West Philadelphia	100	115
PORTLAND, ME.		
Cumberland Nat.	40	x58
Canal Nat.	100	x168
Casco Nat.	100	x165
First Nat.	100	x165
Merchants' Nat.	75	x119
National Traders'	100	x160
RICHMOND, VA.		
City Bank	26	26
First Nat.	100	135
Merchants' Nat.	100	112
Nat. Bk of Virginia	100	93
Planters' Nat.	100	116
State Bank of Va.	100	105
ST. LOUIS.		
B'k of Commerce	100	450
Commercial	100	312½
Continental	100	175
Fourth National	100	150
International	100	
Mechanics'	100	105½
Merchants' Nat		113
St. Louis National	100	113
Third National	100	82
Valley National	100	
SAN FRANCISCO.		
Bank of California		164½
Clay Street		
First Nat. Gold	100	128
Nat. Gold Bank & Tr. Co		
Pacific		120
FIRE INSUR'CE STOCKS.		
BALTIMORE.		
Associate Firemen's	5	7
Baltimore Fire Ins.	10	27½
Firemen's Insur'ce	18	18
Howard Fire	5	6
Maryland Fire	10	4
Merchants' Mutual	50	55
National Fire	10	6¼
BOSTON.		
American F. & M.	100	x140
Boston	100	x130
Boylston	100	101
Commonwealth	100	83
Dwelling House	100	113½
Eliot	100	126
Firemen's	100	145½
Franklin	100	50
Manufacturers'	100	90
Mass. Mutual	100	119
Mercantile F. & M.	100	132
Neptune F. & M.	100	113
North American	100	104½
Prescott	100	100
Shoe & Leather	100	80
Washington	100	128

INSURANCE STOCKS.	Bid.	Ask.
CINCINNATI.		
Amazon (new stock)	20	98
Aurora		
Cincinnati	25	
Citizens'	20	123
Commercial	25	185
Eagle	100	105
Enterprise	20	90
Eureka	20	170
Firemen's	20	150
Germania	20	x108
Globe	20	
Merchants' & Manuf	20	158
Miami Valley	50	98
National	100	150¼
Security		
Union	20	
Washington	20	x123
Western	25	153
HARTFORD, CONN.		
Ætna Fire	100	229
Connecticut	100	125
Hartford	100	290
National	100	125
Orient	100	97
Phœnix	100	190
Steam Boiler	40	72
LONDON.		
Commercial Union	£5	20½
Guardian	50	66
Imperial Fire	25	140
Lancashire F. & L.	25	7
London Ass. Corp.	12½	60
Liv. & Lond. & Globe	2	20
North'n Fire & Life	5	49½
North Brit. & Mer.	8¾	29
Queen Fire & Life	1	3
Royal Insurance	3	29½
NEW ORLEANS.		
Crescent Mutual		119
Factors' and Traders'		120
Firemen's		73
Germania		118
Hibernia		x113¾
Home		35
Hope		98
Lafayette		56
Merchants' Mutual		x117¾
Mechanics' & Traders'		122½
New Orleans Ins. Ass'n		35
New Orleans Ins. Co		65¾
People's		34
Sun Mutual		125½
Teutonia		136
NEW YORK.		
American	50	140
American Exch	100	105
Bowery	25	190
Broadway	25	165
Brooklyn	17	170
Citizens'	20	140
City	70	115
Clinton	100	120
Columbia	30	
Commercial	50	90
Continental	100	220
Eagle	40	210
Empire City	100	75
Exchange	30	90
Farragut	50	117
Firemen's	17	80
Firemen's Trust	10	90
Frank. & Emp'lum		115
German-American	100	180
Germania	50	140
Globe	50	110
Greenwich	25	250
Guardian	100	60
Hamilton	15	117
Hanover	50	130
Hoffman	50	75
Home	100	140
Howard	50	80
Importers' & Trad.	50	75
Irving	100	60
Jefferson	30	125
Kings Co. (B'klyn)	20	195
Knickerbocker	30	70
Lafayette (B'klyn)	50	100
Lamar	100	70
Long Isl'd (B'klyn)	50	100
Lorillard	25	53
Manuf. & Builders'	100	108
Manhattan	100	50
Mech. & Traders'	25	120
Mechanics' (B'klyn)	50	130
Mercantile	50	60
Merchants'	50	100
Montauk (B'klyn)	50	110
Nassau (B'klyn)	50	140
National	37½	100
New York City		60
N. Y. Equitable	35	140
New York Fire	100	80
Niagara	50	170
North River	25	100
Pacific	25	170
Park	100	110
Peter Cooper	20	160
People's	50	112
Phenix (B'klyn)	50	140
Relief	50	55
Republic	100	75
Rutgers'	100	125
Standard	50	100
Star	100	70
Sterling	100	50
Stuyvesant	25	120
Tradesmen's	25	75
United States	25	125
Westchester	10	120
Williamsburg City	50	230

* Price nominal; no late transactions. ‡ Last price this week. § Quotation per share.

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* CHRONICLE. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

New York New Haven & Hartford.

(For the year ending September 30, 1882.)

The report to be submitted at the annual meeting in the city of New Haven contains the following income account for the fiscal year terminating September 30, 1882:

INCOME IN 1882.

From Passengers	$3,393,513	Operating expenses	$3,803,678
" Freight	2,095,855	Taxes	264,440
" Mails	144,256	Int. on Harlem River & Portchester RR. bonds	170,000
" Express	234,867		
" Extra baggage	18,135	Total expenses	$4,238,119
" Rents	69,481		
" Interest	11,696	Balance	$1,699,688
Total	$5,937,807		

The report says: "There has been a steady increase in the business of the road during the year. The train mileage has increased from 2,883,626 in 1881 to 3,697,211 this year. To meet the wishes of the public we have, during the last year, run more trains than the increase of traffic called for, and this has increased the mileage more in proportion than the business has increased. Besides, the train mileage this year includes that of the Shore Line division, which has not heretofore been the case. It will be borne in mind that in this report the receipts and expenses of the Shore Line (heretofore reported separately) are also included.

"Several improvements have been made during the past year in buildings, bridges, rolling stock, &c. Several new engines and cars have been added to the equipment, quite sufficient, as your directors believe, to make the condition of your property in these respects as good now as it was at the beginning of the present year. It will be remembered also that from the earnings of last year the sum of $360,000 was set apart to be applied to permanent improvements thereafter to be made. This sum was charged in last year's expenses as appropriated for the purchase of lands, bridges and equipment, and has all been expended during the present year for these various purposes. About $140,000 of it have been expended in buying additional lands at Harlem River, Meriden and elsewhere, and the remaining $160,000 have been expended in a new stone arch bridge at Westbrook, new guard piers around the supporting piers of the Shore Line bridge across the Connecticut River, three new locomotives, and several drawing room and other passenger cars." * *

"In September last a lease of the Air Line Railroad to this company for 99 years was substantially concluded. This lease was to take the place of the pooling arrangement between the two companies for the same period. The formalities needful to the validity of the lease were not all completed until November 25th, when it was almost unanimously approved by the stockholders of this company, the stockholders of the Air Line Company having approved the same some time in October previous. The various 'cash assets' held by this company, and heretofore reported under that head, are in the report of this year, as will be observed, treated as a sinking fund. Some of these assets have been held by the company for several years, though the principal item is the investment in the New Haven & Northampton Company, made last year and mentioned in our last annual report. The matter of improving the curvature and grades of our New York division has been under consideration for the last year or more, and, in our opinion, the time has come when it is safe to assume that the increasing business of the road will justify a substantial expenditure in this direction. The Board has already taken steps, by way of surveys, etc., towards these improvements. These alterations will necessitate the expenditure of more money for the next year or two than will be available from the earnings of the road. It is expected, therefore, that they will be carried on with money raised upon the credit of the company."

CONDENSED BALANCE SHEET, OCTOBER 1, 1882.

Dr.		Cr.	
Construction Account	$12,839,584	Capital Stock	$15,500,000
Equipment	2,151,454	Interest Unpaid	13,333
Real Estate	560,271	Bills Payable	514,762
Docks and Wharves	128,688	Accounts Payable	579,584
Sinking Fund	1,136,286	Contingent Account	189,018
Materials and Supplies	317,802	Profit and Loss	2,179,958
Due from Agents	187,518		
Due from other Roads	161,670		
Advances	15,809		
Loans, Stock, &c	1,170,570		
Cash	220,997		
	$18,976,656		$18,976,656

Rochester & Pittsburg.

(For the year ending Sept. 30, 1882.)

The annual report has been issued for the year ending with September, and gives the following information:

Gross earnings of the road	$305,988
Operating expenses	204,408
Net earnings	$101,580

The report says: "This is gratifying, when we remember that the year has been almost wholly devoted to the improvement of the road, and to urging forward the construction of its various branches. The local business has increased until now it amounts to about three thousand dollars per mile, which is sufficient to pay all operating expenses and fixed charges of the company. We expect to finish the extensions of the road from Ashford to Buffalo, and from Salamanca to Beech Tree and to Du Bois, by February next, when the company will have immediately a large increase in tonnage of both coal and lumber." * * *

"We succeeded in making a favorable running contract with the Silver Lake Railroad Company, which corporation is owned by the Town of Perry located at the head of Silver Lake. This railroad is about seven and one half miles in length, and connects Perry and Silver Lake with the New York Lake Erie & Western Railroad at East Gainesville." * * *

"We have, subject to the approval of our stockholders, effected the purchase, by lease, of the Rochester & Ontario Belt Line Railroad Company, which runs from North St. Paul Street, in the City of Rochester, to the port of Charlotte, on Lake Ontario, where it owns the most extensive and desirable dock facilities at that port, as well as the finest grounds for excursion parties on the lake. * * * The work of building the Buffalo and Pitts. division of the road has progressed very rapidly since the lawsuits with the New York Lake Erie & Western Railroad Company have been adjusted. The settlement with that company was made by our company relinquishing its adopted line on the east bank of the Clarion River from Ridgway south six miles, and accepting in place of it the line adopted by the New York Lake Erie & Western Railroad Company on the west bank of the Clarion." * *

"Track-laying will commence from Johnsonburgh south about December 1. From the mouth of Little Toby, up that stream to Beach Tree and thence across to Falls Creek and DuBois, the grading and bridging is progressing very rapidly, so that we expect to finish the road to DuBois about February next. The division from DuBois to Punxsutawney, about twenty-five miles, will be mostly graded this fall, so that the track can be laid in the spring and the road opened to the Punxsutawney coal fields early next summer.

"Since the close of the fiscal year—*i.e.*, October 5, 1882—the stockholders approved of the increase of the capital stock of the company to twenty millions of dollars, divided into two hundred thousand shares of one hundred dollars each. The object of this increase was to purchase and cancel the intended issue of three millions two hundred thousand dollars of the income bonds of the Buffalo and Pittsburg division, and for the purchase of the entire capital stock of the Perry Railroad Co., and the Brockwayville & Punxsutawney Railroad Company, and also to purchase the entire capital stock of the Rochester & Pittsburg Coal & Iron Company. This latter corporation owns the most desirable coal fields in Jefferson County, Pa., has three hundred thousand dollars cash working capital, and no bonded or floating debt. The four millions of dollars of capital stock of the Rochester & Pittsburg Coal & Iron Co. which our company now owns and holds in its treasury as an asset, is a most valuable acquisition, as it renders our company always sure of having a large coal tonnage at good paying rates."

INCOME ACCOUNT, 1881-82.

Earnings.	
Passengers	$116,275
Freight	177,175
Mail	5,096
Express	4,982
Telegraph	394
News privilege	300
Rents	429
Interest received on balances, &c	1,335
	$305,988
Expenses.	
Maintenance of roadway	$51,386
Maintenance of equipment	27,017
Transportation	95,544
General expenses	27,459
	$201,408
Net earnings	$101,580
Interest on first mortgage, including Sept. 1882	$78,000
Interest on Car Trust, including Sept. 1882	12,564
Interest on balances	2,532
Taxes	18,152
	$111,249
Deficit	$9,669

BALANCE SHEET, SEPTEMBER 30, 1882.

Dr.		
Rochester & Pittsburg construction		$7,089,331
Rochester & Pittsburg equipment		507,254
Investment account*		5,828,253
Materials and supplies		37,598
Cash on hand		31,996
Rents due the company		22
Due from agents and conductors		9,542
Due from foreign roads, car service and tickets		1,731
Due from individuals (other accounts)		5,720
Profit and loss—		
Deficit, 1881	$29,315	
Deficit, 1882	9,669—	38,985
Total		$13,550,435
Cr.		
Capital stock		$10,000,000
First mortgage bonds Rochester & Pittsburg RR		1,300,000
First mortgage bonds Perry RR		20,000

Income and mortgage bonds	$1,870,000
Car trust series No. 1	178,000
Car trust series No. 2	111,000
	$13,482,000
Amounts charged to the various accounts, but not payable until October, 1882	68,435
	$13,550,435

* Investment in the following roads: Rochester & Charlotte RR., Perry RR., Buffalo Rochester & Pittsburg RR., Great Valley & Bradford RR., Bradford & State Line RR., Pittsburg & New York RR.

GENERAL INVESTMENT NEWS.

Arkansas Railroad Bonds.—The press dispatches from Little Rock, Ark., December 30, said: "In 1868 the State Legislature passed an act lending the State credit to railroad companies to the extent of $10,000,000. Bonds to various railroads were issued for nearly $6,000,000. Subsequently the State Supreme Court decided that the act had not been legally passed. Several months ago W. C. Tompkins, a holder of bonds issued by the Little Rock & Fort Smith Railroad, filed a bill in the United States Circuit Court at Little Rock to compel that company to pay the State bonds, and to foreclose the State lien on the railroad. The railroad company filed a demurrer. The Circuit Court, in an opinion written by Judge Caldwell of the United States District Court, and concurred in by Judge McCrary of the United States Circuit Court, has overruled the demurrer, holding that the lien in favor of the State to secure the payment of the State bonds loaned to the original company is paramount to the lien created by the subsequent mortgage, under which the defendant claims, and that the holders of the State bonds are entitled to be subrogated to the lien of the State to secure their payment. The Court further holds that the decision of the Supreme Court of the State, that State bonds are not binding obligations of the State, in nowise affects the rights of bondholders against the company, or the validity of the statutory lien to secure their payment. The bonds affected by this decision represent nearly one half of the disputed debt of the State."

The *Little Rock Gazette* comments on the decision as follows:

"As already explained, the railroad aid bonds were issued by the State under the act of 1868. They were accepted and used by five railroad companies, to which the following issues of bonds were made:

Little Rock & Forth Smith	$1,000,000
Little Rock Pine Bluff & New Orleans	1,200,000
Mississippi Ouachita & Red River	600,000
Memphis & Little Rock	1,200,000
Arkansas Central	1,350,000
Total	$5,350,000

"To which sum must be added twelve years' interest at seven per cent.

"The Memphis & Little Rock Railway Company owns and holds $938,000 of the $1,200,000 bonds originally issued to that corporation, and the bonds owned and held by the Little Rock & Fort Smith Railway Company amount to $644,000. These bonds were purchased years ago upon advice of counsel, at very low figures, with a view of hedging against a possible decision by the courts holding the railroads and not the State liable for the bonds issued to those corporations. The remainder are outstanding." * * *

"Of the railway corporations above named, all but one—the Arkansas Central, which is understood to be in a bad condition—are thoroughly responsible, and fully able to liquidate the claims due on these bonds. Two of them, as already explained, have taken the precaution to so provide as to make settlement easy should the recent decision be affirmed by the Supreme Court of the United States. * * * *

"The questions involved in these suits are of vital importance to the people of Arkansas. Of the railroad bonds authorized under the act of 1868 the issue to the railroads aggregated $5,350,000. They form a part of the grand total of $13,000,000 for years past in dispute, and to prevent the payment of which the proposed "Amendment No. 1" to the constitution of the State of Arkansas was framed and submitted to the qualified electors in 1880."

Augusta & Knoxville.—This railroad company has failed to pay the January interest on their bonds of $630,000. A meeting of the stockholders has been called to endeavor to provide means to pay the interest. The road is in operation from Augusta to Greenwood, S. C., a distance of 70 miles.

Boston Hoosac Tunnel & Western.—At Boston, Jan. 4, it was voted by the directors of this railway that all work west of the proposed connection of their road with the West Shore line, at a point about five miles west of Schenectady, should be stopped, and that all of their road's interests west of that point to Syracuse should be sold to the West Shore Company. The Boston, Hoosac Tunnel & Western Company is to confine its efforts to developing and improving its present road from the Massachusetts State line to a connection with the Erie Canal, and the New York Central & West Shore roads a few miles west of Schenectady, and of its branches from Mechanicsville to Saratoga Springs. Joint contracts also have been entered into whereby the Boston Hoosac Tunnel & Western road will be used by the West Shore Company for its principal New England connection by way of the tunnel.

—Justice Lawrence, in Supreme Court, Chambers, last week, granted an injunction in favor of the Boston Hoosac Tunnel & West. R. R. Co., restraining the Continental Construction & Improvement Co., and others from parting with the possession of certain bonds, and Geo. J. Forrest and others from receiving possession of them. The suit is declared by members of the Construction Company to be a friendly one for the purpose of protecting alike the interests of the railroad and the Construction Company. The managers are virtually the same in both companies. The litigation marks the abandonment of the scheme for the construction of the Boston Hoosac Tunnel & Western Railroad to Buffalo, as originally contemplated by General Burt, the projector of the original Massachusetts road.

Chicago Burlington & Quincy.—The Boston *Herald* says "The report about the increase of bonds and stock is brough forward as a new discovery, which it is not by any means. All of the facts have been published from time to time as news of the day. The expected decrease in net earnings even for 1882, as compared with 1881, was given in this column some days ago. However, as the subject is brought to public attention in a way which affects the value of the Chicago Burlington & Quincy securities, it may be said that the net earnings of the road from January 1 to November 1, 1882, show a comparative loss over 1881 of $373,466; for November a gain of about $150,000, while the net for December will be about the same as last year. This would make a net loss for the year of, say, $225,000 on a mileage increased about 400. The amount of Chicago Burlington & Quincy stock January 1, 1882, was $55,263,700. The amount to-day is $69,505,300, showing an increase of $14,241,600, which is made up of $7,895,000 Denver extension stock (constituting a part of the block securities), the $6,318,600 issued in September, and $28,000 from the conversion of branch line stocks and bonds. The bonds issued during the year are, in round numbers, $12,000,000 4 per cents (making the total funded debt about $71,000,000), $4,000,000 being on account of the purchase of the Burlington & Southwestern road and the balance on account of the Denver extension. The Denver extension stock came in on the September dividend and the $6,000,000 receives its first dividend this December. The decrease in earnings for the year, compared with 1881, is between ¼ and ⅓ of 1 per cent only on the stock, and in no wise affects the payment of dividends, which have been at 2 per cent each quarter, and are claimed to have been earned this year."

Cincinnati Indianapolis St. Louis & Chicago.—The directors of this company have declared the quarterly dividend of 1½ per cent. The following is President Ingalls' report for the six months ending Dec. 31, 1882 (partially estimating December)

Gross earnings	$1,410,780
Operating expenses	860,712
Net earnings	550,067
Deduct interest, taxes and dividends	537,521
Surplus for the six months	$12,546

The gross earnings for the six months ending Dec. 31, 1881, were $1,291,241, showing a gain this year of $119,538. The operating expenses for the six months ending Dec. 31, 1881, were $732,386, showing an increase in expenses this year over last of $128,325. The net earnings for the six months ending Dec. 31, 1881, were $558,855, showing a decrease this year of $8,787. The above earnings are on the same mileage for both years, the earnings of the Kankakee & Seneca road being kept separate. "The large increase in operating expenses this year is due to the extraordinary repairs and improvements made in the road-bed between Sunman's and Lawrenceburg Junction." The average charge to locomotive repairs during the three previous years (in the corresponding six months) has been about $30,000; this year it has been $65,000, of which sum $27,449 was for rebuilding five engines, in addition to the usual ordinary repairs. The increased operating expenses occasioned by this extraordinary work on roadbed and bridges, as shown by the books, amount to over $125,000. Deducting these extraordinary expenses from the operating account, the net earnings would show over five per cent on the capital stock for the six months, over and above the fixed charges.

Cleveland Tuscarawas Valley & Wheeling.—This road will be sold Feb. 5 next, under the decree of foreclosure lately granted. The road-bed, right of way and real property will be sold as an entirety, and the personal property as an entirety, but separate from the real estate, the sales to be made subject to all the rights and liens created by a mortgage or deed of trust to the Union Trust Company of New York, dated on the first day of October, A. D. 1878, to secure seven hundred bonds of $1,000 each, and coupons attached, and any real estate in Lorain County, O., will be sold subject to any mortgage or mortgages for the purchase money or otherwise, and subject also to all taxes and assessments thereon for public purposes. And certain locomotives and cars under contracts of lease, or conditional sale, will be sold subject to the conditions of the contracts. The railroad and real property was appraised, subject to the mortgage or deed of trust to the Union Trust Co., at $4,325,188, and the personal property was appraised, subject to the contracts of the lease or continual sale, at $553,561. The terms of sale are cash in hand, or the bonds or overdue coupons secured by the deeds of trust or mortgages to the Union Trust Company of New York, made in the years 1871 and 1877, and a mortgage or trust deed made to W. S. Streator, in the year 1872, the bonds and coupons to be applied upon the purchase price of the property, according to the order of Court.

Danville Olney & Ohio River.—The United States Circuit Court has appointed Charles Howard, of Boston, receiver of the Danville Olney & Ohio River Railroad, to succeed James A. Eads, who has resigned. The bond was fixed at $25,000, the Court reserving the right to increase the amount at its pleasure.

District of Columbia.—Washington, Jan. 3.—Treasurer James Gilfillan submitted his fifth annual report on the sinking fund and funded debt of the District of Columbia to the Secretary of the Treasury to-day. It shows that there was expended during the year in the purchase of the various bonds

of the District, $259,321. The statement of the funded indebtedness of the District up to January 1 shows that the total debt is $21,664,750. Amount of funded debt retired since July 1, 1878, $1,189,250. Reduction in annual interest charge since July 1, 1878, $69,587. Issue of District 3·65s limited by law to $15,000,000; issued to date, $14,490,600.

Galveston Houston & Henderson.—A Galveston dispatch says that on December 1 the Galveston Houston & Henderson Railroad Company of 1882 was organized by the purchasers of the old road, and the directors elected were Jay Gould, Russell Sage, James A. Baker, F. A. Rico, W. P. Ballinger, Allen McCoy and W. H. Harding. W. H. Harding was chosen President and D. S. H. Smith Secretary. At a meeting of the directors, held the 29th inst., a special meeting of the stockholders was called, to be held in Galveston, on the sixth day of March next, at noon, for the purpose of considering and authorizing, if thought advisable, the borrowing of $2,000,000 for constructing, equipping, repairing, improving and operating its railway, and the issuing and disposing of its bonds for any amount so borrowed, and the mortgaging by deed of trust its corporate property and franchise to secure the payment of any debt contracted for the purposes aforesaid, and also for the purpose of empowering the officers and directors of the company to enter into such traffic arrangements with the International & Great Northern Railroad Company on such terms as may be decided for the best interests of the company.

Leavenworth Topeka & Southwestern.—This road, which lately came under the joint control of the Atchison & Topeka and the Union Pacific, does not pass its January interest, but interest on the bonds up to January was canceled at the time of the trade, and no more will be due until July, 1883.

Marquette Houghton & Ontonagon.—Boston, Jan. 4.—A statement of the affairs of this railroad for eleven months of 1882 shows the net earnings as $644,081; surplus applicable to dividends, $486,319; balance, $305,597. The interest charges and dividends on the preferred stock for the full year are deducted from this sum, so that whatever net earnings there are for December can be added to the balance to make up the statement for the full year.

Mutual Union Telegraph Co.—A majority of the stock of the Mutual Union Telegraph Company, which was placed in the hands of voting trustees some weeks ago, was deposited with the Central Trust Company yesterday, in accordance with the original plan. The work of issuing trust certificates, which are destitute of voting power, was begun immediately. The three trustees are George F. Baker, President of the First National Bank; George William Ballou, Vice-President of the Mutual Union, and Asa P. Potter, President of the Maverick National Bank of Boston. They hold for five years the voting power on about 51,500 shares of Mutual Union stock, which gives them the absolute control of the company for that period. Rumors that the Western Union and the Mutual Union companies had completed the terms of a truce were circulated again yesterday. The principal officers of the Mutual Union Company denied that negotiations of any kind were pending. John G. Moore, the President of the company, said that there was not the slighest foundation for these rumors.—*New York Tribune, Jan. 3.*

New York Lake Erie & Western.—Judge Wheeler, of the United States Circuit Court, has rendered an important decision in the action of T. Nichols and others against the New York Lake Erie & Western Railroad Company and others. It was sought to establish in the action that the holders of Erie preferred stock are entitled to dividends at the rate of 6 per cent per annum in every year that the net profits of the year, as declared by the board of directors, are sufficient to pay these dividends. The Erie directors for the year ending September 30, 1880, reported earnings as $18,693,108; operating expenses, $11,643,925; net earnings from traffic, $7,049,188; earnings from other sources, $783,956; making a total of $7,882,100. From this was deducted interest on funded debt, &c., $6,042,519, leaving net profits of $1,790,620. A dividend of 6 per cent upon the outstanding preferred stock would amount to $489,403. The whole amount of net profits, together with $737,119 received during the year from assessments on stock, was applied by the directors to the building of double tracks, erection of buildings and acquiring other property. And they resolved that it was not wise or expedient to declare a dividend upon the preferred stock. Judge Wheeler said:

"The orators are holders of preferred stock transferred to them since 1880. There is no question made, nor any apparent room for any, but that all the rights which the orators have are the rights of stockholders as such, and not as of creditors, nor but that the holders of preferred stock have rights under the law of the organization superior to those of the common stockholders. . . . There is nothing more incongruous about the declaration of profits than of net earnings by a board of directors of a railroad company, and it is natural to infer that the payment of dividends to preferred stockholders was intended to be made dependent in one respect upon a declaration of profits by the directors, the same as a payment of interest to bondholders was upon a declaration of net earnings by the same board. . . . They have expressly stated a net profit, after deducting from the earnings the cost of maintaining the property by which the earnings were made and all fixed charges for interest and rentals, several times larger than the whole amount of this dividend. They have, on the other hand, stated the improvements and resolved that they do not deem it wise or expedient to declare a dividend to the preferred stockholders. There is no pretense but what the statement of the directors is all true in fact, nor but that in what they have done they have acted in good faith. There is here a net profit over all the expenses of all the operations by which profits were made. It is wanted for judicious improvements of the property looking to future profits. This does not take away its character as a present profit. It would be a profit whether it should be laid out upon the property to enhance its value or left in the treasury of the company or divided among the stockholders. There is a difference in some respects between net earnings and profits, but not in this respect. What would be net earnings would be a profit unless there should be some liability outside the earnings to be met before there could be any profit left."

After citing a long list of authorities, Judge Wheeler continued:

"When it comes to the question of using the profits which would go to one set of stockholders for the benefit of another set, a more rigid rule should be applied. The question becomes one of right to be determined by law rather than one of policy to be determined at the discretion of the directors. Here were profits in fact, and the preferred stockholders had rights dependent upon this fact. These rights lawfully could not be passed by for the benefit of other interests, however intimately connected, any more than other property of the preferred stockholders could be appropriated to the same purpose, on the ground that such appropriation of it would be for the best good of the whole. . . . It is further suggested that if these profits were so situated that anyone became entitled to share in them on account of the preferred stock, that right would attach to the holders at that time and would not pass to the orators by a mere transfer of the stock afterward. Fully declared dividends might or might not so pass. But here is no declaration of a dividend upon this stock separating the share of the profits from the other assets belonging to the stock. The right to share in these profits remained as a mere increment of the stock, and would pass as incident to it."

The court ordered a decree to be made in accordance with the prayer in the bill of complaint.

An executive officer of the Erie Railroad said that the company would carry the case to the United States Supreme Court.

Philadelphia & Reading.—The gross receipts from the railroads, canals, steam colliers and coal barges in November were $2,256,749 and the net receipts $1,104,564; for the whole fiscal year 1881-82, the gross receipts were $21,890,115 and the net receipts $9,859,064. The gross receipts of the Philadelphia & Reading Coal & Iron Co. in November were $1,657,792 and net $303,121; for the whole fiscal year 1881-82 gross receipts were $15,410,041; net, $1,200,171. The total receipts of both companies together by months, and the totals for the fiscal years 1880–81 and 1881–82, have been as follows:

	Gross Receipts.		Net Receipts.	
	1880-81.	1881-82.	1880-81.	1881-82.
December	$2,237,045	$3,231,677	$540,456	$937,542
January	2,153,378	2,451,166	554,769	646,913
February	2,140,053	2,169,005	631,402	438,656
March	2,525,108	2,587,720	716,709	655,449
April	2,382,506	2,699,706	580,039	708,304
May	2,651,260	2,878,009	825,854	780,574
June	2,850,905	3,017,983	839,300	844,174
July	3,129,316	3,448,730	1,091,060	1,108,307
August	3,522,426	3,581,201	1,155,266	1,171,299
September	3,356,411	3,488,331	1,123,819	1,088,830
October	3,431,621	3,821,730	1,032,266	1,271,501
November	3,498,379	3,911,541	1,245,448	1,407,685
Total 12 mos.	$33,878,408	$37,300,159	$10,341,388	$11,059,234

The following brief statement of the traffic and mining operations for the years 1880–81 and 1881–82, is given in the company's statement:

	1881-82.	1880-81.
Tons of coal carried on railroad	8,429,825	8,072,142
Tons of merchandise carried on railroad	7,490,382	6,815,234
Passengers carried on railroad	12,027,470	10,561,853
Tons of coal transported by steam colliers	574,931	555,253
Tons of coal mined by Coal & Iron Co.	4,111,830	3,937,607
Tons of coal mined by tenants	1,512,959	1,484,992
Total mined from lands owned and controlled by Coal & Iron Co., and from leaseh'd estates	5,624,789	5,422,600

And the following income account:—

Total profit Railroad Co.	$9,859,064	$9,141,945
Total profit Coal & Iron Co.	1,200,173	1,199,445
Total profit both companies	$11,059,238	$10,341,390
From this must be deducted for the RR. Co.—		
Deficit balance renewal fund	$348,454	$218,999
State tax on capital stock	63,014	70,502
All rentals and full interest (whether paid or not paid) on all outstanding obligations, including floating debt	8,611,814	8,709,854
For the Coal & Iron Co.—		
Full interest whether paid or not paid on all outstanding obligations other than those held by the RR. Co.	1,153,013	1,158,777
	$10,176,297	$10,158,134
Surplus of both companies	$882,941	$183,256

In 1882 the surplus was as follows: Surplus Railroad Co., $835,781; surplus Coal & Iron Co., $47,160; total $882,841.

A claim made by the State of Pennsylvania for about $95,000 for State tax on loans for year 1882 is now being contested by the receivers, and is not included above.

—A dispatch in the N. Y. *Times* from Philadelphia, January 3, said: "President Gowen of the Reading Railroad Company, when asked as to the truth of the rumor noticed in the *Times* to-day that he was negotiating for the sale of $5,000,000 of general mortgage bonds, said that he would say nothing on the subject before the publication of his plans for the relief of the company. It was learned, however, from a leading financier of this city, who took a part of the bonds himself, that the sale had been consummated. The Reading general mortgage provides for four classes of bonds, comprising among others $5,000,000 of 7 per cents which have never been issued. It is these 7s whose sale has just been effected. They were sold for cash at par. The gentleman referred to, who has very intimate relations with Mr. Gowen, when asked how it could benefit the company to float this amount of bonds bearing such a high rate of interest, said that it would enable the company to finish paying off its floating debt, redeem the receivers' certificates, and discharge the receivership, and that the 7 per cent bonds could be called in and paid off at the pleasure of the company. It is known to be Mr. Gowen's opinion that any or all of the general mortgage bonds can be called for the sinking fund of that loan, but many good lawyers do not agree with him on that point."

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, JAN. 5, 1883.

Trade opens the new year quite dull, but the prospects for the early future are believed to be good. Failures have been quite numerous, and credits as a consequence are somewhat impaired. The pending tax and tariff bills before Congress unsettle values. Manufacturers throughout the country are curtailing in various ways, shortening time and reducing wages. The exports of food staples increase and imports fall off, promising a better state of affairs when tax measures shall be settled, the effects of over-trading having been in good part removed.

The following is a statement of the stocks of leading articles of domestic and foreign merchandiese at dates given:

	1882. Dec. 1.	1883. Jan. 1.	1882. Jan. 1.
Pork.....bbls.	4,931	16,623	54,226
Beef.....tcs. and bbls.	1,086	1,459	3,924
Lard.....tcs.	12,331	27,314	77,219
Tobacco, foreign.....bales.	26,524	32,143	33,432
Tobacco, domestic.....hhds.	27,212	24,928	43,457
Coffee, Rio.....bags.	88,585	70,607	111,788
Coffee, other, &c.....bags.	101,429	77,100	32,000
Coffee, Java.....mats.	84,401	122,000	130,660
Sugar.....hhds.	29,310	25,833	21,367
Sugar.....boxes.	7,959	398	7,714
Sugar.....bags, &c.	464,431	534,300	325,000
Melado.....hhds.	.....	.....	41
Molasses, foreign.....hhds.	2,031	2,532	1,721
Molasses, domestic.....bbls.	1,500	8,000	1,500
Hides.....No.	164,000	253,000	396,400
Cotton.....bales.	52,293	105,094	262,013
Rosin.....bbls.	32,041	43,816	26,335
Spirits turpentine.....bbls.	4,178	3,691	3,868
Tar.....bbls.	1,148	1,417	903
Rice, E. I.....bags.	39,760	30,300	13,940
Rice, domestic.....bbls. and tcs.	920	2,140	1,560
Linseed.....bags.	61,600	56,600	61,500
Saltpetre.....bags.	14,700	12,600	11,000
Jute.....bales	300	250	2,600
Jute butts.....bales.	20,100	17,900	23,400
Manila hemp.....bales.	28,300	27,066	6,050
Sisal hemp.....bales.	15,000	18,629	15,000

The provisions market here has not shown much animation, although the advices from the West were of a character to insure a fair speculation. To-day lard was stronger and the export calls were much better; prime Western sold on the spot at 10·65@10·72½c., closing at the inside price; refined for the Continent sold at 10·90c.; January options sold at 10·67c.; February 10·70@10 80c.; March 10·84@10 90c.; April 10·91@10·95c.; May 11@11·08c.; June closed at 11·08c.; July 11·14c., and August at 11·18@11·22c. Pork was dull at $18 25@$18 50 for mess on the spot; January options quoted $18 25 asked; February $18 30; March $18 40 asked. Bacon was quiet at 9½@9¾c. for long clear. Beef remains steady, although quiet, at $26 50@$28 50 for extra city India mess. Butter has declined a trifle, while cheese can be quoted stronger, fancy September being quoted 18½@14c. Tallow steady at 8c. for prime. Stearine is easy; Western sold at 10⅝c.; City quoted 11c.

Rio coffee has been dull on the spot at some decline, fair now being quoted at 7¾c; options, quiet early in the week, have latterly been more active, but at some decline; to-day the sales were at 5·70@5·75c. for January, 5·65@5·70c. for February, 5·75@5·85c. for March, 5·75@5·85c. for April, 5·90@5·95c. for May and June, and 7·55@7·60c. for fair for February; mild grades have been fairly active at weaker, though better sustained, prices than those current for Rio. Rice has been in fair demand, scarce and quite firm; the estimates of the yield in Louisiana have been materially reduced, and it will, it is now said, fall below that of last year. New Orleans molasses has been in fair demand at an advance, 6½c. having been touched; foreign has been dull and to a great extent nominal. Foreign fruits and spices have been quiet. Raw sugar has been quiet but firm at 6·94@7c. for fair refining and 7⅜c. for 96 deg. test centrifugal. Refined has sold moderately at some decline; powdered 8⅜@9c., granulated 8 11-16@8¾c., and standard "A" 8⅛c. Tea has sold lower for green and Japan at the auctions, while blacks have been about steady; there is a contest between thirty-four of the large jobbers and certain auctioneers who refuse to discontinue the sale of small lots.

Kentucky tobacco has been quiet, and prices are nominally unchanged. Seed leaf has ruled quieter, but sales for the week amount to 1,074 cases, as follows: 350 cases 1881 crop New England, 15@30c; 150 cases 1880 crop Pennsylvania, 8½@14c; 167 cases 1880 crop Ohio, 10¼c. and 380 cases 1881 crop do. 5½@5¾c; also 400 bales Havana, 82c@$1 15.

In the naval stores market little of interest has transpired. Spirits turpentine has latterly been stronger, and closed to-day with sales at 52½@53c. for Southern and New York barrels. Rosins, on the contrary, have been dull and are irregular in price at $1 57½@$1 60 for common, $1 60@$1 65 for strained and $1 65@$1 70 for good strained. Refined petroleum for export has been dull and prices have weakened under the influence of the creek markets; refined here, 110 test, quoted at 7⅜c.; 70 test, 7½c. Crude certificates irregular to-day, at 86½@85½@87¼@86¼@86⅞c., closing 86⅞@87c., bid and asked.

Hops have shown an improvement. Ingot copper has been dull at 17¾@18c. for Lake. Steel rails remain quiet at $40 at the mills. American pig iron has had a better inquiry. Wool has continued dull, and prices show weakness and irregularity.

Ocean freight room has remained quiet but firm, in view of the small supply of tonnage on the berth and for charter.

COTTON.

FRIDAY, P. M., January 5, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Jan. 5) the total receipts have reached 224,997 bales, against 251,923 bales last week, 258,170 bales the previous week and 262,015 bales three weeks since; making the total receipts since the 1st of September, 1882, 3,686,459 bales, against 3,385,542 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 300,917 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	8,856	8,922	5,597	3,902	5,515	6,410	39,202
Indianola, &c.	....	....	....	....	....	319	319
New Orleans	24,166	20,478	12,832	6,679	8,214	6,074	78,457
Mobile	1,654	2,879	2,232	1,905	981	843	10,474
Florida	114	....	....	....	....	602	716
Savannah	4,816	5,584	3,362	295	4,565	2,200	20,822
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	2,563	2,049	3,935	2,100	2,056	2,556	15,259
Pt. Royal, &c.	50	....	....	....	....	652	702
Wilmington	1,293	46	658	224	364	429	3,014
Moreh'd C., &c	....	....	....	....	....	529	529
Norfolk	5,002	6,493	4,774	4,169	2,866	4,704	28,008
City Point, &c.	....	....	....	....	....	5,362	5,362
New York	2,651	540	732	1,685	2,722	906	9,236
Boston	1,669	2,373	905	2,666	1,107	980	9,702
Baltimore	....	....	....	....	....	948	948
Philadelp'a, &c.	183	....	441	431	811	381	2,247
Totals this week	53,011	49,366	35,488	24,056	29,181	33,895	224,997

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last year.

Receipts to Jan. 5.	1882-83. This Week.	1882-83. Since Sep. 1, 1882.	1881-82. This Week.	1881-82. Since Sep. 1, 1881.	Stock. 1883	Stock. 1882.
Galveston	39,202	524,675	13,233	319,061	150,468	105,382
Indianola, &c.	319	13,970	1,062	12,005	.....	.....
New Orleans	78,457	922,581	47,721	903,189	311,949	401,287
Mobile	10,474	220,101	7,127	197,814	41,803	51,272
Florida	716	9,850	681	18,968	.....	99
Savannah	20,822	591,432	22,919	571,996	106,511	114,137
Brunsw'k, &c	.....	5,308	.....	6,464	.....	.....
Charleston	15,259	415,764	7,091	394,610	118,453	87,414
Pt. Royal, &c.	702	8,474	986	15,899	497	986
Wilmington	3,014	91,322	2,988	106,395	19,507	15,445
M'head C., &c	529	10,926	.....	12,753	.....	.....
Norfolk	28,008	519,002	12,930	422,544	72,564	53,961
West Point, &c.	5,362	153,072	3,746	137,699	.....	.....
New York	9,236	68,560	15,920	81,716	111,917	286,384
Boston	9,702	85,302	10,634	131,300	2,700	5,195
Baltimore	948	12,376	2,084	17,049	18,720	55,051
Philadelp'a, &c.	2,247	33,654	3,257	36,050	8,566	17,088
Total	224,997	3,686,459	152,429	3,385,542	958,555	1,198,781

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	39,521	14,295	19,071	7,010	12,452	11,157
New Orleans.	78,457	47,721	32,657	51,031	35,422	49,549
Mobile	10,474	7,127	9,166	13,342	13,431	13,237
Savannah	20,822	22,919	12,717	15,016	20,694	13,660
Charl'st'n, &c	15,961	8,077	6,813	9,525	10,301	11,795
Wilm'gt'n, &c	3,543	2,988	976	2,699	3,897	2,248
Norfolk, &c.	33,370	16,676	18,073	16,069	13,539	24,303
All others	22,849	32,626	11,263	34,794	11,355	16,150
Tot. this w'k.	224,997	152,429	110,735	149,486	121,091	142,099
Since Sept. 1	3686,459	3385,542	3364,934	3316,341	2840,392	2640,769

Galveston includes Indianola; Charleston includes Port Royal, &c. Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 188,923 bales, of which 122,472 were to Great Britain, 24,390 to France and 42,061 to the rest of the Continent, while the stocks as made up this evening are now 958,555 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Jan 5 Exported to— Great Brit'n.	France	Continent.	Total Week.	From Sept. 1, 1882, to Jan. 5, 1883. Exported to— Great Britain.	France	Continent.	Total.
Galveston	14,052	3,521	5,575	23,156	162,455	26,474	52,134	241,033
New Orleans	51,249	16,129	15,279	82,656	371,661	144,513	188,844	705,018
Mobile	2,559	....	.....	2,559	6,470	.....	....	6,470
Florida	.....	.....	.....	.....	.....	.....	.....	.....
Savannah	2,162	4,500	16,604	23,266	57,894	25,352	163,781	247,333
Charleston*	.....	.....	1,495	1,495	78,142	18,83	58,907	183,887
Wilmington	8,307	.....	.....	8,307	28,984	.....	1,500	30,484
Norfolk†	12,369	.....	.....	12,369	256,222	.....	2,778	259,000
New York	17,207	233	3,080	20,520	252,063	18,293	94,436	364,797
Boston	8,387	.....	28	8,415	78,160	.....	342	78,502
Baltimore	3,189	.....	.....	3,189	78,872	1,291	27,340	107,706
Philadelp'a, &c	3,000	.....	.....	3,000	38,515	.....	1,458	40,033
Total	122,472	24,390	42,061	188,923	1,403,468	235,075	631,750	2,270,293
Total 1881-82	66,058	11,500	39,839	119,498	947,450	201,693	481,088	1,629,731

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

Jan. 5, at—	On Shipboard, not cleared—for Great Britain.	France.	Other Foreign	Coastwise.	Total.	Leaving Stock.
New Orleans	53,091	15,409	19,267	6,588	94,355	217,494
Mobile	5,200	3,000	None.	None.	8,200	33,603
Charleston	9,020	2,250	10,860	1,250	23,380	99,073
Savannah	8,700	None.	7,400	4,300	20,400	86,111
Galveston	49,690	3,128	11,688	6,403	70,909	79,559
Norfolk	21,072	None.	3,841	1,027	25,940	46,624
New York	4,500	None.	1,375	None.	5,875	106,042
Other ports	4,300	None.	1,800	None.	6,100	43,890
Total 1883	155,573	23,787	56,231	19,568	255,159	703,396
Total 1882	69,218	37,296	47,445	15,743	169,702	1,029,629
Total 1881	142,362	33,677	47,304	19,306	242,649	678,072

The cotton market reopened on Tuesday morning under a feeling of much depression, due to the large movement of the crop and the declining foreign markets. As a result there was a decline in futures to the extent of 13@15 points. Wednesday opened at a further decline, January dropping below ten cents a pound for middling uplands, but a steadier close at Liverpool caused a brisk demand to cover contracts, and a sharp advance in prices. There was, however, renewed depression on Thursday, Liverpool being again weak. To-day the lowest figures of the season were reached, and the market was without effective rally, the goods trade being unsatisfactory, while the receipts encourage the larger crop estimates. Cotton on the spot declined 1-16c. on Tuesday and again on Wednesday, and trade has continued dull. To-day the market was nominally unchanged, but weak, at 10½c. for middling uplands. For future delivery, the close was easier for the early months and 1 point dearer for the distant deliveries.

The total sales for forward delivery for the week are 521,500 bales. For immediate delivery the total sales foot up this week 2,788 bales, including — for export, 1,538 for consumption, 650 for speculation and 600 in transit. Of the above, 250 bales were to arrive. The following are the official quotations for each day of the past week.

Dec. 30 to Jan. 5.	UPLANDS. Sat.	Mon	Tues	NEW ORLEANS. Sat.	Mon	Tues	TEXAS. Sat.	Mon.	Tues
Ordin'y. ₰ lb	Holiday	Holiday	7 7/8	Holiday	Holiday	7 7/8	Holiday	Holiday	7 7/8
Strict Ord.			8 1/16			8 5/16			8 5/16
Good Ord.			8 3/16			9 1/8			9 1/8
Str. G'd Ord			9 5/16			9 9/16			9 9/16
Low Midd'g			9 3/4			10			10
Str. L'w Mid			10			10 3/16			10 3/16
Middling			10 3/16			10 3/8			10 3/8
Good Mid.			10 7/16			10 5/8			10 5/8
Str. G'd Mid			10 5/8			10 13/16			10 13/16
Midd'g Fair			11 1/8			11 5/16			11 5/16
Fair			11 7/8			12 1/16			12 1/16

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. ₰ lb	7 9/16	7 9/16	7 9/16	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16
Strict Ord.	8	8	8	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
Good Ord.	8 13/16	8 13/16	8 13/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16
Str. G'd Ord	9 1/4	9 1/4	9 1/4	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Low Midd'g	9 11/16	9 11/16	9 11/16	9 15/16	9 15/16	9 15/16	9 15/16	9 15/16	9 15/16
Str. L'w Mid	9 15/16	9 15/16	9 15/16	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Middling	10 1/8	10 1/8	10 1/8	10 5/16	10 5/16	10 5/16	10 5/16	10 5/16	10 5/16
Good Mid.	10 3/8	10 3/8	10 3/8	10 9/16	10 9/16	10 9/16	10 9/16	10 9/16	10 9/16
Str. G'd Mid	10 9/16	10 9/16	10 9/16	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Midd'g Fair	11 1/16	11 1/16	11 1/16	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4
Fair	11 13/16	11 13/16	11 13/16	12	12	12	12	12	12

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary ₰ lb	Holiday.	Holiday.	7 1/4	7 3/16	7 3/16	7 3/16
Strict Good Ordinary			8 1/16	8	8	8
Low Middling			8 3/4	8 11/16	8 11/16	8 11/16
Middling			9 11/16	9 5/8	9 5/8	9 5/8

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on some days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT. Export.	Consump.	Specul'n	Transit.	Total.	FUTURES. Sales.	Deliveries.
Sat				Holidays				
Mon								
Tues	Quiet at 1/16 dec.		461	400	600	1,461	126,200	700
Wed	Quiet at 1/16 dec.		382	100		482	164,200	900
Thurs	Quiet		408			408	110,400	1,100
Fri.	Quiet		287	150		437	120,700	600
Total			1,538	650	600	2,788	521,500	3,300

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

The Sales and Prices of Futures are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	December.	January	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.
Saturday, Dec. 30—													
Sales, total													
Prices paid (range)													
Closing													
Monday, Jan. 1—													
Sales, total													
Prices paid (range)													
Closing													
Tuesday, Jan. 2—	Lower.	Aver. —	Aver. 10·08	Aver. 10·16	Aver. 10·29	Aver. 10·40	Aver. 10·52	Aver. 10·66	Aver. 10·77	Aver. 10·89	Aver. —	Aver. —	Aver. —
Sales, total	126,200	—	11,200	16,800	23,300	18,000	26,700	12,700	6,600	10,900	—	—	—
Prices paid (range)	10·05@10·13	— @ —	10·05@10·14	10·13@10·20	10·25@10·32	10·37@10·43	10·50@10·55	10·63@10·68	10·73@10·79	10·86@10·93	— @ —	— @ —	— @ —
Closing	Weak.	— —	10·05—10·06	10·13—10·14	10·25— —	10·37— —	10·50— —	10·63—10·64	10·75—10·76	10·86—10·87	— —	— —	— —
Wednesd'y, Jan. 3—	Variable.	Aver. —	Aver. 10·03	Aver. 10·10	Aver. 10·23	Aver. 10·36	Aver. 10·49	Aver. 10·62	Aver. 10·72	Aver. 10·85	Aver. —	Aver. —	Aver. —
Sales, total	161,200	—	16,300	22,900	37,800	20,200	29,600	17,000	7,500	12,700	—	—	—
Prices paid (range)	9·97@10·04	— @ —	9·97@10·10	10·05@10·19	10·16@10·32	10·29@10·45	10·43@10·58	10·56@10·71	10·68@10·79	10·78@10·94	— @ —	— @ —	— @ —
Closing	Firmer.	— —	9·97@10·10	10·05@10·19	10·31@— —	10·44@ —	10·57—10·58	10·68—10·70	10·81—10·82	10·93—10·94	— —	— —	— —
Thursday, Jan. 4—	Lower.	Aver. —	Aver. 10·05	Aver. 10·16	Aver. 10·28	Aver. 10·41	Aver. 10·54	Aver. 10·66	Aver. 10·80	Aver. 10·91	Aver. —	Aver. —	Aver. —
Sales, total	110,400	—	21,600	19,000	19,200	15,400	16,300	9,000	2,600	7,300	—	—	—
Prices paid (range)	10·02@10·11	— @ —	10·02@10·11	10·12@10·20	10·24@10·32	10·37@10·45	10·50@10·55	10·64@10·70	10·76@10·81	10·87@10·93	— @ —	— @ —	— @ —
Closing	Dull.	— —	10·02—10·03	10·11—10·12	10·24—10·25	10·38— —	10·51— —	10·64—10·65	10·75—10·76	10·87—10·88	— —	— —	— —
Friday, Jan. 5—	Unsettled.	Aver. —	Aver. 9·96	Aver. 10·07	Aver. 10·21	Aver. 10·35	Aver. 10·49	Aver. 10·62	Aver. 10·72	Aver. 10·84	Aver. —	Aver. —	Aver. —
Sales, total	120,700	—	13,200	21,700	27,500	16,500	20,700	13,400	1,700	6,000	—	—	—
Prices paid (range)	9·94@10·07	— @ —	9·94@ 9·99	10·03@10·11	10·16@10·24	10·31@10·38	10·45@10·52	10·58@10·66	10·70@10·75	10·81@10·87	— @ —	— @ —	— @ —
Closing	Irregular.	— —	9·97— 9·98	10·09—10·10	10·23—10·24	10·38— —	10·51—10·52	10·65—10·66	10·76—10·77	10·88—10·89	— —	— —	— —
Total sales this week.	521,500	.....	62,500	80,400	107,800	70,100	93,300	52,100	18,400	36,900	.....	.....	.....
Average price, week.	10·02	.....	10·03	10·12	10·25	10·38	10·51	10·64	10·75	10·87	.....	.....	.....
Sales since Sep. 1, '82*	10,502,600	1,097,400	2,043,100	1,053,900	1,365,500	833,800	997,100	582,500	220,300	226,700	500	.....	.....

* Includes sales in September, 1882, for September, 500,200; September-October for October, 845,600; September-November for November, 731,000.

Transferable Orders—Saturday, ——c.; Monday, ——c.; Tuesday, 10·10c.; Wednesday, 10·10c.; Thursday, 10·05c.; Friday, 10c.

Short Notices for January—Thursday, 10·07@10·01c.; Friday, 9·94@9·96c.

☞ We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

·20 pd. to exch. 300 Jan. for Mar.	·19 pd. to exch. 700 Jan. for Feb.
·13 pd. to exch. 300 Feb. for Mar.	·10 pd. to exch. 100 Jan. for Feb.
·25 pd. to exch. 100 Feb. for April.	·09 pd. to exch. 100 Jan. for Feb.
·24 pd. to exch. 500 Feb. for April.	·35 pd. to exch. 500 Jan. for April.
·25 pd. to exch. 300 Feb. for April.	·13 pd. to exch. 100 Mch. for April.
·19 pd. to exch. 1,000 Jan. for Mar.	·13 pd. to exch. 500 Feb. for Mch.
·19 pd. to exch. 700 Jan. for Mar.	·25 pd. to exch. 200 Jan. for Mch.
·12 pd. to exch. 1,000 Feb. for Mar.	·67 pd. to exch. 100 Jan. for June.
·25 pd. to exch. 1,000 Feb. for Apr	·12 pd. to exch. 300 May for June.
·13 pd. to exch. 1,500 Apr. for May.	·40 pd. to exch. 100 Jan. for April.

The Visible Supply of Cotton, as made up by cable and telegraph, is as follows. The Continental stocks are the figures

of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Jan. 5), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	710,000	519,000	490,000	524,000
Stock at London.....	83,000	42,200	34,000	51,284
Total Great Britain stock	793,000	561,200	524,000	575,284
Stock at Havre*	129,000	119,000	89,900	55,720
Stock at Marseilles*.....	2,700	3,700	6,800	1,324
Stock at Barcelona*.....	40,000	21,500	24,700	14,148
Stock at Hamburg*.....	3,800	22,000	3,000	2,000
Stock at Bremen*.....	25,100	42,300	26,400	11,401
Stock at Amsterdam*.....	6,600	11,800	8,700	32,232
Stock at Rotterdam*.....	4,100	390	1,850	1,006
Stock at Antwerp.....	900	2,090	900	.....
Stock at other conti'ntal ports.	17,000	8,790	5,320	2,772
Total continental ports....	229,200	231,570	167,570	120,903
Total European stocks.. ..	1,022,200	792,770	691,570	696,187
India cotton afloat for Europe.	100,000	118,000	85,000	55,486
Amer'n cotton afloat for Eur'pe	650,000	527,000	720,000	476,545
Egypt, Brazil, &c., afit for E'r'pe	69,000	42,000	23,000	28,408
Stock in United States ports ..	958,555	1,198,731	920,157	907,791
Stock in U. S. interior towns..	343,010	406,904	300,509	349,859
United States exports to-day..	37,000	19,600	20,000	5,000
Total visible supply.....3,179,765		3,105,005	2,760,236	2,519,276
Of the above, the totals of American and other descriptions are as follows:				
American—				
Liverpool stock.....	445,000	380,000	368,000	387,000
Continental stocks.....	130,000	109,000	92,000	60,000
American afloat for Europe....	650,000	527,000	720,000	476,545
United States stock.....	958,555	1,198,731	920,157	907,791
United States interior stocks..	343,010	406,904	300,509	349,859
United States exports to-day..	37,000	19,600	20,000	5,000
Total American.....	2,563,565	2,641,235	2,420,666	2,186,195
East Indian, Brazil, &c.—				
Liverpool stock.....	265,000	139,000	122,000	137,000
London stock.....	83,000	42,200	34,000	51,284
Continental stocks	99,200	122,570	75,570	60,903
India afloat for Europe.....	100,000	118,000	85,000	55,486
Egypt, Brazil, &c., afloat..	69,000	42,000	23,000	28,408
Total East India, &c	616,200	463,770	339,570	333,081
Total American.....	2,563,565	2,641,235	2,420,666	2,186,195
Total visible supply.....	3,179,765	3,105,005	2,760,236	2,519,276
Price Mid. Upl., Liverpool	5 11/16d.	6 9/16d.	6 3/4d.	7 11/16d.

* Our cable from these ports is unintelligible, so we repeat last week's figures.

☞ The imports into Continental ports this week have been 48,000 bales

The above figures indicate an *increase* in the cotton in sight to-night of 74,760 bales as compared with the same date of 1881, an *increase* of 419,529 bales as compared with the corresponding date of 1880 and an *increase* of 660,489 bales as compared with 1879.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement

Towns.	Movement to Jan. 5, 1883. Receipts. This week.	Receipts. Since Sept. 1'82.	Shipm'ts This week.	Stock Jan. 5.	Movement to Jan. 6, 1882. Receipts. This week.	Receipts. Since Sept. 1, '81.	Shipm'ts This week.	Stock Jan. 6.
Augusta, Ga....	2,688	131,551	1,075	27,046	1,754	135,798	4,261	35,467
Columbus, Ga....	2,416	84,604	1,953	10,576	1,448	85,605	3,146	27,575
Macon, Ga....	974	46,373	500	6,003	711	53,790	371	11,089
Montgom'ry, Ala.	2,273	110,940	3,054	11,573	870	83,879	1,313	11,993
Selma, Ala.....	2,691	80,737	2,309	10,460	890	65,912	1,646	11,667
Memphis, Tenn..	17,240	332,963	20,498	98,540	5,837	273,697	9,769	99,946
Nashville, Tenn.	2,502	31,015	433	9,695	561	41,541	652	3,559
Dallas, Tex....	1,521	27,403	1,289	3,617	242	23,558	1,000	1,650
Jefferson, Tex.*	750	11,913	200	1,000	1,879	41,940	1,357	16,314
Shreveport, La..	2,707	63,510	2,690	6,003	1,660	49,806	5,552	12,410
Vicksburg, Miss.	4,220	63,314	3,840	9,112	4,660	103,606	1,677	9,319
Columbus, Miss.	1,265	24,671	1,607	9,519	571	24,579	788	4,677
Eutaula, Ala ...	1,333	35,228	937	6,592	800	40,813	429	3,052
Griffin, Ga.....	640	21,711	939	1,816	400	18,132	1,430	4,150
Atlanta, Ga.....	3,431	110,550	2,605	29,321	948	103,675	759	29,589
Rome, Ga.....	1,678	57,982	1,588	14,505	849	69,565		11,464
Charlotte, N. C..	399	34,271	799	1,000		19,361		380
St. Louis, Mo....	17,347	286,909	7,479	64,170	9,083	379,864	9,027	85,426
Cincinnati, O....	8,128	180,433	9,439	6,540	17,134	214,304	17,935	12,097
Total, old towns	74,263	1,742,278	63,833	343,010	43,852	1,714,025	60,311	406,904
Newberry, S. C..	520	16,353	486	100	215	12,170	225	734
Raleigh, N. C...	445	33,978	357	2,862	29	42,174	400	1,733
Petersburg, Va..	158	15,790	.....	1,443	100	31,170	429	5,673
Louisville, Ky..	211	18,897	629	2,456	32	32,039	1,433	6,816
Little Rock, Ark.	1,737	31,585	2,444	2,697	1,853	21,723	331	2,229
Brenham, Tex...	327	37,378	2,456	2,503	2,205	32,503	2,439	2,316
Houston, Tex....	518	518,529	30,503	24,455	321	321,503	16,144	23,561
Total, new towns	665,510	1,742,278	34,922	40,637	15,231	461,397	19,199	43,359
Total, all	739,773	3,484,556	98,755	383,647	65,083	2,175,422	79,510	450,263

* This year's figures estimated.

The above totals show that the old interior stocks have *increased* during the week 10,430 bales, and are to-night 63,894 bales *less* than at the same period last year. The receipts at the same towns have been 24,411 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 232,366 bales *more* than for the same time in 1881-2.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending Jan. 5.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	*Mon.*	*Tues.*	*Wednes.*	*Thurs.*	*Fri.*
Galveston....	....	Holiday	9 3/4	9 5/8	9 5/8	9 5/8
New Orleans.	9 11/16		9 11/16	9 5/8	9 5/8	9 5/8
Mobile	9 9/16		9 9/16	9 1/2	9 7/16	9 7/16
Savannah....	9 3/8		9 3/8	9 3/16	9 1/4	9 3/16
Charleston...	9 3/4		9 3/4	9 3/4	9 3/4	9 3/4
Wilmington..	9 3/4		9 5/8	9 1/2	9 1/2	9 1/2
Norfolk	....		9 9/16	9 9/16	9 9/16	9 9/16
Boston	10 1/2		10 1/2	10 3/8	10 3/8	10 3/8
Baltimore ...	10		10	10	10	10
Philadelphia.	10 5/8		10 1/2	10 1/2	10 1/2	10 1/2
Augusta	9 5/16		9 5/16	9 5/16	9 1/4	9 1/8@9 1/4
Memphis	9 1/2		9 1/2	9 3/8	9 3/8	9 3/8
St. Louis.....	....		9 9/16	9 3/8	9 1/2	9 1/2
Cincinnati ...	....		9 5/8	9 1/2	9 1/2	9 1/2
Louisville....	....		9 5/8	9 5/8	9 5/8	....

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns		
	'80-'81.	'81-'82.	'82-'83.	'80-'81.	'81-'82.	'82-'83.	'80-'81.	'81-'82.	'82-'83.
Oct. 20.	236,341	192,531	242,329	179,792	223,785	125,039	238,220	224,755	271,693
" 27	254,830	210,587	241,733	209,575	251,582	139,317	284,613	233,334	256,016
Nov. 3.....	251,768	225,285	256,623	240,562	200,140	175,092	282,755	263,893	292,398
" 10. ...	215,842	238,320	262,251	268,258	322,161	211,740	238,538	265,341	298,890
" 17.	256,618	233,492	259,154	281,562	345,700	244,123	271,922	257,007	291,537
" 24.....	205,192	232,216	242,169	281,476	367,060	259,175	268,106	253,570	257,221
Dec. 1.....	218,341	222,170	255,097	287,717	393,080	275,700	221,582	248,193	271,622
" 8.....	243,137	238,844	247,017	303,003	415,598	291,376	258,423	261,357	262,693
" 15.. ...	238,490	241,576	262,015	336,852	447,588	299,528	272,319	271,513	270,167
" 22	237,980	206,855	258,176	353,487	457,024	305,493	254,695	218,349	295,635
" 29	196,435	200,624	251,623	333,025	466,556	319,855	205,973	210,180	294,765
Jan. 5.....	110,735	152,423	224,997	337,644	473,679	383,647	85,374	139,502	228,789

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 4,053,621 bales; in 1881-82 were 3,793,776 bales; in 1880-81 were 3,863,660 bales.

2. That, although the receipts at the out-ports the past week were 224,997 bales, the actual movement from plantations was 228,789 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 139,502 bales and for 1881 they were 85,374 bales.

AMOUNT OF COTTON IN SIGHT JANUARY 5.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to January 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.
Receipts at the ports to January 5.....bales.	3,686,459	3,385,542
Interior stocks in excess of Sept. 1 on Jan. 5..	367,162	408,234
Total receipts from plantations....	4,053,621	3,793,776
Net overland to January 1.....	413,082	323,510
Southern consumption to January 1.....	130,000	100,000
Total in sight January 5.....	4,596,703	4,217,286

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 379,417 bales.

WEATHER REPORTS BY TELEGRAPH.—There has been rain in most sections of the South during the week, but in general the rainfall has not been heavy. Picking has been interrupted to some extent by the holidays.

Galveston, Texas.—It has been drizzly and foggy on three days of the week, the rainfall reaching fourteen hundredths of an inch. Very little picking has been done throughout the State since the holidays, and the prospect in this regard is discouraging. Average thermometer 52, highest 64, and lowest 40. During the month of December the rainfall reached three inches and forty-two hundredths.

Indianola, Texas.—We have had rain on four days of the week, the rainfall reaching sixty-seven hundredths of an inch. The thermometer has ranged from 30 to 61, averaging 45. Rainfall for the month of December, one inch and seventy-five hundredths.

Dallas, Texas.—It has rained hard on four days of the week, the rainfall reaching one inch and eighteen hundredths. Pick-

ing has been interrupted by the rain and the holidays, and a great deal of cotton will inevitably be lost. The thermometer has averaged 36, the highest being 55, and the lowest 17. No rainfall in December.

Brenham, Texas.—We have had no rain during the week. About all the crop has now been secured. The thermometer has averaged 46, ranging from 26 to 66. Rainfall for the month of December one hundredth of an inch.

Palestine, Texas.—It has rained on three days of the week, the rainfall reaching sixty-six hundredths of an inch. The rain and the holidays have interfered with picking. Average thermometer 39, highest 55 and lowest 22. During the month of December the rainfall reached one inch and sixteen hundredths.

Huntsville, Texas.—We have had no rain during the week. Picking has been interrupted by the holidays. The thermometer has ranged from 20 to 59, averaging 40. Rainfall for the month of December one inch and twenty hundredths.

Weatherford, Texas.—It has rained on two days of the week, the rainfall reaching seventy-five hundredths of an inch. The weather is cold. Not much picking has been done this week. The thermometer has averaged 35, the highest being 53 and the lowest 17.

Belton, Texas.—It has been showery on one day of the week, the rainfall reaching twenty-five hundredths of an inch. The weather is cold. The thermometer has ranged from 17 to 57, averaging 37. Rainfall for the month of December sixty-two hundredths of an inch.

Luling, Texas.—We have had showers on two days of the week, the rainfall reaching twenty-five hundredths of an inch. Average thermometer 42, highest 55 and lowest 28. During the month of December the rainfall reached eleven hundredths of an inch.

New Orleans, Louisiana.—It has rained on three days of the week, the rainfall reaching nineteen hundredths of an inch. The thermometer has averaged 52.

Shreveport, Louisiana.—Telegram not received.

Vicksburg, Mississippi.—The early part of the week was clear and pleasant, but during the latter portion we have had rain on two days.

Columbus, Mississippi.—It has rained on two days of the week, the rainfall reaching one inch and ninety-four hundredths. The thermometer has averaged 50. During the month of December the rainfall reached two inches and eighty-three hundredths.

Little Rock, Arkansas.—It has been cloudy on four days of the week, with rain on two days and sleet on two days, and the remainder of the week has been clear and cold. The rainfall reached two inches. Average thermometer 33, highest 43 and lowest 22. During the month of December we had rain on sixteen days, and the rainfall reached one inch and thirty-five hundredths. The thermometer averaged 40, and ranged from 15 to 65.

Memphis, Tennessee.—The early part of the week the weather was clear and pleasant, but during the latter portion we have had rain on two days. The rainfall reached one inch and ninety hundredths. The thermometer has ranged from 24 to 51, averaging 39·6. It rained on ten days during the month of December and the rainfall reached one inch and seventy-eight hundredths. The thermometer ranged from 11·5 to 67, and averaged 42·7.

Nashville, Tennessee.—We have had rain on three days of the week, the rainfall reaching seventy-one hundredths of an inch. The thermometer has averaged 37, the highest being 52 and the lowest 26.

Mobile, Alabama.—The early part of the week was clear and pleasant, but during the latter portion it has been showery on two days. The rainfall reached twenty-eight hundredths of an inch. The cause of small receipts this week is the Christmas holidays. The thermometer has averaged 47, ranging from 31 to 66. During the month of December the rainfall reached five inches and eighty-four hundredths.

Montgomery, Alabama.—The early part of the week was clear and pleasant, but during the latter portion we have had rain on three days, and it is still raining. The rainfall reached thirty-six hundredths of an inch. The thermometer has ranged from 32 to 63, averaging 45. Rainfall during the month of December, three inches and eighty-eight hundredths.

Selma, Alabama.—It has rained on two days of the week, the rainfall reaching eighty hundredths of an inch. The cause of the small receipts this week is bad roads. The thermometer has averaged 42, ranging from 30 to 58.

Madison, Florida.—We have had no rain during the week. We had a frost, but not a killing frost, on Sunday night. Contracts for labor for the coming year are now being made at about last year's rates. The thermometer has averaged 55, ranging from 40 to 70.

Macon, Georgia.—It has rained on three days of the week. Average thermometer 46, highest 60 and lowest 28. During the month of December the rainfall reached five inches and eighty-five hundredths.

Columbus, Georgia.—We have had rain on two days of the week, the rainfall reaching sixty-seven hundredths of an inch. The thermometer has ranged from 34 to 55, averaging 48. During the month of December the rainfall reached six inches and twenty-two hundredths.

Savannah, Georgia.—We had rain during the early part of the week and the remainder of the week has been cloudy. The rainfall reached one inch and sixty-one hundredths. The thermometer has averaged 49, the highest being 61 and the lowest 37.

Augusta, Georgia.—The early part of the week was clear and pleasant, but during the latter portion we have had rain on two days. The rainfall reached one inch and thirteen hundredths. The cause of the small receipts this week is that the holidays being over planters are holding their crop for higher prices. The thermometer has averaged 44, ranging from 31 to 60. Rainfall during the month of December four inches and forty-five hundredths.

Atlanta, Georgia.—It has rained on two days of the week, the rainfall reaching one inch and seventy-four hundredths. The thermometer has ranged from 28 to 49, averaging 40.

Charleston, South Carolina.—We have had rain on three days of the week, the rainfall reaching seventy-two hundredths of an inch. Average thermometer 46, highest 61 and lowest 36.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock January 4, 1883, and January 5, 1882.

		Jan. 4, '83.		Jan. 5, '82.	
		Feet.	Inch.	Feet.	Inch.
New Orleans	Below high-water mark	11	10	5	2
Memphis	Above low-water mark.	11	4	30	3
Nashville	Above low-water mark.	4	8	15	1
Shreveport	Above low-water mark.	15	3	14	4
Vicksburg	Above low-water mark.	14	7	37	0

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

Jute Butts, Bagging, &c.—There is no change to report in the bagging market in the way of orders, and business continues quiet, scarcely any inclination being shown to take large parcels, while in a small way only a light demand is reported. Prices are easy and sellers are quoting 6¾c. for 1½ lbs., 7¼c. for 1¾ lbs., 8c. for 2 lbs. and 8¾c. for standard grades. Butts are in moderate demand, a few small transactions being reported; but we hear of no important sales. The orders continue fair, but they are for small parcels, though in the aggregate a considerable amount of stock has been placed. Prices are about steady, and the market closes with sellers asking 2 7-16@ 2½c. for paper grades and 2 9-16@2 11-16c. for bagging qualities.

India Cotton Movement for 1882.—According to the Chronicle's statements, published from week to week through the year, the following would appear to be the total exports of cotton from all India ports during 1882:

Exports from—	*Exports to—*		
	Gt. Britain.	*Continent.*	*Total.*
Bombay—			
1882 (bales)	801,000	652,000	1,453,000
1881 (bales)	376,000	617,000	993,000
Calcutta—			
1882 (bales)	118,000	40,000	158,000
1881 (bales)	117,000	36,400	153,400
Madras—			
1882 (bales)	69,800	8,500	78,300
1881 (bales)	26,700	3,000	29,700
All Others—			
1882 (bales)	60,000	20,000	80,000
1881 (bales)	26,600	9,400	36,000
All Ports—			
1882 (bales)	1,048,800	720,500	1,769,300
1881 (bales)	546,300	665,800	1,212,100

These figures indicate that the exports from all India during 1882 were 557,200 bales in excess of 1881.

India Cotton Movement from all Ports.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to January 4.

Bombay Receipts and Shipments for Four Years.

Year	*Shipments this week.*			*Shipments since Jan. 1.*			*Receipts.*	
	Great Brit'n.	*Continent.*	*Total.*	*Great Britain*	*Continent.*	*Total.*	*This Week.*	*Since Jan. 1.*
1883	6,000	2,000	8,000	6,000	2,000	8,000	27,000	27,000
1882	7,000	10,000	17,000	7,000	10,000	17,000	34,000	34,000
1881	5,000	7,000	12,000	5,000	7,000	12,000	16,000	16,000
1880	5,000	1,000	6,000	5,000	1,000	6,000	11,000	11,000

According to the foregoing, Bombay appears to show a *decrease* compared with last year in the week's receipts of 7,000 bales, and a *decrease* in shipments of 9,000 bales, and the shipments since January 1 show a *decrease* of 9,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Conti-nent.	Total.	Great Britain.	Conti-nent.	Total.
Calcutta—						
1883.....	5,000	.....	5,000	5,000	.....	5,000
1882.....	6,500	300	6,800	6,500	300	6,800
Madras—						
1883.....	.....	.....	.....	.....	.....	.....
1882.....	500	.....	500	500	.....	500
All others—						
1883.....	1,000	.....	1,000	1,000	.....	1,000
1882.....	1,500	.....	1,500	1,500	.....	1,500
Total all—						
1883	6,000	.....	6,000	6,000	.....	6,000
1882	8,500	300	8,800	8,500	300	8,800

The above totals for the week show that the movement from the ports other than Bombay is 2,800 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	8,000	8,000	17,000	17,000	12,000	12,000
All other p'rts.	6,000	6,000	8,800	8,000	10,000	10,000
Total.....	14,000	14,000	25,800	25,800	22,000	22,000

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, January 4.	1882-83.		1881-82.		1880-81.	
Receipts (cantars*)—						
This week....	140,000		130,000		170,000	
Since Sept. 1	1,626,000		2,117,550		1,865,500	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)—						
To Liverpool.....	9,000	125,000	17,000	131,000	8,000	121,000
To Continent	4,000	32,000	6,297	65,710	3,832	41,122
Total Europe.....	13,000	157,000	23,297	196,710	11,832	163,122

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Jan. 4 were 140,000 cantars and the shipments to all Europe were 13,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is quiet with limited business, and prices in buyers' favor. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1882-83.				1881-82.			
	32s Cop. Twist.	8¼ lbs. Shirtings.		Cott'n Mid. Upl'ds	32s Cop. Twist.	8¼ lbs. Shirtings.		Cott'n Mid. Upl'ds
	d.	s.	d.	d.	d.	s.	d.	d.
Nov. 3	9 3/16@9 3/8	5	11½@7	6	6 1/16	6	6@8	0 6 3/8
" 10	9 3/16@9 3/8	5	11½@7	6	6 1/8	6	6@8	1½ 6 7/16
" 17	9 1/16@9 1/4	6	1@7	6	6 1/8	6	6@8	1½ 6 9/16
" 24	8 7/8@9 1/2	6	3@7	9	6 1/8	6	6@8	1½ 6 1/2
Dec. 1	8 7/8@9 1/2	6	3@7	9	6	6	6@8	1½ 6 11/16
" 8	8 7/8@9 1/2	6	3@7	9	5 15/16	6	6@8	1½ 6 9/16
" 15	8 7/8@9 1/2	6	3@7	7½	5 15/16	6	6@8	0 6 9/16
" 22	8 7/8@9 1/2	6	1½@7	7½	5 13/16	6	6@8	0 6 11/16
" 29	8 13/16-9 7/16	6	1½@7	7½	5 3/4	6	6@8	0 6 11/16
Jan. 5	8 3/4@9 3/8	6	1@7	7	5 11/16	6	6@8	0 6 9/16

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows:

Monthly Receipts.	Year Beginning September 1.					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,84[illegible]	98,491
October.	980,381	853,195	968,318	888,199	689,26[illegible]	578,533
Novemb'r	1,024,637	974,043	1,006,501	942,27[illegible]	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,80[illegible]	956,164	893,664	900,119
Total year	3,514,473	3,253,822	3,454,099	3,120,871	2,651,013	2,399,636
Perc'tage of tot. port receipts Dec. 31.	68·93	58·80	62·39	59 60	55 21	

This statement shows that up to Dec. 31 the receipts at the ports this year were 250,651 bales more than in 1881 and 60,374 bales more than at the same time in 1880. By adding to the above totals to Dec 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83.	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Nv. 30	2,401,937	2,257,015	2,433,297	2,164,107	1,757,319	1,499,517
Dc. 24....	8.	31,591	59,785	28,445	27,382	54,604
" 25....	50,258	8.	38,096	29,014	22,297	44,635
" 26....	38,039	33,552	8.	42,619	29,956	35,804
" 27....	32,017	23,910	40,703	29,995	37,243	35,803
" 28....	35,045	43,358	20,643	8.	25,532	22,066
" 29 ...	50,626	24,990	29,021	30,953	8.	29,398
" 30....	53,011	43,193	17,300	26,918	27,402	8.
" 31....	8.	20,709	35,582	20,453	21,943	37,323
Tot. Dc. 31	3,514,473	3,253,822	3,454,099	3,120,871	2,651,013	2,399,636
Jan. 1....	49,366	8.	20,291	15,776	9,614	18,351
" 2....	35,488	28,830	8.	30,208	22,227	30,235
" 3....	24,656	24,328	23,421	30,790	36,137	18,957
" 4....	29,181	17,926	11,808	8.	14,919	31,491
" 5....	33,895	23,405	13,397	23,54[illegible]	8.	20,055
Total.....	3,686,459	3,348,311	3,523,022	3,221,193	2,733,940	2,518,725
Percentage of total port rec'pts Jan. 5.		70·95	59·97	64·42	61·4[illegible]	57 96

This statement shows that the receipts since Sept. 1 up to to-night are now 339,148 bales more than they were to the same day of the month in 1881 and 163,437 bales more than they were to the same day of the month in 1880. We add to the table the percentages of total port receipts which had been received to January 5 in each of the years named.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 162,836 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Baltic, 1,055....Bavarian, 2,662....Biela, 1,608 .. Catalonia, 3,262....City of New York, 1,984....England, 1,723....Lake Huron, 2,711 ....Nevada, 1,327....Wyoming, 775	17,107
To Hull, per steamer Rialto, 100	100
To Havre, per steamers Heimdal, 50....Labrador, 183	233
To Bremen, per steamer Werra, 400	400
To Hamburg, per steamer Silesia, 250	250
To Amsterdam, per steamer Amsterdam, 1,658	1,658
To Rotterdam, per steamer Maas, 107	107
To Antwerp per steamer Switzerland, 365	365
NEW ORLEANS—To Liverpool, per steamers Burswell, 3,406.... Glen Fruin, 7,825....Legislator, 4,705....Leonora, 7,027 ....Nicosian, 3,861	26,824
To Grimsby, per steamer Roxburgh, 5,165	5,165
To Cork, per bark Salem, 1,336	1,336
To Havre, per steamers Cavalier, 3,124.. Oxenholme, 6,076 ....per bark Emmanuel Swedenborg, 2,569	11,769
To Bremen, per steamers Compton, 4,014....William Dickinson, 4,828	8,872
To Antwerp, per steamer Silverdale, 2,327	2,327
To Barcelona, per steamers Cristobel Colon, 3,002....Santiago, 2,300	5,302
To Genoa, per steamer Linda, 3,573....per bark Osmi Dubrovacki, 2,061	5,634
To Vera Cruz, per steamer City of Mexico, 1,225	1,225
MOBILE—To Liverpool, per steamer Thornhill, 3,920	3,920
CHARLESTON—To Liverpool, per barks Cyclone, 2,218 Upland and 429 Sea Island....Cyprus, 3,789 Upland....Winona, 2,050 Upland	8,486
To Cork, for orders, per barks I. P. Berg, 1,585 Upland.... Polycarp, 1,601 Upland	3,186
To Havre, per barks Colombo, 1,400 Upland and 149 Sea Island....Pomona, 1,400 Upland	2,949
To Sebastopol, per steamer Knight Templar, 4,589	4,589
SAVANNAH—To Liverpool, per steamers James Gray, 4,604 Upland....Simoon, 6,056 Upland, 318 Sea Island	10,978
To Bremen, per bark Poseidon, 2,000	2,000
To Salerno, per bark Breidablik, 1,300	1,300
TEXAS—To Liverpool, per bark Indiana, 910	910
To Bremen, per steamer Charrington, 4,831	4,831
To Genoa, per bark Kosmos, 1,306	1,306
WILMINGTON—To Liverpool, per bark Sago, 2,183	2,183
NORFOLK—To Liverpool, per steamers Katie, 8,233....Loudoun Castle, 6,889	15,122
BALTIMORE—To Liverpool, per steamers Austrian, 1,500.... Caspian, 1,608....Mississippi, 3,976	7,084
To Bremen, per steamer Gen. Werder, 1,341	1,341
BOSTON—To Liverpool, per steamers Iberian, 2,011....Samaria, 866	2,877
PHILADELPHIA—To Liverpool, per steamer Indiana, 500	500
Total	162,836

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Grimsby, Cork and Hull.	Havre.	Bremen & Hamburg.	Rot'dam & Amsterdam & Antwerp.	Sebastopol.	Genoa and Salerno.	Total.
New York..	17,107	100	233	650	2,430	.....	.....	20,520
N. Orleans.	25,824	6,801	11,769	8,872	2,327	.. ...	5,031	60,754
Mobile	3,920	.....	.....	.....	.....	.....	.....	3,920
Charleston.	8,486	3,186	2,949	.....	.....	4,589	.....	19,210
Savannah..	10,978	.....	.....	2,000	.....	.....	1,300	14,278
Texas	910	.....	.....	4,831	.....	.....	1,306	7,047
Wilmington	2,183	.....	.....	.....	.....	.....	.....	2,183
Norfolk	15,122	.....	.....	.....	.....	.....	.....	15,122
Baltimore..	7,084	.....	.....	1,341	.....	.....	.....	8,425
Boston.....	2,877	.....	.....	.....	.....	.....	.....	2,877
Philadelp'a	500	.....	.....	.....	.....	.....	.....	500
Total...	95,991	10,087	14,951	17,694	4,757	4,589	8,240	162,836

Included in these totals are, from New Orleans to Barcelona, 5,302 bales and to Vera Cruz, 1,225 bales.

Below we add the clearances, this week, of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

Galveston—For Liverpool—Dec. 29—Bark Anina, 843....Dec. 30—Steamer Ardancarrach, 3,700; bark Fama, 1,259.
For Bremen—Dec. 30—Steamer Menzaleh, 4,295.
For Amsterdam—Dec. 30—Bark Velox, 1,280.
New Orleans—For Liverpool—Dec. 29—Steamers Brankelow, 5,930; West Indian, 2,513....Dec. 30—Steamers Gallego, 5,200; Knight of St. Patrick, 5,594; Orion, 4,583....Jan. 2—Steamers Persian, ; Vindolana,
For Havre—Dec. 30—Steamers Diadem, 4,570; Flachat, 3,679; Newminster, 2,950.
For Hamburg—Jan. 2—Steamer Coronilla.
For Antwerp—Dec. 30—Steamer Cameo, 2,233.
For Sebastopol—Dec. 30—Steamer Cyprus, 5,225....Jan. 2—Steamer Ashburne,
For Barcelona—Dec. 29—Bark Pepita, 299....Dec. 30—Bark Caviedes, 500.
Mobile—For Liverpool—Dec. 30—Bark Arcadia, 2,550.
Savannah—For Liverpool—Jan. 2—Bark Christian Scriver, 2,162 Upland.
For Bremen—Jan. 3—Steamer Athens, 7,224.
For Barcelona—Jan. 3—Bark Barcelona, 3,375.
Charleston—For Barcelona—Dec. 29—Bark Lloret, 470.
For Genoa—Dec. 30—Bark Madalena, 1,025.
Wilmington—For Liverpool—Dec. 30—Barks Louise, 3,391; Thinca, 1,643—Jan. 2—Bark Josra, 1,800.
Norfolk—For Liverpool—Jan. 2—Ship Edward O'Brien, 8,693....Jan. 4—Steamer Pedro, 1,200.
West Point—For Liverpool—Jan. 2—Steamer Elpis, —— —.
Boston—For Liverpool—Dec. 27—Steamer Victoria, 1,372....Dec. 28—Steamer Venetian, 2,190....Dec. 29—Steamer Palestine, 1,976....Jan. 3—Steamer Illyrian, ——.
For Antwerp—Jan. 2—Steamer Hermann, 28.
Baltimore—For Liverpool—Dec. 30—Steamer Vesta, 4,081.
Philadelphia—For Liverpool—Dec. 29—Steamer Illinois, 1,000....Jan. 2—Steamer Lord Gough, 2,000.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

Blagdon, steamer (Br.), from New Orleans for Sebastopol, put into Gibraltar Jan. 2 with machinery out of order.
City of Berlin (Br.), before reported, towed back to New York with loss of rudder and rudder post. The cargo of the steamer City of Berlin was forwarded to destination by the steamers City of Chester and the City of Brussels; the former sailed Dec. 23 and the latter on the 28th.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	Holiday	Holiday	3 16@17 64	3 16@17 64	3 16@17 64	3 16@17 64
Do sail...d.			....	....	....	....
Havre, steam....c.			7 16*	7 16*	7 16*	7 16*
Do sail.. ....c.			....	....	....	....
Bremen, steam. .c.			9 16*	9 16*	9 16*	9 16*
Do sail.....c.			....	....	....	....
Hamburg, steam.d.			1 2*	1 2*	1 2*	1 2*
Do sail...d.			....	....	....	....
Amst'd'm, steam.c.			9 16@5 8*	9 16@5 8*	9 16@5 8*	9 16@5 8*
Do sail...d.			....	....	....	....
Baltic, steam....d.			3 8*	3 8*	3 8*	3 8*
Do sail.....c.			....	....	....	....
Barcelona, steam.c.			7 8*	7 8*	7 8*	7 8*
Genoa, steam ...d.			3 4*	3 4*	3 4*	3 4*

* Compressed.

Liverpool.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Dec. 15.	Dec. 22	Dec. 29.	Jan. 5.
Sales of the week.....bales.	61 000	55,000	32,000	43,000
Of which exporters took	6,300	5,200	2,800	3,800
Of which speculators took..	3,100	1,840	890	1,670
Sales American	40,000	40,000	24,000	32,500
Actual export.....	5,700	11,500	11,500	4,900
Forwarded.....	19,000	20,000	21,000	29,500
Total stock—Estimated.....	537,000	536,000	663,000	710,000
Of which American—Estim'd	28 ',000	308,000	395,000	445,000
Total import of the week.....	98,000	99,000	167,000	119,000
Of which American.....	70,000	84,000	129,000	104,000
Amount afloat.....	369,000	398,000	361,000	387,000
Of which American.....	322,000	348,000	318,000	329 000

The tone of the Liverpool market for spots and futures each day of the week ending Jan. 5, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, 12:30 P.M	Holiday	Holiday	Mod. inq. freely supplied	Quiet.	Dull.	Easier.
Mid. Upl'ds			5 3/4	5 3/4	5 11/16	5 11/16
Mid. Orl'ns			5 15/16	5 7/8	5 13/16	6 1/16
Sales.....			10,000	10,000	10,000	10,000
Spec. & exp.			1,000	1,000	1,000	1,000
Futures.						
Market, 12:30 P.M.			Flat.	Dull.	Weaker.	Barely steady.
Market, 5 P. M.			Barely steady.	Steady.	Barely steady.	Dull.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus:* 5 62 *means* 5 62-64*d. and* 6 03 *means* 6 3-64*d.*

	Sat., Dec. 30.	Mon., Jan. 1.	Tues., Jan. 2.			
			Open	High	Low.	Clos.
			d.	d.	d.	d.
January.....	Holiday	Holiday	5 42	5 42	5 41	5 41
Jan.-Feb. ..			5 41	5 41	5 39	5 39
Feb.-Mar...			5 43	5 43	5 40	5 40
Mar.-April..			5 45	5 45	5 42	5 42
April-May .			5 48	5 48	5 48	5 46
May-June..			5 52	5 52	5 50	5 50
June-July..			5 56	5 56	5 53	5 53
July-Aug...			5 60	5 60	5 57	5 57
Aug.-Sept..			6 00	6 00	5 62	5 62
Sept.-Oct...			....	...	....	....

	Wednes., Jan. 3.				Thurs., Jan. 4.				Fri., Jan. 5.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
January.....	5 38	5 39	5 38	5 39	5 41	5 41	5 41	5 43	5 41	5 41	5 39	[illegible]
Jan.-Feb ...	5 38	5 39	5 38	5 39	5 41	5 45	5 41	5 41	5 40	5 40	5 38	5 39
Feb.-Mar...	5 39	5 40	5 39	5 40	5 42	5 45	5 42	5 45	5 41	5 41	5 39	5 39
Mar.-April..	5 41	5 41	5 41	5 41	5 41	5 47	5 43	5 46	5 43	5 43	5 42	5 42
April-May..	5 41	5 45	5 41	5 45	5 48	5 50	5 47	5 50	5 47	5 47	5 45	5 45
May-June..	5 49	5 49	5 48	5 49	5 52	5 53	5 51	5 53	5 50	5 51	5 48	5 48
June-July..	5 53	5 53	5 52	5 53	5 53	5 57	5 55	5 57	5 54	5 54	5 52	5 52
July-Aug...	5 59	5 58	5 59	5 58	5 59	5 62	5 59	5 61	5 58	5 58	5 56	5 56
Aug.-Sept..	5 61	5 61	5 61	5 61	6 00	6 00	5 63	5 63	5 63	5 63	5 60	5 60
Sept.-Oct...	...	....	....	....	...	....	....	....	....	....	....	....

BREADSTUFFS.

Friday, P. M., January 5, 1883.

Flour has been dull for the better grades but fairly active for the common brands. Prices have been weak, but more especially for the higher grades, and the supply of all kinds has been liberal. To-day the market was quiet and steady.

Wheat has advanced 2c, owing to higher markets in Europe, floods in Germany, fears of a drought in California, small receipts at the West and a good demand for export, though the foreign trade has been curtailed to some extent by the comparative scarcity of No. 2 red wheat in railroad elevator, exporters preferring this grade, while the scarcity and firmness of ocean tonnage have likewise served to restrict business. Options showed little activity until Thursday, when a large business took place. To-day the market was very firm for cash, but options, after an advance of ½@¾c., weakened somewhat; No. 2 red sold at $1 10⅞@$1 11¼ for January, $1 13@$1 13⅝ for February, $1 15@$1 15¾ for March, $1 17@$1 17½ for April and $1 17@$1 17¾ for May.

Indian corn has been in better demand for export, owing mainly to the fact that there has latterly been a paying margin on the Liverpool market, and prices have advanced here 1c. to 2½c. The floods in Germany have also contributed to the advance. The receipts at the West have been large at times, but the inspection has proved irregular and latterly unfavorable. The lower grades have been in good demand of late for mixing with other grades. Options, within a day or two, have sold quite freely under the stimulus of the European advices, and have recovered an early decline. To-day the market was ½@¾c. higher, but options towards the close became weaker; No. 2 mixed sold at 67c. for January, 65⅞c. for February, 65½c. for April and 64c. for May.

Rye has been quiet and without marked change. Barley has been moderately active and about steady. Oats have been in better demand at some advance; there is a large stock here, but it is mostly held by two houses, and the receipts at the West have latterly shown a marked decrease. To-day the market was firm on the spot, but slightly lower for futures; No. 2 mixed sold at 45¾@45⅞c. for January, 46¼@46⅜c. for February, 46½@46⅝c. for March.

The following are closing quotations:

FLOUR.				
No. 2 spring...$ bbl.	$2 25@ 3 00	City shipping extras.	$5 30@ 5 75	
No. 2 winter	2 60@ 3 25	Southern bakers' and family brands	5 30@ 6 75	
Superfine.....	3 00@ 3 60	South'n shipp'g extras.	4 25@ 5 20	
Spring wheat extras..	3 75@ 4 50	Rye flour, superfine..	3 35@ 3 85	
do bakers'.....	4 75@ 5 25	Corn meal—		
Wis. & Minn. rye mix.	4 75@ 5 50	Western, &c.....	3 15@ 3 75	
Minn. clear and str't	4 00@ 6 00	Brandywine, &c....	3 75@ 3 90	
Winter shipp'g extras.	3 50@ 4 25	Buckw't flour, 100 lbs.	2 50@ 2 75	
Patents, spring.....	5 50@ 7 25			
Patents, winter.....	5 50@ 7 00			

GRAIN.

Wheat—			Rye—Western	66 @	70
Spring, per bush.	1 00 @	1 08	State & Canada..	68 @	72
Spring No. 2.....	1 07 @	1 08	Oats—		
Red winter	84 @	1 16½	Mixed.....	41½ @	46¼
Red winter, No. 2	1 11½ @	1 13½	White.....	47 @	51½
White.....	88½ @	1 13½	No. 2 mixed.	46 @	....
White No. 1.....	1 08 @	1 09	No. 2 white.....	48 @	48¼
Corn—West. mixed	59 @	60	Barley—		
West. mix. No. 2.	60 @	60¾	Canada No. 1....	98 @	1 00
White.....	63 @	66	Canada bright...	1 02 @	....
Yellow.....	62 @	68	Canada No. 2....	90 @	....
Buckwheat.....	72½ @	75	State, 4-rowed...	90 @	92
			State, 2-rowed...	81 @	84

The movement of breadstuffs to market is indicated in the statements below prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Dec. 30 and since Aug. 1 for each of the last three years:

Receipts at—	*Flour.*	*Wheat.*	*Corn.*	*Oats.*	*Barley.*	*Rye.*
	Bbls.196lbs	*Bush.60 lbs*	*Bush.56 lbs*	*Bush.32 lbs*	*Bush.48 lbs*	*Bush.56 lbs*
Chicago.....	108,290	444,580	1,554,229	1,233,627	229,909	55,140
Milwaukee..	111,135	358,478	11,810	79,000	193,455	10,414
Toledo.....	1,997	158,441	276,259	177,140	.....	1,443
Detroit	7,303	175,619	10,383	20,294	12,312	.....
Cleveland....	1,927	8,500	20,750	15,300	6,000	500
St. Louis	28,972	259,062	399,175	82,323	87,387	16,011
Peoria.	1,851	7,300	282,659	145,650	13,800	15,500
Duluth	.....	93,628	.....	.....	.....	.....
Tot. wk. '82	260,571	1,509,638	2,510,265	1,759,340	533,863	99,017
Same wk. '81	197,185	656,801	870,313	539,048	410,733	50,124
Same wk. '80	194,291	809,553	1,135,197	445,589	373,227	46,943
Since Aug. 1—						
1882.....	4,567,486	50,817,119	33,415,551	25,304,005	8,634,228	2,401,070
1881.....	3,712,984	25,558,475	55,902,803	10,345,533	7,832,482	2,716,519
1880.....	3,939,448	58,007,396	61,294,315	21,575,054	8,251,019	2,508,749

Below are the rail shipments from Western lake and river ports for four years:

	1882. *Week Dec. 30.*	1881. *Week Dec. 31.*	1880. *Week Jan. 1.*	1879. *Week Jan. 2*
Flour.....bbls.	263,164	100,558	185,781	163,957
Wheat.....bush.	865,050	236,541	379,360	178,686
Corn.....	1,276,950	738,207	614,954	573,271
Oats.....	547,343	372,171	417,391	238,080
Barley.....	223,998	212,938	178,016	60,378
Rye.....	41,996	50,232	58,730	46,332
Total.....	2,455,337	1,610,089	1,648,451	1,036,747

The rail and lake shipments from same ports for last four weeks were:

Week ending—	*Flour, bbls.*	*Wheat, bush.*	*Corn, bush.*	*Oats, bush.*	*Barley, bush.*	*Rye, bush.*
Dec. 30...263,164		395,350	1,299,193	560,291	223,998	41,996
Dec. 23...170,950		292,366	1,038,006	402,408	134,753	26,704
Dec. 16...207,596		303,544	997,591	352,168	198,583	38,235
Dec. 9...226,112		444,836	928,978	396,583	219,326	42,981
Tot., 4 w.	867,822	1,436,096	4,263,768	1,711,450	776,660	149,966
4 w'ks 81..467,821		1,034,183	3,891,483	1,449,763	709,437	169,730

The receipts of flour and grain at the seaboard ports for the week ended Dec. 30, follow:

At	*Flour, bbls.*	*Wheat, bush.*	*Corn, bush.*	*Oats, bush.*	*Barley, bush.*	*Rye, bush.*
New York	207,459	404,000	582,910	160,876	53,378	7,090
Boston.....	80,010	63,075	235,300	74,400	18,075	1,000
Portland	11,089	51,720	8,000	4,500	.....	.....
Montreal.....	13,609	14,200	.....	5,600	1,350	.....
Philadelphia...	20,992	102,800	177,800	71,000	23,100	500
Baltimore.....	24,659	208,700	264,100	13,500	.....	2,500
New Orleans...	10,469	154,498	28,233	22,428	.....	.....
Total week...	368,282	998,993	1,296,843	352,304	95,903	11,090
Cor. week '81..	222,535	483,625	904,196	337,163	152,477	9,246

The total receipts at the same ports for the period from Dec. 25, 1882, to Dec. 30, 1882, compare as follows for four years:

	1882.	1881.	1880.	1879.
Flour.....bbls.	368,282	222,535	286,321	226 534
Wheat.....bush.	998,993	483,625	935,412	915,257
Corn.....	1,296,843	904,196	1,136,576	1,786,539
Oats.....	352,304	337,463	252,935	291,530
Barley.....	95,903	152,477	122,935	101,715
Rye.....	11,090	9,246	33,152	16,762
Total grain	2,755,013	1,837,007	2,510,233	3,111,808

The exports from the several seaboard ports for week ending Dec. 30, 1882, are shown in the annexed statement:

Exports from—	*Flour.*	*Wheat.*	*Corn.*	*Oats.*	*Rye.*	*Peas.*
	Bbls.	*Bush.*	*Bush.*	*Bush.*	*Bush.*	*Bush.*
New York	173,534	415,978	386,702	1,829	46,036	13,418
Boston...	25,065	24,563	19,570	4	.....	.....
Portland.	11,369	51,720	.....	.....	.....	48,937
Montreal.	.....	.....	.....	.....	.....	.....
Philadel..	11,635	84,701	21,237	.....	.....	.....
Baltim're	21,342	219,378	145,085	300	.....	.....
N.Orl'ns .	415	409,739	.....	.....	15,500	.....
Total w'k.	244,358	1,236,099	573,594	2,174	61,569	62,355
Same time 1881..	65,449	661,512	520,466	1,185	16,251	4,720

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	*Flour.*		*Wheat.*		*Corn.*	
	1882. *Week, Dec. 30.*	1881. *Week, Dec. 31.*	1882. *Week, Dec. 30.*	1881. *Week, Dec. 31.*	1882. *Week, Dec. 30.*	1881. *Week, Dec. 31.*
	Bbls.	*Bbls.*	*Bush.*	*Bush.*	*Bush.*	*Bush.*
Un. Kingd.	174,380	42,822	654,212	572,298	474,740	378,054
Contin'nt	21,308	4,661	579,893	84,631	67,971	116,239
S. & C. Am	14,044	3,402	.....	.....	2,170	18,400
W. Indies	21,697	8,403	1,994	4,583	10,083	6,694
Brit. Col's	12,871	6,141	.....	.....	4,100	1,080
Oth. c'nt's	55	20	.....	.....	16,530	.....
Total...	244,358	65,449	1,236,099	661,512	575,594	520,466

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	*Flour.*		*Wheat.*		*Corn.*	
	1882-83. *Sept. 1 to Dec. 30.*	1881-82. *Sept. 1 to Dec. 31.*	1882-83. *Sept. 1 to Dec. 30.*	1881-82. *Sept. 1 to Dec. 31.*	1882-83. *Sept. 1 to Dec. 30.*	1881-82. *Sept. 1 to Dec. 31.*
	Bbls.	*Bbls.*	*Bush.*	*Bush.*	*Bush.*	*Bush.*
Un. Kingdom	2,392,939	1,043,585	19,559,716	16,356,084	2,782,081	12,264,520
Continent ...	279,985	72,175	15,818 015	5,714,323	337,537	2,499,527
S. & C. Am...	267,851	248,849	44,820	3,380	82,542	294,704
West Indies.	353,967	225,086	28,325	15,225	155,092	195,099
Brit. Col'nies	208,172	227,293	7,866	.....	45 375	61,960
Oth. countr's	14,439	15,889	185,445	175,768	35,528	28,825
Total.....	3,546,353	1,832,821	35,074 157	22,564,780	3,438,755	15,254,635

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Dec. 30, 1882, was as follows:

In store at—	*Wheat, bush.*	*Corn, bush.*	*Oats, bush.*	*Barley, bush.*	*Rye, bush.*
New York	6,787,807	1,306,611	894,633	86,748	240,488
Do. afloat (est.)	335,000	280,000	32,000	319,000	279,000
Albany	22,500	55,500	125,000	220,000	35,000
Buffalo.....	1,310,171	32,292	32,199	425,855	42,720
" afloat.....	.....	.....	.....	.....	90,000
Chicago.....	5,196,906	2,998,100	1,582,256	267,201	408,102
Milwaukee	846,940	44,722	718	247,272	44,448
Duluth.....	923,036	.....	.....	.....	.....
Toledo.....	807,595	414,450	271,680	5,650	11,509
Detroit.....	572,780	29,880	46,299	22,702	905
Oswego.....	190,000	85,000	1,500	825,000	88,000
St. Louis.....	673,406	897,666	61,773	101,341	43,020
Boston.....	241,833	54,802	133,363	30,372	700
Toronto.....	184,829	.....	2,172	182,173	5,249
Montreal	237,209	8,000	59,826	26,649	2,318
Philadelphia	557,614	252,786	139,996	.....	.....
Peoria	9,200	162,639	314,829	9,017	90,724
Indianapolis.....	219,900	59,100	20,400	.....	15,500
Kansas City.....	288,916	299,998	10,293	2,230	21,506
Baltimore	1,149,551	474,406	.....	.....	.....
Down Mississippi.	30,300	22,243	12,948	.....	.....
On rail.....	462,505	1,622,952	681,484	268,915	50,896
Tot. Dec. 30, '82.	21,048,017	9,104,137	4,423,379	3 040.154	1,470,085
Tot. Dec. 23, '82.	20.614.537	8,233,401	3,262,885	3,021,416	1,307,170
Tot. Dec. 16, '82.	19.781.437	7,407,700	2,909,462	3,092,084	1,277,996
Tot. Dec. 9, '82.	20,190,034	7,020,453	3,068,228	3,108,666	1,241,652
Tot. Dec. 2, '82.	19.993.959	6.460.699	3,312.152	3,278,333	1,199.192
Tot. Dec. 31, '81.	17,762,769	16,861,137	2,747,274	2,972,274	1,301,723

THE DRY GOODS TRADE.

FRIDAY, P. M., January 5, 1883.

As a whole the dry goods trade has been quiet the past week, but there was a freer movement in certain kinds of spring goods on account of orders placed some time ago—large deliveries of white goods, spring hosiery, knit underwear, &c., having been made in this connection by manufacturers' agents. There was also a steady reassorting demand for seasonable goods at first hands, which is likely to continue for some time to come, as it is generally understood that jobbers in most parts of the country are carrying exceptionally light stocks. There was very little animation in the jobbing branches of the trade, but a cheerful feeling prevails, and the outlook is regarded hopefully.

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week were 1,074 packages, including 406 to Great Britain, and the remainder, in comparatively small lots, to other markets. Fair quantities of plain and colored cottons were delivered by agents in execution of back orders, but the current demand was only moderate, relatively few buyers having yet appeared in the market. The movement in white goods, such as Victoria lawns, nainsooks, lace checks and stripes, &c , was quite active, liberal shipments having been made by agents on account of orders on record. Print cloths were quiet and barely steady at last quotations, and prints were lightly dealt in, aside from shirtings, in which fair transactions were stimulated by the low prices prevailing at present.

DOMESTIC WOOLEN GOODS.—There was a limited amount of new business in men's-wear woolens, with most relative activity in popular makes of all-wool and cotton-warp cassimeres; and agents continued to make fair deliveries of spring suitings, cassimeres, worsteds, &c., on account of former orders. Overcoatings, cloakings and repellents were seasonably quiet, and the demand for flannels and blankets was light and irregular.

Some fair sales of Kentucky jeans were made at prices which favored the buyer, and satinets moved slowly. Spring dress goods have received some attention, but fall and winter fabrics ruled quiet, and shawls, skirts, woolen hosiery, heavy underwear and fancy knit woolens were dull in first hands.

Foreign Dry Goods have been quiet with importers, and the jobbing trade was strictly moderate. Spring importations will shortly be opened, and an improved demand for imported fabrics may reasonably be looked for in the early future.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Jan. 4, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.											
	Week Ending Jan. 5, 1882.		Since Jan. 1, 1882.		Week Ending Jan. 4, 1883.		Since Jan. 1, 1883.					
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.				
Manufactures of—		$				$						
Wool	638	278,977	638	278,977	708	336,028	708	336,028				
Cotton	1,427	455,451	1,427	455,451	1,304	481,861	1,304	481,861				
Silk	657	435,832	657	435,832	601	403,214	601	403,214				
Flax	1,507	245,502	1,507	245,502	952	147,406	952	147,406				
Miscellaneous	520	77,661	520	77,661	566	124,950	566	124,950				
Total	4,749	1,493,403	4,749	1,493,403	4,131	1,493,459	4,131	1,493,459				
	WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.											
Manufactures of—												
Wool	100	41,582	100	41,582	118	50,556	118	50,556				
Cotton	125	70,493	125	70,493	301	162,796	301	162,796				
Silk	53	37,015	53	37,015	100	69,235	100	69,235				
Flax	265	41,789	265	41,789	312	50,602	312	50,602				
Miscellaneous	736	50,579	736	50,579	252	21,011	252	21,011				
Total	1,279	241,458	1,279	241,458	1,083	354,200	1,083	354,200				
Ent'd for consump.	4,749	1,493,403	4,749	1,493,403	4,131	1,493,459	4,131	1,493,459				
Total on market	6,028	1,734,861	6,028	1,734,861	5,214	1,847,659	5,214	1,847,659				
	ENTERED FOR WAREHOUSE DURING SAME PERIOD.											
Manufactures of—												
Wool	345	156,139	345	156,132	410	160,147	410	160,147				
Cotton	557	187,869	557	187,869	712	234,241	712	234,241				
Silk	162	91,677	162	91,677	332	237,745	332	237,745				
Flax	700	94,628	700	94,628	830	129,145	830	129,145				
Miscellaneous	346	65,326	346	65,326	1,375	82,409	1,375	82,409				
Total	2,110	595,632	2,110	595,632	3,659	852,687	3,659	852,687				
Ent'd for consump.	4,749	1,493,403	4,749	1,493,403	4,131	1,493,459	4,131	1,493,459				
Total at the port	6,859	2,089,035	6,859	2,089,035	7,790	2,346,146	7,790	2,346,146				

Imports of Leading Articles.

The following table, compiled from Custom House returns shows the foreign imports of leading articles at this port for the years 1882 and 1881:

[The quantity is given in packages when not otherwise specified.]

	1882.	1881.		1882.	1881.
China, &c.—			Metals, &c—		
China	35,206	28,707	Iron, pig	309,130	264,936
Earthenw.	62,571	54,599	" RR. bars	92,998	351,253
Glass	566,812	498,397	Lead, pigs	36,158	42,286
Glassware	69,865	57,086	Spelter, lbs	20,553,067	4,682,553
Glass plate	10,772	8,199	Steel	2,015,704	1,281,245
Buttons	14,849	11,039	Tin, boxes	2,205,639	1,629,083
Coal, tons	27,085	58,161	Tin slbs., lbs	21,772,230	19,250,947
Cocoa, bags	51,256	63,330	Paper Stock	234,816	178,897
Coffee, bags	3,045,144	2,683,111	Sugar, hhds, tcs., & bbls	653,156	573,466
Cotton, bales	5,030	10,278	Sugar, boxes and bags	3,341,691	3,169,279
Drugs, &c—			Tea	1,006,584	1,405,193
Bark, Peru	26,617	31,850	Tobacco	82,143	73,054
Blea. powd.	35,832	20,109	Wines, &c.—		
Cochineal	4,820	5,485	Champ'gne baskets	231,074	221,282
Gambier	21,418	59,607	Wines	249,946	236,001
Gum, Arab.	7,288	7,914	Wool, bales	76,522	62,307
Indigo	7,384	4,651	*Reported by value.*	$	$
Madder, &c	581	701	Cigars	2,073,810	1,750,801
Oil, Olive	51,779	52,614	Fancy goods	1,748,079	1,810,649
Opium	418	1,327	Fish	967,157	784,747
Soda, bi-cb.	12,445	8,199	Fruits, &c.—		
Soda, sal.	45,169	48,737	Lemons	1,944,933	1,429,745
Soda, ash.	102,704	75,158	Oranges	1,896,193	1,742,845
Flax	8,755	7,260	Nuts	1,906,419	1,287,688
Furs	16,095	11,835	Raisins	3,849,932	2,795,314
Gunny cloth	1,903	2,464	Hides, undr.	19,747,101	20,518,561
Hair	7,288	7,990	Rice	844,248	259,923
Hemp, bales	301,847	300,082	Spices, &c.—		
Hides, &c.—			Cassia	178,487	84,144
Bristles	2,868	2,622	Ginger	49,998	72,291
Hides, dr'sd	9,248	7,499	Pepper	555,485	924,197
India rubber	97,002	72,785	Saltpetre	358,024	400,955
Ivory	2,817	3,632	Woods—		
Jewelry, &c.			Cork	970,981	735,985
Jewelry	3,395	1,733	Fustic	151,105	125,792
Watches	1,509	1,317	Logwood	781,295	802,514
Linseed	187,596	174,427	Mahogany	433,315	479,404
Molasses	97,426	68,312			
Metals, &c—					
Cutlery	7,595	6,848			
Hardware	1,052	973			

Receipts of Leading Articles of Domestic Produce.

The following table, based upon daily reports made to the New York Produce Exchange, shows the receipts of leading articles of domestic produce in New York for the week ending with Tuesday last (corresponding with the week for exports); also the receipts for the years (ending with Tuesday last) 1882 and 1881:

	Week ending Jan. 2.	Year 1882.	Year 1881.
Ashes, bbls.	73	5,725	4,586
Beans, bbls.	1,863	57,914	93,360
Breadstuffs—			
Flour, wheat, bbls.	214,092	5,970,018	5,993,246
Corn meal, bbls.	1,164	141,706	208,286
Wheat, bush.	462,100	44,514,551	44,413,913
Rye, bush.	2,510	1,802,346	1,363,668
Corn, bush.	726,694	17,136,144	45,908,131
Oats, bush.	271,270	15,987,183	14,750,460
Barley, bush.	106,768	7,082,486	6,502,572
Peas, bush.	10,056	598,838	309,648
Cotton, bales.	33,527	1,130,173	1,237,031
Cotton seed oil, bbls.	505	40,888	32,526
Flax seed, bags.	3,940	1,076,766	1,148,778
Grass seed, bags.	8,101	240,031	148,700
Hides, No.	2,731	134,714	143,714
Hides, bales.	866	71,546	40,371
Hops, bales.	701	109,047	97,053
Leather, sides.	68,715	3,548,709	2,812,611
Lead, pigs.	3,798	542,000	187,959
Molasses, hhds.	.....	80	3,443
Molasses, bbls.	5,246	94,335	83,198
Naval Stores—			
Turpentine, crude, bbls.	.....	1,856	1,870
Turpentine, spirits, bbls.	928	103,999	82,323
Rosin, bbls.	2,661	446,580	317,082
Tar, bbls.	64	29,001	24,871
Pitch, bbls.	.....	2,277	3,497
Oil cake, pkgs.	8,728	482,458	608,431
Oil, lard, bbls.	230	10,844	10,619
Oil, whale, galls.	.....	.....	.....
Peanuts, bush.	1,459	85,826	120,272
Provisions—			
Pork, pkgs.	8,377	125,875	179,097
Beef, pkgs.	911	50,005	48,575
Cutmeats, pkgs.	31,496	1,003,382	1,238,033
Butter, pkgs.	22,351	1,362,967	1,494,876
Cheese, pkgs.	31,641	2,385,056	2,963,781
Eggs, bbls.	6,172	708,451	557,822
Lard, tcs. & bbls.	21,885	425,432	651,021
Lard, kegs.	8,085	239,342	299,708
Hogs, dressed, No.	3,671	51,034	52,569
Rice, pkgs.	5,367	101,313	90,438
Spelter, slabs.	.....	108,467	121,522
Stearine, pkgs.	140	18,745	20,546
Sugar, bbls.	.....	1,820	10,613
Sugar, hhds.	1,903	16,912	18,016
Tallow, pkgs.	657	41,353	49,320
Tobacco, boxes & cases.	2,173	137,987	169,481
Tobacco, hhds.	788	99,391	87,842
Whiskey, bbls.	7,023	206,075	219,569
Wool, bales.	3,447	135,023	108,921

Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports for the years (ending with Tuesday last) 1882 and 1881:

	Week ending Jan. 2.	Year 1882.	Year 1881.
Ashes, pots, bbls.	15	777	1,393
Ashes, pearls, bbls.	.....	64	195
Beeswax, lbs.	.....	10,878	63,314
Breadstuffs—			
Flour, wheat, bbls.	141,356	4,370,155	4,440,114
Flour, rye, bbls.	48	4,672	3,264
Corn meal, bbls.	2,676	112,794	196,985
Wheat, bush.	423,836	36,968,876	41,798,182
Rye, bush.	35,219	1,650,997	1,068,728
Oats, bush.	2,059	154,813	431,426
Barley, bush.	.....	7,116	15,477
Peas, bush.	5,041	320,496	218,870
Corn, bush.	280,988	8,849,897	31,731,985
Candles, pkgs.	889	41,760	53,590
Coal, tons.	740	67,221	69,872
Cotton, bales.	16,462	763,708	558,643
Domestics, pkgs.	1,074	140,916	139,467
Hay, bales.	1,551	52,126	85,871
Hops, bales.	395	49,570	35,344
Naval Stores—			
Crude turpentine, bbls.	.....	364	176
Spirits turpentine, bbls.	101	25,683	12,564
Rosin, bbls.	3,086	287,761	189,243
Tar, bbls.	154	12,620	10,994
Pitch, bbls.	163	6,393	5,146
Oil cake, cwt.	63,675	2,246,568	2,525,804
Oils—			
Whale, gals.	1,530	110,823	163,553
Sperm, gals.	.....	228,076	292,569
Lard, gals.	2,293	288,803	357,946
Linseed, gals.	625	38,680	39,248
Petroleum, gals.	5,416,010	371,949,113	351,309,616
Provisions—			
Pork, bbls.	5,150	160,157	197,609
Beef, bbls.	573	41,699	47,609
Beef, tierces.	1,625	48,482	62,141
Cutmeats, lbs.	5,936,060	230,880,729	389,868,630
Butter, lbs.	232,014	7,283,188	18,421,187
Cheese, lbs.	386,564	93,636,493	128,253,788
Lard, lbs.	10,863,416	185,197,203	230,256,753
Rice, bbls.	627	20,423	22,596
Tallow, lbs.	206,993	21,141,740	44,254,288
Tobacco, leaf, hhds.	339	101,954	85,522
Tobacco, bales and cases.	1,468	52,714	54,536
Tobacco, manufactured, lbs.	85,321	7,148,084	5,651,472
Whalebone, lbs.	2,400	222,276	134,826

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Insurance.

OFFICE OF THE
ATLANTIC
Mutual Insurance Co.,

NEW YORK, January 25, 1882.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1881:

Premiums on Marine Risks from 1st January, 1881, to 31st December, 1881	$4,039,487 10
Premiums on Policies not marked off 1st January, 1881	1,587,534 47
Total Marine Premiums	$5,627,021 57
Premiums marked off from 1st January, 1881, to 31st December, 1881	$4,110,176 72
Losses paid during the same period	$1,775,882 80
Returns of Premiums and Expenses	$924,227 02

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,965,758 00
Loans secured by Stocks and otherwise	1,729,500 00
Real Estate and Claims due the Company, estimated at	491,148 18
Premium Notes and Bills Receivable	1,631,294 23
Cash in Bank	347,765 99
Amount	$13,165,466 40

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the Seventh of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1877 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Seventh of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT declared on the net earned premiums of the Company, for the year ending 31st December, 1881, for which certificates will be issued on and after Tuesday, the Second of May next.

By order of the Board,
J. H. CHAPMAN, Secretary

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J. D. Jones,	Horace Gray,
Charles Dennis,	Edmund W. Corlies,
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James Low,	Charles H. Marshall,
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A. A. RAVEN, 3d Vice-President.

Insurance.

UNION
Mutual Life Insurance Co.
OF MAINE.

DIRECTORS' OFFICE - - - PORTLAND MAINE.

ORGANIZED 1849.

Assets - - - - - - - - $6,264.215 57
Surplus (N. Y. Standard) 678,545 53
Death Losses Paid - - 6,876,001 76
Dividends Paid - - - 3,996,441 27
13,725 Policies in force, insuring $24,083,551.

Paid Death Losses, since Organization,
SEVEN MILLION DOLLARS,
And for Dividends,
NEARLY FOUR MILLIONS.

JOHN E. DeWITT, President.
DANIEL SHARP, Vice-President.
HENRY D. SMITH, Secretary.
NICHOLAS DE GROOT, Ass't Sec'y.
THOMAS A. FOSTER, Medical Director.

HOME
Insurance Company
OF NEW YORK,
OFFICE, 119 BROADWAY,

Fifty-Eighth Semi-annual Statement
SHOWING THE
CONDITION OF THE COMPANY ON THE FIRST DAY OF JULY, 1882.

CASH CAPITAL	$3,000,000 00
Reserve for Unearned Premiums	1,967,687 00
Reserve for Unpaid Losses	209,459 97
Net Surplus	1,661,572 10
Cash Assets	$6,838,719 07

SUMMARY OF ASSETS

Held in the United States, available for the PAYMENT of LOSSES by FIRE and for the protection of Policy-Holders of FIRE INSURANCE:

Cash in Banks	$166,215 00
Bonds and mortgages, being first lien on real estate (worth $3,166,500)	1,363,737 4a
United States stocks (market value)	3,092,750 00
Bank & RR. stocks & bds. (market value)	961,350 00
State and municipal b'ds (market value)	128,500 00
Loans on stocks, payable on demand (market value of collater'ls, $1,505,912)	1,007,450 00
Interest due on 1st July, 1882	80,074 91
Premiums uncoll'ct'd & in h'nds of agts.	82,142 23
Real estate	36,499 49
Total	$6,838,719 07

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

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AMERIQUE, Santelli.....Wed., January 17, noon.
CANADA, Franguel.....Wed., Jan. 24, 6 A. M.
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TOUCHING AT CADIZ, GIBRALTAR & BARCELONA.
The following steamers will leave New York direct for Cadiz, Gibraltar, Barcelona and Marseilles, taking freight and passengers:

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Through bills of lading issued to Mediterranean Ports, including Barcelona, Algeria, Tunis, Genoa, Leghorn, Naples, Messina; also, for Trieste and Constantinople.
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COMMISSION MERCHANTS
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ÆTNA

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OF HARTFORD.

Assets January 1, 1882.....	$8,902,272 04
Liabilities for unpaid losses and re-insurance fund.....	1,774,849 74
Capital.....	4,000,000 00
NET SURPLUS.....	$3,127,422 90

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VOL. 36. NEW YORK, JANUARY 13, 1883. NO. 916.

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GENERAL BANKING BUSINESS.

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Maverick National Bank,
BOSTON,

CAPITAL, - - - - - - - - $400,000
SURPLUS, - - - - - - - - 400,000

Accounts of Banks and Bankers solicited.
Collections made upon favorable terms.
Government Bonds bought and sold.

Aug. T. Post, Banker,
25 NASSAU STREET,
BUYS AND SELLS
State, City and County Securities.
CORRESPONDENCE SOLICITED.

STOCK BROKER.
Lansdale Boardman,
NEW YORK, 80 BROADWAY & 5 NEW ST.,
Opposite Stock Exchange.
TROY, N. Y., 14 & 15 HALL BUILDING.
Private Wire to Troy.
Securities carried on margin. Interest paid on balances

Financial.

DIAMONDS.

Alfred H. Smith & Co.,
182 Broadway, Cor. John St.,
IMPORTERS OF
Diamonds, Fine Rubies, Sapphires, and other Precious Stones,
EXCLUSIVELY.
LONDON, 33 HOLBORN VIADUCT.

L. H. Taylor & Co.,
BANKERS AND BROKERS,
S. W. Cor. Third and Chestnut Sts.,
PHILADELPHIA.
Deposits received subject to check at sight, and interest allowed on daily balances.
Stocks, Bonds, &c., bought and sold on commission in Philadelphia and other cities
Particular attention given to information regarding Investment Securities.
Private wire to New York, Baltimore and other places

CALDWELL, WASHBURN & TOWNSEND,
BANKERS AND BROKERS,
UNITED BANK BUILDING,
BROADWAY AND WALL STREET.
Transact a general Banking Business, including the Purchase and Sale of all Securities dealt in at the New York Stock Exchange.
Interest allowed on deposits subject to sight draft.
C. B. CALDWELL, L. C. WASHBURN,
CHAS. J. TOWNSEND, Member N. Y. Stock Exchange.

Wood, Huestis & Co.,
31 PINE ST., NEW YORK,
BANKERS AND BROKERS,
SUCCESSORS TO
WOOD & DAVIS.
Execute orders in all securities listed at the New York Stock Exchange. For Sale,
FIRST-CLASS RAILROAD "1ST MORTGAGE BONDS.
GEORGE C. WOOD. C. H. HUESTIS. L. M. SWAN

Hatch & Foote,
BANKERS, No. 12 WALL STREET,
BUY AND SELL
GOVERNMENT BONDS, STOCKS AND MISCELLANEOUS SECURITIES.

Schuyler N. Warren & Co
51 Exchange Place.
INVESTMENT SECURITIES.
City, Railroad, Gas, Electric Light and Miscellaneous Stocks and Bonds.

A. H. Brown & Co.,
BANKERS AND BROKERS,
7 Wall St., Cor. New, New York.
INVESTMENT SECURITIES.
Special attention to business of country banks.

R. T. Wilson & Co.,
BANKERS AND COMMISSION MERCHANTS
2 Exchange Court New York.

Financial.

E. C. HUMBERT, Member N. Y. Stock Exch. JOHN J. C. HUMBERT.
E. C. Humbert & Son,
BANKERS AND BROKERS,
Nos. 37 & 39 WALL STREET,
QUEEN BUILDING, NEW YORK.

Lawson, Douglas & Co.,
Members of the N. Y. & Boston Stock Exchanges,
BANKERS AND BROKERS,
No. 49 Exchange Place, New York,
No. 14 Exchange Place, Boston.
Branch office, "The Cumberland," B'way & 23d St., N.Y.
All offices connected by private wires.

Wm. P. Humbert & Co.,
BANKERS AND BROKERS,
No. 7 Nassau Street, New York.
WM. P. HUMBERT, Member N.Y. Stock Exch'ge, EDWARD S. BENEDICT, Member N.Y. Produce Exch'ge.

Miller, Francis & Co.,
BANKERS AND BROKERS,
35 WALL STREET, NEW YORK.
CHAS. A. MILLER. JAS. FRANCIS. EDWIN J. HANKS

Barker & Tinker,
BANKERS AND BROKERS,
No. 2 EXCHANGE COURT,
New York.
FORDYCE D. BARKER, HENRY C. TINKER, RENSSELAER WESTON, Member N. Y. Stock Exch.

I. F. Mead & Co.,
STOCK BROKERS,
80 BROADWAY, NEW YORK.
Branch Office with Private Wire at 23 West Twenty-Third Street.
Buy and sell on commission for investment or on margin, all securities dealt in at the New York Stock Exchange.
R. R. LEAR. I. F. MEAD, T. H. CURTIS. Member N. Y. Stock Exch

For Sale—$4,000 Eighth Avenue Railroad Bonds.
J. P. WINTRINGHAM.
GAS, INSURANCE, BANK STOCKS, &c.
SECURITIES BOUGHT AT THE AUCTION SALES.
36 PINE STREET, N. Y.
See advertisement in the *Journal of Commerce.*

Car Trust Bonds.
WE MAKE A SPECIALTY OF THESE VERY SAFE SECURITIES, AND BUY AND SELL SAME AT MARKET PRICE.
WE OFFER A LIMITED AMOUNT OF DESIRABLE CAR TRUST ISSUES, ADDITIONALLY SECURED BY THE DIRECT OBLIGATION OF THE RAILROAD EQUIPMENT COMPANY.
POST, MARTIN & CO.,
34 PINE STREET.

Foreign Exchange.

Drexel, Morgan & Co.,

WALL STREET,
CORNER OF BROAD, NEW YORK.

Drexel & Co., No. 34 South Third Street, PHILADELPHIA.

Drexel, Harjes & Co 31 Boulevard Haussmann PARIS.

DOMESTIC AND FOREIGN BANKERS.

Deposits received subject to Draft. Securities bought and sold on Commission. Interest allowed on Deposits. Foreign Exchange. Commercial Credits. Cable Transfers. Circular Letters for Travelers, available in all parts of the world.

ATTORNEYS AND AGENTS OF
Messrs J. S. MORGAN & CO.,
No. 22 OLD BROAD STREET, LONDON.

Brown Brothers & Co.,

No. 59 WALL ST., N. Y.,
BUY AND SELL
BILLS OF EXCHANGE
ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM, SWITZERLAND, NORWAY, DENMARK, SWEDEN AND HOLLAND.
Issue Commercial and Travelers' Credits
IN STERLING,
AVAILABLE IN ANY PART OF THE WORLD.
And in Francs, in Martinique and Guadaloupe.
MAKE TELEGRAPHIC TRANSFERS OF MONEY
BETWEEN THIS AND OTHER COUNTRIES.
MAKE COLLECTIONS OF DRAFTS drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

J. & J. Stuart & Co.,

33 NASSAU STREET.
BILLS OF EXCHANGE ON
SMITH, PAYNE & SMITH'S,
BANKERS, LONDON;
MANCHESTER & COUNTY BANK.
"LIMITED;"
MANCHESTER, PAYABLE IN LONDON;
ULSTER BANKING COMPANY,
BELFAST, IRELAND
AND ON THE
NATIONAL BANK OF SCOTLAND,
EDINBURG, AND BRANCHES;
ALSO,
CABLE TRANSFERS AND LETTERS OF CREDIT

J. & W. Seligman & Co.,

BANKERS,
No. 23 BROAD STREET,
New York.
Issue Letters of Credit for Travelers,
Payable in any part of Europe, Asia, Africa, Australia and America.
Draw Bills of Exchange and make Telegraphic Transfers of Money on Europe and California.

JOHN MUNROE & Co.,

No. 8 Wall Street, New York,
No. 4 Post Office Square, Boston.
CHEQUES AND CABLE TRANSFERS ON
MUNROE & CO., PARIS.
STERLING CHEQUES AND BILLS AT SIXTY DAYS' SIGHT ON
ALEXANDERS & CO., LONDON.

CIRCULAR NOTES AND CREDITS FOR TRAVELERS.

NEW YORK: WILLIAM HEATH, CHAS. E. QUINCEY. LONDON: W. RUSSELL WISE. PARIS: T. E. DAVIS.

William Heath & Co.,

(ESTABLISHED 1851.)
BANKERS AND BROKERS,
No. 80 BROADWAY, NEW YORK.
Members of New York Stock Exchange.
FOREIGN EXCHANGE. CABLE TRANSFERS.

William Heath & Co.,

10 Throgmorton Ave., London, Eng.
Draw Bills of Exchange and transact a general financial commission business. Particular attention given to American Securities.

William Heath & Co.,

No. 19 Rue Scribe, Paris.
Orders solicited for London and American markets for investment or on margin. Railway, State and City Loans negotiated.

Foreign Exchange.

August Belmont & Co.,

BANKERS,
Nos. 19 & 21 Nassau Street,
Issue Travelers' Credits, available in all parts of the world, through the
MESSRS. DE ROTHSCHILD
and their correspondents.
Also Commercial Credits and Transfers of Money on California, Europe and Havana.

Jesup, Paton & Co.,

BANKERS,
52 William Street, New York.
Accounts and Agency of Banks, Corporations, firms and individuals received upon favorable terms.
Dividends and interest collected and remitted.
Act as agents for corporations in paying coupons and dividends; also as transfer agents.
Bonds, stocks and securities bought and sold on mmission, at the Stock Exchange or elsewhere.
Sterling Exchange and Cable Transfers bought and sold.
BILLS ON THE UNION BANK OF LONDON.

Kidder, Peabody & Co.,

BOSTON, MASS.,
Cor. Wall and Nassau Sts., New York.
FOREIGN BANKERS.
CABLE TRANSFERS, BILLS OF EXCHANGE AND COMMERCIAL AND TRAVELERS' CREDITS.
CORRESPONDENTS:
BARING BROTHERS & CO., London.
PERIER FRERES & CO., Paris.
MENDELSSOHN & CO., Berlin.

Schulz & Ruckgaber,

BANKERS,
16 EXCHANGE PLACE, NEW YORK
CORRESPONDENTS OF THE
International Bank of London (Limited) London.
Messrs. John Berenberg, Gossler & Co. Hamburg.
Commercial and Travelers' Credits. Bills of Exchange Cable Transfers.

JOHN S. KENNEDY. J. KENNEDY TOD

J. S. Kennedy & Co.,

No. 63 WILLIAM STREET,
DOMESTIC AND FOREIGN BANKERS,
DRAW BILLS ON LONDON.
BUY BILLS OF EXCHANGE.
ACT AS AGENTS FOR BANKS, BANKERS AND RAILROAD COMPANIES.
Issue Commercial Credits and Foreign and Domestic Travelers Letters of Credit in Pounds Sterling and Dollars.
BUY AND SELL INVESTMENT SECURITIES.
Collect Dividends, Coupons and Foreign and Inland Drafts.
LONDON CORRESPONDENTS:
Messrs. MELVILLE, EVANS & Co. Messrs. C. J HAMBRO & SON

J. H. GOADBY & B. E. WALKER,
JOINT AGENTS
Canadian Bank of Commerce,
16 EXCHANGE PLACE,
BUY AND SELL STERLING EXCHANGE, CABLE TRANSFERS, ETC.
ISSUE COMMERCIAL CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

THE
Anglo-Californian Bank
(LIMITED).
LONDON, Head Office, 3 Angel Court.
SAN FRANCISCO Office, 422 California St.
NEW YORK Agents, J. & W. Seligman & Co.
BOSTON Correspond'ts, Massachusetts N. B'k.
Authorized Capital, - - $6,000,000.
Paid up and Reserve, - 1,700,000.
Transact a general banking business. Issue Commercial credits and Bills of Exchange, available in all parts of the world. Collections and orders for Bonds, Stocks, etc., executed upon the most favorable terms. FRED'K E. LOW, IGNATZ STEINHART, } Managers
P. N. LILIENTHAL, Cashier.

Foreign Exchange.

Kountze Brothers,

BANKERS,
120 Broadway (Equitable Building), NEW YORK.
LETTERS OF CREDIT AND CIRCULAR NOTES
Issued for the use of travelers in all parts of the world.
Bills drawn on the Union Bank of London'
Telegraphic transfers made to London and to various places in the United States,
Deposits received subject to check at sight, and interest allowed on balances.
Government and other bonds and investment securities bought and sold on commission.

James T. Bates & Co.,

(ESTABLISHED 1868,)
BANKERS AND BROKERS,
Mills Building, New York.
Members of the New York Stock Exchange.
Checks and Cable Transfers on JAMES T. BATES & CO., Geneva, Switzerland.

Foreign Bankers.

Nederlandsch Indische Handelsbank,

AMSTERDAM, HOLLAND.
ESTABLISHED IN 1863.
Paid-Up Capital, 12,000,000 Guilders ($4,800,000 Gold.)
HEAD OFFICE IN AMSTERDAM.
Agencies in Batavia, Soerabaya and Samarang
Correspondents in Padang.
Issue commercial credits, make advances on shipments of staple merchandise, and transact other business of a financial character in connection with the trade with the Dutch East Indies.
BLAKE BROTHERS & CO.,
AGENTS FOR NORTH AMERICA,
18 WALL STREET, NEW YORK.
28 STATE STREET, BOSTON

The City Bank,

(LIMITED.)
LONDON, ENGLAND.
Authorized Capital, - - - - - £4,000,000
Subscribed Capital, - - - - - - 3,200,000
Paid-Up Capital, - - - - - - 800,000
Reserve Fund. £330,000.
HEAD OFFICE, THREADNEEDLE ST.
BRANCHES:
Bond Street, London,
Ludgate Hill, London,
Knightsbridge, London,
Holborn, London,
Tottenham Court Road London.
Paddington, London.
Aldgate, London.
Old Street, London.
The bank, while conducting the general business of London Bankers, gives special attention to the agency of Foreign and Colonial Banks.
A. G. KENNEDY, Manager.

Hong Kong & Shanghai
BANKING CORPORATION.
CAPITAL (paid-up)..... $5,000,000
RESERVE FUND..... 2,850,000
HEAD OFFICE, HONG KONG.
The Corporation grant Drafts, issue Letters of Credit for use of Travelers, and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon Manila, Hong Kong, Foochow, Amoy, Ningpo Shanghai, Hankow, Yokonama, Hiogo, San Francisco and London.
A. M. TOWNSEND, Agent, 47 William St.

Adolph Boissevain & Co.
BANKERS
AND
COMMISSION MERCHANTS,
AMSTERDAM, HOLLAND
N. Y. Correspondents—Messrs. BLAKE BROS. & Co.

Gerhard & Hey,
REVAL.
OFFICES AT
LEIPSIC, BERLIN, MOSCOW, NIJNI-NOVGOROD, during the Fair
Commissioners & Forwarding Agents,
SHIP BROKERS.
Undertake to cash Bills, Advances and Freight-Amounts; execute all orders in the line of Banking, Commission and Forwarding Business on the most moderate terms.
Ship-owners are requested to address vessels bound for Reval unto the care of
GERHARD & HEY,
REVAL, RUSSIA.

Foreign Bankers.

Bank of Australasia,

(INCORPORATED 1835.)

No. 4 Threadneedle St., London, England.

PAID-UP CAPITAL, £1,200,000.
UNDIVIDED PROFITS (including Guarantee and Reserve Funds) £453,114.

Letters of Credit and Drafts issued on the 101 branches of the Bank in the Colonies of Queensland, New South Wales, Victoria, South Australia, Tasmania, and New Zealand. Bills negotiated or sent for Collection. Telegraphic transfers made. Deposits received in London at interest for fixed periods on terms which may be ascertained at the office.

PRIDEAUX SELBY, Secretary.

Canadian Bankers.

AGENCY OF THE

BANK OF BRITISH NORTH AMERICA,

No. 52 WALL STREET.

Buy and sell Sterling Exchange and Cable Transfers. Issue demand drafts on Scotland and Ireland, also on Canada, British Columbia, Portland, Oregon San Francisco and Chicago.

Bills collected and other banking business transacted.

D. A. McTAVISH, W. LAWSON, } Agents.

Merchants Bank OF CANADA.

Capital, - - - $5,700,000 Paid Up.

President, SIR HUGH ALLEN.
Vice-President, ROBERT ANDERSON, Esq

HEAD OFFICE, MONTREAL.

GEORGE HAGUE, General Manager.
J. H. PLUMMER, Assistant General Manager.

BANKERS:

LONDON, ENG.—The Clydesdale Bank (Limited.)
NEW YORK—The Bank of New York, N.B.A.

The New York Agency buys and sells Sterling Exchange, Cable Transfers, issues Credits available in all parts of the world, makes collections in Canada and elsewhere, and issues Drafts payable at any of the offices of the bank in Canada. Demand Drafts issued payable in Scotland and Ireland, and every description of foreign banking business undertaken

New York Agency, 48 Exchange Place.

HENRY HAGUE, JOHN B. HARRIS, JR., } Agents.

Bank of Montreal.

CAPITAL, - - - $12,000,000, Gold.
SURPLUS, - - - $5,500,000, Gold.

C. F. SMITHERS, President.
W. J. BUCHANAN, General Manager.

NEW YORK OFFICE,

Nos. 59 & 61 WALL STREET.

WALTER WATSON, ALEX'R LANG, } Agents.

Buy and sell Sterling Exchange, Francs and Cable Transfers; grant Commercial and Travelers' Credits, available in any part of the world; issue drafts on, and make collections in, Chicago and throughout the Dominion of Canada.

London Office, No. 9 Birchin Lane.

Imperial Bank of Canada.

CAPITAL (paid up), - - - $1,300,000
RESERVE, - - - - - - - - $460,000

H. S. HOWLAND, Pres't. D. R. WILKIE, Cashier

HEAD OFFICE, TORONTO.

BRANCHES:

St. Catharines, Port Colborne, St. Thomas, Ingersoll, Welland, Fergus, Woodstock, Winnipeg, Man., Brandon.

Dealers in American Currency & Sterling Exchange.

Agents in London: BOSANQUET, SALT & Co., 73 Lombard Street.
Agents in New York: BANK OF MONTREAL, 59 Wall Street.

Promptest attention paid to collections payable in any part of Canada.

Approved Canadian business paper discounted at the Head Office on reasonable terms, and proceeds remitted by draft on New York.

Gzowski & Buchan,

BANKERS AND STOCK BROKERS,

TORONTO, - - - - - - - - CANADA.

Prompt attention given to Collection of Commercial Bills and Canadian Funds on all points in Canada; American and Sterling Exchange, and Stocks Bonds, etc., bought and sold.

Correspondents—Bank of New York, New York and Alliance Bank, London.

New England Bankers.

Brewster, Basset & Co.,

BANKERS,

No. 35 CONGRESS STREET,

BOSTON.

MEMBERS OF THE NEW YORK AND BOSTON STOCK EXCHANGES.

ALSO,

Dealers in Municipal, State, Railroad and United States Bonds.

Perkins, Dupee & Co.,

(Formerly CHAS. A. SWEET & Co.),

BANKERS AND BROKERS,

No. 40 STATE STREET,

BOSTON, MASS.

Dealers in Municipal, State and Railroad Bonds.

Bank of Deposit,

84 Devonshire & 20 Water Sts., cor. opp. P.O.

BOSTON.

Interest on deposits subject to check.
Bonds and other investments bought and sold.
Correspondence invited.
Orders executed at Boston and New York Stock Exchanges, of which we are members.

F. A. Hawley & Co.,

BANKERS.

Parker & Stackpole,

BANKERS,

No. 60 DEVONSHIRE STREET,

BOSTON.

JOSHUA WILBOUR, BENJAMIN A. JACKSON, CHARLES H. SHELDON, JR. WILLIAM BINNEY, JR.

Wilbour, Jackson & Co.,

BANKERS AND BROKERS,

52 WEYBOSSET STREET,

PROVIDENCE, R. I.

Dealers in Commercial Paper, Government and other first-class Bonds and Securities and Foreign Exchange.

Private Telegraph Wire to New York and Boston.

C. E. Jackson & Co.,

MIDDLETOWN, CONN.,

Buy and sell Government, State, Municipal and Railroad Bonds and Stocks. Investments for Savings Banks a specialty. Correspondence solicited.

Pennsylvania Bankers.

Geo. B. Hill & Co.,

BROKERS,

PITTSBURG, PA.,

Buy and sell all classes of Western Pennsylvania Securities. Correspondence solicited.

JOS. M. SHOEMAKER. ROBERT M. JANNEY.

Jos. M. Shoemaker & Co.

BANKERS AND STOCK BROKERS,

No. 134 SOUTH THIRD STREET,

PHILADELPHIA.

Dealers in all issues of United States Bonds. Investment Securities a specialty. Correspondence invited and full information upon financial subjects furnished

E. W. Clark & Co.,

BANKERS,

No. 35 South Third Street, Philadelphia.

DEALERS IN CAR TRUSTS AND OTHER INVESTMENT SECURITIES.

Stocks and Bonds bought and sold on Commission

A. P. Turner & Co.,

BANKERS AND BROKERS,

No. 207 WALNUT PLACE,

PHILADELPHIA.

Baltimore Bankers.

John A. Hambleton & Co

BANKERS AND BROKERS,

No. 5 SOUTH STREET,

BALTIMORE.

Connected by Special Wire with New York and Philadelphia Correspondents.

Transact a General Banking Business.

Buy and Sell on Commission in this and other cities all descriptions of Stocks, Bonds and Securities.

Special Attention given to Investments

Loans negotiated and advances made on approved collaterals.

Deposits received subject to check at sight.

Collections on all points in U. S. and Canada.

Robert Garrett & Sons,

BANKERS,

No. 7 SOUTH STREET,

BALTIMORE,

TRANSACT A GENERAL DOMESTIC AND FOREIGN BANKING BUSINESS.

J. W. MIDDENDORF, W. B. OLIVER, C. A. ALBERTI, Members Baltimore Stock Exchange.

Middendorf, Oliver & Co.

BANKERS AND BROKERS,

S. W. Corner German & South Sts.,

P. O. Box 227. **BALTIMORE, Md.**

Special attention given to the negotiation of Foreign Bills of Exchange, Collateral Loans and Commercial Paper.

INDICATORS AND TELEPHONE IN OFFICE.

Wilson, Colston & Co.,

BANKERS AND BROKERS,

BALTIMORE.

INVESTMENT and VIRGINIA SECURITIES a specialty.

Correspondence solicited and information furnished.

N. Y. Correspondents—McKim Brothers & Co.

Southern Bankers.

THE CITY BANK OF HOUSTON,

CAPITAL, $500,000,

Houston, Texas.

We give special attention to collections on all accessible points.

DIRECTORS.—Benjamin A. Botts, Pres't; F. A. Rice, C. C. Baldwin, W. B. Botts, Rob't Brewster, S. K. McIlhenny, B. F. Weems.

B. F. WEEMS, Cashier. BENJ. A. BOTTS, Pres't.

THOS. P. MILLER. R. D. WILLIAMS. JNO. W. MILLER. CHAS. B. MILLER.

Thos. P. Miller & Co.,

BANKERS,

MOBILE, ALABAMA.

Special attention paid to collections, with prompt remittances at current rates of exchange on day of payment.

Correspondents.—National Bank of State of New York, New York; Louisiana National Bank, New Orleans; Bank of Liverpool, Liverpool.

E. E. BURRUSS, Pres't. A. K. WALKER, Cashier

First National Bank,

WILMINGTON, N. C.

Collections made on all parts of the United States.

WM. C. COURTNEY, Pres. ERNEST H. PRINGLE, Cash

BANK OF CHARLESTON,

NATIONAL BANKING ASSOCIATION,

CHARLESTON, S. C.

SPECIAL ATTENTION GIVEN TO COLLECTIONS.

R. H. MAURY & CO.,

STOCK BROKERS,

RICHMOND, VIRGINIA,

Buy and sell Government, State, Municipal and Railroad Bonds and Stocks, &c. Virginia State Tax-Receivable Coupons bought and sold. All orders promptly attended to.

New York Correspondent, VERMILYE & CO.

MERCHANTS' NATIONAL BANK,

RICHMOND, VIRGINIA.

Collections made on all Southern points on best terms; prompt returns.

JOHN P. BRANCH, President.
JOHN F. GLENN, Cash. FRED. R. SCOTT, Vice-Pres't.

THOMAS BRANCH & CO.,

BANKERS AND COMMISSION MERCHANTS.

RICHMOND, VIRGINIA.

Virginia Bonds funded under the Funding Act passed by the last Legislature, for ½ per cent commission. New North Carolina 6 per cent bonds, secured by lien on the State's stock in the North Carolina Railroad, for sale.

Western Bankers.

Mortgages on Farms
AND
Kansas City Real Estate,

NETTING SEVEN PER CENT

Semi-Annual Interest to Investors.

We negotiate Loans on improved and productive farms in the best portions of Kansas and Missouri, worth from three to five times the amount loaned.

Acknowledged to be the most SAFE and PROFITABLE form of investing money known.

In an experience of many years and loaning two million dollars, not one dollar lost.

We assume the responsibility of MAKING ONLY SAFE LOANS; of collecting the interest and principal and remitting to investors, FREE OF CHARGE, and in case of any trouble or delay in making such collections, AGREEING TO STAND ALL EXPENSE and SHIELD INVESTORS FROM LOSS. TITLES GUARANTEED. ALL FUNDS PROMPTLY PLACED. Write for circular and full particulars, stating amount you would wish to invest on satisfactory evidence as to securities, titles, &c. Address,

H. P. MORGAN,
GENERAL AGENT FOR NEW ENGLAND
No. 3 Custom House Street,
PROVIDENCE, R. I.,
OR
JARVIS, CONKLIN & CO.,
LOAN BROKERS,
KANSAS CITY, MISSOURI.

P. F. Keleher & Co.,

305 OLIVE STREET, ST. LOUIS, Mo

First-class Western Investment Securities for sale. St. Louis City and States of Missouri, Kansas, Texas Arkansas and Colorado Bonds a specialty. Full information given in reference to same on application. Coupons and Dividends collected.

Sam'l A. Gaylord,

ST. LOUIS,

DEALER IN WESTERN SECURITIES

Defaulted County, Township and City Bonds of Missouri, Kansas and Illinois bought at best rates Investment Securities for sale. Correspondence solicited.

THOS. M. THORNTON. WM. W. THORNTON, Cash
W. F. THORNTON & SON,
(Established 1859.)
BANKERS AND BROKERS,
SHELBYVILLE, ILLINOIS.

Collections made in Shelby and adjoining Counties and Proceeds remitted on Day of Payment.
REFERENCES—National Bank of Commerce, New York. Union National Bank, Cincinnati. Third National Bank, St. Louis. Traders' Bank, Chicago. Indiana Banking Company, Indianapolis.

THE WESTERN
Farm Mortgage Co.,
LAWRENCE, KANSAS,

Offers to investors the best securities in the market. FIRST MORTGAGE LOANS UPON IMPROVED FARMS. Interest and principal paid on day of maturity in New York. Funds promptly placed. Large experience. No losses. Send for circular, references and sample forms. F. M. PERKINS, President; J. T. WARNE, Vice-Prest.; L. H. PERKINS, Secretary; CHAS. W. GILLETT, Treas. N. F. HART Auditor.

C. F. PENZEL, President. { STATE BANK, Incorporated 1875. } C. T. WALKER Cashier.
German Bank,
LITTLE ROCK, ARK.

CAPITAL (Paid-in) - - - - - - $75,000
SURPLUS, - - - - - - - - - - 25,000

Prompt attention given to all business in our line N. Y. CORRESPONDENTS—Donnell, Lawson & Co. and the Metropolitan National Bank.

Financial.

SHERMAN S. JEWETT, Pres. JOSIAH JEWETT, V-Pres
WILLIAM C. CORNWELL, Cashier.
Bank of Buffalo,
CAPITAL, - - - - - - - - - $300,000.
BUFFALO, N. Y.

This bank has superior facilities for making collections on all accessible points in the United States, Canada and Europe. Liberal terms extended to accounts of bankers and merchants.
CORRESPONDENTS.—New York, National Shoe & Leather Bank; London, Union Bank of London.

C. H. Bachem,
(LATE LIMBERT & CO.),
BANKER AND BROKER,
19 & 21 NASSAU ST., NEW YORK.
Member of New York Stock Exchange.

Stocks and bonds bought and sold on commission for cash or on approved margin. Collections made in United States and Europe.

Financial.

THOS. A. VYSE. THOS. A VYSE, JR. C. C. BROUN
W. E. D. VYSE, *Member N. Y. Stock Exchange.*
Vyse, Sons & Broun,
BANKERS AND BROKERS,
No. 3 WALL STREET, NEW YORK

Stocks, Bonds and Government Securities bought and sold on commission. Interest allowed on deposits subject to check at sight

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Stewart Brown's Sons.

WM. HARMAN BROWN. DAVISON BROWN.
GEO. ALEXANDER BROWN, Memb. N. Y. Stock Exch
No. 38 PINE STREET,
NEW YORK.
Government Securities, Stocks & Bonds
BOUGHT AND SOLD ON COMMISSION.

A. M. Kidder & Co.
BANKERS,
No. 18 WALL STREET,
New York,

Transact a General Banking Business, including the purchase and sale of STOCKS and BONDS for cash or on margin.
Buy and Sell Investment Securities.
P. O. BOX 2,647.
A. M. KIDDER. WAYLAND TRASK. H. J. MORSE.
W. C. HILL.

Boody, McLellan & Co.
BANKERS,
58 Broadway, cor. Exchange Place, N. Y
Branch Office, 128 La Salle St., Chicago.

TRANSACT A GENERAL BANKING BUSINESS, INCLUDING THE PURCHASE AND SALE OF STOCKS AND BONDS FOR CASH OR ON MARGIN. BUY AND SELL INVESTMENT SECURITIES. INTEREST ALLOWED ON DEPOSITS SUBJECT TO CHECK AT SIGHT.
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BANKERS.
25 PINE ST. — NEW YORK

Purchase and sell on Commission GOVERNMENT and RAILROAD BONDS and STOCKS, and all classes of Securities dealt in at the NEW YORK STOCK EXCHANGE, or all reputable Securities bought and sold in the OPEN MARKET. LOANS and COMMERCIAL PAPER negotiated. Interest paid on DEPOSITS, subject to check.

WANTED BY
Denslow, Easton & Herts.
BANKERS

Col. & Tol. RR. 1st & 2d 7s.	C. Rap. Ia. F. & N. W. 1st 7s.
Col. & Hock. RR. 1st & 2d 7s.	C. Ham. & D. RR. Con. 6s & 7s.
Ohio & West Va. 1st 7s.	Milwaukee City Water 7s.
Jeff. Mad. & Ind. 1st & 2d 7s.	Cincin'ti City 6s, 7s & 7 3-10s
Cin. Ind. St. L. & Chic. RR. 1st Con. 6s.	

Mills Building, Wall & Broad Sts., N. Y.
E. H. DENSLOW, Member N. Y. Stock Exchange.
D. A. EASTON. H. H. HERTS. S. H. NICHOLS.
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BANKERS,
UNITED BANK BUILDING,
Wall Street, Corner Broadway.
STOCKS, BONDS & COMMERCIAL PAPER.

Stocks and bonds bought and sold on commission at New York Stock Exchange. Advances made on business paper and other securities.

WM. D. HATCH, Member N. Y. Stock Exch. WM. B. KENDALL.
Hatch & Kendall,
No. 31 WALL STREET,
BANKERS AND BROKERS,
Refer to Messrs. FISK & HATCH.

Financial.

The Brooklyn Trust Co.
Cor. of Montague & Clinton sts., Brooklyn, N. Y.

This Company is authorized by special charter to act as receiver, trustee, guardian, executor, or administrator.

It can act as agent in the sale or management of real estate, collect interest or dividends, receive registry and transfer books, or make purchase and sale of Government and other securities.

Religious and charitable institutions, and persons unaccustomed to the transaction of business, will find this Company a safe and convenient depository for money. CHAS. R. MARVIN, Vice-President.

TRUSTEES:

John P. Rolfe,	Chas. R. Marvin,	Henry K. Sheldon,
E. F. Knowlton,	Dan'l Chauncey,	John T. Martin,
H. E. Pierrepont,	Josiah O. Low,	Edm'd W. Corlies
Alex. M. White,	Alex. McCue,	Fred. Cromwell.
Henry Sanger,	A. A. Low.	

WM. H. MALE, Secretary.

Bankers' Safe Deposit Co
UNITED BANK BUILDING,
Cor. Wall Street and Broadway.
SAFES
OF MOST APPROVED CONSTRUCTION FOR
Bankers, Brokers, Merchants, &c.

DEPOSIT YOUR SECURITIES
IN THE
State Safe Deposit Vault,
Cor. William St. & Exchange Place,
Under the National Bank of the State of New York.
BURGLAR AND FIRE PROOF.

Bonds of Suretyship.
FIDELITY & CASUALTY CO.
OF NEW YORK.

Assets	$400,000 00
Capital invested in U. S. Bonds	250,000 00
On deposit with Insurance Department	100,000 00

Officials of Banks, Railroads and Transportation Companies, Managers, Secretaries and Clerks of Public Companies, Institutions and Commercial firms, can obtain security from this Company, at moderate charges.

The bonds of this Company are accepted by the courts of the State of New York.

Full information as to details, rates, &c., can be obtained on application to head office, 170 Broadway, N. Y.

WM. M. RICHARDS, Prest. JOHN M. CRANE, Sec'y.
H. BLACK and W. HARVEY LEE, Inspectors.
DIRECTORS—George T. Hope, G. G. Williams, Geo. S. Coe, Charles Dennis, J. S. T. Stranahan, A. B. Hull, A. S. Barnes, S. B. Chittenden, H. A. Hurlbut, W. G. Low, David Dows, J. D. Vermilye, Alex. Mitchell, Wm. M. Richards.

Bonds of Suretyship
FOR OFFICERS AND EMPLOYEES IN POSITIONS OF TRUST.
The Guarantee Co.
OF NORTH AMERICA.

Cash Capital	$300,000
Cash Assets over	375,000
Deposit with Insurance Department	200,000

President: SIR. ALEX. T. GALT. Managing Director: EDWARD RAWLINGS.
NEW YORK OFFICE:
No. 178 BROADWAY.

NEW YORK DIRECTORS.—Joseph W. Drexel, A. L. Hopkins, H. Victor Newcomb, John Paton, Daniel Torrance, Edw. F. Winslow, Erastus Wiman.
Transacts no other business.

AMERICAN FINANCE COMP'Y,
5 & 7 NASSAU ST., NEW YORK,
31 S. THIRD ST., PHILADELPHIA,
PORTLAND BLOCK, CHICAGO.

Capital Stock, - - - $1,000,000

SOUND INVESTMENT SECURITIES furnished to Corporate and Private Investors.

CAPITAL FURNISHED OR PROCURED for Railroad Companies having lines under construction, and their Bonds purchased or negotiated.

FINANCIAL NEGOTIATIONS conducted Counties, Towns and Cities, and for Railroad Companies and other Corporations.

WILL CONDUCT THE FINANCIAL RE-ORGANIZATION of Railroad Companies and other Corporations whose property is in the hands of Receivers or Trustees.

WILL BUY AND SELL INVESTMENT SECURITIES on Commission.

WILL BUY OR SELL DEFAULTED BONDS or convert them into interest-paying investments.

Circulars and other information furnished on application.

JOHN C. SHORT, President.
WM. P. WATSON, Sec'y and Treas.

Financial.

The New England Mortgage Security Co.

OFFERS FOR SALE

5 per cent 20-year Bonds, $1,000 each,

SECURED BY FIRST MORTGAGES ON IMPROVED FARMS.

Guaranteed, Principal and Interest, by its

CAPITAL STOCK OF $1,000,000.

Interest Coupons payable July 1 and Jan. 1. Bonds registered to order or payable to bearer at option. These bonds are commended to the attention of the most conservative investors, as they are believed to be as perfect a security as can be obtained.

A pamphlet with full information will be sent on application to the company's office.

43 MILK STREET, BOSTON.

DIRECTORS.

HENRY SALTONSTALL, AUSTIN CORBIN,
E. ELLERTON PRATT, J. BAXTER UPHAM,
I. D. FARNSWORTH, GILMAN S. MOULTON,
CHARLES L. FLINT.
VICE-PRESIDENTS,
THOMAS WIGGLESWORTH, GEO. C. RICHARDSON,
ELISHA ATKINS, JOHN WEBSTER,
AMOS T. FROTHINGHAM.
CHARLES L. FLINT, President.
J. F. F. BREWSTER, Treasurer.

Metropolitan Trust Co.,

17 Nassau St., New York.

PAID UP CAPITAL, $1,000,000.

Designated as a legal Depository by order of Supreme Court. Receive deposits of money on interest, act as fiscal or transfer agent, or trustee for corporations and accept and execute any legal trusts from persons or corporations on as favorable terms as other similar companies.

THOMAS HILLHOUSE, Presider...
FREDERIC D. TAPPEN, Vice-President
WALTER J. BRITTIN, Secretary.

Albert E. Hachfield,

17 NASSAU STREET.

Bonds and Investment Securities

WANTED:

Indianapolis & St. Louis 1sts.
Joliet & Northern Indiana 1sts.
Cincinnati Hamilton & Dayton Bonds.
Central American Transit Stock.
Mexican (Corlies) Bonds.

Colbron, Day & Field,

BANKERS AND BROKERS,

No. 17 New Street, NEW YORK. **130 La Salle Street, CHICAGO.**

Stocks and bonds bought and sold for cash or on margin.

Interest allowed on deposits, subject to check at sight.

R. A. Lancaster & Co.,

BANKERS AND BROKERS,
66 BROADWAY, NEW YORK,
DEALERS IN
First-Class Investment Securities.
GOVERNMENT BONDS, STATE, CITY, COUNTY RAILROAD & MISCELLANEOUS SECURITIES Bought and Sold on Commission.
Virginia Tax-Receivable Coupons Bought.
SOUTHERN SECURITIES A SPECIALTY.
LOANS NEGOTIATED.
INTEREST ALLOWED ON DEPOSITS.

WM. C. NOYES,

No. 21 NASSAU STREET,

DEALER IN

CITY RAILWAY STOCKS

GAS STOCKS.

Telegraph and Cable Stocks.

TRUST COS.' STOCKS.

Bank Stocks. Insurance Stocks.

TO INVESTORS.

FOR SALE:

Staten Island Wharf Property,

Fifty-five City Lots, 500ft. front on New York Bay. Privilege of docking out 600 to 1,000ft. Suitable for warehouses and wharfage for large vessels. Apply to

J. M. GILLESPIE,
No. 4 HANOVER ST., NEW YORK.
Member of N. Y. Produce and Maritime Exchanges.

E. S. BAILEY,

7 PINE STREET.

DEALINGS IN

INSURANCE STOCKS

A SPECIALTY.

Cash paid at once for the above securities; or they will be sold on commission, at seller's option.

Financial.

SIXTY-THIRD ANNUAL STATEMENT; December 31, 1882;

OF THE

ÆTNA INSURANCE COMPANY, HARTFORD, CONN.

CASH CAPITAL	**$4,000,000 00**
Reserve for Re-Insurance, (Fire)	**1,573,729 40**
Do do (Inland)	**9,137 80**
Do Unpaid Losses (Fire)	**179,631 60**
Do do (Inland)	**44,340 29**
All other Claims	**54,289 37**
NET SURPLUS	**3,193 182 12**
TOTAL ASSETS	**$9,054,610 58**

AS FOLLOWS:	*Market Value.*
Real Estate unincumbered	$338,000 00
Cash on hand and in Bank	940,730 25
Gross amount in the hands of Agents and in transit	332,970 24
Loans on Bond and Mortgage	46,727 00
Loans on Collateral	24,800 00
Stocks and Bonds	7,349,916 72
Accrued Interest	1,376 37
Total Assets of the Company	**$9,054,610 58**

Losses Paid in 64 Years, - - - - - - - - - - - $54,660,000

WM. B. CLARK, Ass't Sec'y. J. GOODNOW, Sec'y. L. J. HENDEE, Pres't.

JAMES A. ALEXANDER, Agent,
No. 2 Cortlandt Street, New York.

January Investments.

Clev. & Pittsburg Con. and Equip. 7s, 1913.
California Pacific Railroad 1sts, Gold, 7s, 1887.
Dayton & Michigan 2ds (now 1sts), 7s, 1884.
Chicago & Northwest. Extension 7s, 1885.
Union & Logansport 1st 7s, 1905.
Columbus & Indianapolis Central 2d 7s, 1904.
Columbus & Hocking Valley 2d 7s, 1892.
Columbus Hocking Valley & Toledo Cons. 5s, 1931.
Grand Rapids & Ind. Guar. Land Grant 1st 7s, 1899
Northern Pacific (Pend d'Oreille Div.) 1st 6s, 1919.
Northern Pacific (Mo. River Div.) 1st 6s, 1919.
Holly W. & Mon. (now F. & P. M.) 1st 8s, 1901.
United New Jersey Gen. 6s, 1901.
Columbus & Toledo, 1st 7s, 1905.

CHAS. T. WING,
(With A. M. Kidder & Co., Bankers.)
No. 18 WALL STREET.

Investment Bonds.

FIRST-CLASS RAILROAD BONDS,

PAYING

5 Per Cent to 7 Per Cent

PER ANNUM ON AMOUNT INVESTED,

FOR SALE BY

TOBEY & KIRK,

No. 4 BROAD STREET, NEW YORK.

DEFAULTED SECURITIES

taken in payment at full market rates, when desired.

REED & HURLBUT,

52 WILLIAM STREET.

FIRST-CLASS

Investment Bonds.

Geo. K. Sistare's Sons,

17 NASSAU ST., NEW YORK,

DEALERS IN

FIRST-CLASS INVESTMENTS.

Buy and Sell on Commission, for cash or on margin, all securities dealt in at the New York Stock Exchange.

Interest allowed on daily balances.

All deposits subject to check at sight.

Particular attention to orders by mail or telegraph.

County, City & Town Bonds of West. States
Wisconsin Central RR. Old Land Grant Bonds
St. Joseph & Western RR. Stock.
St. Joseph & Pacific RR. Bonds.
City of St. Joseph Mo., Old Bonds.
International Improvement Co. Subscriptions.
Brooklyn Elevated RR. Securities.
American Cable Co. Subscriptions.
Midland Railroad of N. J. Securities.
Chicago & Grand Trunk RR. Securities.
South Carolina RR. Securities.
Grand Rapids & Indiana RR. Stock.
Cincinnati Richmond & Fort Wayne Stock.
Bought by WM. R. UTLEY,
No 31 PINE STREET, NEW YORK

8 % First Mortgages

ON

COTTON PLANTATIONS,

WORTH THREE TIMES THE LOAN.

For security, profit, income and area, these afford the most desirable income security in existence. These investments are made under our personal supervision, and are only to be obtained during the Winter Months. Send for circular.

FRANCIS SMITH & CO.,

INDIANAPOLIS, IND.; VICKSBURG, MISS.;
MONTGOMERY, ALA.; COLUMBUS, MISS.

J. C. Chew,

No. 7 WALL STREET, NEW YORK.

TEXAS RAILWAYS,

BONDS, LANDS, &c.

Desirable Texas Securities for investment constantly on hand

THE OLEAN & SALAMANCA RAILROAD COMPANY, NEW YORK, Jan. 3, 1883.—A Special Meeting of the Stockholders of the Olean & Salamanca Railroad Company will be held at the office of J. & W. Seligman & Co., No. 21 Broad Street, in the City of New York, on the 5th day of February, 1883, at 12 o'clock noon, for the purpose of taking into consideration a joint agreement entered into by the Directors of said company and of the Buffalo New York & Philadelphia Railway Company, the Oil City & Chicago Railroad Company, and the Buffalo Pittsburg & Western Railroad Company, under the corporate seal of each of the said companies and railroads; at which time and place said agreement will be submitted to the stockholders of the Olean & Salamanca Railroad Company for adoption or rejection. By order of the Board of Directors.

CHARLES E. KIMBALL, Secretary.

THE BUFFALO NEW YORK & PHILADELPHIA RAILWAY COMPANY—NEW YORK, Jan. 3, 1883.—A Special Meeting of the Stockholders of the Buffalo New York & Philadelphia Railway Company will be held at the office of J. & W. SELIGMAN & CO., No. 21 Broad Street, in the City of New York, on the 5th day of February, 1883, at 12 o'clock, noon, for the purpose of taking into consideration a joint agreement entered into by the Directors of said company and of the Olean & Salamanca Railroad Co., the Oil City & Chicago Railroad Company and the Buffalo Pittsburg & Western Railroad Company, under the corporate seal of each of the said companies, for the consolidation of the said companies and railroads; at which time and place said agreement will be submitted to the stockholders of the Buffalo New York & Philadelphia Railway Co. for adoption or rejection.

By order of the Board of Directors.

F. S. BUELL, Secretary.

NORTHERN PACIFIC RAILROAD COMPANY, TREASURER'S OFFICE, No. 17 Broad Street, New York, November 18, 1882.

A Dividend of ELEVEN AND ONE TENTH Per Cent has been declared on the Preferred Stock of this Company, payable at this office on and after MONDAY, the 15th day of January next, to the holders of said stock of record Dec. 10, 1882, in five years' 6 per cent obligations of the company, dated Jan. 1, 1883.

The transfer books of the preferred stock will be closed at three o'clock in the afternoon of Saturday, the 9th day of December, 1882, and reopened at ten o'clock in the forenoon of Tuesday, the 16th day of Janury, 1883.

R. L. BELKNAP,
Treasurer.

37 & 39 WALL STREET, January 1, 1883.

THE UNDERSIGNED HAVE THIS day formed a copartnership under the style and firm name of

E. C. HUMBERT & SON,

and will continue a general Banking and Stock Brokerage Business at above address.

E. C. HUMBERT,
Member N. Y. Stock Exchange.
JOHN J. C. HUMBERT.

Financial.

CHEMICAL NATIONAL BANK, NEW YORK, January 9, 1883.—At the annual election by the Stockholders of this Bank, held this day at their Banking-house, the following-named gentlemen were elected directors for the ensuing year:

James A. Roosevelt, Robert Lenox Kennedy,
Frederic W. Stevens, Robert Goelet,
George G. Williams.

At a meeting of the Board, held subsequently, Mr. George G. Williams was unanimously re-elected President.

WM. J. QUINLAN, JR., Cashier.

CONTINENTAL NATIONAL BANK. New York, Jan. 10, 1883.—At the annual meeting of the Stockholders of this Bank, held on the 9th inst., the following were duly elected Directors for the ensuing year:

Edmund D. Randolph, H. M. Taber,
John T. Agnew, C. C. Baldwin,
Charles H. Marshall, Fred. Taylor,
H. H. Baxter, Wm. Turnbull,
Horace Porter, George C. Clark,
W. D. Morgan,

And the following for Inspectors of Election:

Alex. McL. Agnew, William Kevan,
Thomas W. Evans.

And at a subsequent meeting of the Board of Directors Mr. E. D. Randolph was re-elected President and Mr. John T. Agnew Vice-President.

F. TAYLOR, Cashier.

THE BANK OF NEW YORK.—NATIONAL BANKING ASSOCIATION, New York, Jan. 11, 1883.—At the annual meeting of the Stockholders, held on the 9th inst., the following-named gentlemen were duly elected Directors for the ensuing year:

Charles E. Bill, George H. Byrd,
John N. Bradley, James Moir,
Wm. Astor, G. Amsinck,
James M. Constable, A. W. Hard,
Charles M. Fry, H. B. Laidlaw,
Franklin Edson, D. O. Mills,
Charles D. Leverich.

At a meeting of the Board of Directors, held this day, Mr. Charles M. Fry was unanimously re-elected President and Mr. Richard B. Ferris was unanimously re-elected Vice-President.

E. S. MASON, Cashier.

THE BANK OF THE STATE OF NEW YORK, corner Exchange Place and William Street, New York, Jan. 9, 1883.—At a meeting of the Stockholders held this day the following-named gentlemen were elected Directors to serve for the ensuing year:

R. L. Edwards, R. G. Rolston,
Jas. B. Colgate, Jas. T. Closson,
D. D. Withers, Wm. H. Hays,
Thos. Rutter, Effingham Townsend,
Henry Morgan, August Belmont, Jr.,
Henry Hentz, John H. Rolston,
Ex. Norton.

At a subsequent meeting of the Directors held at 3 P. M., Mr. R. L. Edwards was unanimously re-elected President, and Jas. B. Colgate, Vice-President.

JAS. T. CLOSSON, Secretary pro tem.

THE NATIONAL BANK OF THE REPUBLIC, New York, January 12, 1883.—At a meeting of the stockholders of this bank, held on the 9th inst., the following gentlemen were elected directors for the ensuing year:

George B. Carhart, James B. Johnston,
John J. Crane, Thomas T. Buckley,
William H. Guion, Henry W. Ford,
Sumner R. Stone, Wallace C. Andrews,
Arthur B. Graves, Dennis C. Wilcox,
William S. Tisdale, George E. Simpson,
Oliver S. Carter, William K. Soutter.

At a meeting of the Board held this day, Henry W. Ford was unanimously elected President and Thomas T. Buckley Vice-President.

E. H. PULLEN, Cashier.

THE MERCANTILE NATIONAL BANK OF THE CITY OF NEW YORK, New York, January 10, 1883.—At the annual meeting of the Stockholders of this Bank, held on the 9th inst., the following-named gentlemen were duly elected Directors for the ensuing year:

Isaac N. Phelps, Seth M. Milliken,
Charles P. Burdett, James E. Nichols,
William C. Browning, Augustus G. Paine,
Franklin E. James, George H. Sergeant,
Henry T. Kneeland, Frederick B. Schenck,
Emanuel Lehman, Charles M. Vail,
William T. Moore, Isaac Wallach,
William P. St. John.

At a meeting of the Board of Directors, held this day, Mr. William P. St. John was unanimously elected President, and Mr. Charles P. Burdett was unanimously re-elected Vice-President.

F. B. SCHENCK, Ass't Cashier.

THE MERCANTILE NATIONAL BANK OF THE CITY OF NEW YORK, New York, January 12, 1883.—At the regular meeting of the Board of Directors of this Bank, held this day, Mr. FREDERICK B. SCHENCK was appointed Cashier.

WM. P. ST. JOHN, President.

MARINE NATIONAL BANK, 78 AND 80 WALL STREET, NEW YORK, Dec. 26, 1882. FIFTY-SECOND DIVIDEND.—A dividend of FOUR per centum on the Capital Stock of this bank has this day been declared out of the earnings of the past six months, payable on and after January 2, 1883. The transfer books will remain closed until January 9.

JOHN D. FISH, Cashier.

THE LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.,
TREASURER'S OFFICE,
GRAND CENTRAL DEPOT,
NEW YORK, Dec. 22, 1882.

The Board of Directors of this Company have this day declared a QUARTERLY DIVIDEND of TWO PER CENT upon its capital stock, payable on THURSDAY, the FIRST day of FEBRUARY next, at this office.

The transfer books will be closed at 3 o'clock P. M. on FRIDAY, the 29th inst., and will be reopened on the morning of Monday, the 5th day of February next.

F. W. VANDERBILT, Acting Treasurer.

Financial.

COLUMBUS CHICAGO & INDIANA CENTRAL RAILWAY CO.

FINAL NOTICE.

The last opportunity to subscribe to the Reorganization Agreement of July 1, 1882, or to comply with its terms where it has been already signed, is now given to all persons interested in the securities and capital stock of this Company.

THIS PRIVILEGE WILL EXPIRE JANUARY 22, 1883, AT 3 P. M.

Signatures to the agreement will be received at the office of the Union Trust Company, No. 73 Broadway, New York, provided that persons so signing shall simultaneously deposit their Capital Stock, Bonds, or Union Trust Company's Certificates (issued under previous Bondholders' Agreements), and pay such assessment as is required by the said Reorganization Agreement.

Purchasing Committee's receipts will at the same time be ready for delivery.

NEW YORK, January 11, 1883.

WILLIAM L. SCOTT,
CHARLES J. OSBORN,
JOHN S. KENNEDY,
} Purchasing Committee.

OFFICE CENTRAL PACIFIC RAILROAD COMPANY, San Francisco, Jan. 5, 1883. THREE DOLLARS PER SHARE will be paid on presentation of Dividend Warrant No. 15, on or after FEB. 1, at this office, or at the office of the Company No. 23 Broad Street, New York. Transfer books will be closed from 2 P. M. January 15 to 10 A. M. FEB. 3.

By order of the Board of Directors,

E. H. MILLER, JR., Secretary.

HANNIBAL & ST. JOSEPH RAILROAD CO., 78 Broadway, New York, Jan. 12, 1883.—The Directors of this Company have this day declared a dividend of Three per cent upon the Preferred Stock, payable Thursday, February 15, 1883, at this office. The transfer books of the Preferred Stock will be closed at three o'clock P. M. on Tuesday, the 16th, and reopen on Saturday, February 17, 1883.

JOHN A. HILTON, Secretary.

THE LONG ISLAND RAILROAD COMPANY, Dec. 29, 1882.—The Board of Directors have this day declared a quarterly dividend of ONE PER CENTUM upon the capital stock of this Company, payable on Thursday, the first day of February next, at the office of the Corbin Banking Co., 115 Broadway, N. Y. The transfer books will close Saturday, January 20, and reopen Friday, February 2, 1883.

F. W. DUNTON, Treasurer.

OREGON RAILWAY & NAVIGATION COMPANY, New York, Jan. 11, 1883.

The increased Quarterly Dividend of Two and One Half Per Cent (2½ per cent) will be payable Feb. 1, 1883, at the office of the Farmers' Loan & Trust Company. The transfer books close January 20, and reopen February 5, 1883.

T. H. TYNDALE, Assistant Secretary

THE PENSACOLA & ATLANTIC RR. COMPANY. The Coupons due FEB. 1, 1883, on this Company's $3,000,000 MORTGAGE BONDS will be paid at the Hanover National Bank, No. 11 Nassau Street, New York, on and after that day.

F. DE FUNIAK, President.

ST. LOUIS & SAN FRANCISCO RAILWAY COMPANY,

January 8, 1883.

A dividend of THREE AND ONE-HALF (3½) per cent on the First Preferred Stock of this Company has this day been declared payable on and after THURSDAY, FEB. 1, 1883, at its office 15 Broad Street (Mills Building), New York, to stockholders of record upon closing of the books, as stated below.

The transfer books of the First Preferred Stock will be closed on SATURDAY, JAN. 20, 1883, at three (3) P. M., and reopened on the morning of FRIDAY, FEB. 2, 1883.

T. W. LILLIE, Treasurer.

CENTRAL IOWA RAILWAY COMPANY.—Coupons of first mortgage bonds due Jan. 15, 1883, will be paid at our office, No. 10 Wall Street.

TAINTOR & HOLT.

METROPOLITAN SAVINGS BANK,
Nos. 1 AND 3 THIRD AVENUE,
(Opposite Cooper Institute).
FIFTY-NINTH DIVIDEND.
NEW YORK, Dec. 28, 1882.

Interest for the six months ending December 31, 1882, will be paid on and after January 17, 1883, to depositors entitled thereto, in accordance with the laws of the State and the by-laws of the bank, as follows:

On accounts which do not exceed $1,000 at the rate of FOUR Per Cent per annum.

On accounts of more than $1,000 at the rate of FOUR Per Cent per annum on the first $1,000 and THREE Per Cent on the excess.

G. N. CONKLIN, Sec'y. S. W. SNEDEN, Pres't.

DEADWOOD-TERRA MINING CO.,
18 WALL STREET, NEW YORK, Jan. 9, 1883.
DIVIDEND No. 26.

A dividend of Twenty Thousand Dollars, being Ten Cents per share, has been declared for December, payable at the office of the transfer agents, Lounsbery & Haggin, No. 18 Wall Street, on the 20th inst. Transfer books close on the 15th inst.

H. B. PARSONS, Secretary.

HOMESTAKE MINING COMPANY,
18 WALL STREET, NEW YORK, Jan. 12, 1883.
DIVIDEND NO. 53.

The regular Monthly Dividend of Forty Cents per share has been declared for December, payable at the office of the transfer agents, Lounsbery & Haggin, 18 Wall Street, on the 25th inst.

Transfer books close on the 20th inst.

LOUNSBERY & HAGGIN, Transfer Agents.

ENERGETIC, EXPERIENCED business man and accountant, accustomed to managing details and skilled in organizing and systematizing work, desires engagement with capitalist, banker or broker. C. F., CHRONICLE Office.

Financial.

Atchison Topeka & Santa Fe Railroad

TRUST MORTGAGE
SINKING FUND
SIX PER CENT BONDS,
DUE 1911.
Recommended for Trust Funds.
FOR SALE BY
KIDDER, PEABODY & CO.,
113 DEVONSHIRE STREET, BOSTON.
No. 1 NASSAU ST., NEW YORK.

Minneapolis & St. Louis RAILWAY

FIRST MORTGAGE THIRTY-YEAR 7 PER CENT GOLD BONDS
ON THE SOUTHWESTERN DIVISION.
ALSO,
6 PER CENT GOLD FORTY-YEAR FIRST MORTGAGE BONDS
ON THE PACIFIC DIVISION.
FOR SALE BY
MORTON, BLISS & CO.,
No. 25 NASSAU STREET.

To Trustees and Investors Seeking the Placing of Funds wholly beyond the Remotest Risk, we Recommend the 5 Per Cent First Mortgage 30 Year Renewal Bonds of the Little Miami Railroad.

This Company has never paid less than 8 per cent annual dividends upon its stock for the past 30 years. Total bonded indebtedness, **$1,500,000**; Capital stock, **$4,837,300**. We also offer

Pennsylvania Company's 4½s of 1921, Chicago & Northwestern 5s of 1929, and other high grade investment securities.

KUHN, LOEB & CO.,
31 NASSAU STREET.

ROCHESTER & PITTSBURG RAILROAD COMPANY,

PRESIDENT'S OFFICE, 20 Nassau St., New York.

TO THE HOLDERS OF THE INCOME BONDS.

GENTLEMEN—The Board of Directors have decided that a sufficient number in amount of the Income Bond holders of the Company have assented to the proposition to accept Consolidated First Mortgage Bonds in exchange for their Income Bonds, to justify them in authorizing the exchange on the proposed terms, viz.:

The Income Bonds will be accepted at fifty per cent of their face value in payment for the Consolidated First Mortgage Bonds at par. The holders of the Income Bonds who assent in writing to the exchange before February 1st, 1883, will receive the Consolidated Bonds at par "flat"—that is, with interest from December 1st, 1882. The holders of the Income Bonds who delay their assent until after February 1st, 1883, will be obliged to pay the accrued interest on the Consolidated Bonds from December 1st, 1882, in order to avail themselves of the privilege of making the exchange.

The Consolidated First Mortgage Bonds will be ready to deliver in exchange for the Income Bonds February 1st next, and it will facilitate matters if the holders of the Income Bonds will send in their assents as promptly as possible.

Respectfully,
WALSTON H. BROWN, President.

December 20th, 1882.

HOWARD LAPSLEY, D. S. WILLARD, HENRY BOWERS, Jr.
Members N. Y. Stock Exch.

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THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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The Chronicle.

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CAUSES FOR THE INCREASED FAILURES.

Pretty good evidence of the sound condition of merchants, as a class, is found in the published statistics of failures for 1882. We say this unreservedly, notwithstanding the elaborate tables of Messrs. R. G. Dun & Co. show an increase both in the number of casualties and in the amount of liabilities over 1880 and also over 1881, and notwithstanding these facts, independently of all other considerations, warrant the unfavorable interpretation which has been so widely given to them. It should be remembered, however, that failures alone are no proof of general or even of growing insolvency.

The truth is, there always will be in every mercantile community a great many who do not succeed. Not every man is intended for a merchant. Many who make the venture could be saved by constantly rising prices alone. In legitimate business, however, the years are few that yield large profits. Competition is active, the margin is generally extremely small, and prudence, close attention and cautious management win the prize. The circumstances, therefore, of one year may make the record of disasters larger than another, not because of a growing insolvency among merchants as a class, but because the surroundings are a more severe test of capacity.

Furthermore, the addition to the number of failures may be only relative. Thus the past year was one of a series during which the activities of the country were multiplying many fold, and the number of those entering upon the mercantile profession increased largely. Since 1878 the number in business upon which Messrs. Dun & Co.'s Mercantile Agency base their reports has enlarged about 22 per cent. That is to say, their report at the close of 1878 covered 674,741 persons and firms in business, against 822,256 at the present time. Bearing that fact in mind, it will be understood why, during 1879, the first year of specie payments, the number of failures was about 95 hundredths of one per cent of those in business, while during the last year, notwithstanding the number of casualties was larger, the percentage compared with the total in business was only 82 hundredths of one per cent. To indicate this feature clearly we have prepared the following, which shows the total number in business, the total number of failures, and the percentage of failures to the number in business, each year since 1877, in each section.

Years.	Eastern.	Middle.	South'rn	West'rn.	Pacific, &c.	Total.
1882.						
Number in business	88,689	248,742	126,231	308,485	50,069	822,256
Number of failures	772	1,667	1,618	1,950	731	6,738
Percentage of failures to number in business	0·870	0·672	1·281	0·632	1·440	0·819
1881.						
Number in business	87,325	241,373	118,606	291,349	43,096	781,689
Number of failures	772	1,372	1,439	1,504	405	5,562
Percentage of failures to number in business	0·884	0·568	1·213	0·516	1·150	0·714
1880.						
Number in business	85,774	237,062	109,821	275 672	38,494	746,823
Number of failures	723	1,472	835	1,171	534	4,735
Percentage of failures to number in business	0·843	0·621	0·760	0·425	1·387	0·634
1879.						
Number in business	82,337	230,537	100,574	256,583	32,126	702,157
Number of failures	970	2,290	1,076	1,608	714	6,658
Percentage of failures to number in business	1·178	0·993	1·070	0·627	2·222	0·948
1878.						
Number in business	79,765	229,385	96,297	240,933	28,361	674,741
Number of failures	1,734	3,199	1,415	3,436	694	10,478
Percentage of failures to number in business	2·174	1·395	1·470	1·426	2·447	1·553
1877.						
Number in business	77,724	224,707	91,783	231,557	26,235	652,006
Number of failures	1,353	3,049	1,078	2,756	636	8,873
Percentage of failures to number in business	1·741	1,357	1·174	1·190	2·424	1·361

The above statement not only presents the facts already referred to, but indicates further that the failures of 1881 in the Middle States were the least in number of any year in this record, so that the increase this year is very small in itself as well as small compared with 1880, and much less than in 1879; while in the Eastern States there has

been no difference in the number of failures during the two years, and consequently in that section the percentage has actually fallen off. But the chief growth in numbers and in percentage will be found, by the above table, to have been in the Western States, though the Southern and Pacific States show an addition to the very large percentage of the previous year. We should say, in passing, that the Pacific condition is special, having very little reference to the business situation in other sections, and that the record for the Southern and Western States is due to well-known causes which we shall refer to later on. In a word, then, this analysis bears out our remark above, that although there has been an increase in the number of business disasters, the percentage of failures compared with the number in business not only indicates no unsoundness, but is really less than might have been anticipated, especially when we remember the great activity in enterprise during late years.

Still we go even further and claim that the situation, as disclosed by these figures, evinces great strength among mercantile classes, this small percentage being a result attained after a very severe ordeal; for the year's business has been of an extremely trying nature. Had credit been dangerously expanded, as those claim who predict evil, the same conditions would have long since produced a revulsion ending in a panic and universal discredit, for the year began with very high values, and has been continued with prices first weak and then declining from month to month, except for a few articles, such as corn and provisions, which have been in unusually small supply. Nor is the full force of this decline indicated by any ordinary table of prices, as the downward movement has extended to nearly all manufactured articles, and been accompanied during the past few months with slow sales and accumulating stocks, a widespread crop disaster having preceded the decline, forcing the country to secure even many articles of food from Europe, and very materially lessening the purchasing power of the producing classes. The truth is, the great activity which began in Wall Street with the resumption of specie payments, and from thence extended to all departments of business, giving to railroad building its remarkable impulse, greatly stimulated manufacture everywhere; and when the crop failure and the check in railroad enterprise began to be felt, the reaction that set in fell upon industries with producing capacity largely increased and still increasing. And yet our merchants and manufacturers have with few exceptions successfully met these conditions. To-day their position is promising. The raw materials are all low, prices of goods are felt to be safe, and before 1883 closes, the effect of abundant harvests will be seen in a more active demand.

Why the West and South take the lead in this list of failures it is not difficult to understand. The actual loss in those sections through the bad harvests of 1881 was far more general and severe in its effects than early estimates, the results only making themselves clearly manifest as the summer of 1882 progressed. To show more fully the difference between the sections, we give the following comparison for the two years.

States.	1882.				1881.			
	No. in Business.	No. of Failures.	Percentage of Failures.	Aver'ge Liabilities.	No. in Business.	No. of Failures.	Percentage of Failures.	Aver'ge Liabilities.
Eastern	88,689	772	1 in 114	$17,475	87,325	772	1 in 113	$14,341
Middle	248,742	1,667	1 in 149	24,826	241,373	1,372	1 in 176	23,998
Southern	126,281	1,618	1 in 78	12,997	118,606	1,439	1 in 82	11,445
Western	308,485	1,950	1 in 151	9,753	291,349	1,504	1 in 194	10,369
Pacific & Territ's	50,059	731	1 in 68	9,101	43,036	495	1 in 87	10,295
Total U.S	822,256	6,738	1 in 120	$ 5,070	781,689	5,582	1 in 140	$14,360

THE FINANCIAL SITUATION.

There is very little change to note in commercial or financial circles this week. Speculators as well as merchants appear disposed to await, not only the action of Congress upon the tariff and other fiscal measures, but also the operation of those natural forces of which deficient and abundant crops are just now the leading influences. This condition of affairs may be changed at almost any time, by events of sufficient importance to influence the markets, but present indications make it probable that the prevailing dullness will continue for a time at least.

The fact which has perhaps puzzled the street this week more than any other, is the continued firmness in foreign exchange. There are the best of reasons why the rates should decline, but contrary to general expectation the market remains steady and at the moment very strong. We showed in our last, that the November trade figures recorded a balance in our favor of about 26 million dollars; that the December balance was likely to be at least equal to and probably somewhat in excess of that total; and now January points to a similar result, while the large surplus of our crops still on hand and the decline in the prices of general merchandise, indicate that exports must keep up well; at the same time, imports—judging from the slackened demand for consumption—can hardly fail to fall off considerably. Still, notwithstanding these are facts with regard to our foreign trade, past, present, and prospective, we find not only a scarcity of commercial bills, but such a demand for them that they are readily sold when offered.

It does not seem easy to account for this inquiry. The importers are taking very few bills for remittance; the demand appears rather to come from bankers, and it is so active that they are giving full rates for commercial sterling, francs and marks. Nor can we ascertain that these bills are wanted for the purpose of paying for stocks and bonds brought from Europe; it appears rather that while there has been and still may be, some property of this character sent home, the current movement is about balanced by outgoing securities. The only plausible explanation seems to be that there is still an adverse trade balance standing against us unliquidated. But even that view is a little difficult to accept. For the five months of this fiscal year closing with November the net trade balance in our favor—counting silver as merchandise and allowing for the gold imports—was about 22 million dollars. This the December total should bring up to nearly if not quite 50 million dollars. Besides, during the same six months, some bonds have been placed abroad, and the indications were, until recently, that the general movement of securities was towards London. Best judges have usually estimated that 100 millions a year would liquidate our annual indebtedness for interest, freights, &c., and anything above that amount standing in our favor would have to be remitted for in gold. As these figures show over 50 millions paid by us in goods and securities during the six months ending with January 1, there seems to be good reason for the opinion all along expressed by us that a turn in the exchanges might be expected during this month. At all events it is hard to see how such a change can be much longer delayed, if our trade continues to bear the character it has recently assumed.

The continued dull and dragging condition of the stock market has encouraged the disposition among some to accept the exaggerated statements of the difficulties in the commercial situation, which speculators are continually giving currency to, for the purpose of depressing values.

We have heretofore shown that the facts did not warrant these evil forebodings, and this week in a previous column we analyze the failures for 1882, proving that there is nothing in them to support such views, although they have been used for that purpose. The truth is, there has been no little disappointment felt among many because the harvest was not immediately followed with buoyancy and activity. But no better reason can be urged for expecting that, than existed for supposing depression would immediately follow the previous crop failure. Under natural laws cause and effect seldom follow one another quickly. We were rushing along under very high pressure in 1881, and we entered well upon 1882 before the momentum was arrested; now, to look for a renewal of activity before the last crops have been turned into cash and another year of plenty is at least pretty well assured, would seem to be without warrant. Our people lost immensely in 1881, and at a time too when we were spending with a very liberal hand. The past summer has not only saved us from disaster, but has given the basis for a new start as soon as we can be assured that the product of 1883 is to be favorable.

Just now the commercial outlook to us appears very favorable both for the farming and manufacturing interests. In the first place, there is every promise that our crops, not only this season but next fall, will find favorable markets. The Mark Lane Express of the 25th of December states that in Great Britain and on the Continent the acreage in grain will be, by reason of the floods and rain, one-third less than this year. This would seem not only to insure a fair return for all our present surplus, but a good demand for our next crops. Then, on the other hand, our manufacturers start the year with the prices of all raw materials low and with the prospect of being able to furnish their goods at more tempting prices than during former seasons. That condition always encourages trade. If then the people could be assured that Congress would show only a little wisdom, they would quickly feel a new hope, and the commercial prospect would appear extremely promising.

Of Wall Street the same story we have repeated for many weeks is true yet, and that is that the stock market has been dull about all the time. The transactions have fallen from about 300,000 shares per day to less than half that amount, and on Thursday and Friday the fluctuations of leading stocks were within a very narrow range. Each day the market has been advanced just before the close, as if to encourage holders and to induce purchases, but unless the leaders succeed in imparting more activity it is possible that present holders will become impatient and sell out, thus adding to the load which the chief operators are carrying. The great difficulty is, that non-professional speculators have at present very little money to risk in these ventures. Their legitimate business has not been sufficiently productive during the past year, and the money they put a year ago in stocks and staples has been swept away, making them feel unable, or at least indisposed, to undertake such ventures for the present. Then, again, the fact that the market is largely cliqued, while some of the best of the properties offered are under a cloud, deters investors. Stocks that have hitherto been regarded as reliable for investment have now become speculative to a very large extent, and future dividends at current rates are not fully assured. Hence even large railroad earnings have but little influence. There appears at the moment to be very little doing in securities between this market and London, and the following will show relative prices at the opening each day.

	Jan. 8.		Jan. 9.		Jan. 10.		Jan. 11.		Jan. 12.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices
U.S.4s,c.	119·43	119¼	119·56	119⅜	119·65	119⅜	119·67	119⅜	119·67	119⅜
U.S.3½s	102·44	102	102·54	102	102·51	102	102·40	102	102·40	102
Erie.....	39·56	39⅝	40·21	40⅛	39·97	39⅞	40·01	40⅛	39·89	39⅞
2d con.	97·58	97	97·68	97	97·68	97	97·68	97	97·68	97¼
Ill. Cent.	143·46	143⅜	144·58	144½	145·07	144⅞	145·22	144	145·22	144¾
N. Y. C..	126·71	126½	127·23	127	126·84	126½	126·97	126¼	126·97	126⅝
Reading	27·67†	55	27·94†	56	27·82†	55¼	27·97†	54¼	27·73†	55⅝
Ont.W'n	26·11	26	26·48	26⅜	26·24	26¼	26·27	26	26·27	26
St. Paul.	105·83	105½	107·16	106½	107·16	106⅜	106·54	105¾	106·76	105⅝
Exch'ge, cables.	4·85⅛		4·86		4·86		4·86⅛		4·86⅛	

* Expressed in their New York equivalent.
† Reading on basis of $50, par value.

Money on call has been in good supply during the week. The most important feature is that the rates of exchange on New York at interior points are now gradually turning in favor of this centre. This is the case at Chicago, where the rate is 50@75c. per $1,000 premium; at St. Louis it is par; at Savannah it is ⅛ of 1 per cent premium, and at New Orleans the rate of discount is also decreasing. If the current should set this way very strongly and if the movement should be as decided this season as it has been for the past two or three years, money could not fail to be easy, notwithstanding the small balance the Treasury holds. After the 1st of April there is usually a temporary outward movement for the settlements at that period. In this connection one fact is deserving of mention, and that is that the drain into the Treasury for customs is light, and it may be expected so to continue if our imports fall off as they promise to do, so that while the surplus of the Treasury may be so low as to prevent further calls for bonds, the banks will not require this relief because of the lighter demand for customs. The Treasury operations for the week appear to have resulted in a loss, which is a gain to the banks, of $99,301. The interior movement was as follows.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency	$2,527,000	$650,000
Gold	18,000	.....
Total	$2,545,000	$650,000

Last week's bank statement was made up on rising averages. Considering this fact, the following will indicate the character of this week's return.

	Into Banks.	Out of Banks	Net Gain.
Sub-Treasury operations, net...	$99,301	$.....	$99,301
Interior movement.....	2,545,000	650,000	1,895,000
Total.....	$2,644,301	$650,000	$1,994,301

The Bank of England return shows a gain of £264,000 bullion for the week and a further increase of £88,000 on balance on Thursday and Friday. The proportion of reserve to liabilities was increased 7 13-16 per cent by a decrease of over £4,500,000 in public and other deposits. The statement of the Bank of France exhibits a loss of 7,425,000 francs gold and of 3,200,000 francs silver, and the Bank of Germany, since our last, reports a gain of 14,400,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	Jan. 11, 1883		Jan. 12, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England.....	20,617,444	.....	20,262,174	.....
Bank of France.....	37,898,852	43,182,654	25,905,382	45,795,486
Bank of Germany	7,033,787	21,101,363	6,539,750	19,619,250
Total this week.....	65,550,083	64,284,017	52,707,306	65,414,718
Total previous week.....	65,403,083	63,872,017	52,654,236	65,417,640

Government bonds continue active and strong with the principal dealings in the new 3s and the 4 per cents, and some holders of the latter are taking advantage of the high premium and are selling and re-investing in the 3s.

The Assay Office paid $184,276 through the Sub-Treasury for foreign and domestic bullion, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Jan. 5..	$473,814 23	$19,000	$24,000	$383,000	$47,000
" 6..	505,121 82	12,000	27,000	381,000	85.000
" 8..	327,389 44	20,000	21,000	237,000	49,000
" 9..	485,297 32	40,000	50,000	332,000	62,000
" 10..	362,750 61	25,000	45,000	237,000	56,000
" 11..	336,680 84	22,000	52,000	201,000	61,000
Total.	$2,491,054 26	$138,000	$219,000	1,771,000	$360,000

THE DEATH OF GAMBETTA AND THE PEACE PROSPECTS.

The space which the deceased ex-Dictator, Leon Gambetta, filled in the public mind of France and of Europe generally, has been amply illustrated by his death. It might not be fair to say that he has been sincerely or generally lamented. But there can be no two opinions as to the importance attached to his death. In France opinion was divided. Latterly Gambetta had allowed himself to drift away from the more extreme section of the Radicals. He was no longer in sympathy with them, and they felt as if he had deserted them. But he showed no disposition to rush to the other extreme. From Royalists and Imperialists he held equally aloof. It is safe, we think, to say that he was sincerely devoted to the Republic.

A foreigner by extraction and an Italian like the First Napoleon, like him also he was the most representative Frenchman of his time. In the dark days which followed upon the German invasion, it was he and he alone who raised the nation from its knees, and though affairs were desperate, put it in an attitude of defense. His services at that time had given him a firm hold upon the affections of the French people; and to his call more promptly and more willingly than to the call of any other living man for any great national purpose, they would have responded. No one can deny that Gambetta was ambitious. As little, however, can any one affirm that he ever abused his power. His action in the matter of the *scrutin de liste* gave birth in many minds to grave suspicions. It was feared that his ultimate object was the Dictator's chair, and that his election reforms were conceived more in the interest of Gambetta than in the interests of France. Such suspicions, however, were immediately disarmed by his prompt retirement from office; nor was there anything in his subsequent conduct fitted to create suspicion as to the purity of his motives.

How far the death of Gambetta at the present juncture is to be regarded as a loss or a gain to France, is a problem not easy to solve. It might be found a labor of equal ease to sustain the one position as the other; and there can be no doubt that the value of the individual life to his country is subject to various and diverse estimates. His death, however, has a special interest to the outside world —an interest not wholly apart from France, but an interest in which France is only of secondary importance. It was, in one sense at least, unfortunate for him that all, or almost all, his great schemes for the restoration or aggrandizement of France touched foreign nations. If he had been merely a domestic legislator, France might have grieved or rejoiced at his death, but the outside world would have been comparatively indifferent. The name of Gambetta, however, was identified with what men are in the habit of calling a vigorous foreign policy. It was associated with revenge for so-called national wrongs, with the reclamation of lost territory, with the restoration of France to her former proud position as one of the very first of the great nations. Nor was this mere suspicion or imagination regarding the French statesman. It was a policy openly avowed and frequently and emphatically enunciated. The Alsatians and Lotharingians, who sigh for restoration to France, looked to Gambetta as their champion; and their presence at his funeral and their tribute at his grave testified to the sense of loss they had sustained. The annexation of Tunis was a concession to Gambetta by the government of the hour; and if his will had been followed, the joint control would to-day have existed in Egypt.

Gambetta was, therefore, in a sense, a living source of disquietude to the outside nations. His advent to power was looked forward to not only with anxiety, but with alarm. In such an event a revived war with Germany would have been almost a certainty. It would have required but the opportunity, the cause, or combination of causes, the necessary international complications. These, when wanted, are seldom far to seek. Such a war is not to be contemplated alone. It means a contest in which the whole of Europe would be engaged. It is quite possible that Gambetta as Prime Minister of France, or Gambetta as President of the French Republic, might have been a very different man to Gambetta as the Deputy or as the President of the Chamber. But we must deal with men as we find them; and as we have no evidence that the ex-Dictator had changed his opinions, we have no choice but to conclude that however the death may be felt by the French, it has been an apparent gain to the cause of European peace. With Gambetta has passed away one principal source of European disquietude.

Of this we have had abundant proof in the tone and language of the German press. All ranks and classes of the German people show most evidently a feeling of relief. Even leading statesmen show this unmistakably. Prince Bismarck has all along recognized the influence of Gambetta. He was the one man in France whose movements he watched. Now he feels as if his work were done. We are assured that he openly talks of retiring and enjoying that leisure which has been so long denied him. We need no higher proof of the importance attached by the German mind to the individual man Gambetta. It would seem also as if the feeling of relief had reached England. It can readily be understood that Mr. Gladstone's health has suffered from his late severe exertions. It is noteworthy, however, that simultaneously with the death of the great French statesman, his physicians should have discovered that the Prime Minister would be benefitted by a visit to the south of Europe. It is probable enough that Prince Bismarck may postpone his long-meditated retirement. It is quite probable, also, that the death of Gambetta has but little to do in reality with the proposed temporary retirement of the British Premier. But we have still to do with the appearance of things; and we know that in the present instance the appearance is not out of harmony with the fact. In a certain sense, as has already been shown, Gambetta was France; and in that sense he was a menace to the peace of Europe. That menance has ceased to exist, and there is corresponding relief.

It would be wrong to conclude that the condition of Europe is permanently affected by the death of even such a man as Gambetta. The power that directs the destiny of nations is mightier than individual will; and the inevitable tendency of events is not to be permanently arrested by the placing or removing of any single obstruction. There is much that is unsettled in Europe at the present time. The Balkan peninsula must sooner or later become a fresh cause of quarrel between Russia and Austria; and

some future Gambetta may find his opportunity, in such an event, to engage the attention of Germany. But for the present no such dangerous complication is to be apprehended. France is without a great leader, and the German-Austrian alliance has been renewed for the nominal period of twelve years. Under the circumstances, and even while France mourns, the outside nations are not to be blamed if they entertain a sense of relief.

RAILROAD EARNINGS IN DECEMBER, AND FROM JANUARY 1 TO DECEMBER 31.

The December statement of earnings is not quite so satisfactory as those of the months immediately preceding. The figures (taking the roads as a whole) still record improvement on the corresponding period of the preceding year, but the increase is small, when it was expected to be heavy, and in one important section at least—the Northwest—some of the larger companies are falling behind. It is true that our table does not include any of the great east-and-west trunk lines, which are known to have had a heavy traffic at paying rates, but neither were these included in other months, so that there is no change in the basis of comparison. The fact, then, remains that on this basis the exhibit is less favorable than in any other recent month since last June, when there was a decrease. Some may be inclined to trace a connection between the war in the Northwest and the smaller earnings by the roads in that section, but there would seem to be little basis for such a belief, in view of the fact that rates were restored before the 15th, while it is the latter half of the month that makes the least satisfactory showing.

On the other hand, there are undoubtedly one or two particulars in which December, 1882, was not as favorable to railroad business as was December, 1881. The crops were larger this season than last, but the movement was restricted this year by reason of the lower prices prevailing, while last year it was quite free by reason of the high prices then ruling. Our figures of the receipts of grain at Western ports during the month, given further below, show a heavier movement than a year ago, but it is not believed that Northwestern roads derived much benefit from this, since no doubt a greater proportion of it than last year came from the Southwest and some of it also from the South—especially at Chicago. Then the war of rates on the trunk lines last year, while it was very disastrous to the roads engaged in it, had the effect of swelling, for the time being at least, the traffic on the lines further west, which were not embraced in the strife. The low rates stimulated shipments, not only of grain but of all kinds of freight, there being an evident desire to take advantage of the low rates to the seaboard while they lasted, no one feeling sure that the warfare would not at any moment be terminated and rates restored. Especially was this the case during December and January when reports of an impending settlement were very numerous and had more than the usual grain of truth in them. This year there was no such stimulus, and with farmers loth to dispose of their produce at present figures, a disposition is natural to hold it back for higher prices later on.

But to what extent, if at all, earnings were affected by these circumstances, it is impossible to say. It is certain, however, that such influences, if they have existed, can have no permanency this year—that is, they must soon cease to be a factor in the situation—for it is evident that the crops are large. Still, the thought suggests itself—and it gains some force from the decreased figures on the roads in the Northwest—whether as a partial offset to the increase in agricultural products moving over the railroads, there may not be a falling off in the volume of other kinds of traffic. On the trunk lines, this would not be of any great consequence this year. They carry such a mass of through produce, and carry it, too, all the way from one end of their lines to the other (many of the Western roads carry it only short distances to the nearest interior receiving point), and moreover had so little produce last season and are certain to have so much more this season, and at far better rates, that with them the prospect is reasonably good for better receipts anyway, whether general freight decreases or not.

In the case of roads not thus situated, however, a falling off from the cause mentioned, cannot be so lightly passed over. It is known that all branches of industry are now feeling the effects of the short crops of 1881. The contraction in railroad building, with the depression in the iron and steel trades, is one of the evidences of this most frequently cited; but it is, perhaps, the least significant. The most striking effect, in fact, is seen in the decreased activity in all business circles. New ventures are less frequent and a feeling of caution prevails, which makes men slower to act, and has the effect of reducing business operations. How long this will continue it is not our present purpose to inquire; but so long as it does continue, it cannot fail to be an adverse circumstance with all railroads, and thus this may in part account for the less favorable figures of the past month. Following are the details for December:

GROSS EARNINGS AND MILEAGE IN DECEMBER.

Name of road.	*Gross Earnings.*			*Mileage.*	
	1882.	1881.	*Increase or Decrease.*	1882.	1881.
	$	$	$		
Burl. Ced. Rap. & No.	246,062	232,812	+13,250	689	589
Cairo & St. Louis*....	27,254	32,870	−5,616	146	146
Central Branch U. P.	120,576	86,096	+34,480	385	363
Central Iowa.....	‡102,229	120,122	−17,893	244	244
Central Pacific..... ...	1,968,000	2,225,179	−257,179	3,167	2,775
Char. Col. & Augusta*	§41,457	§32,711	+8,746	308	308
Chesapeake & Ohio*.	187,677	133,736	+53,941	520	430
Chicago & Alton.....	699,323	646,812	+52,511	847	847
Chic. & Eastern Ill....	135,782	153,113	−17,331	240	235
Chic. & Gr. Trunk‡...	229,742	139,723	+90,019	335	330
Chic. Milw. & St. Paul.	1,964,000	1,854,269	+109,731	4,455	4,104
Chicago & Northwest.	1,718,379	1,855,477	−137,098	3,476	3,018
Chic. St. P. Minn. & O.	375,796	432,615	−56,819	1,147	985
Cin. Ind. St. L. & Ch..	189,956	195,809	−5,853	363	363
Cleve. Ak. & Col.....	39,676	37,974	+1,702	144	144
Columbia & Greenv.*	§53,172	§42,311	+10,861	296	296
Col. Hock. Val. & Tol.	240,555	261,223	−20,668	322	322
Denv. & Rio Grande..	443,000	626,728	−183,728	1,160	1,062
Des Moines & Ft. D.*.	21,285	26,490	−5,205	110	87
Detroit Laus'g & No*.	82,846	74,638	+8,208	226	226
Eastern.....	249,391	248,308	+1,083	283	283
East Tenn. Va. & Ga..	333,687	302,957	+30,730	902	900
Evansv. & T. Haute..	54,876	52,705	+2,171	157	144
Flint & Pere Marq. ..	206,168	168,820	+37,348	345	318
Gr. Bay Win. & St. P.	37,976	44,025	−6,049	225	219
Gulf Col. & Santa Fe.	241,447	140,068	+101,379	482	373
Hannibal & St. Jos...	239,891	194,336	+45,555	292	292
Illinois Central (Ill.)..	543,092	583,085	−39,993	919	919
Do (Iowa lines)..	153,959	180,390	−26,431	402	402
Ind. Bloom. & West...	205,212	192,622	+12,590	684	544
Intern'l & Gt. North..	377,821	306,159	+71,662	775	775
Kan. City Ft. S. & Gulf*	111,285	105,624	+5,661	365	340
Lake Erie & Western.	124,475	108,117	+16,358	385	385
Little Rock & Ft. S...	80,070	62,932	+17,138	168	168
Little Rk. M. R. & Tex.	45,700	33,404	+12,296	170	170
Long Island	156,868	137,015	+19,853	328	328
Louisville & Nashv...	1,221,215	1,153,779	+67,436	2,028	2,028
Milw. L. Sh. & West..	76,585	61,845	+14,740	306	275
Minneap. & St. Louis.	147,761	126,594	+21,167	455	363
Mo. Kan. & Texas....	665,860	487,820	+178,040	1,296	1,115
Missouri Pacific..	736,669	602,446	+134,223	979	796
Mobile & Ohio.....	307,643	258,812	+48,831	528	528
Metropol. Elevated..	225,070	242,853	−17,783	18	18
N. Y. Elevated.....	329,361	267,667	+61,694	14	14
Norfolk & Western...	217,328	205,699	+11,629	428	428
Northern Pacific	564,749	349,724	+215,025	1,419	972
Ohio Central.....	76,599	90,020	−13,421	212	212
Ohio Southern.....	39,157	34,168	+4,989	128	128
Peo'ia Dec. & Evansv.*	34,956	40,767	−5,811	254	248
Rich. & Danv.*.....	§188,300	§179,300	+9,000	757	757
St. L. A. & T. H. m. line.	110,436	96,935	+13,501	195	195
Do do (branches).	74,090	74,192	−102	121	121
St. L. Iron Mt. & So...	791,305	709,498	+71,807	816	718
St. Louis & San Fran..	339,424	287,914	+51,510	661	643
St. Paul & Duluth....	90,348	76,779	+13,569	194	184
St. Paul Minn. & Man.	753,516	528,263	+225,253	1,020	855
Scioto Valley.....	46,938	43,762	+3,176	132	132
Texas & Pacific.....	641,044	401,058	+239,986	1,387	1,089
Tol. Cin. & St. Louis..	79,633	74,044	+5,589	565	446
Union Pacific.....	2,294,000	2,267,000	+27,000	3,750	3,650
Virginia Midland*....	§46,092	§48,497	−2,405	353	353
Wab. St. Louis & Pac	1,331,952	1,294,657	+37,295	3,518	3,348
Wisconsin Central....	105,163	94,697	+10,466	337	337
Total.....	23,573,879	22,170,065	+1,403,814	47,336	43,387

* Three weeks only of December in each year.
‡ For the four weeks ended December 30.
‡ Figures this year are approximate and understood to be below what the actual will be.
§ Freight earnings only.

It will be seen that Western and Northwestern roads, in the main, compare unfavorably with December of the previous year. The Chicago & Northwestern has a decrease, and so has the Chicago St. Paul Minneapolis & Omaha in the same section; but such roads as the Chicago & Eastern Illinois, Illinois Central, and Columbus & Hocking Valley, also record smaller receipts than a year ago, while other prominent companies in the West—notably the Wabash—do little more than hold their own. On the other hand, roads that have a share in the increased trade and crops of the Southwest, show the effect of that circumstance. Thus the Chicago & Alton, on the same mileage as in 1881, increases its earnings $52,511, and the Hannibal & St. Joseph $45,555, while the Wabash with 170 additional miles of road increased its receipts only $37,295. But it is not till we come to the Southwestern roads themselves, that we find what may be termed really heavy increases. The Missouri Kansas & Texas records a very large gain, as does the Missouri Pacific, though the Iron Mountain has a somewhat smaller ratio of increase. The Texas & Pacific, which is getting the benefit not only of the abundant yield of cereals in Texas, but also of the heavy cotton crop in that State, leads all other roads in our table this month. In fact, all the Texas roads from which we have returns, are conspicuous for their excellent exhibits—as witness not only the Texas & Pacific, but the Gulf Colorado & Santa Fe and the International & Great Northern. In a minor degree, too, the same may be said of all Southern roads, the large cotton crop, their most important source of traffic, being the favorable influence at work. To show how the cotton movement in the two years compared, we give the following table of the receipts at the Southern outports in December of the last two years.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN DEC., 1882 AND 1881.

	1882.	1881.	*Difference.*
Galveston.....bales.	145,769	86,033	Inc.... 59,736
Indianola, &c.....	3,577	2,675	Inc.... 902
New Orleans.....	329,027	299,779	Inc.... 29,248
Mobile.....	60,651	60,797	Dec.... 146
Florida	3,955	8,198	Dec.... 4,243
Savannah	147,407	141,179	Inc.... 6,228
Brunswick, &c.....	1,319	1,206	Inc.... 113
Charleston	103,241	88,403	Inc.... 14,838
Port Royal, &c.....	2,655	1,950	Inc.... 705
Wilmington	25,818	29,893	Dec.... 4,075
Morehead City, &c.....	5,570	4,449	Inc.... 1,121
Norfolk.....	145,362	116,258	Inc.... 29,104
West Point, &c.....	47,538	37,311	Inc.... 10,227
Total.....	1,021,889	878,131	Inc....143,758

This shows total receipts of over a million bales, or a gain on the previous year of pretty nearly 150,000 bales. The effect upon earnings is quickly noticeable in the case of roads which, like the Mobile & Ohio, are so greatly dependent upon cotton traffic, while on roads like the Louisville & Nashville, which may be supposed to have a greater proportion of general traffic, the effect is less marked, though it is to be said that the latter road, on its Mobile & Montgomery division, carried not more, but less, cotton than in December, 1881. As bearing upon the growth of traffic on the Louisville & Nashville, we have received the detailed statement of earnings, by divisions, for November, and give it below. It is interesting as showing that although, when we take the system as a whole, the earnings per mile (owing to the large additions within recent years of new road with but a light traffic) exhibit a falling off from $650 in 1879 to $592 in 1882, this does not correctly reflect the condition of business on the old mileage. On this mileage the earnings have risen from $689,143 in November, 1879, to $743,320 in November, 1882, or from $650 per mile to $701 per mile, which makes it clear that there has been no retrogression at any rate, as some might believe.

NOVEMBER GROSS EARNINGS OF LOUISVILLE & NASHVILLE.

Divisions.	*Miles.*	1879.	1880.	1881.	1882.
		$	$	$	$
Main Stem.....	185·2	240,726	225,479	234,266	251,894
Bardstown Branch....	17·3	2,017	2,375	2,188	1,480
Knoxville Branch.....	110·3	29,250	33,686	36,135	35,339
Richmond Branch	33·8	4,392	4,562	4,337	4,811
Memphis Line.....	259·1	166,310	119,948	118,198	121,546
Nashville & Decatur..	119·1	90.530	102,272	92,705	101,158
So. & No. Ala. RR.....	189·0	90,631	109,271	109,696	133,220
Glasgow RR	10·5	1,289	1,250	1,597	1,563
Henderson Division...	135·2	63,998	72,343	78,012	92,309
Basis of 1879.....	1,059·5	689,143	671,186	677,634	743,320
St. Louis Division.....	208	.....	76,085	65,003	84,035
Mobile & Montgomery	180	.....	92,920	89,618	105,722
N. O. & Mobile	141	.....	73,355	71,603	100,444
Pontchartrain.....	5	.....	305	543	366
Cum. & Ohio—So. Div.	30·5	.....	2,678	3,314	3,175
Selma Division.....	50	.....	11,787	13,308	13,484
Pensacola Division...	45	.....	13,299	14,238	6,673
Pen. & Selma Div.....	72	.....	2,599	3,302	7,100
Basis of 1880.....	1,791	.....	944,214	938,593	1,064,319
Cincinnati Division...	109	.....	.....	74,910	86,398
Lexington Branch	66	.....	.....	26,371	28,959
Cum.& Ohio—No. Div.	28	.....	.....	1,512	2,467
Shelby RR.....	19	.....	.....	4,129	6,652
Narrow Gauge	11	.....	.....	1,094	1,250
Transfer Railway.....	4	.....	.....	11,019	10,857
Basis of 1881.....	2,028	.....	.....	1,057,628	1,200,902
Earnings per mile—					
Whole system.....	....	650	527	521	592
On basis of 1879..	1,059·5	650	634	639	701

As remarked at the outset, our table of earnings does not contain any of the great east-and-west trunk lines, but there are in it a few roads like the Chicago & Grand Trunk and the Lake Erie & Western, which are more or less influenced by the course of trunk-line traffic, and these have larger earnings than a year ago. Among the Pacific roads the Union Pacific maintains its earnings of last year, while the Northern Pacific continues to make heavy gains. In the extreme Northwest the St. Paul Minneapolis & Manitoba still remains conspicuous for the growth of its receipts. In the same section the Burlington Cedar Rapids & Northern, unlike the St. Paul & Omaha, exhibits a small improvement upon 1881. To show, in a measure, how Western and Northwestern roads were affected by the grain movement in the two years, we give below the table alluded to above, of the receipts at the principal lake and river ports of the West.

RECEIPTS OF FLOUR AND GRAIN FOR FOUR WEEKS ENDED DEC. 30.

	Flour, bbls.	*Wheat, bush.*	*Corn, bush.*	*Oats, bush.*	*Barley, bush.*	*Rye, bush.*
Chicago—						
1882	326,689	1,615,352	5,616,423	2,473,845	624,326	180,358
1881	136,184	640,691	2,290,566	1,534,966	683,252	74,341
Milw'kee—						
1882	345,368	1,104,456	138,240	273,958	750,396	54,497
1881	245,096	1,165,352	71,900	236,890	477,055	83,475
St. Louis—						
1882	143,813	1,008,007	1,609,650	373,338	360,867	30,203
1881	125,369	494,870	1,190,500	433,509	428,869	23,728
Toledo—						
1882	4,813	589,046	571,430	244,227	6,012	10,123
1881	4,121	221,474	280,028	49,952	37,000	3,593
Detroit—						
1882	23,496	791,841	65,266	105,437	74,543	.....
1881	32,543	168,669	75,430	62,181	83,317	1,124
Clevel'd—						
1882	5,240	117,760	115,570	40,920	14,200	1,000
1881	12,219	26,900	87,400	77,600	47,006	975
Peoria—						
1882	5,386	25,250	823,725	549,725	78,600	64,000
1881	6,000	35,750	1,085,775	426,200	72,000	63,600
Duluth—						
1882	.....	436,196	.....	.....	.....	.....
1881	.....	.....	.....	.....	.....	.....
Total of all						
1882	854,805	5,687,908	8,940,304	4,061,450	1,908,944	340,181
1881	561,532	2,753,706	5,081,599	2,821,298	1,828,499	250,836

December completes the year, and we can now compare the full twelve months in 1882 and 1881. The showing that our table makes is an eminently satisfactory one, especially when we consider that the year was in many respects peculiarly unfavorable. The crop deficiency of the summer of 1881, so often referred to but yet always necessary of mention in any review of the year, was the factor of greatest moment. Wheat, corn, provisions, cotton—all sustained an extraordinary reduction; but the full effects of this shortage were not felt at the outset. The war of rates on the trunk lines, combined with the high prices that all produce commanded, induced farmers

to rush their supplies forward, and for a time it seemed as if the deficiency had been greatly exaggerated. Soon, however, the movement fell off, and then the traffic over the trunk lines was reduced to very small proportions indeed—in some cases to lower figures than had been touched for years. In addition, these lines were then still suffering from the effects of the railroad war. The war was settled quite early in the year, but a large number of time contracts at very low rates had been made during the progress of the conflict, which still remained outstanding. It was not till after the 1st of July, when the most of these contracts ran out, that fairly profitable rates were realized. Within a brief period after this date, the crops of 1882—more particularly winter wheat—began to come forward, and from that time on the trunk lines had a heavy traffic, so much so that in the last half of the year even 1880 was outdone.

Western and Northwestern roads did not suffer to the same extent as the trunk roads—except in special instances—because of their shorter haul on produce to market, and more especially because of the greater activity that characterized those sections until towards the close of the year, giving the roads in them an increasing amount of general and miscellaneous freight. Southwestern roads were adversely affected to some extent in the early months by the reduced yield of cotton in Texas during 1881, and in the closing months of the year were very favorably influenced by the excellent yield in 1882, not only of cotton but of wheat and other cereals. Southern roads, having only this one staple to rely upon, suffered greatly during the first nine or ten months under the general reduction of the yield of cotton all over the South, but at the end of the year were regaining part of the early loss, aided by the large crop of 1882. In all sections of the country there was an active and increasing movement of passengers, which served in no unimportant degree to offset the heavy loss in through freight traffic. That this passenger movement was maintained even during the closing months of the year, was considered a very favorable feature, for the decreased activity that characterized trade operations had led many to expect a contraction in the volume of that traffic. Under all these influences, auspicious and inauspicious, the fifty-eight roads in our table, on earnings of 272 millions in 1881, show an increase of 33 millions, or about 12 per cent, which must certainly be denominated a satisfactory exhibit. The following table gives full details. It will be observed that there are only four roads altogether that fell below 1881.

GROSS EARNINGS FROM JANUARY 1 TO DECEMBER 31.

Name of Road.	1882.	1881.	Increase.	Decrease.
	$	$	$	$
Buff. Pittsb. & West'n	895,475	685,679	209,796	.....
Burl. Cedar Rap. & No.	2,800,679	2,259,036	541,643	.....
Cairo & St. Louis*	372,717	419,137	.....	46,420
Canada Southern	3,452,795	3,369,259	83,536	.....
Cent. Branch Union Pac.	996,495	967,779	28,716	.....
Central Iowa	1,165,178	1,001,366	163,812	.....
Central Pacific	25,713,150	24,094,099	1,619,051	.....
Chesapeake & Ohio*	3,269,297	2,636,938	632,359	.....
Chicago & Alton	8,211,988	7,557,741	654,247	.....
Chic. & Eastern Illinois	1,773,022	1,640,451	132,571	.....
Chicago & Grand Trunk	2,274,268	1,563,025	711,243	.....
Chicago Milw. & St. Paul	20,387,000	17,025,456	3,361,544	.....
Chicago & Northwest	23,828,973	21,849,209	1,979,764	.....
Chic.St.P.Minn.&Omaha	4,973,052	4,021,961	951,091	.....
Cin. Ind. St. L. & Chic.	2,645,529	2,415,372	230,157	.....
Cleve. Ak. & Col	505,967	423,699	82,268	.....
Col. Hock. Val. & Tol.	2,867,288	2,456,810	410,478	.....
Denver & Rio Grande	6,319,858	5,980,488	369,370	.....
Des Moines & Ft. Dodge*	340,042	393,127	.....	53,085
Detroit Lansing & No*	1,550,470	1,330,195	220,275	.....
Eastern	3,413,840	3,187,115	226,425	.....
Flint & Pere Marquette	2,156,927	1,875,146	281,781	.....
Gulf Col. & Santa Fe	1,628,914	1,060,187	568,727	.....
Hannibal & St. Joseph	2,303,388	2,257,231	46,157	.....
Ill. Central (Ill. line)	6,914,867	6,733,955	180,912	.....
Do (Ia. leased lines)	1,916,414	1,852,442	63,972	.....
Indiana Bloom. & West	2,641,675	2,487,569	154,106	.....
Int. & Gt. North	3,319,541	2,788,107	531,434	.....
Kan. City Ft. S. & Gulf*	1,694,400	1,500,087	194,313	.....
Lake Erie & Western	1,477,027	1,376,572	100,455	.....
Lake Shore & Mich. So.	18,275,000	17,971,391	303,609	.....
Long Island	2,300,018	1,974,861	325,157	.....
Louisville & Nashville	12,981,138	11,344,362	1,636,776	.....
Milw. L. Shore & West'n	886,152	635,659	250,493	.....
Michigan Central	8,950,000	8,934,332	15,668	.....
Mo. Kansas & Texas	6,121,518	5,127,256	994,262	.....
Missouri Pacific	8,038,194	6,673,294	1,364,900	.....
Mobile & Ohio	2,179,662	2,403,220	.....	223,558
Metropolitan Elevated	2,710,262	2,537,382	172,880	.....
New York Elevated	3,383,638	2,932,242	451,396	.....
Norfolk & Western	2,422,308	2,267,288	155,020	.....
Northern Pacific	7,009,340	4,070,223	2,939,117	.....
Ohio Central	1,039,463	712,000	327,463	.....
Oregon Railway & Nav.	4,955,500	4,408,680	546,820	.....
Peoria Dec.& Evansville*	746,383	670,135	76,248	.....
Richmond & Danville*	‡3,523,772	‡3,385,204	138,568	.....
St.L.A.&T. H. main line	1,371,532	1,424,803	.....	53,271
Do do (branches)	873,788	756,024	117,764	.....
St. L. Iron Mt. & South'n.	7,581,635	7,337,662	243,973	.....
St. Louis & S. Francisco	3,582,811	3,160,523	422,288	.....
St. Paul & Duluth	1,105,410	733,862	371,548	.....
St. Paul Minn. & Man.	8,764,771	4,878,960	3,885,811	.....
Scioto Valley	540,192	446,916	93,276	.....
Texas & Pacific	5,143,170	3,977,412	1,165,758	.....
Toledo Cin. & St. Louis	942,435	700,940	241,495	.....
Union Pacific	30,088,188	29,776,895	311,293	.....
Virginia Midland*	‡1,353,069	‡1,262,658	90,411	.....
Wabash St. L. & Pac.	16,738,358	14,467,789	2,270,569	.....
Total	305,747,943	272,481,511	33,642,766	376,334
Net increase			33,266,432	

* Three weeks only of December in each year.
‡ Freight earnings only in December.

Net earnings for November, as given in our table below, are on the whole very satisfactory. We have not the space for any extended comments, but as showing how quickly some of our roads recover from the effects of adverse circumstances as soon as the worst pressure is removed, we may refer to the case of the Chicago Burlington & Quincy. This road is one of the largest carriers of corn in the West, and under the great shrinkage in that cereal its net earnings fell off heavily from month to month, until at the end of the first nine months they recorded a decrease of $548,298. The statement for the eleven months has come to hand this week, and from it we see that there is now an *increase* of $53,743 on 1881, so that during October and November the company swelled its net receipts over $600,000. The following table gives the gross and net earnings of all roads that will furnish monthly exhibits for publication.

GROSS AND NET EARNINGS TO LATEST DATES.

Name.	November.			Jan. 1 to Nov. 30.	
	Gross Earnings	Operating Expenses.	Net Earnings	Gross Earnings	Net Earnings
	$	$	$	$	$
Buffalo Pitts. & West. 1882	86,817	46,959	39,858	827,897	422,303
Do do 1881	60,759	31,697	29,062	620,125	230,776
Burl. Cedar Rap. & No. 1882	278,429	185,705	92,724	2,554,617	876,751
Do do 1881	202,180	135,664	66,516	2,026,224	563,467
Central of Georgia 1882	411,800	172,296	239,504	.....	.....
Do do 1881	419,554	190,015	229,539	.....	.....
Chesapeake & Ohio 1882	300,732	204,092	96,640	3,081,620	965,180
Do do 1881	235,585	176,707	58,878	2,503,202	420,050
Chic. Burl. & Quincy 1882	2,199,421	868,559	1,330,862	19,523,744	9,621,547
Do do 1881	1,816,133	912,580	903,153	19,270,965	9,567,804
Des Moines & Ft. D. 1882	32,002	*28,410	3,592	318,758	93,191
Do do 1881	35,657	24,658	10,999	366,639	89,705
Eliz. Lex. & Big Sandy. 1882	61,188	40,256	20,932	482,229	152,000
Do do 1881	.....	.....	.....	.....	.....
Louisv. & Nashv. 1882	1,200,902	702,655	498,247	11,739,923	4,491,865
Do do 1881	1,065,223	671,947	393,276	10,190,583	3,770,248
Marq. Hough. & On. 1882	90,891	45,108	45,783	1,174,426	652,339
Do do 1881	66,051	42,088	23,963	884,519	460,350
Nash. Chat. & St. Louis 1882	181,336	99,615	81,721	1,746,695	737,070
Do do 1881	152,059	96,641	55,418	1,902,131	749,221
Norfolk & Western 1882	261,235	132,875	128,360	2,204,980	1,005,979
Do do 1881	228,995	108,262	120,733	2,061,589	1,008,866
Northern Central† 1882	526,685	378,455	148,230	5,310,173	2,029,165
Do do 1881	487,160	313,703	173,457	4,987,077	1,501,265
Oregon & California 1882	112,000	69,000	43,000	.....	.....
Do do 1881	.....	.....	.....	.....	.....
Penn. (all lines east of Pitts. & Erie) 1882	4,373,825	2,771,463	1,602,362	44,922,657	17,247,574
Do do 1881	3,840,215	2,379,871	1,460,344	40,392,427	16,211,181
Phila. & Erie 1882	369,583	272,233	97,350	3,675,901	1,326,190
Do do 1881	284,078	234,571	49,507	3,171,537	942,418
Philadelp'a & Reading. 1882	2,256,749	1,152,184	1,104,565	20,039,227	8,988,456
Do do 1881	2,015,589	998,324	1,017,265	18,025,212	8,622,253
Phila.& Read. C.& Iron. 1882	1,657,792	1,354,671	303,121	14,029,256	1,183,242
Do do 1881	1,482,790	1,254,608	228,182	12,716,153	1,178,681
Union Pacific. 1882	2,711,917	1,690,861	1,021,056	27,794,188	13,119,783
Do do 1881	2,761,529	1,849,306	912,216	27,509,895	12,241,230
Utah Central 1882	136,204	56,697	79,507	1,391,415	553,331
Do do 1881	148,972	55,236	93,736	.....	.....
West Jersey 1882	68,856	54,234	14,622	1,036,948	443,930
Do do 1881	.....	.....	.....	.....	.....

Name.	December.			Jan. 1 to Dec. 31.	
	Gross Earnings	Operating Expenses.	Net Earnings	Gross Earnings	Net Earnings
Oregon Railway & Nav. 1882	‡$275,900	$223,500	‡$52,400	$4,955,500	$2,393,670
Do do 1881	378,785	205,449	173,336	4,408,680	2,137,507

Name.	October.			Jan. 1 to Oct. 31.	
	Gross Earnings	Operating Expenses.	Net Earnings.	Gross Earnings	Net Earnings
N. Y. L. E. & West 1882	$1,819,010	$1,175,681	643,329	.....	.....
Do do 1881	1,814,864	1,189,187	625,679	.....	.....

* Large amounts charged this month for ties received during
† Not including Union Railroad.
‡ Decrease ascribed to interruption of traffi

IMPORTS AND EXPORTS FOR NOVEMBER AND FOR THE ELEVEN AND TWELVE MONTHS ENDED NOV. 30, 1881 *AND* 1882.

[Prepared by the Bureau of Statistics and corrected to Dec. 26, 1882.

Below is given the fifth monthly statement for the current fiscal year of the imports and exports of the United States.

The excess of imports or of exports of merchandise was as follows:

Month ended Nov. 30, 1882 (excess of exports)	$25,819,180
Month ended Nov. 30, 1881 (excess of exports)	13,413,717
Five months ended Nov. 30, 1882 (excess of exports)	21,147,825
Five months ended Nov. 30, 1881 (excess of exports)	45,615,673
Eleven months ended Nov. 30, 1882 (excess of imports)	18,289,205
Eleven months ended Nov. 30, 1881 (excess of exports)	143,615,639
Twelve months ended Nov. 30, 1882 (excess of exports)	1,434,835
Twelve months ended Nov. 30, 1881 (excess of exports)	195,130,168

The excess of imports or of exports of gold and silver coin and bullion was as follows:

Month ended Nov. 30, 1882 (excess of imports)	$2,990,794
Month ended Nov. 30, 1881 (excess of imports)	2,419,047
Five months ended Nov. 30, 1882 (excess of exports)	1,355,706
Five months ended Nov. 30, 1881 (excess of imports)	24,400,512
Eleven months ended Nov. 30, 1882 (excess of exports)	34,817,589
Eleven months ended Nov. 30, 1881 (excess of imports)	47,211,166
Twelve months ended Nov. 30, 1882 (excess of exports)	32,701,307
Twelve months ended Nov. 30, 1881 (excess of imports)	62,975,320

The total values of imports and of domestic and foreign exports for the month of November, 1882, and for the eleven and twelve months ended November 30, 1882, are presented in the following tables:

MERCHANDISE.

	For the month of Nov.	*For the 11 m'nths ended Nov. 30.*	*For the 12 m'nths ended Nov. 30.*
1882.—Exports—Domestic	$79,764,211	$659,553,739	$734,437,407
Foreign	1,210,823	15,467,280	17,645,254
Total	$80,975,034	$675,021,019	$752,082,661
Imports	55,155,854	693,310,224	750,647,826
Excess of exports over imports	$25,819,180	$	$1,434,835
Excess of imports over exports		18,289,205	
1881.—Exports—Domestic	$68,335,550	$739,279,283	$836,342,595
Foreign	1,735,941	17,208,202	19,035,104
Total	$70,071,491	$756,487,485	$855,377,699
Imports	56,657,774	612,871,846	660,247,551
Excess of exports over imports	$13,413,717	$143,615,639	$195,130,168
Excess of imports over exports			

GOLD AND SILVER—COIN AND BULLION.

1882.—Exports—Dom.—Gold	$50,225	$37,395,398	$37,497,997
do Silver	430,215	10,636,380	11,526,490
Foreign—Gold	2,500	1,319,419	1,324,904
do Silver	495,524	4,649,292	5,014,483
Total	$978,464	$54,000,489	$55,363,874
Imports—Gold	$2,241,787	$11,255,576	$13,983,749
Silver	1,727,471	7,927,324	8,678,818
Total	$3,969,258	$19,182,900	$22,662,567
Excess of exports over imports	$	$34,817,589	$32,701,307
Excess of imports over exports	2,990,794		
1881.—Exports—Dom.—Gold	$96,396	$1,735,257	$1,881,111
do Silver	930,460	12,375,211	13,694,877
Foreign—Gold	728	760,202	769,922
do Silver	267,723	3,432,782	3,977,071
Total	$1,295,307	$18,303,432	$20,325,981
Imports—Gold	$3,059,202	$57,670,447	$74,176,473
Silver	655,152	7,844,151	9,124,828
Total	$3,714,354	$65,514,598	$83,301,301
Excess of exports over imports	$	$	$
Excess of imports over exports	2,419,047	47,211,166	62,975,320

TOTAL MERCHANDISE AND COIN AND BULLION.

1882.—Exports—Domestic	$80,244,651	$707,585,517	$783,461,894
Foreign	1,708,847	21,435,991	23,984,641
Total	$81,953,498	$729,021,508	$807,446,535
Imports	59,125,112	712,493,124	773,310,393
Excess of exports over imports	$22,828,386	$16,528,384	$34,136,142
Excess of imports over exports			
1881.—Exports—Domestic	$69,362,406	$753,389,751	$851,921,583
Foreign	2,004,392	21,401,166	23,782,097
Total	$71,366,798	$774,790,917	$875,703,680
Imports	60,372,128	678,386,444	743,548,832
Excess of exports over imports	$10,994,670	$96,404,473	$132,154,848
Excess of imports over exports			

The following is a statement showing, by principal customs districts, the values of merchandise imported into, and exported from, the United States during the month of Nov., 1882, and the values of imported merchandise remaining in the warehouses of the United States Nov. 30, 1882:

Customs Districts.	*Imports.*	*Domestic Exports.*	*Foreign Exports.*	*Remain'ng in ware'h'se Nov. 30, '82*
	$	$	$	$
Baltimore, Md.	1,336,184	3,517,563	405	127,326
Bangor, Me.	49,804	33,732	.....	232
Bath, Me.	8,631	.....	.....	102,397
Boston & Charlest'n, Mass.	4,313,104	4,651,047	59,178	4,582,297
Brazos de Santiago, Tex.	71,377	92,450	15,589	557
Brunswick, Ga.	180	51,942	.....	.....
Buffalo Creek, N. Y.	968,689	63,885	103	3,282
Cape Vincent, N. Y.	48,286	13,142	35,859	.....
Champlain, N. Y.	387,748	193,925	.....	6,345
Charleston, S. C.	53,235	3,809,126	.....	2,063
Chicago, Ill.	151,040	130,046	1,933	484,846
Corpus Christi, Texas	47,561	210,955	39,453	101
Cuyahoga, Ohio	46,761	29,589	.....	8,037
Detroit, Mich.	228,265	156,634	22,317	68,259
Duluth, Minn.	4,496	76,710	.....	.....
Galveston, Texas	293,357	3,865,514	.....	88,520
Genesee, N. Y.	162,979	23,212	.....	7,177
Huron, Mich.	412,630	1,136,774	92,223	.....
Key West, Florida	48,659	78,205	.....	63,407
Milwaukee, Wis.	84,691	.....	.....	9,094
Minnesota, Minn.	139,376	497,224	3,736	2,501
Mobile, Ala.	33,004	24,203	.....	20
New Haven, Conn.	49,706	5,427	.....	7,975
New Orleans, La.	1,162,693	10,802,927	9,217	*660,716
New York, N. Y.	35,435,468	29,604,509	753,523	17,818,074
Niagara, N. Y.	402,016	11,531	.....	.....
Norfolk and Portsm'th, Va.	76,537	4,075,276	.....	.....
Oregon, Oregon	1,748	216,549	.....	.....
Oswegatchie, N. Y.	311,937	30,278	.....	2,364
Oswego, N. Y.	2,333,029	146,170	2,937	619,984
Paso del Norte, Tex. & N.M	22,319	.....	68,793	.....
Passamaquoddy, Me.	86,180	36,563	.....	12,326
Pensacola, Fla.	64	54,630	.....	.....
Philadelphia, Pa.	2,166,577	3,103,380	227	1,215,331
Plymouth, Mass.	156	.....	.....	207,687
Portland & Falmouth, Me.	61,837	169,705	24,064	47,215
Portsmouth, N. H.	424	.....	.....	50,996
Puget's Sound, Wash.	5,059	154,203	.....	.....
Richmond, Va.	81,508	536,612	.....	.....
San Diego, Cal.	55,987	51,339	1,615	65,250
San Francisco, Cal.	2,990,703	5,062,059	79,339	1,399,508
Savannah, Ga.	117,947	5,175,612	.....	959
Vermont, Vt.	649,293	171,063	.....	24,889
Willamette, Oregon	68,183	625,829	.....	7,034
Wilmington, N. C.	35,346	740,449	.....	281
Yorktown, Va.	.....	127,260	.....	.....
Interior ports	.....	.....	.....	115,416
All other customs districts	101,130	206,962	309	135,156
Totals	55,155,854	79,764,211	1,210,823	27,947,622

* Remaining October 31, 1882.

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Dec. 23			*EXCHANGE ON LONDON.*		
On—	*Time.*	*Rate.*	*Latest Rate.*	*Time.*	*Rate.*
Amsterdam	3 mos.	12·5½ @12·6	Dec. 23	Short.	12·10
Amsterdam	Short.	12·2 @12·3	.....	.....	.....
Hamburg	3 mos.	20·62 @20·66	Dec. 23	Short.	20·35½
Berlin	"	20·62 @20·66	Dec. 23	"	20·33
Frankfort	"	20·62 @20·66	Dec. 23	"	20·34
Vienna	"	12·10 @12·12½	Dec. 23	3 mos.	11·92
Antwerp	"	25·48¾@25·53¾	Dec. 23	Short.	25·23
St. Petersb'g	"	221⅜16 @221⅝16	Dec. 23	3 mos.	237⅛
Paris	Checks	25·21¼@25·26¾	Dec. 23	Checks	25·22
Paris	3 mos.	25·46¼@25·51¾	Dec. 23	Long.	25·24
Genoa	"	25·75 @25·85	.....	.....	.....
Madrid	"	46 @46⅛	Dec. 13	3 mos.	47·30
Cadiz	"	46 @46⅛	Dec. 13	3 mos.	47·30
Lisbon	"	51¾@51¾	.....	.....	.....
Alexandria	....	.....	Dec. 20	3 mos.	95⅞
New York	....	.....	Dec. 23	Short.	4·80½
Bombay	60 days	1s. 7d.	Dec. 23	4 mos.	1s. 7 1/16d.
Calcutta	60 days	1s. 7d.	Dec. 23	"	1s. 7 1/16d.
Hong Kong	....	.....	Dec. 23	"	3s. 7⅜d.
Shanghai	....	.....	Dec. 23	"	5s. 0⅜d.

[From our own correspondent.]

LONDON, Saturday, December 23, 1882.

The past week has partaken much of a holiday character. Business has been very restricted in nearly every department, and further difficulties have been reported in the tin plate trade. During the next few days it is obvious that the attention of merchants will be largely directed to balancing the annual accounts, and any resumption of activity is not likely to take place until the holiday season has terminated. There has, however, been a good demand for money, and the rates both for loans and for discount have advanced. For the former the quotation is about 5 per cent, and for the latter, 4⅞ per cent. Considering the period of the year, this does not indicate stringency, and the opinion therefore prevails that the present Bank rate of discount cannot be maintained. The trade demand for money is only moderate, and the New York exchange has become more favorable to this country.

There is now much less apprehension as to a drain of gold to America; but there is still a small inquiry for Germany, which has not, however, exercised any material influence. It produced temporary firmness, but, as the demand is not expected to continue, the effect has been transient. With the value of money at a moderate point, and with a less complicated political situation, the new year may be expected to open with a fair degree of confidence; but, at the same time, there is a considerable section of the community which disbelieves in the general soundness of our commercial position, and there are undoubtedly grounds for entertaining such an opinion. The failures in the tin plate trade confirm, in some measure, the impression entertained, and they induce the majority of traders to operate with considerable caution.

The chief inquiry for money this week has been for the purpose of augmenting the half-yearly balances at the close of the year. The open market rates of discount, notwithstanding this additional demand, are still nearly one per cent below the official quotation. The quotations will, no doubt, be firmer as the end

of the year is approached; but a return of ease is certain to take place as soon as the dividends on the public funds have been distributed, early next month. The following are the present quotations for money:

	Per cent.		Per cent.
Bank rate	5	Open market rates—	
Open-market rates—		4 months' bank bills	4 1/8 @ 4 1/4
30 and 60 days' bills	4 @ 4 1/8	6 months' bank bills	4 1/8 @ 4 1/4
3 months' bills	4 @ 4 1/8	4 & 6 months' trade bills	4 1/2 @ 5

The following are the rates of interest allowed by the joint-stock banks and discount houses for deposits:

	Per cent.
Joint-stock banks	1
Discount houses at call	3 1/4
Do with 7 and 14 days' notice	3 1/2

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the average quotation for English wheat, the price of consols, the price of middling upland cotton, No. 40 mule twist, fair 2d quality, and the Bankers' Clearing House return, compared with the three previous years:

	1882.	1881.	1880.	1879.
	£	£	£	£
Circulation	25,446,006	25,224,265	26,117,325	27,234,935
Public deposits	6,056,332	6,580,997	8,061,812	5,196,209
Other deposits	22,089,412	22,404,808	23,673,028	28,045,331
Governm't securities	11,381,002	13,243,961	14,365,019	15,843,584
Other securities	23,374,617	22,324,487	21,616,707	20,299,840
Res've of notes & coin	11,201,539	11,276,940	13,624,674	15,189,757
Coin and bullion in both departments	20,897,944	20,751,205	24,741,999	27,424,692
Proportion of reserve to liabilities	39 1/2	38 5/8	42 1/2	45 5/8
Bank rate	5 p. c.	5 p. c.	3 p. c.	3 p. c.
Consols	100 5/8	99 1/4	98 3/4	97 1/4 @ 3/8
Eng. wheat, av. price	41s. 6d.	44s. 9d.	44s. 0d.	46s. 6d.
Mid. Upland cotton	5 15/16d.	6 11/16d.	6 13/16d.	6 15/16d.
No. 40 mule twist	10d.	10 3/4d.	10 1/2d.	10 1/2d.
Clearing-House ret'n.	139,318,000	149,917,000	142,962,000	96,084,000

The demand for gold on German account during the week has been sufficient to absorb all incoming supplies, and to necessitate a withdrawal, chiefly in gold coin, from the Bank of England. There has been a Continental inquiry for silver, and in the early part of the week prices improved; but the foreign demand has since fallen off, and the improvement established has been with difficulty maintained. Business has been done as high as 50 7-16d., but the price has declined during the last few days 1-16d. The market for Mexican dollars has been very dull, and the quotation is only 49d. per ounce. The following prices of bullion are from Messrs. Pixley & Abell's circular:

GOLD.	s.	d.	s.	d.
Bar gold, fine, per oz. standard.	77	9 1/2 @	.....	
Bar gold, contain'g 20 dwts. silver, per oz. standard.	77	11 @	.....	
Spanish doubloons, per oz.	73	10 @	74	00
South American doubloons, per oz.	73	8 1/2 @	.....	
United States gold coin, per oz.	76	3 1/2 @	.....	
German gold coin, per oz.	.....	@	.....	

SILVER.	d.	d.
Bar silver, fine, per oz. standard nominal.	50 3/8 @	....
Bar silver, contain'g 5 grs. gold, per oz. standard.	50 3/4 @	....
Cake silver, per oz.	.... @	....
Mexican dollars, per oz. nominal.	49 @	....
Chilian dollars, per oz.	.... @	....

Quicksilver, £5 16s. 6d. Discount, 3 per cent.

The rates for Indian exchange have further declined, the price fixed by the India Council being 1s. 7 1-16d. the rupee. Telegraphic transfers have been sold at 1s. 7 1/8d. the rupee.

The government announces a further issue of exchange bills to replace those about to be paid off. The amount is £1,455,000, and tenders will be received at the Bank of England on the 2d prox.

The stock markets during the week, considering how little business has been in progress, have been fairly firm. Prices have in several instances declined slightly, but the reduction has as a rule been unimportant.

The following are the current rates for money at the principal foreign centres:

	Bank rate. Pr. ct.	Open market. Pr. ct.		Bank rate. Pr. ct.	Open market. Pr. ct.
Paris	3 1/2	3 1/4	Brussels	4	3 7/8
Berlin	5	4 3/4	Madrid and other Spanish cities	4 1/2	4 1/2
Frankfort	....	4 3/4	Vienna	5	5
Hamburg	5	4 3/4	St. Petersburg	6	6 1/2
Amsterdam	5 1/2	5			

During the past week the trade for wheat has partaken largely of a holiday character, and buyers are not likely to resume extensive purchases until we have fairly entered upon the business of the new year, after the holiday season has terminated. The tone during the week has been rather dull, but prices have only given way slightly in those cases when the necessity has existed of pressing sales. The imports have been moderate, and the farmers' deliveries have been upon a fair scale, considering the period of the year. Good sound wheats, both English and foreign, have been held with a moderate amount of firmness, and they seem likely to maintain their value; but inferior wheats are decidedly a slow sale. Not much rain has fallen during the week, and, with an absence of snow, farm work has in many districts been resumed; but there is still an impression that the area of land under wheat this season will fall short of former seasons. There is little if any encouragement to produce wheat; but, at the same time, other cereals are selling at a low price, more especially when it is borne in mind that Indian corn is dear.

It is no doubt a feature in the trade for cereals that, notwithstanding that the price of Indian corn has been as high as 41s. per quarter, wheat, barley and oats should be so cheap. Oats and feeding barley have been selling at a very moderate price since the harvest, and there is no tendency to improvement. Some are of opinion that these articles at their present price are worth holding; but it is well to remember that prices were low when Indian corn was dear, and from this it is naturally concluded, now that the value of the latter commodity is becoming more normal, there is a greater improbability of any advance in the prices of feeding stuffs being established. Telegrams have been received this week stating that the new Indian corn crop is larger than had been represented, but the visible supply in the United States does not increase rapidly.

The following are the quantities of wheat, flour and Indian corn estimated to be afloat:

	At present.	Last week.	Last year.
Wheat, qrs.	2,192,000	2,135,000	2,843,000
Flour	207,000	215,000	126,000
Indian corn	170,000	90,500	244,000

The following statement shows the extent of the imports of cereal produce into the United Kingdom during the first sixteen weeks of the season, compared with the corresponding period in the three previous seasons:

IMPORTS.

	1882.	1881.	1880.	1879.
Wheat, cwt.	22,829,399	20,112,324	20,844,877	24,857,242
Barley	6,118,775	4,863,585	5,554,100	6,558,131
Oats	4,668,279	3,640,619	4,221,812	5,674,588
Peas	646,294	799,081	1,031,017	948,758
Beans	520,050	506,199	787,369	919,490
Indian corn	3,499,173	8,719,134	12,548,520	7,303,105
Flour	4,737,895	2,363,847	4,087,143	3,887,698

SUPPLIES AVAILABLE FOR CONSUMPTION.

	1882.	1881.	1880.	1879.
Imports of wheat, cwt.	22,829,399	20,112,324	20,844,877	24,857,242
Imports of flour	4,737,895	2,363,847	4,087,143	3,887,698
Sales of home-grown produce	12,892,500	13,181,000	11,892,000	7,283,300
Total	39,439,794	35,657,171	36,824,020	36,028,240
Av'ge price of English wheat for season, qrs.	41s. 4d.	47s. 8d.	42s. 8d.	47s. 6d.
Visible supply of wheat in Unit'd St's	20,200,000	18,500,000	28,600,000	.....
Supply of wheat and flour afloat to the Un'd Kingd'm, qrs.	2,350,000	2,827,000	.....	.....

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending January 12:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz. d.	50 3/8	50 3/8	50 3/8	50 3/8	50 1/4	50 1/16
Consols for money	101 1/8	101 1/8	101 1/8	101 1/8	101 3/16	101 3/16
Consols for account	101 3/8	101 3/8	101 3/8	101 3/8	101 3/8	101 3/8
Fr'ch rentes (in Paris) fr.	79·60	79·72 1/2	79·65	79·57 1/2	79·60	79·62 1/2
U. S. 5s ext'n'd into 3 1/2s	105 3/8	105 1/2	105 1/2	105 1/2	105 1/4	105 1/4
U. S. 4 1/2s of 1891	116 7/8	116 3/4	116 7/8	116 7/8	116 3/4	116 3/4
U. S. 4s of 1907	123 3/8	122	123	123	123	123
Chic. Mil. & St. Paul	110	109 1/4	110	110 1/2	109 1/2	109 1/2
Erie, common stock	41 1/8	40 7/8	41 1/4	41 1/4	41 1/8	41
Illinois Central	148 1/4	148	149	149 1/2	149 1/4	149 1/4
N. Y. Ontario & West'n.	27 1/4	27 1/8	27 1/8	27	27	27
Pennsylvania	62	61 7/8	62 1/8	62	62 1/8	62
Philadelphia & Reading	28 3/4	28 5/8	28 3/4	28 5/8	28 3/4	28 1/2
New York Central	131 3/4	130 3/4	131 1/8	130 3/4	130 1/8	130 1/2

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State) 100 lb.	12 3	12 3	12 3	12 3	12 3	12 3
Wheat, No. 1, wh. "	8 9	8 10	8 10	8 10	8 10	8 11
Spring, No. 2, n. "	8 7	8 8	8 8	8 8	8 8	9 1
Winter, West., n "	8 11	9 0	9 0	9 0	9 0	9 0
Cal. white "	.....	.....	.....	.....	.....	.....
Corn, mix., West. "	7 0	7 0	7 0	7 0	7 0	6 5 1/2
Pork, West. mess. ₱ bbl.	79 0	79 0	79 0	80 0	80 0	80 0
Bacon, long clear, new	46 6	47 0	47 6	48 0	48 0	48 0
Beef, pr. mess, new, ₱ tc.	89 0	89 0	89 0	89 0	89 0	89 0
Lard, prime West. ₱ cwt.	56 0	56 3	56 3	56 9	57 0	56 9
Cheese, Am. finest	66 6	66 6	67 0	67 0	67 0	67 0

Commercial and Miscellaneous News.

NATIONAL BANKS.—The following national banks have lately been organized:

2,853—The Bay National Bank of Bay City, Mich. Capital, $200,000. Byron E. Warren, President; Frederick P. Browne, Cashier.

2,854—The First National Bank of Larimore, Dakota Ter'y. Capital, $50,000. Andrew J. Bowne, President; Charles A. Bowne, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were $8,200,964, against $10,026,884 the pre-

ceding week and $7,400,452 two weeks previous. The exports for the week ended Jan. 9 amounted to $7,349,921, against $6,477,550 last week and $7,855,123 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Jan. 4, and for the week ending (for general merchandise) Jan. 5; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$2,113,912	$1,742,043	$2,089,035	$2,346,146
Gen'l mer'dise..	4,801,687	5,061,469	5,771,703	5,854,818
Total	$6,915,599	$6,803,512	$7,860,738	$8,200,964
Since Jan. 1.				
Dry goods	$2,113,912	$1,742,043	$2,089,035	$2,346,146
Gen'l mer'dise..	4,801,687	5,061,469	5,771,703	5,854,818
Total 1 week	$6,915,599	$6,803,512	$7,860,738	$8,200,964

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending January 9, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week...	$4,998,157	$6,772,531	$5,940,134	$7,349,921
Prev. reported..	.....	.....	.....	.....
Total 1 week.	$4,998,157	$6,772,531	$5,940,134	$7,349,921

The following table shows the exports and imports of specie at the port of New York for the week ending Jan. 6, and since Jan. 1, 1883:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	$.....	.....	$.....	$.....
France	.....	.....	.....	.....
Germany	.....	.....	.....	.....
West Indies	.....	.....	12,577	12,577
Mexico	.....	.....	.....	.....
South America	.....	.....	11,836	11,836
All other countries	1,285	1,285	1,100	1,100
Total 1883	$1,285	$1,285	$25,513	$25,513
Total 1882	.....	.....	90,242	90,242
Total 1881	.....	.....	1,174,247	1,174,247
Silver.				
Great Britain	$265,429	$265,429	$.....	$.....
France	.....	.....	.....	.....
German	.....	.....	6,326	6,326
West Indies	.....	.....	6,034	6,034
Mexico	.....	.....	30,674	30,674
South America	.....	.....	1,160	1,160
All other countries	.....	.....	.....	.....
Total 1883	$265,429	$265,429	$44,194	$44,194
Total 1882	225,239	225,239	14,708	14,708
Total 1881	206,500	206,500	11,287	11,287

Of the above imports for the week in 1883, $15,906 were American gold coin and $13,290 American silver coin. Of the exports during the same time $1,285 were American gold coin.

Philadelphia & Reading.—President Gowen's detailed plan for the readjustment of the Reading Railroad and Coal & Iron Company's debt and arrears of interest has been advertised in Philadelphia. The feature of it is the issue of $4,000,000 convertible adjustment scrip, bearing interest at 6 per cent, for five years from January 1, 1883, but payable at the option of the company after two years and a half, on ninety days' notice, and convertible into common stock at par until such notice is given, or if it is not given at all, until six months before maturity. The convertible adjustment scrip is secured by $4,000,000 of the $7,546,000 income mortgage sevens of 1876 authorized to the amount of $10,000,000, $2,454,000 being outstanding. The $160,000,000 consolidated five per cent mortgage was divided into two series of $80,000,000, the first series being a prior mortgage to the second series, and $72,942,700 of the first was reserved to meet the Railroad Company's mortgages and the Coal & Iron Company's divisional mortgages, while $69,903,910 14 of the second series was reserved to cover the junior securities, bonds and stock of operated branches, real estate mortgages, &c. The plan is condensed as follows by the Philadelphia *North American:* "Holders of the Coal & Iron Company's divisional mortgages and Schuylkill Navigation Improvement sixes are asked to exchange the principal for consolidated fives of the first series, and in the former instance to take convertible adjustment scrip for all accrued interest, while in the latter the interest accrued will be paid in cash. Holders of present outstanding scrip can exchange it for adjustment scrip at par. Holders of convertible sevens are asked to exchange six coupons of three and a half per cent (total 21 per cent), beginning with next July's coupons, for $10 in cash and $200 first series fives to each $1,000 convertible bond. Holders of the railroad debenture sixes, Coal & Iron Company's debenture sevens, Schuylkill Navigation general or third mortgage sixes, Susquehanna Canal issues, Colebrookdale sixes and Pickering Valley sevens are invited to exchange the principal for consolidated fives of the second series, and holders of the debentures mentioned to take adjustment scrip for all coupons maturing this year. Holders of Schuylkill Navigation generals are offered $5 for January's interest, the second series of fives drawing interest in February and August. The Colebrookdale bonds are to get $8 33 and the Pickering Valley bonds $16 67 for interest to February 1. Stockholders of Susquehanna Canal and Schuylkill Navigation are to be asked to exchange their stock for Reading common stock. Should Mr. Gowen's offer be accepted, it would result in the issue of convertible adjustment scrip to the amount of $3,313,580 to present holders of scrip; $101,241 to holders of railroad debentures, and $121,070 to holders of Coal & Iron Company debentures, making in all $3,535,991, to which must be added the incomputable amount to be issued for interest on Coal & Iron Company divisional mortgages, many holders of which have sold coupons to the receivers at the rate already proposed in some cases, so that the amount of $4,000,000 convertible scrip is ample for the purposes of the issue. If all the exchanges proposed in the plan are carried out, the result will be a reduction of the fixed charges on the bonds mentioned from $2,227,111 80 to $1,262,048 20, or a saving of $965,063 60 for the year 1883."

Railroad Construction (New).—The latest information of the completion of track on new railroads is as follows:

Alma & Little Rock.—Completed from Alma, N. C., southwest to Alfordsville, 12 miles.

Des Moines Osceola & Southern.—Extended from Osceola, Ia., south to Davis City, 29 miles. Gauge, 3 ft.

Gulf Colorado & Santa Fe.—Track laid on the Houston Branch from Alvin Junction, Tex., northwest 27 miles.

Kansas City St. Joseph & Council Bluffs.—A branch is completed from Forest City, Mo., west by north to Rulo, 9 miles.

Markesan & Brandon.—Extended from Granite Quarry west to Markesan, Wis., 5 miles.

Nashville & Tuscaloosa.—Extended from Graham, Tenn., south to Duck River, 8¼ miles. Gauge, 3 ft.

New York Ontario & Western.—Extended from Middletown, N. Y., eastward to Cornwall, 25 miles.

St. Louis & San Francisco.—The Arkansas Division is extended from Van Buren, Ark., southwest to Fort Smith, 6 miles.

San Luis Obispo & Santa Maria Valley.—Extended from Santa Maria, Cal., south by west to Los Alamos, 15 miles. Gauge, 3 ft.

Southern Pacific.—The Mohave Branch is extended from Calico, Cal., eastward 45 miles.

This is a total of 181¼ miles, making 10,328 miles so far reported for 1882.

New track is reported laid in the present year as follows:

Gulf Colorado & Santa Fe.—Track laid on the Houston Branch into Houston, Tex., 2 miles.

This is a total of 2 miles thus far reported for 1883.—*Railroad Gazette.*

—The copartnership between Louis H. Taylor, Jr., and Lindley Haines, in Philadelphia, under the firm-name of L. H. Taylor & Co., has been dissolved by mutual consent. Mr. Lewis H. Taylor, Jr., has removed to the southwest corner Third and Chestnut streets, where he will continue the banking and brokerage business, under the firm-name of L. H. Taylor & Co. Mr. Lindley Haines will continue the banking and brokerage business at No. 140 South Third street, with Charles E. Haines, under the firm-name of Haines Brothers.

—Messrs. Kidder, Peabody & Co. offer for sale a limited amount of Atchison Topeka & Santa Fe RR. trust mortgage sinking fund six per cent bonds, due 1911, and recommend them especially to investors. The statement of the road for the last year, after payment of a 6 per cent dividend upon the stock, shows a net surplus of $919,000 over all expenses.

—Mr. Joseph G. Martin, of 10 State Street, Boston, has issued his annual "Stock Fluctuations," giving all information as to stocks and bonds known in that market, in his usual complete and excellent shape. Mr. Martin's publications have been issued for many years in Boston and are well known as a standard authority.

—The privilege given to persons interested in the Col. Chic. & Ind. Cent. to subscribe to the reorganization agreement has been extended to Jan. 22, when it will expire. Full particulars in regard to the privilege will be found in our advertising columns.

—Mr. Rensselaer Weston has been admitted to an interest in the well known firm of Barker & Tinker of No. 2 Exchange Court. Mr. Weston has been in the Street several years, and is highly esteemed by a circle of good friends.

—The monthly dividend of $50,000 has been declared for December by the Homestake Gold Mining Co., payable by Messrs. Lounsbery & Haggin.

—The large holders of the City of Houston (Texas) debt have declined the offer to fund the same at 50 cents on the dollar and a new bond at 4 per cent.

—The Deadwood-Terra Mining Co. has declared a dividend of $20,000 for the month of December, payable at the office of Lounsbery & Haggin.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son:

Shares.	
600 Broadway Bank	250
100 Tradesmen's Nat. Bank	115
10 Fulton Nat. Bank	134
90 Bank of Commerce	152½
150 American Exc. Bk.	130@130½
94 Merchants' Nat. Bk.	129@128¾
8 Bk. of Manhattan Co.	154½
15 City Fire Ins. Co.	115½
30 N. Y. Equit. Ins. Co.	145½ ex-d.
4 Nat. Bk. of State of N. Y.	133½
54 Mechanics' Nat. Bank	151
14 Mercantile Nat. Bank	117
4 St. Nicholas Nat. Bank	145½
8 Continental Ins. Co.	241 ex-d.
21 Bridgeport Gas Light Co.	146
100 Mechanics' Nat. Bank	151
50 Pacific Bank	158½
20 Franklin & Emporium Ins. Co.	118
26 Montauk Fire Ins. Co.	108
50 Atlantic Avenue RR. Co. of Brooklyn	161
10 Union Ferry Co.	171
5 Nat. B'k of State of N.Y.	133¾

Shares.	
50 Irving Nat. Bank	132
33 Metropolitan Gas Light Co. of Brooklyn	76
6 N. Y. Bowery Ins. Co.	196
25 Citizens' Fire Ins. Co.	150¼
100 Chic. & Can. So. RR. Co.	4¼
Bonds.	
$1,000 City of Milwaukee, Wis., 5s, Readjustment Bond, due 1891	100½
$1,000 New Brunswick, N. J., Water Co. 1st mort. 7s, due 1897	115
$1,000 Mutual Gas Light Co. 1st mort. 6s	102 & int.
$500 N. Y. Co. Accumulated Debt 7s, due 1884	104¾ & int.
$5,000 Jersey City 7s Water Scrip, due 1891	110¼ & int.
$4,000 Jersey City 6s Water Scrip, due 1891	105 & int.
$6,000 Jersey City 7s 40-year, due 1913	112½ & int
$10,000 Atlanta & Charlotte Air Line RR. Co. Income	72&int.

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DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Bald Eagle Valley	5		
Central Pacific	$3	Feb. 1	Jan. 16 to Feb. 2
Clev. Col. Cin. & Ind.	2	Feb. 1	Jan. 16 to Feb. 1
Hannibal & St. Joseph pref.	3	Feb. 15	Jan. 17 to Feb. 16
Marquette Houghton & Ont.	4		
Oregon R'y & Nav. (quar.)	2½	Feb. 1	Jan. 21 to Feb. 4
St. Louis & San Fr'sco 1st pref.	3½	Feb. 1	Jan. 21 to Feb. 1
Bank.			
Bank of the Metropolis	3½	On dem.	
Insurance.			
American Fire	5	Jan. 13	
American Exchange Fire	5	On dem.	
Clinton Fire	5	On dem.	
Continental	3½	On dem.	
Emporium Fire	6	On dem.	
Farragut Fire	6	On dem.	
Home Fire	5	On dem.	
N. Y. Equitable	5	Jan. 15	
Pacific Fire	7	On dem.	
Rutgers Fire	5	Feb. 1	
Standard Fire	3½	On dem.	
United States Fire	5	On dem.	
Miscellaneous.			
Fidelity and Casualty Co.	4	On dem.	

NEW YORK, FRIDAY, JAN. 12, 1883—5 P. M.

The Money Market and Financial Situation.—The money market is quite easy, and the reports of railroad earnings are good, but the stock market remains very dull and prices are barely maintained. For the first eleven days of this year the total number of shares sold at the stock board was as follows:

	1882. Shares.	1883. Shares.		1882. Shares.	1883. Shares.
Jan. 2	Holiday.	317,365	Jan. 8	Sunday.	262,770
" 3	442,375	368,697	" 9	328,672	233,804
" 4	518,712	337,254	" 10	427,618	207,535
" 5	478,584	378,673	" 11	416,069	146,585
" 6	573,032	258,164			
" 7	321,227	Sunday.	Total	3,409,289	2,510,845

It is not difficult to account for the relatively small business in stocks by two facts—first, that the last four months of 1882 entailed considerable losses on a large number of moderate operators, and, secondly, that the railroad kings and their immediate followers have so far done nothing this year to stimulate an advance in the general market. Upon the whole, it is more favorable to have a quiet opening at the beginning of the year than to have a fictitious activity and unhealthy advance to be followed by a speedy collapse in prices. Nothing is more damaging to a steady legitimate commission business in stocks than a false movement, bolstered up by untrue or exaggerated reports or estimates, which lasts but a short time and then breaks down as rapidly as it was forced upward.

In the year 1883 it is hoped that the course of prices in the stock market will be guided by rational influences, and that any advance which may take place in one stock or another will be based on a fair estimate of the value of that stock as it may be affected by the earnings of the road, the character of the company's management, alliances with other strong companies, &c., &c.

The money market is abundantly supplied with funds, and call loans on stock collaterals have ranged at 4@6 per cent, while Government bond dealers have paid 2@3 per cent, and prime commercial paper sells at 5½@6 per cent.

The Bank of England weekly statement on Thursday showed a gain of £264,000 in specie for the week, and the percentage of reserve to liabilities was 37 11-16, against 29⅞ the previous week; the discount rate remains at 5 per cent. The Bank of France lost 7,425,000 francs gold and 3,200,000 francs silver.

The New York City Clearing-House banks in their statement of Jan. 6 showed an increase of $1,261,825 in their surplus reserve, the total surplus being $4,637,225, against $3,375,400 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883. Jan. 6.	Differ'nces fr'm previous week.	1882. Jan. 7.	1881. Jan. 8.
Loans and dis.	$317,419,200	Inc. $6,348,000	$319,110,400	$304,080,200
Specie	60,152,800	Inc. 2,525,700	61,514,000	61,948,900
Circulation	17,537,600	Dec. 87,900	20,209,000	18,426,200
Net deposits	302,881,100	Inc. 11,217,500	299,500,400	285,787,700
Legal tenders	20,204,700	Inc. 1,540,500	16,678,800	13,817,400
Legal reserve	$75,720,275	Inc. $2,804,375	$74,875,100	$71,446,925
Reserve held	80,357,500	Inc. 4,066,200	78,192,800	75,766,300
Surplus	$4,636,225	Inc. $1,261,825	$3,317,700	$4,319,375

Exchange.—Foreign exchange is firmer on a good demand from bankers and merchants, and the supply of commercial bills is not sufficient to keep rates down. To-day on actual business prime bankers' 60 days sterling bills sold at $4 81¼@4 81½; demand, $4 85¼@4 85½; and cables, $4 86¼@4 85½. Continental exchange was firm as follows, viz.: Francs, $5 23⅛@5 22½ and $5 20@5 19⅜. Reichsmarks, 94½@94⅝ and 95⅜@95½. Guilders, 39¾ and 40⅛.

Domestic bills on New York were quoted to-day as follows at the places named: Savannah buying ¼ dis., selling par @⅛ prem.; Charleston, buying ¼ dis., selling par @⅛ dis.; New Orleans commercial, 75@100 dis., bank par; Chicago, 50@75 prem.; St. Louis, 25 dis.; Boston, 25@30 prem.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

Jan. 12.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 81 @4 82	4 84⅜@4 86
Prime commercial	4 80 @4 80½	4 84 @4 84½
Documentary commercial	4 79½@4 80	4 83 @4 84
Paris (francs)	5 23⅛@5 22½	5 20 @5 19⅜
Amsterdam (guilders)	39⅜ @ 39⅞	40 @ 40¼
Frankfort or Bremen (reichmarks)	94⅜@ 94⅝	95⅜@ 95½

United States Bonds.—There has been a very fair business kept up in government bonds, and the demand from banks and investors is larger than was expected after the year had turned. Of course the action of Congress at this session may have much to do with the course of governments, and it remains to be seen what the tendency of legislation will be.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Jan. 6.	Jan. 8.	Jan. 9.	Jan. 10.	Jan. 11.	Jan. 12.
5s, continued at 3½	Q.-Feb.	*102	*102	*102	*102	*102	*102
4½s, 1891 reg.	Q.-Mar.	*113⅜	113⅝	113⅝	*113½	*113⅜	*113½
4½s, 1891 coup.	Q.-Mar.	*113⅜	113⅝	*113½	113⅝	*113⅜	113½
4s, 1907 reg.	Q.-Jan.	*119⅜	119½	119⅝	119⅝	*119⅜	119¾
4s, 1907 coup.	Q.-Jan.	*119⅜	*119¼	119⅝	119⅝	*119⅜	119¾
3s, option U. S. reg.	Q.-Feb.	*103¼	103⅜	*103¼	103⅜	103¼	103⅜
6s, cur'cy, 1895 reg.	J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1896 reg.	J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1897 reg.	J. & J.	*131	*131	*131	*131	*131	*131
6s, cur'cy, 1898 reg.	J. & J.	*132	*132	*132	*132	*132	*132
6s, cur'cy, 1899 reg.	J. & J.	*132	*132	*132	*132	*132½	*132

*This is the price bid at the morning board; no *sale* was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
Jan. 6	1,256,786 74	1,345,198 93	111,641,147 19	5,295,578 01
" 8	1,353,272 12	1,205,026 12	111,745,300 38	5,339,670 82
" 9	1,223,989 75	907,605 73	112,209,403 20	5,191,952 02
" 10	1,126,703 69	885,393 36	112,370,149 17	5,272,516 38
" 11	839,875 49	1,254,478 10	111,921,404 09	5,306,658 85
" 12	865,523 72	839,783 81	111,777,163 65	5,476,639 20
Total	6,666,151 51	6,437,486 05		

State and Railroad Bonds.—Tennessee had a Treasurer; where is that Treasurer now? For years the State of Tennessee had been toying with her creditors as a cat toys with a mouse; she had taught her State officers that the funds collected and properly applicable to interest should not be paid to the bondholders, but the bondholders were merely permitted to know that the State had the money and that they could not get it. Finally, Treasurer Polk, becoming confused in his mind as to who really did own the money, put some of it where he thought it would grow the fastest, namely, in margins on the stock of Memphis & Charleston, a good Tennessee railroad. He became very "long" of M. & C. stock, but short in his accounts about $400,000; and now a great cry of indignation is heard in Nashville against the Treasurer, who had learned his lesson too well, and Tennessee, with pistols and guns, pursues poor Polk over her borders into a neighboring State and arrests him there, among the prickly pears, near San Antonio. Consistency, thou art a jewel!

There has been some activity in Southern State bonds, partly owing to the Arkansas decision, and North Carolina special tax sold to-day quite freely at 9 to 9¾; South Carolina nonfundable, 7½; Virginia 6s deferred, 14¼; Louisiana consol 7s, ex-coup, 65½; Arkansas 7s, Central Railroad issue, 20.

Railroad bonds have been in fair demand on well distributed investment orders, but prices this week do not, as a rule, show a tendency to advance towards much higher figures.

Railroad and Miscellaneous Stocks.—The stock market has been devoid of animation, and in the absence of active purchasing the prices of some stocks are barely maintained. It is probable that all parties are waiting to see how business affairs start out in the current year, and if everything promises well in commercial affairs as time goes on, the general interest in the stock market will increase.

Railroad earnings for the year 1882 are published to-day on another page and make a very creditable exhibit, considering the small crops of the previous year and the war in rates which existed in the early months.

The Southern railroads must have a great deal more cotton to transport between this time and the first of May than they had last year, and in the West, corn will be a much heavier item than in 1882.

It seems highly probable that the litigation between the Western Union and Mutual Union telegraph companies, and that between the Metropolitan and Manhattan elevated roads, will be settled before long, as it will become too unprofitable to keep it up. These matters being adjusted would remove one of the small clouds which has for some time been hanging over the market.

Nothing more has been heard definitely of the consolidation among the Gould roads rumored to be in contemplation, but it is more than likely that some change will take place in that direction.

President Dowd, of the Hannibal & St. Jo, says that the following is an approximate statement of the result of the year's business, viz.: Gross earnings 1882 about $2,418,000; expenses, $1,374,000; giving an increase in net earnings over 1881 of about $171,000. The percentage of operating expenses will be a little less than 57 per cent, as against 62 per cent for 1881.

RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR THE WEEK AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, Jan. 6.	Monday, Jan. 8.	Tuesday, Jan. 9.	Wednesday, Jan. 10.	Thursday, Jan. 11.	Friday, Jan. 12.	Sales of the Week, Shares.	Range Since Jan. 1, 1883. Lowest.	Highest.	For Full Year 1882. Low.	High
RAILROADS.											
Atchison Topeka & Santa Fe	....	....	....	....	....	79½ 80½	1,230	79 Jan. 3	80½ Jan. 12	84	95½
Boston & N. Y. Air Line, pref.	79 79	....	79 79½	79 79	....	....	161	*81	83 Jan. 5	67	80½
Burlington Cedar Rap. & No.	82 82	82 82	82 82	*81	*82 83½	*81	11,945	82 Jan. 6	83 Jan. 5	67	85⅛
Canada Southern	67 67¾	67⅜ 68	67¾ 68¼	67¼ 67¾	67½ 67¾	67¼ 67⅞	.....	65 Jan. 3	68½ Jan. 4	44	73
Cedar Falls & Minnesota	....	....	....	....	....	....	200	15 Jan. 3	15 Jan. 3	14	30
Central Iowa	70 70⅝	69⅞ 70⅝	70 71	69⅞ 70¼	69¾ 70¼	70⅛ 71⅜	22,500	25 Jan. 9	28 Jan. 3	27	37¼
Central of New Jersey	86½ 87½	86⅞ 87⅛	87⅛ 87⅝	87⅜ 87⅛	87⅛ 87¼	87¼ 87⅝	14,080	68¼ Jan. 3	71½ Jan. 5	63¼	97½
Central Pacific	*22 23⅝	*22¼ 23⅝	*22½ 23⅝	23 23¼	*22½ 23½	*22½ 23	103	85⅝ Jan. 2	88 Jan. 5	82⅜	97⅛
Chesapeake & Ohio	22 Jan. 2	23¼ Jan. 10	19½	27
Do 1st pref	33 33	*31 35	*32½ 35	33½ 33½	*33½ 36	33½ 33½	630	30½ Jan. 3	33½ Jan. 5	27¼	41½
Do 2d pref	*23½ 26	*23½ 28	23½ 23½	24 24	*24½ 25½	*24½ 25½	110	23½ Jan. 4	25¼ Jan. 11	21	29
Chicago & Alton	*135½	135½ 135½	136¾ 136¾	136½ 136½	135½ 135½	136½ 136½	439	134¼ Jan. 3	136¾ Jan. 9	127½	145½
Chicago Burlington & Quincy	123 123¼	123¼ 123½	123¾ 123¾	123¼ 123¼	123 123	123½ 124	5,802	120 Jan. 3	124¼ Jan. 5	120½	141
Chicago Milwaukee & St. Paul	105¼ 106⅜	105⅜ 106¾	106⅜ 107	105½ 106⅜	105½ 106⅛	105⅞ 106½	138,622	103¼ Jan. 3	107 Jan. 5	96½	128¼
Do pref	121 121	121¼ 121¼	122 122	121½ 121½	....	121¾ 121¾	800	119¾ Jan. 2	122 Jan. 9	114½	144¼
Chicago & Northwestern	133½ 135¼	133⅝ 135	133¾ 135	133⅜ 133⅞	133⅛ 134	133¼ 134⅛	37,020	132¼ Jan. 3	136¼ Jan. 4	124	150¾
Do pref	149 150	148¼ 149¾	148⅝ 149	147¾ 148	148 148	146½ 148¼	3,844	145½ Jan. 3	151⅛ Jan. 5	136	175
Chicago Rock Isl. & Pacific	126 127¼	126 127	126¼ 126½	124½ 125¼	124¼ 124½	124⅜ 124⅞	9,110	123 Jan. 3	127¾ Jan. 5	122	140¼
Chicago St. L. & New Orleans	*84	....	....	80 80	....	*79 80	200	80 Jan. 10	80 Jan. 10	68	84
Chicago St. Paul Minn. & Om.	52¼ 52⅞	52 52⅞	52¾ 53⅛	52 52⅝	51 52¼	52 52½	16,750	50⅜ Jan. 2	53⅜ Jan. 5	29⅜	58¼
Do pref	112 112¾	111¾ 112⅛	112¼ 112½	111¼ 112	110¾ 111	110¾ 111¾	4,920	109¼ Jan. 3	113¼ Jan. 5	97½	117
Cincinnati Sandusky & Clev	....	....	....	....	....	....	.....	....	....	44	62
Cleveland Col. Cin. & Ind	82 83	83 83	82½ 82½	82¾ 82¾	82 82	82 82	1,300	80 Jan. 2	84 Jan. 5	65½	92¾
Cleveland & Pittsburg guar	*139 140	139¾ 139¾	....	*138¾ 139⅝	139 139¾	139¼ 139⅛	194	139 Jan. 11	140 Jan. 2	133	140
Columbia & Greenville, pref	....	....	....	....	....	....	.....	....	....	50	104
Columbus Chic. & Ind. Central	*3⅞ 4½	4½ 4¼	4⅞ 4⅞	*3⅞ 4½	....	4½ 4½	124	3⅞ Jan. 2	4⅞ Jan. 9	3⅞	21⅞
Columbus Hocking Val & Tol	....	....	....	....	....	....	.....	....	....	66	68
Delaware Lackawanna & West	126¾ 128	127⅛ 128	127¾ 128⅜	126¾ 127½	126⅞ 127½	127 127¾	105,320	126⅜ Jan. 3	129¼ Jan. 4	116¼	150¼
Denver & Rio Grande	44¾ 45½	44⅝ 46½	45⅛ 46⅛	43¾ 44⅞	43¾ 44¾	44⅜ 45⅛	210,752	39⅞ Jan. 2	46½ Jan. 8	38¼	74⅝
Dubuque & Sioux City	....	....	....	*88 90	....	89½ 89½	.....	89½ Jan. 12	89½ Jan. 12	[illegible]	96½
East Tennessee Va. & Ga	9¾ 10	10 10	9⅝ 9¾	10 10	10 10	9⅞ 10	1,635	9⅝ Jan. 9	10¼ Jan. 2	[illegible]	16
Do pref	*17½ 18	17¾ 17¾	*17¾ 18	17½ 17½	17⅜ 17¾	17¾ 18	2,200	17⅜ Jan. 11	18¼ Jan. 2	15½	26½
Evansville & Terre Haute	....	....	....	....	....	....	.....	....	....	68	86¾
Fort Worth & Denver City	....	30⅝ 30⅝	....	....	30½ 30½	30½ 31	200	30 Jan. 2	31 Jan. 12	29½	42⅝
Green Bay Win. & St. Paul	....	....	....	....	....	....	.....	6 Jan. 2	6¼ Jan. 2	6	16
Hannibal & St. Joseph	*..... 50	....	*..... 50	*..... 50	*..... 50	*..... 50	.....	....	....	45	110
Do pref	*78 79	80 80	*78 81	79 79	80 80¾	81 82	1,110	72 Jan. 3	82 Jan. 12	72	111⅛
Houston & Texas Central	*75 79	*75 79	78 78½	*77 79	....	*75 79	400	75 Jan. 4	78½ Jan. 9	61	92½
Illinois Central	143 143½	143⅜ 144½	144⅜ 145	144 144⅞	144 144¼	144¾ 144¾	5,630	141⅝ Jan. 3	145 Jan. 9	127¾	150½
Indiana Bloom'n & Western	33 33¾	34 34	34½ 35	33 34¼	33 33½	32¾ 33	3,536	32 Jan. 3	35 Jan. 9	30	49½
Lake Erie & Western	31⅛ 31¾	31 31½	31¼ 31¾	31 31¼	30¾ 30¾	31 31¼	4,780	29⅞ Jan. 3	32⅝ Jan. 5	23½	45
Lake Shore	112¼ 113½	112 113¼	113⅛ 113⅝	112⅜ 113	112⅜ 112⅞	112⅞ 113⅛	33,840	110⅜ Jan. 3	114¼ Jan. 4	98	120⅛
Long Island	*60 61	60¾ 60¾	61¼ 61¼	61 61	61⅜ 61⅝	61 61⅜	1,800	60 Jan. 2	61⅝ Jan. 11	49½	65
Louisville & Nashville	53⅞ 54⅜	53¾ 55¼	54⅝ 55⅞	54½ 55	54⅛ 55¼	54⅞ 55⅝	78,140	51⅝ Jan. 2	55⅞ Jan. 9	46½	100¾
Louisville New Albany & Chic	....	64⅞ 65	*..... 66	....	*61 65	*62 65	400	64⅞ Jan. 9	68 Jan. 5	57	78
Manhattan	*44 47	*44 47	47 49½	....	....	*45 50	600	47 Jan. 9	49½ Jan. 9	40	60⅛
Dc 1st pref	*83½ 86	*83½ 86	85 85	....	....	88 88	50	84¾ Jan. 3	88 Jan. 12	82	98½
Do common	*44 47	*44 47	*47½ 50	....	....	*45 50	.....	....	....	40	56
Manhattan Beach Co	19 19	*18 19	*18	19 19	*18 19	*18¼ 20	200	18 Jan. 2	19 Jan. 6	15	37
Memphis & Charleston	50 52	49 55	51 53¾	52½ 54	52 53½	48½ 52½	43,905	46 Jan. 3	55 Jan. 8	42¼	82⅜
Metropolitan Elevated	82 82¼	83¼ 85	85 85	....	....	*83 85	1,100	82 Jan. 6	85 Jan. 8	77	93
Michigan Central	97¾ 98½	98⅛ 98¾	98⅛ 99⅛	97½ 98⅛	97¼ 98	97⅞ 98⅛	16,050	96 Jan. 3	99⅛ Jan. 5	77	105
Milwaukee L. Sh. & Western	*17 20	*17½	*17½	*16½	....	*17¼	.....	17¼ Jan. 3	18 Jan. 4	13	21
Do pref	48 48¼	48¼ 48¼	*47½ 48¾	*48	....	*48 48½	800	47½ Jan. 4	48¾ Jan. 6	41⅜	58¼
Minneapolis & St. Louis	28½ 28½	*28½ 29	28½ 28¾	28 28⅛	*27¾ 28¼	*28 29	900	27¾ Jan. 2	29 Jan. 4	19	36¾
Do pref	64 65	65 65	*64½ 65	....	*63 64	*63½ 65	900	60 Jan. 3	65¼ Jan. 5	59	77
Missouri Kansas & Texas	32¼ 33	32⅜ 32⅞	33 34⅛	33⅛ 33½	32⅞ 33¾	33¼ 33⅝	43,500	30½ Jan. 3	34⅛ Jan. 9	26⅜	42½
Missouri Pacific	102⅛ 103	102⅛ 103⅝	102⅞ 103¾	102½ 103½	102⅞ 103⅜	103⅛ 103⅝	24,010	100¼ Jan. 3	103¾ Jan. 5	86⅝	112½
Mobile & Ohio	19 19½	*19 19½	19⅜ 19⅜	19⅜ 19⅜	*18¾ 19½	....	937	18 Jan. 3	19½ Jan. 5	12	35⅞
Morris & Essex	....	....	124 124	123¼ 123¼	122¾ 122¾	123 123	177	122¼ Jan. 3	124 Jan. 9	119¾	128
Nashville Chattanooga & St. L	58⅞ 58⅞	58¾ 59⅓	59¼ 60	59¾ 60½	59¾ 60½	60½ 60¾	9,600	55⅝ Jan. 3	60¾ Jan. 12	47	87½
New York Central & Hudson	125½ 127⅜	125⅞ 127⅛	126⅜ 127¼	125⅝ 126½	125⅞ 126¾	126⅜ 127	80,396	125⅛ Jan. 3	128¼ Jan. 5	123⅝	138
New York Chic. & St. Louis	14⅜ 15¾	15 15	14⅜ 14⅞	14½ 14¾	14½ 14¾	14¾ 15	5,160	14⅜ Jan. 3	15½ Jan. 5	10½	17¾
Do pref	32¾ 33¼	33 33	33 33½	32½ 32¾	32 32	32 32½	4,300	32 Jan. 2	35 Jan. 4	27	37⅝
New York Elevated	*96 105	*96 105	*96 105	....	....	*96 105	.....	....	....	100	100½
New York Lake Erie & West	39½ 40⅛	39⅜ 40⅜	40 40½	39¾ 40¼	39⅞ 40⅛	39⅞ 40¼	129,500	37⅞ Jan. 2	40½ Jan. 5	33¼	43¾
Do pref	....	*82⅛ 82½	....	....	....	82¼ 82¼	.....	79½ Jan. 3	83 Jan. 5	67	88¼
New York & New England	*50 50	50 50¾	50⅞ 52¼	50⅛ 50½	50⅜ 50⅝	....	3,600	50 Jan. 5	52¼ Jan. 9	45	60½
New York New Haven & Hart	170	*170	....	175 175	171½ 171½	172 173	61	171½ Jan. 11	175 Jan. 10	168	186
New York Ontario & Western	26⅛ 26¼	26⅛ 26¼	26⅜ 26⅜	26¼ 26¼	*26 26½	26⅜ 26⅜	1,025	25⅝ Jan. 3	26½ Jan. 4	20½	31⅞
Norfolk & Western	....	18 18	....	....	....	....	10	18 Jan. 8	18 Jan. 8	16	24
Do pref	48½ 48¾	48½ 48½	48¾ 49	48⅞ 49	47⅞ 49	48 48⅜	3,400	47½ Jan. 3	49 Jan. 9	44¼	60
Northern Pacific	48¾ 49⅜	48⅞ 49½	49⅛ 49⅞	48¾ 49⅜	47¾ 49	48¼ 49⅛	71,218	46⅜ Jan. 3	49⅞ Jan. 9	28¾	54⅜
Do pref	85⅜ 85¾	85¼ 86	85⅝ 86½	85¾ 86	85¼ 85⅞	85¼ 85⅝	16,119	83⅞ Jan. 3	86½ Jan. 9	66¾	100⅜
Ohio Central	*13 13½	13⅛ 13⅜	13¼ 13½	13⅛ 13⅛	13 13⅛	13¼ 13⅜	2,083	12⅝ Jan. 3	13⅝ Jan. 5	11⅜	25⅝
Ohio & Mississippi	*33 34	*32½ 33½	33¾ 33¾	....	....	32½ 32½	5	31 Jan. 3	34½ Jan. 4	27	42
Ohio Southern	13 13⅛	....	....	....	12½ 12½	....	350	11½ Jan. 5	13⅛ Jan. 6	11	23½
Oregon & Trans-Continental	85 85⅞	84⅞ 85¾	85¼ 85¾	85¼ 85¼	84¾ 85	85 85	21,081	82½ Jan. 3	86¼ Jan. 5	60	98¾
Panama, Trust Co. certificates	....	....	....	....	....	....	.....	....	....	165	204
Peoria Decatur & Evansville	26⅞ 27	27 27	27 27¼	*26¾ 27¼	*26¾ 27½	27 27	1,650	26 Jan. 3	27½ Jan. 5	23	39¾
Philadelphia & Reading	54⅝ 56	54¾ 56	55¼ 56⅜	55 55½	54¼ 55⅜	55⅜ 55½	37,400	52¼ Jan. 2	56⅜ Jan. 9	46¾	67½
Pittsburg Ft. Wayne & Chic	....	136¼ 137	*136 137	*135½ 136½	136¾ 136¾	136¼ 136¼	143	135 Jan. 2	137 Jan. 8	130	139
Rensselaer & Saratoga	141 141	....	....	....	....	....	10	139½ Jan. 3	141 Jan. 6	131½	144
Rich & Allegh., stock trust ctfs	14½ 15	....	....	....	....	....	200	14½ Jan. 6	15 Jan. 6	13	40
Richmond & Danville	*55½ 60	55 55	*55 59	52 55½	53 55	49½ 52½	2,310	49½ Jan. 12	57½ Jan. 5	52	250
Richmond & West Point	*23 26	*23 25½	24 24¼	24 24¾	23¾ 23¾	22 22	1,050	22 Jan. 12	24¼ Jan. 9	23	263
Rochester & Pittsburg	21 21½	21¼ 21⅞	21 22	21 21⅜	20⅞ 21½	21 21¼	32,940	20 Jan. 2	22 Jan. 5	17½	36½
Rome Watertown & Ogdensb	....	....	....	32½ 32½	....	....	136	32 Jan. 5	32½ Jan. 10	20	40
St. Louis Alton & Terre Haute	50 50⅞	50½ 50½	51 53¼	*50½ 52	*50 52	*50½ 51¾	1,420	48 Jan. 3	53¼ Jan. 9	20½	50
Do pref	92⅝ 92⅝	93 93	91½ 95	*92 95	92½ 92½	93 93½	1,100	90 Jan. 3	95 Jan. 9	55	94½
St. Louis & San Francisco	*32 34	*31½ 33	*31¼ 33	*31¼ 33	....	34½ 34⅞	.....	34½ Jan. 12	34⅞ Jan. 12	31	46⅞
Do pref	*52½ 53½	*51½ 53	*51¼ 53	*51¼ 53	....	53¾ 54⅞	.....	52½ Jan. 4	54⅞ Jan. 12	43	66½
Do 1st pref	*98½ 100	*98 100	*98 100	*98 100	100½ 100½	*98½ 100	5	98 Jan. 3	100½ Jan. 11	79¾	106½
St. Paul & Duluth	38⅞ 38⅞	39 40½	40½ 40⅞	40½ 40½	*39½ 41	39⅞ 39⅞	1,200	38¾ Jan. 4	40⅞ Jan. 9	26	42¾
Do pref	97 97	96½ 96½	*97 98	*96¾ 98	96⅞ 96⅞	*96¾ 97½	300	95 Jan. 3	97½ Jan. 4	68	99¼
St. Paul Minneap. & Manitoba	141 141½	141½ 142½	*142 143	*142 143	*141 142	141⅜ 142	621	139 Jan. 3	143 Jan. 5	108½	166½
Texas & Pacific	38⅝ 39⅝	38¾ 40	39⅞ 40¾	39⅝ 40⅜	39⅝ 40¼	40 40½	68,331	36¾ Jan. 3	40⅜ Jan. 9	34	55
Toledo Delphos & Burlington	....	....	....	....	....	....	.....	....	....	8½	19
Union Pacific	102⅞ 102⅝	103⅛ 103⅞	103½ 104⅛	103 103⅝	102½ 103¼	102⅞ 103½	61,905	101⅛ Jan. 3	104¼ Jan. 5	98¼	119¾
Wabash St. Louis & Pacific	34¼ 35	34¾ 35½	35⅛ 35⅝	34½ 35½	34½ 35⅛	34⅜ 35½	25,600	32⅞ Jan. 2	35¾ Jan. 5	23⅝	39⅞
Do pref	53⅞ 54⅝	54⅛ 55	54⅝ 54¼	54¼ 54⅝	54¼ 54½	54¼ 55	23,875	52 Jan. 2	55⅜ Jan. 5	45⅞	71⅝
MISCELLANEOUS.											
American Tel. & Cable Co	....	67½ 68	....	....	68 68	68 68¾	350	65⅞ Jan. 4	69⅛ Jan. 4	65	74
Bankers' & Merchants' Tel	....	....	....	....	....	....	.....	132 Jan. 3	133 Jan. 3	125	132
Colorado Coal & Iron	28½ 28½	29 29¼	29⅜ 29¾	28¼ 28¼	....	28¾ 28¾	1,300	28½ Jan. 6	30½ Jan. 5	25	53⅞
Delaware & Hudson Canal	108½ 108½	108⅜ 108¾	108¾ 108¾	108¾ 108¾	108½ 108½	108½ 108¾	3,065	107 Jan. 2	109½ Jan. 5	102¾	119¾
Mutual Union Telegraph	21 21	23¼ 23¾	23 23¾	....	21¼ 21½	22 22	405	21 Jan. 6	23¾ Jan. 8	19⅞	30¼
Oregon Railway & Nav. Co	140 140	140 140	....	139½ 140	138 139¾	133½ 139	920	138 Jan. 3	140 Jan. 6	128	163⅛
Pacific Mail	43⅛ 43⅜	41¾ 42¼	42 42	41½ 41⅝	41½ 41⅝	41⅜ 41¾	2,210	40¾ Jan. 2	43¼ Jan. 5	32¾	48¾
Pullman Palace Car	124⅜ 124¾	*123½ 124½	....	122¾ 124	123 123½	*123 124	1,260	122 Jan. 3	125 Jan. 5	117	145
Western Union Telegraph	80⅝ 81½	80⅞ 81⅞	81⅞ 82½	81⅝ 82	81½ 82	81⅝ 82¼	35,955	79⅜ Jan. 3	82½ Jan. 9	76⅛	93⅜
Sutro Tunnel	....	....	....	....	....	....	.....	¼ Jan. 3	¼ Jan. 3	⅛	1
EXPRESS.											
Adams	134 134	*134 136	*134 135	133 133	*131 135	134 134	65	133 Jan. 5	135 Jan. 5	133	149½
American	92 93	92¼ 92⅞	*92 93	*91 93	92 92	92 92	255	91 Jan. 3	93 Jan. 5	90	97½
United States	64 65½	*63½ 65	*63 65	64 64	*60 65	63¾ 63¾	140	63¾ Jan. 12	65½ Jan. 6	62	80¼
Wells, Fargo & Co	*126 129	126 126	126 128	*125 126	125¾ 125¾	125¾ 125¾	210	125 Jan. 5	126 Jan. 8	125	132
COAL AND MINING.											
Consolidation Coal	*25	*25	....	....	....	....	.....	....	....	.....	.....
Homestake Mining	....	18 18	18 18	27½ 27½	27½ 27½	*27½ 30	205	27½ Jan. 10	27½ Jan. 10	27½	367⅝
Little Pittsburg Mining	....	....	....	....	....	....	500	18 Jan. 8	18 Jan. 8	15⅝	193¾
Mariposa Land & Mining	....	....	....	....	....	....	.....	....	....	1⅛	2¼
Maryland Coal	....	....	....	....	....	....	.....	....	....	1¼	2½
Ontario Silver Mining	....	35½ 35½	....	35½ 35½	*14 17	*16 18	400	35 Jan. 11	35½ Jan. 8	13	26
Pennsylvania Coal	....	....	....	....	35 35	....	.....	....	....	33	40
Quicksilver Mining	*8 10	*8 9	*8 9	*8 9	....	*8 10	.....	....	....	240	245
Do pref	*..... 40	*35 40	*35 40	*35 40	....	*35 40	.....	....	....	3	14¼
Standard Consol. Mining	....	6½ 6½	....	....	....	....	.....	....	....	40	62½
Cameron Coal	....	....	....	....	....	....	100	6½ Jan. 8	6½ Jan. 8	4½	19⅜
Central Arizona Mining	....	....	....	....	....	....	.....	18 Jan. 3	18 Jan. 3	18	37¼
Deadwood Mining	....	....	....	....	....	½ ½	.....	½ Jan. 12	½ Jan. 12	½	1⅝
Excelsior Mining	....	....	....	....	....	....	.....	....	....	4	6¾
New Central Coal	....	....	....	....	....	....	.....	....	....	¼	2⅞
Robinson Mining	....	....	....	....	*13 16	*15 17	.....	14 Jan. 4	14 Jan. 4	13½	23
Silver Cliff Mining	....	....	....	....	....	....	.....	....	....	1	4
Stormont Mining	....	....	....	....	....	....	.....	....	....	2	2¾
										1½	1½

* These are the prices bid and asked; no sale was made at the Board.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama—		
Class A, 3 to 5, 1906	83	84
Class A, 3 to 5, small	85	.....
Class B, 5s, 1906	100	.....
Class C, 4s, 1906	85	87
6s, 10-20s, 1900	102	.....
Arkansas—		
6s, funded, 1899-1900	28	31
7s, L. Rock & Ft. S. 1s.	35	40
7s, Memp. & L. Rock RR	35	51
7s, L. R. P. B. & N. O. RR	.....	37
7s, Miss. O. & R. R. RR.	32	.....
7s, Arkansas Cent. RR.	19	21
Connecticut—6s, 1883-4	100	.....
Georgia—6s, 1886	107	.....
7s, new, 1886	105	.....
7s, endorsed, 1886	105	.....
7s, gold, 1890	114	116
Louisiana—		
7s, consol., 1914	72⅜	73½
7s, small	68	.....
Louisiana—Continued—		
Ex-matured coupon	66	.....
Michigan—		
7s, 1890	115	.....
Missouri—		
6s, due 1882 or 1883	100	.....
6s, due 1886	106	.....
6s, due 1887	107	.....
6s, due 1888	107½	.....
6s, due 1889 or 1890	110	115
Asyl'm or Univ., due '92	114	.....
Funding, 1894-95	118	.....
Hannibal & St. Jo., '86	109	.....
Do do '87	109	.....
New York—		
6s, gold, reg., 1887	.....	.....
6s, gold, coup., 1887	.....	.....
6s, loan, 1891	.....	.....
6s, loan, 1892	.....	.....
6s, loan, 1893	.....	.....
N. Carolina—6s, old, J. & J.	30	.....
6s, old, A. & O.	30	.....
No. Carolina RR., J. & J.	155	.....
Do A. & O.	155	.....
Do coup. off, J. & J.	130	.....
Do coup. off, A. & O.	130	.....
Funding act, 1866-1900	10	.....
Do 1868-1898	10	.....
New bonds, J. & J., '92-8	15	.....
Do A. & O.	15	.....
Chatham RR.	4	6
Special tax, class 1, '98-9	83¾	.....
Do class 2	83¾	9¼
Do class 3	83¾	9
Consol. 4s, 1910	78	80
Small	75	.....
Ohio—		
6s, 1886	.....	.....
Rhode Island—		
6s, coupon, 1893-99	115	.....
South Carolina—		
6s, Act Mar. 23, 1869	6	10
non-fundable, 1888		
Brown consol'n 6s, 189	102	103½
Tennessee—6s, old, 1892-8	43½	45
6s, new, 1892-8-1900	41	.....
6s, new series, 1914	41	44
C'mp'mise, 3-4-5-6s, 1912	44½	46
Virginia—6s, old	35	.....
6s, new, 1866	35	.....
6s, new, 1867	35	.....
6s, consol. bonds	70	.....
6s, ex-matured coupon	54	.....
6s, consol., 2d series	48	.....
6s, deferred	12¾	14
District of Columbia—		
3-65s, 1924	.....	.....
Small bonds	.....	.....
Registered	.....	.....
Funding 5s, 1899	.....	.....
Do small	.....	.....
Do registered	.....	.....

RAILROAD BONDS.

Railroad Bonds. (Stock Exchange Prices.)		
Ala. Central—1st, 6s, 1918	.....	.....
Alleg'y Cen.—1st, 6s, 1922	.....	.....
Atch. T. & S. Fe—4½, 1920	.....	.....
Sinking fund, 6s, 1911	.....	.....
Atl. & Pac.—1st, 6s, 1910	93	95
Balt. & O.—1st, 6s, Prk. Br.	112	113
Bost. Hartf. & E.—1st, 7s	47	51
Guaranteed	.....	.....
Bur. C. Rap. & No.—1st, 5s	100¾	101
Minn. & St. L.—1st, 7s, gu	120	.....
Iowa C. & West.—1st, 7s	111	.....
C. Rap. Ia. F. & N.—1st, 6s	.....	110
1st, 5s, 1921	.....	.....
Central Iowa—1st, 7s, '99	110	112
Char. Col. & Aug.—1st, 7s	*106½	.....
Ches. & Ohio—Pur. m'y fd.	.....	.....
6s, gold, series A, 1908	107½	.....
6s, gold, series B, 1908	90⅛	90¼
6s, currency, 1918	53⅞	54
Mortgage 6s, 1911	.....	97⅞
Chicago & Alton—1st, 7s	116½	.....
Sinking fund, 6s, 1903	113¾	.....
La. & Mo. Riv.—1st, 7s	*119½	.....
2d, 7s, 1900	.....	110
St. L. Jack. & Chic.—1st	*116½	.....
1st, guar. (564), 7s, '94	*116	.....
2d (360), 7s, 1898	.....	.....
2d, guar. (188), 7s, '98	.....	.....
Miss. R. Br'ge—1st, s. f. 6s	.....	.....
C. B. & Q.—Consol. 7s, 1903	126¼	127
5s, sinking fund, 1901	105	.....
Ia. Div.—S. F., 5s, 1919	.....	.....
S. F., 4s, 1919	85	.....
Denver Div.—4s, 1922	84⅝	85½
4s, 1921	.....	.....
C. R. I. & P.—6s, cp., 1917	125	125½
6s, reg., 1917	125	125½
Keo. & Des M.—1st, 5s	*100½	.....
Central of N. J.—1st, '90,	117½	.....
1st consol. assented, '99	109½	.....
Conv., assented, 7s, 1902	*109	.....
Adjustment, 7s, 1903	*105	105¼
Leh. & W. B.—Con. g'd. as	103⅞	105
Am. D'k & Imp.—5s, 1921	87	90½
C. M. & St. P.—1st, 8s. P. D.	132½	.....
2d, 7 3-10, P. D., 1898	124	129
1st, 7s, $ g., R. D., 1902	126	.....
1st, La C. Div., 7s, 1893	120	122
1st, I. & M., 7s, 1897	122¼	.....
1st, I. & D., 7s, 1899	123	.....
1st, C. & M., 7s, 1903	126	.....
Consol. 7s, 1905	124	125
2d, 7s, 1884	103	103½
1st, 7s, I. & D. Ext., 1908	122½	123½
S. W. Div., 1st, 6s, 1909	107	.....
1st, 5s, La C. & Dav., 1919	94⅛	95
1st, S. Minn. Div. 6s, 1910	106½	106⅞
1st, H. & D., 7s, 1910	116	117
Ch. & Pac. Div., 6s, 1910	108⅝	109¼
1st, Chic. & P. W., 5s, 1921	91⅝	91¾
Min't Pt. Div., 5s, 1910.	90½	91
C. & L. Sup. Div., 5s, 1921	.....	.....
C. & N'west.—S. f., 7s, '85	108	.....
Interest bonds, 7s, 1883	102	102¼
Consol. bonds, 7s, 1915.	*132	134
Extens'n bonds, 7s, '85.	102	.....
1st, 7s, 1885	107¾	110
Coupon, gold, 7s, 1902	125¼	125⅞
Reg., gold, 7s, 1902	125	.....
Sinking fund, 6s, 1929	.....	111½
Sinking fund, reg.	*109¼	.....
Sinking fund, 5s, 1929	100⅛	100¼
Sinking fund, reg.	.....	100¼
Escan'a & L. S.—1st, 6s	.....	.....
Des M. & Min's—1st, 7s	.....	.....
Iowa Midland—1st, 8s	131	.....
Peninsula—1st, conv. 7s	120	.....
Chicago & Mil.—1st, 7s	122	.....
Win. & St. P.—1st, 7s, '87	*105½	.....
2d, 7s, 1907	120½	.....
Mil. & Mad.—1st, 6s, 1905	.....	114
C. C. C. & Ind's—1st, 7s, s. f.	122	.....
Consol. 7s, 1914	120	.....
C. St. P. M. & O.—Consol. 6s	108	109
C. St. P. & M.—1st, 6s, 1918	*112	.....
N. Wis.—1st, 6s, 1930	*108	.....
St. P. & S. C.—1st, 6s, 1919	112½	113
Chic. & E. Ill.—1st, s. f., cur.	98	100
Col. & Green.—1st, 6s, 1916	98	99
2d, 6s, 1926	70	.....
Col. H. Val. & Tol.—1st, 5s	.....	88
Del. L. & W.—7s, conv., '92	117	117½
Mortgage 7s, 1907	118	.....
Syr. Bing. & N. Y.—1st, 7s	125½	130
Morris & Essex.—1st, 7s	136	141
2d, 7s, 1891	115	.....
Bonds, 7s, 1900	*110	.....
7s of 1871, 1901	*121¾	.....
1st, consol., guar., 7s	122⅛	122⅜
Del. & H.—1st, 7s, 1884	103½	104
7s, 1891	113½	115
1st, ext., 7s, 1891	.....	115
Coup., 7s, 1894	114	116
Reg., 7s, 1894	114	.....
1st, Pa. Div., cp., 7s, 1917	125	127
Del. & H.—Continued—		
Pa. Div., reg., 7s, 1917	*125	.....
Alb. & Susq.—1st, 7s	108	.....
2d, 7s, 1885	106¼	106⅝
1st, cons., guar. 7s, 1906	*126	.....
Rens. & Sar.—1st, coup.	136½	.....
1st, reg., 1921	*136	.....
Denv. & Rio Gr.—1st, 1900	107½	108
1st consol., 7s, 1910	89	90
Denv. So. P. & Pac.—1st, 7s.	97	100
Det. Mac. & Marq.—1st, 6s	.....	93¼
Land grant, 3½, S. A.	.....	.....
E. T. Va. & G.—1st, 7s, 190	115	116
1st, cons., 5s, 1930	72	72½
Divisional 5s, 1930	92	.....
Eliz. C. & N.—S. f., deb. c. 6s	.....	.....
1st, 6s, 1920	.....	96
Eliz. Lex. & Big S.—6s	93	95
Erie—1st, extended, 7s	126	.....
2d, extended, 5s, 1919	.....	.....
3d, 7s, 1883	102⅜	.....
4th, extended, 5s, 1920	.....	107½
5th, 7s, 1888	107	110
1st cons., gold, 7s, 1920	129	129⅞
1st cons., fd. coup., 7s	.....	.....
Reorg., 1st lien, 6s, 1908	.....	.....
Long Dock b'ds, 7s, '93	115	120
Buff. N. Y. & E.—1st, 1916	128	.....
N. Y. L. E. & W.—New 2d 6	96½	97¾
2d, consol., fd. cp., 5s	.....	.....
Buf. & S. W.—M. 6s, 1908	.....	.....
Ev. & T. H.—1st, cons., 6s	.....	98
Flt & P. M'rq.—M. 6s, 1920	.....	114
Gal. Har. & S. Ant.—1st, 6s	.....	107
2d, 7s, 1905	.....	.....
Gr'n Bay W. & S. P.—1st, 6s	.....	85
Gulf Col. & S. Fe—7s, 1909	110	.....
Han. & St. Jos.—8s, conv.	107	.....
Consol. 6s, 1911	*106	.....
Hous. & T. C.—1st, M. L., 7s	108	108½
1st, West. Div., 7s	104¾	106
1st, Waco & N., 7s	109½	.....
2d consol., main line, 8s	121½	.....
2d, Waco & No., 8s, 1915	.....	.....
General, 6s, 1921	99	.....
Hous. E. & W. Tex.—1st, 7s	.....	.....
Ill. Cent.—Sp. Div.—Cp. 6s	.....	.....
Middle Div.—Reg., 5s	.....	.....
C. St. L. & N. O.—Ten. l., 7s	112	.....
1st consol., 7s, 1897	112	.....
2d, 7s, 1907	110	120
Gold, 5s, 1951	103¾	.....
2d Div., 7s, 1894	114	.....
Ced. F. & Minn.—1s. 7s	113	.....
Ind. Bl. & W.—1st pri. 7s	114	.....
1st, 4-5-6s, 1909	85	88
2d, 4-5-6s, 1909	.....	74
East'n Div.—6s, 1921	.....	92½
Indianap. D. & Spr.—1st, 7s	*102	102⅜
2d, 5s, 1911	.....	.....
Int. & Gt. No.—1st, 6s, gold	105	105½
Coupon, 6s, 1909	85¼	85½
Kent'ky Cen.—M., 6s, 1911	106½	107
Lake Shore & Mich. So.—		
Mich. S. & N. I.—S. fd., 7s	*106⅛	107
Cleve. & Tol.—Sink. fd.	106	.....
New bonds, 7s, 1886	107	.....
Cleve. P. & Ash.—7s	*112	.....
Buff. & Erie—New bds.	*120	.....
Kal. & W. Pigeon—1st.	100	.....
Det. M. & T.—1st, 7s, 1906	123	.....
Lake Shore—Div. bonds	122¼	.....
Consol., coup., 1st, 7s.	125	.....
Consol., reg., 1st, 7s.	125¼	.....
Consol., coup., 2d, 7s.	120	.....
Consol., reg., 2d, 7s.	120	121
Long Isl. R.—1st, 7s, 1898	117	.....
1st consol., 5s, 1931	97¼	97½
Louisv. & N.—Cons. 7s, '98	115½	.....
2d, 7s, gold, 1883	100	.....
Cecilian Br'ch—7s, 1907	105¼	.....
N. O. & Mob.—1st, 6s 1930	90	91½
E. H. & N.—1st, 6s, 1919	97½	.....
General, 6s, 1930	92	92½
Pensac'la Div.—6s, 1920	.....	.....
St. L. Div.—1st, 6s, 1921	*100	.....
2d, 3s, 1980	.....	.....
Nashv. & Dec.—1st, 7s.	115	117
S. & N. Ala.—S. f., 6s, 1910	.....	.....
Leban'n-Knox—6s, 1931	100	.....
Louisv. C. & L.—6s, 1931	100	.....
L. Erie & W.—1st, 6s, 1919	100¾	101
Sandusky Div.—6s, 1919	.....	98
Laf. Bl. & M.—1st, 6s, 1919	98	100
Louisv. N. Alb. & C.—1st, 6s	101¾	103
Manhat. B'ch Co.—7s, 1909	.....	.....
N. Y. & M. B'h—1st, 7s, '97	.....	125
Marietta & Cin.—1st, 7s.	.....	.....
1st, sterling	.....	.....
Metr'p'lit'n El.—1st, 1908	98	99
2d, 6s, 1899	.....	90
Mex. Cen.—1st, 7s, 1911	*74	.....
Mich. Cen.—Con., 7s, 1902	125	125½
Consolidated 5s, 1902	*102	.....
Equipm't bds., 8s, 1883.	.....	.....
6s, 1909	.....	.....
Coupon, 5s, 1931	101	.....
Registered, 5s, 1931	99⅞	.....
Jack. Lan. & Sag.—6s, '91	.....	.....
Mil. & No.—1st, 6s, 1910.	91	94
Mil. L. S. & W.—1st, 6s, 1921	98⅛	98⅜
Minn. & St. L.—1st, 7s, 1927	118½	.....
Iowa Ext.—1st, 7s, 1909	111¾	.....
2d, 7s, 1891	100	.....
S'thw. Ext.—1st, 7s, 1910	110	110¼
Pac. Ext.—1st, 6s, 1921.	101⅛	101¼
Missouri Kan. & Tex.—		
Gen. con., 6s, 1920	84	84¾
Cons. 7s, 1904-5-6	107⅝	109
Cons. 2d, income, 1911.	58	59
H. & Cent. Mo.—1st, '90	*104	.....
Mobile & Ohio.—New, 6s.	105¾	106
Collat. Trust, 6s, 1892.	.....	.....
Morgan's La. & T.—1st, 6s	*100	.....
Nash. Chat. & St. L.—1st, 7s	115½	.....
2d, 6s, 1901	.....	.....
N. Y. Central—6s, 1883.	101	.....
6s, 1887	107	.....
6s, real estate, 1883	101	.....
6s, subscription, 1883.	*101	.....
N. Y. C. & H.—1st, cp., 7s	130⅛	131
1st, reg., 1903	129½	131
Huds. R.—7s, 2d, s. f., '85	106	.....
Can. So.—1st, int. g'ar. 5s	95⅝	95¾
Harlem—1st, 7s, coup.	128	.....
1st, 7s, reg., 1900	.....	130
N. Y. Elev'd—1st, 7s, 1906	114½	114¾
N. Y. Pa. & O.—Pr. l'n, 6s, '95	.....	.....
N. Y. C. & N.—Gen., 6s, 1910	50	52
Trust Co., receipts	50	.....
N. Y. & New Eng.—1st, 7s	.....	.....
1st, 6s, 1905	.....	.....
N. Y. C. & St. L.—1st, 6s, 1921	97¼	97½
Nevada Cent.—1st, 6s	.....	103
N. Pac.—G. l. g., 1st, cp. 6s	102⅛	102⅜
Registered, 6s, 1921	.....	102½
N. O. Pac.—1st, 6s, g., 1920	*86	.....
Norf. & W.—G'l, 6s, 1931.	100¼	100½
Ohio & Miss.—Consol. s. f.	116	116½
Consolidated 7s, 1898	116	.....
2d consolidated 7s, 1911	122½	.....
1st, Springfield Div., 7s	115	116
Ohio Central—1st, 6s, 1920	92	92½
1st Ter'l Tr., 6s, 1920	.....	90
1st Min'l Div., 6s, 1921.	.....	.....
Ohio So.—1st, 6s, 1921.	80½	82
Oreg'n & Cal.—1st, 6s, 1921	*88½	.....
Panama—S. f., sub. 6s, 1910	.....	105
Peoria Dec. & Ev.—1st, 6s	99	102½
Evans. Div., 1st, 6s, 1920	.....	96¾
Pac. RRs.—Cen. P.—G., 6s	113¼	.....
San Joaquin Branch	108½	.....
Cal. & Oregon—1st, 6s	*102¾	103
State Aid bds., 7s, '84	.....	.....
Land grant bonds, 6s.	105	105⅝
West. Pac.—Bonds, 6s	110	.....
So. Pac. of Cal.—1st, 6s.	103⅛	103½
Union Pacific—1st, 6s.	113¼	113½
Land grants, 7s, '87-9.	.....	.....
Sinking funds, 8s, '93.	118½	120
Registered 8s, 1893.	118¼	119½
Collateral Trust, 6s.	.....	106
Kans. Pac.—1st, 6s, '95	110	.....
1st, 6s, 1896	108	.....
Den. Div., 6s, as'd, '99	107	107⅜
1st consol., 6s, 1919.	100¼	.....
C. Br. U. P.—F. c., 7s, '95	100	.....
At. C. & P.—1st, 6s, 1905	*92	93½
At. J. Co. & W.—1st, 6s	.....	93
Oreg. Short L.—1st, 6s	99	100
Ut. So.—Gen., 7s, 1909	105	.....
Exten., 1st, 7s, 1909	100	.....
Mo. Pac.—1st, cons., 6s.	101	101¾
3d, 7s, 1906	109	109½
Pacific of Mo.—1st, 6s	107½	.....
2d, 7s, 1891	111	113
St. L. & S. F.—2d, 6s, cl. A	96	97¾
4-6s, class C, 1906	93	93
4-6s, class B, 1906	93	.....
1st, 6s, Peirce C. & O.	.....	.....
Equipment, 7s, 1895	.....	.....
So. Pac. of Mo.—1st	102½	103
Tex. & Pac.—1st, 6s, 1905	103	.....
Consol., 6s, 1905	92	.....
Income & Ld. gr., reg.	57¾	57¾
1st, Rio G. Div., 6s, 1930	84½	84¾
Pennsylvania RR.—		
Pa. Co's gu. r. 4½, 1st c.	.....	95
Registered, 1921	.....	95
Pitt. C. & St. L.—1st, c. 7s	.....	.....
1st, reg., 7s, 1900	.....	.....
2d, 7s, 1913	.....	.....
Pitts. Ft. W. & Ch.—1st	135¼	136½
2d, 7s, 1912	.....	.....
3d, 7s, 1912	129	130½
Clev. & Pitts.—Cons. s. f.	.....	128
4th, sink. fd., 6s, 1892.	.....	111
Col. C. & I. C.—1st, consol.	130	140
2d consol., 7s, 1909	.....	.....
1st, Tr'st Co. ctfs., ass'd	.....	.....
2d, Tr'st Co. ctfs., ass'd	.....	.....
1st, Tr't Co. ctfs. suppl.	.....	116
St. L. V. & T. H.—1st, g., 7s	.....	.....
2d, 7s, 1898	.....	.....
2d, guar., 7s, 1898	111	.....
Pitts. B. & B.—1st, 6s, 1911	.....	79
Rome W. & Og.—Con. 1st,	72½	74
Roch. & Pitt.—1st, 6s, 1921	104	105
Rich. & Al.—1st, 7s, 1920	77	77½
Rich. & Danv.—Cons. g., 6s	93	94
Rich. & Danv.—Cont'd—		
Debenture 6s, 1927	60½	60¾
Atl. & Ch.—1st, p., 7s, '97	.....	.....
Incomes, 1900	.....	93
Scioto Val.—1st, cons., 7s.	.....	96
St. L. & Iron Mt.—1st, 7s	116	117
2d, 7s, 1897	105½	.....
Arkansas Br.—1st, 7s	108¾	109
Cairo & Fulton—1st, 7s.	108	.....
Cairo Ark. & T.—1st, 7s	104⅜	105
Gen. r'y & l. gr., 5s, 1931	75	75½
St. L. Alton & T. H.—1st.	113	114
2d, pref., 7s, 1894	109½	110
2d, income, 7s, 1894	.....	106
Bellev. & S. Ill.—1st, 8s	.....	123
St. P. Minn. & Man.—1st, 7s	107½	108
2d, 6s, 1909	108⅜	108½
Dakota Ext.—6s, 1910.	107¾	107½
Min's Un.—1st, 6s, 1922	*105	110
St. P. & Dul.—1st, 5s, 1931	.....	.....
So. Car. Ry.—1st, 6s, 1920	102	102½
2d, 6s, 1931	*90	92
Tex. Cen.—1st, s. f., 7s, 1909	104½	107
1st mort., 7s, 1911	105	107
Tol. Del. & Bur.—Main, 6s	56	.....
1st, Dayt. Div., 6s, 1910	.....	.....
1st, Ter'l trust, 6s, 1910	.....	.....
Va. Mid.—M. inc., 6s, 1927	50	65
Wab. St. L. & P.—Gen'l, 6s	.....	89
Chic. Div.—5s, 1910	*80¼	82
Hav. Div.—6s, 1910	.....	89
Tol. P. & W.—1st, 7s, 1917	107	.....
Iowa Div.—6s, 1921	.....	91
Ind'polis Div.—6s, 1921	.....	.....
Detroit Div.—6s, 1921.	.....	.....
Cairo Div.—5s, 1931	82	.....
Wabash—M., 7s, 1909.	85	.....
Tol. & W.—1st, ext., 7s	108	.....
1st, St. L. Div., 7s, '89	103	.....
2d, ext., 7s, 1893	100	.....
Equip. b'ds, 7s, 1883.	.....	60
Consol. conv., 7s, 1907	.....	97
Gt. West.—1st, 7s, '88	108½	.....
2d, 7s, 1893	99	100
Q. & T.—1st, 7s, 1890.	*100	.....
Han. & Naples—1st, 7s	.....	.....
Ill. & So. Ia.—1st Ex., 6s	.....	.....
St. L. K. C. & N.—R. c. 7s	105	107¼
Om. Div.—1st, 7s	108¼	.....
Clar'da Br.—6s, 1919	.....	100
St. Chas. Br.—1st, 6s	90	95
No. Missouri—1st, 7s.	119	119½
West. Un. Tel.—1900, cp.	118	.....
1900, reg.	116½	117
N. W. Telegraph—7s, 1904	.....	.....
Mut. Un. T.—S. F., 6s, 1911	.....	73
Spring Val. W. W.—1st, 6s	.....	.....
Oregon RR. & N.—1st, 6s	.....	106

INCOME BONDS.

(Interest payable if earned.)		
Ala. Cent.—Inc. 6s, 1918.	.....	.....
Alleg'y Cent.—Inc., 1912.	.....	.....
Atl. & Pac.—Inc., 1910	.....	.....
Central of N. J.—1908	*75	80
Col. C. & I. C.—Inc. 7s, '90	51	52
Reorg'n Tr'st Co. Cert.	*61	.....
Cent. Ia.—Coup. debt ctfs.	*10	54
Ch. St. P. & M.—L. g. inc., 6s	.....	.....
Chic. & E. Ill.—Inc., 1907	.....	.....
Des M. & Ft. D.—1st, inc., 6s	.....	.....
Det. Mac. & Marq.—Inc.	.....	.....
E. T. V. & Ga.—Inc., 6s, 1931	39¾	40⅛
El. C. & No.—2d, inc., 1970	.....	.....
G. Bay W. & St. P.—2d, inc.	.....	20
Ind. Bl. & W.—Inc., 1919	.....	.....
Consol., Inc., 6s, 1921.	.....	50
Ind's Dec. & Spr'd—2d inc	.....	50
Trust Co. certificates	.....	.....
Leh. & Wilkesb. Coal—'88	80	.....
Lake E. & W.—Inc. 7s, '99	41	45
Sand'ky Div.—Inc., 1920	37	50
Laf. Bl. & Mun.—Inc. 7s, '99	42½	.....
Mil. L. S. & W.—Incomes	80½	81¾
Mob. & O.—1st prf. deben.	83½	.....
2d pref. debentures	48	48¼
3d pref. debentures	34	37½
4th pref. debentures	.....	34
N. Y. Lake E. & W.—Inc. 6s	.....	96
N. Y. P. & O.—1st inc. ac., 7s	.....	57
Ohio Cent.—Income, 1920	30	33
Min'l Div.—Inc. 7s, 1921	.....	.....
Ohio So.—2d inc., 6s, 1921	.....	27
Ogdens. & L. C.—Inc., 1920	.....	.....
Small	.....	.....
Peoria D. & Ev.—Inc., 1920	.....	70
Evans. Div.—Inc., 1920	55	60
Roch. & Pitts.—Inc., 1921	45	46
Rome W. & Og.—Inc., 7s	.....	44
So. Car. Ry.—Inc., 6s, 1931	59	59½
St. Louis I. M. & So.—		
1st, 7s, pref., int. accum.	.....	120
2d, 6s, int. accum'lative	*90	.....
St'g l & Ry. Sec. B., inc. '94	.....	.....
Plain incomes, 6s, 1896	.....	37
Sterling Mt. Ry.—Inc., 95	.....	.....
St. L. A. & T. H.—Div. bds	63½	.....
Tol. Del. & B.—Inc., 6s, 1910	6	16
Dayton Div.—6s, 1910	.....	.....
Tex. & St. L.—L. g., inc. 1920	.....	.....

* No price Friday—these are latest quotations made this week.

New York Local Securities.

Bank Stock List.

COMPANIES. Marked thus (*) are not National.	Par.	PRICE. Bid.	Ask.
America*	100	.....	.....
Amer. Exchange	100	130	.....
Bowery	100	.....	.....
Broadway	25	.....	.....
Butchers' & Drov's'	25	.....	.....
Central	100	.....	.....
Chase	100	.....	.....
Chatham	25	.....	.....
Chemical	100	.....	.....
Citizens'	25	.....	.....
City	100	.....	.....
Commerce	100	151	.....
Continental	100	.....	.....
Corn Exchange*	100	160	.....
East River	25	.....	.....
Eleventh Ward*	25	.....	.....
Fifth	100	.....	.....
Fifth Avenue*	100	.....	.....
First	100	.....	.....
Fourth	100	.....	.....
Fulton	30	.....	135
Gallatin	50	.....	.....
German American*	75	95	.....
German Exchange*	100	.....	.....
Germania*	100	125	150
Greenwich*	25	.....	.....
Hanover	100	135	.....
Imp. & Traders'	100	253	.....
Irving	50	.....	.....
Island City*	50	.....	.....
Leather Manuf'rs'	100	150	.....
Manhattan*	50	.....	.....
Marine	100	135	.....
Market	100	.....	.....
Mechanics'	25	.....	153
Mechanics' & Trads'	25	95	.....
Mercantile	100	115	.....
Merchants'	50	.....	.....
Merchants' Exch	50	.....	.....
Metropolis*	100	.....	.....
Metropolitan	100	160	.....
Murray Hill*	100	.....	.....
Nassau*	100	.....	.....
New York	100	145½	155
N. Y. Nat. Exch	100	.....	.....
Ninth	100	120	.....
North America*	70	.....	.....
North River*	30	.....	.....
Oriental*	25	.....	.....
Pacific*	50	.....	.....
Park	100	.....	160
People's*	25	.....	.....
Phenix	20	95	.....
Produce*	50	.....	.....
Republic	100	.....	.....
St. Nicholas	100	.....	145
Seventh Ward	100	160	.....
Second	100	.....	.....
Shoe & Leather	100	.....	.....
State of New York*	100	.....	.....
Third	100	.....	.....
Tradesmen's	40	115	.....
Union	50	157	.....
United States	100	.....	150
Wall Street	50	102¾	.....
West Side*	100	.....	.....

Insurance Stock List.

[Prices by E. S. Bailey, 7 Pine St.]

COMPANIES.	Par.	PRICE. Bid.	Ask.
American	50	148	155
Amer. Exchange	100	105	110
Bowery	25	170	190
Broadway	25	160	175
Brooklyn	17	160	190
Citizens'	20	140	150
City	70	115	120
Clinton	100	120	130
Commercial	50	95	100
Continental	100	230	240
Eagle	40	210	220
Empire City	100	70	80
Exchange	30	90	100
Farragut	50	117	125
Firemen's	17	80	90
Firemen's Trust	10	90	100
Franklin & Emp.	100	115	120
German-American	100	180	190
Germania	50	140	147
Globe	50	110	120
Greenwich	25	250	280
Guardian	100	60	65
Hamilton	15	115	120
Hanover	50	130	140
Hoffman	50	80	85
Home	100	140	145
Howard	50	80	85
Importers' & Trad's'	50	75	80
Irving	100	70	80
Jefferson	30	125	130
Kings C'nty (Bkn.)	20	180	210
KnickerLocker	40	72½	80
Lamar	100	70	75
Long Isl'd (B'klyn)	50	105	110
Lorillard	25	53	60
Manufac. & Build.	100	107	113
Manhattan	100	40	60
Mech. & Traders'	25	120	130
Mechanics' (Bklyn)	50	130	140
Mercantile	50	65	75
Merchants'	50	100	110
Montauk (Bklyn.)	50	105	110
Nassau (Bklyn.)	50	140	150
National	37½	100	106
N. Y. Equitable	35	145	150
N. Y. Fire	100	80	90
N. Y. & Boston	100	5	10
New York City	100	60	65
Niagara	50	165	180
North River	25	103	108
Pacific	25	160	170
Park	100	110	120
Peter Cooper	20	160	175
People's	50	117	120
Phenix	50	145	150
Relief	50	55	67
Republic	100	75	85
Rutgers'	25	120	140
Standard	50	100	110
Star	100	70	75
Sterling	100	50	60
Stuyvesant	25	115	125
Tradesmen's	25	80	85
United States	25	125	135
Westchester	10	120	126
Williamsburg City	50	220	260

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date. *	Bid.	Ask.
		$		p.c.			
Brooklyn Gas-Light	25	2,000,000	Var's	5	Nov., '82	107	112
Citizens' Gas-L. (Bklyn.)	20	1,200,000	Var's	3	Jan., '83	70	75
Bonds	1,000	315,000	A. & O.	3½	Oct., '82	105	110
Harlem	50	1,850,000	F. & A	3	Aug., '82	92	95
Jersey City & Hoboken	20	750,000	J. & J.	7½	July, '82	155	160
Manhattan	50	4,000,000	J. & J.	5	Dec., '82	215	220
Metropolitan	100	2,500,000	M. & S.	6	'Aug., '82	183	.....
Bonds	500	750,000	F. & A.	3	.....	105	110
Mutual (N. Y.)	100	3,500,000	Quar.	2½	Jan., '83	107	109½
Bonds	1,000	1,500,000	M. & N.	6	1982	102	104
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '81	50	55
Scrip	Var's	700,000	M. & N.	3½	Nov., '82	90	95
New York	100	4,000,000	M. & N.	5	Nov., '82	112	114
People's (Bklyn.)	10	1,000,000	J. & J.	3½	Jan., '76	45	50
Bonds	1,000	375,000	M. & N.	3½	Nov., '82	103	105
Bonds	Var's	125,000	Var's	3	Oct., '82	87	92
Central of New York	50	466,000	F. & A.	3	Aug., '82	75	85
Williamsburg	50	1,000,000	Quar.	1½	Feb., '82	50	55
Bonds	1,000	1,000,000	A. & O.	3	Oct., '82	100	102
Metropolitan (Bklyn.)	100	1,000,000	M. & N.	3	Jan., '83	78	80
Municipal	100	3,000,000	.....	7	Nov., '82	165	170
Bonds	.....	750,000	M. & N.	6	1888	106	110
Fulton Municipal	100	1,500,000	.....	.....	.....	60	70

[Quotations by H. L. Grant, Broker, 145 Broadway.]

					*		
Bl'cker St.& Fult.F.—Stk	100	900,000	J. & J.	¾	Jan., '83	24	27
1st mort	1,000	691,000	J. & J.	7	July, 1900	107	112
Br'dway & 7th Av.—St'k.	100	2,100,000	Q.—J.	2	Jan., '83	145	147
1st mort	1,000	1,500,000	J. & D.	7	June, '84	102	103
Brooklyn City—Stock	10	2,000,000	Q.—F.	3½	Nov., '82	208	215
1st mort	1,000	300,000	M. & N.	7	.....	102	110
Br'dway (Bkln.)—Stock	100	200,000	Q.—J.	6	Jan., '83	190	205
Bklyn. Crosstown—Stock	100	400,000	Q.—J.	6	Jan., '83	190	200
1st mort. bonds	1,000	300,000	Q.—J.	7	1888	105	112
Bushw'k Av. (Bkln)—St'k	100	500,000	J. & J.	6	Jan., '83	150	.....
Cent. Pk. N. & E. Riv.—Stk	100	1,800,000	Q.—J.	6	Jan., '83	145	147
Consol. mort. bonds	1,000	1,200,000	J. & D.	7	Dec., 1902	115	117
Christ'ph'r & 10th St—Stk	100	650,000	F. & A.	2½	Aug., '82	108	112
Bonds	1,000	250,000	J. & J.	7	1898	106	112
Dry Dk. E. B. & Bat'y—Stk	100	1,200,000	Q.—F.	4	Nov., '82	250	265
1st mort., consol	500&c.	900,000	J. & D.	7	June, '93	115	117½
Eighth Av.—Stock	100	1,000,000	Q.—J.	3	Jan., '83	250	.....
1st mort	1,000	503,000	J. & J.	7	June, '84	100	110
42d & Gr'nd St. F'ry—Stk	100	748,000	M. & N.	6	Nov., '82	250	.....
1st mort	1,000	236,000	A. & O.	7	April, '93	110	115
Central Crosstown—Stk.	100	600,000	.....	.....	.....	78	82½
1st mort	1,000	200,000	M. & N.	7	Nov., 1904	103	108
Houst. W. St. & P. F'y—Stk	100	250,000	.....	.....	.....	80	.....
1st mort	500	500,000	J. & J.	7	July, '94	108	112
Second Av.—Stock	100	1,199,500	J. & J.	5	Jan., '83	180	185
3d mort	1,000	150,000	A. & O.	7	April, '85	103	.....
Consol. conv	1,000	1,050,000	M. & N.	7	Nov., '88	105	108
Extension	500&c.	200,000	M. & S.	7	Sept., '83	180	.....
Sixth Av.—Stock	100	750,000	M. & N.	5	Nov., '82	240	250
1st mort	1,000	500,000	J. & J.	7	July, '90	110	115
Third Av.—Stock	100	2,000,000	Q.—F.	5	Nov., '82	270	.....
1st mort	1,000	2,000,000	J. & J.	7	July, '90	110	113
Twenty-third St.—Stock	100	600,000	F. & A.	4	Aug., '82	154	161
1st mort	1,000	250,000	M. & N.	7	May, '93	113½	115

* This column shows last dividend on *stocks*, but date of maturity of *bonds*.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.	Bid.	Ask.
BOSTON.		
Atch. & Topeka—1st, 7s.	.....	.....
Land grant, 7s	92½	92¾
Atlantic & Pacific—6s	18½	18¾
Income	.....	.....
Boston & Maine—7s	.....	.....
Boston & Albany—7s	.....	.....
6s	.....	.....
Boston & Lowell—7s	.....	.....
6s	.....	.....
Boston & Providence—7s	.....	.....
Burl. & Mo.—Ld. gr., 7s	115½	.....
Nebraska, 6s	Ex.	.....
Nebraska, 6s	103	.....
Nebraska, 4s	.....	82⅝
Chic. Burl. & Q.—D. Ex.	83	.....
Conn. & Passumpsic—7s	.....	.....
Connotton Valley—6s	32	.....
5s	31	.....
California Southern—6s	65	.....
East'n, Mass.—4½s, new	109	109½
Fort Scott & Gulf—7s	111½	.....
Hartford & Erie—7s	.....	.....
K. City Lawr. & So.—5s	104¾	.....
K. City St. Jo. & C. B.—7s	113½	114
Little R. & Ft. S.—7s, 1st	.....	105¼
Mass. Central—6s	25½	26
Mexican Central—7s	74	74½
N. Y. & N. England—6s	104¾	.....
7s	115⅜	.....
N. Mexico & So. Pac.—7s	.....	113½
Ogdensb. & L. Ch.—Con. 6s	.....	.....
Income	.....	.....
Old Colony—7s	.....	.....
6s	.....	.....
Pueblo & Ark. Val.—7s	113¾	.....
Rutland—6s, 1st	.....	.....
Sonora—7s	104¾	104⅞
T. Cinn. & St. L.—1st, 6s	40	.....
Income	10⅝	.....
Dayton Division	.....	.....
Main line	.....	.....
STOCKS.		
Atchison & Topeka	86	86⅛
Boston & Albany	174¾	175
Boston Clinton & Fitchb.	.....	56
Boston & Lowell	101½	102½
Boston & Maine	150	150½
Boston & Providence	161	.....
Cheshire, preferred	.....	63
Chic. & West Michigan	.....	.....
Cinn. Sandusky & Cleve.	24	25
Concord	102	.....
Connecticut River	.....	.....
Conn. & Passumpsic	90	91
Connotton Valley	2	4
Eastern, Mass.	39	.....
Eastern, New Hampsh.	89	90
Fitchburg	118½	119
Flint & Pere Marquette	23	25
Preferred	.....	.....
Fort Scott & Gulf—Pref.	120	.....
Common	.....	.....
Iowa Falls & Sioux City	88	89
Little Rock & Ft. Smith	40	.....
Maine Central	89	.....
Manchester & Lawrence	.....	.....
Marq. Hought'n & Onton	78½	79
Preferred	.....	121
Nashua & Lowell	150	.....
N. Y. & New England	49⅞	.....
Northern of N. Hampsh.	109	.....
Norwich & Worcester	160	.....
Ogdensb. & L. Champlain	25	.....
Old Colony	.....	.....
Portland Saco & Portsm.	.....	112
Pullman Palace Car	.....	.....
Rutland—Preferred	19	20
Revere Beach & Lynn	.....	.....
Tol. Cinn. & St. Louis	5	5⅛
Verm't & Massachusetts	131	.....
Worcester & Nashua	.....	.....
Wisconsin Central	15	15½
Preferred	.....	.....
PHILADELPHIA.		
RAILROAD STOCKS. †		
Allegheny Valley	.....	.....
Buffalo Pittsb. & West'n	18	.....
Preferred	.....	.....
Camden & Atlantic	.....	.....
Preferred	.....	51
Catawissa	22	.....
1st preferred	54	.....
2d preferred	52½	.....
Delaware & Bound Brook	125	.....
East Pennsylvania	.....	.....
Elmira & Williamsport	40	.....
Preferred	50	.....
Har. P. Mt. Joy & Lanc'r	.....	.....
Huntingd'n & Broad Top	.....	.....
Preferred	.....	.....
Lehigh Valley	63¼	63½
Preferred	.....	.....
Little Schuylkill	.....	.....
Minehill & Sch. Haven	60	.....
Nesquehoning Valley	.....	55
Norfolk & West'n—Com.	.....	.....
Preferred	.....	.....
Northern Central	54½	55
North Pennsylvania	.....	.....
Pennsylvania	59⅞	60
Philadelphia & Erie	19¼	20
Phila. Ger. & Norristown	.....	106
Phila. Newtown & N.Y.	.....	.....
Phila. & Reading	27⅝	27¾
Phila. & Trenton	.....	.....
Phila. Wilm. & Balt.	.....	.....
Pittsb. Cin. & St. L.—Com.	.....	.....
St. Paul & Duluth—Com.	39	.....
Preferred	96	98
United N. J. Companies	.....	187¾
West Chester—Cons. pref.	.....	.....
West Jersey	.....	.....
West Jersey & Atlantic	28	.....
CANAL STOCKS.		
Lehigh Navigation	39	39½
Pennsylvania	.....	.....
Schuylkill Navigation	.....	.....
Preferred	.....	.....
RAILROAD BONDS.		
Allegh. Val.—7 3-10s, '96	120	.....
7s, E. ext., 1910	118	.....
Inc. 7s, end., coup., '94	48	50
Belvid'e Del.—1st, 6s, 1902	.....	121½
2d, 6s, 1885	104	.....
3d, 6s, 1887	104	.....

SECURITIES.	Bid.	Ask.
Cam. & Amboy—6s, c., '83	101½	.....
6s, coup., 1889	105	.....
Mort., 6s, 1889	112	113
Cam. & Atl.—1st, 7s, g., '93	.....	.....
2d, 6s, 1904	102	.....
Cons., 6 p. c	.....	.....
Cam. & Burl. Co.—6s, '97.	110	.....
Catawissa—1st, 7s, con. c.	.....	117
Chat. M., 10s, 1888	.....	.....
New 7s, reg. & coup	121	123
Chart'rs V.—1st, 7s, 1901	.....	.....
Connect'g 6s, cp., 1900-04	119	125
Delaware—6s, reg. & cp., V.	.....	.....
Del. & Bound Br.—1st, 7s	125	126½
East Penn.—1st, 7s, 1888	.....	.....
Easton & Amb'y—5s, 1920	.....	.....
El. & Wmsp't—1st, 6s, 1910	115	.....
5s, perpetual	.....	100
Harrisb'g—1st, 6s, 1883	100	.....
H. & B. T.—1st, 7s, g., 1890	.....	.....
Cons. 5s, 1895	89	90
Ithaca & Ath.—1st, c. & r., 7s	.....	.....
Junction—1st, 6s, 1882	.....	.....
2d, 6s, 1900	.....	115½
Lehigh V.—1st, 6s, reg., '98	120	.....
1st, 6s, coup., 1898	120	.....
2d, 7s, reg., 1910	133½	.....
Cons. 6s, reg., 1923	119	.....
Cons. 6s, cp., 1923	.....	.....
N. O. Pac.—1st, 6s, 1920	.....	.....
No. Penn.—1st, 6s, cp., '85	.....	.....
2d, 7s, cp. 1896	119¼	.....
Gen., 7s, reg., 1903	124	.....
Gen., 7s, cp., 1903	.....	103
Debenture 6s, reg	.....	.....
Norfolk & West.—Gen. 6s	.....	.....
Oil Creek—1st, 6s, coup.	102½	.....
Pennsylv.—Gen., 6s, reg.	124	125
Gen., 6s, cp., 1910	121	.....
Cons., 6s, reg., 1905	.....	117½
Cons., 6s, coup., 1905	.....	.....
Cons., 6s, reg., 1919	.....	.....
Pa. & N. Y. C.—7s, 1896.	118	125
7, 1906	.....	127
Perkiomen—1st, 6s, cp. '87	101	103
Phil. & Erie—2d. 7s, cp., '88	112¼	.....
Cons., 6s, 1920	.....	.....
Cons., 5s, 1920	103	.....
Phila. Newt. & N.Y.—1st	.....	.....
Phil. & R.—1st, 6s, 1910	.....	.....
2d, 7s, coup., 1893	118⅜	120
Cons., 7s, reg., 1911	.....	.....
Cons., 7s, coup., 1911	.....	.....
Cons., 6s, g., I.R.C. 1911	110½	.....
Imp., 6s, g., coup., 1897	.....	.....
Gen., 6s, g., coup., 1908	92	92¼
Income, 7s, coup., 1896	.....	94½
Debenture coup., 1893	62	.....
Deb. coup. off, 1893	.....	.....
Scrip, 1882	102	.....
Conv., 7s, R. C., 1893.‡	73½	.....
Conv. 7s, coup. off, 1893	.....	.....
Phil. Wil. & Balt.—4s, tr. ct	93	93¾
Pitts. Cin. & St. L.—7s, reg	120	.....
7s, coup., 1900	.....	.....
Pitts. Titus. & B.—7s, cp.	94	.....
Rich. & Dan.—Cons. int. 6s	.....	.....
Shamokin V. & Potts.—7s	.....	.....
Sunbury & Erie—1st, 7s	.....	.....
Sunb. Haz. & W.—1st, 6s	87½	.....
2d, 6s, 1938	25	.....
Syr. Gen. & Corn.—1st, 7s	.....	.....
Texas & Pacific—1st, 6s, g.	105	.....
Rio Gr. Div.—1930	84¼	85
Cons. 6s, gold, 1905	93	95
Inc. & L. Gr., 7s, 1915	.....	.....
Union & Titusv.—1st, 7s	.....	.....
United N. J.—Cons. 6s, '94	.....	.....
Warren & F.—1st, 7s, '96	112	.....
West Chester—Cons. 7s	117	119
West Jersey—6s, deb. cp.	.....	.....
1st, 6s, coup., 1896	.....	.....
1st, 7s, 1899	121	.....
Cons. 6s, 1909	.....	.....
W. Jersey & A'l.—1st, 6s, C.	108	.....
Western Penn.—6s, coup.	107	.....
6s, P. B., 1896	.....	.....
Gen., 7s, coup., 1901	.....	.....
CANAL BONDS.		
Ches. & Del.—1st, 6s, 1886	84½	.....
Lehigh Nav.—6s, reg., '84	101¾	.....
Mort. RR., reg., 1897	115¼	.....
Cons., 7s, reg., 1911	115½	.....
Greenw'd Tr., 7s, reg.	.....	.....
Morris—Boat Loan rg., '85	.....	.....
Pennsylv.—6s, cp., 1910	.....	87
Schuylk. Nav.—1st, 6s, rg.	105	.....
2d, 6s, reg., 1907	.....	90
BALTIMORE.		
RAILR'D STOCKS. Par		
Baltimore & Ohio	100	200 213
1st pref	.....	.....
2d pref	121½	.....
Wash. Branch	100	.....
Parkersburg Br.	50	8¼ .....
Northern Central	50	54¾ 55¼
Western Maryland	50	15 16
Central Ohio—Com	50	50 52
Pittsburg & Connellsville	.....	.....
RAILROAD BONDS.		
Atlanta & Charl.—1st	103	104
Inc.	.....	.....
Balt. & Ohio—6s, '85, A. & O	.....	.....
Columbia & Greenv.—1sts	98	100
2ds	.....	74
N. W. Va.—3d, guar., J. & J.	.....	.....
Pittsb. & Con'ells.—7s, J. & J	118	.....
No. Central—6s, '85, J. & J.	102¼	104
6s, 1900, A. & O	.....	.....
6s, gold, 1900, J. & J	.....	115½
Cen. Ohio.—6s, 1st, M. & S.	108	110
W. Md.—6s, 1st, g., J. & J.	.....	.....
1st, 1890, J. & J	.....	.....
2d, guar., J. & J	.....	.....
2d, pref	.....	.....
2d, guar. by W. Co., J. & J.	.....	.....
6s, 3d, guar., J. & J	.....	.....
Mar. & Cin.—7s, '91, F. & A.	129½	130
2d	M. & N	99 99¼
8s, 3d, J. & J	53¼	53½
Richm. & Danv.—Gold, 6s	.....	.....
Union RR. 1st, gua. J. & J	.....	.....
Canton endorsed	117	.....
Virginia & Tenn.—6s	100¼	.....
8s	120	.....
Wil. & Weldon—Gold, 7s.	119	121
Wilm. C. & Aug.—6s	107¼	.....

* Ex-dividend. † Per share. ‡ In default.

RAILROAD EARNINGS.

Roads.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo	1883.	1882.	1883.	1882.
		$	$	$	$
Cent.Br.Un.Pac.	1st wk Jan	21,828	11,924	21,828	11,924
Chic.& Gr.Trunk	Wk. Jan. 6	44,587	24,764	44,587	24,764
Chic. Mil & St. P.	1st wk Jan	343,000	326,055	343,000	326,055
Chic. & Northw	1st wk Jan	313,100	346,400	313,100	346,400
Ch.St.P.Min.&O	1st wk Jan	75,800	72,700	75,800	72,700
Denv. & Rio Gr	1st wk Jan	89,000	121,300	89,000	121,300
Hannibal&St.Jo	1st wk Jan	35,600	29,500	35,600	29,500
Ind.Bloom.& W	1st wk Jan	58,384	39,659	58,384	39,659
Int. & Gt. North.	1st wk Jan	6 ,951	52,699	66,951	52,699
Long Island	1st wk Jan	36,232	33,234	36,232	33,234
Louisv.& Nashv	1st wk Jan	241,940	201,640	241,940	201,640
Mil. L.Sh.& West	1st wk Jan	12,891	13,910	12,891	13,910
Mo. Kan. & Tex	1st wk Jan	114,735	90,784	114,735	90,784
Missouri Pacific	1st wk Jan	140,900	127,900	140,900	127,900
Metropol. Elev.	10 dys Jan	70,016	72,014	70,016	72,014
N.Y. Elevated	10 dys Jan	105,630	84,549	105,630	84,549
Northern Pacific	1st wk Jan	118,200	55,456	118,200	55,406
Ohio Central	1st wk Jan	20,082	24,395	20,082	24,395
Ohio Southern	1st wk Jan	9,280	6,516	9,280	6,516
St.L.Iron Mt.&S.	1st wk Jan	141,818	112,312	141,818	112,312
St.L.&San Fran.	1st wk Jan	55,300	54,770	55,300	54,770
St. Paul & Dul.	1st wk Jan	18,384	15,137	18,384	15,137
St. P. Minn.& M.	1st wk Jan	120,000	77,076	120,000	77,076
Scioto Valley	1st wk Jan	8,291	7,456	8,291	7,456
Texas & Pacific	1st wk Jan	118,295	72,981	118,295	72,981
Wab.St.L.& Pac.	1st wk Jan	281,893	291,566	284,893	291,566

Roads.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo	1882.	1881.	1882.	1881.
		$	$	$	$
Ala.Gt.Southern	November.	98,097	78,257	761,945	702,475
Atch.Top.& S.Fe	November.	1,331,470	1,303,385	13,296,823	11,125,736
Buff. Pittsb.&W.	November.	86,817	60,759	827,897	620,125
Bur.Ced.R.& No.	December	246,062	232,812	2,800,679	2,259,036
Cairo & St. Louis	3d wk Dec	9,418	10,964	372,717	419,137
Ced.Rap.& Mo.R	October...	312,525	356,642	.....	.....
Central of Ga...	November.	411,800	419,551	.....	.....
Central Pacific	December.	1,968,000	2,225,179	25,713,150	24,094,099
Charl.Col.& Aug.	3 wks Dec.	‡41,457	‡32,711	.....	.....
Chesap. & Ohio	3 wks Dec.	187,677	133,736	3,269,297	2,636,938
Chicago & Alton	4th wk Dec	159,880	134,656	8,211,988	7,557,741
Chic. Bur. & Q.	November.	2,199,421	1,816,133	19,523,744	19,270,965
Chic. & East. Ill.	4th wk Dec	27,011	34,830	1,773,022	1,640,451
Chic. & W. Mich.	2d wk Dec	26,223	25,666	1,422,642	1,253,710
Cin.Ind.St.L.&C	December.	189,956	195,809	2,645,529	2,415,372
Cincinnati South	November.	242,932	225,937	2,334,542	.....
Clev.Akron& Col	4th wk Dec	12,547	12,174	505,967	423,699
Columb.&Green.	3 wks Dec	‡53,172	‡42,311	.....	.....
Col. Hock.V.&T.	4th wk Dec	58,073	.....	2,867,288	.....
Connotton Val..	November.	20,905	.....	.....	.....
Danbury & Nor	November.	18,097	17,604	.....	.....
Denv.& R.Gr.W.	November.	36,168	.....	.....	.....
Des M. & Ft. D.	3d wk Dec	7,751	7,550	340,042	393,127
Det. Lan. & No..	3d wk Dec	28,268	26,231	1,550,470	1,330,195
Dub. & Sioux C.	4th wk Dec	17,705	24,623	1,141,401	1,110,039
Eastern	December.	249,391	248,308	3,413,840	3,187,415
E.Tenn.Va.&Ga	December.	338,687	302,957	.....	.....
Eliz. Lex. & B.S	November.	61,188	.....	482,229	.....
Evansv. & T. H.	4th wk Dec	12,494	13,515	.....	.....
Flint & P. Marq.	4th wk Dec	65,494	55,894	2,156,927	1,875,146
Ft.W. & Denver.	4th wk Dec	5,632	.....	.....	.....
Grand Trunk....	Dec. 30 ...	382,639	296,934	.....	.....
Gr.Bay W.&St.P.	4th wk Dec	10,547	12,294	.....	.....
Gulf Col&San.Fe	December.	241,447	140,068	1,628,914	1,060,187
Hous.E.&W.Tex	November.	25,405	18,487	240,790	143,886
Hous.& Tex.Cen	November.	410,000	343,857	.....	.....
Illinois Cen.(Ill.)	December.	543,092	583,085	6,914,867	6,733,955
Do (Iowa)	December.	153,959	180,390	1,916,414	1,852,442
Iowa Central ...	December.	102,229	120,122	1,165,178	1,001,366
K.C.Ft. S. & Gulf	3d wk Dec	36,078	34,215	1,694,400	1,500,087
L. Erie & West'n	4th wk Dec	41,735	30,598	1,477,027	1,376,572
L. R. & Ft.Smith	December.	80,070	62,932	.....	.....
L.Rk.M.Riv.&T.	December.	45,700	33,404	.....	.....
Louis. N.A.& Ch.	November.	122,000	88,000	.....	.....
Mar.Hough.& O.	November.	90,891	66,051	1,174,426	884,519
Mexican Cent..	3d wk Dec	4,651	.....	.....	.....
Do So.Div	2d wk Dec	29,029	.....	991,790	.....
Mexican Nat'l..	November.	77,209	.....	.....	.....
Minn.& St. Louis	December.	147,761	126,594	.....	.....
Mobile & Ohio..	December.	307,643	258,812	2,179,662	2,403,220
Nashv.Ch.& St.L	November.	181,336	152,059	1,746,695	1,902,131
N. Y.& N. Engl'd	2d wk Dec	66,400	55,807	3,277,529	2,689,910
N.Y.L.E.& West.	October...	1,819,010	1,814,866	.....	.....
Norfolk & West.	December.	217,328	205,699	2,422,308	2,267,288
Northern Cent..	November.	526,685	487,160	5,310,173	4,967,077
Ohio & Miss....	November.	343,793	266,425	.....	.....
Oregon Imp.Co.	October...	435,668	.....	2,801,908	.....
Oregon R.&N.Co	December.	275,900	378,735	4,955,500	4,408,680
Oregon & Cal...	November.	112,000	.....	.....	.....
Pennsylvania ..	November.	4,373,825	3,810,215	44,922,657	40,392,427
Peoria Dec.&Ev.	3d wk Dec.	11,910	14,051	746,383	670,135
Philadelp.& Erie	November.	369,583	284,078	3,675,901	3,171,537
Phila.& Reading	November.	2,256,749	2,015,589	20,039,227	18,925,212
Do Coal & Ir.	November.	1,657,792	1,482,790	14,029,256	12,716,153
Richm.& Danv..	3 wks Dec.	‡188,300	‡179,300	3,523,772	3,385,204
St.Johnsb.&L.C.	October...	26,444	21,222	216,548	178,616
St. L.Alt. & T.H.	4th wk Dec	34,110	32,345	1,371,532	1,424,803
Do (brchs.)	4th wk Dec	21,720	26,892	873,788	756,024
South Carolina.	November.	151,681	134,309	1,164,736	1,119,224
§So. Pac. Cal....	Septemb'r.	‡347,562	.....	‡2,943,006	.....
So. Pac. of Ariz.	Septemb'r.	‡ 30,690	.....	‡2,145,386	.....
Do of N.Mex	Septemb'r.	‡68,810	.....	‡557,588	.....
Tol. Cin. & St. L.	4th wk Dec	25,180	24,652	942,433	700,940
Union Pacific...	December.	2,294,000	2,267,000	30,085,188	29,776,895
Utah Central ...	November.	136,204	148,972	1,391,415	.....
Vicksb'rg& Mer.	November.	59,598	58,745	417,529	.....
Va. Midland....	3 wks Dec.	‡46,092	‡48,497	1,353,069	1,262,658
West Jersey	November	68,856	.....	1,036,948	.....
Wisconsin Cent.	December.	105,163	94,697	.....	.....

† Freight earnings only.
‡ Included in Central Pacific earnings above.
§ Southern Division.

Coins.—The following are quotations in gold for various coins

Sovereigns	$4 83 @$4 87	Silver ¼s and ½s.	— 99¾@ par.
Napoleons	3 83 @ 3 87	Five francs	— 92 @ — 95
X X Reichmarks.	4 73 @ 4 77	Mexican dollars..	— 85 @ — 85¾
X Guilders	3 98 @ 4 00	Do uncommerc'l.	— 84 @ — 85
Span'h Doubloons.	15 55 @15 75	English silver	4 75 @ 4 83
Mex. Doubloons.	15 50 @15 65	Prus. silv. thalers.	— 68 @ — 70½
Fine silver bars ..	1 08⅞@ 1 09⅛	U. S. trade dollars	— 99¼@ — 99⅝
Fine gold bars....	par@¼ prem.	U. S. silver dollars	— 99¾@ par
Dimes & ½ dimes.	— 99⅛@ par		

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Jan. 6:

Banks.	Capital.	Average amount of—				
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
	$	$	$	$	$	$
New York.....	2,000,000	8,816,000	1,688,000	841,000	8,134,000	495,000
Manhattan Co..	2,050,000	8,102,000	1,476,000	638,000	7,543,000	.....
Merchants.....	2,000,000	7,121,000	1,059,300	571,900	6,413,300	450,000
Mechanics'.	2,000,000	7,161,000	1,475,000	531,000	6,418,000	.....
Union.....	1,200,000	4,457,000	591,300	353,200	3,586,000	.....
America.....	3,000,000	8,553,400	927,100	476,500	6,060,100	1,100
Phenix.....	1,000,000	2,675,000	603,000	81,000	2,366,000	267,600
City.....	1,000,000	7,102,100	2,783,000	251,000	7,883,000	.....
Tradesmen's.....	1,000,000	2,887,200	367,500	78,800	1,724,900	784,600
Fulton	600,000	1,583,300	349,800	82,000	1,207,900	.....
Chemical.....	300,000	13,512,000	3,913,400	506,800	13,927,100	.....
Merch'nts' Exch.	1,000,000	3,351,200	570,700	279,100	3,022,400	281,700
Gallatin Nation'l	1,000,000	4,203,400	541,600	149,400	2,419,700	772,800
Butchers'&Drov.	300,000	1,562,400	295,900	138,600	1,541,600	238,800
Mechanics' & Tr.	200,000	905,000	208,000	82,000	939,000	128,600
Greenwich... ...	200,000	987,800	164,000	180,000	880,000	2,600
Leather Man'f'rs	600,000	2,990,700	402,800	308,800	2,360,100	533,300
Seventh Ward...	300,000	1,165,600	287,300	86,300	1,305,200	21,800
State of N. York.	800,000	3,682,200	384,600	136,600	3,042,300	.....
American Exch .	5,000,000	13,497,000	2,091,000	404,000	10,573,000	.....
Commerce.....	5,000,000	16,372,100	3,784,400	782,900	11,751,100	960,100
Broadway.....	1,000,000	5,375,500	1,042,700	259,000	4,104,300	897,500
Mercantile.....	1,000,000	5,846,400	632,000	656,200	5,355,600	703,000
Pacific.....	422,700	2,201,200	396,600	210,200	2,430,100	.....
Republic	1,500,000	5,707,400	470,500	157,500	3,025,700	1,121,500
Chatham	450,000	3,508,200	803,300	306,300	3,871,200	45,000
People's.....	200,000	1,390,200	218,700	115,600	1,707,500	5,400
North America..	700,000	2,851,700	225,000	186,000	2,809,800	.....
Hanover	1,000,000	8,470,500	1,705,400	766,000	8,849,700	810,000
Irving.....	500,000	3,134,000	402,900	347,800	2,989,800	44,800
Metropolitan	3,000,000	12,598,000	2,450,000	654,000	10,260,000	2,186,000
Citizens'.....	600,000	2,838,300	931,400	229,300	2,738,300	365,500
Nassau	500,000	2,184,400	191,400	191,800	2,270,100	.....
Market.....	500,000	2,884,900	407,200	126,700	2,271,900	443,000
St. Nicholas.....	500,000	2,339,800	246,500	85,300	2,080,500	.....
Shoe & Leather..	500,000	3,268,000	642,000	220,000	3,314,000	444,000
Corn Exchange..	1,000,000	4,381,600	347,400	207,000	3,264,800	4,500
Continental.....	1,000,000	5,875,600	1,542,800	210,500	5,458,600	669,200
Oriental.....	300,000	1,988,600	743,000	391,200	1,947,300	.....
Marine	400,000	3,245,000	733,000	218,000	3,841,000	570,000
Importers' & Tr..	1,500,000	20,094,400	5,053,000	428,000	21,379,200	1,392,000
Park	2,000,000	16,761,300	4,349,000	893,700	20,780,000	45,000
Wall St. Nation'l	500,000	1,541,000	252,200	101,000	1,436,700	.....
North River.	240,000	1,431,000	19,000	224,000	1,412,000	.....
East River.....	250,000	1,049,700	166,700	158,900	919,100	220,500
Fourth National.	3,200,000	18,072,00	3,330,800	841,000	16,179,500	540,000
Central Nat.....	2,000,000	7,639,000	408,000	1,294,000	7,741,000	297,000
Second Nation'l	300,000	2,992,000	506,000	351,000	3,510,000	90,000
Ninth National..	750,000	5,837,800	1,141,800	497,600	5,575,800	510,900
First National..	500,000	13,142,000	3,782,800	841,900	15,670,000	438,400
Third National..	1,000,000	6,020,700	746,400	807,900	6,337,100	.....
N. Y. Nat. Exch..	300,000	1,978,900	177,100	119,300	1,979,700	250,000
Bowery National.	250,000	1,890,000	268,800	215,200	1,829,800	225,000
N. York County .	200,000	1,622,700	27,700	511,200	2,031,400	180,000
Germ'n Americ'n	750,000	2,651,500	331,600	81,400	2,385,400	.....
Chase National..	300,000	4,524,100	1,098,200	554,900	5,137,100	45,000
Fifth Avenue...	100,000	1,706,800	372,900	160,200	1,914,300	.....
German Exch. ..	200,000	1,547,100	60,000	290,000	1,867,900	.....
Germania.....	200,000	1,612,400	77,800	350,200	1,954,300	.....
U. S. Nat.....	500,000	4,393,900	1,079,900	184,400	4,619,900	450,000
Lincoln Nat.....	300,000	1,349,600	192,400	153,300	1,443,500	45,000
Total.....	60,962,700	317,419,200	60,152,800	20,204,700	302,881,100	17,537,600

The deviations from returns of previous week are as follows:

Loans and discounts	Inc.	$6,348,00	Net deposits ... ... Inc. $11,217,500
Specie	Inc.	2,525,700	Circulation Dec. 57,900
Legal tenders	Inc.	1,340,500	

The following are the totals for two weeks:

	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Aggr. Clear
1882.	$	$	$	$	$	$
Dec. 30	311,071,200	57,627,100	18,864,200	291,663,600	17,625,500	639,813,987
1883.						
Jan. 6	317,419,200	60,152,800	20,204,700	302,881,100	17,537,600	768,505,437

Boston Banks.—Following are the totals of the Boston banks:

	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Aggr. Clear.
1883.	$	$	$	$	$	$
Jan. 2..	147,583,100	5,964,900	5,283,500	92,792,800	30,104,000	57,795,298
" 8..	148,642,900	6,214,700	5,799,900	93,854,500	30,165,600	83,178,207

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

	Loans.	L. Tenders.	Deposits.	Circulation.	Aggr. Clear
1883.	$	$	$	$	$
Jan. 1.....	71,986,731	18,011,573	64,349,429	9,793,080	43,200,411
" 8.....	72,353,295	19,379,464	66,122,235	9,797,680	50,663,380

Unlisted Securities.—Following are quoted at 38 New Street:

	Bid.	Asked.
Atl. & Pac.—6s, 1st....	93	....
Blocks, 35 p. c.....	101½	101⅞
Bost.H.& E.—New st'k	¾	1
Old	½	¾
Buff. N. Y. & Ph.....	23½	26½
Preferred..... ...	....	50
1st mort.....	95¼	95¾
Cal. & Chi. Ca'l & Dk..	30	32½
Chicago & Atlantic...	15	....
Chic.&Can.South.....	3	4½
1st mort.....	33	37½
Tol. Can. So. & Det....	9	....
Contin't'l Cons.—85 p.c	51	55½
Den.& R.G.R'y—Cons.	86½	87⅜
Denver & Rio. Gr. West	19⅛	23
1st mort.....	69⅞	70
Flint & Pere Marqu'e.	23	26
Georgia Central.....	....	102
Guar. 1st.....	109½	....
Certs. of indebt.....	90	....
Grand Rap. & Ind....	9	17
Ind. Dec. & Springf...	2	4
1st mort. fund	....	100
Intern'l Imp. 80 p. c..	44¾	....
Mo. K. & Tex. gen. mtg	82½	86
Lehigh & Wilkesb. Co.	7½	....
Memphis & Cha'ston .	10	....
Mexican. Nat.....	10½	11
Pref.....	26⅛	30
1st mort.....	50⅛	50½
Subsidy bonds	45	60
Mich.&O.—Subs.45 p.c	80	100
M.U.St'k Trust Certs..	....	25
Newb. Dutch & Conn.	1	....
Pref.....	2	....
Incomes.....	15	....
N.Y.W.Sh.&Buff.—Stk		
del.wh.iss.on old sub	27½	31
5s	71⅝	71⅞
Subs. O. & W., 65 p.c	71⅝	71⅞
N.Y. Sus. & West.—Stk	5	8½
Pref.....	16	20
1st mort.....	74½	75
Debentures.....	50	60
North Pac. div. scrip.	92¼	92½
No. Riv. Const.—90p.c	102	104½
N.Y.Chic&St.L. equip.	99	103
N.Y.L.&W.—5p.c.g.stk	82¾	82⅞
1st mort.....	109	109¾
N.Y.& Gr. L.—1st inc.	26	...
2d income.....	6	14⅞
N. Y. Pa. & Ohio.....	....	3
Preferred.....	....	2½
2d mort. inc.....	12	18
3d mort. inc.....	8	10
Atlan. & G W. com.	....	3
Pref.....	1	3
Oregon Improvem't...	83	87
1st mort.....	92	93
Oregon Sh. Line deliv-ered when issued..	...	....
Subs. 70 p. c.....	....	112
Subs. ex-bd. & stk...	55	....
Or.Trans-C.—Sb. 80p.c	91¼	92
Or.Trans.Cont.,bds ...	91⅜	91⅝
Ohio C.—Riv. Div. 1st.	67⅝	68
Incomes.....	18⅛	18½
Rich.&D.Ext.subs.70%	35	55
St. Jo. & West.....	11⅛	....
St. Jo. & Pacific 1st.	65	....
2d mort	20	....
Kans. & Neb., 1st...	63	....
2d mort.....	19	....
Tol. Cin. & St. Louis..	....	....
1st mort.....	45	....
Incomes.....	9	12
Vick. & Merid.....	4	7
1st mort.....	93½	94½
2d mort.....	54	60
Valley RR. of Ohio...	....	....

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The Investors' Supplement *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* Chronicle. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Philadelphia & Reading.

(For the year ending Nov. 30, 1882.)

The annual meeting of the Philadelphia & Reading Railroad Company was held Jan. 9, in Philadelphia. There was no opposition to the Gowen ticket, which was re-elected by a stock vote of 329,329 shares, of which number Mr. Barton voted 75,000 shares, representing Mr. Vanderbilt. President, Franklin B. Gowen; Managers, J. B. Lippincott, Henry Lewis, I. V. Williamson, Eckley B. Coxe, Edward C. Knight, Joseph B. Altemus. Treasurer, Samuel Bradford. Secretary, Albert Foster. Mr. Gowen presented his annual report, from which it appears that the payments made on deferred income bonds were as follows:

	Instalments		
	England.	*America.*	*Total.*
First instalment	$1,311,191	$255,060	$1,566,251
Second instalment	905,946	129,895	1,035,842
Third instalment	2,217,807	290,815	2,508,622
Fourth instalment	2,208,561	286,215	2,494,776
Total	$6,643,505	$961,986	$7,605,491

Reference is made to the new "blanket" mortgage, securing $80,000,000 of first series 5 per cent bonds, of which $72,942,700 are reserved to meet prior liens. The report then says:

"An issue of $10,000,000 of second series has been authorized by the managers, the bonds to run for fifty years from Feb. 1, 1883, in denominations of $1,000 and $500, with semi-annual coupons due August 1 and February 1, payable in Philadelphia and New York in gold, and in London in sterling, at the rate of four shillings and one penny to the dollar. The mortgage provides that $69,903,910 out of the entire $80,000,000 of second series bonds shall be reserved to meet the following obligations:

Mortgages and ground rents on parcels of the Philadelphia & Reading Railroad Company's real estate	$1,936,007
Convertible bonds of the Philadelphia & Reading Railroad Company	10,422,900
Debenture bonds of the Philadelphia & Reading RR. Co.	1,124,900
Debenture bonds of the Philadelphia & Reading Coal & Iron Company	1,731,000
Mortgages and ground rents on parcels of the real estate of the Philadelphia & Reading Coal & Iron Company	694,133
Share capital and obligations of the leased lines of the Philadelphia & Reading Railroad Company, less amount owned by the company	53,994,970
Total to be reserved of second series	$69,903,910

"Since their election at the last annual meeting of the stockholders, the earnest attention of the managers has been directed to efforts to place the finances of the company on a sound basis and to terminate the receivership which has existed for nearly three years, during which the result of the business conducted by the receivers has been:

For the first year a loss of	$1,209,986
For the second year a profit of	183,256
For the third year a profit of	882,941

"For the last year, or eighteen months, the only reason for the continuance of the receivership was the necessity of providing money for the large amount of new equipment and new work required by the rapidly-increasing traffic of the company. * * The total amount of income used by the receivers for capital accounts during the last three years has been as follows:

For new engines and cars	$2,457,876
For new railroads, real estate, improvements, &c.	2,139,850
Funded and floating debt paid	850,453
Total	$5,448,179

"Had this amount of income been used for income charges, it could have been applied in liquidation of the following:

Receivers' certificates	$2,054,458
Current loans of receivers	500,000
Unpaid interest on junior securities	1,431,465
Total yet unpaid	$3,985,923
Interest on general mortgage and income mortgage being paid by the company	1,610,610
Total	$5,596,533

"The excess of the above aggregates over the total of income withdrawn as above being about equal to the increased losses of the first year of the receivership over the profits of the last two years. While such expenditure of income for capital account by the receivers has had the entire approval of the managers, and been abundantly justified by the largely increased profits resulting therefrom, there must necessarily be a limit to the time at which the creditors will be willing to forego the receipt of interest for the sake of improving the property of their debtor, no matter how much such improvement may add to the security of the principal of their indebtedness, and in justice to such creditors it is but right and proper to terminate a system which in itself prolongs the period of resumption of payment of interest charges. In order to take the property out of the hands of the receivers, and supply out of new capital the amount of income so diverted as above, an earnest effort was made by the managers during the last year to sell $13,500,000 of first series five per cent consolidated mortgage bonds. At the price at which these bonds were offered to the public but $723,500 were sold, for all of which par in sterling, or 98 per cent in dollars, less the discount for anticipated payments of instalments, was obtained. More could only have been sold by a sacrifice of price greater than that which the managers felt they would be justified in submitting to. * * * To obtain the requisite amount of money a sale of the $5,000,000 of unissued general mortgage seven per cent bonds has been made at par, payable in cash on January 15. Application will be made to the court during the present week to terminate the receivership, accompanied by a petition praying that, before such termination, the cars and engines now held by the receivers and paid for out of income may be transferred to the trustee of a car trust, upon which, at six per cent interest, it is expected that $2,000,000 of cash will be obtained to pay the outstanding receivers' certificates. To adjust the claims of the various junior security holders upon fair and equitable terms, the propositions embraced in the following two notices have been made public, the managers having previously obtained the assurance of holders of large amounts of the securities named that the terms proposed would be accepted. A circular issued in London had the following:

"Notice is hereby given that six months' interest on general mortgage and Perkiomen mortgage deferred coupon scrip, at the rate of six per cent per annum, will be paid to the holders, in cash, on and after Jan. 1, 1883, on presentation of the scrip, which will be stamped with such payment.

"Holders of the above scrip will have the option until Jan. 1, 1883, either:

"First. Of converting the principal thereof, at par, into first series five per cent consolidated mortgage bonds, bearing interest from Nov. 1, 1882, at ninety-five per cent; or,

"Second. Of extending the payment of the scrip, retaining all present security until July 1, 1885, with interest at six per cent per annum, for which interest new sheets of coupons (payable semi-annually on the 1st July and 1st January in each year) will be annexed to the scrip.

"During the year the managers have had to provide for the following:

On account of subscription of $1,000,000 of the stock of the Shamokin Sunbury & Lewisburg Railroad Company hereafter referred to	$617,749
On account of construction of extension to Catawissa branch	103,270
For payment of January and July interest on general mortgage bonds	1,092,930
For payment of coupons from June, 1880, to June, 1882, inclusive, on income mortgage bonds	409,430
Total	$2,223,379

"The present floating debt of both companies is $5,843,645, but as the sale of the 7 per cent general mortgage bonds will now supply the proper funds for the above expenditures, in addition to the amount received from the sale of $723,500 of first series 5 per cent bonds, a very considerable amount of the floating debt will be paid at once out of the proceeds, so as to reduce the floating debt to less than the amount still due upon the deferred income bonds, which amount it is expected will be realized, so as to pay off the entire floating debt at an early date. In no event will the unissued deferred income bonds be sold at less than the original issue price of 30 per cent, and as the receipt of money from this source is now not essential to the financial success of the company it is probable that if the original subscribers do not pay for their allotments with interest, a higher rate than the issue price may be obtained for the unsold portion in the near future.

"During the past year important contracts have been made with other railroad companies for the construction of connecting lines which will give to the Philadelphia & Reading Railroad Company the advantage of connections with the railway system of the New York Central & Hudson River Railroad and its affiliating and connecting lines reaching the North, Northwest and West, and opening to the Coal & Iron Company the large northern and western markets for anthracite coal, which it has so long desired to obtain entrance to. Herewith is submitted the contract for one of these connections, made by the construction of the Jersey Shore Pine Creek & Buffalo Railway, the amount of the mortgage of the Jersey Shore Pine Creek & Buffalo Railway Company therein referred to for $2,500,000 having since been increased to $3,500,000, and the bonds secured thereby having been jointly and severally guaranteed by the Philadelphia & Reading Railroad Company, the New York Central & Hudson River Railroad Company, and the Corning Cowanesque & Antrim Railroad Company. The new line is expected to be opened for traffic early in the coming spring, by which time the link being constructed by this company owned by the Shamokin Sunbury & Lewisburg Railroad Company will also be finished. The latter company has been organized with a share capital of $1,000,000, all of which has been subscribed for by the Philadelphia & Reading Railroad Company, and a bonded debt of $1,000,000 of five per cent mortgage bonds, and its line is being constructed by the Philadelphia & Reading Railroad Company under a contract by which $1,000,000 cash and the entire $1,000,000 of bonds are paid to the Philadelphia & Reading Railroad Company for such construction.

"A still more important contract has been agreed upon, and is now being executed by the parties, between the Philadelphia & Reading Railroad Company, the Philadelphia & Reading Coal & Iron Company, the Pittsburg McKeesport & Youghiogheny Railroad Company, the Pittsburg & Lake Erie Railroad Company, the Lake Shore & Michigan Southern Railway Company, and the South Pennsylvania Railroad Company, by which a line is to be constructed, placing the Philadelphia & Reading Railroad in connection, via Harrisburg, with Pitts-

burg, Cleveland, Chicago, and the lakes, over a route which it is believed will compare favorably for distances, grades, alignment and local traffic with any of the other trunk lines. This advantageous connection has been obtained without the expenditure of any money by the company, or without any guarantee of the bonds of the connecting company, the only financial obligation assumed being an agreement similar to that entered into by the Lake Shore & Michigan Southern Railway Company and the Pittsburg & Lake Erie Railroad Company, to contribute for a period not exceeding ten years, if it be necessary, an amount not exceeding twenty per cent of the gross receipts derived from traffic coming from the new line, to supply any deficiency of interest upon the bonds of the South Pennsylvania Railroad Company over and above the net earnings of that company.

Fitchburg Railroad Company.

(For the year ending September 30, 1882.)

The annual report just issued says: "The road-bed and track were never in better condition. All the track on the main road between Boston and Greenfield, except about fifteen miles, has been laid with steel rails. The Hoosac Tunnel Dock and Elevator Company opened for business during the past season. We have received thus far no return from our investment in this property, as its income must be principally derived from export business, and, on account of scarcity of grain, they have had little business since its completion." * * *

"As the Hoosac Tunnel and Troy & Greenfield Railroad approached completion, various schemes were proposed for its operation, some of which were very detrimental to us. We were compelled to take some action; and it was considered that our interests would be best protected by leasing the Vermont & Massachusetts Railroad. Accordingly, a lease was made for 999 years from Jan. 1, 1874. At that time its net earnings were about one per cent per annum, and could be increased only by developing it as a part of a through Western line. This fact settled our future policy; and we immediately began to improve the whole property from Boston to Greenfield, with the purpose of securing a Western traffic through the Hoosac Tunnel." * * *

"Some of our expenditures on this account, from the time of leasing the Vermont & Massachusetts Railroad to Sept. 30, 1882, have been as follows:

Construction accounts, not including real estate	$593,883
Somerville improvements	228,964
Prison land improvements	14,066
Real estate	241,394
Equipment	1,934,104
Hoosac Tunnel Dock and Elevator Company stock	374,000
Improvements Vermont & Massachusetts Railroad	1,546,960
Stock material	296,663
Total	$5,230,036

"In 1881 the great trunk-line war of rates began; and freight, and for a part of the year passengers, were carried in both directions at less than cost. There was a large business; and our tonnage and gross freight receipts and mileage all increased, while our net results correspondingly decreased. This ruinous competition, and the fulfillment of contracts made by Western railroads, compelled us to transport freight during the greater part of the present year at even less rates than in 1881." * * *

"We may state, however, at the time of writing this report (Dec. 1), that for the last three months our freight business has greatly increased, and at rates nearly equal to those received in 1880, so that, with a continuance of the business under the same circumstances, we see no reason why we should not next year make earnings equalling those of any previous year." * *

Statistics for two years, compiled for the CHRONICLE, are as follows:

ROAD AND EQUIPMENT.

	1880-81.	1881-82.
Miles owned	186	186
Miles leased	59	59
Total operated	245	245

OPERATIONS AND FISCAL RESULTS.

Operations—		
Passengers carried	2,461,603	2,959,423
Passenger mileage	39,752,302	47,628,311
Freight (tons) moved	1,546,950	1,822,262
Freight (tons) mileage	109,323,290	112,948,822
Earnings—		
Passenger	$749,169	$816,772
Freight	1,496,459	1,521,576
Mail, express, etc	129,468	114,381
Total gross earnings	$2,375,096	$2,452,729
Operating expenses	$1,594,617	$1,859,555
Taxes	130,918	148,331
Total	$1,725,535	$2,007,886
Net earnings	649,561	444,843

INCOME ACCOUNT.

Receipts—		
Net earnings	$649,561	$444,843
Premiums and rents	89,500	161,000
Total income	$739,061	$605,843
Disbursements—		
Rentals paid	$240,212	$239,572
Interest on debt	90,000	152,500
Other interest	25,216	46,229
Total disbursements	$355,428	$438,301
Balance, applicable to dividends	$383,633	$167,542

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—		
Railroad, buildings, equipment, etc	$6,117,398	$6,885,628
Real estate	305,479	269,800
Materials, etc	425,134	451,151
Cash and cash funds	$52,905	$184,147
Hoosac Tunnel D. & E. Co	.....	374,000
Somerville improvements	.....	228,964
Vermont & Massachusetts improvement	814,578	1,546,961
Sinking fund	170,000	204,326
Miscellaneous items	18,601	111,388
Total	$7,902,095	$10,256,315
Liabilities—		
Stock, common	$1,500,000	$1,930,000
Funded debt (see SUPPLEMENT)	1,500,000	3,000,000
Notes payable	406,500	1,085,500
Vermont & Massachusetts RR	744,291	778,617
Miscellaneous	159,516	140,800
Profit and loss	591,788	301,398
Total liabilities	$7,902,095	$10,256,315

GENERAL INVESTMENT NEWS.

Atlantic & Pacific.—The United States Government has accepted 250 miles additional of the Atlantic & Pacific road, and patents for the lands have been duly authorized by the Department. This road receives land grant of 12,800 acres per mile in States and 25,000 acres per mile in Territories. It is expected that in May or June connection with Southern Pacific will be made, thus giving the Atlantic & Pacific through traffic.

Buffalo New York & Philadelphia.—The Rochester terminus of the Rochester extension of this road will be completed shortly, thus giving the road facility to handle the business. Arrangements have been completed with the New York Central for entrance into their passenger depot, and arrangements made for interchange of business at Rochester.

Chicago St. Louis & New Orleans.—Mr. W. H. Osborn, on retiring from the management of this company, issues a report to the board of directors of the Illinois Central Railroad Company, which contains the following: "This railway, consisting of 548 miles of main track, 31 miles of branches, with 106 locomotives, 2,241 cars, and all other property and rights attached to it, with $1,000,000 5 per cent 1951 bonds, $125,000 6 per cent bonds, and $623,042 in cash, will be surrendered to you on the 1st proximo, in pursuance of the lease of this property to the Illinois Central Railroad Company, dated the 13th of June, 1882; thus completing your system, with a well-finished railroad and plant, from the lakes to New Orleans."

* * * "I have the satisfaction of concluding the active existence of this corporation, which has had five years only of duration. Your road constitutes the most important north and south trunk line in the world. The traffic is chiefly in the interchange of commodities, the exclusive growth of the South, for commodities grown in the North, and is of indispensable necessity to a population of six or eight millions of people. The location of the line is so direct that this traffic is perhaps less open to competition than that of any other line on this continent." * * * "The betterments, which have cost about $5,000,000, have been paid for out of the earnings of the property. The road is not overlaid with debt to correspond to these outlays. On the contrary, its improved condition, and the increase of the traffic, benefited the credit of the corporation to such an extent that it has been practicable to issue and sell five per cent bonds to take up the older issues of 6s, 7s and 8s. In this way the interest charge upon the property, which is intrinsically worth $5,000,000 more than it was in 1876, has been actually reduced $370,505 97 per annum, and its debt from $18,372,834 to $17,000,000." * * * "You take this productive property, with a surplus in hand, and with all the powers necessary for its future management. You now own $5,000,000 of the five per cent bonds for which there is no immediate use, as the requirements of the Southern line upon capital account are drawing to a close, and can readily be met from the earnings of the property. I therefore beg to suggest to your consideration the cancellation of this $5,000,000 of bonds, thus reducing the debt to $13,000,000, upon which the interest charge will eventually be $650,000. This reduction of interest charge will enable you to pay larger dividends upon the $10,000,000 of stock now the property of your shareholders. This step will reduce your entire fixed charges to about $1,350,000 on 1,525 miles of road."

Columbus Chicago & Indiana Central.—At Indianapolis, January 10, this railroad was sold by United States Commissioner W. T. Fishback, on a foreclosure of mortgages, to a committee of gentlemen representing the Bondholders' Committee, for $13,500,000. There were no other bidders. A deposit of $1,000,000 of the mortgage bonds, required by order of the court, was deposited with the Commissioner as a guarantee of the good faith of the bidders.

Flint & Pere Marquette.—When the Flint & Pere Marquette Railroad was reorganized in 1879, the plan specified that the common stock "shall not be entitled to vote until the new company shall have earned and paid for five successive years seven per cent annual dividends on the preferred stock," but it was nowhere stated that the common stock forfeited its right to dividends during this period if they were earned. Recently the matter was brought to the attention of the directors by some of the common stock holders, and they have agreed to allow a friendly suit to be brought to determine the rights of the common stockholders to dividends under the reorganization. —*Boston Advertiser.*

Long Island City & Flushing.—For the fiscal year ending September 30, 1882, the receipts and payments were as follows:

Gross earnings, $211,914, of which 40 per cent as per terms of lease	$84,765
Balance, Sept. 30, 1881	29,771
	$114,536

PAYMENTS.		
Interest on bonds	$54,768	
Rental for terminal facilities	7,000	
Legal expenses	500	
Advertising, etc., and stationery	26	
	$62,294	
Feb. 1, Real estate mortgage paid	10,000	$72,294
Net surplus		$42,242

Manhattan Elevated.—At the meeting of the directors of the Mahattan Railway Company, on Tuesday, the following statement of the business of the roads for the last three months was presented:

	Earnings.	*Expenses.*	*Net earnings.*	*Interest.*	*Per Cent.*
New York...	$968,807	$509,517	$459,297	$151,251	10·12
Metropolitan	669,286	453,228	216,058	195,099	01·28
Totals...	$1,638,093	$962,745	$675,355	$346,350	10·12

Marietta & Cincinnati.—The trustees for reorganization call a meeting of the parties to the agreement for the purpose of doing all things necessary or proper to reorganize the company; and notice is given that such meeting will be held at the office of McClintick & Smith, solicitors, on Second Street, in the city of Chillicothe, Ohio, on the line of said railroad, on the 7th day of February, 1883.

Marquette Houghton & Ontonagon.—The directors, on Jan. 11 declared a 4 per cent cash dividend, besides which the holder of 50 shares is to have the privilege of subscribing for a one-thousand-dollar 6 per cent bond, with five shares of the stock thrown in. The 40-year 6 per cent bonds, which it was voted to issue, aggregate $900,000. It is understood that something more than half of the new loan is to be devoted to an extension of the line from L'Anse to the copper fields, which it was voted to build; and the balance for new equipment and to reimburse the Treasury for money expended during the past year on permanent improvements. The semi-annual cash dividend will call for $90,361 for the preferred stock and $92,264 for the common stock. The stock dividend will add 4,500 shares of common stock, for which the company virtually receives nothing. The new loan will add $54,000 to the fixed charges, and to maintain an 8 per cent dividend on all the stock the company must earn an additional $36,000 during the present year.—*N. Y. Times.*

—The following statement shows the condition of the company's affairs for all but the last month of the year 1882:

Net earnings for eleven months	$644,081
Interest charges	157,762
Surplus applicable to dividends	$486,319
Dividend (8 per cent) on preferred stock	180,722
Balance	$305,597

Metropolitan Elevated.—It is reported that propositions are pending for a settlement with the Manhattan substantially as follows: First—six per cent guaranteed dividends to both elevated roads by the Manhattan Company; 2d—after the above two dividends have been provided for, Manhattan stockholders to receive the surplus profits up to 6 per cent; 3d—then any profits remaining are to be divided about equally between the stockholders of the three companies.

New York West Shore & Buffalo.—At the annual meeting of the stockholders, the following directors were elected: Horace Porter, Henry Villard, John W. Ellis, George M. Pullman, C. F. Woerishoffer, R. T. Wilson, H. Victor Newcomb, H. K. McHarg, Frederick Billings, Charles Lanier, John J. McCook, Theodore Housten and Charles Paine.

Norfolk & Western.—A dispatch from Richmond, Va., announces that the meeting of the Norfolk & Western stockholders at Norfolk on Wednesday was harmonious. There will be no further issue of preferred stock. The company proposes to exchange 20,000 shares of common stock for 20,000 shares of the Shenandoah Valley Road, which will be a controlling interest.

Richmond & West Point Terminal Railway & Warehouse.—For the purpose of taking up its floating debt, this company proposes to issue $2,000,000 of debentures, in the form of trust notes, for $5,000 each, secured by a deposit of securities with the Central Trust Company of New York, subscriptions to which are solicited at 90 per cent of their face value. The notes, which are payable in two years or before, at the company's option, will be secured by a trust deed conveying the following securities to the Central Trust Company as trustee:

	Amount.	*Value.*
Virginia Midland R.R. Co. Income Bds	$1,603,000	$801,500
Virginia Midland R.R. Co. Stock	3,567,300	713,460
West. Nor. Carolina R.R. Con. 1st Mort. Bds	1,640,000	1,002,000
West. Nor. Carolina R.R. Con. 2d Mort. Bds	3,090,000	418,000
West. Nor. Carolina R.R. Preferred Stock	3,168,300	216,830
Richmond & Danville Extension Co. Stock	2,607,100	260,000
Columbia & Greenville R.R. Co. Pref. Stock	1,000	300
Columbia & Greenville R.R. Co. Common stock	1,000,000	100,000
Northeastern R.R. of Georgia Stock	120,000	12,000
Northeastern R.R. of Georgia Bonds	315,000	189,000
Knoxville & Augusta R.R. Stock	100,000	150,000
Knoxville & Augusta R.R. Bonds	100,000	
Danville Mocksville & Southwest'n R.R. Stock	49,000	30,000
Rabun Gap Short Line Stock	103,900	25,000
Richmond & Mecklenburg R.R. Stock	300,000	30,000
	$17,764,600	$3,888,090

A portion of these securities having been already pledged as security for debts against the company, and must be released before the trust deed can be perfected, 50 per cent of the subscription is made payable on or before January 20, within a week of which time the trust is to be executed. The company reserves the right to withdraw the Danville extension stock from the trust at any time upon the payment of the amount at which it is valued therein, $200,000.

The Commercial Times.

COMMERCIAL EPITOME.

Friday Night, Jan. 12, 1883.

We have had severe winter weather during the past week. Snow has fallen in considerable quantities, obstructing railroad transportation and making the delivery of merchandise difficult. Ice makes its appearance in our harbor, but not as yet to a sufficient extent to cause inconvenience. Business is generally dull, but mercantile affairs are in a sound position, and there is no good ground for distrusting the early future.

The speculation in provisions has been moderate, and values have been on the downward turn until to-day, when higher Chicago markets, accompanied by advices of renewed speculation, brought about an improvement here. Mess pork on the spot was quoted at $18 50@$18 75, with a small lot sold at $18 25; January and February options $18 25@$18 40; March $18 40@$18 50; April $18 50@$18 70. Lard opened weak but soon recovered, and a very much better speculation was reported; Western on the spot sold at 10·87½@10·90c.; refined to the Continent 11·05c.; South America 11·30c.; for future delivery Western sold at 10·88@10·96c. for February, 10·97@11·02½c. for March, 11@11·07c. for April, 11·07@11·16c. for May, 11·19@11·23c. for June, 11·22@11·25c. for July and 11·28@11·30c. for August; the market closed stronger, with a good speculative interest. Bacon quiet at 9⅝@9½c. for long clear. Beef hams sold at $18 50. Beef quiet; city extra India mess $26 50@$28 50. Tallow firm at 8¼c. for prime. Prime Western stearine quoted 11c.; oleomargarine 10c. Butter dull but cheese steady.

Rio coffee until to-day was quiet on the spot and latterly rather weak at 7¾@8c. for fair, though at the close the market was more active and fully up to 8c.; options have been fairly active at some advance; No. 3 sold to-day at 5·85@5·90c. for January, 5·70c. for February, 5·80c. for March, 6@6·05c. for May and 6·05c. for June, while fair sold at 7·70c. for January and March; mild has been in fair demand and steady. Rice has been in fair demand and firm. Spices have been quiet, and East India products, especially pepper, have been weak, owing to the reduction of 10 per cent in the duties on spices from that part of the world. New Orleans molasses has been firm, but latterly only moderately active; foreign dull. Foreign fruits have been moderately active and about steady as a rule; Turkish prunes declined slightly early in the week, but have latterly been firmer. Tea at the auction sales has latterly brought firmer prices for Moyune green and Japan, though other grades have shown some weakness. Raw sugar has been easier at 6⅞c. for fair refining, with a better business in East India grades, but little trade in Cuba sugar.

	Hhds.	*Boxes.*	*Bags.*	*Melado.*
Receipts since Jan. 1	11,762	....	147,760	175
Sales since Jan. 1	9,790	....	69,328	....
Stock Jan. 10, 1883	27,805	8,327	604,766	175
Stock Jan. 11, 1882	16,827	7,714	322,918	41

Refined sugar has been firmer for yellow and soft white, the demand for which has increased; powdered closed at 9c., granulated at 8¾c, crushed at 9⅛c. and standard "A" at 8⅛@8¼c.

Kentucky tobacco has been quiet. The sales for the week are only 480 hhds, of which 400 were for export. Prices are unchanged; lugs 5½@6¾c.; leaf, 6¾@11½c. for light and heavy. Seed leaf is dull; the proposed tax and tariff legislation hurts business, still the sales for the week are 1,630 cases, as follows: 830 cases, 1881 crop, Pennsylvania, 9½@13c½.; 200 cases, 1880 crop, Pennsylvania, 8@13c.; 350 cases, 1881 crop, State flats, 10@11c.; 150 cases, 1881 crop, New England, 16@25c. and 100 cases, 1881 crop, Ohio, private terms. Also 450 bales Havana, 80c.@$1 15.

Naval stores are quiet; spirits turpentine has been advanced by higher Southern and English markets; to-day there was a reaction downward to 53c. in yard; common to good strained rosins $1 57½@$1 67½. Refined petroleum for export was dull at 7½c. for 110 and 7⅞c. for 70-test. Crude certificates irregular at 90⅛@89¼c., closing 90@90⅛c. Hops are dull at 95c.@$1 for new State choice. All metals were dull and unchanged. Lake copper was quoted at 18@18¼c.

Ocean freight room has been quoted very irregularly, but closes firm in view of the small offerings of tonnage. Grain to Liverpool by steam was taken to-day at 7½d.; flour, 22s. 6d. per ton; bacon, 32s. 6d.@40s.; cheese, 35@40s.; cotton, 3-16d.; grain to London by steam quoted 7½d.; do. to Glasgow by steam, 8¼@8½d.; do. to Bristol, 7d.; do. to Antwerp, 7¾d.; do. to Havre, 16c.; grain to Cork for orders, 5s. 6d. per qr.; refined petroleum to London, Liverpool, Bremen or Antwerp, 4s.

COTTON.

FRIDAY, P. M., January 12, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Jan. 12) the total receipts have reached 175,382 bales, against 224,997 bales last week, 251,923 bales the previous week and 258,170 bales three weeks since; making the total receipts since the 1st of September, 1882, 3,861,841 bales, against 3,500,410 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 361,431 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	6,359	9,026	1,750	4,055	2,919	2,938	27,047
Indianola, &c.	....	....	....	....	....	143	143
New Orleans	12,323	18,021	7,272	12,038	13,312	7,398	68,364
Mobile	3,068	1,145	1,573	568	1,624	1,137	9,415
Florida	....	....	....	....	....	112	112
Savannah	2,772	3,196	1,849	2,119	1,555	1,306	12,797
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	2,167	1,258	1,333	2,074	1,643	1,540	10,015
Pt. Royal, &c.	....	....	....	....	....	593	593
Wilmington	782	589	260	236	198	329	2,394
Moreh'd C., &c	....	....	....	....	....	862	862
Norfolk	3,888	4,269	3,229	3,014	1,834	1,114	17,348
West Point, &c	....	....	....	....	....	2,861	2,861
New York	1,410	2,290	1,083	1,297	1,695	251	8,026
Boston	1,115	1,370	1,266	1,338	863	717	6,719
Baltimore	....	....	....	....	....	5,987	5,987
Philadelp'a, &c.	829	189	134	160	133	1,254	2,699
Totals this week	34,713	39,653	19,749	26,949	25,776	28,542	175,382

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last year

Receipts to Jan. 12.	1882-83		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston	27,047	551,722	8,397	327,458	134,826	98,938
Indianola, &c.	143	14,113	257	12,262	.....	.....
New Orleans	68,364	990,945	29,533	932,722	316,589	378,058
Mobile	9,415	229,516	3,933	201,747	37,969	43,947
Florida	112	9,962	781	19,749	.....	99
Savannah	12,797	604,229	12,173	584,169	100,970	100,084
Brunsw'k, &c	.....	5,308	.....	6,464	.....	.....
Charleston	10,015	425,779	7,834	402,474	101,724	73,492
Pt. Royal, &c.	593	9,067	984	16,883	406	1,733
Wilmington	2,394	93,716	2,614	109,009	17,370	13,739
M'head C., &c	862	11,788	2,244	14,997	.....	.....
Norfolk	17,348	536,350	11,259	433,803	75,104	48,509
West Point, &c	2,861	155,933	9,941	147,643	.....	.....
New York	8,026	76,586	13,697	95,413	116,656	300,639
Boston	6,719	92,111	7,585	138,885	2,700	6,820
Baltimore	5,987	18,363	221	17,270	16,853	55,627
Philadelp'a, &c.	2,699	36,353	3,412	39,462	9,520	15,420
Total	175,382	3,861,841	114,868	3,500,410	930,687	1,137,125

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	27,190	8,654	23,186	8,993	11,615	10,380
New Orleans.	68,364	29,533	30,565	40,700	25,165	63,620
Mobile	9,415	3,933	8,628	12,741	15,240	19,427
Savannah	12,797	12,173	20,276	18,154	19,576	16,984
Charl'st'n, &c	10,608	8,818	10,510	10,905	15,511	12,073
Wilm'gt'n, &c	3,256	4,858	2,452	1,558	3,144	2,484
Norfolk, &c.	20,209	21,203	18,474	14,503	13,458	17,188
All others	23,543	25,696	15,513	21,935	9,904	11,571
Tot. this w'k.	175,382	114,868	129,604	129,489	113,613	153,727
Since Sept. 1.	3861,841	3500,410	3694,438	3445,830	2953,995	2794,496

[Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 161,201 bales, of which 112,401 were to Great Britain, 14,853 to France and 33,947 to the rest of the Continent, while the stocks as made up this evening are now 930,687 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Jan. 12. Exported to—				From Sept. 1, 1882, to Jan. 12, 1883. Exported to—			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France.	Continent.	Total.
Galveston	27,128	.....	6,925	34,053	189,583	26,474	59,059	275,116
New Orleans	42,493	9,927	8,318	60,678	414,094	154,440	197,162	765,696
Mobile	2,326	3,000	.....	5,326	8,796	3,000	.....	11,796
Florida	.....	.....	.....	.....	.....	.....	.....	.....
Savannah	4,953	.....	1,900	6,853	62,847	25,658	165,681	254,186
Charleston*	3,425	1,794	11,720	16,939	75,567	20,022	110,627	206,816
Wilmington	4,006	.....	.....	4,016	29,609	.....	1,500	31,109
Norfolk†	3,320	.....	.....	3,320	259,512	.....	2,778	262,320
New York	8,985	142	3,467	12,594	261,046	18,440	97,903	377,391
Boston	4,713	.....	.....	4,713	82,873	.....	342	83,215
Baltimore	8,602	.....	1,617	10,219	87,474	1,294	29,157	117,925
Philadelp'a, &c	2,500	.....	.....	2,500	41,045	.....	1,488	42,533
Total	112,401	14,853	33,947	161,201	1,512,478	249,928	665,697	2,428,103
Total 1881-82	76,931	29,855	31,560	138,346	1,064,301	231,460	485,970	1,781,731

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

Jan. 12, at—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans	50,066	15,090	21,069	5,432	91,657	224,932
Mobile	4,300	None.	None.	None.	4,300	33,669
Charleston	12,050	1,700	650	1,050	15,450	86,274
Savannah	6,900	None.	8,000	3,500	18,400	82,570
Galveston	30,853	864	18,863	10,415	60,795	74,031
Norfolk	21,425	None.	4,000	1,400	26,825	48,279
New York	4,200	None.	1,450	None.	5,650	111,006
Other ports	3,900	None.	900	None.	4,800	42,049
Total 1883	133,694	17,654	54,732	21,797	227,877	702,810
Total 1882	68,153	12,723	35,797	10,214	126,887	1,010,238
Total 1881	163,796	23,632	59,674	22,580	269,682	643,612

The speculation in cotton for future delivery has been fairly active for the week under review, but at variable and unsettled prices; there were decided advances on Saturday, and an equally decided decline on Monday. On Wednesday morning a buoyant market opened the day, but later the early advance was not only lost but the close was at some decline. On Thursday the same variations took place, only in a less marked degree. To-day, however, there was a slight advance, which was fully sustained at the close. The operators for a rise in the Stock Exchange have shown rather more confidence, but their efforts to promote a higher range of values do not as yet receive any material "outside" support, and at each advance the sales that are made to realize profits have caused a re-action towards lower figures, until to-day. Cotton on the spot has met with only a moderate demand for home consumption and a small business for speculation, but stocks are light and holders firm; quotations were advanced 1-16c. on Wednesday. Yesterday they were fully revised; low grades of uplands were reduced 1-16@⅛c.; high grades were advanced 1-16@⅛c.; medium grades were unchanged, except that the difference between uplands and Gulf was widened 1-16c. To-day spots were quiet and unchanged, middling uplands closing at 10 3-16c.

The total sales for forward delivery for the week are 444,200 bales. For immediate delivery the total sales foot up this week 3,264 bales, including — for export, 2,743 for consumption, 521 for speculation and — in transit. Of the above, 971 bales were to arrive. The following are the official quotations for each day of the past week.

Jan. 6 to Jan. 12.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. ₰ lb	7 9/16	7 9/16	7 9/16	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16
Strict Ord.	8	8	8	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
Good Ord.	8 13/16	8 13/16	8 13/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16
Str. G'd Ord	9 1/4	9 1/4	9 1/4	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8
Low Midd'g	9 11/16	9 11/16	9 11/16	9 15/16	9 15/16	9 15/16	9 15/16	9 15/16	9 15/16
Str. L'w Mid	9 15/16	9 15/16	9 15/16	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Middling	10 1/8	10 1/8	10 1/8	10 5/16	10 5/16	10 5/16	10 5/16	10 5/16	10 5/16
Good Mid.	10 3/8	10 3/8	10 3/8	10 9/16	10 9/16	10 9/16	10 9/16	10 9/16	10 9/16
Str. G'd Mid	10 9/16	10 9/16	10 9/16	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Midd'g Fair	11 1/16	11 1/16	11 1/16	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4
Fair	11 13/16	11 13/16	11 13/16	12	12	12	12	12	12

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. ₰ lb	7 5/8	7 1/2	7 1/2	7 7/8	7 13/16	7 13/16	7 7/8	7 13/16	7 13/16
Strict Ord.	8 1/16	7 15/16	7 15/16	8 5/16	8 1/4	8 1/4	8 5/16	8 1/4	8 1/4
Good Ord.	8 7/8	8 3/4	8 3/4	9 1/8	9 1/16	9 1/16	9 1/8	9 1/16	9 1/16
Str. G'd Ord	9 5/16	9 3/16	9 3/16	9 9/16	9 1/2	9 1/2	9 9/16	9 1/2	9 1/2
Low Midd'g	9 3/4	9 11/16	9 11/16	10	10	10	10	10	10
Str. L'w Mid	10	10	10	10 3/16	10 1/4	10 1/4	10 3/16	10 1/4	10 1/4
Middling	10 3/16	10 3/16	10 3/16	10 3/8	10 7/16	10 7/16	10 3/8	10 7/16	10 7/16
Good Mid.	10 7/16	10 1/2	10 1/2	10 5/8	10 3/4	10 3/4	10 5/8	10 3/4	10 3/4
Str. G'd Mid	10 5/8	10 3/4	10 3/4	10 13/16	11	11	10 13/16	11	11
Midd'g Fair	11 1/8	11 1/4	11 1/4	11 5/16	11 1/2	11 1/2	11 5/16	11 1/2	11 1/2
Fair	11 7/8	12	12	12 1/16	12 1/4	12 1/4	12 1/16	12 1/4	12 1/4

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary ₰ lb	7 3/16	7 3/16	7 3/16	7 1/4	7 1/8	7 1/8
Strict Good Ordinary	8	8	8	8 1/16	7 15/16	7 15/16
Low Middling	8 11/16	8 11/16	8 11/16	8 3/4	8 5/8	8 5/8
Middling	9 5/8	9 5/8	9 5/8	9 11/16	9 7/16	9 7/16

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on some days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Ex-port.	Con-sump.	Spec-ul'n	Transit.	Total.	Sales.	Deliveries.
Sat.	Quiet and steady	....	445	....	....	445	70,400	400
Mon.	Quiet	....	232	171	....	403	68,900	400
Tues.	Steady	....	574	....	....	574	92,800	400
Wed.	Steady at 1/16 adv	....	708	....	....	708	83,600	300
Thurs	Quiet at rev. quo	....	387	100	....	487	81,300	300
Fri.	Quiet and steady	....	397	250	....	647	47,200	500
Total		....	2,743	521	....	3,264	444,200	2,300

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
Saturday, Jan. 6—	Higher.	Aver..10·01	Aver..10·12	Aver..10·24	Aver..10·39	Aver..10·54	Aver..10·68	Aver..10·78	Aver..10·91	Aver..10·55	Aver..———	Aver..———	Aver..———
Sales, total.....	70,400	7,600	6,800	16,600	10,200	12,200	8,600	3,000	5,300	100	—	—	—
Prices paid (range)	9·97@10·95	10·07@10·08	10·07@10·16	10·20@10·30	10·36@10·45	10·50@10·60	10·64@10·73	10·76@10·83	10·87@10·95	10·55@ —	@	@	@
Closing.....	Steady.	10·06–10·07	10·14–10·15	10·27–10·28	10·42–10·43	10·56–10·57	10·69–10·71	10·81–10·82	10·93–10·94	—	.....	.....	.....
Monday, Jan. 8—	Lower.	Aver..10·01	Aver..10·09	Aver..10·22	Aver..10·36	Aver..10·51	Aver..10·64	Aver..10·77	Aver..10·89	Aver..———	Aver..———	Aver..———	Aver..———
Sales, total.....	68,900	2,800	9,700	15,600	13,000	16,600	5,900	6,400	5,300	—	—	—	—
Prices paid (range)	10·00@10·91	10·00@10·03	10·06@10·12	10·20@10·25	10·34@10·39	10·48@10·54	10·62@10·68	10·75@10·80	10·86@10·91	@	@	@	@
Closing.....	Dull.	10·01–10·02	10·07–10·08	10·21–10·22	10·35–10·36	10·49–10·50	10·63–10·64	10·75–10·76	10·87–10·88	.....	.....	.....	.....
Tuesday, Jan. 9—	Higher.	Aver..10·08	Aver..10·15	Aver..10·29	Aver..10·43	Aver..10·58	Aver..10·70	Aver..10·80	Aver..10·94	Aver..———	Aver..———	Aver..———	Aver..———
Sales, total.....	92,800	1,400	12,200	23,100	17,400	20,100	8,800	3,900	5,900	—	—	—	—
Prices paid (range)	10·08@10·97	10·08@10·11	10·06@10·19	10·20@10·32	10·35@10·47	10·48@10·61	10·63@10·75	10·76@10·83	10·88@10·97	@	@	@	@
Closing.....	Steady.	10·08–10·10	10·16– —	10·29–10·30	10·44–10·45	10·58–10·59	10·71–10·72	10·83–10·84	10·95– —	.....	.....	.....	.....
Wednesd'y, Jan. 10—	Variable.	Aver..10·08	Aver..10·16	Aver..10·31	Aver..10·45	Aver..10·60	Aver..10·73	Aver..10·85	Aver..10·97	Aver..———	Aver..———	Aver..———	Aver..———
Sales, total.....	83,600	2,700	17,000	25,000	14,600	14,500	6,900	600	2,300	—	—	—	—
Prices paid (range)	10·06@10·99	10·06@10·10	10·10@10·19	10·25@10·33	10·40@10·48	10·51@10·62	10·68@10·75	10·82@10·87	10·95@10·99	@	@	@	@
Closing.....	Lower.	10·03–10·05	10·10–10·11	10·25– —	10·40@10·41	10·54– —	10·68–10·69	10·79–10·80	10·91–10·92	.....	.....	.....	.....
Thursday, Jan. 11—	Unsettled.	Aver..10·01	Aver..10·09	Aver..10·23	Aver..10·38	Aver..10·57	Aver..10·64	Aver..10·76	Aver..10·89	Aver..———	Aver..———	Aver..———	Aver..———
Sales, total.....	81,300	300	12,500	16,200	20,300	15,200	7,500	2,000	7,300	—	—	—	—
Prices paid (range)	10·00@10·92	10·00@10·02	10·06@10·12	10·20@10·27	10·34@10·42	10·48@10·56	10·61@10·68	10·75@10·77	10·86@10·92	@	@	@	@
Closing.....	Lower.	10·00–10·01	10·07–10·08	10·21–10·22	10·35–10·36	10·49–10·50	10·63–10·64	10·75–10·76	10·86–10·87	.....	.....	.....	.....
Friday, Jan. 12—	Firmer.	Aver..10·04	Aver..10·10	Aver..10·23	Aver..10·38	Aver..10·52	Aver..10·65	Aver..10·79	Aver..10·89	Aver..———	Aver..———	Aver..———	Aver..———
Sales, total.....	47,200	400	6,300	7,500	12,800	10,400	3,900	3,000	2,900	—	—	—	—
Prices paid (range)	10·04@10·91	10·04@10·05	10·07@10·12	10·20@10·25	10·34@10·40	10·48@10·54	10·63@10·68	10·76@10·80	10·86@10·91	@	@	@	@
Closing.....	Dull.	10·06–10·08	10·11–10·12	10·25–10·26	10·39–10·40	10·53–10·54	10·67–10·68	10·79–10·80	10·90–10·91	.....	.....	.....	.....
Total sales this week.	444,200	15,200	64,500	104,000	88,300	83,000	41,600	18,500	29,000	100	.....	.....	.....
Average price, week.		10·04	10·12	10·25	10·40	10·54	10·67	10·79	10·92	10·55	.....	.....	.....
Sales since Sep.1,'82*	10,946,800	2,063,300	1,118,400	1,469,500	922,100	1,080,100	624,100	238,800	255,700	600	.....	.....	.....

* Includes sales in September, 1882, for September, 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400.

Transferable Orders—Saturday, 10·10c.; Monday, 10·05c.; Tuesday 10·10c.; Wednesday, 10·05c.; Thursday, 10·03c.; Friday, 10·10c.

Short Notices for January—Saturday, 9·95@10·06c.; Monday, 10·03@9·99c.; Tuesday, 9·99c.

☞ We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week.

·15 pd. to exch. 100 Mar. for April.
·14 pd. to exch. 300 Mar. for April.
·14 pd. to exch. 100 Mar. for April.
·23 pd. to exch. 500 June for Aug.
·14 pd. to exch. 400 Feb. for Mar.
·15 pd. to exch. 1,000 Feb. for Mar.
·14 pd. to exch. 200 Feb. for Mar.
·14 pd. to exch. 100 Feb. for Mar.
100 Jan. s. n. 13th for reg. even.
·14 pd. to exch. 100 Mar. for April.
·15 pd. to exch. 300 Mar. for April.
·26 pd. to exch. 500 May for July.
·15 pd. to exch. 500 Apr. for May.
·26 pd. to exch. 500 May for July.
·14 pd. to exch. 100 May for June.
·55 pd. to exch. 1,000 Mar. for July.
100 Jan. s. n. 15th for regular.

At the Interior Towns the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

Towns.	Movement to Jan. 12, 1883. Receipts. This week.	Receipts. Since Sept. 1, '82.	Shipm'ts. This week.	Stock Jan. 12.	Movement to Jan. 13, 1882. Receipts. This week.	Receipts. Since Sept. 1, '81.	Shipm'ts. This week.	Stock Jan. 13.
Augusta, Ga.....	2,741	134,292	3,568	26,219	2,310	138,078	6,120	31,657
Columbus, Ga.....	2,159	86,763	1,589	22,437	1,822	87,815	6,290	23,117
Macon, Ga.....	669	49,042	1,377	9,868	945	54,735	2,983	9,631
Montgom'ry, Ala.	1,730	112,739	2,239	*16,391	1,112	84,991	2,715	10,362
Selma, Ala.....	1,541	82,278	1,744	10,257	854	66,766	1,396	11,125
Memphis, Tenn.	12,374	345,337	17,920	93,094	4,449	278,146	5,706	98,069
Nashville, Tenn.	1,019	32,034	866	9,851	1,098	45,697	1,136	19,035
Dallas, Tex.....	476	28,189	1,169	2,924	179	23,737	849	1,842
Jefferson, Tex..	1,000	20,913	550	500	150	12,090	250	2,590
Shreveport, La.	2,100	66,610	4,717	3,753	1,040	51,346	1,739	16,205
Vicksburg, Miss.	4,006	66,920	3,933	9,185	3,753	109,359	4,562	11,611
Columbus, Miss.	902	29,573	1,919	8,802	280	24,559	804	8,694
Eufaula, Ala ...	823	36,051	575	6,606	913	41,726	567	8,091
Griffin, Ga.....	332	22,043	632	1,516	754	28,386	1,424	3,480
Atlanta, Ga.....	1,710	112,260	3,637	27,874	1,501	105,276	1,211	29,879
Rome, Ga.....	1,229	59,211	1,203	14,531	885	70,450	1,537	10,812
Charlotte, N. C.	371	34,642	371	1,000	364	19,725	444	500
St. Louis, Mo....	16,808	303,317	13,524	67,454	9,094	288,758	7,210	87,310
Cincinnati, O....	19,640	200,073	19,737	6,443	12,027	226,331	13,318	10,806
Total, old towns.	71,699	1,822,587	80,198	339,669	44,130	1,755,171	60,251	390,783
Newberry, S. C..	375	16,728	275	200	130	12,300		734
Raleigh, N. C...	233	36,211	247	2,848	50	42,224	130	1,633
Petersburg, Va..	233	16,023	.....	1,676	183	21,662	150	5,252
Louisville, Ky ..	913	17,810	1,162	2,207	452	22,551	604	9,352
Little Rock, Ark.	897	35,482	1,192	2,412	348	22,071	646	2,950
Brenham, Tex..	491	27,869	575	1,741	198	20,447	271	1,621
Houston, Tex...	14,579	533,108	14,338	29,495	8,067	330,570	9,903	22,725
Total, new towns	89,420	2,505,818	97,977	380,248	54,558	2,229,996	72,667	435,060
Total, all	17,721	683,231	17,779	40,579	10,428	471,825	12,416	44,267

* Actual count to-day. † This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 3,341 bales, and are to-night 51,114 bales *less* than at the same period last year. The receipts at the same towns have been 27,569 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 275,822 bales *more* than for the same time in 1881-2.

Change in Visible Supply Figures.—We have this week completed arrangements, which for some time we have had in contemplation, of making our visible supply an exact indication of the amount of cotton in sight each Friday night. Heretofore, as our readers know, the Continental stocks have been the figures of the previous Saturday From this time, however, we shall receive by cable for each of those ports the returns of the very day our whole report is dated. These figures are of course obtained at a large additional expense, but we think the great improvement in our statement which we thus are able to make fully warrants it.

The Visible Supply of Cotton to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Jan. 12), we add the item of exports from the United States, including in it the exports of Friday only.

☞ We re-arrange our visible supply table for previous years to conform to the change made in Continental stocks—that is to say, the Continental stocks of the succeeding week are inserted to make the correct comparison.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	699,000	572,000	487,000	501,000
Stock at London.....	80,000	40,700	34,000	47,323
Total Great Britain stock	779,000	612,700	521,000	548,323
Stock at Hamburg.....	4,000	2,200	2,500	1,500
Stock at Bremen.....	25,400	42,700	23,600	11,450
Stock at Amsterdam.....	1,500	11,000	1,680	28,920
Stock at Rotterdam.....	3,400	400	1,060	900
Stock at Antwerp.....	800	2,090	500	.....
Stock at Havre.....	151,000	130,000	71,600	46,890
Stock at Marseilles.....	4,000	4,200	5,500	1,321
Stock at Barcelona.....	42,000	35,000	24,700	13,654
Stock at Genoa.....	9,100	5,500	3,500	1,000
Stock at Trieste.....	5,700	4,060	2,000	700
Total continental stocks...	246,900	237,150	136,640	106,335
Total European stocks...	1,025,900	849,850	657,640	654,658
India cotton afloat for Europe.	97,000	133,000	82,000	54,279
Amer'n cotton afloat for Eur'pe	727,000	525,000	736,000	511,269
Egypt, Brazil, &c., afit for E'r'pe	62,000	45,000	28,000	22,312
Stock in United States ports ..	930,687	1,137,125	912,812	895,366
Stock in U. S. interior towns..	339,669	390,783	277,359	352,383
United States exports to-day..	17,800	18,000	14,000	16,000
Total visible supply.....	3,200,056	3,098,758	2,707,811	2,503,267
Of the above, the totals of American and other descriptions are as follows:				
American—				
Liverpool stock.....	429,000	413,000	368,000	363,000
Continental stocks.....	154,000	127,000	100,000	75,000
American afloat for Europe....	727,000	525,000	736,000	511,269

	1883.	1882.	1881.	1880.
United States stock	930,887	1,137,125	912,812	895,366
United States interior stocks	339,669	390,783	277,359	352,343
United States exports to-day	17,800	18,000	14,000	16,000
Total American	2,598,156	2,610,908	2,408,171	2,213,018
East Indian, Brazil, &c.—				
Liverpool stock	270,000	159,000	119,000	138,000
London stock	80,000	40,700	34,000	47,323
Continental stocks	92,900	110,150	36,640	31,335
India afloat for Europe	97,000	133,000	82,000	54,279
Egypt, Brazil, &c., afloat	62,000	45,000	28,000	22,312
Total East India, &c	601,900	487,850	299,640	293,249
Total American	2,598,156	2,610,908	2,408,171	2,213,018
Total visible supply	3,200,056	3,098,758	2,707,811	2,506,267
Price Mid. Upl., Liverpool	5 11/16d.	6 11/16d.	6 5/8d.	7 1/8d.

☞ The imports into Continental ports this week have been 46,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 101,298 bales as compared with the same date of 1882, an *increase* of 492,245 bales as compared with the corresponding date of 1881 and an *increase* of 693,789 bales as compared with 1880.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending Jan. 12.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	*Mon.*	*Tues.*	*Wednes.*	*Thurs.*	*Fri.*
Galveston	9 5/8	9 5/8	9 3/4	9 3/4	9 3/4	9 3/4
New Orleans	9 5/8	9 5/8	9 5/8	9 5/8	9 5/8	9 5/8
Mobile	9 7/16	9 1/2	9 1/2	9 1/2@5/8	9 5/8	9 5/8
Savannah	9 3/16	9 1/4	9 1/4	9 1/4	9 1/4	9 1/4
Charleston	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Wilmington	9 1/2	9 1/2	9 5/8	9 5/8	9 5/8	9 5/8
Norfolk	9 9/16	9 9/16@5/8	9 9/16@5/8	9 5/8	9 5/8	9 5/8
Boston	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Baltimore	10	10	10	10	10	10
Philadelphia	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Augusta	9 1/2@1/4	9 1/2@1/4	9 1/2@1/4	9 1/4	9 1/4	9 1/4
Memphis	9 3/8	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
St. Louis	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Cincinnati	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Louisville	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	*Receipts at the Ports.*			*St'k at Interior Towns.*			*Rec'pts from Plant'ns*		
	'80-'81.	'81-'82.	'82-'83.	'80-'81.	'81-'82.	'82-'83.	'80-'81.	'81-'82.	'82-'83.
Oct. 27	254,830	210,597	241,738	209,575	251,532	139,317	284,613	233,334	256,016
Nov. 3	251,768	225,285	256,623	240,562	290,140	175,092	282,755	263,893	292,398
" 10	215,842	233,320	262,251	263,258	322,161	211,740	238,588	265,341	298,899
" 17	256,615	233,462	259,154	281,562	345,706	244,123	274,922	257,007	291,537
" 24	205,192	232,216	242,169	284,476	367,000	259,173	208,106	253,570	257,221
Dec. 1	218,841	222,170	255,097	287,717	393,080	275,700	221,582	248,196	271,622
" 8	243,137	238,844	247,017	303,003	415,599	291,376	258,423	261,857	262,693
" 15	238,490	211,576	262,015	336,852	447,536	299,528	272,319	271,513	270,167
" 22	237,980	206,855	238,176	358,437	457,024	336,993	254,635	218,348	295,635
" 29	196,435	200,624	251,923	368,025	466,586	379,855	205,973	210,186	294,785
Jan. 5	110,735	152,429	224,927	337,634	453,639	383,647	85,374	139,502	228 789
" 12	139,604	114,368	175,382	309,550	435,050	380,248	101,490	96,259	171,983

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 4,225,604 bales; in 1881-82 were 3,890,035 bales; in 1880-81 were 3,965,150 bales.

2. That, although the receipts at the out-ports the past week were 175,382 bales, the actual movement from plantations was only 171,983 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 96,259 bales and for 1881 they were 101,490 bales.

AMOUNT OF COTTON IN SIGHT JANUARY 12.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to January 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.
Receipts at the ports to January 12 ....bales.	3,861,841	3,500,410
Interior stocks in excess of Sept. 1 on Jan. 12.	363,763	389,625
Total receipts from plantations	4,225,604	3,890,035
Net overland to January 1	413,082	323,510
Southern consumption to January 1	130,000	100,000
Total in sight January 12	4,768,686	4,313,545

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 455,141 bales.

WEATHER REPORTS BY TELEGRAPH.—The temperature has been lower in the greater portion of the South during the week, and there has been rain in most sections, but the rainfal has not in general been heavy. The cold and wet weather has interfered to some extent with the gathering and marketing of the crop.

Galveston, Texas.—It has rained tremendously on two days of the week, mainly confined to the coast. The rainfall reached three inches and ninety-seven hundredths. Very little picking has been done anywhere in the State. The thermometer has ranged from 28 to 66, averaging 47. The annual rainfall at Galveston for the past five years was as follows: For 1882, 55·42 inches; 1881, 51·98 inches; 1880, 50·97 inches; 1879, 26·90 inches; 1878, 60·90 inches.

Indianola, Texas.—The weather has been cold and foggy during the week, with a shower on one day. The rainfall reached twelve hundredths of an inch. Average thermometer 43, highest 61 and lowest 25. The annual rainfall at Indianola for the past five years was as follows: For 1882, 45·34 inches; 1881, 37·68 inches; 1880, 46·10 inches; 1879, 26·72 inches; 1878, 37·74 inches.

Dallas, Texas.—We have had no rain during the week but the weather has been cold. The thermometer has averaged 43, the highest being 68 and the lowest 17. Total rainfall in 1882, 55·69 inches.

Brenham, Texas.—We have had drizzles on two days of the week, the rainfall reaching three-hundredths of an inch. The weather has been cold. The thermometer has averaged 40, ranging from 15 to 65. Total rainfall in 1882, 37·04 inches

Palestine, Texas.—It has been showery on two days of the week, the rainfall reaching sixteen-hundredths of an inch. The thermometer has ranged from 21 to 67, averaging 44. Total rainfall in 1882, 39·99 inches.

Huntsville, Texas.—We have had a shower on one day of the week, the rainfall reaching ten-hundredths of an inch. The cold and damp weather interferes with work. Average thermometer 43, highest 63, lowest 23. Total rainfall in 1882, 36·75 inches.

Weatherford, Texas.—It has rained on one day of the week. The weather has been very cold. The thermometer has averaged 42, ranging from 17 to 68. Total rainfall in 1882, 30 inches.

Belton, Texas.—We have had no rain during the week. The thermometer has averaged 49, the highest being 71 and the lowest 26. Total rainfall in 1882, 31 inches.

Luling, Texas.—It has rained one day of the week, the rainfall reaching five hundredths of an inch. Very little work of any sort is being done. The thermometer has ranged from 24 to 69, averaging 47. Total rainfall in 1882, 29 inches.

New Orleans, Louisiana.—We have had rain on four days of the week, the rainfall reaching one inch and thirty-eight hundredths. The thermometer has averaged 56.

Shreveport, Louisiana.—Telegram not received.

Vicksburg, Mississippi.—It has rained on two days of the week. We had a slight fall of snow on Monday night. The weather is now cloudy.

Columbus, Mississippi.—It has rained on three days of the week, the rainfall reaching two inches and twenty-eight hundredths.

Little Rock, Arkansas.—Telegram not received.

Memphis, Tennessee.—We have had rain on four days of the week and light snow on two days. The rainfall reached sixty hundredths of an inch. Bad weather has interfered somewhat with the marketing of the crop. Average thermometer 36·5, highest 50, lowest 16.

Nashville, Tennessee.—It has rained on every day of the week, the rainfall reaching eighty-two hundredths of an inch. The thermometer has ranged from 16 to 54, averaging 31.

Mobile, Alabama.—It rained severely on one day and was showery on two days during the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached one inch and sixty-five hundredths. Average thermometer 52, highest 73 and lowest 28.

Montgomery, Alabama.—We have had rain on three days and snow on one day of the week, the rainfall, including melted snow, reaching one inch and sixty-three hundredths. We have had no frost during the week, but the temperature has on three days been below freezing point; very cold today. The cause of the small receipts is reported to be bad roads. The thermometer has averaged 49, the highest being 71 and the lowest 26.

Selma Alabama.—It has rained on one day of the week, the rainfall reaching one inch and eighty-three hundredths. One inch of snow fell here during the week. The bad roads have caused receipts to fall off this week. The thermometer has ranged from 25 to 63, averaging 44.

Madison, Florida.—Telegram not received.

Macon, Georgia.—It has rained on four days of the week. The thermometer has averaged 50, ranging from 26 to 65,

Columbus, Georgia.—We have had rain on two days of the week, the rainfall reaching one inch and fifty-three hundredths. The thermometer has averaged 45, the highest being 64 and the lowest 31.

Savannah, Georgia.—It has rained on five days of the week and the remainder of the week has been cloudy. The rainfall reached one inch and sixty-two hundredths. Average thermometer 55, highest 74 and lowest 32.

Augusta, Georgia.—We have had heavy general rain on six days of the week, but the week closes clear and cold. The rainfall reached two inches and twenty-eight hundredths. The amount of cotton in country waiting to be marketed at this point is reported to be considerably larger than last year. The causes for the small receipts this week are the bad roads, recent bad weather, and that the farmers are holding on for better prices. It is estimated that the receipts here this season will be ten to fifteen per cent in excess of last season. The thermometer has ranged from 27 to 67, averaging 49.

Atlanta, Georgia.—We have had rain on two days and snow on two days of the week, the rainfall reaching twenty-five hundredths of an inch. The thermometer has averaged 41, ranging from 20 to 60.

Charleston, South Carolina.—It has rained on three days of the week, the rainfall reaching one inch and forty-seven hundredths. The thermometer has averaged 52, the highest being 69 and the lowest 32.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock January 11, 1883, and January 12, 1882.

		Jan. 11, '83.		Jan. 12, '82.	
		Feet.	Inch.	Feet.	Inch.
New Orleans	Below high-water mark	10	7	4	0
Memphis	Above low-water mark.	8	3	29	7
Nashville	Above low-water mark.	13	0	42	4
Shreveport	Above low-water mark.	14	10	13	9
Vicksburg	Above low-water mark.	17	6	38	9

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

India Cotton Movement from all Ports.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to January 11.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent	Total.	Great Britain	Continent.	Total.	This Week.	Since Jan. 1
1883	7,000	11,000	18,000	13,000	13,000	26,000	29,000	56,000
1882	23,00	6,000	29,000	30.000	16,000	46,000	28,000	62,00 0
1881	1,000	.....	1,000	6,000	7,000	13,000	23,000	39,0 0
1880	1,000	2,000	3,000	6,000	3,000	9,000	17,000	28,000

According to the foregoing, Bombay appears to show an *increase* compared with last year in the week's receipts of 1,000 bales, and a *decrease* in shipments of 11,000 bales, and the shipments since January 1 show a *decrease* of 20,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total
Calcutta—						
1883	3,500	.....	3,500	8,500	.....	8,500
1882	3,000	400	3,400	9,500	700	10,200
Madras—						
1883	1,000	.....	1,000	1,000	.....	1,000
1882	400	.....	400	900	.....	900
All others—						
1883	.....	.....	.....	1,000	.....	1,000
1882	.....	200	200	1,500	200	1,500
Total all—						
1883	4,500	.....	4,500	10,500	.....	10,500
1882	3,400	600	4,000	11,900	900	12,800

The above totals for the week show that the movement from the ports other than Bombay is 500 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	18,000	26,000	29,000	46,000	1,000	13,000
All other p'rts.	4,500	10,500	4,000	12,800	5,000	15,000
Total	22,500	36,500	33,000	58,800	6,000	28,000

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

Alexandria Receipts and Shipments.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, January 11.	1882-83.		1881-82.		1880-81.	
Receipts (cantars*)—						
This week	100,000		110,000		135,000	
Since Sept. 1	1,726,000		2,227,550		2,005,000	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)—						
To Liverpool	13,000	138,000	10,000	141,000	11,000	132,000
To Continent	9,000	41,000	11,319	77,029	1,471	45,593
Total Europe	22,000	179,000	21,319	218,029	12,471	177,593

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Jan. 11 were 100,000 cantars and the shipments to all Europe were 22,000 bales.

Manchester Market.—Our report received from Manchester to-night states that the market is active at lower prices, chiefly on China business. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1882-83.				1881-82.			
	32s Cop. Twist.	8¼ lbs. Shirtings.		Cott'n Mid. Upl'ds	32s Cop. Twist.	8¼ lbs. Shirtings.		Cott'n Mid. Upl'ds
	d. d.	s. d.	s. d	d.	d. d.	s. d.	s. d	d.
Nov 10	9 3/16@ 9 3/8	5 11½@7	6	6 1/8	9¼ @10	6 6	@8 1½	6 7/16
" 17	9 1/16@ 9 1/4	6 1@ 7	6	6 3/8	9¼ @10	6 6	@8 1½	6 9/16
" 24	8 7/8 @ 9 1/2	6 3 @7	9	6 1/8	9 3/8 @10 1/8	6 6	@8 1½	6 1/2
Dec. 1	8 7/8 @ 9 1/2	6 3 @7	9	6	9 3/8 @10 1/8	6 6	@8 1 3/4	6 11/16
" 8	8 7/8 @ 9 1/2	6 3 @7	9	5 15/16	9 3/8 @10 1/8	6 6	@8 1½	6 9/16
" 15	8 7/8 @ 9 1/2	6 3 @7	7½	5 15/16	9¼ @10	6 6	@8 0	6 9/16
" 22	8 7/8 @ 9 1/2	6 1½@7	7½	5 13/16	9 3/8 @10	6 6	@8 0	6 11/16
" 29	8 13/16- 9 7/16	6 1½@7	7½	5¾	9 3/8 @10	6 6	@8 0	6 11/16
Jan. 5	8¾ @ 9 3/8	6 1 @7	7	5 11/16	9 3/8 @10	6 6	@8 0	6 9/16
" 12	8 5/8 @ 9 1/4	6 0 @7	6	5 11/16	9 3/8 @10	6 6	@8 0	6 11/16

Jute Butts, Bagging, &c.—There has not been any change in the position of bagging since our last report, and the market continues quiet. The only business doing is of a jobbing character and has little effect on prices, which may be quoted about as last. Holders are not forcing goods and only supply orders as they come in. The close is about steady at 6¾c. for 1½ lbs., 7¼c. for 1¾ lbs., 8c. for 2 lbs. and 8¾c. for standard grades. Butts are in about the same position, and scarcely any business is doing. Buyers are indifferent and do not care to take more than required for present wants. Prices are easy, and an offer for a quantity at a shade under quotations would be accepted. At the close sellers are naming 2 5-16@ 2 7-16c. for paper grades, and 2½@2⅝c. for bagging qualities.

Comparative Port Receipts and Daily Crop Movement.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows:

Monthly Receipts.	Year Beginning September 1.					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,84	98,491
October	980,584	853,195	968,318	888,492	689,26	578,533
Novemb'r	1,094,6 7	974,043	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,664	900,119
Total year	3,514,47	3,253,822	3,454,099	3,120,871	2,651,013	2,399,636
Per'c'tage of tot. port receipts Dec. 31.	68·93	58·80	62·39	59·60	55·21	

This statement shows that up to Dec. 31 the receipts at the ports this year were 260,651 bales more than in 1881 and 60,374 bales more than at the same time in 1880. By adding to the above totals to Dec 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Dec. 31	3,514,473	3,253,822	3,454,099	3,120,871	2,651,013	2,399,636
Jan. 1	49,366	8.	20,294	15,776	9,614	18,351
" 2	35,488	28,830	8.	30,208	22,227	30,235
" 3	24,656	24,328	23,424	30,790	36,437	18,957
" 4	29,181	17,926	11,808	8.	14,949	31,491
" 5	33,895	23,405	13,397	23,548	8.	20,055
" 6	34,713	37,231	16,773	22,906	33,248	8.
" 7	8.	17,951	25,039	19,929	14,528	31,768
" 8	39,653	8.	17,286	17,551	14,394	24,319
" 9	19,749	21,640	8.	34,762	20,046	17,404
" 10	26,949	16,348	26,880	20,411	23,926	19,321
" 11	25,776	15,187	18,066	8.	13,778	29,232
" 12	28,542	12,362	20,086	22,132	8.	27,002
Total	3,861,841	3,469,030	3,647,152	3,358,884	2,854,160	2,667,862
Percentage of total port receipts Jan. 12		73·49	62·09	67·15	61·18	61·39

This statement shows that the receipts since Sept. 1 up to to-night are now 392,811 bales more than they were to the same day of the month in 1882 and 214,689 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to January 12 in each of the years named.

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 12,594 bales, against 20,520 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1882.

Exported to—	Week ending— Dec. 21.	Dec. 28.	Jan. 4.	Jan. 11.	Total since Sept. 1.	Same period previ'us year.
Liverpool	10,514	13,871	17,107	8,985	257,622	150,695
Other British ports	200	.....	100	.....	3,426	3,458
TOTAL TO GREAT BRITAIN	10,714	13,871	17,207	8,985	261,048	154,153
Havre	300	234	233	142	18,340	15,074
Other French ports	.....	.....	.....	.....	100	.....
TOTAL FRENCH	300	234	233	142	18,440	15,074
Bremen and Hanover	365	852	400	491	30,002	17,290
Hamburg	1,108	943	250	797	22,903	12,367
Other ports	2,083	1,703	2,430	2,179	38,322	3,516
TOTAL TO NORTH. EUROPE	3,556	3,498	3,080	3,467	91,227	33,173
Spain, Op'rto, Gibralt'r, &c	518	.....	.....	.....	2,442	837
All other	438	.....	.....	.....	4,234	.....
TOTAL SPAIN, &c	986	.....	.....	.....	6,676	837
GRAND TOTAL	15,556	17,603	20,520	12,594	377,391	203,237

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York. This week.	New York. Since Sept. 1.	Boston. This week.	Boston. Since Sept. 1.	Philadelphia. This week.	Philadelphia. Since Sept. 1.	Baltimore. This week.	Baltimore. Since Sept. 1.
N. Orl'ans	5,984	110,321	.....	.....	.....	.....	.....	.....
Texas	3,168	100,417	1,500	6,503	.....	.....	.....	.....
Savannah	8,364	146,898	.....	37,881	966	10,557	2,515	52,209
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	.....	6,418	.....	.....	.....	.....	.....	.....
S.Car'lina	4,747	103,191	.....	.....	149	6,103	178	14,732
N.Car'lina	988	35,419	.....	.....	.....	.....	1,244	9,757
Virginia	5,524	134,524	2,745	33,511	1,968	30,803	4,852	71,252
North. pts	.....	.....	7,778	77,127	.....	.....	.....	205
Tenn., &c.	8,026	76,586	9,077	85,392	2,247	33,649	10,217	21,645
Foreign	.....	1,239	.....	.....	.....	.....	.....	.....
This year.	36,801	715,016	21,100	240,416	5,330	81,112	19,006	169,300
Last year.	56,686	771,972	18,653	249,236	3,809	51,478	7,536	141,546

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 177,838 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Adriatic, 1,647....Arizona, 674....Britannic, 2,459....Gallia, 1,270....Helvetia, 1,517....Lake Nepigon, 1,418	8,985
To Havre, per steamer Pereire, 142	142
To Bremen, per steamer Oder, 491	491
To Hamburg, per steamer Gellert, 797	797
To Amsterdam, per steamer Jason, 138	138
To Antwerp, per steamer Waesland, 2,041	2,041
NEW ORLEANS—To Liverpool, per steamers Brankelow, 5,930....Briscoe, 7,014....Eduardo, 4,900....Gallego, 5,200 ... Guilford, 5,300....Knight of St. Patrick, 5,594....Orion, 4,583....Persian, 5,200.....Vindolano, 4,295.....West Indian, 2,513	50,529
To Havre, per steamers Diadem, 4,570....Flachat, 4,010.... Newminster, 2,950....Sunbeam, 4,598	16,128
To Antwerp, per steamer Cameo, 2,233	2,233
To Sebastopol, per steamers Ashburne, 7,022..Cyprus, 5,225	12,247
To Barcelona, per barks Cavieces, 500....Pepita, 299	799
MOBILE—To Liverpool, per bark Arcadia, 2,550	2,550
CHARLESTON—To Gottenburg, per bark Albatross, 1,025 Upland	1,025
To Barcelona, per brig Lloret, 470 Upland	470
SAVANNAH—To Liverpool, per bark Christian Scriver, 2,162 Upland	2,162
To Havre, per ship Success, 4,500 Upland	4,500
To Bremen, per steamers Annie, 6,005 Upland....Athens, 7,224 Upland	13,229
To Barcelona, per bark Barcelona, 3,375 Upland	3,375
TEXAS—To Liverpool, per steamers Ardanceorrach, 3,700.... Horace, 3,879.....Prince Soltykoff, 3,453.....per barks Anina, 843....Edmund Richardson, 918....Fama, 1,259..	14,052
To Havre, per steamer Shildon, 3,529	3,529
To Bremen, per steamer Menzaleh, 4,295	4,295
To Amsterdam, per bark Velox, 1,280	1,280
WILMINGTON—To Liverpool, per barks Jasva, 1,800....J. T. Smith, 1,473....Thinca, 1,643	4,916
NORFOLK—To Liverpool, per steamer Pedro, 1,200.....per ship Edward O'Brien, 8,753....per bark Harry Bailey, 2,476..	12,429
BALTIMORE—To Liverpool, per steamer Vesta, 4,081	4,081
BOSTON—To Liverpool, per steamers Norseman, 2,849....Palestine, 1,976....Venetian, 2,190....Victoria, 1,372	8,387
To Antwerp, per steamer Hermann, 28	28
PHILADELPHIA—To Liverpool, per steamers Illinois, 1,000.... Lord Gough, 2,000	3,000
Total	177,838

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen & Hamburg.	Amsterdam & Antwerp.	Gottenburg.	Sebastopol.	Barcelona.	Total.
New York	8,985	142	1,288	2,179	.....	.....	.....	12,594
N. Orleans	50,529	16,128	.....	2,233	.....	12,247	799	81,936
Mobile	2,550	.....	.....	.....	.....	.....	.....	2,550
Charleston	.....	.....	.....	.....	1,025	.....	470	1,495
Savannah	2,162	4,500	13,229	.....	.....	.....	3,375	23,266
Texas	14,052	3,529	4,295	1,280	.....	.....	.....	23,156
Wilmington	4,916	.....	.....	.....	.....	.....	.....	4,916
Norfolk	12,429	.....	.....	.....	.....	.....	.....	12,429
Baltimore	4,081	.....	.....	.....	.....	.....	.....	4,081
Boston	8,387	.....	.....	28	.....	.....	.....	8,415
Philadelp'a	3,000	.....	.....	.....	.....	.....	.....	3,000
Total	111,091	24,299	18,812	5,720	1,025	12,247	4,644	177,838

Below we add the clearances, this week, of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Liverpool—Jan. 5—Steamers Scaw Fell, 5,604; Yesso, 5,461....Jan. 8—Steamers Abana, ——; Faunie, ——.
For Sebastopol—Jan. 5—Steamer Remembrance, 4,240.
NEW ORLEANS—For Liverpool—Jan. 5—Steamers Brema, 4,165; Espanol, 3,100; Etna, 3,198; Peconic, 3,720....Jan. 6—Steamer Engineer, 6,294....Jan. 10—Steamers Mediator, ——; Osmanli, ——.
For Grimsby—Jan. 9—Steamer Stolzenfels, 6,466.
For Havre—Jan. 6—Steamer Rouen, 7,855....Jan. 10—Steamer Fournel, 2,072.
For Bremen—Jan. 6—Steamer Darlington, 3,795....Jan. 10—Steamer Camellia, ——.
For Genoa—Jan. 5—Bark Conquistatore, 1,917.
MOBILE—For Havre—Jan. 8—Bark Rebus, 3,000.
SAVANNAH—For Liverpool—Jan. 5—Bark Capenhurst, 2,000...Jan. 11—Bark Tikoma, 2,953.
For Barcelona—Jan. 6—Bark XII de Junio, 1,900.
CHARLESTON—For Liverpool—Jan. 6—Bark Mary Jane, 2,250...Jan. 9—Bark Marco Polo, 1,175.
For Havre—Jan. 6—Bark Jebra, 1,784.
For Bremen—Jan. 6—Steamer Egypt, 3,835....Jan. 9—Steamer Spartan, 5,350.
For Ghent—Jan. 5—Bark Zuleima, 1,525.
For Barcelona—Jan. 8—Bark Anibal, 1,010.
WILMINGTON—For Liverpool—Jan. 5—Bark Geo. Davis, 2,303.
For Queenstown or Falmouth, for orders—Jan. 8—Bark Marie, 1,713.
NORFOLK—For Liverpool—Jan. 6—Bark Maiden City, 3,320.
BOSTON—For Liverpool—Jan. 3—Steamer Illyrian, 1,314....Jan. 5—Steamer Atlas, 1,429—Jan. 6—Steamer Iowa, 1,970....Jan. 10—Steamer Nova Scotian, ——.
BALTIMORE—For Liverpool—Jan. 8—Steamers Thanemore, 2,070, Serra, 1,800....Jan. 10—Steamer Ontario, 4,732.
For Bremen—Jan. 6—Steamer Koln, 1,615.
PHILADELPHIA—For Liverpool—Jan. 5—Steamer British Queen, 2,500.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

BERTIE, steamer (Br.), from Charleston for Bremen, caught fire alongside the wharf at Bremen, January 3. The fire was extinguished with slight damage.

CITY OF BRUSSELS, steamer (Br.), Land, from New York, December 28, for Liverpool, was run into during a fog, Jan. 7, and sunk off the Mersey, by steamer Kirby Hall, from Glasgow for Liverpool. The City of Brussels was cut down to the water's edge about half through, and sunk in about twenty minutes after the collision. Her mails were landed at Queenstown 6 A. M. of Jan. 6. Included in her cargo were 846 bales of cotton, 63 bales of which had been transferred from the City of Berlin. The chance of her being raised is extremely doubtful.

CAMILLA, bark (Nor.), loading at Charleston, for Liverpool, caught fire afternoon of Jan. 10, and twenty bales of cotton were damaged. The cotton was stowed in the cabin and was entirely separate from the cotton in the hold, consisting of about 1,300 bales. The damage to the vessel is slight, and the bulk of the cargo is thought to be free from damage by water.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	13/64-17/64	3/16@17/64	3/16@17/64	3/16@17/64	3/16@17/64	3/16@17/64
Do sail...d.	....	....	....	....	....	....
Havre, steam...c.	7/16*	7/16*	7/16*	7/16*	7/16*	7/16*
Do sail...c.	....	....	....	....	....	....
Bremen, steam...c.	17/32*	1/2@17/32*	1/2@17/32*	1/2@17/32*	1/2@17/32*	1/2@17/3
Do sail...c.	....	....	....	....	....	....
Hamburg, steam.d.	1/2*	1/2*	1/2*	1/2*	1/2*	1/2*
Do sail...d.	....	....	....	....	....	....
Amst'd'm, steam.c.	9/16*	9/16*	9/16*	9/16*	9/16*	9/16*
Do sail...d.	....	....	....	....	....	....
Baltic, steam...d.	3/8*	3/8*	3/8*	3/8*	3/8*	3/8*
Do sail...c.	....	....	....	....	....	....
Barcelona, steam.c.	7/8*	7/8*	7/8*	7/8*	7/8*	7/8*
Genoa, steam ...d.	3/4*	3/4*	3/4*	3/4*	3/4*	3/4*

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Dec. 22.	Dec. 29.	Jan. 5.	Jan. 12.
Sales of the week.....bales.	55,000	32,000	43,000	66,000
Of which exporters took	5,200	2,800	3,800	7,300
Of which speculators took..	1,840	890	1,670	3,700
Sales American	40,000	24,000	32,500	49,000
Actual export	11,500	11,500	4,900	4,600
Forwarded	20,000	21,000	29,500	25,500
Total stock—Estimated	556,000	683,000	710,000	699,000
Of which American—Estim'd	308,000	397,000	445,000	429,000
Total import of the week	99,000	167,000	119,000	80,000
Of which American	84,000	129,000	104,000	54,000
Amount afloat	398,000	361,000	367,000	470,000
Of which American	348,000	318,000	329,000	425,000

The tone of the Liverpool market for spots and futures each day of the week ending Jan. 12, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, 12:30 P.M	Dull and easier.	Dull.	Dull and easier.	Steady.	Dull and easier.	Fair demand freely met
Mid. Upl'ds	$5\frac{11}{16}$	$5\frac{11}{16}$	$5\frac{11}{16}$	$5\frac{11}{16}$	$5\frac{11}{16}$	$5\frac{11}{16}$
Mid. Orl'ns	$5\frac{13}{16}$	$5\frac{13}{16}$	$5\frac{13}{16}$	$5\frac{13}{16}$	$5\frac{13}{16}$	$5\frac{14}{16}$
Sales	8,000	8,000	8,000	12,000	10,000	12,000
Spec. & exp.	500	500	1,000	1,000	1,000	2,000
Futures. Market, 12:30 P.M.	Steady.	Firm.	Weak.	Flat.	Weak.	Dull.
Market, 5 P. M.	Quiet.	Barely steady.	Strong.	Barely steady.	Weak.	Steady.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d. and 6 03 means 6 3-64d.*

	Sat., Jan. 6.				Mon., Jan. 8.				Tues., Jan. 9.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
January	5 40	5 40	5 38	5 39	5 39	5 41	5 39	5 40	5 40	5 41	5 40	5 41
Jan.-Feb.	5 39	5 39	5 38	5 38	5 39	5 40	5 39	5 40	5 40	5 42	5 40	5 42
Feb.-Mar	5 40	5 40	5 39	5 39	5 40	5 42	5 40	5 40	5 40	5 42	5 40	5 41
Mar.-April	5 43	5 43	5 42	5 42	5 42	5 44	5 42	5 42	5 43	5 44	5 43	5 44
April-May	5 46	5 46	5 45	5 45	5 46	5 47	5 46	5 46	5 46	5 49	5 46	5 49
May-June	5 50	5 50	5 48	5 49	5 50	5 51	5 49	5 49	5 50	5 52	5 49	5 52
June-July	5 51	5 54	5 53	5 53	5 54	5 55	5 53	5 53	5 54	5 56	5 53	5 56
July-Aug	5 58	5 58	5 57	5 57	5 58	5 59	5 58	5 58	5 58	5 59	5 58	5 59
Aug.-Sept	5 62	5 62	5 61	5 61	5 62	5 63	5 62	5 62	5 63	6 02	5 63	6 02
Sept.-Oct	....	....	....	....	....	....	....	....	....	....	....	....

	Wednes., Jan. 10.				Thurs., Jan. 11.				Fri., Jan. 12.			
	Open.	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
January	5 42	5 43	5 42	5 43	5 42	5 42	5 40	5 40	5 40	5 40	5 39	5 39
Jan.-Feb	5 42	5 42	5 42	5 42	5 42	5 42	5 41	5 41	5 40	5 40	5 38	5 38
Feb.-Mar	5 43	5 44	5 43	5 44	5 43	5 43	5 41	5 41	5 41	5 41	5 40	5 40
Mar.-April	5 45	5 45	5 44	5 45	5 45	5 45	5 43	5 43	5 44	5 44	5 42	5 43
April-May	5 49	5 49	5 48	5 49	5 48	5 48	5 46	5 46	5 47	5 47	5 45	5 46
May-June	5 53	5 54	5 52	5 53	5 52	5 52	5 49	5 49	5 50	5 50	5 49	5 49
June-July	5 56	5 57	5 56	5 56	5 56	5 56	5 54	5 54	5 54	5 54	5 53	5 53
July-Aug	5 61	5 61	5 60	5 60	5 59	5 59	5 59	5 59	5 59	5 59	5 57	5 58
Aug.-Sept	6 02	6 02	6 00	6 01	5 63	6 03	5 62	5 63	5 62	5 62	5 61	5 61
Sept.-Oct	....	....	....	....	....	....	....	....	....	....	....	....

BREADSTUFFS.

FRIDAY, P. M., January 12, 1883.

Flour has advanced in response to an advance in wheat. There has been a fair demand for the lower grades, but the better brands have sold to only a moderate extent, and indeed the transactions in all descriptions have been more or less curtailed by the firmness of holders. To-day the market was quiet for the better grades, while the cheaper brands sold well, and prices were generally firm.

Wheat has been in steady demand for export, and holders have been favored by strong markets in Europe. Still the foreign trade has been restricted, as exporters claim, by the recent advance in prices here, which they state has nearly or quite obliterated the margin on Liverpool. Options have sold fairly, and at one time showed an advance, but latterly the opinion gaining ground that the effect of the European floods had been to a large extent, at least, anticipated, and the Chicago market moreover showing some depression, prices here on most months lost the advance, January however showing a fractional advance compared with a week ago. The market was ½c. higher and moderately active; No. 2 red sold at $1 12¼ for January, $1 13@$1 13½ for February, $1 15¼@$1 15¾ for March, $1 17⅝@$1 17⅝ for April and $1 17⅝@$1 18 for May.

Indian corn has been in fair demand for export at an advance of 2c., and large sales have been made on speculation. An attempt to corner January in Chicago has not thus far met with any very marked success, though the fact that such an attempt would be made, and that the grade of the receipts was running rather low, has caused many shorts to cover. Still there has been weakness at the West within a day or two, and the fact was reflected in the depression which immediately became noticeable in this market. Thus, part of the advance of 1@2c. which had taken place earlier in the week has been lost. To-day the market was fairly active at an advance of ½c; No. 2 mixed sold at 67½@67⅞c. for January, 66¾c@67c. for February, 66⅜c. for March and 66c. for April, with May quoted at 64⅝@64¾c.

Rye has been firm but rather quiet. Barley has been quiet but steady. Oats have been active at times on speculation, but after some fluctuations have latterly taken a downward turn, the demand for consumption proving only moderate. To-day the market was firmer; No. 2 mixed sold at 46⅜c. for January 46⅝c. for February, 47@47⅜c. for both March and April.

The following are closing quotations:

FLOUR.

No. 2 spring	$ bbl. $2 40@ 3 25	City shipping extras.	$5 30@ 5 75
No. 2 winter	2 75@ 3 35	Southern bakers' and family brands	5 35@ 6 75
Superfine	3 00@ 3 75	South'n skip'g extras.	4 35@ 5 30
Spring wheat extras	4 00@ 5 00	Rye flour, superfine	3 35@ 3 85
do bakers'	4 75@ 5 50	Corn meal—	
Wis. & Minn. rye mix.	4 75@ 5 50	Western, &c	3 00@ 3 75
Minn. clear and str't	4 00@ 6 00	Brandywine, &c	3 75@ 3 90
Winter shipp'g extras.	3 65@ 4 35	Buckw't flour, 100 lbs.	2 25@ 2 50
Patents, spring	5 75@ 7 50		
Patents, winter	5 50@ 7 00		

GRAIN.

Wheat—		Rye—Western	66 @ 70
Spring, per bush.	1 00 @1 09	State & Canada	68 @ 72
Spring No. 2	1 05 @1 09	Oats—	
Red winter	98 @1 17	Mixed	45 @ 47
Red winter, No. 2	1 09½@1 13½	White	46½@ 51½
White	80 @1 16	No. 2 mixed	46 @ ....
White No. 1	1 10½ @....	No. 2 white	48 @48¼
Corn—West. mixed	63 @ 69	Barley—	
West. mix. No. 2	69¾@ 71	Canada No. 1	98 @1 00
White	65 @ 70	Canada bright	1 02 @ ....
Yellow	65 @ 70	Canada No. 2	90 @ ....
Buckwheat	....@ 75	State, 4-rowed	90 @ 92
		State, 2-rowed	81 @ 84

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Jan. 6 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48 lbs	Bush.56 lbs
Chicago	85,979	345,575	1,094,398	678,784	163,495	51,037
Milwaukee	78,276	205,667	17,140	43,920	168,520	17,456
Toledo	1,069	142,214	148,099	53,696	2,300	2,671
Detroit	4,018	83,400	11,499	18,708	14,087	.....
Cleveland	1,520	14,500	38,000	16,600	4,900	.....
St. Louis	21,673	163,357	315,759	25,776	60,546	12,976
Peoria	725	450	299,950	102,075	12,600	18,000
Duluth	.....	45,000	.....	.....	.....	.....
Tot. wk. '83	193,260	1,000,253	1,924,886	934,559	426,457	97,140
Same wk. '82	131,198	574,272	1,232,277	492,019	372,206	48,275
Same wk. '81	170,620	805,351	1,290,840	480,101	303,645	47,862
Since Aug. 1—						
1882	4,760,746	51,817,672	35,340,987	26,238,564	9,060,685	2,498,210
1881	3,844,182	26,132,747	61,134,675	16,837,552	8,104,638	2,764,794
1880	4,101,063	54,802,047	63,215,155	22,055,155	8,610,694	2,556,611

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Jan. 6, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour bbls.	529,911	252,720	343,368	278,768
Wheat bush.	646,328	550,814	327,898	362,186
Corn	2,619,283	1,422,772	1,315,555	1,840,410
Oats	1,051,792	745,211	894,795	550,617
Barley	428,337	331,203	354,910	119,812
Rye	73,210	94,600	111,776	93,419
Total grain	4,818,950	3,144,600	3,684,934	2,467,444

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week Jan. 6.	1882. Week Jan. 7.	1881. Week Jan. 8.	1880. Week Jan. 10.
Flour bbls.	266,747	143,162	157,587	114,811
Wheat bush.	231,276	314,273	548,538	183,500
Corn	1,174,272	671,389	780,601	768,139
Oats	478,728	337,277	477,404	312,537
Barley	204,339	118,265	176,894	59,434
Rye	31,314	44,363	53,046	47,087
Total	2,119,929	1,485,572	2,036,483	1,370,697

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Jan. 6	266,747	250,973	1,320,090	491,501	204,339	31,314
Dec. 30	263,164	395,350	1,299,193	560,291	223,998	41,996
Dec. 23	170,950	292,366	1,038,006	402,403	134,753	26,764
Dec. 16	207,596	303,544	997,591	352,168	198,583	38,235
Tot., 4 w.	908,457	1,242,238	4,654,883	1,806,368	761,673	138,249
4 w'ks 82	488,304	1,119,801	3,347,636	1,444,419	658,997	182,530

The receipts of flour and grain at the seaboard ports for the week ended Jan. 6, follow:

At	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	182,567	564,000	604,946	268,842	53,900	12,642
Boston	63,349	72,575	370,449	98,450	6,900	1,500
Portland	1,200	82,961	8,200	2,850	.....	394
Montreal	6,164	5,400	550	4,300	1,950	1,000
Philadelphia	18,547	105,300	138,000	85,000	14,500	500
Baltimore	12,000	260,950	349,100	13,500	.....	2,500
New Orleans	11,069	.....	71,010	25,518	.....	.....
Total week	294,896	1,091,786	1,542,255	498,460	77,250	18,536
Cor. week '82	178,077	428,278	407,596	366,958	55,435	1,980

The total receipts at the same ports for the period from Dec. 25, 1882, to Jan. 6, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	663,178	400,612	508,834	226,534
Wheat.....bush.	2,090,779	911,903	1,802,032	915,257
Corn.....	2,839,098	1,311,792	2,160,293	1,786,539
Oats.....	850,764	701,421	547,618	291,530
Barley.....	173,153	207,912	187,611	104,715
Rye.....	29,536	11,164	66,203	16,762
Total grain....	5,983,380	3,147,192	4,568,787	3,114,803

The exports from the several seaboard ports for week ending Jan. 6, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	163,886	491,549	239,829	1,407	12,389	3,316
Boston...	51,508	118,140	56,304	.....	.....	.....
Portland.	500	84,000	.....	.....	493	8,878
Montreal.	.....	.....	.....	.....	.....	.....
Philadel..	9,165	18,188	60,687	.....	.....	.....
Baltim're	6,883	466,321	414,073	400	.....	.....
N.Orl'ns.	872	316,157	29,474	.....	.....	40
Total w'k.	232,814	1,491,355	800,367	1,807	12,882	12,234
S'me time 1882...	61,111	570,329	423,499	1,863	42,911	40,196

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, Jan. 6.	1882. Week, Jan. 7.	1883. Week, Jan. 6.	1882. Week, Jan. 7.	1883. Week, Jan. 6.	1882. Week, Jan. 7.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un.King.	170,220	29,899	660,028	384,272	767,797	294,897
Contin'nt	13,836	5,216	806,827	160,057	24,402	104,740
S.&C.Am	13,806	9,208	20,000	.....	1,665	4,270
W. Indies	29,351	7,004	.....	1,500	5,473	17,944
Brit. Col's	4,942	8,615	.....	.....	.....	100
Oth.c'nt's	659	1,169	7,500	24,500	1,030	1,548
Total...	232,814	61,111	1,494,355	570,329	800,367	423,499

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to Jan. 6.	1881-82. Sept. 1 to Jan. 7.	1882-83. Sept. 1 to Jan. 6.	1881-82. Sept. 1 to Jan. 7.	1882-83. Sept. 1 to Jan. 6.	1881-82. Sept. 1 to Jan. 7.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	2,583,159	1,078,484	20,219,774	17,040,356	3,547,878	12,559,417
Continent...	293,521	77,391	16,054,842	5,874,380	311,939	2,604,267
S. & C. Am...	281,657	248,017	64,820	3,380	84,207	208,974
West Indies.	382,816	232,090	28,325	16,725	161,165	213,043
Brit. Col'nies	273,114	235,911	7,806	.....	45,375	62,060
Oth. countr's	15,098	17,049	192,945	200,268	36,558	30,373
Total.....	3,779,365	1,883,942	37,168,512	23,135,109	4,287,122	15,078,134

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Jan. 6, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	6,952,222	1,194,485	845,426	93,737	232,376
Do. afloat.....	203,000	510,000	98,000	310,000	288,000
Albany.....	25,000	60,500	115,000	210,000	42,000
Buffalo.....	1,199,239	29,962	32,199	425,519	40,029
" afloat.....	.....	.....	.....	.....	90,000
Chicago.....	5,380,641	3,059,918	1,644,406	258,032	438,993
Milwaukee.....	954,329	50,878	2,388	270,711	50,737
Duluth.....	963,056	.....	.....	.....	.....
Toledo.....	798,869	447,632	239,693	5,650	14,860
Detroit.....	589,691	14,563	27,457	22,751	905
Oswego.....	180,000	80,000	2,000	800,000	88,000
St. Louis.....	748,931	939,837	38,826	102,115	46,837
Boston.....	216,306	56,793	153,055	28,760	700
Toronto.....	214,600	.....	2,158	180,798	30,942
Montreal.....	230,490	8,000	63,684	13,142	4,866
Philadelphia.....	680,468	225,144	175,352	.....	.....
Peoria.....	9,569	211,790	279,549	8,810	91,215
Indianapolis.....	220,500	53,000	15,000	.....	15,500
Kansas City.....	250,142	203,813	12,530	.....	20,775
Baltimore.....	1,115,135	329,355	.....	.....	.....
Down Mississippi.	19,702	145,818	12,773	.....	.....
On rail.....	363,060	1,607,336	665,492	279,005	45,213
Tot. Jan. 6, '83.	21,315,550	9,229,144	4,425,588	3,004,030	1,511,978
Tot. Dec. 30, '82.	21,049,017	9,104,137	4,423,379	3,040,154	1,470,085
Tot. Dec. 23, '82.	20,614,537	8,233,404	3,262,885	3,021,416	1,307,170
Tot. Dec. 16, '82.	19,781,437	7,407,700	2,909,462	3,092,084	1,277,996
Tot. Dec. 9, '82.	20,190,034	7,020,453	3,068,228	3,108,686	1,241,652
Tot. Jan. 7, '82.	17,530,421	16,426,381	2,628,193	2,818,535	1,218,961

THE DRY GOODS TRADE.

FRIDAY, P. M., January 12, 1883.

The market has shown rather more animation the past week, owing to the arrival of a good many wholesale buyers from distributing points in the West, South and Southwest, but there was no material increase in the volume of business, stormy weather having checked the demand for most descriptions of spring goods. There was a steady movement in staple cotton and woolen goods, hosiery, underwear, &c., on account of former orders, but new business in such fabrics was only moderate, and there is not the least tendency toward speculation in any class of merchandise, notwithstanding the low prices prevailing at present. Values remain unchanged, and such goods as govern the market are steadily held in first hands.

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week were 3,917 packages, including 1,139 to Great Britain, 700 to China, 342 to Brazil, 181 to U. S. of Colombia, 166 to Hamburg, 148 to Hayti, &c. There was a steady but moderate demand for plain and colored cottons by jobbers and converters, but no special activity was noticed in any particular class of goods. Cottonades were more sought for, but transactions were light in the aggregate, and cheviots continued quiet and unsettled. Print cloths were in moderate demand, but weak, closing at 3⅝@3 11-16c. less 1 per cent for 64x64s and 3⅛@3 3-16c. for 54x60s. Fancy and shirting prints were in somewhat better demand, and some fair parcels of dress ginghams were shipped "on memorandum," subject to opening prices which have not yet been fully determined upon.

DOMESTIC WOOLEN GOODS.—There was a strictly moderate demand for men's-wear woolens at first hands, but fair deliveries of all-wool and cotton-warp cassimeres and suitings were made by agents on account of back orders. Worsted coatings were also distributed in like manner to a fair amount. Spring cloakings have met with some attention from manufacturers and the trade, and fair sales were reported in leading makes. Kentucky jeans ruled quiet in the regular way, but a few liberal purchases were stimulated by low prices. Shawls and skirts were seasonably quiet, and the demand for flannels and blankets was comparatively light; but spring dress fabrics and Jersey cloths met with a fair share of attention, and some considerable transactions were reported—for future delivery.

FOREIGN DRY GOODS.—There was a slightly improved call for imported goods at first hands, but business in this connection was by no means active. The feature of the week was a peremptory auction sale of Hamburg embroideries, which found ready buyers at good average prices.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Jan. 11, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.					
	Week Ending Jan. 12, 1882.		Since Jan 1, 1882.		Week Ending Jan. 11, 1883.		Since Jan. 1, 1883.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—								
Wool.....	1,024	$ 453,307	1,662	$ 732,264	1,076	$ 499,396	1,781	$ 835,424
Cotton.....	3,021	977,993	4,448	1,433,444	1,940	726,400	3,244	1,208,261
Silk.....	1,102	808,565	1,759	1,244,397	748	536,144	1,349	939,358
Flax.....	2,440	477,216	3,947	722,718	1,097	244,642	2,049	392,044
Miscellaneous...	1,484	230,937	2,004	308,598	1,130	144,193	1,696	269,143
Total.....	9,071	2,948,018	13,820	4,441,421	5,991	2,150,775	10,122	3,644,231
Total at the port...	11,315	3,607,990	18,174	5,756,925	9,459	3,047,170	17,219	5,393,310
Total on market...	11,721	3,630,167	17,749	5,365,028	9,224	2,955,874	14,438	4,303,535
Total Ent'd for consumpt.	9,071	2,948,018	13,820	4,441,421	5,991	2,150,775	10,122	3,644,234

	WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.							
Manufactures of—								
Wool.....	276	113,543	376	155,125	302	125,967	420	176,525
Cotton.....	558	210,347	723	280,840	675	260,175	976	422,971
Silk.....	183	145,728	236	182,743	289	239,922	389	302,157
Flax.....	969	161,456	1,231	203,245	700	132,858	1,012	183,466
Miscellaneous.....	624	51,075	1,360	101,654	1,267	53,177	1,319	74,185
Total.....	2,650	682,149	3,929	923,607	3,233	805,099	4,316	1,159,296
Ent'd for consumpt.	9,071	2,948,018	13,820	4,441,421	5,991	2,150,775	10,122	3,544,234

	ENTERED FOR WAREHOUSE DURING SAME PERIOD.							
Manufactures of—								
Wool.....	357	150,968	702	307,100	303	142,313	773	311,429
Cotton.....	712	248,709	1,266	436,578	1,172	371,546	1,884	605,781
Silk.....	177	151,352	339	243,029	272	185,970	604	423,717
Flax.....	578	124,996	1,278	219,621	684	132,942	1,514	262,087
Miscellaneous...	420	43,847	766	109,173	977	63,624	2,352	146,035
Total.....	2,244	719,872	4,354	1,315,504	3,468	896,395	7,127	1,749,052
Ent'd for consumpt.	9,071	2,948,018	13,820	4,441,421	5,991	2,150,775	10,122	3,644,234
Total Ent'd for consumpt.	11,315	3,667,890	18,174	5,756,925	9,459	3,047,170	17,249	5,393,310

Miscellaneous.

W. W. Farmer,
MONROE, LOUISIANA,
Counsellor, Solicitor and Attorney.
Practices in the District Circuit and Supreme Courts of the United States and of the State, in all classes of cases. Has no other business, and devotes his personal attention and all his time *exclusively* to his profession. Refers to Bank of Monroe.

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MILLERS, FACTORS
AND COMMISSION MERCHANTS IN
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10, 12 & 14 East Bay, Charleston,
108 Bay Street, Savannah,
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AND
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GAS SECURITIES,
Street Railroad Stocks and Bonds,
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SEE GAS QUOTATIONS IN THIS PAPER.
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[Established 1854.] **No. 45 Wall Street.**
Transact a general banking and brokerage business in Railway Shares and Bonds and Governmen securities.
Interest allowed on deposits.
Investments carefully attended to.

Taintor & Holt,
BANKERS,
No. 10 WALL STREET, NEW YORK.
TRANSACT a GENERAL BANKING business.
DEPOSITS received and INTEREST allowed on balances.
Buy and sell GOVERNMENT, MUNICIPAL and RAILROAD Bonds.
Private telegraph wires to Providence and Boston
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Fred. H. Smith,
STOCK AND BOND BROKER,
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Railroad Securities a Specialty.
Intimate knowledge of all for past fifteen years. Information cheerfully given. Investors or dealers wishing to buy or sell are invited to communicate. All stocks dealt in at New York Stock Exchange carried on margins.

J. C. Walcott & Co.,
BANKERS AND BROKERS
No. 3 Pine Street, New York.
Transact a General Banking Business; Buy and Sell on Commission, for cash or on margin, all Securities dealt in at the New York, Philadelphia, Boston and Chicago Stock Exchanges.
Branch Office, 320 Broadway.
JOS. C. WALCOTT, FRANK F. DICKINSON, } Members of the N. Y. Stock and Mining Stock Exch'ges.

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George Stark & Co.,
BANKERS,
No. 33 Nassau Street New York,
TRANSACT A GENERAL BANKING BUSINESS AND BUY AND SELL INVESTMENT SECURITIES.
Have constantly on hand and for sale WESTERN CITY AND FARM MORTGAGES, Bearing 7 to 8 per cent interest.
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Circulars with full particulars mailed on application.

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Brokers in Railroad Stocks and Bonds,
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CHAS. K. RANDALL, Member N. Y. Stock Exchange. OTTO C. WIERUM

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BANKERS AND BROKERS.
No. 7 Wall Street.
Railroad, Mining, and other Stocks, Bonds, etc. bought and sold on Commission.
E. A. MAURIAC, Member N. Y. Stock Exchange.
SYDNEY BISHOP. M. M. HOWLAND.

WALSTON H. BROWN. FRED. A. BROWN.
HERBERT P. BROWN.
Walston H. Brown & Bros
BANKERS,
No. 20 Nassau Street, New York.
SPECIAL ATTENTION GIVEN TO THE NEGOTIATION OF
RAILROAD SECURITIES.

Simon Borg & Co.,
No. 8 WALL STREET, NEW YORK,
DEALERS IN ALL KINDS OF
Railroad and Investment Securities.
SOUTHERN SECURITIES A SPECIALTY.

WM. M. EARL, Member N.Y. Stock Exch. A. H. DAYTON. GEO. H. STAYNER Special.
Earl & Dayton,
BANKERS AND BROKERS,
55 TO 59 DREXEL BUILDING,
New York.
STOCKS AND BONDS BOUGHT AND SOLD STRICTLY ON COMMISSION.

Bank Statements.

REPORT OF THE CONDITION OF THE CONTINENTAL NATIONAL BANK OF NEW YORK, at New York, in the State of New York, at the close of business December 30, 1882

RESOURCES.

Loans and discounts	$4,976,498 40
Overdrafts	4 27
U. S. bonds to secure circulation	743,500 00
U. S bonds on hand	10,000 00
Other stocks, bonds and mortgages	225,454 99
Due from other national banks	180,445 96
Due from State banks and bankers	64,178 31
Banking house	$385,000 00
Other real estate	200,000 00— 585,000 00
Premiums paid	47,302 31
Checks and other cash items	8,409 43
Exchanges for Clearing House	3,214,563 73
Bills of other banks	28,472 00
Fract'l paper cur'cy, nickels & pennies	45 97
Specie	1,543,265 85
Legal-tender notes	121,829 00
Redemption fund with U. S. Treasurer (5 per cent of circulation)	33,457 50
Total	$11,782,418 72

LIABILITIES.

Capital stock paid in	$1,000,000 00
Surplus fund	200,000 00
Undivided profits	112,823 71
National bank notes outstanding	646,150 00
Dividends unpaid	9,759 50
Individual deposits subject to check	8,447,726 39
Demand certificates of deposit	2,182 78
Accepted checks	2,805,265 21
Cashier's checks outstanding	7,193 97
Due to other National banks	2,487,957 80
Due to State banks and bankers	1,063,359 36
Total	$11,782,418 72

State of New York, County of New York, *ss:*
I, FRED'K TAYLOR, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.
FRED'K TAYLOR, Cashier.
Subscribed and sworn to before me this 10th day of Jan., 1883. ALFRED H. TIMPSON,
Notary Public, New York Co.
Correct—Attest: WILLIAM TURNBULL, WILLIAM D. MORGAN, JOHN T. AGNEW, } Directors.

REPORT OF THE CONDITION OF THE GALLATIN NATIONAL BANK, AT New York, in the State of New York, at the close of business, December 30, 1882:

RESOURCES.

Loans and discounts	$2,961,862 78
Overdrafts	13 60
U. S. bonds to secure circulation	800,000 00
Other stocks, bonds and mortgages	325,000 00
Due from other National banks	86,071 22
Due from State banks and bankers	9,353 75
Real estate, furniture and fixtures	99,500 00
Current expenses and taxes paid	14,995 54
Checks and other cash items	188 87
Exchanges for Clearing House	2,777,214 16
Bills of other banks	25,000 00
Fract'l paper cur'cy, nickels & pennies	85 75
Specie	513,995 85
Legal tender notes	115,482 00
Redemption fund with U. S. Treasurer (5 per cent of circulation)	40,000 00
Total	$7,858,563 75

LIABILITIES.

Capital Stock paid in	$1,000,000 00
Surplus fund	300,000 00
Undivided profits	615,722 08
National bank notes outstanding	767,000 00
Dividends unpaid	1,225 00
Individual deposits subject to check	2,484,829 64
Demand certificates of deposit	2,374 50
Accepted drafts	2,084,984 49
Cashier's checks outstanding	294,165 50
Due to other National banks	266,078 55
Due to State banks and bankers	42,192 99
Total	$7,858,563 75

State of New York, County of New York, *ss:*
I, ARTHUR W. SHERMAN, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief. A. W. SHERMAN, Cashier.
Subscribed and sworn to before me this 10th day of January, 1883. H. L. BRAYNARD,
Notary Public.
Correct—Attest: A. H. STEVENS, A. ROOSEVELT, THOMAS DENNY, } Directors.

REPORT OF THE CONDITION OF THE NATIONAL BANK OF THE REPUBLIC, at New York, in the State of New York, at the close of business December 30, 1882:

RESOURCES.

Loans and discounts	$4,062,461 04
Overdrafts	193 10
U. S. bonds to secure circulation	1,250,000 00
Other stocks, bonds and mortgages	100,000 00
Due from other national banks	679,776 04
Due from State banks and bankers	68,167 72
Real estate	461,000 00
Current expenses and taxes paid	41,171 39
Checks and other cash items	24,728 66
Exchanges for Clearing House	3,204,720 68
Bills of other banks	29,949 00
Fract'l paper cur'cy, nickels & pennies	118 99
Specie	510,483 48
Legal tender notes	102,694 00
Redemption fund with U. S. Treasurer (5 per cent of circulation)	56,250 00
Due from U. S. Treasurer, other than 5 per cent redemption fund	5,500 00
Total	$10,699,212 12

LIABILITIES.

Capital stock paid in	$1,500,000 00
Surplus fund	500,000 00
Undivided profits	386,219 52
National bank notes outstanding	1,124,550 00
Dividends unpaid	13,093 00
Individual deposits subject to check	3,301,207 66
Demand certificates of deposit	45,897 32
Certified checks	2,100,296 59
Cashier's checks outstanding	16,640 55
Due to other national banks	912,273 31
Due to State banks and bankers	792,544 17
Total	$10,699,212 12

State of New York, County of New York, *ss:*
I, E. H. PULLEN, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.
E. H. PULLEN, Cashier.
Subscribed and sworn to before me this 8th day of Jan., 1883. N. R. SANBORN,
Notary Public, Kings Co.
Certificate filed in N.Y. Co.
Correct—Attest: JOHN T. CRANE, WM. H. GUION, H. W. FORD, } Directors.

Bank Statements.

REPORT OF THE CONDITION OF THE MERCANTILE NATIONAL BANK

at New York, in the State of New York, at the close of business December 30, 1882:

RESOURCES.

Loans and discounts		$4,853,598 42
Overdrafts		279 70
U. S. bonds to secure circulation		889,000 00
Other stocks, bonds and mortgages		61,500 00
Due from other National banks		302,500 75
Due from State banks and bankers		17,121 54
Real estate, furniture and fixtures		200,000 00
Premiums paid		16,000 00
Checks and other cash items		17,504 45
Exchanges for Clearing House		704,276 08
Bills of other banks		11,300 00
Specie		50,383 37
Legal-tender notes		607,900 00
Redemption fund with U. S. Treasurer (5 pr. ct. of circulation)		40,000 00
Due from U. S. Treasurer, other than 5 per cent redemption fund		1,000 00
Total		$8,334,059 29

LIABILITIES.

Capital stock paid in		$1,000,000 00
Surplus fund		155,000 00
Undivided profits		22,943 02
National bank notes outstanding		793,000 00
Dividends unpaid		30,117 00
Individual deposits subject to check	$2,201,316 36	
Demand certs. of deposit	1,887 74	
Certified checks	188,273 66	
Cashier's checks outst'd'g	22,719 70	2,414,197 46
Due to other nat'l banks	2,557,598 98	
Due to State bks & b'kers	1,261,203 73	3,818,801 81
Total		$8,334,059 29

State of New York, County of New York, ss:

I, WILLIAM P. ST. JOHN, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief. WM. P. ST. JOHN, Cashier.

Subscribed and sworn to before me this 8th day of January, 1883. F. A. K. BRYAN,

Notary Public, N. Y. County.

Correct—Attest:
CHAS. P. BURDETT,
J. E. NICHOLS,
GEORGE H. SARGENT,
} Directors.

REPORT OF THE CONDITION OF THE THIRD NATIONAL BANK OF THE CITY OF NEW YORK, in the State of New York, at the close of business Dec. 30, 1882:

RESOURCES.

Loans and discounts		$5,552,041 23
Overdrafts		2,219 97
U. S. bonds to secure circulation		50,000 00
U. S. bonds on hand		25,000 00
Other stocks, bonds and mortgages		517,787 38
Due from other National banks		501,442 33
Due from State banks and bankers		5,361 73
Real estate		45,189 88
Premiums paid		4,718 75
Exchanges for Clearing House		2,811,709 42
Bills of other Banks		57,241 00
Fractional paper currency, nickels and cents		708 03
Specie		1,294,033 00
Legal tender notes		795,000 00
Due from U. S. Treasurer (other than 5 per cent redemption fund)		83 70
Total		$11,662,536 42

LIABILITIES.

Capital stock paid in		$1,000,000 00
Surplus fund		200,000 00
Undivided profits		115,847 67
Dividends unpaid		36,636 48
Individual deposits subject to check		4,511,091 38
Demand certificates of deposit		7,925 74
Certified and accepted checks		268,613 53
Cashier's checks outstanding		407,995 55
Due to other National banks		4,404,892 35
Due to State banks and bankers		708,932 67
Total		$11,662,536 42

State of New York, County of New York, ss.:

I, G. L. HUTCHINGS, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

(Signed) G. L. HUTCHINGS, Cashier.

Subscribed and sworn to before me this 12th day of January, 1883. EUGENE DELMAR,

Notary Public, N. Y. County.

Correct—Attest:
WM. A. BOOTH,
(Signed) PARKER HANDY,
JOHN W. ELLIS,
} Directors.

REPORT OF THE CONDITION OF THE WALL STREET NATIONAL BANK, at New York, in the State of New York, at the close of business December 30, 1882:

RESOURCES.

Loans and discounts		$1,507,795 07
Overdrafts		2,935 00
U. S. bonds to secure circulation		50,000 00
Due from other national banks		87,157 44
Due from State banks and bankers		13,839 05
Real estate, furniture and fixtures		6,500 00
Checks and other cash items		7,874 53
Exchanges for Clearing House		3,805,371 27
Bills of other banks		13,140 00
Fractional paper currency, nickels and pennies		40 89
Specie		122,624 84
Legal tender notes		104,072 00
U. S. internal revenue stamps on check books		199 42
Total		$5,721,529 51

LIABILITIES.

Capital stock paid in		$500,000 00
Surplus fund		62,615 47
Undivided profits		21,589 20
U. S. taxes on dep sits and capital		4,753 79
State bank notes outstanding		1,231 50
Dividends unpaid		16,882 71
Individual deposits subject to check		2,490,502 39
Demand certificates of deposit		8,136 47
Account		2,500 00
Certified checks		2,561,657 68
Cashier's checks outstanding		8,128 72
Due to other national banks		3,240 97
Due to State banks and bankers		50,289 61
Total		$5,721,529 51

State of New York, County of New York, ss:

I, JOHN P. DICKINSON Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

JOHN P. DICKINSON, Cashier.

Subscribed and sworn to before me this 11th day of January, 1883. S. R. JOHNSON.

Correct—Attest: Notary Public, City and Co. N. Y.
T. W. EVANS,
C. F. TIMPSON,
J. G. McCULLOUGH,
} Directors.

Bank Statements.

REPORT OF THE CONDITION OF THE FOURTH NATIONAL BANK OF THE CITY OF NEW YORK, at New York, in the State of New York, at the close of business Dec. 30, 1882:

RESOURCES.

Loans and discounts		$15,535,071 72
Overdrafts		1,310 52
U.S. bonds to secure circulation		600,000 00
Other stocks, bonds and mortgages		122,200 00
Due from other national banks		1,175,557 47
Due from State banks and bankers		41,305 04
Real estate, furniture and fixtures		600,000 00
Premiums paid		14,500 00
Checks and other cash items		10,849 02
Exchanges for Clearing House		9,832,708 35
Bills of other banks		20,010 00
Fract'l paper currency, nickels & pennies		720 43
Specie		2,027,610 00
Legal tender notes		773,773 00
U. S. certificates of deposit for legal tenders		70,000 00
Redemption fund with U.S. Treasurer (5 per cent of circulation)		27,000 00
Due from U. S. Treasurer other than 5 per cent redemption fund		2,000 00
Total		$31,455,616 85

LIABILITIES.

Capital stock paid in		$3,200,000 00
Surplus fund		640,000 00
Undivided profits		373,705 81
National bank notes outstanding		539,920 00
Dividends unpaid		146,765 24
Individual deposits subject to check		9,683,995 39
Demand certificates of deposit		43 039 81
Cashier's checks outstanding		93,148 48
Deposits for acceptances		5,356,339 54
Due to other national banks		10,775,485 98
Due to State banks and bankers		603,416 60
Total		$31,455,616 85

State of New York, County of New York, ss:

I, H. BUCKHOUT, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

HENRY BUCKHOUT, Cashier.

Subscribed and sworn to before me, this 10th day of January, 1883. D. G. FANNING,

Notary Public.

Correct—Attest:
ROBT. W. STUART,
E. A. KENT,
O. D. BALDWIN,
} Directors.

REPORT OF THE CONDITION OF THE PHENIX NATIONAL BANK, at New York, in the State of New York, at the close of business December 30, 1882:

RESOURCES.

Loans and discounts		$2,333,894 48
Overdrafts		18 25
U. S. bonds to secure circulation		300,000 00
Other stocks, bonds and mortgages		69,185 00
Due from other national banks		371,533 39
Due from State banks and bankers		28,509 08
Real estate, furniture and fixtures		350,000 00
Premiums paid		6,000 00
Checks and other cash items		73,538 42
Exchanges for Clearing House		5,357,934 25
Bills of other banks		56,080 00
Fract'l paper currency, nickels & pennies		169 19
Specie		586,466 98
Legal tender notes		30,100 00
Redemption fund with U. S. Treasurer (5 per cent of circulation)		13,500 00
Total		$9,576,938 64

LIABILITIES.

Capital stock paid in		$1,000,000 00
Surplus fund		181,781 12
Undivided profits		60,350 83
National bank notes outstanding		267,600 00
Taxes account		11,685 95
Dividends unpaid		32,836 00
Individual deposits subject to check		3,173,205 51
Demand certificates of deposit		6,307 89
Certified checks		4,891,518 04
Cashier's checks outstanding		400 00
Due to other national banks		386,748 18
Due to State banks and bankers		64,414 52
Total		$9,576,938 64

State of New York, County of New York, ss:

I, JOHN PARKER, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

JOHN PARKER, Cashier.

Subscribed and sworn to before me this 8th day of Jan., 1883. ELIJAH H. RIKER, Notary.

Correct—Attest:
WILLIAM BRYCE,
EUGENE DUFILH,
ISRAEL CORSE,
} Directors.

REPORT OF THE CONDITION OF THE METROPOLITAN NATIONAL BANK, at New York, in the State of New York, at the close of business Dec. 30, 1882:

RESOURCES.

Loans and discounts		$8,727,390 20
Overdrafts		2,289 01
U. S. bonds to secure circulation		2,500,000 00
Other stocks, bonds and mortgages		1,562,822 12
Due from other national banks		1,136,094 11
Due from State banks and bankers		346,582 05
Real estate, furniture and fixtures		867,048 77
Checks and other cash items		315,230 20
Exchanges for Clearing House		4,930,126 30
Bills of other banks		352,865 00
Fractional paper currency, nickels and pennies		1,211 21
Specie		2,503,573 00
Legal-tender notes		553,514 00
Redemption fund with U. S. Treasurer (5 per cent of circulation)		112,495 00
Total		$23,911,320 97

LIABILITIES.

Capital stock paid in		$3,000,000 00
Surplus fund		1,400,000 00
Undivided profits		37,900 14
National Bank notes outstanding		2,185,900 00
Dividends unpaid		154,701 00
Individual deposits subject to check		7,958,048 27
Demand certificates of deposit		44,065 91
Certified checks		1,456,917 65
Cashier's checks outstanding		286,711 23
Due to other national banks		5,186,556 26
Due to State banks and bankers		2,200,520 51
Total		$23,911,320 97

State of New York, County of New York, ss:

I, GEO. J. MCGOURKEY, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief. GEO. J. MCGOURKEY, Cashier.

Subscribed and sworn to before me this 11th day of Jan., 1883. BERKLEY T. WOOD,

Notary Public.

Correct—Attest:
SOLON HUMPHREYS,
ISAAC H. BAILEY,
SAMUEL SHETHAR,
} Directors.

Bank Statements.

REPORT OF THE CONDITION OF THE CHEMICAL NATIONAL BANK OF NEW YORK, at New York, in the State of New York, at the close of business on the 30th day of December, 1882:

RESOURCES.

Loans and discounts		$12,660,493 67
Overdrafts		6,568 81
U. S. bonds to secure circulation (par value)		100,000 00
U. S. bonds on hand (par value)		398,000 00
Other stocks and bonds		19,000 71
Due from other national banks		1,058,125 60
Due from State and private banks and bankers		525,708 07
Banking house		150,000 00
Checks and other cash items		187,754 48
Exchanges for Clearing House		2,035,248 95
Bills of other banks		133,000 00
Fractional paper currency, nickels and cents		7,900 00
Specie, viz—Gold coin	$2,009,145 00	
Gold treasury certificates (sec. 254, Rev. Stat.)	750,000 00	
Gold Clearing House certificates	1,625,000 00	
Silver coin	121,252 19	
Silver treasury certificates (Act Feb. 28, '78)	33,100 00	4,535,497 19
Legal tender notes		483,773 00
Due from U. S. Treasurer other than 5 per cent redemption fund		24,000 00
Total		$22,482,690 48

LIABILITIES.

Capital stock paid in		$300,000 00
Surplus fund		3,000,000 00
Undivided profits		706,578 97
State bank circulation outstanding		10,984 00
Dividends unpaid		52,620 00
Individual deposits subject to check	$15,142,956 05	
Demand certificates of deposit	62,408 00	
Certified checks	388,603 66	
Cashier's checks outstanding	429,036 88	16,021,004 59
Due to other national banks		1,931,829 65
Due to State and private banks and bankers		459,672 27
Total		$22,482,690 48

State of New York, County of New York, ss:

I, WM. J. QUINLAN, JR., Cashier of "The Chemical National Bank of New York," do solemnly swear that the above statement is true, to the best of my knowledge and belief.

WM. J. QUINLAN, JR., Cashier.

Sworn to and subscribed before me this 9th day of Jan., 1883. ROBERT G. ROBERTS,

Notary Public, New York County.

Correct—Attest:
J. A. ROOSEVELT,
FREDERIC W. STEVENS,
ROBERT GOELET,
} Directors.

REPORT OF THE CONDITION OF THE NATIONAL PARK BANK, New York City, at the close of business Dec. 30, 1882:

RESOURCES.

Loans and discounts		$14,926,160 82
Overdrafts		11,697 52
U. S. bonds to secure circulation		50,000 00
U. S. bonds to secure deposits		250,000 00
Other stocks, bonds, &c		1,414,237 68
Due from other National banks		2,055,829 33
Due from State and private banks and bankers		193,792 71
Real estate—banking-house		750,000 00
Other real estate		105,613 37
Premiums paid		5,625 00
Checks and other cash items		112,769 46
Exchange for Clearing House		3,217,717 53
Bills of other banks		16,000 00
Fractional currency, nickels, &c		424 27
Specie—Gold coin		1,762,578 50
Gold Treasury certificates		170,000 00
Gold Clearing House certificates		1,945,000 00
Silver coin		6,087 75
Silver Treasury certificates		33,000 00
Legal tender notes		618,069 00
Redemption fund with U. S. Treasurer (5 per cent on circulation)		2 250 00
Due from U. S. Treasurer		133,000 00
		$27,689,412 34

LIABILITIES.

Capital stock paid in		$2,000,000 00
Surplus fund		1,000,000 00
Undivided profits		128,620 07
Circulating notes		45,000 00
Dividends unpaid		77,536 00
Individual deposits subject to check		10,268,700 18
Demand certificates of deposit		240,113 11
Certified checks		414,562 46
Cashier's checks outstanding		13,780 73
Deposits of U. S. disbursing officers		114,350 99
Due to other National banks		10,153,648 20
Due to State and private banks and bankers		3,133,160 60
Total		$27,689,412 34

State of New York, County of New York, ss:

I, E. K. WRIGHT, Cashier of the National Park Bank, N. Y. City, do solemnly swear that the above statement is true, to the best of my knowledge and belief. [Signed] E. K. WRIGHT, Cashier.

Sworn to and subscribed before me this 11th day of January, 1883. GEORGE S. HICCOK,

Notary Public.

Correct—Attest:
WILLIAM H. FOGG,
EUGENE KELLY,
GEO. H. POTTS,
} Directors.

Financial.

Gilman, Son & Co.,

BANKERS,

62 CEDAR STREET.

In addition to a General Banking Business, buy and sell Government Bonds and Investment Securities.

JOHN PONDIR. EDUARD MERTENS. AUG. NATHAN

Pondir & Co.,

Stocks, Bonds & Investment Securities,

20 EXCHANGE PLACE, NEW YORK.

Orders executed on the London and European markets.

Financial.

Henry Bros. & Warfield,

BROKERS IN
STOCKS AND BONDS, UNLISTED SECURITIES AND MINING STOCKS,
52 BROADWAY.

DOUGLAS HENRY. Member N.Y. Stock Ex. CHARLES SETON HENRY. Member N.Y. Min. Stock Ex.
DANIEL WARFIELD.

Pollock & Bixby,

BANKERS AND BROKERS.
25 NASSAU STREET, NEW YORK.

Buy and sell on commission, or carry on margin, all securities dealt in at the New York Stock Exchange.
WM. POLLOCK, Member N. Y. Stock Exchange. A. J. BIXBY

To Investors.

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FRANK B. BEERS,
16 Court St, BROOKLYN. | 31 Pine St., NEW YORK.
CITY BONDS, GAS STOCKS, RAILROAD STOCKS

C. W. SCRANTON. H. H. BUNNELL, Member N. Y. Stock Exchange.

Bunnell & Scranton,

BANKERS AND BROKERS,
No. 64 BROADWAY, NEW YORK,
AND
216 & 218 CHAPEL ST., NEW HAVEN.
Bonds and Stocks bought and sold on Commission. Particular attention paid to Investment Securities.

John S. James & Co.,

Commission Stock Brokers,
No. 16 BROAD STREET, NEW YORK.

JOHN S. JAMES, Member N. Y. Stock Exch. WARREN T. JAMES.
Stocks, Bonds, &c., bought and sold for cash or on margin.

Geo. H. Whipple,

No. 56 WALL STREET,
NEW YORK.
ELECTRIC LIGHT STOCKS.
EDISON, BRUSH, UNITED STATES, FULLER STOCKS FOR SALE.

JOSEPH P. LLOYD. W. C. MCKEAN Member of N.Y. Stock Exch'ge.

Lloyd & McKean,

No. 34 WALL STREET, NEW YORK.
BUY AND SELL—ON COMMISSION
Government, Railway and Miscellaneous Securities.

W. E. PEARL. DYER PEARL, Member N.Y. Stock Exch.

Pearl & Co.,

BANKERS AND BROKERS,
16 BROAD STREET, NEW YORK.
Stocks and bonds bought and sold on commission. Interest allowed on deposits subject to sight draft. Letters of inquiry cheerfully answered.

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GOVERNMENT BONDS,
STOCKS AND INVESTMENT SECURITIES.
TIME LOANS NEGOTIATED.
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EXPLANATORY BOOK, just published, gratis and post free upon application.
OPERATORS IN STOCK EXCHANGE SECURITIES should test this system, by which large profits are realized, and the possibility of losses reduced to a minimum.

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H. L. Grant,

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NEW YORK.
CITY RAILROAD STOCKS & BONDS
BOUGHT AND SOLD.
See quotations of City Railroads in this paper.

J. D. PRINCE, JAS WHITELY, H. CRUGER OAKLEY, HARRY C. LOGAN, MAYNARD C. EYRE, W. R. TRAVERS, Special Partner.

Prince & Whitely,

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All classes of Railway and Mining Stocks bought and sold on Commission.
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SELLING AGENTS FOR LEADING BRANDS
BROWN & BLEACHED SHIRTINGS AND SHEETINGS,
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STEEL AND CHARCOAL IRON of superior quality suitable for MINING AND HOISTING PURPOSES, Inclined Planes, Transmission of Power, &c. Also, Galvanized Charcoal and BB for Ships' Rigging, Suspension Bridges, Derrick Guys, Ferry Ropes, &c. A large stock constantly on hand from which any desired lengths are cut. FLAT STEEL AND IRON ROPES for Mining purposes manufactured to order.
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43 & 45 WHITE STREET, NEW YORK. 15 CHAUNCEY STREET, BOSTON.
AGENTS FOR
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Manufacturers and Dealers in
COTTON SAIL DUCK
And all kinds of
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UNITED STATES BUNTING CO.
A full supply, all Widths and Colorts, always in stock
No. 109 Duane Street.

Steamships.

Only Direct Line to France.

GENERAL TRANSATLANTIC CO.
Between NEW YORK and HAVRE,
From Pier (new) 42 North River, foot of Morton St. Travelers by this line avoid both transit by English Railway and the discomforts of crossing the Channel in a small boat.
AMERIQUE, Santelli.....Wed., January 17, noon.
CANADA, Franguel.....Wed., Jan. 24, 6 A. M.
FRANCE, P. de Hauterive....Wed., Jan. 31, 11 A. M.
PRICE OF PASSAGE—(including wine): To Havre—First cabin, $100 and $80; second cabin, $60; steerage, $26—including wine, bedding and utensils. Return tickets at very reduced rates. Checks drawn on Credit Lyonnais of Paris in amounts to suit.
FOR MARSEILLES,
TOUCHING AT CADIZ, GIBRALTAR & BARCELONA.
The following steamers will leave New York direct for Cadiz, Gibraltar, Barcelona and Marseilles, taking freight and passengers:
RATES OF PASSAGE—For Cadiz and Gibraltar—First cabin, $75 and $90; for Barcelona and Marseilles—First cabin, $80 and $100. Steerage, $32.
Through bills of lading issued to Mediterranean Ports, including Barcelona, Algeria, Tunis, Genoa, Leghorn, Naples, Messina; also, for Trieste and Constantinople.
N. B.—No freight taken for Gibraltar.
LOUIS DE BEBIAN, Agent,
No. 6 Bowling Green.

Insurance.

UNION Mutual Life Insurance Co.

OF MAINE.
DIRECTORS' OFFICE - - - PORTLAND MAINE.
ORGANIZED 1849.

Assets - - - - - - - -	**$6,264,215 57**
Surplus (N. Y. Standard)	**678,545 53**
Death Losses Paid - -	**6,876,901 76**
Dividends Paid - - -	**3,996,441 27**

13,725 Policies in force, insuring $24,083,551.

Paid Death Losses, since Organization,
SEVEN MILLION DOLLARS,
And for Dividends,
NEARLY FOUR MILLIONS.

JOHN E. DeWITT, President.
DANIEL SHARP, Vice-President.
HENRY D. SMITH, Secretary.
NICHOLAS DE GROOT, Ass't Sec'y.
THOMAS A. FOSTER, Medical Director.

MUTUAL LIFE INSURANCE COMPANY
OF NEW YORK.
F. S. WINSTON, President.
ISSUES EVERY DESCRIPTION OF
LIFE & ENDOWMENT POLICIES
Rates Lower than other Companies.
ORGANIZED APRIL 14TH, 1842.
ASSETS, $95,000,000.

Insurance.

OFFICE OF THE

ATLANTIC

Mutual Insurance Co.,

NEW YORK, January 25, 1882.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1881:

Premiums on Marine Risks from 1st January, 1881, to 31st December, 1881	$4,039,487 10
Premiums on Policies not marked off 1st January, 1881	1,587,534 47
Total Marine Premiums	$5,627,021 57
Premiums marked off from 1st January, 1881, to 31st December, 1881	$4,110,176 72
Losses paid during the same period	$1,775,882 80
Returns of Premiums and Expenses	$924,227 02

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,965,758 00
Loans secured by Stocks and otherwise	1,729,500 00
Real Estate and Claims due the Company, estimated at	491,148 18
Premium Notes and Bills Receivable	1,631,294 23
Cash in Bank	347,765 99
Amount	$13,165,466 10

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the Seventh of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1877 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Seventh of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT declared on the net earned premiums of the Company, for the year ending 31st December, 1881, for which certificates will be issued on and after Tuesday, the Second of May next.

By order of the Board,

J. H. CHAPMAN, Secretary

TRUSTEES:

J. D. Jones,	Horace Gray,
Charles Dennis,	Edmund W. Corlies,
W. H. H. Moore,	John Elliott,
Lewis Curtis,	Adolph Lemoyne
Charles H. Russell,	Bobt. B. Minturn,
James Low,	Charles H. Marshall.
David Lane,	George W. Lane,
Gordon W. Burnham.	Edwin D. Morgan,
A. A. Raven,	Robert L. Stuart,
Wm. Sturgis,	James G. De Forest.
Benjamin H. Field,	Samuel Willetts,
Josiah O. Low	Charles D. Leverich,
William E. Dodge,	William Bryce,
Royal Phelps,	William H. Fogg,
Thomas F. Youngs,	Thomas B. Coddington
C. A. Hand,	Horace K. Thurber.
John D. Hewlett,	William Degroot,
William H. Webb,	Henry Collins,
Charles P. Burdett,	John L. Riker.

J. D. JONES, President.

CHARLES DENNIS, Vice-President.

W. H. H. MOORE, 2d Vice-President.

A. A. RAVEN, 3d Vice-President.

Cotton.

J. P. Billups & Co.,

COTTON

COMMISSION MERCHANTS

Nos. 16 & 18 Exchange Place,

POST BUILDING, NEW YORK

Special attention given to the Purchase and Sale of Contracts for future delivery of Cotton.

John C. Graham & Co.,

(Successors to R. M. WATERS & CO.),

COTTON COMMISSION MERCHANTS,

No. 18 William Street, New York.

SELMA, ALA., PHŒNIX BUILDING.
MONTGOMERY, ALA., MORRIS BANK BUILDING

Orders for Future Contracts Executed in New York and Liverpool.

William H. Beede & Co.

COTTON BROKERS,

No. 114 PEARL STREET.

Special attention given to orders for the buying and selling of COTTON FOR FUTURE DELIVERY.

James F. Wenman & Co.,

COTTON BROKERS,

No. 146 Pearl Street, near Wall, N. Y.

Established (in Tontine Building) 1840.

B. F. BABCOCK & CO.

COMMISSION MERCHANTS,

17 Water Street, LIVERPOOL,

Receive consignments of Cotton and other Produce and execute orders at the Exchanges in Liverpool. Represented in New York at the office of

BABCOCK BROTHERS & CO.,

50 WALL STREET.

Cumming & Baily,

COTTON FACTORS

AND COMMISSION MERCHANTS,

No. 89 Pearl Street, New York.

Special attention given to the purchase and sale of contracts for future delivery on the Cotton and Produce Exchanges.

H. Tileston & Co.,

COTTON, STOCKS, BONDS, &c.,

25 WILLIAM STREET, NEW YORK.

Members of Stock, Cotton and Produce Exchanges. Orders in "Futures" executed at N. Y. Cotton Exch.

WALTER & KROHN,

COTTON BROKERS,

53 BEAVER STREET, NEW YORK.

Waldron & Tainter,

COTTON COMMISSION MERCHANT

97 PEARL STREET, NEW YORK.

"FUTURE" ORDERS PROMPTLY EXECUTED.

F. Hoffmann,

COTTON BROKER AND AGENT,

38 RUE DE LA BOURSE, HAVRE.

Wm. Felix Alexander,

COTTON BROKER,

AUGUSTA, GEORGIA

Entire attention given to purchase of COTTON TO ORDER for SPINNERS and EXPORTERS.

[illegible]

References:—National [illegible] Augusta, Ga.; Henry Hentz & Co., Commission Merchants, New York; [illegible] & Co., New York; Commercial and Financial [illegible] New York Houses.

Parisot & Campbell,

Cotton Factors,

VICKSBURG, MISS.

Orders to purchase Cotton in our market solicited. Refer to Messrs. WOODWARD & STILLMAN New York.

Cotton.

Robert Tannahill & Co.,

Cotton Commission Merchants,

Cotton Exchange Building, NEW YORK

Special attention given to the purchase and sale of Future Contracts.

Fielding & Gwynn,

COTTON FACTORS

AND

COMMISSION MERCHANTS

16 & 18 Exchange Place,

POST BUILDING. NEW YORK.

GUSTAVUS C. HOPKINS. LUCIUS HOPKINS SMITH. CHARLES D. MILLER.

Hopkins, Dwight & Co.,

COTTON

COMMISSION MERCHANTS,

No. 134 PEARL STREET,

NEW YORK.

ORDERS FOR FUTURE CONTRACTS EXECUTED IN NEW YORK AND LIVERPOOL.

LEHMAN, ABRAHAM & Co., New Orleans, La. LEHMAN, DURR & Co Montgomery, Ala.

LEHMAN BRO'S,

COTTON FACTORS

AND

COMMISSION MERCHANTS,

No. 40 EXCHANGE PLACE,

UP-TOWN OFFICE, Nos. 39 & 41 WALKER STREET,

New York.

Orders executed at the Cotton Exchanges in New York and Liverpool and advances made on Cotton and other produce consigned to us, or to our correspondents in Liverpool, Messrs. B. Newgass & Co and Messrs. L Rosenheim & Sons

Henry M. Taber,

No. 141 PEARL STREET, NEW YORK.

COTTON.

Advances made on Consignments of Cotton. Contracts for Future Delivery of Cotton bought and sold on commission.

HYMANS & DANCY,
NORFOLK, VA.

Dancy, Hyman & Co.,

COTTON COMMISSION MERCHANTS,

97 Pearl St., New York.

Special attention given to the purchase and sale of contracts for future delivery.

Geo. Copeland & Co.,

COTTON BROKERS,

136 PEARL STREET, NEW YORK.

Miscellaneous.

Bullard & Wheeler,

119 MAIDEN LANE,

NEW YORK.

BAGGING AND IRON TIES,

(FOR BALING COTTON.)

Agents for the following brands of Jute Bagging: "Eagle Mills," "Brooklyn City," "Georgia," "Carolina," "Nevins," [illegible], "Thorncon Mills," "Jersey Mills" and "Dover Mills."

IMPORTERS OF IRON TIES.

BAGGING.

WARREN, JONES & GRATZ

ST. LOUIS, Mo.

Manufacturers' Agents for the sale of Jute Bagging. Furnish covering annually for one-fifth of the entire Cotton Crop. Correspondence from large dealers solicited.

Cotton.

Woodward & Stillman,

MERCHANTS,

Post Building, 16 & 18 Exchange Place

NEW YORK.

LOANS MADE ON ACCEPTABLE SECURITIES.

Cash Advances Made on Consignments.

SPECIAL ATTENTION TO ORDERS FOR CONTRACTS FOR FUTURE DELIVERY OF COTTON.

COTTON, ALL GRADES, SUITABLE TO WANTS OF SPINNERS,

OFFERED ON TERMS TO SUIT.

J. H. PARKER,

COMMISSION MERCHANT,

No. 140 PEARL STREET,

NEW YORK.

Consignments of Cotton, Naval Stores and other Produce Solicited.

EXECUTES ORDERS FOR THE PURCHASE AND SALE OF FUTURE CONTRACTS IN THE COTTON AND PRODUCE EXCHANGES.

WARREN EWEN, JR. JOHN M. EWEN.

Ewen Brothers,

COTTON BROKERS,

Nos. 31 & 33 Broad Street,

NEW YORK.

Sawyer, Wallace & Co.,

COMMISSION MERCHANTS,

No. 47 BROADWAY.

Liberal advances made on cotton consignments. Special attention given to orders for contracts for future delivery of cotton in New York and Liverpool.

Edward H. Coates & Co.

SUCCESSORS TO

CLAGHORN HERRING & CO.,

COTTON COMMISSION MERCHANTS,

No. 116 CHESTNUT STREET,

PHILADELPHIA.

WM. MOHR. H. W. HANEMANN. CLEMENS FISCHER

Mohr, Hanemann & Co.,

123 PEARL ST. **New York.**

186 GRAVIER ST. **New Orleans, La.**

SPECIAL ATTENTION GIVEN TO THE EXECUTION OF ORDERS FOR FUTURE CONTRACTS.

E. S. Jemison & Co.,

BANKERS

AND

COTTON COMMISSION MERCHANTS,

No. 10 Old Slip, New York.

Jemison, Groce & Co., Galveston, Texas

Rountree & Co.,

COTTON COMMISSION MERCHANTS

No. 12 OLD SLIP,

Cor. Water Street, **NEW YORK,**

And NORFOLK, VA.

☞ Special attention given to the execution of orders for the purchase and sale of Cotton for future delivery. Liberal advances made on consignments.

JOHN H. CLISBY & CO.,

COTTON BUYERS,

MONTGOMERY, ALA.

PURCHASE ONLY ON ORDERS, FOR A COMMISSION

Cotton.

INMAN, SWANN & Co

COTTON MERCHANTS,

COTTON EXCHANGE BUILDING,

York.

LOANS MADE ON

SOUTHERN SECURITIES.

GEO. STÄBER,

ALBERT KROHN, Special.

54 STONE STREET, NEW YORK.

COTTON

Strictly Brokerage and Commission.

Henry Hentz & Co.,

COMMISSION MERCHANTS,

8 South William St., New York.

EXECUTE ORDERS FOR FUTURE DELIVERY

COTTON

at the NEW YORK, LIVERPOOL AND NEW ORLEANS COTTON EXCHANGES. Also orders for

COFFEE

at the NEW YORK COFFEE EXCHANGE.

CORRESPONDENTS:

Messrs. James Finlay & Co., Liverpool, London and Glasgow.
Messrs. Smith, Edwards & Co., Cotton Brokers, Liverpool.
Messrs. Finlay, Muir & Co., Calcutta and Bombay.
Messrs. Samuel H. Buck & Co., New Orleans.

A. B. GWATHMEY. J. O. BLOSS.

Gwathmey & Bloss,

COTTON MERCHANTS,

No. 123 Pearl Street, New York.

Special attention given to the execution of orders for the purchase and sale of contracts for future delivery in New York and Liverpool.

Geo. Brennecke & Co.,

COTTON BROKERS,

No. 110 Pearl Street, New York.

FUTURE CONTRACTS A SPECIALTY.

HENRY H. WARE. GILLIAT SCHROEDER

Ware & Schroeder,

COTTON COMMISSION MERCHANTS

111 Pearl Street, New York.

Special attention paid to the execution of orders for the purchase or sale of contracts for future delivery of cotton. Liberal advances made on consignments.

WM. HENRY WOODS. S. G. MURPHY

Woods & Murphy,

(POST BUILDING,)

16 & 18 Exchange Place.

COTTON, STOCKS AND BONDS.

ORDERS IN FUTURE CONTRACTS EXECUTED IN NEW YORK AND LIVERPOOL

P. O. BOX 2342. **NEW YORK.**

Dennis Perkins & Co.,

COTTON BROKERS,

117 Pearl Street, New York.

Orders for Spot Cotton and Futures promptly executed.

Miscellaneous.

Walter T. Hatch. *Henry P. Hatch.*
Nath'l W. T. Hatch. *Arthur M. Hatch.*

W. T. Hatch & Sons,

BANKERS,

14 NASSAU STREET, NEW YORK,

BRANCH OFFICES { **132 Church Street, N. Y.** **286 Chapel St., New Haven**

Personal attention given at the EXCHANGES the purchase and sale of STOCKS and BONDS for cash or on margin.

DEPOSITS RECEIVED—subject to check at sight—with interest upon balances.

Special attention paid to INVESTMENTS and accounts of COUNTRY BANKERS.

HOME

Insurance Company

OF NEW YORK,

OFFICE, 119 BROADWAY.

Fifty-Ninth Semi-annual Statement,

SHOWING THE

CONDITION OF THE COMPANY ON THE FIRST DAY OF JANUARY, 1883.

CASH CAPITAL	$3,000,000 00
Reserve for Unearned Premiums	2,116,832 00
Reserve for Unpaid Losses and Claims	317,596 01
Net Surplus	1,774,061 06
Cash Assets	$7,208,489 07

SUMMARY OF ASSETS.

Held in the United States available for the PAYMENT of LOSSES by FIRE and for the protection of Policy Holders of FIRE INSURANCE:

Cash in banks	$178,463 33
Bonds and mortgages, being first lien on real estate worth $2,786,800	1,172,737 44
United States stocks (market value)	4,308,710 00
Bank & RR. stocks & bds. (market value)	847,887 50
State and municipal b'ds. (market value)	20,000 00
Loans on stocks, payable on demand (market value of collat'l, $687,276 24)	491,375 00
Interest due on January 1, 1883	42,395 10
Premiums uncoll'ct'd & in h'nds of agts.	103,196 44
Real estate	43,784 27
Total	$7,208,489 07

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

A DIVIDEND of FIVE PER CENT has been declared, payable on demand.
NEW YORK, January 9, 1883.

ÆTNA

Insurance Company

OF HARTFORD.

Assets January 1, 1882	$8,902,272 04
Liabilities for unpaid losses and re-insurance fund	1,774,849 74
Capital	4,000,000 00
NET SURPLUS	$3,127,422 90

No. 2 Cortlandt St., New York.
JAS. A. ALEXANDER, Agent.

North British

& Mercantile Ins. Co

OF

LONDON AND EDINBURGH.

United States Board of Management,

NEW YORK:

SOLON HUMPHREYS, Ch'r'n, (E. D. Morgan & Co
DAVID DOWS, Esq. (David Dows & Co.)
E. P. FABBRI, Esq. (Drexel, Morgan & Co.)
HON. S. B. CHITTENDEN.
EZRA WHITE, Esq.
J. J. ASTOR, Esq.

CHAS. E. WHITE, SAM. P. BLAGDEN,

MANAGERS,

Office 54 William St., New York.

Commercial Union Ins. Co.

(OF LONDON),

ALFRED PELL,

Resident Manager.

37 & 39 Wall Street.

THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

VOL. 36. NEW YORK, JANUARY 20, 1883. NO. 917.

Financial.

AMERICAN
Bank Note Company,
142 BROADWAY, NEW YORK.

BUSINESS FOUNDED 1795.
Incorporated under Laws of State of New York, 1858.
REORGANIZED 1879.

ENGRAVERS AND PRINTERS OF
BONDS, POSTAGE AND REVENUE STAMPS, LEGAL TENDER & NATIONAL BANK NOTES of the UNITED STATES and for many Foreign Governments.

ENGRAVING AND PRINTING
OF BANK NOTES, STATE AND RAILROAD BONDS, SHARE CERTIFICATES, BILLS OF EXCHANGE, DRAFTS, CHECKS, STAMPS, &c. IN THE FINEST AND MOST ARTISTIC STYLE
FROM STEEL PLATES,

With special safeguards to prevent *Counterfeiting or Alterations*. Special papers manufactured exclusively for use of the Company.

Safety Tints. Safety Papers.

Work Executed in Fireproof Buildings.
RAILWAY PRINTING A SPECIALTY
Railway Tickets of Improved Styles,
With or without Colors, and Tickets of all Kinds

TRUSTEES:

A. G. Goodall, President, Jos. W. Drexel,
James Macdonough, Vice-Prest., T. H. Porter,
A. D. Shepard, Vice-President, P. C. Lounsbury.
Wm. Main Smillie, Vice-Prest., Chris. Meyer,
J. T. Robertson, Vice-President, A. V. Stout,
G. H. Stayner, Treasurer, G. H. Danforth,
Theo. H. Freeland, Secretary.

Banque
Centrale Anversoise,
ANTWERP.

Paid-Up Capital, - - 9,000,000 Francs.

BOARD OF DIRECTORS

FELIX GRISAR, President.
ALFRED MAQUINAY (Graff & Maquinay), Vice-Pres
J. B. VON DER BECKE (Von der Becke & Marsily).
OTTO GUNTHER (Corneille-David).
EMILE DE GOTTAL.
AD. FRANK (Frank, Model & Cie.)
AUG. NOTTEBOHM (Nottebohm Freres).
FR. DHANIS (Michiels Looe).
JOH. DAN. FUHRMANN, Jr. (Joh. Dan. Fuhrmann.)
LOUIS WEBER (Ed. Weber & Cie.)
JULES RAUTENSTRAUCH (C. Schmid & Cie.)

TRANSACTS A
GENERAL BANKING BUSINESS.

ASA P. POTTER, Prest. J. J. EDDY, Cashier.
Maverick National Bank,
BOSTON,

CAPITAL, - - - - - - - - $400,000
SURPLUS, - - - - - - - - 400,000

Accounts of Banks and Bankers solicited.
Collections made upon favorable terms.
Government Bonds bought and sold.

Aug. T. Post, Banker,
25 NASSAU STREET,
BUYS AND SELLS
State, City and County Securities.
CORRESPONDENCE SOLICITED.

STOCK BROKER.
Lansdale Boardman,
NEW YORK, 80 BROADWAY & 5 NEW ST., Opposite Stock Exchange.
TROY, N. Y., 14 & 15 HALL BUILDING. Private Wire to Troy.
Securities carried on margin. Interest paid on balances

Financial.

DIAMONDS.

Alfred H. Smith & Co.,
182 Broadway, Cor. John St.,
IMPORTERS OF
Diamonds, Fine Rubies, Sapphires, and other Precious Stones,
EXCLUSIVELY.
LONDON, 33 HOLBORN VIADUCT.
Members N. Y. and Philadelphia Stock Exchanges.

L. H. Taylor & Co.,
BANKERS,
S. W. Cor. Third and Chestnut Sts.,
PHILADELPHIA.
Deposits received subject to check at sight, and interest allowed on daily balances.
Stocks, Bonds, &c., bought and sold on commission in Philadelphia and other cities
Particular attention given to information regarding Investment Securities.
Private wire to New York, Baltimore and other places

CALDWELL, WASHBURN & TOWNSEND,
BANKERS AND BROKERS,
UNITED BANK BUILDING,
BROADWAY AND WALL STREET.
Transact a general Banking Business, including the Purchase and Sale of all Securities dealt in at the New York Stock Exchange.
Interest allowed on deposits subject to sight draft.
C. B. CALDWELL, L. C. WASHBURN,
CHAS. J. TOWNSEND, Member N. Y. Stock Exchange.

Wood, Huestis & Co.,
31 PINE ST., NEW YORK,
BANKERS AND BROKERS,
SUCCESSORS TO
WOOD & DAVIS.
Execute orders in all securities listed at the New York Stock Exchange. For Sale,
FIRST-CLASS RAILROAD "1ST MORTGAGE BONDS.
GEORGE C. WOOD. C. H. HUESTIS. L. M. SWAN

Schuyler N. Warren & Co
51 Exchange Place.
INVESTMENT SECURITIES.
City, Railroad, Gas, Electric Light and Miscellaneous Stocks and Bonds.

A. H. Brown & Co.,
BANKERS AND BROKERS,
7 Wall St., Cor. New, New York.
INVESTMENT SECURITIES.
Special attention to business of country banks.

For Sale—$4,000 Eighth Avenue Railroad Bonds.
J. P. WINTRINGHAM.
GAS, INSURANCE, BANK STOCKS, &c.
SECURITIES BOUGHT AT THE AUCTION SALES.
36 PINE STREET, N. Y.
See advertisement in the *Journal of Commerce*.

Financial.

Gwynne & Day,
[Established 1854.] No. 45 Wall Street.
Transact a general banking and brokerage business in Railway Shares and Bonds and Governmen securities.
Interest allowed on deposits.
Investments carefully attended to.

WALSTON H. BROWN. FRED. A. BROWN.
HERBERT P. BROWN.
Walston H. Brown & Bros
BANKERS,
No. 20 Nassau Street, New York.
SPECIAL ATTENTION GIVEN TO THE NEGOTIATION OF
RAILROAD SECURITIES.

Colbron, Day & Field,
BANKERS AND BROKERS,
No. 17 New Street, 130 La Salle Street,
NEW YORK. CHICAGO.
Stocks and bonds bought and sold for cash or on margin.
Interest allowed on deposits, subject to check at sight.

E. C. HUMBERT, JOHN J. C. HUMBERT.
Member N. Y. Stock Exch.
E. C. Humbert & Son,
BANKERS AND BROKERS,
Nos. 37 & 39 WALL STREET,
QUEEN BUILDING, NEW YORK

Wm. P. Humbert & Co.,
BANKERS AND BROKERS,
No. 7 Nassau Street, New York.
WM. P. HUMBERT, EDWARD S. BENEDICT.
Member N.Y. Stock Exch'ge,
Member N.Y. Produce Exch'ge.

Miller, Francis & Co.,
BANKERS AND BROKERS,
35 WALL STREET, NEW YORK.
CHAS. A. MILLER. JAS. FRANCIS. EDWIN J. HANKS

Howard Lapsley & Co.,
BANKERS AND BROKERS,
No. 5 WALL STREET,
New York.

Car Trust Bonds.
WE MAKE A SPECIALTY OF THESE VERY SAFE SECURITIES, AND BUY AND SELL SAME AT MARKET PRICE.
WE OFFER A LIMITED AMOUNT OF DESIRABLE CAR TRUST ISSUES, ADDITIONALLY SECURED BY THE DIRECT OBLIGATION OF THE RAILROAD EQUIPMENT COMPANY.
POST, MARTIN & CO.,
34 PINE STREET.

...ign Exchange.

Drexel, Morgan & Co.,

WALL STREET,
CORNER OF BROAD, NEW YORK.

Drexel & Co.,	Drexel, Harjes & Co
No. 34 South Third Street	31 Boulevard Haussmann
PHILADELPHIA.	PARIS.

DOMESTIC AND FOREIGN BANKERS.

Deposits received subject to Draft. Securities bought and sold on Commission. Interest allowed on Deposits Foreign Exchange. Commercial Credits. Cable Transfers. Circular Letters for Travelers, available in all parts of the world.

ATTORNEYS AND AGENTS OF
Messrs J. S. MORGAN & CO.,
No. 22 OLD BROAD STREET, LONDON.

Brown Brothers & Co.,

No. 59 WALL ST., N. Y.,
BUY AND SELL
BILLS OF EXCHANGE
ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM, SWITZERLAND, NORWAY, DENMARK, SWEDEN AND HOLLAND.
Issue Commercial and Travelers' Credits
IN STERLING,
AVAILABLE IN ANY PART OF THE WORLD.
And in Francs, in Martinique and Guadaloupe.
MAKE TELEGRAPHIC TRANSFERS OF MONEY
BETWEEN THIS AND OTHER COUNTRIES.
MAKE COLLECTIONS OF DRAFTS drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

J. & J. Stuart & Co.,

33 NASSAU STREET.
BILLS OF EXCHANGE ON
SMITH, PAYNE & SMITH'S,
BANKERS, LONDON;
MANCHESTER & COUNTY BANK,
"LIMITED;"
MANCHESTER, PAYABLE IN LONDON;
ULSTER BANKING COMPANY,
BELFAST, IRELAND
AND ON THE
NATIONAL BANK OF SCOTLAND,
EDINBURG, AND BRANCHES;
ALSO,
CABLE TRANSFERS AND LETTERS OF CREDIT

J. & W. Seligman & Co.,

BANKERS,
No. 23 BROAD STREET,
New York.
Issue Letters of Credit for Travelers,
Payable in any part of Europe, Asia, Africa, Australia and America.
Draw Bills of Exchange and make Telegraphic Transfers of Money on Europe and California.

JOHN MUNROE & Co.,

No. 8 Wall Street, New York,
No. 4 Post Office Square, Boston.
CHEQUES AND CABLE TRANSFERS ON
MUNROE & CO., PARIS.
STERLING CHEQUES AND BILLS AT SIXTY DAYS' SIGHT ON
ALEXANDERS & CO., LONDON.

CIRCULAR NOTES AND CREDITS FOR TRAVELERS.

NEW YORK: WILLIAM HEATH, CHAS. E. QUINCEY. LONDON: W. RUSSELL WISE. PARIS: T. E. DAVIS.

William Heath & Co.,

(ESTABLISHED 1861.)
BANKERS AND BROKERS,
No. 80 BROADWAY, NEW YORK.
Members of New York Stock Exchange.
FOREIGN EXCHANGE. CABLE TRANSFERS.

William Heath & Co.,

10 Throgmorton Ave., London, Eng.
Draw Bills of Exchange and transact a general financial commission business. Particular attention given to American Securities.

William Heath & Co.,

No. 19 Rue Scribe, Paris.
Orders solicited for London and American markets for investment or on margin. Railway, State and City Loans negotiated.

Foreign Exchange.

August Belmont & Co.,

BANKERS,
Nos. 19 & 21 Nassau Street,
Issue Travelers' Credits, available in all parts of the world, through the
MESSRS. DE ROTHSCHILD
and their correspondents.
Also Commercial Credits and Transfers of Money on California, Europe and Havana.

Jesup, Paton & Co.,

BANKERS,
52 William Street, New York.
Accounts and Agency of Banks, Corporations, firms and individuals received upon favorable terms.
Dividends and interest collected and remitted.
Act as agents for corporations in paying coupons and dividends; also as transfer agents.
Bonds, stocks and securities bought and sold on ...mmission, at the Stock Exchange or elsewhere.
Sterling Exchange and Cable Transfers bought and sold.
BILLS ON THE UNION BANK OF LONDON.

Kidder, Peabody & Co.,

BOSTON, MASS.,
Cor. Wall and Nassau Sts., New York.
FOREIGN BANKERS.
CABLE TRANSFERS, BILLS OF EXCHANGE AND COMMERCIAL AND TRAVELERS' CREDITS.
CORRESPONDENTS:
BARING BROTHERS & CO., London.
PERIER FRERES & CO., Paris.
MENDELSSOHN & CO., Berlin.

Schulz & Ruckgaber,

BANKERS,
16 EXCHANGE PLACE, NEW YORK
CORRESPONDENTS OF THE
International Bank of London (Limited) London.
Messrs. John Berenberg, Gossler & Co. Hamburg.
Commercial and Travelers' Credits. Bills of Exchange Cable Transfers.

JOHN S. KENNEDY. J. KENNEDY TOD

J. S. Kennedy & Co.,

No. 63 WILLIAM STREET,
DOMESTIC AND FOREIGN BANKERS,
DRAW BILLS ON LONDON.
BUY BILLS OF EXCHANGE.
ACT AS AGENTS FOR BANKS, BANKERS AND RAILROAD COMPANIES.
Issue Commercial Credits and Foreign and Domestic Travelers Letters of Credit in Pounds Sterling and Dollars.
BUY AND SELL INVESTMENT SECURITIES.
Collect Dividends, Coupons and Foreign and Inland Drafts.
LONDON CORRESPONDENTS:
Messrs. MELVILLE, EVANS & Co. Messrs. C. J HAMBRO & SON

J. H. GOADBY & B. E. WALKER,
JOINT AGENTS
Canadian Bank of Commerce,
16 EXCHANGE PLACE,
BUY AND SELL STERLING EXCHANGE, CABLE TRANSFERS, ETC.
ISSUE COMMERCIAL CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD

THE
Anglo-Californian Bank
(LIMITED).
LONDON, Head Office, 3 Angel Court.
SAN FRANCISCO Office, 422 California St.
NEW YORK Agents, J. & W. Seligman & Co.
BOSTON Correspond'ts, Massachusetts N. B'k.
Authorized Capital, - - $6,000,000.
Paid up and Reserve, - 1,700,000.
Transact a general banking business. Issue Commercial credits and Bills of Exchange, available in all parts of the world. Collections and orders for Bonds, Stocks, etc., executed upon the most favorable terms. FRED'K F. LOW, IGNATZ STEINHART, } Managers
P. N. LILIENTHAL, Cashier.

Foreign Exchange.

Kountze Brothers,

BANKERS,
120 Broadway (Equitable Building), NEW YORK.
LETTERS OF CREDIT AND CIRCULAR NOTES
Issued for the use of travelers in all parts of the world.
Bills drawn on the Union Bank of London
Telegraphic transfers made to London and to various places in the United States.
Deposits received subject to check at sight, and interest allowed on balances.
Government and other bonds and investment securities bought and sold on commission.

James T. Bates & Co.,

(ESTABLISHED 1868,)
BANKERS AND BROKERS,
Mills Building, New York.
Members of the New York Stock Exchange.
Checks and Cable Transfers on JAMES T. BATES & CO., Geneva, Switzerland.

J. W. Wilson & Co.,

27 & 29 BEAVER ST.,
NEW YORK.
Bills of Exchange and Letters of Credit on Mexico.

Foreign Bankers.

Nederlandsch Indische Handelsbank,

AMSTERDAM, HOLLAND.
ESTABLISHED IN 1863.
Paid-Up Capital, 12,000,000 Guilders ($4,800,000 Gold.)
HEAD OFFICE IN AMSTERDAM.
Agencies in Batavia, Soerabaya and Samarang
Correspondents in Padang.
Issue commercial credits, make advances on shipments of staple merchandise, and transact other business of a financial character in connection with the trade with the Dutch East Indies.
BLAKE BROTHERS & CO.,
AGENTS FOR NORTH AMERICA,
18 WALL STREET, NEW YORK.
28 STATE STREET, BOSTON

Bank of Australasia,

(INCORPORATED 1835.)
No. 4 Threadneedle St., London, England.
PAID-UP CAPITAL, £1,200,000.
UNDIVIDED PROFITS (including Guarantee and Reserve Funds) £453,114.
Letters of Credit and Drafts issued on the 107 branches of the Bank in the Colonies of Queensland, New South Wales, Victoria, South Australia, Tasmania, and New Zealand. Bills negotiated or sent for Collection. Telegraphic transfers made. Deposits received in London at interest for fixed periods on terms which may be ascertained at the office.
PRIDEAUX SELBY, Secretary.

Hong Kong & Shanghai
BANKING CORPORATION.
CAPITAL (paid-up)..... $5,000,000
RESERVE FUND..... 2,850,000
HEAD OFFICE, HONG KONG.
The Corporation grant Drafts, issue Letters of Credit for use of Travelers, and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon Manila, Hong Kong, Foochow, Amoy, Ningpo Shanghai, Hankow, Yokohama, Hiogo, San Francisco and London.
A. M. TOWNSEND, Agent, 47 William St.

Adolph Boissevain & Co.
BANKERS
AND
COMMISSION MERCHANTS,
AMSTERDAM, HOLLAND
N. Y. Correspondents—Messrs. BLAKE BROS. & Co.

Gerhard & Hey,
REVAL.
OFFICES AT
LEIPSIC, BERLIN, MOSCOW, NIJNI-NOVGOROD, during the Fair
Commissioners & Forwarding Agents,
SHIP BROKERS.
Undertake to cash Bills, Advances and Freight-Amounts; execute all orders in the line of Banking, Commission and Forwarding Business on the most moderate terms.
Ship-owners are requested to address vessels bound for Reval unto the care of
GERHARD & HEY,
REVAL, RUSSIA.

Foreign Bankers.

The City Bank,

(LIMITED.)

LONDON, ENGLAND.

Authorized Capital, - - - - - £4,000,000
Subscribed Capital, - - - - - - 3,200,000
Paid-Up Capital), - - - - - - 800,000

Reserve Fund, £330,000.

HEAD OFFICE, THREADNEEDLE ST.

BRANCHES:

Bond Street, London,
Ludgate Hill, London,
Knightsbridge, London.
Holborn, London,
Tottenham Court Road London.
Paddington, London.
Aldgate, London.
Old Street, London.

The bank, while conducting the general business of London Bankers, gives special attention to the agency of Foreign and Colonial Banks.

A. G. KENNEDY, Manager.

Canadian Bankers.

AGENCY OF THE

BANK

OF

BRITISH NORTH AMERICA,

No. 52 WALL STREET.

Buy and sell Sterling Exchange and Cable Transfers. Issue demand drafts on Scotland and Ireland, also on Canada, British Columbia, Portland, Oregon San Francisco and Chicago.

Bills collected and other banking business transacted.

D. A. McTAVISH, W. LAWSON, } Agents.

Merchants Bank

OF CANADA.

Capital, - - - $5,700,000 Paid Up.

President, SIR HUGH ALLEN.
Vice-President, ROBERT ANDERSON, Esq
HEAD OFFICE, MONTREAL.
GEORGE HAGUE, General Manager.
J. H. PLUMMER, Assistant General Manager.
BANKERS:
LONDON, ENG.—The Clydesdale Bank (Limited.)
NEW YORK—The Bank of New York, N.B.A.

The New York Agency buys and sells Sterling Exchange, Cable Transfers, issues Credits available in all parts of the world, makes collections in Canada and elsewhere, and issues Drafts payable at any of the offices of the bank in Canada. Demand Drafts issued payable in Scotland and Ireland, and every description of foreign banking business undertaken

New York Agency, 48 Exchange Place.

HENRY HAGUE, JOHN B. HARRIS, JR., } Agents.

Bank of Montreal.

CAPITAL, - - - $12,000,000, Gold.
SURPLUS, - - - $5,500,000, Gold.

C. F. SMITHERS, President.
W. J. BUCHANAN, General Manager.

NEW YORK OFFICE,

Nos. 59 & 61 WALL STREET.

WALTER WATSON, ALEX'R LANG, } Agents.

Buy and sell Sterling Exchange, Francs and Cable Transfers; grant Commercial and Travelers' Credits, available in any part of the world; issue drafts on, and make collections in, Chicago and throughout the Dominion of Canada.

London Office, No. 9 Birchin Lane.

Imperial Bank of Canada.

CAPITAL (paid up), - - - $1,300,000
RESERVE, - - - - - - - $460,000
H. S. HOWLAND, Pres't. D. R. WILKIE, Cashier
HEAD OFFICE, TORONTO.
BRANCHES:
St. Catharines, Port Colborne, St. Thomas, Ingersoll, Welland, Fergus, Woodstock, Winnipeg, Man., Brandon.

Dealers in American Currency & Sterling Exchange.

Agents in London: BOSANQUET, SALT & Co., 73 Lombard Street.
Agents in New York: BANK OF MONTREAL, 59 Wall Street.

Promptest attention paid to collections payable in any part of Canada.
Approved Canadian business paper discounted at the Head Office on reasonable terms, and proceeds remitted by draft on New York.

Gzowski & Buchan,

BANKERS AND STOCK BROKERS,

TORONTO, - - - - - - - - CANADA.

Prompt attention given to Collection of Commercial Bills and Canadian Funds on all points in Canada; American and Sterling Exchange, and Stocks Bonds, etc., bought and sold.
Correspondents—Bank of New York, New York and Alliance Bank, London.

New England Bankers.

Brewster, Basset & Co.,

BANKERS,

No. 35 CONGRESS STREET,

BOSTON.

MEMBERS OF THE NEW YORK AND BOSTON STOCK EXCHANGES.

ALSO,

Dealers in Municipal, State, Railroad and United States Bonds.

Perkins, Dupee & Co.,

(Formerly CHAS. A. SWEET & Co.),

BANKERS AND BROKERS,

No. 40 STATE STREET,

BOSTON, MASS.

Dealers in Municipal, State and Railroad Bonds.

Bank of Deposit,

84 Devonshire & 20 Water Sts., cor. opp. P.O.
BOSTON.

Interest on deposits subject to check.
Bonds and other investments bought and sold.
Correspondence invited.
Orders executed at Boston and New York Stock Exchanges, of which we are members.

F. A. Hawley & Co.,

BANKERS.

Parker & Stackpole,

BANKERS,

No. 60 DEVONSHIRE STREET,

BOSTON.

JOSHUA WILBOUR, BENJAMIN A. JACKSON, CHARLES H. SHELDON, JR. WILLIAM BINNEY, JR.

Wilbour, Jackson & Co.,

BANKERS AND BROKERS,

52 WEYBOSSET STREET,

PROVIDENCE, R. I.

Dealers in Commercial Paper, Government and other first-class Bonds and Securities and Foreign Exchange.
Private Telegraph Wire to New York and Boston.

C. E. Jackson & Co.,

MIDDLETOWN, CONN.,

Buy and sell Government, State, Municipal and Railroad Bonds and Stocks. Investments for Savings Banks a specialty. Correspondence solicited.

Pennsylvania Bankers.

Geo. B. Hill & Co.,

BROKERS,

PITTSBURG, PA.,

Buy and sell all classes of Western Pennsylvania Securities. Correspondence solicited.

JOS. M. SHOEMAKER. ROBERT M. JANNEY.

Jos. M. Shoemaker & Co.

BANKERS AND STOCK BROKERS,

No. 134 SOUTH THIRD STREET,

PHILADELPHIA.

Dealers in all issues of United States Bonds. Investment Securities a specialty. Correspondence invited and full information upon financial subjects furnished

E. W. Clark & Co.,

BANKERS,

No. 35 South Third Street, Philadelphia.

DEALERS IN CAR TRUSTS AND OTHER INVESTMENT SECURITIES.

Stocks and Bonds bought and sold on Commission

A. P. Turner & Co.,

BANKERS AND BROKERS,

No. 207 WALNUT PLACE,

PHILADELPHIA.

Baltimore Bankers.

John A. Hambleton & Co

BANKERS AND BROKERS,

No. 5 SOUTH STREET,

BALTIMORE.

Connected by Special Wire with New York and Philadelphia Correspondents.

Transact a General Banking Business.
Buy and Sell on Commission in this and other cities all descriptions of Stocks, Bonds and Securities.

Special Attention given to Investments

Loans negotiated and advances made on approved collaterals.
Deposits received subject to check at sight.
Collections on all points in U. S. and Canada.

Robert Garrett & Sons,

BANKERS,

No. 7 SOUTH STREET,

BALTIMORE,

TRANSACT A GENERAL DOMESTIC AND FOREIGN BANKING BUSINESS.

J. W. MIDDENDORF, W. B. OLIVER, C. A. ALBERTI, Members Baltimore Stock Exchange.

Middendorf, Oliver & Co.

BANKERS AND BROKERS,

S. W. Corner German & South Sts.,

P. O. Box 227. **BALTIMORE, Md.**

Special attention given to the negotiation of Foreign Bills of Exchange, Collateral Loans and Commercial Paper.
INDICATORS AND TELEPHONE IN OFFICE.

Wilson, Colston & Co.,

BANKERS AND BROKERS,

BALTIMORE.

INVESTMENT and VIRGINIA SECURITIES a specialty.
Correspondence solicited and information furnished.
N. Y. Correspondents—McKim Brothers & Co.

Southern Bankers.

THE CITY BANK OF HOUSTON,
CAPITAL, $500,000,

Houston, Texas.

We give special attention to collections on all accessible points.
DIRECTORS.—Benjamin A. Botts, Pres't: F. A. Rice, C. C. Baldwin, W. B. Botts, Rob't Brewster, S. K. McIlhenny, B. F. Weems.
B. F. WEEMS, Cashier. BENJ. A. BOTTS, Pres't.

THOS. P. MILLER. R. D. WILLIAMS. JNO. W. MILLER. CHAS. B. MILLER.

Thos. P. Miller & Co.,

BANKERS,

MOBILE, ALABAMA.

Special attention paid to collections, with prompt remittances at current rates of exchange on day of payment.
Correspondents.—National Bank of State of New York, New York; Louisiana National Bank, New Orleans; Bank of Liverpool, Liverpool.

E. E. BURRUSS, Pres't. A. K. WALKER, Cashier

First National Bank,

WILMINGTON, N. C.

Collections made on all parts of the United States.

WM. C. COURTNEY, Pres. ERNEST H. PRINGLE, Cash

BANK OF CHARLESTON,

NATIONAL BANKING ASSOCIATION,

CHARLESTON, S. C.

SPECIAL ATTENTION GIVEN TO COLLECTIONS.

R. H. MAURY & CO.,

STOCK BROKERS,

RICHMOND, VIRGINIA,

Buy and sell Government, State, Municipal and Railroad Bonds and Stocks, &c. Virginia State Tax-Receivable Coupons bought and sold. All orders promptly attended to.
New York Correspondent, VERMILYE & CO.

MERCHANTS' NATIONAL BANK,
RICHMOND, VIRGINIA.

Collections made on all Southern points on best terms; prompt returns.
JOHN P. BRANCH, President.
JOHN F. GLENN, Cash. FRED. R. SCOTT, Vice-Pres't.

THOMAS BRANCH & CO.,

BANKERS AND COMMISSION MERCHANTS,

RICHMOND, VIRGINIA.

Virginia Bonds funded under the Funding Act passed by the last Legislature, for ½ per cent commission. New North Carolina 6 per cent bonds, secured by lien on the State's stock in the North Carolina Railroad, for sale.

Western Bankers.

Mortgages on Farms
AND
Kansas City Real Estate,

NETTING SEVEN PER CENT

Semi-Annual Interest to Investors.

We negotiate Loans on improved and productive farms in the best portions of Kansas and Missouri, worth from three to five times the amount loaned.

Acknowledged to be the most SAFE and PROFITABLE form of investing money known.

In an experience of many years and loaning two million dollars, not one dollar lost.

We assume the responsibility of MAKING ONLY SAFE LOANS; of collecting the interest and principal and remitting to investors, FREE OF CHARGE, and in case of any trouble or delay in making such collections, AGREEING TO STAND ALL EXPENSE and SHIELD INVESTORS FROM LOSS. TITLES GUARANTEED. ALL FUNDS PROMPTLY PLACED. Write for circular and full particulars, stating amount you would wish to invest on satisfactory evidence as to securities, titles, &c. Address,

H. P. MORGAN,
GENERAL AGENT FOR NEW ENGLAND
No. 3 Custom House Street,
PROVIDENCE, R. I.,
OR
JARVIS, CONKLIN & CO.,
LOAN BROKERS,
KANSAS CITY, MISSOURI.

P. F. Keleher & Co.,
305 OLIVE STREET, ST. LOUIS, Mo

First-class Western Investment Securities for sale. St. Louis City and States of Missouri, Kansas, Texas Arkansas and Colorado Bonds a specialty. Full information given in reference to same on application. Coupons and Dividends collected.

Sam'l A. Gaylord,
ST. LOUIS,

DEALER IN WESTERN SECURITIES

Defaulted County, Township and City Bonds of Missouri, Kansas and Illinois bought at best rates Investment Securities for sale. Correspondence solicited.

THOS. M. THORNTON. WM. W. THORNTON, Cash
W. F. THORNTON & SON,
(Established 1859,)
BANKERS AND BROKERS,
SHELBYVILLE, ILLINOIS.

Collections made in Shelby and adjoining Counties and Proceeds remitted on Day of Payment.
REFERENCES—National Bank of Commerce, New York. Union National Bank, Cincinnati. Third National Bank, St. Louis. Traders' Bank, Chicago. Indiana Banking Company, Indianapolis.

THE WESTERN
Farm Mortgage Co.,
LAWRENCE, KANSAS,

Offers to investors the best securities in the market. FIRST MORTGAGE LOANS UPON IMPROVED FARMS. Interest and principal paid on day of maturity in New York. Funds promptly placed. Large experience. No losses. Send for circular, references and sample forms. F. M. PERKINS, President; J. T. WARNE, Vice-Prest.; L. H. PERKINS, Secretary; CHAS. W. GILLETT, Treas. N. F. HART Auditor.

Financial.

SHERMAN S. JEWETT, Pres. JOSIAH JEWETT, V-Pres
WILLIAM C. CORNWELL, Cashier.
Bank of Buffalo,
CAPITAL, - - - - - - - - - $300,000.
BUFFALO, N. Y.

This bank has superior facilities for making collections on all accessible points in the United States, Canada and Europe. Liberal terms extended to accounts of bankers and merchants.
CORRESPONDENTS.—New York, National Shoe & Leather Bank; London, Union Bank of London.

C. H. Bachem,
(LATE LIMBERT & CO.),
BANKER AND BROKER,
19 & 21 NASSAU ST., NEW YORK.
Member of New York Stock Exchange.

Stocks and bonds bought and sold on commission for cash or on approved margin. Collections made in United States and Europe.

County, City & Town Bonds of West. States
Wisconsin Central RR. Old Land Grant Bonds
St. Joseph & Western RR. Stock.
St. Joseph & Pacific RR. Bonds.
City of St. Joseph Mo., Old Bonds.
International Improvement Co. Subscriptions.
Brooklyn Elevated RR. Securities.
American Cable Co. Subscriptions.
Midland Railroad of N. J. Securities.
Chicago & Grand Trunk RR. Securities.
South Carolina RR. Securities.
Grand Rapids & Indiana RR. Stock.
Cincinnati Richmond & Fort Wayne Stock.
Bought by WM. R. UTLEY,
No 31 PINE STREET, NEW YORK

Financial.

Liverpool & London & Globe
INSURANCE COMPANY.
Statement United States Branch, January 1st, 1883.

(AS REQUIRED BY THE NEW YORK STATE LAW.)

ASSETS.

Real Estate	$1,047,741 92
Loans on Bond and Mortgage	1,115,843 57
United States Government Bonds	1,525,000 00
State and City Bonds	358,140 00
Cash in Banks	784,303 39
Other Admitted Assets	381,908 93
	$5,212,937 81

LIABILITIES.

Unearned Premiums	$1,969,170 27	
Unpaid Losses	301,365 32	
Perpetual Policy Liabilities	311,191 24	
All other Liabilities	178,120 82	
SURPLUS	**$2,453,090 16**	
		$5,212,937 81

Income 1882	$3,310,805 99
Expenditures 1882	2,961,787 44

DIRECTORS IN NEW YORK:
CHAIRMAN, ROBERT B. MINTURN,
ALEXANDER HAMILTON, CHARLES H. MARSHALL,
ANSON PHELPS STOKES, JOHN A. STEWART.

Resident Manager, J. E. PULSFORD.
Deputy Manager, HENRY W. EATON. Asst. Deputy Manager, GEO. W. HOYT.

The New England Mortgage Security Co.
OFFERS FOR SALE
5 per cent 20-year Bonds, $1,000 each,
SECURED BY FIRST MORTGAGES ON IMPROVED FARMS.
Guaranteed, Principal and Interest, by its
CAPITAL STOCK OF $1,000,000.

Interest Coupons payable July 1 and Jan. 1.
Bonds registered to order or payable to bearer at option. These bonds are commended to the attention of the most conservative investors, as they are believed to be as perfect a security as can be obtained.
A pamphlet with full information will be sent on application to the company's office.

43 MILK STREET, BOSTON.
DIRECTORS.
HENRY SALTONSTALL, AUSTIN CORBIN,
E. ELLERTON PRATT, J. BAXTER UPHAM,
I. D. FARNSWORTH, GILMAN S. MOULTON,
CHARLES L. FLINT.
VICE PRESIDENTS.
THOMAS WIGGLESWORTH, GEO. C. RICHARDSON,
ELISHA ATKINS, JOHN WEBSTER,
AMOS T. FROTHINGHAM.
CHARLES L. FLINT, President.
J. F. F. BREWSTER, Treasurer.

Metropolitan Trust Co.,
17 Nassau St., New York.
PAID UP CAPITAL, $1,000,000.

Designated as a legal Depository by order of Supreme Court. Receive deposits of money on interest, act as fiscal or transfer agent, or trustee for corporations and accept and execute any legal trusts from persons or corporations on as favorable terms as other similar companies.
THOMAS HILLHOUSE, Presider..
FREDERIC D. TAPPEN, Vice-President
WALTER J. BRITTIN, Secretary.

Investment Bonds.
FIRST-CLASS RAILROAD BONDS,
PAYING
5 Per Cent to 7 Per Cent
PER ANNUM ON AMOUNT INVESTED,
FOR SALE BY
TOBEY & KIRK,
No. 4 BROAD STREET, NEW YORK.
DEFAULTED SECURITIES
taken in payment at full market rates, when desired.

Albert E. Hachfield,
17 NASSAU STREET.
Bonds and Investment Securities
WANTED:
Indianapolis & St. Louis 1sts.
Joliet & Northern Indiana 1sts.
Cincinnati Hamilton & Dayton Bonds.
Central American Transit Stock.
Mexican (Corlies) Bonds.

Taintor & Holt,
BANKERS,
No. 10 WALL STREET, NEW YORK.

TRANSACT a GENERAL BANKING business.
DEPOSITS received and INTEREST allowed on balances.
Buy and sell GOVERNMENT, MUNICIPAL and RAILROAD Bonds.
Private telegraph wires to Providence and Boston
G. E. TAINTOR. GEO. H. HOLT

Bankers' Safe Deposit Co
UNITED BANK BUILDING,
Cor. Wall Street and Broadway.
SAFES
OF MOST APPROVED CONSTRUCTION FOR
Bankers, Brokers, Merchants, &c.

DEPOSIT YOUR SECURITIES
IN THE
State Safe Deposit Vault,
Cor. William St. & Exchange Place,
Under the National Bank of the State of New York.
BURGLAR AND FIRE PROOF.

TO INVESTORS.
FOR SALE:
Staten Island Wharf Property,
Fifty-five City Lots, 500ft. front on New York Bay. Privilege of docking out 600 to 1,000ft. Suitable for warehouses and wharfage for large vessels. Apply to
J. M. GILLESPIE,
No. 4 HANOVER ST., NEW YORK.
Member of N. Y. Produce and Maritime Exchanges.

REED & HURLBUT,
52 WILLIAM STREET.
FIRST-CLASS
Investment Bonds.

I. F. Mead & Co.,
STOCK BROKERS,
80 BROADWAY, NEW YORK.
Branch Office with Private Wire at 28 West Twenty-Third Street.
Buy and sell on commission for investment or on margin, all securities dealt in at the New York Stock Exchange.
R. R. LEAR. I. F. MEAD, T. H. CURTIS.
Member N. Y. Stock Exch.

Insurance Company of North America,

OF PHILADELPHIA.

INCORPORATED 1794.

CAPITAL, - - - - - - - - - - - - $3,000,000.

Statement of the Condition of the Company on the First January, 1883.

ASSETS.

BOOK VALUE.	MARKET VALUE.
Real estate owned by Company	$357,683 86
Loans on bond and mortgage (duly recorded and being first liens on the fee simple).	1,716,766 67
Interest due and accrued	26,744 15
$137,000 00—United States bonds, 3½ per cent	141,110 00
1,278,500 00—State and City loans	1,518,870 00
2,326,425 00—Railroad and other stocks	2,441,940 00
253,500 00—Bank and other bonds	264,184 00
35,845 00—Mutual Insurance Companies' Scrip—Atlantic Mutual and China Mutual	35,845 00
$4,031,270 00—Total investments	$6,503,143 68
Cash in banks and bankers' hands	549,091 31
Call loans with collaterals	1,045,742 07
Gross premiums in course of collection	365,745 11
Notes receivable, unsettled marine premiums and book accounts due the Comp'y.	343,787 84
Steam-wrecking boat "North America"	73,543 05
TOTAL ASSETS	$8,881,053 06

LIABILITIES.

Reserve for re-insuring all outstanding risks	$1,713,590 70
Reserve for unadjusted losses	473,492 82
Reserve for perpetual fire insurance policies, being 95 per cent of premiums received	443,190 93
Capital stock actually paid up in cash	3,000,000 00
Surplus over all liabilities	3,250,778 61
TOTAL	$8,881,053 06
Net premiums received during the year 1882	$3,481,274 60
Interest and dividends	408,740 98
TOTAL RECEIPTS	$3,890,015 58
Losses paid during the year 1882	$2,367,811 26
Expenses, commissions, agency charges	907,863 93
TOTAL	$3,275,675 19

CHARLES PLATT, President.

T. CHARLTON HENRY, Vice-President.

WM. A. PLATT, 2d Vice-President.

GREVILLE E. FRYER, Secretary.

CATLIN & SATTERTHWAITE, Attorneys,

16 & 18 Exchange Place, New York.

UNION
Mutual Life Insurance Co.
OF MAINE.

DIRECTORS' OFFICE - - - PORTLAND MAINE.

ORGANIZED 1849.

Assets - - - - - - - - $6,264,215 57
Surplus (N. Y. Standard) 678,545 53
Death Losses Paid - - 6,876,901 76
Dividends Paid - - - 3,996,441 27
13,725 Policies in force, insuring $24,083,551.

Paid Death Losses, since Organization,
SEVEN MILLION DOLLARS,
And for Dividends,
NEARLY FOUR MILLIONS.

JOHN E. DeWITT, President.
DANIEL SHARP, Vice-President.
HENRY D. SMITH, Secretary.
NICHOLAS DE GROOT, Ass't Sec'y.
THOMAS A. FOSTER, Medical Director.

MUTUAL LIFE
INSURANCE COMPANY
OF NEW YORK.

F. S. WINSTON, President.

ISSUES EVERY DESCRIPTION OF
LIFE & ENDOWMENT POLICIES
Rates Lower than other Companies.

ORGANIZED APRIL 14TH, 1842.

ASSETS, $95,000,000.

E. S. BAILEY,
7 PINE STREET.
DEALINGS IN
INSURANCE STOCKS
A SPECIALTY.

Cash paid at once for the above securities; or they will be sold on commission, at seller's option.

SIXTY-THIRD ANNUAL STATEMENT; December 31, 1882;
OF THE

ÆTNA INSURANCE COMPANY,
HARTFORD, CONN.

CASH CAPITAL	$4,000,000 00
Reserve for Re-Insurance, (Fire)	1,573,729 40
Do do (Inland)	9,437 80
Do Unpaid Losses (Fire)	179,631 60
Do do (Inland)	44,340 29
All other Claims	54,289 37
NET SURPLUS	3,193 182 12
TOTAL ASSETS	$9,054,610 58

AS FOLLOWS:

	Market Value
Real Estate unincumbered	$358,000 00
Cash on hand and in Bank	940,730 25
Gross amount in the hands of Agents and in transit	382,970 24
Loans on Bond and Mortgage	46,727 00
Loans on Collateral	24,890 00
Stocks and Bonds	7,349,916 72
Accrued Interest	1,376 37
Total Assets of the Company	$9,054,610 58

Losses Paid in 64 Years, - - - - - - - - - - - $54,660,000

WM. B. CLARK, Ass't Sec'y. J. GOODNOW, Sec'y. L. J. HENDEE, Pres't.

JAMES A. ALEXANDER, Agent,
No. 2 Cortlandt Street, New York.

---

8 % First Mortgages
ON
COTTON PLANTATIONS,

WORTH THREE TIMES THE LOAN.

For security, profit, income and area, these afford the most desirable income security in existence. These investments are made under our personal supervision, and are only to be obtained during the Winter Months. Send for circular.

FRANCIS SMITH & CO.,
INDIANAPOLIS, IND.; VICKSBURG, MISS.;
MONTGOMERY, ALA.; COLUMBUS, MISS.

R. T. Wilson & Co.,
BANKERS AND COMMISSION MERCHANTS
2 Exchange Court New York.

J. C. Chew,
No. 7 WALL STREET, NEW YORK.
TEXAS RAILWAYS,
BONDS, LANDS, &c.

Desirable Texas Securities for Investment constantly on hand

Gilman, Son & Co.,
BANKERS,
62 CEDAR STREET.

In addition to a General Banking Business, buy and sell Government Bonds and Investment Securities.

Insurance.

THE

EQUITABLE

Life Assurance Society,

120 BROADWAY, NEW YORK.

PRELIMINARY STATEMENT OF BUSINESS, January 1, 1883.

Tot. Assets over $48,000,000

Tot. Income " 11,000,000

Surplus over Liabilities, $10,500,000.

The amount of new business transacted during the past year, $62.250,000, exceeds the largest business ever done by any other Company in one year.

THE SOCIETY.

In 1878 wrote.....	$21,440,213 Insurance.
In 1879 wrote.....	26,502,541 Insurance.
In 1880 wrote.....	35,170,805 Insurance.
In 1881 wrote.....	46,189,096 Insurance.
In 1882 wrote.....	62,250,000 Insurance.

The reasons for the increased patronage received by the Society during the past five years are:

1st. The fact that the percentage and amount of its surplus over its liabilities, according to the State Insurance Reports (four per cent valuation) are larger than in any other one of the five largest life insurance companies.

2d. The percentage of dividends earned for policy-holders, according to the same Reports, is now, and has been for the last five years, greater than in any other one of these companies.

3d. The Society issues a plain and simple contract of insurance, free from burdensome conditions and technicalities, INCONTESTABLE AFTER THREE YEARS.

4th. In the event of death, a policy which has become incontestable, is paid immediately upon the receipt of the proofs of death with a legal release of the claim, *thus affording pecuniary relief to the family as quickly as if the amount were in a Government bond*, and avoiding the annoying delay of weeks and months, and sometimes years of vexatious litigation, which many have experienced in other companies.

5th. The Society has no contested claims on its books.

6th. The popularity of the Society's Tontine system of insurance;—which provides full insurance in case of death, and gives the greatest return for the money paid by the policy-holder if he lives, with more advantageous options to meet an insurer's need at the end of the term, than any other form of policy ever devised.

Persons desiring life insurance will best consult their own interests by communicating with the officers of the Society or any of its agents.

HENRY B. HYDE, President.

JAMES W. ALEXANDER, 1st Vice-Pres't.

SAMUEL BORROWE, 2d Vice-Pres't.

WM. ALEXANDER, Secretary.

Financial.

The Milwaukee Disaster

THREE

HERRING'S

SAFES

IN THE

Newhall House Fire

[By Telegraph.]

"MILWAUKEE, Wis., Jan, 16, 1883.—NEWHALL HOUSE Safe and one other Herring's Safe opened to-day. Contents perfect. JAMES FARREL."

"I had one of HERRING'S SAFES in the NEWHALL HOUSE, and I am happy to say that when it was opened I found the contents in perfect condition. A. WILLIAM GOETZ."

THE GREAT FIRE

AT

KINGSTON, JAMAICA.

400 BUILDINGS DESTROYED. LOSS $15,000,000.

"But few safes passed safely through the fire. Yours saved everything. A. L. Malabre & Co. had one of Your Champion Safes, and were quite pleased at having saved all the documents, etc., which were in it. Mr. J. Bonitto also had a HERRING SAFE, and it saved books and papers.

G. DE CORDOVA."

HERRING & CO.,

Nos. 251 & 252 Broadway, New York.

COLUMBUS CHICAGO & INDIANA CENTRAL RAILWAY CO.

FINAL NOTICE.

The last opportunity to subscribe to the Reorganization Agreement of July 1, 1882, or to comply with its terms where it has been already signed, is now given to all persons interested in the securities and capital stock of this Company.

THIS PRIVILEGE WILL EXPIRE JANUARY 22, 1883, AT 3 P. M.

Signatures to the agreement will be received at the office of the Union Trust Company, No. 73 Broadway, New York, provided that persons so signing shall simultaneously deposit their Capital Stock, Bonds, or Union Trust Company's Certificates (issued under previous Bondholders' Agreements), and pay such assessment as is required by the said Reorganization Agreement.

Purchasing Committee's receipts will at the same time be ready for delivery.

NEW YORK, January 11, 1883.

WILLIAM L. SCOTT, CHARLES J. OSBORN, JOHN S. KENNEDY, } Purchasing Committee.

OFFICE CENTRAL PACIFIC RAILROAD COMPANY, San Francisco, Jan. 5, 1883. THREE DOLLARS PER SHARE will be paid on presentation of Dividend Warrant No. 15, on or after FEB. 1, at this office, or at the office of the Company No. 23 Broad Street, New York. Transfer books will be closed from 2 P. M. January 15 to 10 A. M. FEB. 3.

By order of the Board of Directors,

E. H. MILLER, JR., Secretary.

THE ST. PAUL MINNEAPOLIS & MANITOBA RAILWAY COMPANY, No. 63 WILLIAM STREET, NEW YORK, January 15, 1883.

A Quarterly Dividend of TWO PER CENT has this day been declared on the capital stock of this company, payable at this office on and after THURSDAY, February 1, 1883, to stockholders of record on that date.

The transfer books will be closed at 3 o'clock P. M. on Monday, January 22, and will be reopened on Monday, February 5, at 10 o'clock A. M.

JOHN S. KENNEDY, Vice-President.

THE LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.,
TREASURER'S OFFICE,
GRAND CENTRAL DEPOT,
NEW YORK, Dec. 22, 1882.

The Board of Directors of this Company have this day declared a QUARTERLY DIVIDEND of TWO PER CENT upon its capital stock, payable on THURSDAY, the FIRST day of FEBRUARY next, at this office.

The transfer books will be closed at 3 o'clock P. M. on FRIDAY, the 29th inst., and will be reopened on the morning of Monday, the 5th day of February next. F. W. VANDERBILT, Acting Treasurer.

Financial.

Investment Bonds.

Texas Central Railway First Mortgage 7 Per Cent Gold Bonds,
AT 105 AND INTEREST.

Louisville New Albany & Chic. R'way First Mort. 6 Per Ct. Gold Bonds,
ON CHICAGO AND INDIANAPOLIS DIVISION, AT 103½ AND INTEREST.

Houston & Texas Central R'way General Mort. 6 Per Cent Bonds,
AT 100 AND INTEREST.

JOHN J. CISCO & SON,
NO. 59 WALL STREET.

Minneapolis & St. Louis

RAILWAY

FIRST MORTGAGE THIRTY-YEAR 7 PER CENT GOLD BONDS
ON THE SOUTHWESTERN DIVISION.
ALSO,
6 PER CENT GOLD FORTY-YEAR FIRST MORTGAGE BONDS
ON THE PACIFIC DIVISION.
FOR SALE BY
MORTON, BLISS & CO.,
No. 25 NASSAU STREET.

ROCHESTER & PITTSBURG RAILROAD COMPANY,

PRESIDENT'S OFFICE, 20 Nassau St., New York.

TO THE HOLDERS OF THE INCOME BONDS.

GENTLEMEN—The Board of Directors have decided that a sufficient number in amount of the Income Bond holders of the Company have assented to the proposition to accept Consolidated First Mortgage Bonds in exchange for their Income Bonds, to justify them in authorizing the exchange on the proposed terms, viz.:

The Income Bonds will be accepted at fifty per cent of their face value in payment for the Consolidated First Mortgage Bonds at par. The holders of the Income Bonds who assent in writing to the exchange before February 1st, 1883, will receive the Consolidated Bonds at par "flat"—that is, with interest from December 1st, 1882. The holders of the Income Bonds who delay their assent until after February 1st, 1883, will be obliged to pay the accrued interest on the Consolidated Bonds from December 1st, 1882, in order to avail themselves of the privilege of making the exchange.

The Consolidated First Mortgage Bonds will be ready to deliver in exchange for the Income Bonds February 1st next, and it will facilitate matters if the holders of the Income Bonds will send in their assents as promptly as possible.

Respectfully,
WALSTON H. BROWN, President.

December 20th, 1882.

ILLINOIS CENTRAL RR. CO.

41ST SEMI-ANNUAL CASH DIVIDEND.

The Board of Directors have declared a dividend of 3½ per cent in cash, payable March 1, 1883, to the shareholders of the Illinois Central Railroad Company, as registered at the close of business on February 10th; they have also declared an extra dividend of ½ of 1 per cent in cash, payable at the same time to said shareholders, out of the earnings of the Southern Division for the six months ending December 31, 1882. The Stock Transfer Books will be closed from and after February 10th until the morning of March 5th. L. V. F. RANDOLPH,

New York, Jan. 18, 1883. Treasurer.

OREGON RAILWAY & NAVIGATION COMPANY, NEW YORK, Jan. 11, 1883.

The increased Quarterly Dividend of Two and One Half Per Cent (2½ per cent) will be payable Feb. 1, 1883, at the office of the Farmers' Loan & Trust Company. The transfer books close January 20, and reopen February 5, 1883.

T. H. TYNDALE, Assistant Secretary

THE PENSACOLA & ATLANTIC RR. COMPANY. The Coupons due FEB. 1, 1883, on this Company's $3,000,000 MORTGAGE BONDS will be paid at the Hanover National Bank, No. 11 Nassau Street, New York, on and after that day.

F. DE FUNIAK, President.

STOLEN.—SEVEN FIRST MORTGAGE Tehuantepec, Inter-Ocean Railway Bonds, $1,000 each, numbered 1,489, 1,490, 444, 445, 446, 449 454. Payment has been stopped at the company's office. All persons are cautioned against purchasing or negotiating the same.

SAM'L A. STRANG, 30 Pine Street.

Spencer Trask

Geo. F. Peabody. *Fred. B. Noyes.*

Spencer Trask & Co.,

BANKERS AND BROKERS,

70 Broadway, New York City.

Transact a general Banking Business

Stocks Bought and Sold on Margins.

Interest allowed on Deposits.

BRANCH OFFICES,

Connected by Private Wires,

Philadelphia, 132 S. Third St., C. F. Fox.

Albany, N.Y., 65 & 67 State St., W.A. Graves

Saratoga, N. Y., Grand Union Hotel.

THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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The Chronicle.

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TRUST COMPANIES AND BANK RESERVES.

An important feature in our financial situation is the rapid extension during late years of the business of the trust companies in this State. Not very long ago their position was what their name represents, that is institutions for safely keeping and managing trust funds. More recently they have been running into a general banking business, and now hold a position not very unlike the joint stock banks of London, which take deposits on interest, loan them out as best they can, while leaving to the Bank of England the burden of carrying the reserve. In a similar manner the trust companies are dependent upon the reserve of the associated banks, while becoming active competitors for general deposits, very large lenders of funds on collateral securities and the leading buyers of paper in the market.

We have been favored by the Superintendent of the State Banking Department, Mr. Hepburn, with proof-sheets of his report just given to the Legislature, from which and from earlier reports we are able to make the following compilation. Of the companies included in these figures one is a Brooklyn organization and one is situated in Syracuse; all the others are New York City institutions except in the returns given for the last two years a Buffalo company is included.

Resources.	*June 30, 1874. 11 Companies.*	*July 1, 1881. 14 Companies.*	*July 1, 1882. 14 Companies.*
	$	$	$
Bonds and mortgages	4,982,341 00	10,768,288 44	9,987,592 65
Stock investments	16,215,848 00	17,183,935 40	17,067,174 30
Loaned on collaterals	19,096,541 00	72,700,659 88	76,719,216 17
Loaned on personal securities, including bills purchased	9,729,382 00	11,607,788 66	20,847,098 48
Real estate	1,255,417 00	5,110,198 65	5,299,025 44
Cash on deposit in banks or other moneyed institutions	4,264,143 00	6,342,434 08	6,245,269 96
Cash on hand	164,718 00	50,590 79	68,776 17
Suspended loans on real estate	.....	859,923 47	857,855 37
Other assets	2,007,719 00	1,265,144 23	2,666,405 60
Total resources	57,716,109 00	125,888,913 61	139,758,534 14
Liabilities.			
Capital stock paid in, in cash	11,752,040 00	11,500,000 83	12,579,500 83
Surplus fund	4,797,196 00	5,602,932 24	5,494,700 56
Undivided profits		2,337,559 52	3,888,783 55
Deposits in trust	22,249,357 00	61,321,484 16	73,780,549 94
General deposits	16,230,434 00	32,800,852 84	31,157,635 22
Debentures	.....	4,698,050 00	4,686,000 00
Bonds outstanding	.....	4,577,819 22	4,447,723 07
Other liabilities	2,687,082 00	2,518,558 23	3,302,748 30
Excess of assets over liabilities	.....	571,556 57	470,892 67
Total liabilities	57,716,109 00	125,888,913 61	139,758,534 14

In the foregoing we have used the returns for the year after the panic, together with those for 1881 and 1882, since the former (1874) seems to have been the period when the new development of the Trust Companies began, and the latter two statements show the present progress in it. It seems, then, from this comparison, that during the eight years which the figures cover there has been an addition of only three companies to the number in business, and less than one million to the capital (with about 2½ millions increased surplus), but that during that period the assets and liabilities have increased 82 millions. Looking at the details, we find the deposits are now 105 millions, of which 31 millions are called general, against a total of 38½ millions in 1874, of which 16 millions were under the head of general.

Turning for comparison to the reports of the associated city banks of the same dates, we find that their total deposits the last of June, 1874, were 233 millions; on the 2d of July 1881 they were 346 millions, and on the 1st of July 1882 they were 305 millions. Thus it appears that in 1874 the total amount so held by the trust companies was less than one-sixth of the total deposits held by the city banks, whereas now their reports show deposits in excess of one-third in amount of the entire bank holdings. This illustrates not only how large this growth has been, but also how large it has been with reference to the total amount on deposi

in the city. Furthermore, it is interesting to note that whereas our banks held on the first of July, 1882, about 41 millions less of deposits than at the same date of the previous year, the trust companies held about 11 millions more; in other words, their holdings increased during the 12 months in which, under the influence of a less active trade movement, the bank holdings diminished about 13 per cent. Bringing these facts together, we have the following comparison.

Date.	Banks.			Trust Companies.		
	Capital.	Deposits.	Loans.	Capital.	Deposits.	Loans.
	$	$	$	$	$	$
June 30, 1874	82,135,200	232,929,200	281,791,500	11,752,040	33,479,791	28,825,923
July 1, 1881	61,162,700	346,466,400	350,491,100	11,500,000	94,122,337	84,303,398
July 1, 1882	61,462,700	305,369,100	322,884,300	12,579,500	104,888,185	97,566,315

To make the results of the foregoing more readily intelligible, we add the ratio of comparison in the particulars referred to.

	Ratio of Deposits to Capital		Ratio of Loans to Capital.	
	Banks.	Trust Companies	Banks.	Trust Compan's
June 30, 1874	$2·83 deposits to each $1 capital.	$3·28 deposits to each $1 capital.	$3·43 loans to each $1 capital.	$2·45 loans to each $1 capital.
July 1, 1881	$5·66 deposits to each $1 capital.	$8·18 deposits to each $1 capital.	$5·73 loans to each $1 capital.	$7·33 loans to each $1 capital.
July 1, 1882	$4·97 deposits to each $1 capital.	$8·34 deposits to each $1 capital.	$5·25 loans to each $1 capital.	$7·66 loans to each $1 capital.

We do not present these figures as any reflection upon the standing of the trust companies. It is well known that they are, as a general thing, well managed and above suspicion. Still it is evident that viewed in their relation to the banks, there may come a time when they might prove a source of weakness to the banking system. They carry over a third of the deposits the banks carry, yet they are required to keep no reserve, and hence rest upon the banks for their ability to respond to their depositors in time of disturbed credit. It is to be said that over two-thirds of the trust company deposits are called "deposits in trust." Of course, so far as that means that those moneys cannot be checked against, the situation is to that extent relieved. But, as we understand it, that is only true in a very limited way. Savings banks need no reserve, because they are institutions organized for the purpose of giving to deposits a permanent character. It is now admitted that the correct policy of all banks for savings is, in time of panics, to refuse the calls of their customers except for small amounts. Trust companies, however, cannot, of course, adopt any such practice.

At present no disquietude exists, banks and trust companies are strong, and the need for legal reserves is merely theoretical. It is, therefore, an opportune moment for referring to these facts and for suggesting the inquiry, whether twenty-five per cent on bank deposits is sufficient to give stability to our financial system, through the crisis that one of these years will inevitably come. If the future growth of these trust companies is to be measured by the past growth, it will not be long before they will carry deposits one-half or two-thirds as large as the banks. Our modern legislation, State and National, is of a nature to stimulate such a growth; it discourages regularly organized banks by restrictions and tax burdens, and cultivates every kind of substitute. Banking facilities the people must have. If our National system has become so unprofitable as to offer no inducement for it to expand with our growing commerce, other and less desirable devices will surely spring up, and the evil will not be cured by crippling the substitute. For safety, however, we require, according to the experience of all times and countries, a certain basis in our financial institutions to rest the fabric of our credit upon. How should and how can this be provided under the change which we have here seen is in process?

THE FINANCIAL SITUATION.

There have been some evidences of improvement in the outlook this week. Though merchants and manufacturers are still in suspense regarding the final action of Congress upon matters relating to the tariff and internal revenue measures, the opinion is gaining ground that no important change will be made at this session. While this is regretted and felt to be an ultimate harm, its immediate influence is to revive some of the industries which "slowed up" or have been to an extent dormant during the past two or three months. Furthermore, evident encouragement is found in the fact that the business suspensions, which are usual at this season, are still proving to be far less than feared, and apparently no more serious than they have been in previous years. Besides this, our, foreign trade continues extremely favorable, and although exchange has for special reasons been more active, it is evident that we are now, and are likely for some months to be, selling more than we are spending, which is always an encouraging because a recuperative process.

Under such circumstances, and with railroad earnings—notwithstanding the special exceptions caused by snow blockades—continuing large, it is no surprise that the leading operators who wield so much power should be inclined and able to give an upward twist to stocks this week. Prices, too, are low compared with those ruling two years ago, and the money market is easy and not unlikely to remain so for a time at least, and these are conditions which favor any such manipulated movement. It is reported also that outside orders are coming in, as they invariably do on a rising market that has in it any element of permanency. And no one can deny that there is a basis for improved values, especially in the prospective railroad earnings, which the large surplus of crops still in producers' hands seems to assure. In fact, the traffic returns of the Southern and Southwestern roads have been an important help in the movement this week, and every one who has any knowledge of cotton this year, knows that planters are still unusually large holders for the present period of the season.

Then, again, the Western and Northwestern sections must have a very considerable surplus of grain, hereafter to be moved. The Department of Agriculture has recently published its detailed statement of the crops, and according to it there is even yet much for the roads to do in those districts. For the purpose of illustrating this, we have prepared the following from the latest reports of the Department and from the report for 1880, giving thus an analysis of the crops for three years, both of corn and wheat.

PRODUCTION OF CORN AND WHEAT IN THE UNITED STATES.

Section of Country	Corn (bush.)			Wheat (bush.)		
	1880.	1881.	1882.	1880.	1881.	1882.
Ohio	119,940,000	79,760,000	93,919,200	49,790,475	38,520,000	45,458,60
Indiana.	99,229,300	79,618,000	107,484,300	49,766,758	31,353,000	45,461,80
Illinois.	240,452,896	176,783,000	187,336,900	60,958,757	26,822,000	52,302,90
Iowa....	260,192,840	173,289,000	178,487,600	33,178,205	18,248,000	25,487,20
Miss'ri..	160,463,408	93,069,000	174,037,000	29,563,134	20,399,000	27,538,60
Kansas..	106,218,360	76,377,000	150,452,600	20,336,000	19,909,000	33,248,00
N'br'ska	59,507,600	58,913,000	82,478,200	12,922,677	13,840,000	14,947,20
Mich...	34,816,001	25,068,000	30,081,600	33,155,865	21,220,000	33,315,10
Wis.....	33,767,382	29,040,000	30,201,600	16,654,785	17,987,000	20,145,40
Minn...	15,478,050	16,252,000	21,127,600	40,395,696	35,952,000	37,030,50
Total West'n	1,130,065,837	808,119,000	1,055,006,600	346,722,302	244,250,000	334,930,60
Pacific Const..	2,703,545	2,747,000	2,903,600	45,659,620	41,127,000	46,635,30
Rest of C'ntry	584,665,161	384,050,000	567,007,600	106,167,946	94,903,090	121,223,70
Gr'd tot.	1,717,434,543	1,194,916,000	1,624,917,800	498,549,868	380,280,090	502,789,60

Of course it is known that the above figures for this year are claimed by very good judges to be underestimates. But take them as they stand, and we have 247 million bushels more of corn in the Western States than in 1881, and within 75 million bushels of 1880, while the production of wheat is nearly 91 million bushels larger than in 1881, and within 12 million bushels of the immense crop of the previous year. Add to these the production of all other cereals—for all prospered last summer—and we see not only what is still left over for the roads to distribute and move, but what an influence for business activity will have been collected in every producing section as soon as the surpluses are marketed—for it is only the money received from the surplus of the crop that the farmer has to spend—and the next crops are assured. To illustrate how cumulative the force of large production is as an agency for active business, we give the following, showing the immense crops of 1879 and 1880. To these figures the reader can supply the commercial and manufacturing history of the country during the latter year and the year succeeding—all of which only enforces what we have so often pointed out of late, that with good crops next season, the future is extremely promising.

	Corn, bush.	*Wheat, bush.*
Crop of 1878	1,388,218,750	420,122,400
Crop of 1879	1,754 861,535	459 479,505
Crop of 1880	1,717,434,543	498,549,858
Crop of 1881	1,101,916,000	380,280,000
Crop of 1882	1,624,917,800	502,789,600

Such facts as the foregoing leave little question as to the prospective values of all share property, if one could only feel sure that the managers would deal with outsiders openly and with the roads fairly. Hence the confidence of the fickle public in a rising market is easily cultivated and stimulated; it soon forgets the pegging operations of the past, and loses sight of the fact that the bulls of to-day were the bears of yesterday, and may perhaps be the bears of to-morrow also. Still, investors can afford to be moved by none of these things. Their safety is in clinging to the honestly-managed properties, depending upon the ultimate effect of large crops for gradually improving values.

The exchange market has again disappointed expectations this week. And still the advance in rates which we have to record is now easily accounted for. It seems that the United States Mortgage Company is to pay off on the first of March, in London, five million dollars of its bonds, and that it has been making provision within a few days for that payment. It is also stated that considerable amounts of maturing railroad bonds owned in Europe have been remitted for during late weeks. We cannot recall any sterling bonds which have recently fallen due, but there were the first mortgage sinking fund bonds of the Burlington & Quincy, about 2½ millions, due January 1, then about 1¾ millions of the United New Jersey Companies, due February 1, and on May 1 about 7½ millions New York Central sixes fall due, and probably Europe holds or held a fair portion of all of these. Of course there is not much temptation for a European investor to take a four per cent in exchange for his maturing security, especially as the interest is not paid in London. He can do as well at home.

Besides the payment of these and other similar obligations, which we do not for the moment remember, there is a constant flow this way in moderate amounts of the called and other United States bonds. We noted one large remittance of this kind in December. At the prices these Government securities are selling for here, there is no reason for their being retained abroad, and the tendency of the movement is this way all the time, of course though in small amounts. So far as the old trade balance is concerned, there is no doubt of our having settled that with merchandise and securities, and if there were no special influence at work we would be receiving gold now. But with money really easier here than in London, and with so much uncertainty in Europe and so short a stock of gold in the Bank of England, we must expect for the time being that funds set loose here and belonging to European investors will return to their owners.

Still we have a large surplus of crops to sell, as we have already seen, and the world appears to need them; besides, our imports, in sympathy with our more quiet trade, continue within moderate limits. Altogether, therefore, the present prospect is very satisfactory, since, as before stated, we are selling more than we are buying; and if at the moment we have to pay up some of our old debts in liquidation of the balance due us, it is not unlikely, if the imports do not increase, that later on gold will flow this way. As to the ordinary movement in securities between London and New York, there appears to be nothing doing at present. The following shows relative prices for leading bonds and stocks at the opening each day this week.

	Jan. 15.		*Jan. 16.*		*Jan. 17.*		*Jan. 18.*		*Jan. 19.*	
	*Lond'n prices.**	*N.Y. prices.*	*Lond'n prices.**	*N.Y. prices.*	*Lond'n prices.**	*N.Y. prices.*	*Lond'n prices.**	*N.Y. prices.*	*Lond'n prices.**	*N.Y. prices*
U.S.4s,c.	119·55	119½	119·68	119⅝	119·56	119⅝	119·67	119¼	119·43	119¼
U.S.3½s	102 65	102	102 75	102¼	102 86	102	102·88	102½	102·61	102½
Erie.....	40 37	40⅜	40·42	40⅛	40·70	40½	40·95	40⅜	40·46	40¼
2d con.	97·30	97	97·40	96½	97 50	97¼	97·68	97	97·98	97¼
Ill. Cent.	145·22	145⅜	146·34	145¾	146 97	146½	146·00	146½	144·54	143¼
N. Y. C..	127·70	127¼	128·08	127¼	128·21	128	128·94	128½	128 21	127¾
Reading	27·84†	55⅜	28·00†	55¾	27·54†	56⅝	29 00†	58¼	28 76†	57⅛
Ont.W'n	26 75	26⅛	27·03	27⅛	27·05	26⅞	27 05	27	26 81	27
St. Paul	107·51	106⅞	107·38	106⅝	107·73	107⅛	107·97	107⅛	107 73	107¾
Exch'ge. cables.	4·86½		4·87		4·87½		4·87⅝		4·87½	

* Expressed in their New York equivalent.
† Reading on basis of $50, par value.

Money on call has been in good supply, and from present appearances it is likely to continue so. The domestic exchanges at nearly all points of the country are in favor of this centre, thus not only checking the drain but turning the current in this direction from most of the cities. The speculation in stocks naturally calls for a little more money, but those who are now carrying the bulk of the load have provided themselves with time loans and therefore they are not among the daily borrowers. The banks are well supplied with funds, and are inclined to be liberal in the accommodation of their customers. No special activity in money is therefore looked for at present. There is always, however, a temporary demand about the 1st of April. This week the customs payments are heavy, mainly by reason of the arrival of overdue vessels. The Treasury operations for the week appear to have resulted in a gain, which is a loss to the banks, of $642,576. The interior movement was as follows.

Receipts at and Shipments from N. Y.	*Received.*	*Shipped.*
Currency	$2,648,000	$558,000
Gold	25,000	294,000
Total	$2,673,000	$852,000

Last week's bank statement doubtless very nearly reflected the actual condition of the banks, and the following will indicate the character of this week's return.

	Into Banks.	*Out of Banks*	*Net Gain.*
Sub-Treasury operations, net...	$.....	$642,576	*$642,576
Interior movement.....	2,673,000	852,000	1,821,000
Total.....	$2,673,000	$1,494,576	$1,178,424

* Loss.

The Bank of England return for the week shows an increase of £637,000 bullion, and a gain of 2 15-16 in the proportion of reserve to liabilities. The Bank of France reports an increase of 2,000,000 francs gold and a decrease of 112,500 francs silver, and the Bank of Germany shows a gain of 19,660,000 marks. The following indicates the amount of bullion in the principal European banks this week, and at the corresponding date last year.

	Jan. 18, 1883.		Jan. 19, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England	21,254,745	.....	20,549,952	.....
Bank of France	37,979,253	43,178,526	26,533,982	45,825,464
Bank of Germany	7,500,750	22,502,250	6,734,250	20,202,750
Total this week	66,734,748	65,680,776	53,818,184	66,028,214
Total previous week	66,550,083	64,284,017	52,707,306	65,414,718

The Assay Office paid through the Sub-Treasury $336,971 for domestic bullion, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Jan. 12..	$320,834 92	$9,000	$24,000	$248,000	$40,000
" 13..	348,730 42	23,000	32,000	239,000	54,000
" 15..	767,643 73	16,000	39,000	591,000	121,000
" 16..	1,011,953 82	46,000	58,000	767,000	140,000
" 17..	302,933 70	12,000	39,000	216,000	37,000
" 18..	254,467 13	16,000	23,000	176,000	39,000
Total.	$3,006,563 72	$122,000	$215,000	2,237,000	$431,000

THE TARIFF IN CONGRESS.

The conditions of our country, actual and comparative since 1832, have so changed that a parallel between then and now is not practicable within reasonable limits. But, because principles are unchangeable, reference back is constantly recurring, and often is useful. It seems as if at the present crisis in the tariff discussion in Congress such a retrospect would be of service.

The great crisis of Nullification was stayed by the firmness of President Jackson, supported by the Constitutional arguments of Webster and other great statesmen. But it was the "Compromise (tariff) Act" of July, 1832, that healed the wound in the body-politic. By that act all import duties in excess of 20 per cent ad valorem were reduced yearly until, from and after Dec. 31, 1842, there should be no higher duty than 20 per cent of value on any article of foreign production imported. The result was substantially a reduction of all customs duties to a dead level of 20 per cent.

After 1832 came the period of the withdrawal of Government deposits from the United States Bank; successive vetoes of acts to re-charter that bank; the selection of "Pet Banks" as depositories of the public funds; creation of a vast number of banks in all the States and Territories; inflation of the currency through notes of those banks forced into circulation by loans upon all sorts of security or no security; creation of the Independent Treasury; expansion of debt and speculative inflation of values; all driven on by a whirlwind of financial delusions, until in the summer and fall of 1837 a crash came that quickly brought about the confessed bankruptcy of three-fourths of all the debtors, whether banks, firms, or individuals, in the United States, and the destruction of all credit except the small remainder that was well founded in assured solvency.

The five years, 1837 to 1842, were years of business prostration, large suspension of productive industry and trade, poverty, suffering and liquidation. The bankrupt act of 1841 was the great liquidator, and its wiping out of the universal debt set free from its burden that large portion of men of business ability and energy whose renewed activities rapidly restored employment to labor and capital and prosperity to all wholesome industries.

Just then, when the tide of prosperity had turned but was only feebly felt, Congress passed the tariff act, approved August 30, 1842, which act materially increased most of the duties from the rates reached in the "sliding scale" of the act of 1832, and was a return to the protective tariff policy; to which, and to a re-charter of the United States Bank and the passage of a national bankrupt law, the Whig party had been pledged in the election contest of 1840. The prosperity which had begun already, continued and was doubtless increased, under the encouragement to manufacturers offered by the new tariff act. The public revenues, chiefly from customs, rose by 1845 to about 28 million dollars, and Government debt rose from below par for 6 per cents to 115.

The Democratic Party came into power in 1844, under the banner, "Polk, Dallas, Texas, and the Tariff of 1842." But the party was really devoted to the policy of a tariff for revenue as against a protective tariff. In July, 1846, the House passed what was known as the "Walker Tariff," by which all duties were levied ad valorem. It reached the Senate only about ten days before the day assigned for adjournment, was referred to the Finance Committee of which Dixon H. Lewis of Alabama was chairman, and was promptly reported back to the Senate without any amendment, though some of the strongest advocates of this "revenue reform" admitted the bill to be crude, defective and wrongful in some important particulars, as in lowering duties on manufactured articles while retaining relatively high duties on the materials entering into their manufacture, and in forbidding any specific duties whatever. On a motion to postpone the bill to December the casting vote of Vice-President Dallas was necessary to dissolve a tie, and one eccentric Southern Senator, who regarded the bill as "detestably bad," but felt instructed to vote for it, said to the Committee that if any amendment were reported whereby a return of the bill to the House would be necessary, he would surely vote against it, and his vote would defeat the bill; so it was passed, as it came from the House, by a vote of 28 to 27.

This was the Customs Tariff of the United States from 1846 to the beginning of the civil war, except as modified by the act of March, 1857, which reduced some of the rates of duty without changing the exclusively ad valorem assessment.

In that period were some remarkable events which had a material bearing upon business and industrial interests in the United States. War with Mexico had begun even when the act was passed. The annexation of California was followed by the discovery of the gold fields in 1848, and this by the discovery of the gold fields in Australia. In the winter of 1847–48 began the period of active political revolutions and restorations in Europe, including the Chartist rebellion in England, the overthrow of Louis Phillipe in France, the republic, the presidency of Louis Napoleon and then his *coup d'etat* and empire, and the convulsions in Germany, Italy, &c.

The period 1846 to 1860 was one of remarkably steady progress and prosperity in the United States. When you consider the condition in 1841-2, when recovery from the crisis of 1837 began, and the condition in 1860, the attainment is wonderful, and it was accomplished under the operation of that exclusively ad valorem tariff so absurdly unadjusted by any system recognized among statesmen and economists, either of free trade, revenue tariff, or for incidental protection.

Reviewing the simple facts without bias towards any theory, one is forced to see that our country has a wonderful capacity of adapting itself and its great business industries and interests to almost any legislation, wise or unwise; ergo, let the country have the best policy in its legislation that is obtainable, and let it be *established*, undisturbed by great or frequent changes; and, not less, to see that the relations of cause and effect from past acts of legislation on tariffs as they have been asserted were often only coincidences, the effects attributed being as often in spite of the alleged causes as because of them.

Years after the crash of 1837 it was clearly seen that the seeming prosperity of 1832 to 1837 was unreal; that in the superior effects of the financial craze of that time, the influence of the "compromise tariff," after its first inspiration of confidence, was of little account either for good or ill, in the midst of the greater forces that were determining the outcome of those times. The Whig leaders of those days had plausible reasons for their denunciations of the tariff of 1832, and the people, for accepting their guidance to a change for the better. Yet, in fact, the five years of extreme depression and suffering before 1842 had seen the fall to its worst, and the beginning of a rise to a better state, assured by the bankrupt act of 1841, before there was any change in the tariff. Admitting the full encouraging and fostering effect, in a moral sense, of the act of 1842, we may yet deny its necessity for a recovery to prosperity as marked as that which followed to 1846, or greater (though slower, perhaps, yet all the more sure), had there been no great change in the tariff policy, and only such amendments made as would have made the existing policy most effective.

Of the faulty character of the act of 1846 there was general admission by all the Democratic members of Congress who had even a partial knowledge of the subject. It was forced through for the sake of its radical change of revenue policy. When it was opposed by the unanswerable arguments of Niles, of Connecticut, (Dem.) and others, especially by Evans, of Maine, (said by a Southern Senator to know more about financial and revenue matters than all the rest of Congress combined), not one of the leading men of the Democratic party attempted reply. They forbade discussion and forced the vote. Yet see how long and how well our country prospered under the operation of that act! It was the best fourteen years we have ever known since the adoption of the Constitution, for proportionate material gain, and it was in that period that our Government acquired the strength that enabled it to meet and bear the strain of the greatest civil war ever known.

Who shall say that these coincidents of facts are causes and consequences in tariff legislation? Who can estimate what gain was due to the outpouring of gold by the thousand millions from the mines discovered in that same period? What the influence of political overturning in Europe in swelling the tide of immigration to our land to develop and prepare it for the struggle of war that was to come?

When Congress in its last session created the Tariff Commission, it obeyed the wish of the people. When the Commissioners were appointed the advocates of revenue reform despaired of any good result. When the report was made to Congress and synopses of it were published, there was a general expression of surprised relief and gratulation that so good a work had been done. Since the true import of that report has been learned, gratification has given place to disgust and hopelessness. The attempt to deceive a whole people and give them a stone where they had asked for bread is dangerous folly. While the impression prevailed that the bill reported by the Commission worked an important reform in the administration of the customs service—as it does in many respects, and so far is good—that it would work a substantial reduction in the customs revenue, estimated by the Commission at 50 million dollars, wisely adjusted in the main part for the promotion of home industries and benefit of the whole people, and that its addition to the free list was large and beneficent, there was an instant demand upon Congress to give it immediate consideration and enactment into law, in spite of its supposed inconsiderable defects, even if it were necessary to force the vote upon the Commissioners' bill without amendment, as was done in the passage of the Walker Tariff in 1846.

Since the disclosure of the true character of that bill, and of its adroit evasion of any substantial reduction of duties, the action of the House Committee of Ways and Means has disclosed the fact that bad as was the Commissioner's bill, the Committee would make it worse; hence the hopelessness of good.

When the falsely favorable reports of the Commissioners' bill were published at the beginning of this session of Congress, the people were happy and full of hope, as they saw the outpouring of abundant crops worth remunerative prices, labor fully employed at high wages, capital more than fully employed, an apparent assurance of immediate relief from excessive and oppressive taxation, and consequently an assurance of continued prosperity. Five weeks have passed, and what is now apparent? A general stagnation in business; a weekly shrinking in prices of all merchandise; a closing of productive works, because unprofitable; labor discharged from employment; and an increase in the number and magnitude of bankruptcies—a great change for the worse in the whole industrial and commercial condition. Many good judges claim that there is no other rational explanation for this than the disappointment about the report of the Tariff Commission, and the miserable trifling of Congress with these great interests. Congress has little capacity of doing positive good; but its capacity to do harm is unlimited.

THE SOUTHERN PACIFIC COMBINATION.

The junction effected this week between the eastern and western divisions of the Galveston Harrisburg & San Antonio, is an event of more than ordinary importance, especially as it comes contemporaneously with the announcement of the introduction of a bill in the National House of Representatives for the consolidation into one system of all the Huntington roads along the thirty-second parallel of latitude. Thus is opened a new trans-continental route, the construction of which gives an interesting indication of the strength of the parties that have carried this great enterprise to a successful termination.

The latter particular—that is, the method of carrying on the work—certainly deserves notice. Other projects of this character have depended wholly or chiefly for their success upon the assistance rendered by the public or the aid extended by existing corporations, but this undertaking has had no other support than the ability and strength of its managers, who have borne the whole financial load incident to such an enterprise upon their own shoulders. Though many millions were spent in the prosecution of the work, not a dollar of bonds (if we except the bonds on the California division) and not a dollar of stock on the whole road and branches from San Francisco to San Antonio, (not far from 2,000 miles), has been offered for public subscription or placed upon this market. Some of the securities,

rumor states, have been offered privately, but the negotiations never appear to have reached a definite shape, and the entire issue of stock and bonds is mainly held by the original projectors of the enterprise. In the extent therefore of the financial burdens assumed and borne by the management, the project is probably without a parallel among corporate undertakings in the United States. It is perhaps scarcely less marvelous that in these days, when railroad financiers are so distrustful (and very frequently with good reason) of one another, the managers of the Southern Pacific should have so faithfully held together as not to give occasion even for the suspicion that one party or the other was selling his securities to get out ahead of the rest.

The nucleus for this trans-continental scheme was, of course, the Southern Pacific Railroad of California. As now constituted, the company was formed in 1874, and it is composed of two divisions, the Northern and the Southern, the former operated on its own account and the latter leased to the Central Pacific, with the San Joaquin branch of which it affords a line all the way to San Francisco. At the beginning of 1882 the company had 714 miles of road in operation, but since then 125 miles have been built on the line from Mojave east to The Needles, where connection is to be made with the Atlantic & Pacific building west, so that now there are 839 miles of completed road. First mortgage 6 per cent bonds have been put out at the rate of $40,000 per mile, and at the close of 1882 $33,520,000 of these (including $4,000,000 for 100 miles on the Mojave division) had been issued, but only $32,483,000 were outstanding, $1,037,000 having been retired by the operation of the sinking fund. The total amount authorized under the mortgage is $46,000,000. The bonds outstanding have been listed on the New York Stock Exchange and are presumably in the hands of the public. The stock, however, (of which 90 millions is authorized, $38,122,000 subscribed, and $36,763,000 paid in—none having been issued yet on account of the Mojave extension), is all held by the Huntington-Crocker-Stanford parties, and not a share of it is to be found in any of the markets.

When the work of extending the line further east and beyond the borders of California was undertaken, separate companies had to be formed in the territories, and hence we have the Southern Pacific of Arizona and the Southern Pacific of New Mexico. On these roads first mortgage bonds to the amount of $25,000 per mile were authorized, and there have been issued on the Arizona division (Fort Yuma to New Mexico State Line, 384 miles), $9,604,000, and on the New Mexico division (to El Paso, 167 miles), $4,180,000—together, $13,784,000. Besides this, there is $19,995,000 of stock on the former and $6,888,800 on the latter—making $40,667,800 of stock and bonds on these two sections of road, no portion of which has been placed on this market. Further, in the Western extension of the Galveston Harrisburg & San Antonio and its Mexican branch to Eagle Pass, there are 675 miles, which is capitalized at $30,000 per mile of stock and $30,000 per mile of bonds, ($20,000 in first mortgage 5s and $10,000 in second mortgage 6s). The bonds thus aggregate $13,500,000 under the first mortgage, and $6,750,000 under the second, or $20,250,000 together, and the stock is of the same amount. All this is carried by the parties who have brought this trans-continental enterprise to completion.

Recapitulating, we have $9,604,000 of bonds on the Arizona division, $4,180,000 on the New Mexico division, and $20,250,000 on the Western division of the Galveston Harrisburg & San Antonio, or a total of bonds of $34,034,000; of stock there is the $19,995,000 on the Arizona division, the $6,888,800 on the New Mexico division, the $20,250,000 on the Galveston division (west of Antonio), and the $36,763,000 on the Southern Pacific, or a total of $83,896,800. This large aggregate of bonds and stock—the total being 118 millions—is, as stated, held by the original promoters of the enterprise. Hence the Huntington people have built 1,226 miles of well-constructed road east of the Colorado River and west of San Antonio—through Arizona, New Mexico and Western Texas, in the latter of which the work was very difficult—wholly without outside help; while on the 839 miles of road in California they retain the whole 37 millions of stock.

There is another particular in which this trans-continental road stands unique. It is the only line under one control extending from ocean to ocean, (if the Gulf Coast may be called the ocean), and should the consolidation contemplated be carried out it would give the longest continuous line of road in the country and for that matter in the world. There are many systems in the United States comprising more miles of road than this will have, but there is absolutely none that can compare with it in point of distance over one unbroken route. Even from the Mississippi to the Pacific, there is no other continuous line in the undivided control of one set of men. Mr. Gould has his lines from St. Louis, Cairo, Memphis, &c., but they carry him no further west than Sierra Blanca, from whence to the Pacific he is dependent upon the Southern Pacific. The Atchison Topeka & Santa Fe gives a line to the Pacific, but it, too, has to use the Southern Pacific for a portion of the distance (through lower Arizona), and, besides, has no terminus on the Mississippi, though it has on the Missouri (Kansas City), while its Pacific terminus is at Guaymas in Mexico, outside of the United States, and necessitating a long detour through the Gulf of California around the peninsula of Lower California to reach the ocean. The Northern Pacific will afford an entire line, but it is not yet complete. The Central Pacific and Union Pacific form, as is known, the first trans-continental route ever organized, but this extends no further east than Omaha, and the two lines composing it are not under the same management. Each is dependent upon the other, and neither could be duplicated without the outlay of very large sums of money, making such a scheme impracticable.

The Southern Pacific, on the other hand, will be independent of all other organizations. It can do without even the Central Pacific. At present, to be sure, that road furnishes it with the outlet to San Francisco, but its own Northern division also runs into San Francisco, and though there is at the moment no connection between that division and the Southern, the gap between the two is only about 100 miles, and this could be easily and quickly built, giving the Southern Pacific, too, a shorter and better route than the one it now uses to San Francisco. As matters stand, however, the Southern Pacific (Southern division) is operated under a five years' lease by the Central Pacific (to expire in 1885), and forms with the other Huntington roads a consolidated line of no less than 2,400 miles from San Francisco to a point opposite Baton Rouge, which will be the eastern terminus, the Morgan track being used to reach New Orleans, to which point the distance is about 2,500 miles. Leaving out the Central Pacific piece, and the New Orleans end (Morgan's road), the mileage which it is proposed to consolidate stands as follows—all completed road, embracing 125 miles on the Mojave division, and not including the Sabine & East Texas road or any unfinished mileage.

Name of Company.	Miles.
Southern Pacific of California, Northern Divisi n	161
Do do Southern Division	678
Southern Pacific of Arizona	384
Southern Pacific of New Mexico	167
Galveston Harrisburg & San Antonio, Western Division	675
Do do Eastern Division	256
Texas & New Orleans	106
Louisiana Western	112
Louisiana Central (26 miles completed and 26 miles to be built	26
Total	2,565

Whether at the end of the five years the Southern Pacific will elect to continue the lease, remains to be seen. The lease provided for a renewal for five years longer should no connection with any eastern road be established before the end of the first period, but that, of course, counts for nothing now that there is a line to New Orleans. The lease is proving highly profitable to the lessee, however, so it is not likely that it will be renewed upon the same terms. Under the existing arrangement the Central Pacific pays the Southern Pacific $3,000 per mile per year, on which basis the aggregate for 1881 was $1,650,600. The actual earnings (Southern division only, of course) in that year were $3,183,121, while the expenses amounted to but $1,288,727, leaving net $1,894,394. Deducting from this the rental of $1,650,600, we find a profit to the lessee of $243,794. It was expected that the profit in 1882 would be still greater, and from the fact that for the nine months ended September 30 (latest figures to be had) the earnings were $2,943,006, or but $200,000 less than for the whole year 1881, there would seem reason to believe that the expectation has been realized.

The Southern Pacific of Arizona and New Mexico are also leased to the Central Pacific, but the lease rental is only $1,620 per mile. The profit to the Central Pacific on these—at least in the case of the Arizona Company—would appear to be even greater than on the California division. We have not the figures for the year 1881, but for the first nine months of 1882 the earnings on the Arizona line amounted to $2,145,386. If we take operating expenses at 50 per cent (on the Southern Pacific the ratio in 1881 was not much above 40) the net for the period of nine months would be $1,072,693, while the rental for the *full* year will be only $622,080. So, too, the New Mexico road must entail a profit, for during the nine months of 1882 this earned gross $557,588, while the rental to be paid for the year is only $270,540. We do not think we are wide of the mark when we say that the three "Southern Pacifics" in 1882 netted a clear gain of at least a million and a quarter to the Central Pacific.

The other lines that are to compose this Southern transcontinental route seem also to be doing well. The Galveston Harrisburg & San Antonio on the 256 miles east of San Antonio, earned $799,165 net in 1880 and $503,872 in 1881, amply sufficient in either case to meet the bonded interest. The Texas & New Orleans line earned on its 106 miles of road $763,361 gross and $399,593 net in 1881. The interest charge is less than $150,000, there being, aside from the School Fund 6 per cents of $512,000, nothing but the 1st mortgage 7 per cent bonds to amount of $1,620,000. In August last $2,575,000 more bonds and $2,000,000 more stock were authorized, for the purchase of the Sabine & East Texas road, but the negotiations for such purchase have not yet been completed, and the bonds and stock are unissued. The Louisiana Western earned $137,620 net in 1881, or just about enough to meet the interest on the $2,240,000 6 per cent 1st mortgage bonds. The Louisiana Central is in process of construction, and only 26 of the 52 miles projected are yet in operation. As we have given above the mileage to be embraced in the consolidated Southern Pacific, we give now the stock and debt it will comprise.

Name of Road.	Stock.	Debt.
Southern Pacific of California	$36,763,000	$32,733,000
Southern Pacific of Arizona	19,995,000	9,601,000
Southern Pacific of New Mexico	6,888,800	4,180,000
Galv. Harrisb. & San An.—West'n Division	20,250,000	20,250,000
Do do East'n Division	6,450,000	5,800,000
Texas & New Orleans	3,000,000	2,132,000
Louisiana Western	3,360,000	2,240,000
Total	$96,706,800	$76,939,000

As against some of this debt there are valuable lands available. The Southern Pacific of California estimates its land grant at 10,445,227 acres, which at $4 an acre would yield more than enough to cover the whole mortgage debt. In 1881 the company sold 186,506 acres, for $924,101. The money from sales goes to the redemption of the bonds. On the Arizona and New Mexico divisions the company claims to be entitled to 25,600 acres per mile, under the Texas & Pacific grant, but no estimate can be formed as to how much land it will secure, especially as there are in those territories a number of Spanish grants, which under the treaty ceding the country to the United States were to be respected. On the Western extension of the Galveston & San Antonio road there was a liberal donation of land (10,240 acres per mile), but unfortunately, as in the case of the Rio Grande division of the Texas & Pacific and some other roads, the land can not be located, the "Public Domain" in Texas being exhausted. The company will, therefore, obtain little or nothing from the grant. East of San Antonio it has 1,500,000 acres. The Texas & New Orleans has also 2 million acres, but neither the Louisiana Western nor the Louisiana Central has any land.

There have been reports that the amicable relations heretofore existing between the Gould and Huntington roads would be disturbed with the completion of the Southern Pacific route, but our inquiries establish the fact that there is positively no truth in such reports. Through business to New Orleans will be divided equally between the Texas & Pacific and the Galveston & Harrisburg (the latter route being slightly the longer), and through business to Galveston will go two-thirds to the Harrisburg road (this having much the shorter line) and one-third to the Texas & Pacific. As this through business must, for a time at least, remain the most important source of revenue to the Harrisburg road, there being at present no local traffic of any consequence in Western Texas beyond Eagle Pass, it is well to mention that great efforts are being made to add to its volume. It is contemplated to carry large quantities of grain from California to the Gulf coast, and thence to Europe, on through bills of lading, taking on the return trip either merchandise or immigrants. Not only that, but the company is trying to secure some of the rich trade of the Columbia River in Oregon, having this month dispatched two steamers to ply between San Pedro (a port in Southern California) and that stream. These experiments being novel ones, time must be allowed to test their results; but they serve to show that the Southern Pacific managers are active in their endeavors to develop the possibilities of traffic on their lines.

CORPORATIONS NOT TO SUE IN UNITED STATES COURTS.

To put a good law upon our statute books calls for about three full months of hard work at Washington. Any ordinary bad law will reach the President in three or four weeks from its introduction. But at the present time, if one wants a measure to flash through the legislative halls, let him insert the word corporation in the leading section and give the act an "anti-monopoly" flavor. There is an instance this week in point. It took just twenty minutes to introduce and shoot through all the

forms of legislation, in the House of Representatives, a bill, of which the following is one of the sections.

"That the Circuit Courts of the United States shall not take original cognizance of any suit of a civil nature, either at common law or in equity, between a corporation created or organized by or under the laws of any State, and a citizen of any State in which such corporation at the time the cause of action accrued may have been carrying on any business authorized by the law creating it, except in cases arising under the patent or copyright laws, and in like cases in which said courts are authorized by this act to take original cognizance of suits between citizens of the same State; nor shall any such suit between such a corporation and a citizen, or citizens, of a State in which it may be doing business, be removed to any Circuit Court of the United States, except in like cases in which such removal is authorized by the foregoing provision in suits between citizens of the same State."

We have procured a copy of the act and give the above extract from it, as it seems to make a very radical change in the practice as it has hitherto existed. Of course it is an improper law, or it would not have been hurried through without debate. We have received it just as we go to press, and cannot do more than call attention to it. This section apparently shuts out all Life Insurance companies, &c., as well as railroads, from suing in the United States Courts.

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Dec. 30.			*EXCHANGE ON LONDON.*		
On—	*Time.*	*Rate.*	*Latest Rate.*	*Time.*	*Rate.*
Amsterdam	Short.	12·2 @12·3	Dec. 29	Short.	12·10
Amsterdam	3 mos.	12·5½ @12·6	.....	.....	.....
Hamburg	"	20·62 @20·66	Dec. 29	Short.	20·34
Frankfort	"	20·63 @20·67	Dec. 29	"	20·32
Vienna	"	12·10 @12·12½	Dec. 29	3 mos.	11 93
Antwerp	"	25·48¾@25·53¾	Dec. 29	....	25·23½
St. Petersb'g	"	22⅝ @23⅛	Dec. 29	3 mos.	23¾
Paris	Checks	25·20 @25·23	Dec. 29	Checks	25·20½
Paris	3 mos.	25·45 @25·50	Dec. 29	3 mos.	25·22½
Genoa	"	25·75 @25·80	.....	.....	.....
Madrid	"	45⅞@46	Dec. 29	3 mos.	47·30
Lisbon	....	51¾@51⅞	.....	.....	.....
Alexandria	....	.....	Dec. 26	3 mos.	95⅞
New York	....	.....	Dec. 29	Short.	4·80¼
Bombay	60 days	1s. 7⅛d.	Dec. 29	4 mos.	1s. 7⅛d.
Calcutta	60 days	1s. 7⅛d.	Dec. 29	"	1s. 7⅛d.
Hong Kong	....	.....	Dec. 29	"	3s. 7¾d.
Shanghai	....	.....	Dec. 29	"	5s. 0¼d.

[From our own correspondent.]

London, Saturday, December 30, 1882.

During the past week, as usual during the final week of the year, money for short periods has been wanted; but the discount market is very quiet. The Bank rate remains at 5 per cent and the quotation in the free market has not exceeded 4⅛ to 4¼ per cent. The amount of money borrowed at the Bank has been very large, though not in excess of the usual requirements. The dividends on the public funds will be distributed in a few days, and an easier money market is looked forward to about the middle of next month. An easy money market should give some stimulus to general business, but it is apprehended in many quarters that it will only serve to check any retrograde movement. The depression which prevails among the agricultural interests, the recent very heavy wet autumn, and the indifferent manner in which winter grain has been planted are adverse features, inasmuch as our home trade is seriously impeded. Our trade with foreign countries has also to be conducted with caution, though there is an impression that the political situation in Europe has improved of late. An active trade demand for money seems, therefore, to be scarcely practicable, and unless there should be unexpected movements in gold, the money market ought to remain easy for some time to come. The following are the present quotations for money:

	Per cent.		*Per cent.*
Bank rate	5	Open market rates—	
Open-market rates—		4 months' bank bills	4⅛@4¼
30 and 60 days' bills	4⅛@4¼	6 months' bank bills	4⅛@4¼
3 months' bills	4⅛@4¼	4 & 6 months' trade bills	4½@5

The following are the rates of interest allowed by the joint-stock banks and discount houses for deposits:

	Per cent.
Joint-stock banks	4
Discount houses at call	3¼
Do with 7 and 14 days' notice	3½

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the average quotation for English wheat, the price of consols, the price of middling upland cotton, No. 40 mule twist, fair 2d quality, and the Bankers' Clearing House return, compared with the three previous years:

	1882.	1881.	1880.	1879.
	£	£	£	£
Circulation	25,693,195	25,510,870	26,320,540	27,634,235
Public deposits	695,544	6,318,057	8,625,503	8,029,128
Other deposits	21,876,338	24,231,162	24,848,182	29,969,749
Govern'm't securities	11,381,092	13,243,961	14,365,019	16,587,684
Other securities	24,796,176	24,589 552	24,040,844	24,295,528
Res've of notes & coin	10,452,056	10,556,124	12,918,876	14,967,327
Coin and bullion in both departments	20,395,245	20,316,994	21 238,616	27,601,562
Proportion of reserve to liabilities	36	34⅜	38⅜	39⅛
Bank rate	5 p. c.	5 p. c.	3 p. c.	3 p. c.
Consols	101⅛	99¾	99 x. d.	97¾
Eng. wheat, av. price	41s. 6d.	44s. 4d.	42s. 8d.	47s. 1d
Mid. Upland cotton	5⅞d.	6¾d.	6¾d.	6 15/16d.
No. 40 mule twist	10d.	10¾d.	10¾d.	10¾d.
Clearing-House ret'n.	73,523,000	85,666,000	70,368,000	96,062,000

In the bullion market very little of interest has transpired. The holidays have interfered very considerably with the ordinary course of business and the silver market has been dull, though there are some indications of improvement. India Council bills have been disposed of to a large extent at 1s. 7 1-16d. the rupee. The following are the present quotations of bullion:

GOLD.	*s.*	*d.*	*s. d.*
Bar gold, fine, per oz. standard.	77	9 @	.....
Bar gold, contain'g 20 dwts. silver, per oz. standard.	77	10½@	.....
Spanish doubloons, per oz.	73	10 @	74 00
South American doubloons, per oz.	73	8½ @	.....
United States gold coin, per oz.	76	3½ @	.....
German gold coin, per oz.	.....	@	.....

SILVER.	*d.*		*d.*
Bar silver, fine, per oz. standard.	50	@	....
Bar silver, contain'g 5 grs. gold, per oz. standard.	50⅜	@	....
Cake silver, per oz.	54	@	....
Mexican dollars, per oz.	48 13/16	@	....
Chilian dollars, per oz.	....	@	....

Quicksilver, £5 16s. 6d. Discount, 3 per cent.

The following are the current rates for money at the principal foreign centres:

	Bank rate. Pr. ct.	*Open market. Pr. ct.*		*Bank rate. Pr. ct.*	*Open market. Pr. ct.*
Paris	3½	3¼	Brussels	4	3⅞
Berlin	5	4¾	Madrid and other Spanish cities	4½	4½
Frankfort	....	4¾	Vienna	5	5
Hamburg	5	4¾	St. Petersburg	6	6½
Amsterdam	5½	5			

According to the annual review of the Clyde ship-building trade, the returns just published for 1882 show an increase of 54,326 tons over 1881, and the entire output amounts to the large figure of 395,140 tons. The value of the shipping launched during the year, taking it at an average of £22 10s. per ton, will amount to £8,890,852, being an increase of £1,222,335 over that of last year. The Atlantic trade has been well maintained by nearly all the great competing companies, and the splendid array of fine steamers is to be further augmented by the new Cunard liner Aurama (launched on Tuesday), which is intended to eclipse the Servia both for accommodation and speed. The "Greyhound of the Atlantic" (the Alaska) will be shortly obliged to play second fiddle to her new sister vessel, the Oregon, now being plated in the yard of Messrs. John Elder & Co., for the Guion Line. The National Line have also made up their minds not to be left behind, and have entrusted Messrs. James & George Thomson with a new vessel, while the Anchor, Allan, Inman, Hull, Hamburg, America, Dominion, Warren, White Star, Harrison, and several other lines trading on this side from Liverpool, are about to have substantial additions to their fleets. The following are the totals of shipping built on the Clyde in each of the last five years: 1882, 395,149 tons; 1881, 340,823; 1880, 242,774; 1879, 178,830, and in 1878, 215,640 tons. The ship-building trade of Liverpool has also been very brisk, the returns showing an increase of work done both in construction and repairs. The Cephalonne of 5,500 tons was launched by Messrs. Laird & Co., of Birkenhead, and the Great Britain, which was constructed 40 years ago, and wrecked on her first voyage on the Irish coast, in Dundrum Bay, has, after having carried more passengers and emigrants to Australia than any other vessel afloat, been thoroughly equipped and fitted with all modern improvements, and she sailed in November last for San Francisco with a cargo of upwards of 3,000 tons of coal. This vessel was purchased 40 years ago by a few speculators for about the value of its timber, and after encountering the severities of the winter's gales, was successfully floated in the following spring, and has undoubtedly yielded to those who purchased her with heavy attendant risks, a larger amount of profit than any other vessel afloat.

In the wheat trade business has been almost entirely suspended, owing to the holidays. Prices have scarcely varied, and the prospect is that there is very little chance of improvement. Indian corn continues to decline in value, the market being in a very sensitive condition. Old Danubian is quoted to-day at 37s. to 38s.; do. new, 33s. 6d. to 34s.; new mixed American, 32s. to 32s. 6d. on the spot; American for shipment up to April and May, 27s. 6d.; Danube, 23s, 6d. per quarter.

Feeding stuffs are rather dearer. The weather is remarkably mild, and it is stated that the temperature is higher than in June last.

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first seventeen weeks of the season, compared with the corresponding period in the three previous seasons:

IMPORTS.

	1882.	1881.	1880.	1879.
Wheat.....cwt.	23,872,097	20,878,532	21,455,171	25,697,908
Barley	6,641,348	5,075,343	5,783,966	6,767,105
Oats.....	5,111,567	3,791,586	4,407,318	5,897,536
Peas.....	721,111	804,931	1,101,661	973,418
Beans.....	575,304	528,909	834,170	1,013,365
Indian corn.....	3,612,332	8,923,663	12,962,595	7,604,266
Flour.....	5,064,940	2,450,962	4,291,517	4,110,612

SUPPLIES AVAILABLE FOR CONSUMPTION.

	1882.	1881.	1880.	1879.
Imports of wheat.cwt.	23,872,017	20,878,532	21,455,171	25,697,908
Imports of flour.....	5,064,940	2,450,962	4,291,577	4,110,612
Sales of home-grown produce.....	14,675,600	13,982,700	12,620,000	8,098,780
Total.....	43,612,557	37,312,194	38,366,688	37,907,300
Av'ge price of English wheat for season..qrs.	41s. 4d.	47s. 6d.	41s. 6d.	47s. 7d.
Visible supply of wheat in Unit'd St's..bush.	19,800,000	18,200,000	29,800,000	28,634,000
Supply of wheat and flour afloat to the Un'd Kingd'm.....qrs	2,399,000	2,969,000	2,196,000	.....

The following shows the quantities of wheat, flour and Indian corn afloat to the United Kingdom :

	At present.	Last week.	Last year.
Wheat.....qrs.	2,195,000	2,192,000	2,823,000
Flour.....	217,000	207,000	118,000
Indian corn.....	103,000	178,000	215,000

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending January 19:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	50 1/8	50 1/8	50 1/8	50 1/8	50 1/8	50 1/8
Consols for money.....	101 1/8	101 1/8	101 7/16	101 3/8	101 9/16	101 9/16
Consols for account.....	101 1/4	101 1/4	101 5/8	101 5/8	101 11/16	101 3/4
Fr'ch rentes (in Paris) fr.	79·82	79·50	79·42½	79·17½	79·10	78·42½
U. S. 5s ext'n'd into 3 1/2s	105	105 3/8	105 1/2	105 1/2	105 1/2	105 1/4
U. S. 4 1/2s of 1891.....	116 3/8	116 1/2	116 1/2	116 3/8	116	116
U. S. 4s of 1907.....	122 7/8	122 7/8	122 7/8	122 3/4	122 3/4	122 1/2
Chic. Mil. & St. Paul	109 1/2	110	110 1/4	110 1/2	110 3/4	110 1/2
Erie, common stock.....	41 3/8	41 5/8	41 1/2	41 3/4	41 7/8	41 1/2
Illinois Central.....	149 1/2	149 1/2	150 1/4	150 1/2	149 3/4	148 1/4
N. Y. Ontario & West'n.	27 1/4	27 1/2	27 5/8	27 5/8	27 3/4	27 1/2
Pennsylvania.....	62	62 1/8	62 1/4	62 1/4	62 3/4	.....
Philadelphia & Reading.	28 5/8	28 3/4	28 3/4	29	29 7/8	29 1/2
New York Central.....	131	131 1/4	131 1/4	131 1/2	132 1/4	131 1/2

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State)..100 lb.	12 3	12 6	12 6	12 6	12 6	12 6
Wheat, No. 1, wh. "	5 11	8 11	9 0	9 0	9 0	9 0
Spring, No. 2, n. "	9 0	9 0	9 0	9 0	9 0	9 0
Winter, West., n "	9 1	9 1	9 2	9 2	9 3	9 3
Cal. white..... "	8 11	8 11	9 0	9 0	9 0	9 0
Corn, mix., West. "	7 0	7 0	7 0	6 10	6 10	6 10
Pork, West. mess..₱ bbl.	80 0	80 0	80 0	80 0	80 0	80 0
Bacon, long clear, new..	49 6	48 6	48 6	48 6	48 6	48 0
Beef, pr. mess, new, ₱tc.	80 0	89 0	89 0	89 0	89 0	89 0
Lard, prime West. ₱ cwt.	57 0	57 6	57 6	57 0	57 0	56 6
Cheese, Am. finest.....	66 6	67 0	67 0	67 6	67 6	67 6

Commercial and Miscellaneous News.

NATIONAL BANKS.—The following national banks have lately been organized :

2855.—The First National Bank of Midland City, Mich. Capital, $60,000. Milton P. Anderson, President; William D. Marsh, Cashier.

2856.—The First National Bank of Jesup, Iowa. Capital, $50,000. Thomas Taylor, President; George S. Murphy, Cashier.

2857.—The Farmers' National Bank of West Chester, Pa. Capital, $100,000. Samuel Butler, President; William Dowlin, Cashier.

2858.—The Drovers' National Bank of Union Stock Yards, Ill. Capital, $100,000. Solva Brintnall, President; Henry G. Brainard, Cashier.

2859.—The Lima National Bank, Ohio. Capital, $100,000. Silas W. Moore, President; Frank L. Langan, Cashier.

FOREIGN TRADE OF NEW YORK—MONTHLY STATEMENT.—In addition to the foregoing tables, made up from weekly returns, we give the following figures for the full months, also issued by our New York Custom House. The first statement covers the total imports of merchandise.

IMPORTS INTO NEW YORK.

Months.	1882. Dry Goods.	1882. General Merchandise.	1882. Total.	1881. Dry Goods.	1881. General Merchandise.	1881. Total.
	$	$	$	$	$	$
January....	12,326,440	29,545,804	41,872,244	10,128,486	22,085,589	32,214,075
February ..	16,904,077	25,386,583	41,990,660	13,085,298	20,495,421	33,580,719
March	11,597,678	34,281,634	45,879,312	10,979,035	31,127,473	42,106,508
April	9,874,527	33,520,451	43,394,978	7,706,972	31,684,970	39,391,942
May	7,733,005	37,649,218	45,382,223	5,206,078	29,678,833	34,884,911
June.....	8,207,202	32,115,454	40,382,656	6,311,385	31,041,725	37,353,110
July	11,373,040	33,915,940	45,288,980	8,972,182	27,698,520	36,670,702
August.....	15,642,196	30,486,947	46,129,143	14,632,574	29,645,493	44,278,067
September.	11,800,236	32,271,390	44,071,626	10,818,275	27,353,749	38,172,024
October....	8,953,324	32,303,113	41,256,437	8,458,797	29,884,777	38,343,574
November..	8,904,034	26,531,434	35,435,468	8,024,488	27,722,627	35,747,115
December..	9,187,601	33,904,746	43,091,747	7,053,975	33,725,331	40,809,306
Total ...	132,203,760	381,912,714	514,175,174	111,407,543	342,144,508	453,552,038

EXPORTS FROM NEW YORK.

Months.	Total Merchandise. 1882.	Total Merchandise. 1881.
	$	$
January.....	27,835,180	30,30 ,702
February	25,752,081	28,0 2,342
March	25,572,484	30,371,023
April	25,701,331	30,307,736
May.....	25,335,479	30,582,922
June	27,450,233	30,653,800
July.....	29,874,674	31,303,541
August.....	33,301,881	35,214,465
September	32,355,518	33,486,915
October	28,177,847	27,855,328
November.....	30,354,787	27,563,913
December.....	34,709,365	31,230,354
Total.....	340,602,881	373,098,897

CUSTOMS RECEIPTS.

Months.	At New York. 1882.	At New York. 1881.
	$	$
January	13,387,516	10,572,550
February.....	13,585,053	11,217,707
March	13,999,130	13,122,984
April.....	11,903,106	11,678,761
May.....	11,981,893	11,055,695
June.....	11,428,990	10,993,458
July..... ..	13,730,753	12,079,574
August	16,483,200	15,204,470
September	14,000,343	14,101,647
October	13,095,876	13,011,426
November.....	9,038,690	9,711,030
December.....	10,340,193	10,972,322
Total	154,607,702	143,724,917

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in dry goods and a decrease in general merchandise The total imports were $8,755,124, against $8,200,964 the preceding week and $10,026,884 two weeks previous. The exports for the week ended Jan. 16 amounted to $7,007,203, against $7,349,921 last week and $6,477,550 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Jan. 11, and for the week ending (for general merchandise) Jan. 12; also totals since the beginning of first week in January :

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$1,563,633	$3,314,827	$3 667,890	$3,047,170
Gen'l mer'dise..	4,221,093	6,119,197	6,935,930	5,707,954
Total.....	$6,084,726	$9,434,024	$10,603,820	$8,753,124
Since Jan. 1.				
Dry goods	$3,977,545	$5,056,870	$5,756,925	$5,393,316
Gen'l mer'dise..	9,022,780	11,180,660	12,707,633	11,562,772
Total 2 weeks	$13,000.325	$16,237,530	$18,464,558	$16,956,088

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending January 16, and from January 1 to date :

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week...	$5,687,823	$6,480,266	$6,151,636	$7,007,203
Prev. reported..	4,998,157	6,772,531	5,940,134	7,349,921
Total 2 weeks.	$10,685,980	$13,252,797	$12,091,770	$14,357,124

The following table shows the exports and imports of specie at the port of New York for the week ending Jan. 13, and since Jan. 1, 1883 :

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports. Week.	Exports. Since Jan. 1.	Imports. Week.	Imports. Since Jan. 1.
Great Britain	$.....	$.....	$.....	$.....
France.....	.....	.....	.....	.....
Germany	.....	.....	.....	.....
West Indies	.....	.....	7,490	20,067
Mexico.....	.....	.....	.....	.....
South America.....	.....	.....	.....	11,836
All other countries.....	.....	1,285	.....	1,100
Total 1883.....	$.....	$1,285	$7,490	$33,003
Total 1882.....	1,500	1,500	99,458	189.700
Total 1881.....	3,960	3,960	70,350	1,244,597
Silver.				
Great Britain	$230,000	$495,429	$.....	$.....
France.....	34,900	34,900	.....	.....
German	.....	.....	.....	6,326
West Indies	.....	.....	10,730	16,764
Mexico.....	.....	.....	16,460	47,134
South America.....	.....	.....	.....	1,160
All other countries.....	1,206	1,206	.....	.....
Total 1883.....	$266,106	$531,535	$27,190	$71,384
Total 1882	107,800	333,039	56,217	70,925
Total 1881.....	187,408	393.908	38,281	49.568

Of the above imports for the week in 1883, $950 were American gold coin and $2,780 American silver coin. Of the exports during the same time $900 were American silver coin.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son :

Shares.

10 United States Trust Co.. 461
8 Bank of America..... 153 1/4
5 Bank of Commerce..... 152
200 Mechanics' Nat. Bk..... 150
50 Fulton National Bank... 130 1/4
30 Bank of the Metropolis. 150 1/2
100 Barbee & Walker Silver Mining Co..... ...$5 50 lot
200 Cherokee Gold Mining Co.....5 1/2c. per share
40 Merchs' Nat. Ex. Bk.... 98
17 Citizens' Ins. Co..... 150
10 Niagara Fire Ins. Co.... 162
27 Franklin and Emporium Ins. Co..... 115 1/2
50 Amer. Loan & Trust Co. 108
90 Bank of Manhattan Co. 154
8 Hanover National Bank 140

Shares.

30 American Exch. Bank.. 131 3/4
30 Merchants' Exch. Bank 98
8 St. Nicholas Nat. Bank. 139
8 N. Y. Guaranty and Indemnity Co 165
5 U. S. Mining Investment Company.....$10 per share
100 The Prall N. Y. Heating Company.....5c. per share
10,000 Imperial Mining Co. for $75

Bonds.

$2,000 Evansville & Crawfordsville RR. 7s. due May 1, 1887..... 105
$6,000 City of Milwaukee 7s General City Bonds, due 1901..... .....123 3/4 & int.

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DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Cedar Rapids & Mo. R. (quar.)	1½	Feb.	
Cin. N. O. & Texas Pacific	3	Feb. 5	
Illinois Central	4	March 1	Feb. 11 to Mar. 4
Mill Creek & Mine Hill Nav.	5	Jan. 15	
Mount Car. & Port Carbon	6	Jan. 15	
St. Paul. Minn. & Man. (quar.)	2	Feb. 1	Jan. 23 to Feb. 4
South Carolina	5	Feb. 1	Jan. 21 to Feb. 4
Schuylkill Valley Nav.	2½	Jan. 15	
Banks.			
Fifth National	3	On dem.	
German American	3	Feb. 1	Jan. 23 to Jan. 31
N. Y. County National	4	On dem.	
Insurance.			
Exchange Fire	3½	Feb 1	Jan. 26 to Jan. 31
Knickerbocker Fire	3	Jan. 20	
Peter Cooper Fire	6	Jan. 22	Jan. 19 to Jan. 22
Phenix	5	On dem.	
Williamsburg City Fire	10	On dem.	

NEW YORK, FRIDAY, JAN. 19, 1883—5 P. M.

The Money Market and Financial Situation.—There has been much more activity at the Stock Exchange this week, and the interest of outside operators has apparently been on the increase. The course of foreign exchange, as well as the information received from bankers, indicates that the foreign markets have not recently been large buyers of our securities (while of some stocks they have been sellers) although this is but a temporary condition of affairs, and in the long run it is almost as natural for Europe to be a steady purchaser of American securities as of American wheat or cotton. The advance in exchange may be owing in part to the large amount of bills drawn in advance of produce shipments during the last quarter of 1882, to the January remittances for interest and dividends, to the fact that moderate amounts of called government bonds and railroad bonds maturing are coming home from abroad, and to the circumstance that negotiations of new railroad loans in the foreign markets have recently been smaller than usual, on account of the comparative dulness in prices.

Both as to home and foreign buyers, it is the rule rather than the exception that a rising market is necessary to stimulate any active movement by non-professional operators, and consequently an advance in stocks is in itself a force which tends to draw in new buyers, and thus to cause a further increase in the activity of the market, The present situation also naturally suggests the question, What can rich people do with their money if they do not buy railroad stocks and bonds? The country has built in two years over 20,000 miles of new railroad, on which securities have been issued; and in the same time there has hardly been a serious default by any prominent railroad company, while dividends have been increasing, and a large number of companies have become dividend-payers which had never before paid anything to their stockholders. This is an outline of the mere facts of the case as they stand to-day (and we speak not of the future, whether it will be prosperous or not), so that it will readily be seen there has been nothing yet to discourage the investment in railroad securities at reasonable prices; while the interests of the heavy railroad kings and negotiators lie in the direction of sustaining the markets in order to distribute more of their holdings.

The money market has been abundantly supplied with funds, and borrowers on stock collaterals have paid 3½@6 per cent for call loans, and government bond dealers have paid 2@3 per cent. Prime commercial paper sells at 5@6 per cent.

The Bank of England weekly statement on Thursday showed a gain of £637,000 in specie, and the percentage of reserve to liabilities was 40⅝, against 37 11-16 last week; the discount rate remains at 5 per cent. The Bank of France gained 2,000,000 francs gold and lost 112,500 francs silver. The Imperial Bank of Germany has reduced its discount rate from 5 to 4 per cent.

The New York City Clearing-House banks in their statement of Jan. 13 showed an increase of $3,233,475 in their surplus reserve, the total surplus being $7,870,700, against $4,637,325 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883. Jan. 13.	Differences fr'm previous week.	1882. Jan. 14.	1881. Jan. 15.
Loans and dis.	$317,891,200	Inc. $472,000	$319,554,000	$302,864,300
Specie	62,477,800	Inc. 2,325,000	66,529,200	65,462,500
Circulation	17,526,700	Dec. 10,900	20,158,600	18,425,000
Net deposits	307,920,000	Inc. 5,038,900	307,402,600	292,376,800
Legal tenders	22,372,900	Inc. 2,168,200	17,574,800	15,686,100
Legal reserve	$76,980,000	Dec. $1,259,725	$76,850,650	$73,094,200
Reserve held	84,850,700	Dec. 4,493,200	84,104,000	81,148,600
Surplus	$7,870,700	Inc. $3,233,475	$7,253,350	$8,054,400

Exchange.—After an advance during the week, the market to-day for foreign bills was dull, and rates barely sustained. On actual business prime bankers' sterling 60 days bills' sold at 4 82@4 82¼; demand, 4 86@4 86¼; cables, 4 87@4 87¼; Continental exchange was as follows, viz.: Francs, 5 18¾@5 18⅛ and 5 21⅞@5 21¼; reichmarks, 94⅝@95¾ and 95½; guilders, 39⅞ and 40⅛.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

Jan. 19.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 82 @4 83	4 86 @4 87
Prime commercial	4 81 @4 81½	4 85 @4 85½
Documentary commercial	4 80½@4 81	4 84½@4 85
Paris (francs)	5 22½@5 20⅝	5 18¾@5 16¼
Amsterdam (guilders)	39¾ @ 39⅞	40 @ 40¼
Frankfort or Bremen (reichmarks)	94⅝@ 95	95½@ 95⅞

United States Bonds.—There has been some activity in government bonds, and there was a decline in the long fours and 4½ per cents early in the week, with a strong demand for the new 3 per cents.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Jan. 13.	Jan. 15.	Jan. 16.	Jan. 17.	Jan. 18.	Jan. 19.
5s, continued at 3½	Q.-Feb.	*102	*102	*102¼	*102	*102½	*102½
4½s, 1891 reg.	Q.-Mar.	113½	*113⅜	113⅜	*113⅛	*113⅛	113⅛
4½s, 1891 coup.	Q.-Mar.	*113½	*113⅜	*113⅛	*113⅛	*113⅛	*113⅛
4s, 1907 reg.	Q.-Jan.	*119½	*119½	*119⅜	119⅜	119¼	119¼
4s, 1907 coup.	Q.-Jan.	*119½	*119½	*119⅜	119⅜	119¼	*119¼
3s, option U. S. reg.	Q.-Feb.	103¼	103⅛	103⅜	103⅜	*103⅜	103⅝
6s, cur'cy, 1895 reg.	J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1896 reg.	J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1897 reg.	J. & J.	*131	*131	*131	*130	*130	*130
6s, cur'cy, 1898 reg.	J. & J.	*132	*132	*132	*132	131½	*130
6s, cur'cy, 1899 reg.	J. & J.	*133	*133	*132	*132	*132	*131

*This is the price bid at the morning board; no *sale* was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
Jan. 13	987,717 00	1,124,586 82	111,488,161 75	5,628,771 28
" 15	1,447,075 79	1,156,183 36	111,947,677 05	5,460,148 41
" 16	1,828,007 95	916,300 12	112,843,293 45	5,476,239 84
" 17	903,633 13	1,201,720 51	112,402,202 38	5,619,243 53
" 18	1,891,588 98	1,042,390 98	113,201,658 60	5,668,980 31
" 19	1,107,720 00	1,061,076 38	113,227,074 31	5,690,208 22
Total	8,165,742 85	6,502,258 17		

State and Railroad Bonds.—There has been some movement in the low-priced Southern State bonds, and to-day the Virginia 6s. deferred sold at 13½, while on previous days the Arkansas, Louisiana, Tennessee, South Carolina, North Carolina and Virginias had been sold in moderate lots. To-day's quotations at the Board are given on another page. In regard to the recent Arkansas bond decision, parties holding the bonds claim that the natural presumption is that the United States Supreme Court will affirm rather than reverse the United States Circuit Court decision, and we refer to this opinion very willingly, as it seems to have some reason.

Railroad bonds have shared to some extent in the activity of stocks, and there has been a very fair business at good prices.

Railroad and Miscellaneous Stocks.—The stock market has shown much more activity this week than at any other time since the opening of the year. In a number of stocks there has been decided strength shown, and prices have been marked up on pretty large purchases. The easy money market; the comparatively low range of prices at the beginning of January; the healthy outlook for a large tonnage on the railroads; and the fact that the heaviest railroad men are yet bulls, may all have had some effect in producing a more active and higher market. On the other hand the bears are inclined to sell some stocks with a good deal of confidence whenever there is an advance of 3@4 per cent in their prices, and this confidence in selling is usually based on some allegation of weakness belonging to those particular stocks.

Lake Shore was exceptionally weak to-day on the talk about a disagreement among the managers in regard to the control of the Nickel-Plate road. Union Pacific has also been weak at times, on the reports of a decrease in earnings during the first two weeks of this month, and under the bear influence which of late months has always been ready to attack this stock when the opportunity offered. Illinois Central has declined on account of the failure to declare a stock dividend in any shape, although the ½ of 1 per cent declared out of the Southern Division earnings makes the semi-annual dividend amount to 4 per cent. Denver & Rio Grande, Louisville & Nashville and Richmond & Danville, the weak trio of 1882, have all been strong this week, particularly Denver to-day on large transactions. Central of New Jersey has been conspicuous for its advance, and this is one of the few stocks that is moved up on the rumors of a new control, in which Mr. Vanderbilt will have an important part. There is no assurance of truth in this rumor, but if it was true it would be a change of great importance, giving the Vanderbilts another line having a terminus on New York harbor, and foreclosing other parties from the use of that terminus. Canada Southern, the Northern Pacifics, Western Union, Lackawanna, Wabash common and preferred, and several other stocks, have shown strength and activity, but mainly on their earnings or the improved look of the whole market, and not from special causes, at least so far as the public is informed.

Circulars were sent out this week to holders of stock of the New York Chicago & St. Louis Railway Company (Nickel-Plate), containing blanks making William K. Vanderbilt, Augustus Schell and Gen. J. H. Devereux proxies at the annual election at Cleveland, Ohio, Jan. 30.

Chicago St. Louis & New Orleans stock is to be omitted from the list: all but 226 shares having been exchanged for Illinois Central stock.

RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR THE WEEK AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, Jan. 13.	Monday, Jan. 15.	Tuesday, Jan. 16.	Wednesday, Jan. 17.	Thursday, Jan. 18.	Friday, Jan. 19.	Sales of the Week, Shares.	Range Since Jan. 1, 1883 Lowest.	Highest.	For Full Year 1882. Low.	High
RAILROADS.											
Atchison Topeka & Santa Fe	80½ 80⅞	81 81¼	81½ 81½	81¾ 82	82 82	82 82	2,340	79 Jan. 3	82 Jan. 17	60	80½
Boston & N. Y. Air Line, pref.		*81	*81	*81½	83 83	82¾ 82¾	35	82 Jan. 6	83 Jan. 5	67	85½
Burlington Cedar Rap. & No.	67¾ 68¼	68 68½	68 68¼	68¼ 70	70 70⅜	70 71¾	51,750	65 Jan. 3	71⅜ Jan. 19	44	73
Canada Southern							.....	15 Jan. 3	15 Jan. 3	14	30
Cedar Falls & Minnesota							500	25 Jan. 9	28 Jan. 3	27	37¼
Central of New Jersey	70⅜ 71	70¾ 71¼	71⅛ 74	74 76	74½ 76½	74⅜ 75⅜	85,325	68¼ Jan. 3	76½ Jan. 18	63¼	97½
Central Pacific	87¼ 87¾	184⅜ 88	84¼ 85⅛	85⅛ 85¾	85¼ 86	85 85⅝	14,212	84⅝ Jan. 15	88 Jan. 5	82⅜	97⅛
Chesapeake & Ohio	*22½ 23	*22½ 23⅜	*22½ 23⅜	23½ 23½	24½ 24½	23½ 24½	300	22 Jan. 2	23½ Jan. 17	19½	27
Do 1st pref	*33 34	33 35	33½ 33½	34 34½	34¾ 34¾	*34¼ 36	750	30½ Jan. 3	34½ Jan. 18	27¼	41½
Do 2d pref	24⅛ 24⅛	*21⅞ 26	*24 26	*24½ 26	*23 28	25⅛ 25¾	10	23½ Jan. 4	25¾ Jan. 19	21	29
Chicago & Alton	136½ 136½	*136½ 137	*136¼ 137¼	136¾ 136¾	136½ 136¾	*137 139	338	134¼ Jan. 3	136½ Jan. 9	127½	145½
Chicago Burlington & Quincy	121 124¼	124¼ 124½	124½ 124¾	124⅞ 125	125¼ 125⅞	124¼ 125⅜	7,658	120 Jan. 3	125⅞ Jan. 18	120½	141
Chicago Milwaukee & St. Paul	105¾ 107	106⅝ 107	106⅝ 107¼	107⅛ 107⅜	107⅜ 108⅛	107⅜ 108¼	159,465	103¼ Jan. 3	108⅝ Jan. 18	96½	128¼
Do pref	122 122		122 122	*121¾ 122¼	122 122	122 122	1,000	119¼ Jan. 2	122 Jan. 9	114½	141¼
Chicago & Northwestern	133½ 134⅞	134⅜ 134⅞	134¼ 134¾	134⅞ 135⅝	134¾ 135⅝	134 135	43,950	132¼ Jan. 3	136¼ Jan. 4	124	150¾
Do pref	147 148½	148½ 148¾	148½ 149	149 149½	149 149½	149¾ 149¾	4,057	145½ Jan. 3	151⅛ Jan. 5	136	175
Chicago Rock Isl. & Pacific	124 125¼	125¼ 125⅜	125½ 125⅝	125¾ 126¼	126½ 126¾	125¾ 126¼	7,455	123 Jan. 3	127¼ Jan. 5	122	140¼
Chicago St. L. & New Orleans		*79 80	*79 80				.....	80 Jan. 10	80 Jan. 10	68	84
Chicago St. Paul Minn. & Om.	51½ 52⅜	52 52¾	52 52¾	52⅞ 53⅞	53⅞ 55	53¾ 54¼	45,110	50⅛ Jan. 2	55 Jan. 18	29¾	58¼
Do pref	111 111⅝	111⅝ 111⅝	111 111½	111½ 112⅝	112¾ 112⅞	112¼ 112¼	5,300	109¼ Jan. 3	113¼ Jan. 5	97½	117
Cincinnati Sandusky & Clev							.....			44	62
Cleveland Col. Cin. & Ind		82 82		80 80½	81 81½	79 79½	1,030	79 Jan. 19	84 Jan. 5	65½	92¾
Cleveland & Pittsburg guar	139¾ 139¾	130¼ 139¾	140 140	140¼ 140¼	*140	*140¼ 141	699	139 Jan. 11	140¼ Jan. 17	133	140
Columbia & Greenville, pref							.....			50	104
Columbus Chic. & Ind. Central	4¼ 4½	*4 4½	4½ 4¾	4½ 4½	3½ 4½	3⅞ 4½	1,707	3⅞ Jan. 2	4⅞ Jan. 9	3⅞	21⅞
Columbus Hocking Val & Tol							.....			66	68
Delaware Lackawanna & West	126 127⅛	125¾ 126⅞	126⅛ 127¾	127½ 128⅞	128 129¼	128⅛ 128⅞	279,710	125¾ Jan. 15	129¼ Jan. 4	116¼	150¼
Denver & Rio Grande	44⅜ 45⅜	45⅜ 46	45¾ 46¾	46⅞ 49	48¼ 49⅝	48¼ 50⅜	161,900	39⅞ Jan. 2	50⅜ Jan. 19	38¼	74⅝
Dubuque & Sioux City	*89	89 89	*88 90	*88 90	*89 91	*89 91	50	89 Jan. 15	89½ Jan. 12	82	96½
East Tennessee Va. & Ga	10 10	10 10	9⅞ 10	10 10	10 10⅛	*9¾ 10	3,125	9⅝ Jan. 9	10¼ Jan. 2	8	16
Do pref	17½ 18	17¼ 17¾	17⅛ 17¾	17⅜ 17⅞	18 18	17⅝ 17½	3,400	17⅛ Jan. 16	18¼ Jan. 2	15½	26½
Evansville & Terre Haute							.....			68	86¾
Fort Worth & Denver City	31½ 32	32¼ 32¼	.....	32 33¼	33½ 33½	33¼ 33⅞	1,600	30 Jan. 2	33⅞ Jan. 19	29½	42⅝
Green Bay Win. & St. Paul						6½ 6½	.....	6 Jan. 2	6½ Jan. 19	6	16
Hannibal & St. Joseph	*44 50	*44 50	45 45¼	45¼ 46¾	45½ 46⅝	45¼ 46	4,400	45 Jan. 16	46¾ Jan. 17	45	110
Do pref	82 82	84 84	†78¾ 81¾	78¾ 82	83 83½	83 84	2,606	72 Jan. 3	84 Jan. 15	72	111¼
Houston & Texas Central	78 78	78 78	79 79	*77 80	79 79	*78 80	600	75 Jan. 4	79 Jan. 16	61	92½
Illinois Central	145¼ 145¼	145⅜ 145½	145¾ 146¾	146 146½	146 146½	143½ 145½	6,595	141⅝ Jan. 3	146¾ Jan. 16	127¾	150½
Indiana Bloom'n & Western	33½ 34	33¾ 33¾	33⅝ 34½	34 34	34½ 35	34⅛ 34½	3,700	32 Jan. 3	35 Jan. 9	30	49½
Lake Erie & Western	31¼ 31½	31½ 31¾	31 31½	31½ 32½	32⅜ 33¼	32½ 32⅝	3,800	23⅞ Jan. 3	33¼ Jan. 18	23½	45
Lake Shore	112⅞ 113⅜	113⅜ 113¾	113⅝ 114	113¾ 114¾	114⅛ 114⅞	112½ 114	21,330	110⅜ Jan. 3	114⅞ Jan. 18	98	120⅛
Long Island	61½ 61¾	62 62½	62½ 62⅝	62⅞ 63	64 65	65 65	3,342	60 Jan. 2	65 Jan. 18	49½	65
Louisville & Nashville	54⅜ 55½	55⅝ 55⅞	55¾ 56¾	56⅝ 57⅝	57⅜ 58	57⅛ 57⅞	77,575	51⅝ Jan. 2	58 Jan. 18	46½	100¾
Louisville New Albany & Chic	64⅜ 64⅞	64 64	*60	*60 64	63¾ 63⅞	*65¼ 68	830	63¾ Jan. 18	68 Jan. 5	57	78
Manhattan	*45 49	49 49	49 49	49½ 49½	49½ 49½	*49 50	800	47 Jan. 9	49½ Jan. 9	40	60⅛
Do 1st pref	*86 88½	*85 90	*85 90	*87½ 90	90 90	*87½ 90	160	84¾ Jan. 3	90 Jan. 18	82	98½
Do common	*45 49	*48 49½	*48 49½	49 50	*48 50	*48 50	.....			40	56
Manhattan Beach Co	*18	*18¼ 19	18⅝ 18⅝	18⅛ 18⅛	*17 19	18½ 18½	200	18 Jan. 2	19 Jan. 6	15	37
Memphis & Charleston	46½ 49¾	45 50	49 49¼	45 48½	46½ 48	.....	24,660	45 Jan. 15	55 Jan. 8	42¼	82⅜
Metropolitan Elevated	84⅜ 85	84½ 85	*83 85	84 84	*83 85	*83 85	800	82 Jan. 6	85 Jan. 8	77	93
Michigan Central	97⅞ 98⅜	98⅛ 98⅝	98⅛ 98⅝	98¾ 99½	99¼ 100	99⅛ 100⅛	7,480	96 Jan. 3	100⅛ Jan. 19	77	105
Milwaukee L. Sh. & Western	*17¼ 18	*17¼ 18	 18	17⅝ 17⅝	*17 18	.....	100	17¼ Jan. 3	18 Jan. 4	13	21
Do pref	..... 48½	*46¾ 48½	 48	47 47	47⅛ 48	*47	500	47 Jan. 17	48¼ Jan. 6	41¾	58¼
Minneapolis & St. Louis		28¼ 28½	*28¼ 29	28¾ 29⅞	30½ 30¾	30⅛ 30½	2,750	27¾ Jan. 2	30¾ Jan. 18	19	36¾
Do pref	64¾ 64⅞	*64¼ 65	*64¼ 65	64⅜ 67⅛	67½ 68½	67¼ 68	4,500	60 Jan. 3	68½ Jan. 18	59	77
Missouri Kansas & Texas	33 33¾	33¾ 34	33¾ 34⅛	34½ 34¾	34⅛ 34⅞	34 34½	30,460	30½ Jan. 3	34⅞ Jan. 18	26⅜	42½
Missouri Pacific	103 103¾	103½ 103⅞	103½ 104⅜	104¼ 105¼	104¾ 105⅜	101¾ 105⅜	29,080	100¼ Jan. 3	105⅜ Jan. 19	86⅝	112½
Mobile & Ohio	19 19	17¾ 18¾	*18 19½	*19 19½	18⅞ 19½	19¼ 19¼	2,066	17¾ Jan. 15	19½ Jan. 5	12	35¾
Morris & Essex	*122½ 123½	123 223	122⅞ 122⅞	*122½ 124	.....	.....	425	122¼ Jan. 3	124 Jan. 9	119¾	128
Nashville Chattanooga & St. L	59¼ 60½	60 60¾	60½ 61½	61¼ 62⅜	62 62⅜	62 63	26,500	55⅝ Jan. 3	63 Jan. 19	47	87½
New York Central & Hudson	126⅜ 127¼	127⅛ 127⅜	127 127⅜	127⅝ 128⅝	127⅞ 128¾	127½ 128½	44,832	125⅛ Jan. 3	128¾ Jan. 18	123⅝	138
New York Chic. & St. Louis	14⅞ 14⅞	.....	14⅞ 15	15⅛ 15⅛	15 15	14¾ 15	1,745	14⅛ Jan. 3	15½ Jan. 5	10½	17¾
Do pref	32¼ 32¾	32¾ 32⅞	*32½ 32¾	33⅛ 33⅛	33 33	.....	2,181	32 Jan. 2	35 Jan. 4	27	37⅝
New York Elevated	101 101	*103	*103	*103	*103	*103	5	101 Jan. 13	101 Jan. 13	100	109½
New York Lake Erie & West	40 40⅜	40⅛ 40½	40⅛ 40⅜	40⅜ 40¾	40¼ 40⅞	40¼ 40½	74,150	37⅞ Jan. 2	40⅞ Jan. 18	33¼	43¾
Do pref	82 82⅝	.....	.....	82½ 82½	.....	82⅜ 82⅝	1,340	79½ Jan. 3	83 Jan. 5	67	88¼
New York & New England			50½ 50½	50½ 50¾	51 51¼	.....	800	50 Jan. 5	52¼ Jan. 9	45	60½
New York New Haven & Hart	 172	170 170	169 169	*170½ 173	*170 170	.....	111	169 Jan. 16	175 Jan. 10	168	186
New York Ontario & Western	26¼ 26½	26½ 27⅛	26⅞ 27⅛	26⅞ 26⅞	26⅞ 27⅛	26½ 27	5,750	25⅝ Jan. 3	27⅛ Jan. 15	20½	31⅞
Norfolk & Western							.....	18 Jan. 3	18 Jan. 8	16	24
Do pref	48¼ 48¾	48¾ 49⅛	49 49	49 49¼	49½ 49⅝	49½ 49½	4,970	47½ Jan. 3	49½ Jan. 18	44¼	60
Northern Pacific	48⅝ 49¼	48⅞ 49½	48⅞ 49⅛	49⅛ 50⅜	50⅜ 51¼	50⅝ 51¼	81,305	46⅜ Jan. 3	51¼ Jan. 18	28¾	54⅜
Do pref	85¼ 85¾	85⅝ 86	85⅞ 86	85⅞ 87⅛	86¾ 87½	86½ 87⅛	14,227	83⅞ Jan. 3	87½ Jan. 18	66¾	100⅜
Ohio Central	13⅜ 13⅜	13½ 13½	13½ 13⅝	13⅜ 13¾	13½ 13⅞	13½ 13½	4,405	12⅝ Jan. 3	13⅞ Jan. 18	11⅜	25⅝
Ohio & Mississippi	34 34	33 34	*33 33¾	33¾ 33¾	33¾ 33⅞	*33 33¾	870	31 Jan. 3	34½ Jan. 4	27	42
Ohio Southern			12½ 13		13½ 13¾	.....	450	11½ Jan. 5	13¾ Jan. 18	11	23½
Oregon & Trans-Continental	85 85¼	85 85¼	85 86	86 87⅝	87¾ 88½	87¾ 89	40,890	82½ Jan. 3	89 Jan. 19	60	98¾
Panama, Trust Co. certificates							.....			165	204
Peoria Decatur & Evansville	27 27	27¼ 27¼	27 27	27¼ 27½	27¾ 28	27½ 28	1,610	26 Jan. 3	28 Jan. 18	23	39¾
Philadelphia & Reading	55 55⅝	55⅝ 55¾	55½ 56½	56⅝ 58¼	57⅝ 58½	57 57⅝	49,029	52¼ Jan. 2	58½ Jan. 18	46¾	67½
Pittsburg Ft. Wayne & Chic			138 138	*136 138	....	*138 137	74	135 Jan. 2	138 Jan. 16	130	139
Rensselaer & Saratoga			140 140				100	139½ Jan. 3	141 Jan. 6	131½	144
Rich & Allegh., stock trust ctfs.							.....	14½ Jan. 6	15 Jan. 6	13	40
Richmond & Danville	47 51¾	53 55	55 56½	56 59	58¼ 60	57½ 57½	11,004	47 Jan. 13	60 Jan. 18	52	250
Richmond & West Point	21¼ 22½	23 23	23½ 24	24½ 27	27 28½	27⅛ 28	8,250	21¼ Jan. 13	28½ Jan. 18	23	263
Rochester & Pittsburg	20⅞ 21¼	21⅛ 21½	20¾ 21⅛	20¾ 21¼	21 21⅜	21 21¼	24,955	20 Jan. 2	22 Jan. 5	17½	36½
Rome Watertown & Ogdensb			32 32				16	32 Jan. 5	32½ Jan. 10	20	40
St. Louis Alton & Terre Haute	51⅜ 51½	51½ 52	51½ 51½	52 52	52¼ 54	54½ 55	2,105	48 Jan. 3	55 Jan. 19	20½	50
Do pref	93 93	92¾ 93	93 93	93½ 93½	93 94	95 95	1,400	90 Jan. 3	95 Jan. 9	55	94½
St. Louis & San Francisco	*31 35	*32	*33½ 35	*33 35	*32½ 35	33½ 34	400	33½ Jan. 19	34⅞ Jan. 12	31	46⅞
Do pref	54¼ 54¼	*54¼ 54⅞	54¼ 51¼	54¼ 54½	51⅝ 54⅜	*53½ 54½	1,650	52½ Jan. 4	54⅞ Jan. 12	43	66½
Do 1st pref	99 99	*99 100	99½ 99¾	99⅞ 99⅞	100 100	*99¾ 100¼	1,007	98 Jan. 3	100½ Jan. 11	78¼	106½
St. Paul & Duluth	40½ 40½	40⅜ 40⅜	*39½ 40½	39¾ 39⅞	*39½ 40½	40 40	912	38¾ Jan. 4	40⅞ Jan. 9	26	42¾
Do pref	*96¾ 97½	96⅛ 96½	95 95	96 96	*96 97	.....	515	95 Jan. 3	97½ Jan. 4	68	99¼
St. Paul Minneap. & Manitoba	142⅞ 142⅞	142¾ 143	143⅛ 144	144½ 145¼	146 147¼	145½ 147	2,120	139 Jan. 3	147¼ Jan. 18	108½	166½
Texas & Pacific	39¾ 40⅝	40½ 41⅜	40¾ 41½	41⅝ 42⅝	41⅞ 43	41⅞ 42⅜	79,850	36¾ Jan. 3	43 Jan. 18	34	55
Toledo Delphos & Burlington				10 10		10 10	50	10 Jan. 17	10 Jan. 17	8½	19
Union Pacific	103 104⅛	104 104½	103⅞ 104⅜	104 104⅝	103 104¼	102⅝ 104	89,800	101⅛ Jan. 3	104⅜ Jan. 18	98¼	119¾
Wabash St. Louis & Pacific	34⅜ 35½	35⅛ 35⅝	35⅛ 35¾	35½ 36	35½ 36¼	34⅞ 35¾	44,170	32⅞ Jan. 2	36¼ Jan. 18	23⅝	39⅞
Do pref	54½ 54⅞	54⅞ 55¼	55 56	55¾ 56½	56¼ 57½	56 56⅞	110,105	52 Jan. 2	57½ Jan. 18	45⅞	71⅝
MISCELLANEOUS.											
American Tel. & Cable Co		69 69½	69 69½		68 68	68½ 68⅞	1,222	65⅞ Jan. 4	69½ Jan. 15	65	74
Bankers' & Merchants' Tel							.....	132 Jan. 3	133 Jan. 3	125	132
Colorado Coal & Iron	29 29	29½ 29¾		29 30¾	30¾ 31¼	31 31	2,450	28½ Jan. 6	31¼ Jan. 18	25	53⅞
Delaware & Hudson Canal	107¾ 108¼	107½ 108¾	107½ 108¼	109 109⅜	109⅛ 109½	108¾ 108¾	4,651	107 Jan. 2	109½ Jan. 5	102⅜	119¾
Mutual Union Telegraph	*22 22½	*22 22½	*22 22¼	24 25	23½ 23½	*23 24	1,400	21 Jan. 6	25 Jan. 17	19⅞	30¼
Oregon Railway & Nav. Co			140½ 140½	142¾ 142¾	144 144	....	419	138 Jan. 3	144 Jan. 18	128	163⅛
Pacific Mail	41¾ 42	41⅝ 42	42 42¼	42½ 42⅝	43 43⅜	42¼ 43	4,300	40¾ Jan. 2	43⅝ Jan. 18	32¾	48¾
Pullman Palace Car	*123½	123½ 124½	125 125	*124¼ 125	125½ 125½	125⅝ 125½	454	122 Jan. 3	125½ Jan. 18	117	145
Western Union Telegraph	82 82½	82½ 83¼	83 83⅝	83⅛ 84¼	84⅛ 85⅛	84¼ 84⅞	115,745	79⅜ Jan. 3	85⅛ Jan. 18	76⅛	93⅜
Sutro Tunnel						¼ ¼	.....	¼ Jan. 3	¼ Jan. 3	⅛	½
EXPRESS.											
Adams	*133 135	*133 135	*133 135	*133 135	*133 135	*134 135	.....	133 Jan. 5	135 Jan. 5	133	149½
American	*91 93	91½ 92¼	92 92	91½ 92⅛	92 92	92 92	227	91 Jan. 3	93 Jan. 5	90	97½
United States	*63 65	63 63	62½ 63½	*63 65	*63 65	*63 65	175	62½ Jan. 16	65½ Jan. 6	62	80¼
Wells, Fargo & Co	*125 126	*125 126	125 125¼	*125 126	124¾ 123	125⅛ 125¼	169	124¾ Jan. 18	126 Jan. 8	123	132
COAL AND MINING.											
Consolidation Coal		*27½ 30	*27⅝	*27½	....	27⅝ 27⅝	.....	27½ Jan. 10	27⅝ Jan. 19	27½	36⅞
Homestake Mining						19 19	.....	18 Jan. 8	19 Jan. 19	15⅝	19¾
Little Pittsburg Mining							.....			1⅛	2¼
Mariposa Land & Mining							.....			1¼	2½
Maryland Coal		17 17	*16¼			17 17	100	17 Jan. 15	17 Jan. 15	13	26
Ontario Silver Mining							.....	35 Jan. 11	35½ Jan. 8	33	40
Pennsylvania Coal			 270				.....			240	245
Quicksilver Mining	*8 9½	 10	*8 10	*8 10	*8 10	*8 10	.....			8	14¼
Do pref	*36 40	*36 40	*36 40	*36 40	39 39	*37 41	160	39 Jan. 18	39 Jan. 18	40	62¼
Standard Consol. Mining							.....	6½ Jan. 8	6½ Jan. 8	4½	19¾
Cameron Coal							.....	18 Jan. 3	18 Jan. 3	18	37¼
Central Arizona Mining							.....	½ Jan. 12	½ Jan. 12	½	1⅝
Deadwood Mining							.....			4	6¾
Excelsior Mining							.....			¼	2⅝
New Central Coal		*14 16	*14 16	*14 16	....	*14 16	.....	14 Jan. 4	14 Jan. 4	13½	23
Robinson Mining							.....			1	4
Silver Cliff Mining							.....			2	23¼
Stormont Mining							.....			1⅛	1⅝

* These are the prices bid and asked; no sale was made at the Board. † Lowest price is ex-dividend.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama—		
Class A, 3 to 5, 1906	83	84
Class A, 3 to 5, small	86	.....
Class B, 5s, 1906	100	.....
Class C, 4s, 1906	85½	87
6s, 10-20s, 1900	105	.....
Arkansas—		
6s, funded, 1899-1900	25	35
7s, L. Rock & Ft. S. 188	36	37½
7s, Memp.& L.Rock RR	39	.....
7s, L. R.P.B. & N.O. RR	.....	35½
7s, Miss. O. & R. R. RR.	.....	37
7s, Arkansas Cent. RR.	.....	.....
Connecticut—6s, 1883-4	100½	.....
Georgia—6s, 1886	107	.....
7s, new, 1886	105½	.....
7s, endorsed, 1886	105½	.....
7s, gold, 1890	114	.....
Louisiana—		
7s, consol., 1914	72¾	73½
7s, small	68	.....
Louisiana—Continued—		
Ex-matured coupon	65	67
Michigan—		
7s, 1890	118	.....
Missouri—		
6s, due 1883	100	.....
6s, due 1886	.....	108½
6s, due 1887	.....	108
6s, due 1888	109	112
6s, due 1889 or 1890	111	115
Asyl'm or Univ., due '92	114	.....
Funding, 1894-95	118	.....
Hannibal & St. Jo., '86	108	.....
Do do '87	108	.....
New York—		
6s, gold, reg., 1887	107	.....
6s, gold, coup., 1887	107	.....
6s, loan, 1891	119	.....
6s, loan, 1892	120	.....
6s, loan, 1893	121	.....
N. Carolina—6s, old, J.&J.	30	.....
6s, old, A.&O.	30	.....
N. Carolina—Continued—		
No. Carolina RR., J.&J.	155	.....
Do A.&O.	155	.....
Do coup. off, J.&J.	130	.....
Do coup. off, A.&O.	130	.....
Funding act, 1866-1900	10	.....
Do 1868-1898	10	.....
New bonds, J.&J., '92-8	15	.....
Do A.&O.	15	.....
Chatham RR.	5½	.....
Special tax, class 1, '98-9	8	10
Do class 2	8	9½
Do to W. N. C. RR	8	9½
Do Western RR.	8½	9¼
Do Wil.C.&Ru.R.	8	9
Do W'n. & Tar R.	6	9
Consol. 4s, 1910	78	80
Small	77	80
Ohio—		
6s, 1886	107	.....
Rhode Island—		
6s, coupon, 1893-99	116	.....
South Carolina—		
6s, Act Mar. 23, 1869	6½	8
non-fundable, 1888		
Brown consol'n 6s, 1899	101	104
Tennessee—6s, old, 1892-8	42	44
6s, new, 1892-8-1900	41	43½
6s, new series, 1914	41	43½
C'mp'mise, 3-4-5-6s, 1912	45½	46
Virginia—6s, old	35	.....
6s, new, 1866	35	.....
6s, new, 1867	35	.....
6s, consol. bonds	70	.....
6s, ex-matured coupon	54	.....
6s, consol., 2d series	48	.....
6s, deferred	12⅞	13
District of Columbia—		
3-65s, 1924	.....	.....
Small bonds	.....	.....
Registered	.....	.....
Funding 5s, 1899	.....	.....
Do small	.....	.....
Do registered	.....	.....

RAILROAD BONDS.

Railroad Bonds. (Stock Exchange Prices.)		
Ala.Central—1st, 6s, 1918	.....	.....
Alleg'y Cen.—1st, 6s, 1922	.....	.....
Atch. T.& S.Fe—4½, 1920	.....	.....
Sinking fund, 6s, 1911	.....	.....
Atl. & Pac.—1st, 6s, 1910	.....	95¼
Balt.& O.—1st, 6s, Prk.Br.	113	.....
Bost. Hartf. & E.—1st, 7s	*.....	54
Guaranteed	.....	.....
Bur.C.Rap. & No.—1st, 5s	101⅛	101¼
Minn.&St.L.—1st, 7s, gu	*120	.....
Iowa C. & West.—1st, 7s	*111	113
C.Rap.Ia.F.&N.—1st, 6s	*.....	110
1st, 5s, 1921	.....	.....
Central Iowa—1st, 7s, '99	106½	.....
Char. Col. & Aug.—1st, 7s	*.....	109
Ches.& Ohio—Pur. m'y'fd.	*112	.....
6s, gold, series A, 1908	108½	109
6s, gold, series B, 1908	.....	91¼
6s, currency, 1918	55¼	55½
Mortgage 6s, 1911	98	100
Chicago & Alton—1st, 7s	116½	.....
Sinking fund, 6s, 1903	114⅜	114½
La. & Mo. Riv.—1st, 7s	116	122
2d, 7s, 1900	*.....	112
St. L. Jack.& Chic.—1st	*116	.....
1st, guar. (564), 7s, '94	*115	.....
2d (360), 7s, 1898	.....	.....
2d, guar. (188), 7s, '98	.....	.....
Miss.R.Br'ge—1st, s.f. 6s	.....	.....
C.B.&Q.—Consol. 7s, 1903	127	128
5s, sinking fund, 1901	104	.....
Ia. Div.—S. F., 5s, 1919	*105	.....
S. F., 4s, 1919	*87	88
Denver Div.—4s, 1922	85	.....
4s, 1921	.....	.....
C. R. I. & P.—6s, cp., 1917	124¼	124⅞
6s, reg., 1917	124¼	.....
Keo. & Des M.—1st, 5s	101	.....
Central of N. J.—1st, '90	117½	118
1st consol. assented, '99	110	.....
Conv., assented, 7s, 1902	110	.....
Adjustment, 7s, 1903	105⅝	106½
Leh.&W.B.—Con.g'd, as	104	104¼
Am.D'k&Imp.—5s, 1921	87½	90½
C.M.& St.P.—1st, 8s, P.D.	*134	.....
2d, 7 3-10, P. D., 1898	126	128
1st, 7s, $ g., R. D., 1902	128	131
1st, La C. Div., 7s, 1893	119	122
1st, I. & M., 7s, 1897	122	.....
1st, I. & D., 7s, 1899	122	125
1st, C. & M., 7s, 1903	126	.....
Consol. 7s, 1905	124½	125
2d, 7s, 1884	103¼	104
1st, 7s, I.&D. Ext., 1908	122½	123½
S. W. Div., 1st, 6s, 1909	107⅛	.....
1st, 5s, LaC.& Dav., 1919	94½	95
1st, S.Minn.Div.6s, 1910	106½	106¾
1st, H. & D., 7s, 1910	115½	.....
Ch. & Pac. Div., 6s, 1910	*108⅝	.....
1st, Chic.&P.W., 5s, 1921	91¾	92
Min't Pt. Div., 5s, 1910	90½	91¼
C.& L. Sup.Div., 6s, 1921	.....	.....
C. & N'west.—S.fd, 7s, '85	*108	.....
Interest bonds, 7s, 1883	103	.....
Consol. bonds, 7s, 1915	132½	134
Extens'n bonds, 7s, '85	104	.....
1st, 7s, 1885	107¾	.....
Coupon, gold, 7s, 1902	125½	125⅞
Reg., gold, 7s, 1902	125½	125¾
Sinking fund, 6s, 1929	109	110
Sinking fund, reg	109½	.....
Sinking fund, 5s, 1929	*100⅛	101¼
Sinking fund, reg	.....	100¼
Escan'a & L.S.—1st, 6s	*.....	112
Des M. & Min's—1st, 7s	.....	.....
Iowa Midland—1st, 8s	129	133
Peninsula—1st, conv. 7s	120	.....
Chicago & Mil.—1st, 7s	121	.....
Win.& St. P.—1st, 7s, '87	106	.....
2d, 7s, 1907	121½	.....
Mil.&Mad.—1st, 6s, 1905	*.....	115
C.C.C. & Ind's—1st, 7s, s.f.	122	123½
Consol. 7s, 1914	122	.....
C.St.P.M.&O.—Consol., 6s	108½	109
C.St.P.&M.—1st, 6s, 1918	*110½	.....
N. Wis.—1st, 6s, 1930	*108	.....
St.P.&S.C.—1st, 6s, 1919	112½	113
Chic.&E.Ill.—1st, s.f., cur.	98	.....
Col.& Green.—1st, 6s, 1910	99½	.....
2d, 6s, 1926	70	.....
Col. H. Val.& Tol.—1st, 5s	.....	90
Del. L.&W.—7s, conv., '92	116	118
Mortgage 7s, 1907	127	.....
Syr. Bing.& N.Y.—1st, 7s	125	.....
Morris & Essex.—1st, 7s	.....	141
2d, 7s, 1891	*115½	.....
Bonds, 7s, 1900	.....	.....
7s of 1871, 1901	*122½	.....
1st, consol. guar., 7s	122	122½
Del. & H.—1st, 7s, 1884	.....	104
7s, 1891	114	114½
1st, ext., 7s, 1891	*	115
Coup., 7s, 1894	115½	.....
Reg., 7s, 1894	*115¼	.....
1st, Pa. Div., cp., 7s, 1917	126¾	127
Del. & H.—Continued—		
Pa. Div., reg., 7s, 1917	126	.....
Alb. & Susq.—1st, 7s	108¾	.....
2d, 7s, 1885	*106¾	106⅜
1st, cons., guar. 7s, 1906	125	.....
Rens. & Sar.—1st, coup.	137	.....
1st, reg., 1921	134	.....
Denv.& Rio Gr.—1st, 1900	107¾	108
1st consol., 7s, 1910	91	91½
Denv.So.P.&Pac.—1st, 7s	96¼	100
Det.Mac. & Marq.—1st, 6s	.....	93⅜
Land grant, 3½s, S. A.	.....	.....
E.T.Va.& G.—1st, 7s, 1900	115½	.....
1st, cons., 5s, 1930	71½	72
Divisional 5s, 1930	92	.....
Eliz.C.& N.—S.f., deb.c.6s	.....	.....
1st, 6s, 1920	.....	.....
Eliz. Lex. & Big S.—6s	94	94¾
Erie—1st, extended, 7s	126	.....
2d, extended, 5s, 1919	107½	.....
3d, 7s, 1883	102¾	.....
4th, extended, 5s, 1920	.....	.....
5th, 7s, 1888	.....	109½
1st cons., gold, 7s, 1920	130	131
1st cons., fd. coup., 7s	.....	.....
Reorg., 1st lien, 6s, 1908	.....	.....
Long Dock b'ds, 7s, '93	.....	120
Buff.N.Y.&E.—1st, 1916	129¾	130
N.Y.L.E.&W.—New 2d 6	*97	.....
2d, consol., fd. cp., 5s	*	96
Buf.&S.W.—M. 6s, 1908	.....	.....
Ev. & T. H.—1st, cons., 6s	97	98
Fl't & P.M'rq.—M. 6s, 1920	.....	112
Gal. Har.& S.Ant.—1st, 6s	*	107
2d, 7s, 1905	.....	.....
Gr'n Bay W.&S.P.—1st, 6s	.....	85
Gulf Col. & S.Fe—7s, 1909	110	.....
Han.& St.Jos.—8s, conv.	107½	108½
Consol. 6s, 1911	106	.....
Hous.& T.C.—1st, M.L., 7s	108⅛	108½
1st, West. Div., 7s	105	106
1st, Waco & N., 7s	109½	113
2d consol., main line, 8s	.....	123
2d, Waco & No., 8s, 1915	.....	.....
General, 6s, 1921	99	100
Hous.E.&W.Tex.—1st, 7s	.....	.....
Ill.Cent.—Sp.Div.—Cp. 6s	.....	.....
Middle Div.—Reg., 5s	.....	.....
C.St.L.&N.O.—Ten.l., 7s	112	.....
1st consol., 7s, 1897	112½	.....
2d, 7s, 1907	110	120
Gold, 5s, 1951	104	.....
2d Div., 7s, 1894	114	.....
Ced. F. & Minn.—1s'. 7s	114	116
Ind. Bl. & W.—1st pr. f. 7s	*113	.....
1st, 4-5-6s, 1909	.....	88
2d, 4-5-6s, 1909	72	74
East'n Div.—6s, 1921	92	93
Indianap.D.&Spr.—1st, 7s	101	102½
2d, 5s, 1911	.....	.....
Int.& Gt.No.—1st, 6s, gold	*105	105¾
Coupon, 6s, 1909	85½	.....
Kent'ky Cen.—M., 6s, 1911	.....	.....
Lake Shore & Mich. So.—		
Mich.S. & N.I.—S.fd., 7s	106	107
Cleve. & Tol.—Sink. fd.	.....	107
New bonds, 7s, 1886	107	.....
Cleve. P. & Ash.—7s	113	.....
Buff. & Erie—New bds.	120	.....
Kal. & W. Pigeon—1st	100	.....
Det.M.&T.—1st, 7s, 1906	*123	.....
Lake Shore—Div. bonds	122	123½
Consol., coup., 1st, 7s	125	.....
Consol., reg., 1st, 7s	125	126
Consol., coup., 2d, 7s	120½	.....
Consol., reg., 2d, 7s	121	121½
Long Isl. R.—1st, 7s, 1898	117	.....
1st consol., 5s, 1931	97½	97¾
Louisv. & N.—Cons.7s, '98	115¾	.....
2d, 7s, gold, 1883	100	102
Cecilian Br'ch—7s, 1907	105¼	.....
N.O.&Mob.—1st, 6s 1930	90	91
E. H. & N.—1st, 6s, 1919	90	.....
General, 6s, 1930	92¾	93
Pensac'la Div.—6s, 1920	.....	.....
St. L. Div.—1st, 6s, 1921	100	.....
2d, 3s, 1980	45⅛	.....
Nashv. & Dec.—1st, 7s	*115	.....
S.&N.Ala.—S.f., 6s, 1910	.....	.....
Leban'n-Knox.—6s, 1931	100	.....
Louisv.C.& L.—6s, 1931	100	.....
L. Erie & W.—1st, 6s, 1919	101⅛	101¼
Sandusky Div.—6s, 1919	.....	.....
Laf. Bl.& M.—1st, 6s, 1919	99	99½
Louisv.N.Alb.&C.—1st, 6s	102	103
Manhat.B'ch'Co.—7s, 1909	.....	.....
N.Y.&M.B'h—1st, 7s, '97	.....	.....
Marietta & Cin.—1st, 7s, 1st, sterling	.....	.....
Metr'p'lit'n El.—1st, 1908	98⅞	99
2d, 6s, 1899	88	89
Mex. Cen.—1st, 7s, 1911	*74	.....
Mich. Cen.—Con., 7s, 1902	125	126
Consolidated 5s, 1902	104	.....
Equipm't bds., 8s, 1883	.....	.....
6s, 1909	.....	.....
Coupon, 5s, 1931	.....	.....
Registered, 5s, 1931	.....	.....
Jack.Lan.& Sag.—6s, '91	.....	.....
Mil. & No.—1st, 6s, 1910	91	.....
Mil.L.S.&W.—1st, 6s, 1921	.....	99½
Minn.&St.L.—1st, 7s, 1927	119	120
Iowa Ext.—1st, 7s, 1909	112¼	.....
2d, 7s, 1891	100	.....
S'thw.Ext.—1st, 7s, 1910	*110	110¼
Pac. Ext.—1st, 6s, 1921	*101	101¼
Missouri Kan. & Tex.—		
Gen. con., 6s, 1920	85	85½
Cons. 7s, 1904-5-6	108⅞	109
Cons. 2d, income, 1911	58	.....
H. & Cent. Mo.—1st, '90	*104	.....
Mobile & Ohio.—New, 6s	106½	.....
Collat. Trust, 6s, 1892	.....	.....
Morgan's La.& T.—1st, 6s	.....	.....
Nash.Chat.&St.L.—1st, 7s	.....	117
2d, 6s, 1901	.....	.....
N. Y. Central—6s, 1883	101½	.....
6s, 1887	107¾	.....
6s, real estate, 1883	101¼	.....
6s, subscription, 1883	101¼	.....
N.Y.C. & H.—1st, cp., 7s	*	130½
1st, reg., 1903	129½	130½
Huds. R.—7s, 2d, s.f., '85	*106⅞	.....
Can. So.—1st, int. g'ar. 5s	95⅝	95¾
Harlem—1st, 7s, coup.	130½	.....
1st, 7s, reg., 1900	.....	130
N. Y. Elev'd—1st, 7s, 1906	115	115⅛
N.Y.Pa.&O.—Pr.l'n, 6s, '95	.....	.....
N.Y.C.&N.—Gen., 6s, 1910	48	52
Trust Co., receipts	*50	55
N.Y. & New Eng.—1st, 7s	.....	.....
1st, 6s, 1905	.....	.....
N.Y.C.&St.L.—1st, 6s, 1921	97¼	97⅜
Nevada Cent.—1st, 6s	.....	.....
N. Pac.—G. l. g., 1st.cp.6s	102⅞	102⅞
Registered, 6s, 1921	*	102¾
N.O. Pac.—1st, 6s, g., 1920	.....	89⅜
Norf. & W.—G'l, 6s, 1931	.....	101
Ohio & Miss.—Consol. s. f.	116½	.....
Consolidated 7s, 1898	116	.....
2d consolidated 7s, 1911	122⅝	.....
1st, Springfield Div., 7s	115	116
Ohio Central—1st, 6s, 1920	94	95
1st Ter'l Tr., 6s, 1920	.....	90
1st Min'l Div., 6s, 1921	.....	.....
Ohio So.—1st, 6s, 1921	81	82½
Oreg'n&Cal.—1st, 6s, 1921	89½	.....
Panama—S.f., sub.6s, 1910	.....	105
Peoria Dec.& Ev.—1st, 6s	*.....	103
Evans. Div., 1st, 6s, 1920	.....	97
Pac. RRs.—Cen. P.—G., 6s	113⅝	113¾
San Joaquin Branch	108½	.....
Cal. & Oregon—1st, 6s	*102¾	.....
State Aid bds., 7s, '84	*100	.....
Land grant bonds, 6s	*105	105¾
West. Pac.—Bonds, 6s	110	112
So. Pac. of Cal.—1st, 6s	.....	103⅜
Union Pacific—1st, 6s	113⅝	114
Land grants, 7s, '87-9	*110	.....
Sinking funds, 8s, '93	119	119⅞
Registered 8s, 1893	*119	.....
Collateral Trust, 6s	*103	106
Kans. Pac.—1st, 6s, '95	110	.....
1st, 6s, 1896	108½	.....
Den. Div., 6s, as'd, '99	106⅞	107½
1st consol., 6s, 1919	100¾	100½
C.Br.U.P.—Fc., 7s, '95	100	.....
At.C.&P.—1st, 6s, 1905	92	93½
At. J.Co. & W.—1st, 6s	*	92½
Oreg. Short L.—1st, 6s	*100	.....
Ut. So.—Gen., 7s, 1909	105	.....
Exten., 1st, 7s, 1909	100	.....
Mo. Pac.—1st, cons., 6s	101½	102
3d, 7s, 1906	109	109½
Pacific of Mo.—1st, 6s	107⅝	107⅞
2d, 7s, 1891	112	112½
St. L. & S.F.—2d, 6s, cl.A	97	.....
4-6s, class C, 1906	93¼	94
4-6s, class B., 1906	93½	94
1st, 6s, Peirce C.& O.	.....	.....
Equipment, 7s, 1895	.....	.....
So. Pac. of Mo.—1st	102⅝	103
Tex.& Pac.—1st, 6s, 1905	103¼	.....
Consol., 6s, 1905	94	.....
Income & Ld. gr., reg.	60¼	60¾
1st, Rio G. Div., 6s, 1930	85¾	85⅞
Pennsylvania RR.—		
Pa. Co's gu r. 4½s, 1st c.	94	.....
Registered, 1921	94	.....
Pitt.C.&St. L.—1st, c.7s	.....	.....
1st, reg., 7s, 1900	.....	.....
2d, 7s, 1913	.....	.....
Pitts. Ft. W. & Ch.—1st	*136	136½
2d, 7s, 1912	130	.....
3d, 7s, 1912	*	131
Clev. & Pitts.—Cons. s.f.	.....	128
4th, sink. fd., 6s, 1892	110¼	111
Col.C.&I.C.—1st, consol.	130	140
2d consol., 7s, 1909	.....	.....
1st, Tr'st Co. ctfs., ass'd	.....	.....
2d, Tr'st Co. ctfs., ass'd	.....	.....
1st, Tr't Co. ctfs. suppl.	115	.....
St.L.V.&T.H.—1st, g., 7s	114	.....
2d, 7s, 1898	.....	.....
2d, guar., 7s, 1898	111	113
Pitts. B.& B.—1st, 6s, 1911	.....	79
Rome W. & Og.—Con. 1st,	75½	76
Roch.& Pitt.—1st, 6s, 1921	105	106
Rich. & Al.—1st, 7s, 1920	783	79
Rich.& Danv.—Cons.g., 6s	94	94⅛
Rich. & Danv.—Cont'd—		
Debenture 6s, 1927	61⅜	61½
Atl.&Ch.—1st, p., 7s, '97	.....	.....
Incomes, 1900	.....	.....
SciotoVal.—1st, cons., 7s	.....	95
St. L. & Iron Mt.—1st, 7s	116	117
2d, 7s, 1897	106⅛	.....
Arkansas Br.—1st, 7s	107½	109
Cairo & Fulton—1st, 7s	.....	111
Cairo Ark. & T.—1st, 7s	107⅜	107½
Gen. r'y & l. gr., 5s, 1931	76½	78
St. L. Alton & T. H.—1st	113	115
2d, pref., 7s, 1894	110	.....
2d, income, 7s, 1894	103	107
Belley. & S. Ill.—1st, 8s	*	123
St.P.Minn.&Man.—1st, 7s	108	.....
2d, 6s, 1909	108¾	.....
Dakota Ext.—6s, 1910	107¼	107½
Min's Un.—1st, 6s, 1922	*105	110
St. P. & Dul.—1st, 5s, 1931	101	.....
So. Car. Ry.—1st, 6s, 1920	102⅜	103
2d, 6s, 1931	90	95
Tex.Cen.—1st, s.f., 7s, 1909	105	107
1st mort., 7s, 1911	105	.....
Tol. Del. & Bur.—Main, 6s	*.....	61
1st, Dayt. Div., 6s, 1910	.....	.....
1st, Ter'l trust, 6s, 1910	.....	.....
Va. Mid.—M. inc., 6s, 1927	53	55
Wab. St.L. & P.—Gen'l, 6s	80	80½
Chic. Div.—5s, 1910	80	81
Hav. Div.—6s, 1910	86	90
Tol.P.&W.—1st, 7s, 1917	107	108
Iowa Div.—6s, 1921	*.....	91
Ind'polis Div.—6s, 1921	.....	.....
Detroit Div.—6s, 1921	.....	.....
Cairo Div.—5s, 1931	.....	.....
Wabash—M., 7s, 1909	93	98
Tol. & W.—1st, ext., 7s	108⅜	.....
1st, St. L. Div., 7s, '89	103¾	.....
2d, ext., 7s, 1893	*100	.....
Equip. b'ds, 7s, 1883	40	50
Consol. conv., 7s, 1907	95	98
Gt. West.—1st, 7s, '88	108½	109
2d, 7s, 1893	100	.....
Q. & T.—1st, 7s, 1890	*99	.....
Han.& Naples—1st, 7s	.....	.....
Ill.&So.Ia.—1st Ex., 6s	.....	.....
St.L.K.C.&N.—R.e.7s	108½	110
Om. Div.—1st, 7s	.....	108½
Clar'da Br.—6s, 1919	.....	.....
St. Chas. Br.—1st, 6s	90	95
No. Missouri—1st, 7s	119	120
West. Un. Tel.—1900, cp.	116	118
1900, reg.	.....	117½
N.W. Telegraph—7s, 1904	.....	.....
Mut. Un.T.—S.F., 6s, 1911	.....	77
Spring Val.W.W.—1st, 6s	110	.....
Oregon RR. & N.—1st, 6s	106	106½

INCOME BONDS.

(Interest payable if earned.)

Ala. Cent.—Inc. 6s, 1918.	.....	.....
Alleg'y Cent.—Inc., 1912.	.....	.....
Atl. & Pac.—Inc., 1910	.....	.....
Central of N. J.—1908	85	90
Col. C. & I. C.—Inc. 7s, '90	51	51
Reorga'n Tr'st Co. Cert.	59½	63
Cent. Ia.—Coup. debt ctfs.	*.....	65
Ch. St. P. & M.—L. g. inc., 6s	.....	.....
Chic. & E. Ill.—Inc., 1907	.....	.....
Des M. & Ft. D.—1st, inc., 6s	.....	.....
Det. Mac. & Marq.—Inc.	.....	.....
E.T.V.&Ga.—Inc., 6s, 1931	.....	40¼
El.C. & No.—2d, inc., 1917	.....	.....
G. Bay W. & St.P.—2d, inc.	*.....	25
Ind. Bl. & W.—Inc., 1919	.....	.....
Consol., Inc., 6s, 1921	45	47
Ind's Dec.& Spr'd—2d inc	.....	55
Trust Co. certificates	.....	.....
Leh. & Wilkesb. Coal—'88	*80	.....
Lake E. & W.—Inc. 7s, '99	.....	48
Sand'ky Div.—Inc., 1920	39	50
Laf. Bl. & Mun.—Inc. 7s, '99	*45	.....
Mil. L. S. & W.—Incomes	*.....	82
Mob. & O.—1st prf. deben.	85	86
2d pref. debentures	50	51
3d pref. debentures	37½	39
4th pref. debentures	*32	34
N.Y. Lake E. & W.—Inc. 6s	*.....	96
N.Y.P.&O.—1st inc. ac., 7s	*51	57
Ohio Cent.—Income, 1920	31	32
Min'l Div.—Inc. 7s, 1921	.....	.....
Ohio So.—2d inc., 6s, 1921	27	31¾
Ogdens. & L.C.—Inc., 1920	.....	.....
Small	.....	.....
Peoria D. & Ev.—Inc., 1920	*.....	65
Evans. Div.—Inc., 1920	.....	65
Roch. & Pitts.—Inc., 1921	45	47
Rome W. & Og.—Inc., 7s.	44	44¾
So. Car. Ry.—Inc., 6s, 1931	*60	.....
St. Louis I. M. & So.—		
1st, 7s, pref., int. accum.	105	.....
2d, 6s, inf. accum'lative	.....	.....
St'g & Ry.—Ser. B., inc. '94	.....	.....
Plum inco.nes, 6s, 1896	.....	37
Sterlin · Mt. Ry.—Inc., '95	.....	.....
St. L. A. & T. H.—Div. bds	60	65
Tol. Del. & B.—Inc., 6s, 1910	*.....	16
Dayton Div.—6s, 1910	.....	.....
Tex. & st. L.—L. g., inc 1920	.....	.....

* No price Friday—these are latest quotations made this week.

New York Local Securities.

Bank Stock List.

COMPANIES. Marked thus (*) are not National.	Par.	PRICE. Bid.	Ask.
America*	100	154	.....
Amer. Exchange	100	.....	.....
Bowery	100	.....	.....
Broadway	25	240	.....
Butchers' & Drov's'	25	.....	.....
Central	100	.....	.....
Chase	100	175	.....
Chatham	25	130	.....
Chemical	100	2,001	.....
Citizens'	25	.....	.....
City	100	250	.....
Commerce	100	151	152
Continental	100	120	.....
Corn Exchange*	100	.....	.....
East River	25	.....	.....
Eleventh Ward*	25	.....	.....
Fifth	100	.....	.....
Fifth Avenue*	100	.....	.....
First	100	.....	.....
Fourth	100	121	.....
Fulton	30	130	135
Gallatin	50	.....	.....
German American*	75	.....	.....
German Exchange*	100	.....	.....
Germania*	100	.....	.....
Greenwich*	25	.....	.....
Hanover	100	135	.....
Imp. & Traders'	100	250	.....
Irving	50	.....	.....
Island City*	50	.....	.....
Leather Manuf'rs'	100	.....	.....
Manhattan*	50	.....	.....
Marine	100	.....	.....
Market	100	.....	.....
Mechanics'	25	147	.....
Mechanics' & Trads'	25	.....	.....
Mercantile	100	115	.....
Merchants'	50	129	.....
Merchants' Exch	50	.....	97
Metropolis*	100	.....	.....
Metropolitan	100	.....	.....
Murray Hill*	100	.....	.....
Nassau*	100	.....	.....
New York	100	145	155
N. Y. Nat. Exch	100	.....	.....
Ninth	100	120	.....
North America*	70	.....	.....
North River*	30	.....	.....
Oriental*	25	.....	.....
Pacific*	50	155	.....
Park	100	158	161
People's*	25	.....	.....
Phenix	20	99¾	100
Produce*	50	.....	.....
Republic	100	134	.....
St. Nicholas*	100	.....	137
Seventh Ward	100	103	.....
Second	100	.....	.....
Shoe & Leather	100	.....	.....
State of New York*	100	133	.....
Third	100	.....	.....
Tradesmen's	40	.....	116
Union	50	151	.....
United States	100	.....	.....
Wall Street	50	102½	.....
West Side*	100	.....	.....

Insurance Stock List.

[Prices by E. S. Bailey, 7 Pine St.]

COMPANIES.	Par.	PRICE. Bid.	Ask.
American	50	148	153
Amer. Exchange	100	105	110
Bowery	25	170	190
Broadway	25	170	176
Brooklyn	17	160	190
Citizens'	20	140	150
City	70	117	120
Clinton	100	120	130
Commercial	50	95	100
Continental	100	230	240
Eagle	40	210	220
Empire City	100	70	80
Exchange	30	90	100
Farragut	50	117	125
Firemen's	17	80	85
Firemen's Trust	10	90	100
Franklin & Emp	100	115	120
German-American	100	180	190
Germania	50	140	147
Globe	50	110	120
Greenwich	25	250	280
Guardian	100	60	70
Hamilton	15	115	120
Hanover	50	130	140
Hoffman	50	80	85
Home	100	145	150
Howard	50	80	85
Importers' & Trad's'	50	75	80
Irving	100	70	80
Jefferson	30	125	130
Kings C'nty (Bkn.)	20	180	210
Knickerbocker	40	75	85
Lamar	100	70	75
Long Isl'd (B'klyn)	50	105	110
Lorillard	25	53	60
Manufac. & Build	100	107	113
Manhattan	100	25	45
Mech. & Traders'	25	120	130
Mechanics' (Bklyn)	50	130	140
Mercantile	50	65	75
Merchants'	50	100	110
Montauk (Bklyn.)	50	105	110
Nassau (Bklyn.)	50	140	150
National	37½	95	106
N. Y. Equitable	35	145	150
N. Y. Fire	100	80	90
N. Y. & Boston	100	5	10
New York City	100	60	65
Niagara	50	165	170
North River	25	103	108
Pacific	25	165	170
Park	100	110	120
Peter Cooper	20	160	170
People's	50	117	120
Phenix	50	145	147½
Relief	50	55	67
Republic	100	75	85
Rutgers'	25	120	140
Standard	50	100	105
Star	100	70	75
Sterling	100	50	60
Stuyvesant	25	120	126
Tradesmen's	25	80	85
United States	25	125	135
Westchester	10	120	126
Williamsburg City	50	220	260

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date. *	Bid.	Ask.
		$		p.c.			
Brooklyn Gas-Light	25	2,000,000	Var's	5	Nov., '82	107	112
Citizens' Gas-L. (Bklyn.)	20	1,200,000	Var's	3	Jan., '83	72	75
Bonds	1,000	315,000	A. & O.	3½	Oct., '82	105	110
Harlem	50	1,850,000	F. & A	3	Aug., '82	95	98
Jersey City & Hoboken	20	750,000	J. & J.	7½	Jan., '83	155	160
Manhattan	50	4,000,000	J. & J.	5	Dec., '82	220	225
Metropolitan	100	2,500,000	M. & S.	6	Aug., '82	190	200
Bonds	500	750,000	F. & A.	3		105	110
Mutual (N. Y.)	100	3,500,000	Quar.	2½	Jan., '83	111	113
Bonds	1,000	1,500,000	M. & N.	6	1982	102	104
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '81	50	55
Scrip	Var's	700,000	M. & N.	3½	Nov., '82	90	95
New York	100	4,000,000	M. & N.	5	Nov., '82	115	120
People's (Bklyn.)	10	1,000,000	J. & J.	3½	Jan., '76	45	50
Bonds	1,000	375,000	M. & N.	3½	Nov., '82	103	105
Bonds	Var's	125,000	Var's	3	Oct., '82	87	92
Central of New York	50	466,000	F. & A.	3	Aug., '82	75	85
Williamsburg	50	1,000,000	Quar.	1½	Feb., '82	50	55
Bonds	1,000	1,000,000	A. & O.	3	Oct., '82	100	102
Metropolitan (Bklyn.)	100	1,000,000	M. & N.	3	Jan., '83	78	80
Municipal	100	3,000,000		7	Nov., '82	187	192½
Bonds		750,000	M. & N.	6	1888	106	110
Fulton Municipal	100	1,500,000				65	70

[Quotations by H. L. Grant, Broker, 145 Broadway.]

					*		
Bl'cker St. & Fult. F.—Stk	100	900,000	J. & J.	¾	Jan., '83	24	27
1st mort.	1,000	694,000	J. & J.	7	July, 1900	107	112
Br'dway & 7th Av.—St'k	100	2,100,000	Q.—J.	2	Jan., '83	144	146½
1st mort.	1,000	1,500,000	J. & D.	7	June, '84	102	103
Brooklyn City—Stock	10	2,000,000	Q.—F.	3½	Nov., '82	210	216
1st mort.	1,000	300,000	M. & N.	7		102	110
Br'dway (Bkln.)—Stock	100	200,000	Q.—J.	6	Jan., '83	190	205
Bklyn. Crosstown—Stock	100	400,000	Q.—J.	6	Jan., '83	150	
1st mort. bonds	1,000	300,000	Q.—J.	7	1888	105	112
Bush w'k Av. (Bkln)—S'k	100	500,000	J. & J.	6	Jan., '83	150	
Cent. Pk. N. & E. Riv.—Stk	100	1,800,000	Q.—J.	6	Jan., '83	145	147
Consol. mort. bonds	1,000	1,200,000	J. & D.	7	Dec., 1902	115	117
Christ'ph'r & 10th St—Stk	100	650,000	F. & A.	2½	Aug., '82	108	112
Bonds	1,000	250,000	J. & J.	7	1898	106	112
Dry Dk. E. B. & Bat'y—Stk	100	1,200,000	Q.—F.	4	Nov., '82	255	265
1st mort., consol.	500&c.	900,000	J. & D.	7	June, '93	115	117½
Eighth Av.—Stock	100	1,000,000	Q.—J.	3	Jan., '83	250	
1st mort.	1,000	503,000	J. & J.	7	June, '84	100	110
42d & Gr'nd St. F'ry—Stk	100	748,000	M. & N.	6	Nov., '82	250	
1st mort.	1,000	238,000	A. & O.	7	April, '93	110	115
Central Crosstown—Stk	100	600,000				78	82½
1st mort.	1,000	200,000	M. & N.	7	Nov., 1904	103	108
Houst. W. St. & P. F'y—Stk	100	250,000				80	
1st mort.	500	500,000	J. & J.	7	July, '94	110	115
Second Av.—Stock	100	1,199,500	J. & J.	5	Jan., '83	180	185
3d mort.	1,000	150,000	A. & O.	7	April, '85	103	
Consol. conv.	1,000	1,050,000	M. & N.	7	Nov., '88	104	108
Extension	500&c.	200,000	M. & S.	7	Sept., '83	180	
Sixth Av.—Stock	100	750,000	M. & N.	5	Nov., '82	240	250
1st mort.	1,000	500,000	J. & J.	7	July, '90	110	115
Third Av.—Stock	100	2,000,000	Q.—F.	5	Nov., '82	270	
1st mort.	1,000	2,000,000	J. & J.	7	July, '90	110	113
Twenty-third St.—Stock	100	600,000	F. & A.	4	Aug., '82	155	162
1st mort.	1,000	250,000	M. & N.	7	May, '93	113½	115

This column shows last dividend on *stocks*, but date of maturity of *bonds*.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.	Bid.	Ask.
BOSTON.		
Atch. & Topeka—1st, 7s.	121	.....
Land grant, 7s	.....	.....
Atlantic & Pacific—6s	94½	.....
Income	20¾	.....
Boston & Maine—7s	.....	.....
Boston & Albany—7s	.....	.....
6s	.....	.....
Boston & Lowell—7s	.....	.....
6s	.....	.....
Boston & Providence—7s	.....	.....
Burl. & Mo.—Ld. gr., 7s	115½	.....
Nebraska, 6s	Ex.	113
Nebraska, 6s	103	.....
Nebraska, 4s	81½	82¼
Chic. Burl. & Q.—D. Ex	82⅞	.....
Conn. & Passumpsic—7s	.....	.....
Connotton Valley—6s	33	38
5s	31	.....
California Southern—6s	65	.....
East'rn, Mass.—4½s, new	109¾	110
Fort Scott & Gulf—7s	112	.....
Hartford & Erie—7s	50½	52
K. City Lawr. & So.—5s	105	.....
K. City St. Jo. & C. B.—7s	.....	114
Little R. & Ft. S.—7s, 1st	105	105¼
Mass. Central—6s	25	26
Mexican Central—7s	73½	73¾
N. Y. & N. England—6s	105	105⅛
7s	.....	116
N. Mexico & So. Pac.—7s	113½	.....
Ogdensb. & L. Ch.—Con. 6s	.....	.....
Income	.....	.....
Old Colony—7s	.....	.....
6s	.....	.....
Pueblo & Ark. Val.—7s	114	114¼
Rutland—6s, 1st	.....	.....
Sonora—7s	105	105¼
T. Cinn. & St. L.—1st, 6s	50	.....
Income	11¾	.....
Dayton Division	.....	.....
Main line	.....	.....
STOCKS.		
Atchison & Topeka	*85½	.....
Boston & Albany	174½	175
Boston Clinton & Fitchb.	.....	56
Boston & Lowell	101½	102½
Boston & Maine	150	.....
Boston & Providence	160	.....
Cheshire, preferred	.....	.....
Chic. & West Michigan	60	.....
Cinn. Sandusky & Cleve.	24¼	25
Concord	.....	.....
Connecticut River	161	.....
Conn. & Passumpsic	90	.....
Connotton Valley	.....	3¼
Eastern, Mass.	40	.....
Eastern, New Hampsh.	87½	90
Fitchburg	121	.....
Flint & Pere Marquette	27⅜	.....
Preferred	*	99⅞
Fort Scott & Gulf—Pref.	122	.....
Common	80	.....
Iowa Falls & Sioux City	88¾	.....
Little Rock & Ft. Smith	35	.....
Maine Central	82½	.....
Manchester & Lawrence	.....	.....
Marq. Hought'n & Onton	*72	72½
Preferred	*114	115
Nashua & Lowell	150	.....
N. Y. & New England	51	.....
Northern of N. Hampsh.	109½	110
Norwich & Worcester	.....	.....
Ogdensb. & L. Champlain	.....	.....
Old Colony	135	.....
Portland Saco & Portsm.	112	.....
Pullman Palace Car	125	115⅜
Rutland—Preferred	19½	20
Revere Beach & Lynn	.....	.....
Tol. Cinn. & St. Louis	4⅞	5
Verm't & Massachusetts	.....	.....
Worcester & Nashua	.....	.....
Wisconsin Central	16	16½
Preferred	.....	.....
PHILADELPHIA.		
RAILROAD STOCKS. †		
Allegheny Valley	.....	.....
Buffalo Pittsb. & West'n	19⅛	19¼
Preferred	.....	.....
Camden & Atlantic	.....	.....
Preferred	.....	.....
Catawissa	22½	.....
1st preferred	56	.....
2d preferred	54½	56
Delaware & Bound Brook	130	.....
East Pennsylvania	.....	.....
Elmira & Williamsport	40	.....
Preferred	58	.....
Har. P. Mt. Joy & Lanc'r	70	.....
Huntingd'n & Broad Top	14½	15½
Preferred	.....	30⅜
Lehigh Valley	64½	65
Preferred	.....	.....
Little Schuylkill	57	.....
Minehill & Sch. Haven	61½	.....
Nesquehoning Valley	.....	55
Norfolk & West'n—Com.	.....	.....
Preferred	.....	.....
Northern Central	55	55
North Pennsylvania	.....	.....
Pennsylvania	61	61⅛
Philadelphia & Erie	19	.....
Phila. Ger. & Norristown	105½	106½
Phila. Newtown & N.Y.	.....	.....
Phila. & Reading	29	29⅛
Phila. & Trenton	.....	.....
Phila. Wilm. & Balt.	61	.....
Pittsb. Cin. & St. L.—Com.	.....	.....
St. Paul & Duluth—Com.	40	.....
Preferred	95	.....
United N. J. Companies	188	189
West Chester—Cons. pref.	.....	.....
West Jersey	48	.....
West Jersey & Atlantic	29	.....
CANAL STOCKS.		
Lehigh Navigation	40¾	41
Pennsylvania	.....	.....
Schuylkill Navigation	.....	.....
Preferred	13¼	14
RAILROAD BONDS.		
Allegh. Val.—7 3-10s, '96	122¾	.....
7s, E. ext., 1910	.....	120
Inc. 7s, end., coup., '94	48½	50
Belvid'e Del.—1st, 6s, 1902	.....	121½
2d, 6s, 1885	104	.....
3d, 6s, 1887	104	.....
Cam. & Amboy—6s, c., '83	101½	.....
6s, coup., 1889	105	.....
Mort., 6s, 1889	.....	112½
Cam. & Atl.—1st, 7s, g., '93	119	120
2d, 6s, 1904	102	.....
Cons., 6 p. c	.....	.....
Cam. & Burl. Co.—6s, '97	.....	.....
Catawissa—1st, 7s, con. c.	.....	117
Chat. M., 10s, 1888	.....	.....
New 7s, reg. & coup	120	.....
Charl'ts V.—1st, 7s, 1901	.....	.....
Connect'g 6s, cp., 1900-04	119	125
Delaware—6s, rg. & cp., V.	.....	.....
Del. & Bound Br.—1st, 7s	125½	.....
East Penn.—1st, 7s, 1888	.....	.....
Easton & Amb'y—5s, 1920	.....	.....
El. & Wmsp't—1st, 6s, 1910	115	.....
5s, perpetual	.....	100
Harrisb'g—1st, 6s, 1883	101	.....
H. & B. T.—1st, 7s, g., 1896	.....	.....
Cons. 5s, 1895	80	90
Ithaca & Ath.—1st, gld., 7s	.....	.....
Junction—1st, 6s, 1882	.....	.....
2d, 6s, 1900	110	115½
Lehigh V.—1st, 6s, reg., '98	120	.....
1st, 6s, coup., 1898	120	.....
2d, 7s, reg., 1910	133	.....
Cons. 6s, reg., 1923	120	.....
Cons. 6s, cp., 1923	.....	.....
N. O. Pac.—1st, 6s, 1920	86½	.....
No. Penn.—1st, 6s, cp., '85	103	.....
2d, 7s, cp. 1896	119	.....
Gen., 7s, reg., 1903	.....	.....
Gen., 7s, cp., 1903	.....	.....
Debenture 6s, reg.	103	.....
Norfolk & West.—Gen., 6s	.....	.....
Oil Creek—1st, 6s, coup.	102½	.....
Pennsylv.—Gen., 6s, reg.	123½	125
Gen., 6s, cp., 1910	123½	.....
Cons., 6s, reg., 1905	.....	118
Cons., 6s, coup., 1905	.....	.....
Cons., 5s, reg., 1919	107	.....
Pa. & N. Y. C.—7s, 1896	.....	125
7, 1906	.....	127
Perkiomen—1st, 6s, cp. '87	.....	100
Phil. & Erie—2d. 7s, cp., '88	112	113
Cons., 6s, 1920	.....	.....
Cons., 5s, 1920	103	104
Phila. Newt. & N.Y.—1st	.....	.....
Phil. & R.—1st, 6s, 1910	.....	.....
2d, 7s, coup., 1893	120	122
Cons., 7s, reg., 1911	124½	.....
Cons., 7s, coup., 1911	124	125
Cons., 6s, g., I.R.C. 1911	110½	.....
Imp., 6s, g., coup., 1897	.....	.....
Gen., 6s, g., coup., 1908	93¾	94
Gen., 7s, coup., 1908	100⅞	.....
Income, 7s, coup., 1896	.....	95
Debenture coup., 1893‡	60	.....
Deb. coup. off, 1893	.....	.....
Scrip, 1882	103	.....
Conv., 7s, R. C., 1893‡	76½	77½
Conv. 7s, coup. off, 1893	.....	.....
Phil. Wil. & Balt.—4s, tr. ct	92¾	93
Pitts. Cin. & St. L.—7s, reg	121	.....
7s, coup., 1900	.....	.....
Pitts. Titus. & B.—7s, cp.	95¼	.....
Rich. & Dan.—Cons. int. 6s	.....	.....
Shamokin V. & Potts.—7s	120	.....
Sunbury & Erie—1st, 7s	.....	.....
Sunb. Haz. & W.—1st, 8s	87½	.....
2d, 6s, 1938	25	.....
Syr. Gen. & Corn.—1st, 7s	.....	.....
Texas & Pacific—1st, 6s, g.	105	107
Rio Gr. Div.—1930	.....	.....
Cons, 6s, gold, 1905	94¾	.....
Inc. & L. Gr., 7s, 1915	.....	.....
Union & Titusv.—1st, 7s	92½	94
United N. J.—Cons. 6s, '94	.....	.....
Warren & F.—1st, 7s, '96	112	.....
West Chester—Cons. 7s	117	119
West Jersey—6s, deb. cp.	.....	.....
1st, 6s, coup., 1896	.....	.....
1st, 7s, 1899	121	.....
Cons. 6s, 1909	.....	.....
W. Jersey & Atl.—1st, 6s, C.	108½	.....
Western Penn.—6s, coup.	107	110
6s, P. B., 1896	.....	.....
Gen., 7s, coup., 1901	.....	.....
CANAL BONDS.		
Ches. & Del.—1st, 6s, 1886	85	.....
Lehigh Nav.—6s, reg., '84	102	.....
Mort. RR., reg., 1897	115½	.....
Cons., 7s, reg., 1911	115	.....
Greenw'd Tr., 7s, reg.	.....	.....
Morris—Boat Loan rg., '85	.....	.....
Pennsylv.—6s, cp., 1910	85½	87
Schuylk. Nav.—1st, 6s, rg.	105	.....
2d, 6s, reg., 1907	80	90
BALTIMORE.		
RAILR'D STOCKS. Par		
Baltimore & Ohio	100	200	.....
1st pref.	.....	.....
2d pref.	.....	122
Wash. Branch	100	.....	.....
Parkersburg Br.	50	8	.....
Northern Central	50	54½	.....
Western Maryland	50	14	16
Central Ohio—Com.	50	48	51
Pittsburg & Connellsville	.....	.....	.....
RAILROAD BONDS.			
Atlanta & Charl.—1st	.....	104½	.....
Inc.	.....	.....	77
Balt. & Ohio—6s, '85, A. & O	.....	104¼	.....
Columbia & Greenv.—1sts	.....	100½	101
2ds	.....	72¼	.....
N. W. Va.—3d, guar., J. & J.	.....	.....	.....
Pittsb. & Con'ells.—7s, J. & J	.....	119	.....
No. Central—6s, '85, J. & J.	.....	102⅝	104
6s, 1900, A. & O.	.....	.....	118
6s, gold, 1900, J. & J.	.....	.....	115½
Cen. Ohio.—6s, 1st, M. & S.	.....	109¾	110
W. Md.—6s, 1st, g., J. & J.	.....	.....	113
1st, 1890, J. & J.	.....	.....	.....
2d, guar., J. & J.	.....	.....	.....
2d, pref.	.....	109	110
2d, guar. by W. Co., J. & J.	.....	.....	.....
6s, 3d, guar., J. & J.	.....	.....	.....
Mar. & Cin.—7s, '91, F. & A.	.....	130	130½
2d M & N	.....	100¾	101
8s, 3d, J. & J.	.....	54¾	55½
Richm. & Danv.—Gold, 6s	.....	.....	.....
Union RR.—1st, gua. J. & J	.....	116	120
Canton endorsed	.....	117	.....
Virginia & Tenn.—6s	.....	.....	.....
8s	.....	.....	.....
Wil. & Weldon—Gold, 7s	.....	.....	.....
Wilm. C. & Aug.—6s	.....	109	109½

* Ex-dividend. † Per share. ‡ In default.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "January 1 to latest date" furnish the gross earnings from January 1 to, and including, the period mentioned in the second column:

Roads.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo	1883.	1882.	1883.	1882.
		$	$	$	$
Bur.Ced.R.& No.	1st wk Jan	53,396	55,998	53,396	55,998
Cent.Br.Un.Pac.	2d wk Jan	23,926	17,417	45,754	29,341
Chicago & Alton	1st wk Jan	148,560	138,684	148,560	138,684
Chic. & East. Ill.	1st wk Jan	29,605	32,127	29,605	32,127
Chic.& Gr.Trunk	Wk. Jan. 6	44,587	24,764	44,587	24,764
Chic. Mil & St. P.	2d wk Jan	308,000	333,715	651,000	659,770
Chic. & Northw.	2d wk Jan	303,485	389,249	616,585	735,619
Ch.St.P.Min.&O.	2d wk Jan	72,190	72,935	147,990	145,635
Clev.Akron& Col	1st wk Jan	8,995	7,126	8,995	7,126
Col. Hock.V.&T.	2d wk Jan	49,493	54,262	107,442	115,789
Denv. & Rio Gr.	2d wk Jan	96,300	109,500	185,300	230,800
Des Mo.& Ft. D.	1st wk Jan	5,247	7,183	5,247	7,183
Dub. & Sioux C.	1st wk Jan	15,259	18,725	15,259	18,725
E.Tenn.Va &Ga.	1st wk Jan	67,887	55,666	67,887	55,666
Evansv. & T. H.	1st wk Jan	11,816	8,889	11,816	8,889
Ft.W. & Denver.	2d wk Jan	6,500	.....	12,700	.....
Gr.Bay W.&St.P.	1st wk Jan	7,004	5,585	7,004	5,585
GulfCol&San.Fe	1st wk Jan	37,384	28,198	37,384	28,198
Hannibal&St.Jo	2d wk Jan.	41,900	29,500	77,500	59,000
Ind.Bloom.& W.	1st wk Jan	58,384	39,659	58,384	39,659
Int. & Gt. North.	2d wk Jan.	78,593	50,59	145,544	103,295
L. Erie & West'n	1st wk Jan	26,550	26,838	26,550	26,838
Long Island	2d wk Jan.	30,078	29,229	66,310	62,463
Louisv.& Nashv	2d wk Jan.	242,840	224,840	484,780	426,480
Mil. L.Sh.& West	2d wk Jan.	17,577	15,960	30,468	29,870
Mo. Kan. & Tex.	2d wk Jan.	122,143	92,058	236,878	182,845
Missouri Pacific.	2d wk Jan.	162,800	122,431	303,700	250,331
Metropol. Elev.	17 dys Jan	118,349	123,625	118,349	123,625
N.Y. Elevated.	17 dys Jan	177,487	142,731	177,487	142,731
Norfolk & West.	1st wk Jan	38,833	35,158	38,839	35,158
Northern Pacific	2d wk Jan.	95,061	55,406	213,261	110,812
Ohio Central	1st wk Jan	20,082	24,395	20,082	24,395
Ohio Southern	1st wk Jan	9,280	6,516	9,280	6,516
Peo. Dec. & Eve.	1st wk Jan	8,981	13,265	8,981	13,265
St. L.Alt. & T.H.	1st wk Jan	25,988	24,745	25,988	24,745
Do (brchs.)	1st wk Jan	12,210	12,274	12,210	12,274
St.L.Iron Mt.&S.	2d wk Jan.	136,805	130,573	278,623	242,885
St.L.&San Fran.	2d wk Jan.	61,700	58,210	117,000	112,980
St. Paul & Dul.	2d wk Jan.	18,693	15,137	37,077	30,274
St. P. Minn.& M.	2d wk Jan.	128,000	102,946	248,000	180,022
Scioto Valley	2d wk Jan.	8,641	8,016	16,932	15,472
Texas & Pacific	2d wk Jan.	126,788	77,562	245,083	150,543
Tol. Cin. & St. L.	1st wk Jan	17,450	13,917	17,450	13,917
Union Pacific	16 dys Jan	948,340	1,044,872	948,340	1,044,872
Wab.St.L.& Pac.	2d wk Jan.	325,700	299,388	610,593	590,954
Wisconsin Cent.	1st wk Jan	21,896	15,926	21,896	15,926

Roads.	Latest Earnings Reported			Jan. 1 to Late t Date.	
	Week or Mo	1882.	1881.	1882.	1881.
		$	$	$	$
Ala.G.Southern	December.	94,779	86,897	856,724	789,372
Atch.Top.& S.Fe	November.	1,331,470	1,303,385	13,296,823	11,125,756
Buff. Pittsb.&W.	November.	86,817	60,759	827,897	620,125
Cairo & St. Louis	December.	34,953	41,396	380,416	427,663
Central of Ga.	November.	411,800	419,551	.....	.....
Central Pacific	December.	1,968,000	2,225,179	25,713,150	24,094,099
Charl.Col.&Aug.	December.	76,972	69,972	.....	.....
Chesap. & Ohio.	3 wks Dec.	187,677	133,736	3,269,297	2,636,938
Chic. Bur. & Q.	November.	2,199,421	1,816,133	19,523,744	19,270,965
Chic. & W. Mich.	2d wk Dec	26,223	25,666	1,422,642	1,253,710
Cin.Ind.St.L.&C.	December.	189,956	195,809	2,645,529	2,415,372
Cincinnati South	November.	242,932	225,937	2,334,542	.....
Columb.&Green.	3 wks Dec	†33,172	†42,311	.....	.....
Danbury & Nor	November.	18,097	17,604	.....	.....
Denv.& R.Gr.W.	November.	36,168	.....	.....	.....
Des M. & Ft. D.	December.	28,410	35,286	347,168	401,925
Det. Lan. & No.	December.	125,813	122,141	1,594,961	1,377,698
Eastern	December.	249,391	248,308	3,413,840	3,187,415
Eliz. Lex. & B.S	November.	61,188	.....	482,229	.....
Flint & P. Marq.	4th wk Dec	65,494	55,894	2,156,927	1,875,146
Gal.Har.&San A	October...	190,685	128,693	1,262,462	1,009,653
Grand Trunk	Dec. 30	382,639	296,984	.....	.....
Hous.E.&W.Tex	December.	26,070	21,842	266,860	165,728
Hous.& Tex.Cen	December.	430,182	376,877	3,175,389	3,748,655
Illinois Cen.(Ill.)	December	543,092	583,085	6,914,867	6,733,955
Do (Iowa)	December.	153,959	180,390	1,916,414	1,852,442
Iowa Central	December.	102,229	120,122	1,165,178	1,001,366
K.C.Ft.S. & Gulf	December.	168,618	160,093	1,750,382	1,554,556
L. R. & Ft.Smith	December.	80,070	62,932	.....	.....
L.Rk.M.Riv.& T	December	45,700	33,404	.....	.....
Louis. N.A.& Ch.	November.	122,000	88,000	.....	.....
Mar.Hough.& O	December.	23,000	19,000	1,197,426	903,519
Memp. & Charl.	December.	146,448	137,399	.....	.....
Mexican Cent.	December	22,544	.....	.....	.....
Do So.Div	December.	148,156	.....	1,078,880	.....
Mexican Nat'l.	November.	77,209	.....	.....	.....
Minn.& St. Louis	December.	147,761	126,594	.....	.....
Mobile & Ohio.	December.	307,643	258,812	2,179,662	2,403,220
Nashv.Ch.& St.L.	December.	186,352	173,127	1,933,047	2,075,258
N. Y.& N. Engl'd	December.	261,082	240,064	3,408,169	2,809,943
N.Y.L.E.& West.	November.	1,818,824	1,715,469	.....	.....
Northern Cent.	November.	526,685	487,160	5,310,173	4,967,077
Ohio & Miss.	November.	343,793	266,425	.....	.....
Oregon Imp.Co.	October...	435,668	.....	2,801,908	.....
Oregon R.&N.Co.	December.	275,900	378,785	4,955,500	4,408,680
Oregon & Cal.	November.	112,000	.....	.....	.....
Pennsylvania	November.	4,373,825	3,840,215	44,922,657	40,392,427
Peoria Dec.&Ev.	December.	49,102	58,704	760,529	688,072
Philadelp.& Erie	November.	369,583	284,078	3,675,901	3,171,537
Phila.& Reading	November.	2,256,749	2,015,589	20,039,227	18,925,212
Do Coal & Ir	November.	1,657,792	1,482,790	14,029,256	12,716,153
Richm.& Danv.	December.	322,448	360,958	3,657,920	3,506,862
St.Johnsb.&L.C.	November.	24,584	19,489	241,132	198,105
South Carolina	December.	149,010	126,062	1,313,746	1,245,285
§So. Pac. Cal.	Septemb'r.	‡347,562	.....	‡2,943,006	.....
So. Pac. of Ariz.	Septemb'r.	‡ 30,690	.....	‡ 257,388	.....
Do of N.Mex	Septemb'r.	‡68,810	.....	‡2,145,386	.....
Utah Central	November.	136,204	149,572	‡ 557,588	.....
Vicksb'rg& Mer.	December.	67,828	67,897	1,391,415	.....
Va. Midland	December.	108,386	119,384	485,357	.....
West Jersey	November	68,856	.....	1,415,363	1,333,545
				1,036,648	.....

† Freight earnings only.
‡ Included in Central Pacific earnings above.
§ Southern Division.

New York City Banks.

The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Jan. 13:

Banks.	Capital.	Average amount of— Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
	$	$	$	$	$	$
New York	2,000,000	9,592,000	2,108,000	438,000	9 313,000	495,000
Manhattan Co.	2,050,000	7,690,000	1,464,000	472,600	6,879,000	.....
Merchants	2,000,000	6,901,900	1,540,100	587,700	6,449,800	359,000
Mechanics'	2,000,000	7,380,000	1,025,000	662,000	6,262,000	.....
Union	1,200,000	4,436,600	515,600	413,200	3,550,000	.....
America	8,000,000	8,264,700	1,893,900	492,400	6 772,000	1,100
Phœnix	1,000,000	2,679,000	772,000	83,000	2 522,000	267,600
City	1,000,000	6,946,600	3,094,800	316,000	7,592,500	.....
Tradesmen's	1,000,000	3,068,400	409,900	93,300	1,957,800	775,700
Fulton	600,600	1,581,000	294,700	120,100	1,213,300	.....
Chemical	300,000	12,848,600	4,038,200	549,800	13 746,600	.....
Merch'nts' Exch.	1,000,000	3,322,600	714,200	300,400	3,159 100	281,700
Gallatin Nation'l	1,000,000	4,213,100	292,600	181,800	2,116,700	782,000
Butchers'&Drov.	300,000	1,585,000	281,800	145,500	1,563 500	238,800
Mechanics' & Tr.	200,000	947,000	173,000	96,000	970,000	128,000
Greenwich	200,000	988,900	26,400	163,400	956 300	2,600
Leather Man'f'rs	600,000	3,041,800	494,300	277,400	2,455 000	533,300
Seventh Ward	300,000	1,094,200	202,200	110,200	1,194,200	21,800
State of N. York	800,000	3,756,000	575,200	152,900	3,357,800	.....
American Exch	5,000,000	13 231,000	2,637,000	563,000	10,758 000	.....
Commerce	5,000,000	16,142,200	3,166 000	627,200	11,008,700	960 300
Broadway	1,000,000	5,471,100	835,500	284,500	4,318,000	900,000
Mercantile	1,000,000	6,025,100	732,300	768,000	5,802,500	793 000
Pacific	422,700	2,239,700	469,100	204,500	2,640,700	.....
Republic	1,500,000	5,681,700	552,200	175 300	3 240,600	1,125,000
Chatham	450,000	3,783,700	951,700	308,900	4,361,000	45,000
People's	200,000	1,500,400	249,700	103,800	1,831,500	5,400
North America	700,000	2,746,900	303,000	202,000	2,757 300	.....
Hanover	1,000,000	8,689,600	1,383,500	880,300	9 001 200	330,000
Irving	500,000	3,163,000	433,900	398,400	3,043,000	436,000
Metropolitan	3,000,000	12,329,000	1,650,000	921,000	9,027,000	2,156,000
Citizens'	600,000	2,448,900	572 400	201,800	2,853 800	270,000
Nassau	500,000	2,293,800	203,200	265,600	2,955 600	.....
Market	500,000	2,823,500	580,900	113,300	2,382,100	436 800
St. Nicholas	500,000	2,322,500	261,600	73,100	2,027,600	.....
Shoe & Leather	500,000	3,298,000	620,000	220,000	3,434,000	450,000
Corn Exchange	1,000,000	4,416,000	491,500	225,000	3,370,100	4,600
Continental	1,000,000	5,724,300	1,425 200	223 300	6,132,500	657,700
Oriental	300,000	2,014,900	81,300	375,800	2,054,100	.....
Marine	400,000	3,460,000	536,000	382,000	3,951,600	270,000
Importers' & Tr.	1,500,000	19 906,300	5,270,900	429,600	21,884,300	1,382,900
Park	2,000,000	17,122,800	4,879,000	1,264,500	21,650,100	45,000
Wall St. Nation'l	500,000	1,650,400	195,100	119,100	1,547,700	.....
North River	240,000	1,444,000	15,000	219,000	1,410,000	.....
East River	250,000	1,074,400	137,600	168,400	984,500	220,800
Fourth National	3,200,000	15,374,800	3,107,100	919,400	15 440,400	539,900
Central Nat.	2,000,000	7,508,000	738,000	1,420,000	8,094,000	297,000
Second Nation'l	300,000	3,052,000	600,000	443,000	3,757,000	90,000
Ninth National	750,000	5,911,900	1,255,700	463,800	6,043,300	591,300
First National	500,000	15,976,000	3,553 600	470,000	16,488,000	488,400
Third National	1,000,000	5,861,300	772,600	814,500	6,227,000	.....
N. Y. Nat. Exch.	300,000	1,392,000	218,800	121,700	1,115,000	270,000
Bowery National	250,000	1,854,500	297 200	242,000	1,840,000	225,000
N. York County	200,000	1,600,600	18 800	529,800	2,059 100	180,000
Germ'n Americ'n	750,000	2,719,500	328 300	98,000	2,458,900	.....
Chase National	300,000	4,572,000	1,221,100	593 700	5 325,000	45,000
Fifth Avenue	100,000	1,956,100	415,900	167,900	2 136,800	.....
German Exch.	200,000	1,582,400	58,000	256 000	1,891 300	.....
Germania	200,000	1,715,600	81,000	242,100	1 973,100	.....
U. S. Nat.	500,000	4,293,500	1,107,200	219,300	4,631,000	450,000
Lincoln Nat.	300,000	1,352,400	279,300	149,300	1,526,600	45,000
Total	60,962,700	317,891,200	62,477,800	22,372,900	307,920,000	17,526,700

The deviations from returns of previous week are as follows:

Loans and discounts	Inc.	$472,000	Net deposits Inc.	$5,038,900
Specie	Inc.	2,325,000	Circulation Dec.	10,900
Legal tenders	Inc.	2,163,200		

The following are the totals for two weeks:

1883.	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear
	$	$	$	$	$	$
Jan. 6	317,419,200	60,152,800	20,204,700	302,881,100	17,537,600	766,505,437
" 13	317,891,200	62,477,800	22,372,900	307,920,000	17,526,700	714,242,402

Boston Banks.

Following are the totals of the Boston banks

1883.	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Clear.
	$	$	$	$	$	$
Jan. 8	148,642,900	6,214,700	5,799,900	93,854,500	30,165,600	83,178,207
" 15	149,478,500	6,359,100	5,504,300	94,027,100	29,890,200	72,157,438

* Including the item "due to other banks."

Philadelphia Banks.

The totals of the Philadelphia banks are as follows:

1883.	Loans.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
	$	$	$	$	$
Jan. 6	72,333,295	19,379,464	66,122,235	9,797,680	56,663,380
" 13	72,744,784	19,513,543	66,782,752	9,776,750	55,193,965

Unlisted Securities.

Following are quoted at 38 New Street:

	Bid.	Asked.
Am. Railw'y Imp.Co—		
Ex bonds and stock.	8	....
Atl. & Pac.—Gs, 1st	94½	....
Incomes	19½	22
Blocks, 35 p. c.	101⅝	....
Cent. Branch	....	91½
Incomes	20	....
Bost.H.& E.—New st'k	⅝	¾
Old	⅜	⅝
B'klyn Elev.—Ass't pd.	9½	12½
1st mort	30	33
Buff. N. Y. & Ph.	26½	....
1st mort	96½	97
Cal. & Chi. Ca'l & Dk.	29	35½
Chicago & Atlantic	15	....
1st mort	97	102
Chic.&Can.South	3	5
1st mort	33	39
Contin'l Cons.—85 p.c	50½	55
Denver & N. Orleans.	....	50
Den.& R.G.R'y—Cons.	87	89
Denver &Rio. Gr.West	24	26
1st mort	71½	71¾
Ind. Dec. & Springf.	3	7
1st mort. fund	....	99
Intern'l Imp. 80 p. c.	49	50¾
Lehigh & Wilkesb. Co.	10	....
Memphis & Cha'ston	....	13
Mexican. Nat.	10½	12
Pref.	20	29
1st mort	50½	51½
Subsidy bonds	50	55
Mich.&O.—Subs.45 p.c	80	100
M.U.St'k Trust Certs.	18	24
Newb. D'tch & C.—Inc	15	30
N. J. & N. Y.—Com.	....	4
N.Y.W.Sh.&Buff.—Stk		
del.wh.iss.on old sub	33	35
5s	75	75⅛
Subs. O. & W.. 75 p.c	75	77⅛
N.Y. Sus. & West.—Stk	7	10
1st mort	75¼	76
Debentures	55	60
North Pac. div. scrip.	91½	92
No. Riv. Const.—90p.c	105	105½
N.Y.Chic&St.L. equip.	100	....
N.Y.L.&W.—5p.c.g.stk	82⅞	83
1st mort	109	....
N.Y.& Gr. L.—2d inc.	26	....
N. Y. Pa. & Ohio	....	....
Allan. & G W. com.	1¾	3
Pref.	1	2½
Oregon Improvem't	90	91½
1st mort	93¼	95⅝
Oregon Sh. Line deliv-ered when issued	....	....
Subs. 70 p. c.	....	112
Subs. ex-bd. & stk.	55½	....
Blks ex-bonds stk.	56	....
Or.Trans-C.—Sh. 80p.c	93	93½
Or.Trans.Cont.,bds	93¼	93½
Or.Ry.&Nav.—Rights.	....	13¾
Ohio C.—Riv. Div. 1st.	67	67½
Incomes	17	17⅜
Pensac. & Atlantic	34	37
1st mort	84¼	88
Rich.&D.Ext.subs.70%	....	60
St. Jo. & West	11½	14¾
St. Jo. & Pacific 1st.	60	....
2d mort	18	....
Kans. & Neb., 1st	60	70
2d mort	17	25
Tex.&Col.Imp.—60p.c	95	....
Ex-bond	10	....
Texas & St. Louis	....	....
1st mort., M.&A. div	70½	72
Tol. Cin. & St. Louis	8	....
1st mort	41½	....
Incomes	10	....
Vick. & Merid.	2½	6

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* CHRONICLE. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

St. Louis Vandalia & Terre Haute Railroad.

(For the year ending Oct. 31, 1882.)

The directors' report of the operations of this road by the lessee during the fiscal year ending Oct. 31, 1882, contains the following:

The gross earnings of the road during the fiscal year, as reported by the lessee, were	$1,596,125
Thirty per cent, being rental, was	$478,837

The year's charges against this sum were:

Interest on first mortgage bonds	$132,930	
Interest on second mortgage bonds	182,000	
Taxes for the year	34,456	
General expenses	1,107	
Total charges		350,493
Leaving a surplus for the year of		$128,343

This surplus has been applied as follows:

Suspended taxes for 1873, '74, '75 and '80	$17,956	
Liquidation of balance to debit of profit and loss Oct. 31, 1881	91,018	
		$108,975
Surplus over all charges Oct. 31, 1882		$19,368

The result to the lessee in operating the road during the year was as follows:

Total expenses	$1,187,560
Percentage of earnings (70) allowed therefor	1,117,287
Loss for 1882	$70,272
Loss for 1881	281,080
Decrease in loss	$210,807

The report says: "The gain in freight earnings was wholly in the local business, the increase in this branch of the traffic having been $26,653, which was offset in part by a decrease in the earnings from the through freights of $9,407. The gain in the local freight earnings was the result not so much of an increase in the tonnage as of an additional haul per ton; the latter having been 30 5-100 miles in 1882, and in 1881 27 55-100 miles, the difference being 2½ miles per ton, equal to 9 1-10 per cent. The gain in the local tonnage itself was but 2,163 tons, or 1 47-100 per cent; this tonnage in 1882 having been 459,296 tons, against 457,133 tons in 1881. In consequence of the low rates that prevailed during nearly the whole of the fiscal year on the through freights, the rates on local tonnage were also somewhat adversely affected. * * * The falling off in the earnings from through freights is wholly attributable to the reduction in the average rate received. This was 6 9-100 mills in 1882, against 6 69-100 mills in 1881, the reduction being equal to 8 97-100 per cent. Although there was a considerable decline in the coal tonnage, owing to the mild winter of 1881–2, the earnings from this source were nearly the same as in 1881; the receipts in 1882 having been $173,882 47 and $175,231 57 in 1881, a decrease of $1,349 10; while the coal tonnage was 327,184 tons in 1882, against 353,059 tons in 1881, a decrease of 25,875 tons."

"The balance due by the lessee was increased from $112,208 Oct. 31, 1881, to $215,530 Oct. 31, 1882. From this was payable Nov. 1 $91,000 for interest on the second mortgage bonds, leaving a net balance of $124,530 still to the company's credit with the lessee, besides a balance in the hands of the Treasurer of $3,154."

The following are statistics of traffic and earnings for four years past prepared for the CHRONICLE:

ROAD AND EQUIPMENT.

	1878-79.	1879-80.	1880-81.	1881-82.
Miles owned	158	158	158	158
Locomotives	32	29	32	38
Pass., mail & exp. cars.	24	25	25	24
Freight cars	529	510	984	1,231
Coal and all other cars.	336	373	377	377

OPERATIONS AND FISCAL RESULTS—LESSEE'S REPORT.

Operations—	1878-79.	1879-80.	1880-81.	1881-82.
Passengers carried	202,126	272,839	305,279	303,689
Passenger mileage	12,974,971	17,309,919	19,161,449	18,311,312
Av. rate per pass. per m.	2·566c.	2·437c.	2·217c.	2·353c.
Freight (tons) moved	879,007	991,519	1,066,031	1,126,799
Freight (tons) mileage.	86,424,1[illegible]9	96,544,226	107,089,535	115,982,845
Av. rate per ton per m.	0·931c.	1·044c.	0·934c.	0·877c.
Earnings—	$	$	$	$
Passenger	332,942	421,886	424,777	430,863
Freight	804,842	1,008,033	1,000,505	1,017,751
Mail, express, &c.	106,860	122,882	140,233	147,512
Total gross earn'gs.	1,244,644	1,552,801	1,565,515	1,596,126
Operating expenses—				
Maintenance of way, &c	322,844	297,908	454,464	236,525
Motive power & equip.	301,393	382,872	442,023	476,867
Transportat'n expenses	301,467	400,951	448,588	447,459
General	24,668	25,052	31,866	26,709
Tot. oper. expenses.	950,372	1,106,783	1,376,941	1,187,560
Net earnings	294,272	446,018	189,574	408,566

INCOME ACCOUNT, ST. LOUIS VANDALIA & TERRE HAUTE PROPER.

Receipts—	1878-79.	1879-80.	1880-81.	1881-82.
	$	$	$	$
R'ntal (30 p.c. gr. ear'gs)	373,393	465,840	469,654	478,837
Other receipts	185	80	170	.....
Total income	373,578	465,920	469,824	478,837
Disbursements—	$	$	$	$
Interest on debt	314,930	314,930	314,930	314,930
Taxes	33,423	2[illegible],573	32,188	34,457
General expenses	2,974	3,482	1,924	1,107
Total disbursements	351,327	346,984	349,042	350,494
Balance, surplus*	22,251	118,936	120,782	128,343

* The loss to the lessee on the four years' operations was as follows: 1878-79, $79,120; 1879-80, $19,822; 1880-81, $281,080; 1881-82, $70,272.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—	1878-79.	1879-80.	1880-81.	1881-82.
	$	$	$	$
R'road, b'l'd'gs, equip, &c	8,330,209	8,333,511	8,333,111	8,33[illegible],211
Cash on hand	2,070	2,050	3,225	3,155
T.H. & Ind.RR. rent acct	.....	913	112,208	215,531
Income account	320,734	201,799	91,019	.....
Miscellaneous items	1,550	1,550	550	550
Total assets	8,654,563	8,539,853	8,537,413	8,557,447
Liabilities—				
Stock, common	2,383,316	2,383,016	2,383,016	2,383,016
Stock, preferred	1,544,700	1,544,700	1,544,700	1,544,700
Bonds (see SUPPLEMENT)	4,499,000	4,499,000	4,499,000	4,499,000
Coupons due	91,875	92,190	92,750	93,115
Due T. H. & Ind. RR.	135,672	20,947	17,947	17,918
Income account	.....	.....	.....	19,368
Total liabilities	8,654,563	8,539,853	8,537,413	8,557,447

Cleveland & Pittsburg.

(For the year ending Nov. 30, 1882.)

This company's road has been leased for some years to the Pennsylvania company. The annual report for 1882 states that during the year final settlement has been made with the Pennsylvania Railroad Company in the matter of surplus assets remaining to this company, as of the date of the lease, after closing its business, which surplus accrued to the lessee by the terms of the supplementary agreement of November 30, 1871. The total amount transferred as authorized by the board of directors is $202,291. This sum has been charged against construction, meeting the old balance of net earnings—$390,138—credited to construction in the year 1880.

The laying of steel rail has progressed westward on the river division from one mile east of Brilliant (late La Grange) station, to within about one mile of Bridgeport station, a distance of sixteen miles. There remained but about five miles of iron track at the lower end of the river division to be replaced, when the main track throughout, on both main line and river division, will be of continuous steel rail from Cleveland to both Rochester and Bellaire. It is expected this will be accomplished this coming season.

The purchase of the Laughlin property at Pittsburg, brought into the betterment account this year, was made in the year 1872, and at that time secured by a bond and mortgage on the premises—now canceled—the interest on which the lessee has paid. The track comprises an entire block adjoining the company's Penn street freight station, and bounded by Etna and Pike, Eleventh and Twelfth streets.

The operations of the road by the lessee have thus far, for the year 1882, been very favorable, and about the same surplus as for the year 1881 is promised over all expenses and fixed charges. This is regarded as very satisfactory in view of the protracted strike in the iron interests, and the great dulness of the coal traffic.

The receipts and disbursements on account of guaranteed income are as follows:

RECEIPTS.

On account of rental, interest and sinking fund	$1,238,309
Interest on cash balances	1,263
Total	$1,239,572

EXPENDITURES.

Mortgage interest	$351,150
Dividends	786,908
Sinking funds	90,195
Maintenance of organization	9,572
Total	$1,237,825
Balance	$1,746

In addition to the foregoing, income from other sources has accrued to the company as follows:

Dividend on Massillon & Cleveland Railroad stock	$1,562
Interest on bonds in trust	700
Interest on cash balances	1,059
Total	$3,320

The betterments put upon the property by the lessee for the year 1881, as per account rendered, are as follows:

Substitution of steel rail for iron rail—excess cost	$11,349
Substitution of iron for wooden bridges—excess cost	29,720
Sidings—new, and extensions of	27,478
Addition to Cleveland freight house	5,487
Passenger cars—three new coaches added to equipment	12,323
Additional real estate—Laughlin property at Pittsburg	131,250
Additional territory at Manchester for yard purposes	6,32[illegible]
Engineering expenses in connection with the foregoing	1,126
Total	$225,[illegible]58

This amount is charged off as follows:

To construction	$212,735
To equipment	12,323
Total	$225,058

The lessee's betterment account, after reference by the board to a special committee for examination, was approved, and the issue of $225,000 of the construction and equipment bonds of the company authorized for the payment of the same, as provided by the lease.

New Haven & Northampton.

(For the year ending Sept. 30, 1882.)

The stock of this company is controlled by the New York New Haven & Hartford. The total length of road operated is 169 miles, of which 137 are owned. The stock is $2,460,000, the bonded debt $3,200,000. The annual interest charge is $190,000. The earnings were as follows:

	1881-82.	1880-81.	*Per Cent.*
Freight trains	$651,864	$547.747	19·0
Passenger trains	225,442	181.515	24·1
Wharfage, rents, &c	18,965	22,351	15·2
Total	$896,271	$751,614	19·3
Expenses	562,784	453,477	24·1
Net earnings	$333,487	$298.137	11·9

The following is a condensed statement of the receipts and expenditures:

Net earnings as above		$333,486
Increase bills and coupons		269,200
Cash and accounts last report		102,196
Interest and dividends		1,200
Balance cash account		27,625
Total		$736,707
Interest on bonds	$203,695	
Interest on floating debt	34,931	
Interest on H. & W. bonds	17,600	
Rental H. & W. RR	10,815	
Taxes	28,926	
Construction and equipment	197,152	
Sinking fund	15,000	
Accounts and balances due	19,864	
Old balance charged off	476	
Increase of materials	363	
Purchase of real estate, &c	17,881	
Bonds of 1882 paid and endorsed	190,000	$736,707

The traffic for the year was as follows:

	1881-82.	1880-81
Passengers carried	483,229	356,776
Passenger-miles	8,726,851	5,612,006
Tons freight carried	498.671	448,450
Ton-miles	24,800,865	18,705,765

GENERAL INVESTMENT NEWS.

Augusta & Knoxville.—At a meeting of the stockholders of the Augusta & Knoxville Railroad the directors were authorized to lease or sell the road on the most favorable terms. The road is operated from Augusta to Greenwood, S. C., a distance of 70 miles. The company failed to pay the January coupons. It earned enough to meet the interest, but the amount had to be appropriated to pay other obligations.

Boston Hartford & Erie.—In the United States Circuit Court, at Boston, Jan. 15, a demurrer was interposed to the bill in equity by the shareholders of the Boston Hartford & Erie Railroad Company, to set aside as invalid the Berdell mortgage for $20,000,000, and Judge Nelson decided that the demurrer charging want of equity and laches must be sustained. The case will be appealed to the Supreme Court.

Boston Hoosac Tunnel & Western.—Judge Barrett, in Supreme Court, Chambers, in a suit brought by the Boston Hoosac Tunnel & Western Railroad Company against the Continental Construction & Improvement Company, the Central Trust Company of New York, and others, has granted a temporary injunction restraining any interference by the defendants with $6,000,000 of first mortgage bonds of the plaintiff's company which are on deposit with the Central Trust Company. The defendants claim that these bonds are held by the Central Trust Company as agents of a committee, in accordance with an agreement by which the bonds were to be distributed among the subscribers to the agreement on the first of January last.

Cincinnati New Orleans & Texas Pacific.—This company operates under lease the Cincinnati Southern road, from Cincinnati to Chattanooga, Tenn., 336 miles, which is owned by the city of Cincinnati. The following statements for the year 1882 were presented at the recent annual meeting. The earnings and income account were as follows:

Freight		$1,793,420
Passengers		617,310
Other sources		159,327
Total earnings		$2,570,057
Expenses		1,578,926
Net earnings		$991,131
Rental for the year	$800,000	
Remuneration of trustees	12,000	
Taxes	74,078	886,078
Surplus for the year		$105,053
Balance from previous year		35,954
Total surplus		$141,006

From this surplus a dividend of 3 per cent has been declared on the $3,000,000 stock, which will require $90,000. The balance of $51,006 will be used for the payment required to the sinking fund.

Danville, Olney & Ohio River.—Some of the creditors of this railroad company have filed objections to the issuance of $100,000 in certificates as proposed by Receiver Howard. Mr. Howard announced his intention of resuming traffic over the road on Jan. 16.

Fort Worth & Denver City.—The first rail on this road was laid February 27, 1882. The operations of the first division of 35 miles was commenced May 1. The report of its operations up to November 1 shows—gross earnings, $129,123; operating expenses, $49,283; net earnings, $79,840. The outstanding stock amounts to 22,000 shares, and its bonded indebtedness to $2,200,000, or at the rate of $20,000 per mile. The average of miles operated from May 1 to November 1 was eighty-two miles.

Houston & Texas Central.—This company owns 522 miles, and controls and works the Texas Central 229 miles. The comparative statement of the earnings and expenses of the 522 miles owned for the years 1881 and 1882 is as follows:

	1881.	1882.	
Gross earnings	$3,748,655	$3,175,389	Dec. $573,266
Operating expenses and taxes	2,141,872	1,725,043	Dec. 416,829
Net earnings	$1,606,783	$1,450,346	Dec. $156,437
Fixed charges for 1882		1,193,200	
Surplus for 1882 (expended for steel, rails, additional equipment, etc.)		$257,146	

Indianapolis & St. Louis.—Some of the creditors of the Indianapolis & St. Louis Railroad, which was sold under foreclosure inJuly last, are making claims. The St. Louis Alton & Terre Haute Company has filed an intervening petition with the United States Circuit Court, asking that their claim of $664,874 for back rent due shall be paid out of the proceeds from the sale of the Indianapolis & St. Louis Road before any distribution is made to bondholders. The decision of this question, it is stated by the attorneys in the case, will delay the payment of debts contracted before the receivership until Judge Drummond gives his decision in the matter, which it is expected will be rendered at an early day. This is the same claim that Judge Drummond before rendered judgment on against the Pennsylvania and the Cleveland Columbus Cincinnati & Indianapolis as guarantors, and from which judgment an appeal is now pending in the United States Supreme Court.

Lehigh Valley.—The annual meeting of this company was held in Philadelphia, and the brief summary of the annual report for the year ending Nov. 30, 1882, states that the largest business ever done by the company in a single year, and the largest earnings ever made, were in 1881-2. Owing to the liberal expenditures upon the permanent improvement of the road, however, there is a slight falling off in the net earnings. The report shows an increase of coal tonnage, which was 6,336,141 tons, and for past years as follows: 1878, 3,479,593 tons; 1879, 4,415,285 tons; 1880, 4,672,724 tons; 1881, 5,870,701 tons. The income from all sources, including interest received from investments, etc., amounted to $11,239,312; operating expenses of the road, $5,833,677, leaving $5,405,635. The account is as follows:

Net income		$5,405,635
Interest on bonds (including interest and dividends on guaranteed bonds and stocks)		$2,019,733
Dividends on preferred and common stock		2,350,515
General expenses, interest on floating debt, Pennsylvania & New Jersey State taxes, loss on Morris Canal, etc		375,490
Amount charged for estimated accumulated depreciations		554,348
Total		$5,300,088
Balance to be carried to the credit of the profit and loss account		$105,546

The capital account at the close of the fiscal year was as follows:

Preferred stock	$106,300
Common stock, including scrip not yet converted	27,496,895
Total	$27,603,195
First mortgage 6 per cent bonds due in 1898	5,000,000
Second mortgage 7 per cent bonds, due in 1910	6,000,000
Consolidated mortgage 6 per cent bonds	14,013,000
Total	$52,616,195

Marquette Houghton & Ontonagon.—The following circular has been issued by the company in relation to the proposed new loan:

TO THE STOCKHOLDERS: The directors of this company have secured the control of the Houghton & L'Anse Railroad Company with its land grant from the State of Michigan, estimated at about 70,000 acres. This road will connect L'Anse, the present terminus of the Marquette Houghton & Ontonagon Railroad, with Houghton, the centre of the copper region of Lake Superior, distance about 31 miles. From the survey already made, verified by the officers of this company, it is estimated that the expense of completing and equipping this road will not exceed $500,000. The large increase of the business of this company during the past season, with the opening of branches to newly-discovered mines, has called for construction and equipment to the amount of $400,000. Of this sum nearly $200,000 has been paid out of the earnings of the current year. In addition to the $200,000 remaining, it is estimated that $200,000 more will be necessary to meet these requirements the coming year, leaving the requirements of the company, for construction and equipment, $400,000. It is proposed to the stockholders of this company to make a consolidation of the two companies, which will result in making the common stock of the consolidated company exceed the amount of the common stock of the Marquette Houghton & Ontonagon Railroad Company now outstanding by about 5,000 shares (being the Houghton & L'Anse stock), and to issue bonds of the consolidated company, secured by mortgage, to the amount of $900,000. The amount of preferred stock will remain the same. To retire the $80,000 of the 5 per cent notes of this company (all that were issued of the $250,000 authorized by the directors), which, by their terms, are convertible into any future mortgage bonds, and in order to provide for the construction and equipment which may be rendered necessary by the increase of business in the future—expenses which it would seem unjust to stockholders to take wholly from the current earnings of the company—the amount of the mortgage is fixed at $1,500,000, of which $900,000 only will be issued at present. The mortgage will cover the new line with its land grant, and that part of the present road between Champion Station and L'Anse, a total distance of about 63 miles. The amount of underlying bonds on the last-named portion has been reduced by sales of lands from $2,482,200 to

$576,200, and is liable to further reduction. The mortgage is to be dated June 1, 1883, to bear interest at the rate of 6 per cent, and to run for 40 years. Bonds will be subject to registration. The proceeds of the sales of lands and timber of the newly-acquired grant, and any royalties accruing, after deducting expenses of management, are to be devoted to the retirement and cancellation of bonds by purchase at the lowest price, not exceeding 105, and accrued coupon interest, at which they can be obtained, or, if not obtainable at that price, by drawing them by lot at the same rate. The company is also to be at liberty, if its directors shall so elect, to retire the whole issue or any part thereof at any time after Jan. 1, 1892, at 105 and accrued coupon interest, by giving not less than 60 days' notice by advertisement. The New England Trust Company has consented to act as trustee under the mortgage.

The net earnings of this company for the twelve months ending Dec. 31, 1882 (expenses for December partially estimated), exclusive of royalties, was $633,546 28; its interest account for that period was $158,578 56. For the foregoing purposes the right to subscribe to blocks of stock and bonds of the consolidated company, on payment of $1,000 for each block, is offered to the holders of preferred and common stock of the Marquette Houghton & Ontonagon Railroad Company of record at the close of business Jan. 15, provided the necessary consolidation of the two companies shall be effected, as follows: To every holder of 50 shares of stock, whether preferred or common, five shares of stock at par, $500; one bond of $1,000 at 50 per cent, $500; total, $1,000. The right to subscribe will close Feb. 1 next, at 2 p. m., and all stock and bonds then not subscribed for will be disposed of as the directors of this company may see fit. Subscriptions shall be payable: Twenty-five per cent Feb. 10, 1883; 25 per cent April 26, 1883; 25 per cent July 7, 1883; 25 per cent Sept. 20, 1883. Receipts of the Treasurer of the Marquette Houghton & Ontonagon Railroad Company will be given for the instalments; called before the consolidation is accomplished. The securities will be issued as soon as practicable thereafter. No stock, however, will be issued until after all the instalments have been paid. Subscriptions will be only received from holders of 50 shares or rights, or some multiple thereof, and a blank form of assignment of rights is annexed hereto for the convenience of stockholders who may wish to dispose of any of their rights. Proxies for the purpose of consolidation are enclosed, which, it is requested, shall be executed and returned to the Treasurer. In case any stockholder shall part with his stock prior to the meeting for consolidation, his proxy will be returned.

The books of this company will close Jan. 15 and remain closed until Jan. 27, inclusive. By order of the directors.

J. L. STACKPOLE, Treasurer.

Memphis & Charleston.—The New York *Times* of Jan. 18 reports:

"The lease was to have been canceled Nov. 1 last by the Memphis & Charleston paying the bonded indebtedness and $400,000 bonus. Four hundred and fifty-three consolidated bonds at 120, in the treasury, were to be turned in as part payment, and $600,000 cash was to be raised by an issue of new stock in quarter shares at $12 each. There was a hitch. It was found that 306 of the bonds were set aside for a specific purpose, and it was necessary to wait until a meeting of the stockholders, Nov. 23, to take action allowing their use. When that obstacle was out of the way an injunction was secured by the executor of a Memphis & Charleston stockholder, and that caused delay.

"There was a meeting of the representatives of the two roads on Wednesday evening to settle the question. Capt. C. S. Brice appeared for the East Tennessee and President Baxter and Gen. Sharp for the Memphis & Charleston. The lease, it was ascertained yesterday, was still uncanceled. The East Tennessee held 12,000 shares of Memphis & Charleston, and it had asked $60,000 in addition to 'margin down' its holding, which had been bought at an advance. Memphis & Charleston officers said that they wanted to appoint a time yesterday morning to meet and pay over the money and cancel the lease. Capt. Brice told them at the meeting that if they had not the money with them they would have to wait until Jan. 24, as he was going away until then. He was asked to allow Gen. Samuel Thomas, the President of the East Tennessee, to act in his place, but he said that he too was on the point of departure. The officers of the Memphis & Charleston said they could not be expected to carry over $1,000,000 with them after banking hours, but a certified check was waiting in the vaults of the Farmers' Loan & Trust Company. They believed the East Tennessee had no intention of surrendering the lease. They said the lease was illegal, and if it was not canceled they would go to the courts to have a receiver appointed and take the road out of the hands of the East Tennessee. Captain Brice, who did not leave the city until afternoon, said the Memphis & Charleston representatives had not lived up to their agreement, and he considered the negotiations at an end. They wanted the East Tennessee to take securities which were not in the arrangement. There was no written agreement for the cancellation of the lease. A bonus of $800,000 was now asked. A representative of General Thomas said the lease was perfectly legal and there was no intention of surrendering it.

"A lease of the Memphis & Charleston to the Alabama New Orleans & Texas & Pacific Junction Railways Company, limited, which succeeded the Erlanger syndicate in the control of southern railroads, was made Nov. 23, conditional upon its release by the East Tennessee. The sum of $500,000 was put up in Government bonds as a guarantee. The terms are 4 per cent guaranteed for seven years, 5 per cent for eight years and 6 per cent for fifteen years. The peculiar condition of the road has excited a great deal of comment in speculative circles."

Mexican National.—A dispatch from the City of Mexico, January 12, said: The Government's organ publishes the contract signed on the 10th inst. by Sullivan with the Mexican Government, by which all the Mexican National Construction Company's concessions are consolidated, and now form one concession on the following basis: Portions of the road finished cannot be forfeited by admitting foreign States as shareholders; the subsidy of $11,270 per mile to be payable by 6 per cent of the gross receipts at all custom houses, instead of 4 per cent as in the original commission; the payment of 6 per cent of all duties in the companies' certificates is obligatory on all merchants; the ports of Matamoras, Mier, New Laredo and Manzanillo are declared open to foreign and coasting vessels; the Matamoras and Monterey lines to form part of the Palmer-Sullivan system; all lines to be finished in ten years. An increase of tariffs was agreed on. The Government statistics show the company had 434 miles of road completed on Dec. 31.

Nashville Chattanooga & St. Louis.—For December, and for the six months, July 1 to Dec. 31, the earnings and expenses of the main line, 354 miles, are reported as follows:

	December.		Six Months.	
	1881.	1882.	1881.	1882.
Gross earnings	$173,126	$186,351	$996,033	$1,046,301
Operating expenses	94,664	98,748	602,254	594,046
Net earnings	$78,462	$87,603	$393,778	$452,255
Interest and taxes	45,738	46,667	268,942	278,929
Balance	$32,724	$40,936	$124,836	$173,326

For the six months ending Dec. 31, the "improvement account" absorbed $70,483. On all the branches (196 miles) the surplus over interest charges and improvements was $28,783.

New York Lake Erie & Western.—For the month of November the following official report is issued:

MONTH OF NOVEMBER.	1881	1882.	
Gross earnings	$1,715,468	$1,818,823	Inc. $103,355
Working expenses	1,075,887	1,061,618	Dec. 14,269
Net earnings	$639,581	$757,205	Inc. $117,624
OCTOBER TO NOVEMBER, INCLUSIVE.			
Gross earnings	$3,530,335	$3,637,833	Inc. $107,498
Working expenses	2,265,074	2,237,299	Dec. 27,775
Net earnings	$1,265,260	$1,400,534	Inc. $135,274

New York New Haven & Hartford.—The railroad returns are open to inspection at the office of the Commissioners in the Capitol as soon as received, as are all the records of the Department. The report of the New York New Haven & Hartford road for the past year gives some figures that are new to the public. The company reports this year a "sinking fund" of $1,136,286. In the report to the stockholders this is merely lumped as such. The Commissioners asked for particulars, and the following shows of what the fund consists:

Note of New Canaan Railroad	$6,045
Notes of White Mountain Railroad	6,667
$160,000 bonds N. H. & Derby Railroad	105,874
4,994 shares Vermont Valley Railroad stock	242,320
375 shares N. E. Transfer Company stock	37,500
12,298 shares N. H. & N. Company stock	737,880
Total	$1,136,286

The returns by this company to the Commissioners also show to what use the famous $300,000 spent in 1881 and expended in 1882 was put. It is as follows in detail:

Special account of appropriations made in 1881:		
Appropriated for new lands and bridges		$200,000
Paid for Cazanova land	$104,894	
South Norwalk land	530	
New Haven land	21,530	
Wallingford land	1,750	
Meriden land	14,347	
Connecticut River & Westbrook bridges	45,797	
Thames River bridge	11,260—	200,000
Appropriated for new equipment		$100,000
Three new locomotives	$13,000	
New passenger and drawing-room cars	57,000	100,000

—*Hartford Courant.*

New York Susquehanna & Western.—The stockholders of the New York Susquehanna & Western Railroad Company, at a meeting held in Jersey City, formally adopted articles of agreement by which the Blairstown Railway Company becomes absorbed in the first-named road. The Blairstown railway, 14 miles in length, extends from Delaware Station, on the Warren railroad, to Blairstown, N. J., and has been operated by the road of which it is now a part. The stock of the Blairstown company is canceled, and stock of the New York Susquehanna & Western issued to holders in its stead. The officers of the consolidated roads are: The Hon. Frederick A. Potts, President; William S. Dunn, Vice-President; R. S. Chapel, Treasurer, and J. P. Rafferty, Secretary.

Norfolk & Western.—At the annual meeting in Norfolk the report of the President stated that the earnings of the road, though in excess of last year, have been diminished by various causes, chiefly want of equipment and rolling stock. The gross earnings of the road were $2,429,981, an increase of $162,693; expenses, $1,324,000; net earnings, $1,105,980, an increase of $46,256. Four quarterly dividends have been paid, amounting to $600,000, at the rate of one dollar per share. The New River division will be open for business by March. The construction of the Cripple Creek extension will begin as soon as the necessary financial arrangements can be made. The statement shows that the capital stock already issued is $21,000,000. A resolution was adopted authorizing the directors to extend the New River line and its branches by lease, consolidation or otherwise, so as to complete the connection with the Ohio River. The following directors were elected: C. H. Clark, George F. Tyler, F. J. Kimball, Edward A. Rollins, John C. Bullitt, James P. Scott, William B. Isham, George C. Clark, R. B. Minturn, Upton L. Boyce, John B. Whitehead, J. Arthur Johnson, Chas. Packer, with Mr. George F. Tyler as President. On the 29th of December, 1882, a contract was made with the Shenandoah Valley Railroad Company establishing permanent relations with that company. The Norfolk & Western Railroad Company has created an issue of common stock, to the amount of 40,000 shares, in addition to the 30,000 shares of common stock previously in existence. The object for which such issue is made is to accept subscriptions for the same payable in shares of stock of the Shenandoah Valley Railroad Company, on the terms and conditions authorized.

North Carolina State Bonds.—The Committee on Securities of the New York Stock Exchange issued the following, dated Jan. 12, 1883:

"State of North Carolina 'special tax 6 per cent bonds,' issued to Western North Carolina Railroad, dated October 1, 1868, and April 1, 1869; Western Railroad, dated April 1, 1869; Wilmington Charlotte & Rutherford Railroad, dated April 1, 1869; Williamston & Tarboro Railroad, dated October 1, 1868, were placed upon our list in 1869. The title of the railroad to which they were issued is in medallion on the right of each bond. They have heretofore been designated as Class 1, Class 2, Class 3.

"Holders and dealers request a change in the designation, and that they be called as follows: Special tax 6s issued to Western North Carolina RR., dated October 1, 1868, and April 1, 1869. Special tax 6s issued to Western RR., dated April 1, 1869. Special tax 6s issued to Wilmington Charlotte & Rutherford RR., dated April 1, 1869. Special tax 6s issued to Williamston & Tarboro RR., dated October 1, 1868.

"*Reasons.*—Calling the bonds by classes refers only to amount of unpaid coupons on the bonds.

"As these bonds were issued specifically to the four railroads, and specific security was taken originally by the State from each railroad, there is a different value to these bonds, but the present way of calling does not recognize any difference in value, and gives advantage to some buyers over the general public.

"As under the recent decision in the United States Circuit Court in the matter of Arkansas State bonds issued specifically to railroads, the holders of special tax bonds will have separate causes against the railroads for whose benefit these bonds were issued, as well as general claim against the State, the bonds should be called separately in the form designated, and for which this petition is made.

"This committee direct that the call of Class 1 and Class 2 be continued without change, and that Class 3 be omitted, and the title of the road to which they are issued substituted. The call will be special tax, Class 1, coupon on April 1, 1869. Special tax, Class 2, coupon on October 1, 1869. Special tax issued to Western North Carolina RR., coupon on April 1, 1870. Special tax issued to Western RR., coupon on April 1, 1870. Special tax issued to Wilmington Charlotte & Rutherford RR., coupon on April 1, 1870. Special tax issued to Williamston & Tarboro RR., coupon on April 1, 1870.

"NOTE.—Some bonds have appeared issued to Williamston & Tarboro RR., dated October 1, 1869, and some issued to Atlantic Tennessee & Ohio RR. These have never been placed on our list, and are not a good delivery. EDWARD BRANDON, Chairman."

Ohio & Mississippi.—The report of Receiver Douglas for December is as follows:

RECEIPTS.

	1882.	1881.
Cash on hand December 1	$122,162	$229,048
From station agents	606,010	462,980
From conductors	9,814	6,161
From individuals, &c	64,347	84,562
From express companies	999	814
Total	$803,362	$783,565

DISBURSEMENTS.

Vouchers prior to November 18, 1876	$	$6,511
Vouchers subsequent to November, 1876	355,544	337,639
Remitted to W. M. Walton	5,000	
Pay-rolls	153,910	134,626
Arrearages	729	688
Cash on hand January 1	288,149	304,101
Total	$803,362	$783,565

Oregon Improvement Company.—Pursuant to the action of the board of directors of this company, 15,000 additional shares of the capital stock are offered for subscription at par to the stockholders of the company of record on January 8, 1883, and their assigns, in proportion to their respective holdings, to wit: For each 100 shares, 30 shares of new stock, or three-tenths of present holdings, may be subscribed for, at the offices of the company at New York and Portland, from January 9, 1883, until January 30, 1883.

Philadelphia & Reading.—The petition for the dissolution of the receivership of the Philadelphia & Reading Railroad and Coal & Iron companies was made to Judges McKennan and Butler in the United States Circuit Court at Philadelphia, Jan. 18 The application was made by James E. Gowen, counsel for the railroad company, who stated that the parties to the suit—Moses Taylor and the Farmers' and Mechanics' National Bank—and others interested, had agreed to the granting of the prayer of the petitioners. The petition sets forth that for the last two years the business of the companies conducted by the receivers has resulted in net earnings more than sufficient not only to meet the interest on the mortgage indebtedness of the companies, but also to meet interest on all the obligations of the corporations, and that for the year ending Nov. 30, 1881, the surplus net profits over and above the charges named were $183,256, and for the year ending Nov. 30, 1882, the surplus was $882,941. The petition was accepted, and Feb. 14 fixed by the court as the day for the hearing. The clerk of the court was instructed to give public notice of the application in this country and London, which will be done immediately.

The petition stated that, in spite of its large earnings, there are yet outstanding unpaid and unprovided for obligations as follows:

First—Receivers' certificates heretofore authorized by the Court to the amount of $2,054,457 64.

Second—Interest on obligations of the Philadelphia & Reading Railroad Company and the Philadelphia & Reading Coal & Iron Company, which are subsequent in point of lien and charge to the mortgages for the default of the payment of interest on which the said receivers were appointed, amounting, including the interest maturing on the 1st of January last, to $1,431,465 55.

The reasons why the receivers' certificates and interest obligations have not been paid are explained by the statement that there was no way for the receivers to raise money for new equipments, work and other items properly chargeable to capital account, so the receivers, with the approval of the companies, have withdrawn the net income arising from the profits of the business, "to the amount of $4,448,179 and upwards," which income has been invested, *inter-alia*, as follows:

For new engines and cars	$2,457,876
For new railroads, real estate, improvements, &c	2,139,850
Funded and floating debt paid	850,459
Total	$5,448,179

That the companies are now prepared to meet all their outstanding obligations which are now in arrears, provided that the locomotives, cars and rolling stock, the title to which is in the receivers, and which have been acquired and paid for out of income, shall be conveyed by the receivers to a trustee, to be held for a car trust, the certificates or process of which shall be used for the liquidation of the aforesaid receivers' certificates, amounting in the aggregate, as aforesaid, to $2,054,457.

Railroad Construction (New).—The latest information of the completion of track on new railroads is as follows:

Georgia Pacific.—Extended from Millport, Ala., eastward 15 miles.

Kansas City Springfield & Memphis.—Extended southwest to West Plains, Mo., 42 miles.

Minnesota Central.—Extended east to Red Wing, Minn., 10 miles.

Natchez Red River & Texas.—Extended from Lake Concordia, La., west 2 miles.

Oregon & California.—Completed to a point fifty-four miles south of Roseburg, Or., an extension of 13 miles.

Toledo Cincinnati & St. Louis.—The Southeastern Division is extended southward to Centre, O., 21½ miles.

Toledo & Indianapolis.—Extended south to Findlay, O., 33 miles.

This is a total of 136½ miles, making 10,465 miles so far reported for 1882.—*Railroad Gazette.*

Richmond & Danville.—For the quarter ending December 31, 1882, gross earnings were $1,107,135; operating expenses, $627,010; net earnings, $480,125; fixed charges, including interest on debenture bonds, $377,076: surplus (over 2 per cent on stock) $103,057.

Rome Watertown & Ogdensburg.—A preliminary injunction was granted by Judge Barrett, in Supreme Court, Chambers, restraining the Rome Watertown & Ogdensburg Railroad Company from paying a dividend upon its income bonds. The directors of the company recently declared a 3 per cent interest dividend upon the bonds mentioned, payable Jan. 20. Amasa T. Kingman, a stockholder of the company, alleges that this action of the directors is illegal. His complaint, and the affidavits supporting it, upon which the preliminary injunction was granted, set forth that the income bonds began on July 1, 1882, to draw interest, payable annually on the 1st day of January, and that the interest is dependent upon the earnings of the company for the fiscal year ending on each 30th day of September. At the close of the last fiscal year, it is alleged, the earnings of the company were not sufficient to enable interest to be paid upon the income bonds, and hence the right of the holders of the bonds to a dividend cannot be determined until the close of the current fiscal year, and if the company's earnings are then found to be sufficient for the payment of interest on the bonds, that interest cannot legally be paid until Jan. 1, 1884. An order directing the railroad company to show cause why the injunction should not be continued in force during the suit is returnable at Supreme Court, Chambers, on Jan. 29.

South Carolina Railroad.—Earnings and expenses in 1882 were:

Gross earnings, 1882	$1,313,746
Operating expenses	812,630
Net earnings	$501,115

Five per cent declared for year on income bonds, payable February 1, 1883.

Western Union Telegraph.—Judge Ingraham, in Superior Court, Chambers, modified the preliminary injunction orders in the suits of William S. Williams and others against the Western Union Telegraph Company so as to permit the defendant corporation to open its transfer-books and transfer its stock, as requested, excepting such parts of the illegally issued stock dividend as still remain in the name or ownership of the stockholders who received the dividend. The hearing upon the motions to continue the modified injunctions will take place on Jan. 24.

—The Atlanta *Constitution* of Jan. 14 said, in regard to the Georgia Pacific Railroad: "Mr. John H. Inman, whose presence in Georgia we noted a few weeks ago, came for the purpose of looking into the condition, location and earning capacity of the Georgia Pacific road. He was so well pleased at the outlook that on his return to New York he made a cash offer for $3,000,000 of the bonds of the road, at a figure just a shade below the price at which the bonds were offered in small lots. The directors of the Richmond & Danville Extension Company, who hold the bonds, formally declined his offer. We have reliable information from New York that the Georgia Pacific has more than enough money to carry its work through, and that the work that has never been stopped will never be until trains are running to Columbus, Miss."

—The Insurance Company of North America, of Philadelphia, is one of the oldest fire insurance companies in this country, having been incorporated in 1794. The company is conservatively managed and pays handsome dividends to its stockholders. With a capital of $3,000,000 the assets are $8,881,053, and the net surplus over all liabilities, $3,250,778. During the last year nearly $3,500,000 were received for premiums and over $400,000 for interest and dividends on investments. During the same time the expenses of the company and the losses paid amounted to $3,275,675, leaving a net profit of over $600,000. The officers of the company are: Charles Platt, President; T. Charlton Henry, Vice-President; William A. Platt, Second Vice-President, and Greville P. Fryer, Secretary. Messrs. Catlin & Satterthwaite, Nos. 16 and 18 Exchange Place, are the attorneys in this city.

—The yearly statement of the U. S. branch of the Liverpool & London & Globe Ins. Co. has been issued this week. The figures given do not, of course, embrace the business of the home office, but it is interesting to note that the showing which the company is enabled to make is a very satisfactory one, especially in view of the fact that the year was not very profitable to most fire insurance companies. Assets have increased $535,343, while the net surplus, after deducting all liabilities, amounts to $2,453,090 16, an increase of $623,983 on last year.

—Messrs. John J. Cisco & Son advertise in another column the bonds of certain leading railway properties, which they offer at attractive prices.

—A quarterly dividend of 2 per cent will be paid Feb. 1 on the stock of the St. Paul Minneapolis & Manitoba Railroad Co.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, JAN. 19, 1883.

The course of business the past week has been obstructed by bad weather in the Northwest, where it has been intensely cold, accompanied with much snow. The progress of the tariff bills before Congress has not been at all satisfactory, and there is now much doubt whether any action will be taken at the present session. There are three bills, not widely varying, but partisan and personal jealousies, as well as the influences of the various interests affected, obstruct progress. The exports of food staples increase, and there can be little doubt that the opening of spring will find commercial affairs in a sound position.

The provision market has shown several peculiar features. While the legitimate trade in pork and lard at this port has been fair, the speculative movement has by no means been satisfactory. The Western advices are also somewhat contradictory; they show large receipts of hogs and a general inclination toward lower prices. Pork here, to-day, sold at $18 75@$19 on the spot; January was quoted at the wide range of $18 25@18 60; February, $18 30@18 60; March, $18 40@18 65; April, $18 55@18 80, and May, $18 70@18 95. Bacon was quiet at 9⅜c. for long clear. Lard was weak here to-day, but firm at Chicago. Prime Western sold at 10·95@11c.; refined to the Continent, 11·15c; South America, 11·37½c. For future delivery, contract Western for February realized 10·99@11·01c.; March, 11·09@11·08c.; April, 11·18@11·17c.; May, 11·28@11·25c.; June, 11·32@11·31c.; July, 11·34@11·35c. Beef steady at $26 50@28 for city extra India mess. Beef hams dull at $18@18 50 for Western. Butter and cheese are weak at lower prices. Tallow steady; to-day 75,000 lbs. prime sold at 8 5-16@8 7-16c. Stearine quiet; Western sold at 9¾c.; city quoted 11⅛@11¼c.

Rio coffee has been firmer on the spot at 8c. for fair cargoes, mainly owing to smaller receipts at Rio Janeiro and some advance in Europe, but trade has not greatly improved; options have been fairly active at an advance; to-day there were sales of fair at 7·75@7·80c. for February and 7·80c. for March; No. 7 sold at 6c. for February, 6·05c. for March, 6@6·10c. for April and 6·15@6·20c. for May; mild grades have been in fair demand and steady. Rice has been in good demand most of the time, at firm prices. New Orleans molasses has been quiet at about the quotations of last week, or 40@61c., though 62c. is reported to have been occasionally obtained for small lots of fancy. Tea has shown little or no change at the auction sales, though green has been weak. Spices have been dull. Foreign fruits have sold fairly at steady prices. Raw sugar has been dull and nominal at 6⅝@7c. for fair to good refining, but closed somewhat more steady.

	Hhds.	Boxes.	Bags.	Melado.
Receipts since Jan. 1	19,755	....	238,053	175
Sales since Jan. 1	15,949	....	229,514	175
Stock Jan. 17, 1883	29,639	8,327	534,873	....
Stock Jan. 18, 1882	17,444	7,714	377,448	41
Stock Jan. 19, 1881	21,886	7,576	1,053,424	1,050

Refined has, most of the time, been quiet and weak, though latterly somewhat steadier; crushed closed at 9⅛c., powdered at 8⅞@9c., granulated at 8 11-16@8¾c., and standard "A" at 8¼c.

Kentucky tobacco has been more active, an increased quantity being taken by the home trade. The sales for the week are 790 hhds., 330 for export and 460 for home consumption. Prices are firm. Lugs 6@7c. and leaf 7@10½c. Seed leaf also in good demand and sales for the week are 1,687 cases, as follows: 500 cases 1881 crop Wisconsin Havana private terms; 461 cases 1880 crop Pennsylvania 6¼@14c.; 426 cases 1880-81 crop State 9@12c.; 200 cases 1880-81 crop Ohio 4@6½c. and 100 cases 1881 crop New England 16@25c.; also 400 bales Havana 82c.@$1 12½.

Naval stores were still quiet, but spirits turpentine is maintained in price by the firm Southern and English markets; there were sales of Southern barrels in yard to-day at 82½c., and of New Yorks at 83c. Rosins are quiet at $1 60@1 65 for common to good strained. Refined petroleum was quiet at 7½c. for 110 and 7⅝c. for 70 test; crude certificates dropped to 88⅝c., after opening at 89¾c. Ingot copper quiet at 18¼c. for Lake. Hops are reported quiet but firm at 95c.@$1 for new State. Wool quiet. Oils steady and dull.

Ocean freight room has been quiet, but rates have been sustained by the small offerings of tonnage. Grain to Liverpool by steam was quoted at 7d.; flour, 22s. 6d. per ton; bacon, 32s. 6d.@40s.; cheese, 35s.; cotton, 3-16d.@7-32d.; grain to London by steam, 7½d.; flour, 23s. 9d.@25s.; bacon and lard, 35@40s.; cheese, 50s.; grain to Glasgow by steam, 8¼@8½d.; do. to Antwerp by steam, 7½d.; do. to Amsterdam by steam, 6¼d.; do. to Rotterdam by steam, 7½@8d.; do. to Havre by steam, 16c.; do. by sail to Cork for orders, 5s. 6d. per qr.; refined petroleum to the west coast of Italy, 4s. 1½d.; do. to Bremen quoted 3s. 9d.

COTTON.

FRIDAY, P. M., January 19, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Jan. 19) the total receipts have reached 150,390 bales, against 175,382 bales last week, 224,997 bales the previous week and 251,923 bales three weeks since; making the total receipts since the 1st of September, 1882, 4,012,231 bales, against 3,600,400 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 411,831 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	2,617	5,556	2,158	2,116	3,177	2,993	18,617
Indianola, &c.	....	....	....	....	....	306	306
New Orleans	8,436	14,176	7,564	11,909	7,560	3,647	53,292
Mobile	3,104	2,158	1,228	898	508	1,043	8,939
Florida	....	....	....	....	....	769	769
Savannah	2,349	2,123	1,488	2,232	2,260	2,022	12,474
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	1,480	1,597	1,046	1,722	1,600	2,019	9,464
Pt. Royal, &c.	....	....	....	....	....	1,444	1,444
Wilmington	350	1,453	830	447	311	255	3,646
Moreh'd C., &c	....	....	....	....	....	189	189
Norfolk	2,028	2,749	2,082	1,520	2,871	1,852	13,102
West Point, &c	....	....	....	....	....	3,786	3,786
New York	1,800	1,182	2,385	1,667	889	760	8,683
Boston	809	530	495	996	879	425	4,134
Baltimore	....	....	....	....	....	8,798	8,798
Philadelp'a, &c.	779	475	415	199	291	588	2,747
Totals this week	23,752	31,999	19,691	23,706	20,346	30,896	150,390

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last year

Receipts to Jan. 19.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883.	1882.
Galveston	18,617	570,339	5,442	332,900	134,097	93,484
Indianola, &c.	306	14,419	.....	12,282	.....	.....
New Orleans	53,292	1,044,237	21,307	954,029	301,203	392,483
Mobile	8,939	238,455	5,511	207,258	41,665	41,672
Florida	769	10,731	489	20,238	.....	99
Savannah	12,474	616,703	15,973	600,142	95,359	94,046
Brunsw'k, &c	.....	5,308	360	6,824	.....	.....
Charleston	9,464	435,243	8,390	410,864	91,354	77,602
Pt. Royal, &c.	1,444	10,511	1,288	18,171	916	2,572
Wilmington	3,646	97,362	3,543	112,552	16,968	10,074
M'head C., &c	189	11,977	1,361	16,358	.....	.....
Norfolk	13,102	549,452	12,488	446,291	72,956	46,041
West Point, &c	3,786	159,719	6,083	153,726	.....	.....
New York	8,683	85,269	10,713	106,126	133,495	312,027
Boston	4,134	96,245	4,327	143,212	4,160	9,470
Baltimore	8,798	27,161	97	17,367	22,288	57,635
Philadelp'a, &c.	2,747	39,100	2,619	42,080	7,252	16,178
Total	150,390	4,012,231	99,990	3,600,400	922,213	1,153,383

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	18,923	5,442	20,728	9,883	14,228	14,290
New Orleans.	53,292	21,307	39,318	71,344	45,358	63,067
Mobile	8,939	5,511	9,543	9,919	17,144	19,121
Savannah	12,474	15,973	17,853	20,881	18,847	20,088
Charl'st'n, &c	10,908	9,678	11,751	15,589	17,927	15,822
Wilm'gt'n, &c	3,835	4,901	3,453	2,490	3,869	3,161
Norfolk, &c.	16,888	18,571	22,397	14,660	18,082	17,474
All others	25,131	18,604	13,836	23,514	13,193	11,036
Tot. this w'k.	150,390	99,990	138,879	168,280	148,648	164,059
Since Sept. 1.	4012,231	3600,400	3839,071	3614,110	3102,643	2958,555

Galveston includes Indianola; Charleston includes Port Royal, &c. Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c

The exports for the week ending this evening reach a total of 135,176 bales, of which 100,136 were to Great Britain, 13,522 to France and 21,518 to the rest of the Continent, while the stocks as made up this evening are now 922,213 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Jan. 19. Exported to—				From Sept. 1, 1882, to Jan. 19. Exported to—			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	8,103	4,032	2,541	14,979	197,989	30,506	61,600	290,095
New Orleans	48,816	7,390	6,561	62,767	468 251	161,830	203,723	823,804
Mobile	.....	.....	.....	.....	8,796	3,000	.....	11,796
Florida	.....	.....	.....	.....	.....	.....	.....	.....
Savannah	4,889	.....	6,041	10,930	67,731	25,478	171,722	265,116
Charleston*	7,453	1,950	5,460	14,778	83,035	23,472	116,087	221,594
Wilmington	2,999	.....	.....	2,999	32,608	.....	1,500	34,108
Norfolk†	5,700	.....	.....	5,700	270 755	.....	2,778	273,533
New York	10,200	250	915	11,365	271,218	18,000	98,818	388,75
Boston	1,219	.....	.....	1,219	81,092	.....	342	84,434
Baltimore	7,439	.....	.....	7,439	94,313	1,294	29,157	125,864
Philadelp'a, &c	3,000	.....	.....	3,000	44,045	.....	1,488	45,533
Total	100,136	13,522	21,518	135,176	1,618,468	263,450	687,315	2,569,133
Total 1881-82	53,994	5,331	9,414	68,739	1,118,955	226,821	474,040	1,829,816

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

Jan. 19, at—	On Shipboard, not cleared—for Great Britain.	France.	Other Foreign	Coast-wise.	Total.	Leaving Stock.
New Orleans....	27,905	12,552	24,214	1,426	66,097	235,106
Mobile	6,400	None.	None.	1,000	7,400	34,265
Charleston	8,517	None.	6,400	500	15,417	75,937
Savannah	6,300	None.	6,700	3,400	16,400	79,459
Galveston..	28,173	None.	24,930	13,065	66,168	67,929
Norfolk	27,712	None.	5,565	None.	33,277	39,679
New York..	4,200	None.	800	None.	5,000	128,495
Other ports.....	6,000	None.	1,000	None.	7,000	44,584
Total 1883	115,207	12,552	69,609	19,391	216,759	705,454
Total 1882	88,355	6,629	42,670	8,680	146,334	1,007,049
Total 1881	159,368	22,146	54,822	22,580	258,916	632,740

There has been no new feature in the past week to the speculation in cotton for future delivery. There have been fluctuations of a few points, and in the aggregate the close is lower. The bull party, expressing an opinion in favor of an early advance, yet seemed unwilling to buy, and the bear party, asserting a conviction that prices must go lower, do not sell; and in these contradictions business on the Cotton Exchange has been brought almost to a standstill. Yesterday, at some decline, there was rather more doing however. But to-day prices again gave way, with a better movement, closing steady at the decline. Cotton on the spot has been quiet and unchanged. The transactions have been mainly for home consumption, with a little done for export and speculation. Stocks here are somewhat increased, but are still much below those on hand last January. To-day there was a decline of 1-16c., middling uplands closing at 10⅛c.

The total sales for forward delivery for the week are 351,400 bales. For immediate delivery the total sales foot up this week 2,953 bales, including 171 for export, 2,252 for consumption, 530 for speculation and — in transit. Of the above, 200 bales were to arrive. The following are the official quotations for each day of the past week.

Jan. 13 to Jan. 19.	UPLANDS. Sat.	Mon	Tues	NEW ORLEANS. Sat.	Mon	Tues	TEXAS. Sat.	Mon.	Tues
Ordin'y.	7 1/2	7 1/2	7 1/2	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16
Strict Ord..	7 15/16	7 15/16	7 15/16	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
Good Ord..	8 3/4	8 3/4	8 3/4	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16
Str. G'd Ord	9 3/16	9 3/16	9 3/16	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Low Midd'g	9 11/13	9 11/16	9 11/16	10	10	10	10	10	10
Str.L'w Mid	10	10	10	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Middling...	10 3/16	10 3/16	10 3/16	10 7/16	10 7/16	10 7/16	10 7/16	10 7/16	10 7/16
Good Mid..	10 1/2	10 1/2	10 1/2	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Str. G'd Mid	10 3/4	10 3/4	10 3/4	11	11	11	11	11	11
Midd'g Fair	11 1/4	11 1/4	11 1/4	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Fair.....	12	12	12	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y.	7 1/2	7 1/2	7 7/16	7 13/16	7 13/16	7 3/8	7 13/16	7 13/16	7 3/4
Strict Ord..	7 15/16	7 15/16	7 7/8	8 1/4	8 1/4	8 3/16	8 1/4	8 1/4	8 3/16
Good Ord..	8 3/4	8 3/4	8 11/16	9 1/16	9 1/16	9	9 1/16	9 1/16	9
Str. G'd Ord	9 3/16	9 3/16	9 1/8	9 1/2	9 1/2	9 7/16	9 1/2	9 1/2	9 7/16
Low Midd'g	9 11/16	9 11/16	9 5/8	10	10	9 15/16	10	10	9 15/16
Str.L'w Mid	10	10	9 15/16	10 1/4	10 1/4	10 3/16	10 1/4	10 1/4	10 3/16
Middling...	10 3/16	10 3/16	10 1/8	10 7/16	10 7/16	10 3/8	10 7/16	10 7/16	10 3/8
Good Mid..	10 1/2	10 1/2	10 7/16	10 3/4	10 3/4	10 11/16	10 3/4	10 3/4	10 11/16
Str. G'd Mid	10 3/4	10 3/4	10 11/16	11	11	10 15/16	11	11	10 15/16
Midd'g Fair	11 1/4	11 1/4	11 3/16	11 1/2	11 1/2	11 7/16	11 1/2	11 1/2	11 7/16
Fair.....	12	12	11 15/16	12 1/4	12 1/4	12 3/16	12 1/4	12 1/4	12 3/16

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/16
Strict Good Ordinary	7 15/16	7 15/16	7 15/16	7 15/16	7 15/16	7 7/8
Low Middling	8 5/8	8 5/8	8 5/8	8 5/8	8 5/8	8 9/16
Middling	9 7/16	9 7/16	9 7/16	9 7/16	9 7/16	9 3/8

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on some days.

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT. Exp't.	Consump.	Spec. ul'n	Transit.	Total.	FUTURES. Sales.	Deliveries.
Sat.. Quiet and steady	....	265	230	....	495	28,300	200
Mon . Quiet	150	351	100	....	601	46,100	300
Tues . Steady	....	454	....	....	454	47,900	300
Wed . Steady	....	629	200	....	829	52,500	200
Thurs Quiet	....	287	....	....	287	70,900	200
Fri .. Quiet at 1/16 dec..	21	268	....	....	287	105,700	200
Total	171	2.252	530	....	2.953	351.400	1,400

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

The Sales and Prices of Futures are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
Saturday, Jan. 13—	Variable.	Aver .. —	Aver .. 10·12	Aver .. 10·26	Aver .. 10·40	Aver .. 10·54	Aver .. 10·68	Aver .. 10·80	Aver .. 10·90	Aver .. 10·65	Aver	Aver	Aver .. ..
Sales, total.....	28,300	—	2,600	7,800	4,000	6,600	4,100	1,700	1,300	200	.....	.....	.....
Prices paid (range)	10·10@10·92	— @	10·14@10·14	10·24@10·29	10·38@10·43	10·52@10·56	10·66@10·70	10·79@10·91	10·89@10·92	10·65@ —	— @ —	— @ —	— @ —
Closing.....	Easier.	10·05—10·07	10·10— —	10·23—10·24	10·37—10·38	10·51—10·52	10·65—10·66	10·77—10·78	10·89—10·89	—	—	—	—
Monday, Jan. 15—	Lower.	Aver .. 10·01	Aver .. 10·06	Aver .. 10·19	Aver .. 10·33	Aver .. 10·48	Aver .. 10·62	Aver .. 10·75	Aver .. 10·86	Aver	Aver	Aver	Aver .. ..
Sales, total.....	46,100	1,100	5,000	3,200	6,200	9,200	6,800	7,400	2,400	.....	.....	.....	.....
Prices paid (range)	10·00@10·56	10·02@10·07	10·05@10·07	10·19@10·20	10·33@10·34	10·47@10·49	10·61@10·63	10·74@10·76	10·85@10·86	— @ —	— @ —	— @ —	— @ —
Closing.....	Dull.	10·01—10·02	10·06— —	10·19—10·20	10·33—10·31	10·47— —	10·61— —	10·74—10·75	10·83—10·86	—	—	—	—
Tuesday, Jan. 16—	Higher.	Aver .. 10·06	Aver .. 10·16	Aver .. 10·24	Aver .. 10·37	Aver .. 10·51	Aver .. 10·66	Aver .. 10·79	Aver .. 10·90	Aver	Aver	Aver	Aver .. ..
Sales, total.....	47,900	1,000	9,000	7,600	8,500	9,700	5,000	1,200	.....	.....	.....	.....	.....
Prices paid (range)	10·05@10·92	10·08@10·08	10·09@10·12	10·21@10·26	10·35@10·39	10·48@10·53	10·64@10·68	10·75@10·81	10·88@10·92	— @ —	— @ —	— @ —	— @ —
Closing.....	Steady.	10·06—10·07	10·11— —	10·24—10·25	10·38—10·39	10·52—10·53	10·66—10·67	10·79—10·80	10·90—10·91	—	—	—	—
Wednes'y, Jan. 17—	Easier.	Aver .. 10·04	Aver .. 10·09	Aver .. 10·22	Aver .. 10·36	Aver .. 10·50	Aver .. 10·64	Aver .. 10·76	Aver .. 10·87	Aver	Aver	Aver	Aver .. ..
Sales, total.....	52,500	700	8,600	16,200	8,700	7,700	3,100	1,400	3,400	.....	.....	.....	.....
Prices paid (range)	10·03@10·89	10·07@10·10	10·21@10·24	10·35@10·37	10·48@10·51	10·63@10·65	10·75@10·77	10·87@10·89	.....	.....	.....	.....	.....
Closing.....	Firm.	10·05—10·06	10·10—10·11	10·23—10·24	10·36@10·37	10·50—10·51	10·64—10·65	10·77—10·78	10·88—10·89	—	—	—	—
Thursday, Jan. 18—	Lower.	Aver .. 10·03	Aver .. 10·06	Aver .. 10·20	Aver .. 10·33	Aver .. 10·46	Aver .. 10·60	Aver .. 10·73	Aver .. 10·85	Aver	Aver	Aver	Aver .. ..
Sales, total.....	70,900	500	7,300	8,000	17,200	16,200	7,900	9,300	1,500	.....	.....	.....	.....
Prices paid (range)	10·03@10·87	— @10·03	10·05@10·07	10·18@10·21	10·31@10·35	10·45@10·48	10·59— —	10·71@10·75	10·83@10·87	— @ —	— @ —	— @ —	— @ —
Closing.....	Dull.	10·00—10·02	10·05—10·06	10·18—10·19	10·31—10·32	10·45—10·46	10·59— —	10·72—10·73	10·82—10·84	—	—	—	—
Friday, Jan. 19—	Lower.	Aver .. 9·98	Aver .. 10·01	Aver .. 10·15	Aver .. 10·27	Aver .. 10·41	Aver .. 10·56	Aver .. 10·68	Aver .. 10·80	Aver .. 10·50	Aver	Aver	Aver .. ..
Sales, total.....	105,700	200	7,500	15,500	17,400	29,500	11,600	14,200	9,400	100	200	100	100
Prices paid (range)	9·98@10·81	9·98@ —	9·99@10·03	10·12@10·17	10·25@10·31	10·38@10·44	10·53—10·54	10·66—10·67	10·77—10·78	10·48—10·50	10·12—10·14	10·00@ —	— @ —
Closing.....	Steady.	9·98— 9·99	10·00—10·01	10·13—10·14	10·26—10·27	10·39— —	10·53—10·54	10·66—10·67	10·77—10·78	—	—	—	—
Total sales this week.	351,400	2,066,800	1,158,400	1,532,800	984,100	1,159,000	662,600	278,200	278,100	900	3,000	100	.....
Average price, week.		10·02	10·07	10·21	10·34	10·48	10·63	10·75	10·86	10·57	10·22	10·00	.....
Sales since Sep 1, '82*	11,298,200	3,500	40,000	63,300	62,000	78,900	38,500	39,400	22,400	300	3,000	100	.....

* Includes sales in September, 1882, for September, 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400.

Transferable Orders—Saturday, 10·10c.; Monday, 10·05c.; Tuesday, 10·10c.; Wednesday, 10·10c; Thursday, 10·05c.; Friday, 10c.

☞ We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week.

·28 pd. to exch. 1,200 Mar. for May.	·14 pd. to exch. 200 Mar. for April
·27 pd. to exch. 100 Feb. for April.	·13 pd. to exch 200 Feb. for Mar.
·19 pd. to exch. 100 Jan. for Mar.	·13 pd. to exch. 300 Feb. for Mar.
18 pd. to exch. 300 Jan. for Mar.	·14 pd. to exch. 200 May for June.
·04 pd. to exch. 200 Jan for Feb.	·26 pd. to exch. 400 Mar. for May.
·27 pd. to exch. 300 Feb. for April.	·40 pd. to exch. 700 April for July.
·14 pd. to exch. 500 May for June..	·13 pd. to exch. 200 Feb. for Mar.
·42 pd. to exch. 2,500 Mar. for June.	·27 pd. to exch. 100 May for July.
·28 pd. to exch. 100 Apr. for June.	·30 pd. to exch. 100 Feb. for May.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

Towns.	Movement to Jan. 19, 1883. Receipts. This week.	Since Sept. 1, '82.	Shipm'ts. This week.	Stock Jan. 19.	Movement to Jan. 20, 1882. Receipts. This week.	Since Sept. 1, '81.	Shipm'ts. This week.	Stock Jan. 20.
Augusta, Ga.	3,843	138,135	4,154	25,908	2,772	140,850	4,643	29,786
Columbus, Ga.	1,638	88,401	1,818	22,257	2,318	80,231	3,212	22,123
Macon, Ga.	703	49,745	803	9,768	900	55,635	631	10,907
Montgom'ry, Ala.	2,003	114,742	2,677	15,717	1,320	86,311	1,764	9,318
Selma, Ala.	3,829	86,107	3,584	10,502	775	67,541	1,684	10,216
Memphis, Tenn.	13,287	358,624	17,028	89,353	2,259	280,474	3,792	92,156
Nashville, Tenn.	7,736	32,760	1,477	9,100	596	46,234	375	19,256
Dallas, Tex.	1,308	29,797	730	3,502	73	23,842	350	2,315
Jefferson, Tex.	861	21,774	961	400	266	12,356	129	1,979
Shreveport, La.	2,938	69,548	3,335	4,320	633	52,179	2,764	14,074
Vicksburg, Miss.	4,134	71,054	4,397	8,922	2,872	112,231	3,227	11,256
Columbus, Miss.	1,155	30,728	1,768	8,189	468	25,027	1,149	8,013
Enfaula, Ala.	671	36,722	775	6,502	1,096	42,822	983	3,505
Griffin, Ga.	300	22,343	400	1,416	368	28,754	342	3,541
Atlanta, Ga.	2,272	114,532	3,031	27,115	1,319	106,629	2,533	28,665
Rome, Ga.	1,737	60,948	1,951	14,317	748	74,198	2,178	9,382
Charlotte, N. C.	535	35,177	835	700	789	20,514	789	560
St. Louis, Mo.	11,428	314,745	9,995	68,887	4,919	293,677	5,244	86,985
Cincinnati, O.	6,714	206,757	7,924	5,233	11,674	238,005	13,449	9,031
Total, old towns.	60,092	1,882,669	67,643	332,103	36,167	1,794,510	49,341	378,609
Newberry, S. C.	300	17,028	325	175	278	12,578	278	734
Raleigh, N. C.	327	36,538	242	2,933	865	43,089	1,901	597
Petersburg, Va.	139	16,161	.....	1,814	310	21,972	217	5,315
Louisville, Ky.	1,713	19,523	1,150	2,761	313	22,864	774	8,801
Little Rock, Ark.	1,337	36,819	1,177	2,572	168	21,297	407	2,709
Brenham, Tex.	449	28,318	388	1,602	43	20,627	148	1,516
Houston, Tex.	15,162	548,270	20,855	23,502	4,606	335,176	6,689	20,642
Total, new towns	19,426	702,657	24,145	35,859	6,591	478,543	10,414	40,434
Total, all	79,508	2,585,326	91,789	367,967	42,748	2,273,053	59,755	419,043

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 7,561 bales, and are to-night 46,501 bales *less* than at the same period last year. The receipts at the same towns have been 23,915 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 312,273 bales *more* than for the same time in 1881-2.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Jan. 19), we add the item of exports from the United States, including in it the exports of Friday only.

☞ We re-arrange our visible supply table for previous years to conform to the change made in Continental stocks—that is to say, the Continental stocks of the succeeding week are inserted to make the correct comparison.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	814,000	597,000	470,000	479,000
Stock at London.....	76,400	37,500	33,500	42,688
Total Great Britain stock.	890,400	634,500	503,500	521,688
Stock at Hamburg.....	4,000	2,200	1,800	1,500
Stock at Bremen.....	25,400	41,900	23,600	19,720
Stock at Amsterdam.....	14,000	11,300	17,900	26,620
Stock at Rotterdam.....	3,400	400	1,060	1,310
Stock at Antwerp.....	900	2,090	500	.....
Stock at Havre.....	151,000	119,000	67,300	48,410
Stock at Marseilles.....	4,000	4,200	5,500	1,321
Stock at Barcelona.....	44,000	35,000	24,700	19,158
Stock at Genoa.....	7,900	5,000	3,500	1,600
Stock at Trieste.....	5,600	4,800	2,530	1,295
Total continental stocks...	260,100	225,890	148,390	120,834
Total European stocks...	1,150,500	860,390	651,890	642,022
India cotton afloat for Europe.	116,000	144,000	88,000	54,103
Amer'n cotton afloat for Eur'pe	618,000	479,000	787,000	539,904
Egypt, Brazil, &c., afft for E'r'pe	56,000	31,000	40,000	30,470
Stock in United States ports..	922,213	1,153,383	892,199	942,445
Stock in U. S. interior towns..	332,108	378,609	277,359	358,074
United States exports to-day..	19,200	12,800	10,000	24,000
Total visible supply.....	3,214,021	3,059,182	2,746,448	2,591,018

Of the above, the totals of American and other descriptions are as follows:

American—				
Liverpool stock.....	549,000	430,000	347,000	343,000
Continental stocks.....	155,000	124,000	97,000	88,000
American afloat for Europe....	618,000	479,000	787,000	539,904
United States stock.....	922,213	1,153,383	892,199	942,445
United States interior stocks..	332,108	378,609	277,359	358,074
United States exports to-day..	19,200	12,800	10,000	24,000
Total American.....	2,595,521	2,577,792	2,410,558	2,295,423
East Indian, Brazil, &c.—				
Liverpool stock.....	265,000	167,000	123,000	136,000
London stock.....	76,400	37,500	38,500	42,688
Continental stocks.....	105,100	101,890	51,390	32,334
India afloat for Europe.....	116,000	144,000	88,000	54,103
Egypt, Brazil, &c., afloat....	56,000	31,000	40,000	30,470
Total East India, &c.....	618,500	481,390	335,890	295,595
Total American.....	2,595,521	2,577,792	2,410,558	2,295,423
Total visible supply.....	3,214,021	3,059,182	2,746,448	2,591,018
Price Mid. Upl., Liverpool	5⅝d.	6¾d.	6 9/16d.	7d.

☞ The imports into Continental ports this week have been 68,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 154,839 bales as compared with the same date of 1882, an *increase* of 467,573 bales as compared with the corresponding date of 1881 and an *increase* of 623,003 bales as compared with 1880.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending Jan. 19.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston....	9¾	9⅞	9¾	9¾	9⅞	9¾
New Orleans.	9⅝	9⅝	9⅝	9⅝	9⅝	9⅝
Mobile.....	9⅝	9⅝	9⅝	9⅝	9⅝	9⅝
Savannah....	9¼	9⅜	9⅜	9⅜	9⅜	9⅜
Charleston...	9¾	9¾	9¾	9¾	9¾	9¾
Wilmington...	9⅝	9⅝	9⅝	9⅝	9⅝	9⅝
Norfolk.....	9⅝	9⅝	9⅝	9⅝	9⅝	9⅝
Boston.....	10⅜	10⅜	10⅜	10⅜	10⅜	10⅜
Baltimore...	10	10	10	10	10	10
Philadelphia.	10½	10½	10½	10½	10½	10½
Augusta.....	9¼	9¼	9¼	9¼	9¼	9¼
Memphis....	9⅝	9⅝	9⅝	9⅝	9⅝	9⅝
St. Louis....	9½	9½	9½	9½	9½	9½
Cincinnati...	9½	9½	9½	9⅝	9⅝	9⅝
Louisville....	9½	9½	9½	9½	9⅝	9⅝

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns		
	'80-'81.	'81-'82.	'82-'83.	'80-'81.	'81-'82.	'82-'83.	'80-'81.	'81-'82.	'82-'83.
Nov. 3.....	251,768	225,285	256,623	240,562	290,140	175,092	232,755	263,893	292,398
" 10.....	215,842	233,320	262,251	263 258	322,161	211,740	238,538	265.341	298,899
" 17.....	256,615	233,462	259,154	281,562	345,706	244,123	274,522	257,007	291,537
" 24.....	205,192	232,216	242,169	284,476	367,080	259,173	208,106	253,570	257,291
Dec. 1.....	218,341	222,170	253,097	287,717	393,080	275,700	221,582	248,196	271,622
" 8.....	243,187	238,844	247,017	303,003	415,599	291,376	258,423	261,357	262,698
" 15.....	238,490	241,576	262,015	336 852	445,538	299,528	272,819	271,518	270,167
" 22.....	237,980	206,855	258,170	353,487	457,024	336,993	254,635	218,343	295,635
" 29.....	196,435	200,624	251,923	363,025	466,256	379,555	205,973	210,186	294,755
Jan. 5.....	110,735	152,429	224,997	337,664	423,659	383,647	85,374	139,502	228 789
" 12.....	129,604	114,868	175,382	304,557	435,050	380,243	101,490	96,259	171,983
" 19.....	138,879	99,990	150,390	309,282	419,043	367,967	138,591	83,983	133,109

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 4,363,713 bales; in 1881-82 were 3,974,018 bales; in 1880-81 were 4,109,495 bales.

2. That, although the receipts at the out-ports the past week were 150,390 bales, the actual movement from plantations was only 138,109 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 83,983 bales and for 1881 they were 138,591 bales.

AMOUNT OF COTTON IN SIGHT JANUARY 19.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to January 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.
Receipts at the ports to January 19 ....bales.	4,012,231	3,600,400
Interior stocks in excess of Sept. 1 on Jan. 19.	351,482	373,618
Total receipts from plantations.....	4,363,713	3,974,018
Net overland to January 1.....	413,082	323,510
Southern consumption to January 1.....	130,000	100,000
Total in sight January 19.....	4,906,795	4,397,528

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 509,267 bales.

WEATHER REPORTS BY TELEGRAPH.—There has been rain in almost all sections of the South during the week, and at some points rain has fallen on every day. This has interfered somewhat with the marketing of the crop, and is in part the cause of smaller receipts.

Galveston, Texas.—It has rained on five days of the week, not hard, but almost constantly, the rainfall reaching one inch and sixty-nine hundredths. Picking and all other work is generally suspended, and it begins to look almost as if very little more picking would be done. Average thermometer 52, highest 67 and lowest 37.

Indianola, Texas.—We have had showers and drizzles on five days of the week, the rainfall reaching two inches. There is mud and slop everywhere, and work is impracticable. The thermometer has ranged from 36 to 66, averaging 52.

Dallas, Texas.—It has been drizzly on two days of the week, and the remainder of the week has been cloudy and unfavorable. The rainfall reached five hundredths of an inch. The thermometer has averaged 45, ranging from 21 to 69.

Brenham, Texas.—We have had a shower on one day of the week, the rainfall reaching ten hundredths of an inch. Some crop preparations are beginning, but the ground is generally too wet. The thermometer has averaged 49, the highest being 68 and the lowest 29.

Palestine, Texas.—It has rained on six days of the week, the rainfall reaching one inch and forty-eight hundredths. There is mud and water everywhere; work is stopped and the roads are bad. The thermometer has ranged from 24 to 64, averaging 44.

Huntsville, Texas.—We have had hard rain on three days of the week, the rainfall reaching one inch and fifty hundredths. Picking is suspended and roads are bad. Average thermometer 43, highest 65, lowest 21.

Weatherford, Texas.—It has been showery on two days of the week, the rainfall reaching ten hundredths of an inch. The thermometer has averaged 45, ranging from 20 to 69.

Belton, Texas.—We have had no rain during the week, but the weather has been foggy and cold. Slight progress has been made in picking. The thermometer has averaged 42, the highest being 65 and the lowest 19.

Luling, Texas.—It has been showery on two days, and the remainder of the week has been cloudy. The rainfall reached five hundredths of an inch. The thermometer has ranged from 29 to 71, averaging 50.

New Orleans, Louisiana.—It has rained on every day of the week, the rainfall reaching six inches and thirty hundredths. The thermometer has averaged 53.

Shreveport, Louisiana.—We have had cloudy weather, with light drizzling rains, during the week, the rainfall reaching one inch and twenty-five hundredths. The thermometer has ranged from 26 to 60.

Vicksburg, Mississippi.—It has rained on five days of the week, and is threatening rain to-day.

Columbus, Mississippi.—The early part of the week we had rain, but the latter portion has been clear and pleasant. The rainfall reached one inch and fifty-nine hundredths.

Little Rock, Arkansas.—Telegram not received.

Memphis, Tennessee.—We have had rain on four days of the week, the rainfall reaching ninety-five hundredths of an inch. There have been only two clear days during the week. Average thermometer 40, highest 59 and lowest 20.

Nashville, Tennessee.—It has rained on four days of the week, the rainfall reaching sixty-two hundredths of an inch. The thermometer has ranged from 11 to 53, averaging 36.

Mobile, Alabama.—We have had rain on every day of the week, on five of which lightly, and two severely, the rainfall reaching four inches and sixty-two hundredths. Average thermometer 53, highest 71 and lowest 34.

Montgomery, Alabama.—It has rained on every day of the week, the rainfall reaching three inches and twelve hundredths. We are having too much rain, and in consequence the rivers are rising and the roads are becoming impassable. We had frost on the 15th; the thermometer was below freezing point on the 12th, but no frost. The thermometer has averaged 47, the highest being 63 and the lowest 25.

Selma, Alabama.—We have had rain on four days and the remainder of the week has been cloudy. The rainfall reached three inches and thirty-six hundredths. The tributary rivers are higher. The thermometer has averaged 45.

Madison, Florida.—It has rained on five days of the week; we are having too much rain. The latter portion of the week has been warm, sultry and wet. The thermometer has ranged from 35 to 65, averaging 56.

Macon, Georgia.—It has rained continuously on five days of the week. The thermometer has averaged 44, ranging from 18 to 60.

Columbus, Georgia.—We have had severe rain on two days of the week, the rainfall reaching five inches and forty-five hundredths. Average thermometer 50, highest 62, lowest 33.

Savannah, Georgia.—It has rained on three days of the week, and the remainder of the week has been cloudy. The rainfall reached three inches and sixty-seven hundredths. The thermometer has averaged 52, the highest being 65 and the lowest 27.

Augusta, Georgia.—The early part of the week was clear and pleasant, but during the latter portion it has rained continuously on four days. The rainfall reached one inch and eighty hundredths. Planters are marketing their crop freely. The thermometer has ranged from 19 to 63, averaging 45.

Atlanta, Georgia.—It has rained on four days of the week, the rainfall reaching three inches and forty hundredths. The thermometer has averaged 38, ranging from 15 to 56.

Charleston, South Carolina.—We have had rain on five days of the week, the rainfall reaching one inch and three hundredths. Average thermometer 48, highest 64, lowest 25.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock January 18, 1883, and January 19, 1882.

		Jan. 18, '83.		*Jan.* 19, '82.	
		Feet.	*Inch.*	*Feet.*	*Inch.*
New Orleans	Below high-water mark	9	6	3	8
Memphis	Above low-water mark.	8	5	32	4
Nashville	Above low-water mark.	16	2	51	11
Shreveport	Above low-water mark.	17	10	19	6
Vicksburg	Above low-water mark.	16	0	40	4

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to January 18.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	*Shipments this week.*			*Shipments since Jan. 1.*			*Receipts.*	
	Great Brit'n.	*Continent*	*Total.*	*Great Britain*	*Continent.*	*Total.*	*This Week.*	*Since Jan. 1*
1883	5,000	15,000	20,000	18,000	28,000	46,000	34,000	90,000
1882	19,000	9,000	28,000	49,000	25,000	74,000	41,000	103,000
1881	7,000	8,000	15,000	13,000	15,000	28,000	5,000	61,000
1880	3,000	10,000	13,000	9,000	13,000	22,000	16,000	44,000

According to the foregoing, Bombay appears to show a *decrease* compared with last year in the week's receipts of 7,000 bales, and a *decrease* in shipments of 8,000 bales, and the shipments since January 1 show a *decrease* of 28,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			*Shipments since January 1.*		
	Great Britain.	*Continent.*	*Total.*	*Great Britain.*	*Continent.*	*Total*
Calcutta—						
1883	6,500	1,500	8,000	15,000	1,500	16,500
1882	11,000	2,000	13,000	20,500	2,700	23,200
Madras—						
1883	1,000	.....	1,000	2,000	.....	2,000
1882	900	.....	900	1,800	.....	1,800
All others—						
1883	.....	.....	.....	1,000	.....	1,000
1882	800	.....	800	2,300	200	2,500
Total all—						
1883	7,500	1,500	9,000	18,000	1,500	19,500
1882	12,700	2,000	14,700	24,600	2,900	27,500

The above totals for the week show that the movement from the ports other than Bombay is 5,700 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	*Since Jan. 1.*	*This week.*	*Since Jan. 1.*	*This week.*	*Since Jan. 1.*
Bombay	20,000	46,000	28,000	74,000	15,000	28,000
All other p'rts.	9,000	19,500	14,700	27,500	17,000	32,000
Total	29,000	65,500	42,700	101,500	32,000	60,000

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, January 18.	1882-83.		1881-82.		1880-81	
Receipts (cantars*)—						
This week....	95,000		100,000		125,000	
Since Sept. 1	1,821,000		2,327,550		2,130,000	
	This week.	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*	*This week.*	*Since Sept. 1*
Exports (bales)—						
To Liverpool.....	8,000	146,000	7,000	148,000	8,000	140,000
To Continent.....	4,000	45,000	10,953	87,982	.....	45,593
Total Europe.....	12,000	191,000	17,953	235,982	8,000	185,593

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Jan. 18 were 95,000 cantars and the shipments to all Europe were 12,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is quiet, and slightly easier. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1882-83.					1881-82.				
	32s Cop. Twist.	*8¼ lbs. Shirtings.*			*Cott'n Mid. Upl'ds*	*32s Cop. Twist.*	*8¼ lbs. Shirtings.*			*Cott'n Mid. Upl'ds*
	d. d.	s. d.	s. d		d	d. d.	s. d.	s. d.		d.
Nov 17	9 1/16@ 9¼	6 1@	7 6		6 1/8	9¼ @10	6 6	@8	1 1/2	6 9/16
" 24	8 7/8 @ 9 1/2	6 3	@7	9	6 1/8	9 3/8 @10 1/8	6 6	@8	1 1/2	6 1/2
Dec. 1	8 7/8 @ 9 1/2	6 3	@7	9	6	9 3/8 @10 1/8	6 6	@8	1 1/2	6 11/16
" 8	8 7/8 @ 9 1/2	6 3	@7	9	5 15/16	9 3/8 @10 1/8	6 6	@8	1 1/2	6 9/16
" 15	8 7/8 @ 9 1/2	6 3	@7	7 1/2	5 15/16	9¼ @10	6 6	@8	0	6 9/16
" 22	8 7/8 @ 9 1/2	6 1 1/2	@7	7 1/2	5 13/16	9 3/8 @10	6 6	@8	0	6 11/16
" 29	8 13/16-9 7/16	6 1 1/2	@7	7 1/2	5 3/4	9 3/8 @10	6 6	@8	0	6 11/16
Jan. 5	8 3/4 @ 9 3/8	6 1	@7	7	5 11/16	9 3/8 @10	6 6	@8	0	6 9/16
" 12	8 5/8 @ 9¼	6 0	@7	6	5 11/16	9 3/8 @10	6 6	@8	0	6 11/16
" 19	8 5/8 @ 9¼	6 0	@7	4 1/2	5 5/8	9 1/2 @10	6 7 1/2	@8	0	6 3/4

JUTE BUTTS, BAGGING, &c.—There has been a fair amount of business transacted in bagging for the past week, though the market is not very active. Prices are unchanged, and sellers continue to name 6¾c. for 1½ lbs., 7¼c. for 1¾ lbs., 8c. for 2 lbs. and 8¾@9c. for standard grades. These are the quotations for the small parcels that are moving, but a round quantity could be had at less. Butts have not moved to any large extent, buyers not showing a disposition to take more than their wants require. A light trade is being done for present wants, and prices are steady at 2 3-16@2⅜c. for paper grades, and 2½@2⅝c. for bagging qualities.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows:

Monthly Receipts.	*Year Beginning September 1.*					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,848	98,491
October..	930,584	853,195	968,318	888,492	689,264	578,533
Novemb'r	1,024,667	974,043	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,664	900,119
Total year	3,514,473	3,253,822	3,454,099	3,120,871	2,651,013	2,399,636
Per'c'tage of tot. port receipts Dec. 31.	68·93	58·80	62·39	59·60	55·21	

This statement shows that up to Dec. 31 the receipts at the ports this year were 260,651 bales more than in 1881 and 60,374 bales more than at the same time in 1880. By adding to the above totals to Dec 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83.	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Dec. 31	3,514,473	3,253,822	3,454,099	3,120,871	2,651,013	2,399,636
Jan. 1....	49,366	8.	20,294	15,776	9,614	18,351
" 2....	35,488	28,830	8.	30,208	22,227	30,235
" 3....	24,656	24,328	23,424	30,790	36,437	18,957
" 4....	29,181	17,926	11,808	8.	14,949	31,491
" 5....	33,895	23,405	13,397	23,548	8.	20,055
" 6....	34,713	37,231	16,773	22,906	33,248	8.
" 7....	8.	17,951	25,039	19,929	14,528	31,768
" 8....	39,653	8.	17,286	17,551	14,394	24,319
" 9....	19,749	21,640	8.	31,762	20,046	17,404
" 10....	26,949	16,348	26,880	20,411	23,926	19,321
" 11....	25,776	15,187	18,066	8.	13,778	29,232
" 12....	28,542	12,362	20,036	22,132	8.	27,093
" 13....	23,752	31,380	18,509	27,127	23,732	8.
" 14....	8.	12,290	28,777	19,046	22,120	33,738
" 15....	31,999	8.	24,347	19,790	15,966	16,553
" 16....	19,691	17,601	8.	26,983	15,902	26,386
" 17....	23,706	13,601	26,087	35,488	22,115	21,971
" 18....	20,346	15,735	23,976	8.	20,397	27,986
" 19....	30,896	16,877	17,369	35,455	8.	18,520
Total.....	4,012,231	3,576,514	3,786,217	3,516,773	2,974,392	2,813,016
Percentage of total port rec'pts Jan. 19	75·77	64·46	70·31	66·88	64·73	

This statement shown that the receipts since Sept. 1 up to to-night are now 435,717 bales more than they were to the same day of the month in 1882 and 224,014 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to January 19 in each of the years named.

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 11,365 bales, against 12,594 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1882.

Exported to—	*Week ending—*				*Total since Sept. 1.*	*Same period previ'us year.*
	Dec. 28.	*Jan. 4.*	*Jan. 11.*	*Jan. 18.*		
Liverpool....	13,871	17,107	8,985	10,200	267,822	163,914
Other British ports.....	.....	100	.....	.....	3,426	3,458
TOTAL TO GREAT BRITAIN	13,871	17,207	8,985	10,200	271,248	167,372
Havre....	234	233	142	250	18,590	15,845
Other French ports.....	.....	.....	.....	.....	100	.....
TOTAL FRENCH.....	234	233	142	250	18,690	15,845
Bremen and Hanover	952	400	491	16	30,018	18,226
Hamburg	943	250	797	350	23,253	12,567
Other ports.....	1,703	2,430	2,179	549	38,871	3,757
TOTAL TO NORTH. EUROPE	3,498	3,080	3,467	915	92,142	34,550
Spain, Op'rto, Gibralt'r, &c	.....	.....	.....	.....	2,442	837
All other.....	.....	.....	.....	.....	4,234	.....
TOTAL SPAIN, &c	.....	.....	.....	.....	6,676	837
GRAND TOTAL	17,603	20,520	12,594	11,365	383,756	218,604

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	*New York.*		*Boston.*		*Philadelphia.*		*Baltimore.*	
	This week.	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*
N. Orl'ans	8,515	118,836	2,493	2,493	.....	.....	.....	.....
Texas....	7,193	107,610	.....	6,505	.....	.....	.....	.....
Savannah	4,279	151,177	5,255	43,136	745	11,302	2,444	54,653
Mobile...	.....	.....	.....	.....	.....	.....	.....	.....
Florida..	632	7,050	.....	.....	.....	.....	.....	.....
S. Car'lina	5,781	108,975	.....	.....	.....	6,103	.....	14,732
N. Car'lina	834	36,253	.....	.....	.....	.....	397	10,154
Virginia..	4,771	139,295	3,453	36,964	428	31,231	2,681	73,933
North. pts	.....	.....	4,632	81,759	.....	.....	.....	205
Tenn., &c.	8,683	83,269	7,130	92,522	2,281	35,930	2,000	23,645
Foreign..	292	1,531	.....	.....	.....	.....	.....	.....
This year.	40,980	755,996	22,963	263,379	3,454	84,566	7,522	177,322
Last year.	34,064	806,036	13,430	262,636	5,076	56,554	6,165	147 711

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 165,089 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Abyssinia, 238....City of Paris, 1,214....City of Richmond, 1,320....Lake Winnipeg, 2,161....Laplace, 463....Memnon, 812....Pavonia, 3,361... St. Ronans, 631	10,200
To Havre, per steamer Amerique, 250	250
To Bremen, per steamer Donau, 16	16
To Hamburg, per steamer Wieland, 350	350
To Rotterdam, per steamer W. A. Scholten, 300	300
To Amsterdam, per steamer Pollux, 50	50
To Antwerp, per steamer Nederland, 199	199
NEW ORLEANS—To Liverpool, per steamers Brema, 4,165....Engineer, 6,294....Espanol, 3,100....Etna, 3,198....Haytian, 4,098.....Mediator, 4,161.....Osmanli, 6,828.....Peconic, 3,720	35,554
To Grimsby, per steamer Stolzenfels, 6,466	6,466
To Havre, per steamers Fournel, 2,072....Rouen, 7,855	9,927
To Bremen, per steamers Camellia, 2,606.....Darlington, 3,795	6,401
To Genoa per bark Conquistatore, 1,917	1,917
MOBILE—To Liverpool, per bark Hypatia, 2,326	2,326
To Havre, per bark Rebus, 3,000	3,000
CHARLESTON—To Liverpool, per barks Marco Polo, 1,175 Upland....Mary Jane, 2,250 Upland	3,425
To Havre, per bark Jebra, 1,744 Upland and 40 Sea Island.	1,784
To Bremen, per steamers Egypt, 3,835 Upland....Spartan, 5,350 Upland	9,185
To Ghent, per bark Zuleima, 1,525 Upland	1,525
To Barcelona, per bark Anibal, 1,010 Upland	1,010
SAVANNAH—To Liverpool, per barks Capenhurst, 2,000 Upland ....Tikoma, 2,953 Upland	4,953
To Barcelona, per bark XII de Junio, 1,900 Upland	1,900
TEXAS—To Liverpool, per steamers Abana, 7,597.....Cornucopia, 3,966.....Fannie, 4,500.....Scaw Fell, 5,604.....Yesso, 5,461	27,128
To Bremen, per bark Eva, 1,315	1,315
To Sebastopol, per steamer Remembrance, 4,240	4,240
To Vera Cruz, per steamer Whitney, 1,370	1,370
WILMINGTON—To Liverpool, per bark Geo. Davis, 2,303	2,303
To Queenstown or Falmouth for orders, per bark Marie, 1,713	1,713
NORFOLK—To Liverpool, per bark Maiden City, 3,320	3,320
WEST POINT, VA.—To Liverpool, per steamer Elpis, 5,530	5,530
BALTIMORE—To Liverpool, per steamers Ontario, 4,732....Serra, 1,800....Thanemore, 2,070	8,602
To Bremen, per steamer Koln, 1,617	1 617

	Total bales.
Boston—To Liverpool, per steamers Atlas, 1,429....Illyrian, 1,314....Iowa, 1,970	4,713
Philadelphia—To Liverpool, per steamer British Queen, 2,500.	2,500
Total	165,089

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen & Hamburg.	Amsterdam, Rotterdam & Antwerp.	Ghent.	Sebastopol.	Barcelona.	Total.
New York..	10,200	250	366	549	.....	.....	.....	11,365
N. Orleans.	35,554	9,927	6,401	.....	.....	.....	.....	60,265
Mobile	2,326	3,000	.....	.....	.....	.....	.....	5,326
Charleston.	3,423	1,784	9,185	.....	1,525	.....	1,010	16,929
Savannah..	4,953	.....	.....	.....	.....	.....	1,900	6,853
Texas	27,128	.....	1,315	.....	.....	4,240	.....	34,053
Wilmington	2,303	.....	.....	.....	.....	.....	.....	4,016
Norfolk	3,320	.....	.....	.....	.....	.....	.....	3,320
West Point.	5,530	.....	.....	.....	.....	.....	.....	5,530
Baltimore..	8,602	.....	1,617	.....	.....	.....	.....	10,219
Boston.....	4,713	.....	.....	.....	.....	.....	.....	4,713
Philadelp'a	2,500	.....	.....	.....	.....	.....	.....	2,500
Total...110,554		14,961	18,884	549	1,525	4,240	2,910	165,089

Included in the above totals are, from New Orleans to Grimsby, 6,466 bales and to Genoa, 1,917 bales; from Galveston to Vera Cruz, 1,370 bales; from Wilmington to Queenstown or Falmouth, for orders, 1,713 bales.

Below we add the clearances, this week, of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

Galveston—For Liverpool—Jan. 13— ——— 4,273....Jan. 16—Bark Flora, 1,589.
For Havre—Jan. 11—Barks Flora, 1,674; Trois Freres, 1,431.
New Orleans—For Liverpool—Jan. 12—Steamers Historian, 3,914; Lamport, 5,386....Jan. 13—Steamer Colombo, 4,960.
For Havre—Jan. 15—Steamer Rochester, 5,890.
For Dunkirk—Jan. 13—Steamer Strathairly, 1,500.
For Santander—Jan. 13—Bark Famalia, 1,200....Jan. 15—Bark Simpson, 1,150.
For Genoa—Jan. 12—Bark Zeffiro, 1,774.
For Vera Cruz—Jan. 12—Steamer Chase, 1,082....Jan. 13—Steamer City of Mexico, 1,355.
Savannah—For Liverpool—Jan. 15—Ship Alfred, 4,889.
For Bremen—Jan. 16—Bark Ruth, 1,799.
For Barcelona—Jan. 12—Bark Virtuosa, 1,762.
For Corunna—Jan. 17—Brig Isabelita, 600.
Charleston—For Liverpool—Jan. 13—Bark Norma, 1,319....Jan. 15—Bark C. L. Weyer, 1,300....Jan. 16—Bark Camilla, 1,400.
For Rouen—Jan. 13—Bark Atlanta, 1 850.
For Sebastopol—Jan. 16—Steamer Keroula, 4,030.
Wilmington—For Liverpool—Jan. 13—Bark Emily, 1,305.
Norfolk—For Liverpool—Jan. 16—Steamer Mark Lane, 5,700.
Boston—For Liverpool—Jan. 11—Steamer Bulgarian, 1,219.
Baltimore—For Liverpool—Jan. 17—Steamers Enrique, 1,199; Montreal, 4,286; Oranmore, 1,954.
Philadelphia—For Liverpool—Jan. 12—Steamer British Prince, 2,300.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

City of Brussels, steamer (Br.), from New York for Liverpool, before reported. It is intended to blow up the masts, funnels and bowsprit of steamer City of Brussels, when as much of the cargo as possible will be saved. The question of raising the vessel is to be considered.

Egypt, steamer (Br.), from Charleston Jan. 6 for Bremen, via Newport News, with cotton, went ashore Jan. 12 at Watchaprague Inlet, 40 miles north of Cape Charles, and lying easy. The wrecking steamer Victoria J. Peed arrived at Norfolk A. M. of Jan. 15, with a portion of the deck load of cotton. The Peed reported the steamer lying broadside on the beach in about 11 feet of water, with her rudderhead gone and her stern badly thumped. If good weather continued she would be got off in a few days. In case of a storm her position was very precarious. Wrecking steamers, with several wrecking schooners, with complete wrecking outfits and a large force of men were in attendance Jan. 14. The tug Argus left Philadelphia Jan. 15th to assist.

Jesmond, steamer (Br.), Robson, from New Orleans via Halifax, N. S., arrived at Liverpool Jan. 15 with loss of deckload.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	3/16@17/64	3/16@17/64	3/16@17/64	3/16@17/64	3/16@17/64	3/16@17/64
Do sail...d.	....	....	....	....	....	....
Havre, steam.....c.	7/16*	7/16*	7/16*	7/16*	7/16*	7/16*
Do sail.. ....c.	....	....	....	....	....	....
Bremen, steam. .c.	1/2@17/32*	1/2@17/32*	1/2@17/32	1/2@17/32*	1/2@17/32*	1/2@17/32
Do sail.....c.	....	....	....	....	....	....
Hamburg, steam.d.	1/2*	1/2*	1/2*	1/2*	1/2*	1/2*
Do sail...d.	....	....	....	....	....	....
Amst'd'm, steam.c.	9/16*	9/16*	9/16*	9/16*	9/16*	9/16*
Do sail...d.	....	....	....	....	....	....
Baltic, steam,...d.	3/8*	3/8*	3/8*	3/8*	3/8*	3/8*
Do sail.....c.	....	....	....	....	....	....
Barcelona, steam.c.	7/8*	7/8*	7/8*	7/8*	7/8*	7/8*
Genoa, steam ...d.	3/4*	3/4*	3/4*	3/4*	3/4*	3/4*

* Compressed.

Liverpool.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c, at that port. We add previous weeks for comparison.

	Dec. 29.	Jan. 5	Jan. 12.	Jan. 19
Sales of the week.....bales	32,000	43,000	66 000	65,000
Of which exporters took	2,800	3,800	7,300	6,000
Of which speculators took..	800	1,670	3,700	4,700
Sales American	24,000	32,500	49,000	47,500
Actual export.....	11,500	4,900	4,600	7,600
Forwarded.....	21,000	29,500	25,500	31,000
Total stock—Estimated.....	663,000	710,000	699,000	814,000
Of which American—Estim'd	395,000	445,000	429,000	549,000
Total import of the week.....	167,000	119,000	80,000	208,000
Of which American.....	129,000	104,000	54,000	191,000
Amount afloat.....	361,000	367,000	470,000	336,000
Of which American.....	318,000	329,000	425,000	290,000

The tone of the Liverpool market for spots and futures each day of the week ending Jan. 19, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, 12:30 P.M.	Mod. inq. freely supplied	Easier.	Mod. inq. freely supplied.	Fair demand freely met	Easier.	Easier.
Mid. Upl'ds	5 11/16	5 11/16	5 5/8	5 5/8	5 5/8	5 5/8
Mid. Orl'ns	5 13/16	5 13/16	5 3/4	5 3/4	5 3/4	5 3/4
Sales.....	8,000	10,000	10,000	12,000	12,000	10,000
Spec. & exp.	1,000	1,000	1,000	2,000	2,000	1,000
Futures.						
Market, 12:30 P.M.	Steady.	Dull.	Dull.	Flat.	Dull.	Weak.
Market, 5 P. M.	Barely steady.	Barely steady.	Steady.	Barely steady.	In buyers' favor.	Steady.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus:* 5 32 *means* 5 32-64*d.* *and* 6 03 *means* 6 3-64*d.*

	Sat., Jan. 13.				Mon., Jan. 15.				Tues., Jan. 16.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
January	5 40	5 40	5 40	5 40	5 38	5 38	5 38	5 38	5 38	5 38	5 38	5 38
Jan.-Feb. ..	5 40	5 40	5 40	5 40	5 39	5 39	5 38	5 38	5 38	5 39	5 38	5 39
Feb.-Mar...	5 41	5 42	5 41	5 41	5 40	5 40	5 39	5 39	5 39	5 40	5 38	5 40
Mar.-April..	5 44	5 44	5 44	5 44	5 43	5 43	5 42	5 42	5 42	5 42	5 42	5 42
April-May .	5 48	5 48	5 47	5 47	5 46	5 46	5 45	5 45	5 45	5 45	5 44	5 45
May-June..	5 52	5 52	5 50	5 51	5 50	5 50	5 48	5 48	5 48	5 5	5 48	5 50
June-July..	5 55	5 55	5 55	5 55	5 54	5 54	5 52	5 52	5 53	5 54	5 53	5 54
July-Aug...	5 59	5 59	5 59	5 59	5 58	5 58	5 57	5 57	5 57	5 57	5 56	5 56
Aug.-Sept..	5 63	5 60	5 63	5 63	5 62	5 62	5 62	5 62	5 62	5 62	5 61	5 62
Sept.-Oct...	....	....	....	...	....	...	....	....	....	....	....	....

	Wednes., Jan. 17.				Thurs., Jan. 18.				Fri., Jan. 19.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
January.....	5 38	5 38	5 37	5 37	5 36	5 36	5 34	5 36	5 35	5 35	5 33	5 34
Jan.-Feb ...	5 38	5 38	5 37	5 37	5 37	5 37	5 35	5 35	5 35	5 35	5 33	5 34
Feb.-Mar...	5 39	5 39	5 38	5 38	5 38	5 38	5 34	5 36	5 36	5 36	5 34	5 35
Mar.-April..	5 41	5 41	5 41	5 41	5 41	5 41	5 39	5 39	5 39	5 39	5 37	5 38
April-May..	5 44	5 45	5 44	5 45	5 44	5 44	5 43	5 43	5 42	5 42	5 40	5 41
May-June..	5 49	5 49	5 48	5 48	5 47	5 47	5 46	5 46	5 44	5 46	5 44	5 45
June-July..	5 52	5 52	5 52	5 52	5 51	5 51	5 51	5 51	5 51	5 51	5 49	5 49
July-Aug...	5 57	5 57	5 56	5 56	5 56	5 56	5 55	5 55	5 55	5 55	5 54	5 54
Aug.-Sept..	5 61	5 61	5 60	5 61	5 60	5 60	5 59	5 59	5 59	5 59	5 57	5 58
Sept.-Oct...	..	....	....	....	...	....	....	....	....	....	....	....

BREADSTUFFS.

Friday, P. M., January 19, 1883.

Flour has continued to advance, owing to the rise in wheat, and a very fair business has been done, though the demand has been mainly for the lower grades. To-day the market was fairly active and strong. There is an ample supply here of most descriptions, however.

Wheat has been in good demand for export, and has advanced 2½c. The firmness of the foreign markets has naturally had considerable influence, but a steady rise in Chicago has also had no little effect. The speculation has been active, and options have also advanced 2c., largely owing to higher prices in Chicago, where considerable covering by the shorts has been reported. Latterly, white wheat has been especially wanted here for foreign markets, and as the supply has been reduced to a moderate quantity, this description has been particularly firm. To-day the market was firm on the spot, but though options early in the day advanced ½@¾c., there was some depression towards the close. A notable feature of to-day's market was a large trade in spring wheat; 100,000 bushels of No. 1 Duluth sold at $1 25, to be shipped on the opening of navigation, besides which there were transactions at $1 10@$1 11 for No. 2 Chicago and $1 03 for No. 3. No. 2 red sold at $1 15@$1 15½ for February, $1 17¼@$1 18 for March, $1 19½@$1 19⅞ for April, and $1 19¾@$1 20¼ for May.

Indian corn has been quite active on speculation, though the trading in options has not been so spirited here as in Chicago,

where an agitation for some modification of the inspection rules, which have been declared too stringent by some dealers, has had a noticeable effect on the speculative transactions, particularly since the impression has gained ground that the rules would not be changed. The market here has advanced 1c. to 2c. To-day there was a fair demand at an advance of ½@¾c. for options, though later on this was lost. No. 2 mixed sold at 68⅝c. for February, 67¾c. for April and 66⅞c. for May.

Rye and barley have sold rather more freely, and the former at some advance. Oats have been active and higher. To-day the market was active at a further advance; No. 3 mixed sold at 47⅞@49¼c. for January, 48@48⅝c. for February, 48⅜@48⅞c. for March and 48@48¾c. for May.

The following are closing quotations:

FLOUR.

No. 2 spring...₩ bbl.	$2 50@ 3 25	City shipping extras.	$5 30@ 5 75
No. 2 winter	2 75@ 3 40	Southern bakers' and family brands	5 35@ 6 75
Superfine.....	3 00@ 3 80	South'n skip'g extras.	4 30@ 5 30
Spring wheat extras..	4 00@ 5 00	Rye flour, superfine..	3 35@ 3 85
do bakers'.....	5 00@ 6 00	Corn meal—	
Wis. & Minn. rye mix.	5 00@ 5 50	Western, &c.....	3 00@ 3 75
Minn. clear and stra't	4 00@ 6 00	Brandywine, &c....	3 75@ 3 90
Winter shipp'g extras.	3 80@ 4 40	Buckw't flour, 100 lbs.	2 50@ 2 75
Patents, spring.....	5 75@ 7 75		
Patents, winter.....	5 75@ 7 25		

GRAIN.

Wheat—		Rye—Western	70 @ 75
Spring, per bush.	1 00 @1 24	State & Canada..	70 @ 75
Spring No. 2.....	1 10 @....	Oats—	
Red winter	1 00 @1 19½	Mixed.....	47¾@ 50
Red winter, No. 2	1 14¾@1 16¼	White.....	48¾@ 53
White.....	95 @1 19	No. 2 mixed.	48¾@ ....
White No. 1.....	1 13 @....	No. 2 white	49½@49¾
Corn—West. mixed	65 @ 72	Barley—	
West. mix. No. 2.	69 @ 72	Canada No. 1....	1 00 @ ....
White	68½@ 72	Canada bright...	1 02 @ ....
Yellow.....	70 @ 72	Canada No. 2....	90 @ ....
Buckwheat.....	72 @ 75	State, 4-rowed...	92 @ ....
		State, 2-rowed...	85 @ ....

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Jan. 13 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48 lbs	Bush.56 lbs
Chicago.....	70,413	309,216	941,838	373,818	196,458	33,367
Milwaukee..	67,624	178,807	36,780	37,530	136,738	14,000
Toledo.....	677	157,635	208,348	10,644	3,000	1,275
Detroit.....	5,999	116,882	5,460	22,552	12,866	.....
Cleveland....	2,597	26,524	36,500	13,300	7,027	.....
St. Louis	28,580	186,474	356,995	33,489	58,035	11,047
Peoria.	1,070	450	255,350	91,225	16,800	14,500
Duluth	.....	70,580	.....	.....	.....	.....
Tot. wk. '83	176,960	1,046,628	1,840,369	582,558	430,924	74,189
Same wk. '82	157,707	695,961	2,319,346	909,852	273,237	54,353
Same wk. '81	161,198	742,010	1,299,828	480,730	315,986	51,756
Since Aug. 1—						
1882.....	4,937,706	52,864,300	97,180,756	26,821,122	9,491,609	2,572,399
1881.....	4,001,949	26,828,708	63,454,021	17,747,404	8,377,877	2,819,147
1880.....	4,263,053	55,544,657	64,614,988	22,535,885	8,939,680	2,606,367

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Jan. 13, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	754,330	391,466	510,063	272 905
Wheat.....bush.	1,057,344	1,216,454	1,473,351	536,647
Corn.....	4,167,294	2 477,893	2,103,932	2,016,493
Oats.....	1,787,402	1,353,786	1,349,900	757,105
Barley	671,458	442,303	545,558	189,778
Rye	136,492	133,602	167,528	124,766
Total grain ...	7,819,990	5,624,043	5,640,273	3.624,789

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week Jan. 13.	1882. Week Jan. 14.	1881. Week Jan. 15.	1880. Week Jan. 17
Flour.....bbls.	224,419	138,746	1 6,700	94,137
Wheat.....bush.	411,016	665,640	545,453	174 461
Corn.....	1,548,011	1,029,805	708,377	675.083
Oats.....	735,610	606,746	455,114	206,488
Barley.....	243,121	111,105	190,648	69,966
Rye.....	63,282	39,002	55,747	31,347
Total.....	3,001,040	2,452,298	1,955,339	1,157.345

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Jan. 13...224.419		411,016	1.548.011	735,610	243,121	63,282
Jan. 6...266,747		250.978	1,320,000	491.501	204.339	31.314
Dec. 30...263,164		395,350	1,299,193	560,291	223,998	41,996
Dec. 23...170,950		292,366	1,038,006	402,408	134,753	26,704
Tot., 4 w.	925,280	1,349,710	5,205,300	2,189,810	806,211	163.296
4 wks 82..	502,775	1,533,320	3,479,842	1,741,066	589,199	176,259

The receipts of flour and grain at the seaboard ports for the week ended Jan. 13, follow:

At	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	152,519	452,500	306,905	249,930	24,750	3,560
Boston.....	59,521	88,700	361,700	77.000	2,675	1,400
Portland	12,127	72.748	10,500	3,500	.....	.....
Montreal.....	6,117	5.350	600	.....	2,260	.....
Philadelphia...	20,127	120,250	153,050	60,350	19,000	.....
Baltimore.....	23,528	260,200	264,100	15,500	.....	1,000
New Orleans...	35,742	139,515	298,798	63,463	.....	.....
Total week...	309,681	1,139,263	1,394,753	469,743	48,685	5,960
Cor. week '82..	195,058	692,778	401,102	316,041	100,450	10,266

The total receipts at the same ports for the period from Dec. 25, 1882, to Jan. 13, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	972,850	595,670	732,522	672.024
Wheat.....bush.	3,230.042	1,601,631	2,489,282	2,458,311
Corn.....	4,233.851	1.712.894	2,737.365	5,275,782
Oats.....	1,320,507	1,020.462	827.723	1,213,183
Barley.....	221,838	314,362	298,541	364,406
Rye.....	35,496	21,430	91,295	70,598
Total grain	9,041,734	4,673,729	6,444,206	9,382,280

The exports from the several seaboard ports for week ending Jan. 13, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	148,167	470,706	579,037	866	.....	598
Boston...	27,077	88,328	57,562	.....	.....	22,244
Portland.	11,627	72,748	.....	.....	.....	36,490
Montreal.	.....	.....	.....	.....	.....	.....
Philadel..	7,800	136,428	65,000	.....	.....	.....
Baltim're	3,500	336,810	311,760	.....	.....	.....
N.Orl'ns .	3,570	60,631	147,876	.....	.....	.....
Total w'k.	201,741	1,165,651	1,161,235	866	.....	59,332
Same time 1882. ..	104,072	737.261	358,281	1.766	1,000	24,270

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, Jan. 13.	1882. Week, Jan. 14.	1883. Week, Jan. 13.	1882. Week, Jan. 14.	1883. Week, Jan. 13.	1882. Week, Jan. 14.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un.King.	155,830	74,865	745,938	643,655	1,087,829	278,334
Contin'nt	10,332	784	397,105	93,606	67,049	68,154
S.& C.Am	14,186	12,992	22,608	.....	963	.....
W. Indies	10,671	12,086	.....	.....	1,450	11,343
Brit. Col's	10,157	3,270	.....	.....	3,200	450
Oth.c'nt's	565	75	.....	.....	744	.....
Total...	201,741	104.072	1,165,651	737,261	1,161,235	358.281

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to Jan. 13.	1881-82. Sept. 1 to Jan. 14.	1882-83. Sept. 1 to Jan. 13.	1881-82. Sept. 1 to Jan. 14.	1882-83. Sept. 1 to Jan. 13.	1881-82. Sept. 1 to Jan. 14.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	2,688,989	1,148,349	20,965,712	17,684,011	4,635,707	12,837,751
Continent ...	303,853	78,175	17,051,947	5,967,986	428,988	2,672,421
S. & C. Am...	295,848	261,009	87,428	3,380	85,170	208,974
West Indies.	393,487	244,176	[illegible]	16,725	162,615	224,386
Brit. Col'nies	283,271	239.181	7,806	.....	48,575	62,510
Oth. countr's	15,663	17,124	192,945	200,208	37,302	[illegible]
Total.....	3,981,106	1,988,014	38 334,163	23,872,370	5,398,357	16,036,415

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Jan. 13, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	6,917,072	1,247,012	840,824	90,021	221,067
Do. afloat (est.)	170,000	84,000	76.000	300,000	303.000
Albany	27.000	65,500	110.000	200,000	40,000
Buffalo.....	1,147,774	29,932	32,199	412,179	39,929
" afloat.....	.....	.....	.....	.....	82,000
Chicago.....	5,370,616	2,828,490	1,547,661	262,857	458,677
Milwaukee	990,509	19,117	.....	268,386	50,082
Duluth.....	1,035,021	.....	.....	.....	.....
Toledo.....	903.655	585.905	163,383	5,630	9.614
Detroit.....	561.973	13,044	18,413	19,630	905
Oswego.....	175.000	75.000	1.800	800,000	88,000
St. Louis.....	753,271	1,088,974	26,439	103,560	48,380
Boston.....	187,033	178,561	154,813	26,481	1,110
Toronto.....	235,718	.....	1,558	176.650	6,010
Montreal	222,624	8,000	62,680	27,006	4,866
Philadelphia.....	603,774	206.797	191.270	.....	.....
Peoria	10.624	244.945	216.052	6,554	72,470
Indianapolis.....	217.800	59,100	27,200	.....	14,500
Kansas City.....	182,214	218,193	20,168	2,230	20,690
Baltimore	1,140,586	267,831	.....	.....	.....
Down Mississippi.	.....	.....	.....	.....	.....
On rail.....	536,505	2,208,036	981,361	215,290	78,939
Tot. Jan. 13, '83.	21,388,769	9,428,510	4,471,821	2,946,491	1,510,239
Tot. Jan. 6, '83.	21,315,550	9,229.144	4,425,588	3,004.030	1,511.978
Tot. Dec. 30, '82.	21,048,017	9,101,137	4,423,379	3 010.054	1,470,085
Tot. Dec. 23, '82.	20,614,537	8,233,404	3,262,885	3,021,416	1.307.170
Tot. Dec. 16, '82.	19,781,437	7,407,700	2,909,462	3,092,084	1.277,996
Tot. Jan. 14, '82.	17,381,910	16,631,085	2,668,000	2,752,360	1,273,515

The following statement, prepared by the Bureau of Statistics, will show the exports of domestic breadstuffs from the undermentioned customs districts, during the month of Dec. 1882, and for the twelve months ended the same, as compared with the corresponding months of the previous year:

Customs Districts.	Barley.		Wheat.		Indian corn.		Wheat flour.		Indian corn meal.		Oats.		Rye.	
	Bushels.	Dollars.	Bushels.	Dollars.	Bushels.	Dollars.	Barrels.	Dollars.	Barrels	Dollars.	Bushels.	Dollars.	Bushels.	Dollars.
New York	.....	.....	2,350,476	2,474,310	1,275,881	931,434	578,761	3,681,260	10,816	44,287	7,475	3,811	140,289	100,440
Boston	.....	.....	174,948	196,070	100,959	62,832	194,370	1,356,908	8,282	29,185	40	26	.....	.....
Philadelphia	.....	.....	446,132	490,071	94,338	65,715	25,004	146,250	652	3,142	.....	.....	.....	.....
Baltimore	.....	.....	1,501,143	1,624,376	785,195	537,980	51,039	252,666	176	669	670	368	.....	.....
New Orleans	.....	.....	921,700	992,895	30,566	22,668	4,602	23,205	1,117	3,349	133	133	15,500	10,850
San Francisco	11,529	8,217	2,319,882	2,391,032	2,880	2,866	61,709	304,129	53	267	3,617	3,617	.....	.....
Detroit	.....	.....	2,615	2,484	5,610	3,929	.....	.....	10	31	1,550	650	.....	.....
Huron	.....	.....	11,498	11,498	14,191	7,879	21,102	4,674	1,825	4,563	.....	.....	.....	.....
Key West	.....	.....	.....	.....	22,098	15,292	9,446	46,953	.....	.....	.....	.....	.....	.....
Miami	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, Dec., 1882*	11,529	8,217	8,218,417	8,799,176	2,331,718	1,690,055	1,031,511	6,376,165	24,792	92,495	15,954	8,601	155,789	111,290
Total, Dec., 1881*	15,568	11,737	9,630,863	9,630,863	2,219,937	1,587,128	404,355	2,457,686	27,673	91,951	20,691	11,341	16,147	16,661
Total, 12 mos. ended Dec. 31, 1882*	80,353	82,539	123,241,061	123,241,061	15,389,658	11,634,747	7,423,934	45,327,900	238,544	912,309	281,690	163,336	1,420,610	1,131,512
Total, 12 mos. ended Dec. 31, 1881*	118,263	99,810	137,949,241	137,949,241	72,433,401	43,853,242	6,716,014	39,614,386	1,243,236	5,194,845	242,62	985,0	1,044,978	
Total, 12 mos. ended Dec. 31, 1881	223,004	146,347	221,430											

*Included in the foregoing totals are the reports from Milwaukee, New Haven, Portland, Richmond, Willamette and Yorktown, the details for December, 1882, being as follows:

	Milwaukee.	New Haven.	Portland.	Richmond.	Willamette.	Yorktown.
Barley—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Indian corn—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Indian corn meal—						
Barrels	.....	1,661	.....	.....	.....	.....
Value $	.....	7,092	.....	.....	.....	.....
Oats—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Rye—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Wheat—						
Bushels	.....	.....	.....	.....	490,015	.....
Value $	.....	.....	.....	.....	415,340	.....
Wheat flour—						
Barrels	.....	665	5,900	16,082	47,141	15,275
Value $	.....	3,400	35,100	92,836	212,123	90,044
Total values—						
Dec., '82 $	.....	10,492	35,100	92,836	627,963	90,044
Dec., '81 $	.....	5,416	57,170	159,056	653,143	.....
12 months—						
1882 $	240,516	63,960	195,285	980,210	5,455,677	739,135
1881 $	638,010	60,566	967,911	1,808,180	5,252,708	.....

THE DRY GOODS TRADE.

FRIDAY, P. M., January 19, 1883.

There has been a fair movement in dry goods the past week but the volume of business was hardly as large as might have been expected, taking into consideration the great number of package buyers in the market. There was a moderately increased demand for spring goods, but their distribution was checked to some extent by stormy weather, and operations in staple cotton and woolen goods, hosiery, &c., were individually light, though fair in the aggregate amount. The demand for foreign goods was a trifle better, but by no means active, buyers taking hold cautiously, owing in a measure to the uncertainty in regard to legislation upon the tariff.

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week were 2,704 packages, including 786 to China, 756 to Great Britain, 284 to Venezuela, 200 to U. S. of Colombia, 185 to Mexico, 141 to Uruguay, &c. The export demand was more active than for some time past, some large orders for Africa and other markets having been placed with agents during the week. There was a fair movement in brown and bleached goods from first hands, at unchanged prices, and denims, cottonades, &c, were rather more active. White goods were in steady request, and Marseilles and crochet quilts have shown more animation. Print cloths ruled quiet at 3⅝@3⅛c. for the respective grades. Fancy and shirting prints were in fair request, and there was a freer movement in ginghams and cotton dress goods.

DOMESTIC WOOLEN GOODS.—There was a light supplementary demand for spring cassimeres, suitings and worsted coatings, but transactions were limited in the aggregate, contributing little toward the reduction of the somewhat plentiful supply on hand. Some large sales of heavy all-wool cassimeres (old goods) were effected by means of low prices, but agents are not yet prepared to show new autumn styles, and there was consequently a very limited business in heavy clothing woolens. Satinets were in somewhat better demand, but Kentucky jeans and doeskins continued quiet. Fine white flannels were fairly active, but other flannels ruled quiet, and blankets were lightly dealt in. Worsted dress goods have received more attention, and carpets were a trifle more active.

FOREIGN DRY GOODS.—The general demand for imported goods has shown little improvement, but more activity is looked for as soon as buyers have made up their assortments of domestic fabrics. Embroideries and laces are more sought for, as are hosiery and gloves, and linen and white goods are meeting with some attention; but dress goods and silks are in irregular demand, and upon the whole sluggish as yet.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Jan. 18, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.							
	Week Ending Jan. 19, 1882.		Since Jan 1, 1882.		Week Ending Jan. 18, 1883.		Since Jan. 1, 1883.	
Manufactures of—	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Wool	1,070	$ 526,031	2,732	$ 1,258,295	518	$ 236,234	2,302	$ 1,071,658
Cotton	1,865	640,584	6,313	2,074,028	1,078	344,043	4,325	1,552,306
Silk	1,349	940,407	3,308	2,184,804	529	343,766	1,878	1,283,124
Flax	1,682	314,553	5,629	1,037,271	713	115,398	2,762	537,446
Miscellaneous	854	187,684	2,858	496,282	534	119,282	2,230	388,425
Total	7,020	2,609,259	20,840	7,050,680	3,372	1,188,725	13,494	4,832,959
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.								
Manufactures of—								
Wool	361	166,928	737	322,053	457	228,664	877	405,187
Cotton	683	217,351	1,406	498,391	866	314,232	1,842	737,303
Silk	211	167,031	447	349,774	259	198,880	648	501,037
Flax	890	143,069	2,124	346,314	870	152,034	1,882	395,494
Miscellaneous	2,145	54,085	3,505	155,739	1,641	70,506	3,160	144,694
Total	4,290	748,664	8,219	1,672,271	4,093	964,316	8,409	2,123,615
Ent'd for consumpt.	7,020	2,609,259	20,840	7,050,680	3,372	1,188,725	13,494	4,832,959
Total on market	11,310	3,357,923	29,059	8,722,951	7,465	2,153,041	21,903	6,956,574
ENTERED FOR WAREHOUSE DURING SAME PERIOD.								
Manufactures of—								
Wool	420	181,671	1,122	488,771	281	124,755	1,054	436,215
Cotton	716	200,256	1,985	636,834	356	92,152	2,240	697,938
Silk	231	200,120	570	443,149	254	201,398	857	625,013
Flax	1,078	174,624	2,356	394,248	353	64,212	1,867	326,299
Miscellaneous	1,012	69,099	1,778	178,272	538	66,137	2,890	212,170
Total	3,457	825,770	7,811	2,141,274	1,782	548,554	8,909	2,297,636
Ent'd for consumpt.	7,020	2,609,259	20,840	7,050,680	3,372	1,188,725	13,494	4,832,959
Total at the port	10,477	3,435,029	28,651	9,191,954	5,154	1,737,279	22,403	7,130,595

THE CHRONICLE.

Vol. XXXVI. SATURDAY, JANUARY 20, 1883. No. 913.

Miscellaneous.

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OPERATORS IN STOCK EXCHANGE SECURITIES should test this system, by which large profits are realized, and the possibility of losses reduced to a minimum.
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ATLANTIC

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, NEW YORK, January 25, 1882.

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Premiums on Marine Risks from 1st January, 1881, to 31st December, 1881	$4,039,487 10
Premiums on Policies not marked off 1st January, 1881	1,587,534 47
Total Marine Premiums	$5,627,021 57
Premiums marked off from 1st January, 1881, to 31st December, 1881	$4,110,176 72
Losses paid during the same period	$1,775,882 80
Returns of Premiums and Expenses	$924,227 02

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,965,758 00
Loans secured by Stocks and otherwise	1,729,500 00
Real Estate and Claims due the Company, estimated at	491,148 18
Premium Notes and Bills Receivable	1,631,294 23
Cash in Bank	347,765 99
Amount	$13,165,466 40

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the Seventh of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1877 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Seventh of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT declared on the net earned premiums of the Company, for the year ending 31st December, 1881, for which certificates will be issued on and after Tuesday, the Second of May next.

By order of the Board,

J. H. CHAPMAN, Secretary

—

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Charles Dennis,	Edmund W. Corlies,
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Charles H. Russell,	Bobt. B. Minturn,
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FRANCE, P. de Hauterive....Wed., Jan. 31, 11 A. M.
ST. LAURENT, Servan.....Wed., Feb. 7, 6 A. M.

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OFFERED ON TERMS TO SUIT.

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No. 140 PEARL STREET,

NEW YORK.

Consignments of Cotton, Naval Stores and other Produce Solicited.

EXECUTES ORDERS FOR THE PURCHASE AND SALE OF FUTURE CONTRACTS IN THE COTTON AND PRODUCE EXCHANGES.

WARREN EWEN, JR. JOHN M. EWEN.

Ewen Brothers,

COTTON BROKERS,

Nos. 31 & 33 Broad Street,

NEW YORK.

Sawyer, Wallace & Co.,

COMMISSION MERCHANTS,

No. 47 BROADWAY.

Liberal advances made on cotton consignments. Special attention given to orders for contracts for future delivery of cotton in New York and Liverpool.

Edward H. Coates & Co.

SUCCESSORS TO

CLAGHORN HERRING & CO.,

COTTON COMMISSION MERCHANTS,

No. 116 CHESTNUT STREET,

PHILADELPHIA.

WM. MOHR. H. W. HANEMANN. CLEMENS FISCHER

Mohr, Hanemann & Co.,

193 PEARL ST. 186 GRAVIER ST.

New York. New Orleans, La.

SPECIAL ATTENTION GIVEN TO THE EXECUTION OF ORDERS FOR FUTURE CONTRACTS.

E. S. Jemison & Co.,

BANKERS

AND

COTTON COMMISSION MERCHANTS,

No. 10 Old Slip, New York.

Jemison, Groce & Co., Galveston, Texas.

Rountree & Co.,

COTTON COMMISSION MERCHANTS

No. 12 OLD SLIP,

Cor. Water Street, **NEW YORK,**

And NORFOLK, VA.

☞ Special attention given to the execution of orders for the purchase and sale of Cotton for future delivery. Liberal advances made on consignments.

JOHN H. CLISBY & CO.,

COTTON BUYERS,

MONTGOMERY, ALA.

PURCHASE ONLY ON ORDERS, FOR A COMMISSION

Cotton.

INMAN, SWANN & Co

COTTON MERCHANTS,

COTTON EXCHANGE BUILDING,

New York.

LOANS MADE ON

SOUTHERN SECURITIES.

GEO. STÄBER,

ALBERT KROHN, Special.

54 STONE STREET, NEW YORK.

COTTON

Strictly Brokerage and Commission.

Henry Hentz & Co.,

COMMISSION MERCHANTS,

8 South William St., New York.

EXECUTE ORDERS FOR FUTURE DELIVERY

COTTON

at the NEW YORK, LIVERPOOL AND NEW ORLEANS COTTON EXCHANGES. Also orders for

COFFEE

at the NEW YORK COFFEE EXCHANGE.

CORRESPONDENTS:

Messrs. James Finlay & Co., Liverpool, London and Glasgow.
Messrs. Smith, Edwards & Co., Cotton Brokers, Liverpool.
Messrs. Finlay, Muir & Co., Calcutta and Bombay.
Messrs. Samuel H. Buck & Co., New Orleans.

A. B. GWATHMEY. J. O. BLOSS.

Gwathmey & Bloss,

COTTON MERCHANTS,

No. 123 Pearl Street, New York.

Special attention given to the execution of orders for the purchase and sale of contracts for future delivery in New York and Liverpool.

Geo. Brennecke & Co.,

COTTON BROKERS,

No. 110 Pearl Street, New York.

FUTURE CONTRACTS A SPECIALTY.

HENRY H. WARE. GILLIAT SCHROEDER

Ware & Schroeder,

COTTON COMMISSION MERCHANTS

111 Pearl Street, New York.

Special attention paid to the execution of orders for the purchase or sale of contracts for future delivery of cotton. Liberal advances made on consignments.

B. F. BABCOCK & CO.

COMMISSION MERCHANTS,

17 Water Street, LIVERPOOL,

Receive consignments of Cotton and other Produce and execute orders at the Exchanges in Liverpool. Represented in New York at the office of

BABCOCK BROTHERS & CO.,

50 WALL STREET.

James F. Wenman & Co.,

COTTON BROKERS,

No. 146 Pearl Street, near Wall, N. Y.

Established (in Tontine Building) 1840.

Dennis Perkins & Co.

COTTON BROKERS,

117 Pearl Street, New York.

Orders for Spot Cotton and Futures promptly executed.

Miscellaneous.

Walter T. Hatch. *Henry P. Hatch.*
Nath'l W. T. Hatch. *Arthur M. Hatch.*

W. T. Hatch & Sons,

BANKERS,

14 NASSAU STREET, NEW YORK,

BRANCH OFFICES { 132 Church Street, N. Y. / 286 Chapel St., New Haven

Personal attention given at the EXCHANGES the purchase and sale of STOCKS and BONDS for cash or on margin.

DEPOSITS RECEIVED—subject to check at sight—with interest upon balances.

Special attention paid to INVESTMENTS and accounts of COUNTRY BANKERS.

HOME

Insurance Company

OF NEW YORK,

OFFICE, 119 BROADWAY.

Fifty-Ninth Semi-annual Statement,

SHOWING THE

CONDITION OF THE COMPANY ON THE FIRST DAY OF JANUARY, 1883.

CASH CAPITAL	$3,000,000 00
Reserve for Unearned Premiums	2,116,832 00
Reserve for Unpaid Losses and Claims	317,596 01
Net Surplus	1,774,061 06
Cash Assets	$7,208,489 07

SUMMARY OF ASSETS.

Held in the United States available for the PAYMENT of LOSSES by FIRE and for the protection of Policy Holders of FIRE INSURANCE:

Cash in banks	$178,463 33
Bonds and mortgages, being first lien on real estate worth $2,786,800)	1,172,737 44
United States stocks (market value)	4,808,710 00
Bank & RR. stocks & bds.(market value)	847,887 50
State and municipal b'ds.(market value)	20,000 00
Loans on stocks, payable on demand (market value of collat'ls, $687,276 24)	491,375 00
Interest due on January 1, 1883	42,395 10
Premiums uncoll'ct'd & in h'nds of agts.	103,136 44
Real estate	43,784 27
Total	$7,208,489 07

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

A DIVIDEND of FIVE PER CENT has been declared, payable on demand.
NEW YORK, January 9, 1883.

ÆTNA

Insurance Company

OF HARTFORD.

Assets January 1, 1883	$9,054,610 58
Liabilities for unpaid losses and re-insurance fund	1,861,428 46
Capital	4,000,000 00
NET SURPLUS	$3,193,182 12

No. 2 Courtlandt St., New York.

JAS. A. ALEXANDER, Agent.

North British & Mercantile Ins. Co

OF

LONDON AND EDINBURGH.

United States Board of Management,

NEW YORK:

SOLON HUMPHREYS, Ch'r'n, (E. D. Morgan & Co.)
DAVID DOWS, Esq. (David Dows & Co.)
E. P. FABBRI, Esq. (Drexel, Morgan & Co.)
HON. S. B. CHITTENDEN.
EZRA WHITE, Esq.
J. J. ASTOR, Esq.

CHAS. E. WHITE, SAM. P. BLAGDEN,

MANAGERS.

Office 54 William St., New York.

Commercial Union Ins. Co.

(OF LONDON),

ALFRED PELL,

Resident Manager.

37 & 39 Wall Street.

THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

VOL. 36. NEW YORK, JANUARY 27, 1883. NO. 918.

Financial.

AMERICAN Bank Note Company,

142 BROADWAY, NEW YORK.

BUSINESS FOUNDED 1795.
Incorporated under Laws of State of New York, 1858.
REORGANIZED 1879.

ENGRAVERS AND PRINTERS OF
BONDS, POSTAGE AND REVENUE STAMPS, LEGAL TENDER & NATIONAL BANK NOTES of the UNITED STATES and for many Foreign Governments.

ENGRAVING AND PRINTING
OF BANK NOTES, STATE AND RAILROAD BONDS, SHARE CERTIFICATES, BILLS OF EXCHANGE, DRAFTS, CHECKS, STAMPS, &c. IN THE FINEST AND MOST ARTISTIC STYLE
FROM STEEL PLATES,

With special safeguards to prevent *Counterfeiting or Alterations*. Special papers manufactured exclusively for use of the Company.

Safety Tints. *Safety Papers.*

Work Executed in Fireproof Buildings.

RAILWAY PRINTING A SPECIALTY

Railway Tickets of Improved Styles,

With or without Colors, and Tickets of all Kinds

TRUSTEES:

A. G. Goodall, President, Jos. W. Drexel,
James Macdonough, Vice-Prest., T. H. Porter,
A. D. Shepard, Vice-President, P. C. Lounsbury.
Wm. Main Smillie, Vice-Prest., Chris. Meyer,
J. T. Robertson, Vice-President, A. V. Stout,
G. H. Stayner, Treasurer, G. H. Danforth,
Theo. H. Freeland, Secretary.

Banque Centrale Anversoise,

ANTWERP.

Paid-Up Capital, - - 9,000,000 Francs.

BOARD OF DIRECTORS

FELIX GRISAR, President.
ALFRED MAQUINAY (Graff & Maquinay), Vice-Pres
J. B. VON DER BECKE (Von der Becke & Marsily).
OTTO GUNTHER (Corneille-David).
EMILE DE GOTTAL.
AD. FRANK (Frank, Model & Cie.)
AUG. NOTTEBOHM (Nottebohm Freres).
FR. DHANIS (Michiels Loos).
JOH. DAN FUHRMANN, Jr. (Joh. Dan. Fuhrmann.)
LOUIS WEBER (Ed. Weber & Cie.)
JULES RAUTENSTRAUCH (C. Schmid & Cie.)

TRANSACTS A
GENERAL BANKING BUSINESS.

ASA P. POTTER, Prest. J. J. EDDY, Cashier.

Maverick National Bank,

BOSTON,

CAPITAL, - - - - - - - $400,000
SURPLUS, - - - - - - - 400,000

Accounts of Banks and Bankers solicited.
Collections made upon favorable terms.
Government Bonds bought and sold.

Aug. T. Post, Banker,

25 NASSAU STREET,

BUYS AND SELLS

State, City and County Securities.

CORRESPONDENCE SOLICITED.

STOCK BROKER.

Lansdale Boardman,

NEW YORK, 80 BROADWAY & 5 NEW ST., Opposite Stock Exchange.
TROY, N. Y., 14 & 15 HALL BUILDING. Private Wire to Troy.
Securities carried on margin. Interest paid on balances

Financial.

DIAMONDS.

Alfred H. Smith & Co.,

182 Broadway, Cor. John St.,

IMPORTERS OF

Diamonds, Fine Rubies, Sapphires, and other Precious Stones,

EXCLUSIVELY.

LONDON, 33 HOLBORN VIADUCT.

Members N. Y. and Philadelphia Stock Exchanges.

L. H. Taylor & Co.,

BANKERS,

S. W. Cor. Third and Chestnut Sts., PHILADELPHIA.

Deposits received subject to check at sight, and interest allowed on daily balances.
Stocks, Bonds, &c., bought and sold on commission in Philadelphia and other cities.
Particular attention given to information regarding Investment Securities.
Private wire to New York, Baltimore and other places

CALDWELL, WASHBURN & TOWNSEND,

BANKERS AND BROKERS,

UNITED BANK BUILDING,

BROADWAY AND WALL STREET,

Transact a general Banking Business, including the Purchase and Sale of all Securities dealt in at the New York Stock Exchange.
Interest allowed on deposits subject to sight draft.
C. B. CALDWELL, L. C. WASHBURN,
CHAS. J. TOWNSEND, Member N. Y. Stock Exchange.

Wood, Huestis & Co.,

31 PINE ST., NEW YORK,

BANKERS AND BROKERS,

SUCCESSORS TO

WOOD & DAVIS.

Execute orders in all securities listed at the New York Stock Exchange. For Sale,
FIRST-CLASS RAILROAD "1st MORTGAGE BONDS.
GEORGE C. WOOD. C. H. HUESTIS. L. M. SWAN

Hatch & Foote,

BANKERS, No. 12 WALL STREET,

BUY AND SELL

GOVERNMENT BONDS, STOCKS AND MISCELLANEOUS SECURITIES.

WALSTON H. BROWN. FRED. A. BROWN.
HERBERT P. BROWN,

Walston H. Brown & Bros

BANKERS,

No. 20 Nassau Street, New York.

SPECIAL ATTENTION GIVEN TO THE NEGOTIATION OF

RAILROAD SECURITIES.

Miller, Francis & Co.,

BANKERS AND BROKERS,

35 WALL STREET, NEW YORK.

CHAS. A. MILLER. JAS. FRANCIS. EDWIN J. HANKS

Financial.

Seaboard Bank,

Organized under the State Laws of New York.
Welles Building, 18 Broadway, N. Y.
CAPITAL $500,000.

W. A. PULLMAN .....President.
S. G. BAYNE.....Vice-President.
S. G. NELSON ..... Cashier.

DIRECTORS:

CHARLES WHEELER, D. O'DAY,
JOS. SEEP, N. MEHLEN,
W. A. ROSS, J. J. VANDERGRIFT,
L. H. SMITH, S. G. BAYNE,
W. A. PULLMAN.

Solicits deposits from banks, on which liberal interest will be paid on daily balances. Makes collections, transacts a general banking business. Makes call or time loans on Oil Certificates, Produce Receipts, Bills of Lading and other marketable securities.

Gwynne & Day,

(Established 1854.) **No. 45 Wall Street.**

Transact a general banking and brokerage business in Railway Shares and Bonds and Government securities.
Interest allowed on deposits.
Investments carefully attended to.

Colbron, Day & Field,

BANKERS AND BROKERS,

No. 17 New Street, NEW YORK. **130 La Salle Street, CHICAGO.**

Stocks and bonds bought and sold for cash or on margin.
Interest allowed on deposits, subject to check at sight.

E. C. HUMBERT, Member N. Y. Stock Exch. JOHN J. C. HUMBERT.

E. C. Humbert & Son,

BANKERS AND BROKERS,

Nos. 37 & 39 WALL STREET,

QUEEN BUILDING, NEW YORK

Wm. P. Humbert & Co.,

BANKERS AND BROKERS,

No. 7 Nassau Street, New York.

WM. P. HUMBERT, Member N.Y. Stock Exch'ge. EDWARD S. BENEDICT. Member N.Y. Produce Exch'ge.

Car Trust Bonds.

WE MAKE A SPECIALTY OF THESE VERY SAFE SECURITIES, AND BUY AND SELL SAME AT MARKET PRICE.

WE OFFER A LIMITED AMOUNT OF DESIRABLE CAR TRUST ISSUES, ADDITIONALLY SECURED BY THE DIRECT OBLIGATION OF THE RAILROAD EQUIPMENT COMPANY.

POST, MARTIN & CO.,

34 PINE STREET.

J. P. WINTRINGHAM.

GAS, INSURANCE, BANK STOCKS, &c.

SECURITIES BOUGHT AT THE AUCTION SALES.

36 PINE STREET, N. Y.

See advertisement in the *Journal of Commerce.*

Foreign Exchange.

Drexel, Morgan & Co.,

WALL STREET,
CORNER OF BROAD, NEW YORK.

Drexel & Co., No. 34 South Third Street, **PHILADELPHIA.**
Drexel, Harjes & Co 31 Boulevard Haussmann **PARIS.**

DOMESTIC AND FOREIGN BANKERS.

Deposits received subject to Draft. Securities bought and sold on Commission. Interest allowed on Deposits. Foreign Exchange. Commercial Credits. Cable Transfers. Circular Letters for Travelers, available in all parts of the world.

ATTORNEYS AND AGENTS OF
Messrs J. S. MORGAN & CO.,
No. 22 OLD BROAD STREET, LONDON.

Brown Brothers & Co.,

No. 59 WALL ST., N. Y.,
BUY AND SELL
BILLS OF EXCHANGE
ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM, SWITZERLAND, NORWAY, DENMARK, SWEDEN AND HOLLAND.
Issue Commercial and Travelers' Credits
IN STERLING,
AVAILABLE IN ANY PART OF THE WORLD.
And in Francs, in Martinique and Guadaloupe.
MAKE TELEGRAPHIC TRANSFERS OF MONEY
BETWEEN THIS AND OTHER COUNTRIES.
MAKE COLLECTIONS OF DRAFTS drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

J. & J. Stuart & Co.,

33 NASSAU STREET.
BILLS OF EXCHANGE ON
SMITH, PAYNE & SMITH'S,
BANKERS, LONDON;
MANCHESTER & COUNTY BANK,
"LIMITED;"
MANCHESTER, PAYABLE IN LONDON;
ULSTER BANKING COMPANY,
BELFAST, IRELAND
AND ON THE
NATIONAL BANK OF SCOTLAND,
EDINBURG, AND BRANCHES;
ALSO,
CABLE TRANSFERS AND LETTERS OF CREDIT

J. & W. Seligman & Co.,

BANKERS,
No. 23 BROAD STREET,
New York.
Issue Letters of Credit for Travelers,
Payable in any part of Europe, Asia, Africa, Australia and America.
Draw Bills of Exchange and make Telegraphic Transfers of Money on Europe and California.

JOHN MUNROE & Co.,

No. 8 Wall Street, New York,
No. 4 Post Office Square, Boston.
CHEQUES AND CABLE TRANSFERS ON
MUNROE & CO., PARIS.
STERLING CHEQUES AND BILLS AT SIXTY DAYS' SIGHT ON
ALEXANDERS & CO., LONDON.

CIRCULAR NOTES AND CREDITS FOR TRAVELERS.

NEW YORK: WILLIAM HEATH, CHAS. E. QUINCEY. LONDON: W. RUSSELL WISE. PARIS: T. E. DAVIS.

William Heath & Co.,

(ESTABLISHED 1861.)
BANKERS AND BROKERS,
No. 80 BROADWAY, NEW YORK.
Members of New York Stock Exchange.
FOREIGN EXCHANGE. CABLE TRANSFERS.

William Heath & Co.,

10 Throgmorton Ave., London, Eng.
Draw Bills of Exchange and transact a general financial commission business. Particular attention given to American Securities.

William Heath & Co.,

No. 19 Rue Scribe, Paris.
Orders solicited for London and American markets for investment or on margin. Railway, State and City Loans negotiated.

Foreign Exchange.

August Belmont & Co.,

BANKERS,
Nos. 19 & 21 Nassau Street,
Issue Travelers' Credits, available in all parts of the world, through the
MESSRS. DE ROTHSCHILD
and their correspondents.
Also Commercial Credits and Transfers of Money on California, Europe and Havana.

Jesup, Paton & Co.,

BANKERS,
52 William Street, New York.
Accounts and Agency of Banks, Corporations, firms and individuals received upon favorable terms.
Dividends and interest collected and remitted.
Act as agents for corporations in paying coupons and dividends; also as transfer agents.
Bonds, stocks and securities bought and sold on mmission, at the Stock Exchange or elsewhere.
Sterling Exchange and Cable Transfers bought and sold.
BILLS ON THE UNION BANK OF LONDON.

Kidder, Peabody & Co.,

BOSTON, MASS.,
Cor. Wall and Nassau Sts., New York.
FOREIGN BANKERS.
CABLE TRANSFERS, BILLS OF EXCHANGE AND COMMERCIAL AND TRAVELERS' CREDITS.
CORRESPONDENTS:
BARING BROTHERS & CO., London.
PERIER FRERES & CO., Paris.
MENDELSSOHN & CO., Berlin.

Schulz & Ruckgaber,

BANKERS,
16 EXCHANGE PLACE, NEW YORK
CORRESPONDENTS OF THE
International Bank of London (Limited) London.
Messrs. John Berenberg, Gossler & Co. Hamburg.
Commercial and Travelers' Credits. Bills of Exchange Cable Transfers.

JOHN S. KENNEDY. J. KENNEDY TOD

J. S. Kennedy & Co.,

No. 63 WILLIAM STREET,
DOMESTIC AND FOREIGN BANKERS,
DRAW BILLS ON LONDON.
BUY BILLS OF EXCHANGE.
ACT AS AGENTS FOR BANKS, BANKERS AND RAILROAD COMPANIES.
Issue Commercial Credits and Foreign and Domestic Travelers Letters of Credit in Pounds Sterling and Dollars.
BUY AND SELL INVESTMENT SECURITIES.
Collect Dividends, Coupons and Foreign and Inland Drafts.
LONDON CORRESPONDENTS:
Messrs. MELVILLE, EVANS & Co.; Messrs. C. J HAMBRO & SON

J. H. GOADBY & B. E. WALKER,
JOINT AGENTS
Canadian Bank of Commerce,
16 EXCHANGE PLACE,
BUY AND SELL STERLING EXCHANGE, CABLE TRANSFERS, ETC.
ISSUE COMMERCIAL CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD

THE
Anglo-Californian Bank
(LIMITED).
LONDON, Head Office, 3 Angel Court.
SAN FRANCISCO Office, 422 California St.
NEW YORK Agents, J. & W. Seligman & Co.
BOSTON Correspond'ts, Massachusetts N. B'k.
Authorized Capital, - - $6,000,000.
Paid up and Reserve, - 1,700,000.
Transact a general banking business. Issue Commercial credits and Bills of Exchange, available in all parts of the world. Collections and orders for Bonds, Stocks, etc., executed upon the most favorable terms. FRED'K F. LOW, IGNATZ STEINHART, } Managers
P. N. LILIENTHAL, Cashier.

Foreign Exchange.

Kountze Brothers,

BANKERS,
120 Broadway (Equitable Building), NEW YORK.
LETTERS OF CREDIT AND CIRCULAR NOTES
Issued for the use of travelers in all parts of the world.
Bills drawn on the Union Bank of London' Telegraphic transfers made to London and to various places in the United States.
Deposits received subject to check at sight, and interest allowed on balances.
Government and other bonds and investment securities bought and sold on commission.

James T. Bates & Co.,

(ESTABLISHED 1868,)
BANKERS AND BROKERS,
Mills Building, New York.
Members of the New York Stock Exchange.
Checks and Cable Transfers on JAMES T. BATES & CO., Geneva, Switzerland.

J. W. Wilson & Co.,

27 & 29 BEAVER ST.,
NEW YORK.
Bills of Exchange and Letters of Credit on Mexico.

Foreign Bankers.

Nederlandsch Indische Handelsbank,

AMSTERDAM, HOLLAND.
ESTABLISHED IN 1863.
Paid-Up Capital, 12,000,000 Guilders ($4,800,000 Gold.)
HEAD OFFICE IN AMSTERDAM.
Agencies in Batavia, Soerabaya and Samarang
Correspondents in Padang.
Issue commercial credits, make advances on shipments of staple merchandise, and transact other business of a financial character in connection with the trade with the Dutch East Indies.
BLAKE BROTHERS & CO.,
AGENTS FOR NORTH AMERICA,
18 WALL STREET, NEW YORK.
28 STATE STREET, BOSTON.

Bank of Australasia,

(INCORPORATED 1835.)
No. 4 Threadneedle St., London, England.
PAID-UP CAPITAL, £1,200,000.
UNDIVIDED PROFITS (including Guarantee and Reserve Funds) £453,114.
Letters of Credit and Drafts issued on the 107 branches of the Bank in the Colonies of Queensland, New South Wales, Victoria, South Australia, Tasmania, and New Zealand. Bills negotiated or sent for Collection. Telegraphic transfers made. Deposits received in London at interest for fixed periods on terms which may be ascertained at the office.
PRIDEAUX SELBY, Secretary.

Hong Kong & Shanghai

BANKING CORPORATION.
CAPITAL (paid-up)..... $5,000,000
RESERVE FUND..... 2,950,000
HEAD OFFICE, HONG KONG.
The Corporation grant Drafts, issue Letters of Credit for use of Travelers, and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon Manila, Hong Kong, Foochow, Amoy, Ningpo Shanghai, Hankow, Yokohama, Hiogo, San Francisco and London.
A. M. TOWNSEND, Agent, 47 William St.

Adolph Boissevain & Co.

BANKERS
AND
COMMISSION MERCHANTS,
AMSTERDAM, HOLLAND
N. Y. Correspondents—Messrs. BLAKE BROS. & CO.

Gerhard & Hey,

REVAL.
OFFICES AT
LEIPSIC, BERLIN, MOSCOW, NIJNI-NOVGOROD, during the Fair
Commissioners & Forwarding Agents,
SHIP BROKERS.
Undertake to cash Bills, Advances and Freight-Amounts; execute all orders in the line of Banking, Commission and Forwarding Business on the most moderate terms.
Ship-owners are requested to address vessels bound for Reval unto the care of
GERHARD & HEY,
REVAL, RUSSIA.

Foreign Bankers.

The City Bank,

(LIMITED.)

LONDON, ENGLAND.

Authorized Capital, - - - - - - £4,000,000
Subscribed Capital, - - - - - - - 3,200,000
Paid-Up Capital, - - - - - - - 800,000
Reserve Fund, £330,000.

HEAD OFFICE, THREADNEEDLE ST.

BRANCHES:

Bond Street, London.
Ludgate Hill, London,
Knightsbridge, London.
Holborn, London,
Tottenham Court Road London.
Paddington, London.
Aldgate, London.
Old Street, London.

The bank, while conducting the general business of London Bankers, gives special attention to the agency of Foreign and Colonial Banks.

A. G. KENNEDY, Manager.

Canadian Bankers.

AGENCY OF THE

BANK

OF

BRITISH NORTH AMERICA,

No. 52 WALL STREET.

Buy and sell Sterling Exchange and Cable Transfers. Issue demand drafts on Scotland and Ireland, also on Canada, British Columbia, Portland, Oregon San Francisco and Chicago.

Bills collected and other banking business transacted.

D. A. McTAVISH, W. LAWSON, } Agents.

Merchants Bank

OF CANADA.

Capital, - - - $5,700,000 Paid Up.

President, SIR HUGH ALLEN.
Vice-President, ROBERT ANDERSON, Esq
HEAD OFFICE, MONTREAL.
GEORGE HAGUE, General Manager.
J. H. PLUMMER, Assistant General Manager.
BANKERS:
LONDON, ENG.—The Clydesdale Bank (Limited.)
NEW YORK—The Bank of New York, N.B.A.

The New York Agency buys and sells Sterling Exchange, Cable Transfers, issues Credits available in all parts of the world, makes collections in Canada and elsewhere, and issues Drafts payable at any of the offices of the bank in Canada. Demand Drafts issued payable in Scotland and Ireland, and every description of foreign banking business undertaken

New York Agency, 48 Exchange Place.

HENRY HAGUE, JOHN B. HARRIS, JR., } Agents.

Bank of Montreal.

CAPITAL, - - - $12,000,000, Gold.
SURPLUS, - - - $5,500,000, Gold.

C. F. SMITHERS, President.
W. J. BUCHANAN, General Manager.

NEW YORK OFFICE,

Nos. 59 & 61 WALL STREET.

WALTER WATSON, ALEX'R LANG, } Agents.

Buy and sell Sterling Exchange, Francs and Cable Transfers; grant Commercial and Travelers' Credits, available in any part of the world; issue drafts on, and make collections in, Chicago and throughout the Dominion of Canada.

London Office, No. 9 Birchin Lane.

Imperial Bank of Canada.

CAPITAL (paid up), - - - $1,300,000
RESERVE, - - - - - - - $460,000
H. S. HOWLAND, Pres't. D. R. WILKIE, Cashier
HEAD OFFICE, TORONTO.

BRANCHES:

St. Catharines, Port Colborne, St. Thomas, Ingersoll, Welland, Fergus, Woodstock, Winnipeg, Man., Brandon.

Dealers in American Currency & Sterling Exchange.

Agents in London: BOSANQUET, SALT & Co., 73 Lombard Street.
Agents in New York: BANK OF MONTREAL, 59 Wall Street.

Promptest attention paid to collections payable in any part of Canada.

Approved Canadian business paper discounted at the Head Office on reasonable terms, and proceeds remitted by draft on New York.

Gzowski & Buchan,

BANKERS AND STOCK BROKERS,

TORONTO, - - - - - - - - CANADA.

Prompt attention given to Collection of Commercial Bills and Canadian Funds on all points in Canada; American and Sterling Exchange, and Stocks Bonds, etc., bought and sold.

Correspondents—Bank of New York, New York and Alliance Bank, London.

New England Bankers.

Brewster, Basset & Co.,

BANKERS,

No. 35 CONGRESS STREET,

BOSTON.

MEMBERS OF THE NEW YORK AND BOSTON STOCK EXCHANGES.

ALSO,

Dealers in Municipal, State, Railroad and United States Bonds.

Perkins, Dupee & Co.,

(Formerly CHAS. A. SWEET & Co.).

BANKERS AND BROKERS,

No. 40 STATE STREET,

BOSTON, MASS.

Dealers in Municipal, State and Railroad Bonds.

Bank of Deposit,

84 Devonshire & 20 Water Sts., cor. opp. P.O.
BOSTON.

Interest on deposits subject to check.
Bonds and other investments bought and sold.
Correspondence invited.
Orders executed at Boston and New York Stock Exchanges, of which we are members.

F. A. Hawley & Co.,

BANKERS.

Parker & Stackpole,

BANKERS,

No. 60 DEVONSHIRE STREET,

BOSTON.

JOSHUA WILBOUR, BENJAMIN A. JACKSON, CHARLES H. SHELDON, JR. WILLIAM BINNEY, JR.

Wilbour, Jackson & Co.,

BANKERS AND BROKERS,

52 WEYBOSSET STREET,

PROVIDENCE, R. I.

Dealers in Commercial Paper, Government and other first-class Bonds and Securities and Foreign Exchange.

Private Telegraph Wire to New York and Boston.

C. E. Jackson & Co.,

MIDDLETOWN, CONN.,

Buy and sell Government, State, Municipal and Railroad Bonds and Stocks. Investments for Savings Banks a specialty. Correspondence solicited.

Pennsylvania Bankers.

Geo. B. Hill & Co.,

BROKERS,

PITTSBURG, PA.,

Buy and sell all classes of Western Pennsylvania Securities. Correspondence solicited.

JOS. M. SHOEMAKER. ROBERT M. JANNEY.

Jos. M. Shoemaker & Co.

BANKERS AND STOCK BROKERS,

No. 134 SOUTH THIRD STREET,

PHILADELPHIA.

Dealers in all issues of United States Bonds. Investment Securities a specialty. Correspondence invited and full information upon financial subjects furnished

E. W. Clark & Co.,

BANKERS,

No. 35 South Third Street, Philadelphia.

DEALERS IN CAR TRUSTS AND OTHER INVESTMENT SECURITIES.

Stocks and Bonds bought and sold on Commission

A. P. Turner & Co.,

BANKERS AND BROKERS,

No. 207 WALNUT PLACE,

PHILADELPHIA.

Baltimore Bankers.

John A. Hambleton & Co

BANKERS AND BROKERS,

No. 5 SOUTH STREET,

BALTIMORE.

Connected by Special Wire with New York and Philadelphia Correspondents.

Transact a General Banking Business.

Buy and Sell on Commission in this and other cities all descriptions of Stocks, Bonds and Securities.

Special Attention given to Investments

Loans negotiated and advances made on approved collaterals.

Deposits received subject to check at sight.

Collections on all points in U. S. and Canada.

Robert Garrett & Sons,

BANKERS,

No. 7 SOUTH STREET,

BALTIMORE,

TRANSACT A GENERAL DOMESTIC AND FOREIGN BANKING BUSINESS.

J. W. MIDDENDORF, W. B. OLIVER, C. A. ALBERTI, Members Baltimore Stock Exchange.

Middendorf, Oliver & Co.

BANKERS AND BROKERS,

S. W. Corner German & South Sts.,

P. O. Box 227. **BALTIMORE, Md.**

Special attention given to the negotiation of Foreign Bills of Exchange, Collateral Loans and Commercial Paper.

INDICATORS AND TELEPHONE IN OFFICE.

Wilson, Colston & Co.,

BANKERS AND BROKERS,

BALTIMORE.

INVESTMENT and VIRGINIA SECURITIES a specialty.

Correspondence solicited and information furnished.

N. Y. Correspondents—McKim Brothers & Co.

Southern Bankers.

THE CITY BANK OF HOUSTON,
CAPITAL, $500,000,

Houston, Texas.

We give special attention to collections on all accessible points.

DIRECTORS.—Benjamin A. Botts, Pres't; F. A. Rice, C. C. Baldwin, W. E. Botts, Rob't Brewster, S. K. McIlhenny, B. F. Weems.

B. F. WEEMS, Cashier. BENJ. A. BOTTS, Pres't.

THOS. P. MILLER. R. D. WILLIAMS. JNO. W. MILLER. CHAS. B. MILLER.

Thos. P. Miller & Co.,

BANKERS,

MOBILE, ALABAMA.

Special attention paid to collections, with prompt remittances at current rates of exchange on day of payment.

Correspondents.—National Bank of State of New York, New York; Louisiana National Bank, New Orleans; Bank of Liverpool, Liverpool.

E. E. BURRUSS, Pres't. A. K. WALKER, Cashier

First National Bank,

WILMINGTON, N. C.

Collections made on all parts of the United States.

WM. C. COURTNEY, Pres. ERNEST H. PRINGLE, Cash

BANK OF CHARLESTON,

NATIONAL BANKING ASSOCIATION,

CHARLESTON, S. C.

SPECIAL ATTENTION GIVEN TO COLLECTIONS.

R. H. MAURY & CO.,

STOCK BROKERS,

RICHMOND, VIRGINIA,

Buy and sell Government, State, Municipal and Railroad Bonds and Stocks, &c. Virginia State Tax-Receivable Coupons bought and sold. All orders promptly attended to.

New York Correspondent, VERMILYE & CO.

MERCHANTS' NATIONAL BANK,
RICHMOND, VIRGINIA.

Collections made on all Southern points on best terms; prompt returns.

JOHN P. BRANCH, President.
JOHN F. GLENN, Cash. FRED. R. SCOTT, Vice-Pres't.

THOMAS BRANCH & CO.,

BANKERS AND COMMISSION MERCHANTS.

RICHMOND, VIRGINIA.

Virginia Bonds funded under the Funding Act passed by the last Legislature, for ¼ per cent commission. New North Carolina 6 per cent bonds, secured by lien on the State's stock in the North Carolina Railroad, for sale.

Western Bankers.

Mortgages on Farms
AND
Kansas City Real Estate,
NETTING SEVEN PER CENT
Semi-Annual Interest to Investors.

We negotiate Loans on improved and productive farms in the best portions of Kansas and Missouri, worth from three to five times the amount loaned.
Acknowledged to be the most SAFE and PROFITABLE form of investing money known.
In an experience of many years and loaning two million dollars, not one dollar lost.
We assume the responsibility of MAKING ONLY SAFE LOANS; of collecting the interest and principal and remitting to investors, FREE OF CHARGE, and in case of any trouble or delay in making such collections, AGREEING TO STAND ALL EXPENSE and SHIELD INVESTORS FROM LOSS. TITLES GUARANTEED. ALL FUNDS PROMPTLY PLACED. Write for circular and full particulars, stating amount you would wish to invest on satisfactory evidence as to securities, titles, &c. Address,

H. P. MORGAN,
GENERAL AGENT FOR NEW ENGLAND
No. 3 Custom House Street,
PROVIDENCE, R. I.,
OR
JARVIS, CONKLIN & CO.,
LOAN BROKERS,
KANSAS CITY, MISSOURI.

ESTABLISHED 1871.
P. F. KELEHER & CO.,
305 OLIVE STREET, ST. LOUIS,
Dealers in Western Securities.
Defaulted Bonds of Missouri Kansas and Illinois a Specialty. Good Investment Securities, paying from 4½ to 10 per cent, for sale.
References in New York, by permission, Clark, Dodge & Co., 51 Wall St.; Hatch & Foote, 12 Wall St. References in St. Louis, Banks generally.

Sam'l A. Gaylord,
ST. LOUIS,
DEALER IN WESTERN SECURITIES
Defaulted County, Township and City Bonds of Missouri, Kansas and Illinois bought at best rates Investment Securities for sale. Correspondence solicited.

THOS. M. THORNTON. WM. W. THORNTON, Cash
W. F. THORNTON & SON,
(Established 1859.)
BANKERS AND BROKERS,
SHELBYVILLE, ILLINOIS.
Collections made in Shelby and adjoining Counties and Proceeds remitted on Day of Payment.
REFERENCES—National Bank of Commerce, New York. Union National Bank, Cincinnati. Third National Bank, St. Louis. Traders' Bank, Chicago. Indiana Banking Company, Indianapolis.

THE WESTERN
Farm Mortgage Co.,
LAWRENCE, KANSAS,
Offers to investors the best securities in the market. FIRST MORTGAGE LOANS UPON IMPROVED FARMS. Interest and principal paid on day of maturity in New York. Funds promptly placed. Large experience. No losses. Send for circular, references and sample forms. F. M. PERKINS, President; J. T. WARNE, Vice-Prest.; L. H. PERKINS, Secretary; CHAS. W. GILLETT, Treas. N. F. HART Auditor.

C. F. PENZEL, President. { STATE BANK, Incorporated 1875. } C. T. WALKER Cashier.
German Bank,
LITTLE ROCK, ARK.
CAPITAL (Paid-in) - - - - - - $75,000
SURPLUS, - - - - - - - - - - 25,000
Prompt attention given to all business in our line. N. Y. CORRESPONDENTS—Donnell, Lawson & Co. and the Metropolitan National Bank.

Financial.

SHERMAN S. JEWETT, Pres. JOSIAH JEWETT, V-Pres. WILLIAM C. CORNWELL, Cashier.
Bank of Buffalo,
CAPITAL, - - - - - - - - - $300,000.
BUFFALO, N. Y.
This bank has superior facilities for making collections on all accessible points in the United States, Canada and Europe. Liberal terms extended to accounts of bankers and merchants.
CORRESPONDENTS.—New York, National Shoe & Leather Bank; London, Union Bank of London.

C. H. Bachem,
(LATE LIMBERT & CO.),
BANKER AND BROKER,
19 & 21 NASSAU ST., NEW YORK.
Member of New York Stock Exchange.
Stocks and bonds bought and sold on commission or cash or on approved margin. Collections made in United States and Europe.

Financial.

The New England Mortgage Security Co.
OFFERS FOR SALE
5 per cent 20-year Bonds, $1,000 each,
SECURED BY FIRST MORTGAGES ON IMPROVED FARMS.
Guaranteed, Principal and Interest, by its
CAPITAL STOCK OF $1,000,000.
Interest Coupons payable July 1 and Jan. 1.
Bonds registered to order or payable to bearer at option. These bonds are commended to the attention of the most conservative investors, as they are believed to be as perfect a security as can be obtained.
A pamphlet with full information will be sent on application to the company's office.
43 MILK STREET, BOSTON.
DIRECTORS.
HENRY SALTONSTALL, AUSTIN CORBIN,
E. ELLERTON PRATT, J. BAXTER UPHAM,
I. D. FARNSWORTH, GILMAN S. MOULTON,
CHARLES L. FLINT.
VICE-PRESIDENTS.
THOMAS WIGGLESWORTH, GEO. C. RICHARDSON,
ELISHA ATKINS, JOHN WEBSTER,
AMOS T. FROTHINGHAM.
CHARLES L. FLINT, President.
J. F. F. BREWSTER, Treasurer.

A. H. Brown & Co.,
BANKERS AND BROKERS,
7 Wall St., Cor. New, New York.
INVESTMENT SECURITIES.
Special attention to business of country banks

Howard Lapsley & Co.,
BANKERS AND BROKERS,
No. 5 WALL STREET,
New York.

Barker & Tinker,
BANKERS AND BROKERS,
No. 2 EXCHANGE COURT,
New York.
FORDYCE D. BARKER, Member N. Y. Stock Exch.
HENRY C. TINKER, RENSSELAER WESTON.

REED & HURLBUT,
52 WILLIAM STREET.
FIRST-CLASS
Investment Bonds.

R. T. Wilson & Co.,
BANKERS AND COMMISSION MERCHANTS
2 Exchange Court New York.

E. S. Bailey,
7 PINE STREET.
DEALINGS IN
INSURANCE STOCKS
A SPECIALTY.
Cash paid at once for the above securities; or they will be sold on commission, at seller's option.

TO INVESTORS.
FOR SALE:
Staten Island Wharf Property,
Fifty-five City Lots, 500ft. front on New York Bay. Privilege of docking out 600 to 1,000ft. Suitable for warehouses and wharfage for large vessels. Apply to
J. M. GILLESPIE,
No. 4 HANOVER ST., NEW YORK.
Member of N. Y. Produce and Maritime Exchanges.

Spencer Trask.
Geo. F. Peabody. *Fred. B. Noyes.*
Spencer Trask & Co.,
BANKERS AND BROKERS,
70 Broadway, New York City.
Transact a general Banking Business
Stocks Bought and Sold on Margins.
Interest allowed on Deposits.
BRANCH OFFICES,
Connected by Private Wires,
Philadelphia, 132 S. Third St., C. F. Fox.
Albany, N.Y., 65 & 67 State St., W. A. GRAVES
Saratoga, N. Y., Grand Union Hotel.

Financial.

West Virginia Central & Pittsburg Railway Company.

FIRST MORTGAGE GOLD 6 PER CENT BOND.
INTEREST JANUARY AND JULY, DUE 1911.
A first and only mortgage at the rate of $20,000 per mile on road commencing at Piedmont, on Baltimore & Ohio Railroad, about 200 miles west of Baltimore, and running in a southwesterly direction, for the first fifty miles continuously through COAL AND TIMBER LANDS, of which the company own 37,732 acres, and on which this bond is also a FIRST AND ONLY MORTGAGE. During the year 1882 the company mined from one opening 227,102 TONS of coal, the product of only fourteen acres, and sold it at a profit of..... $88,814 10
Net earnings on 12½ miles road operated.. 35,527 46

Total profit for first year.....$124,341 56
Interest charges on bonds outstanding.... 35,232 00

Total net profit for first year..... $89,109 56
Among the principal projectors of this road are Senators Blaine, Bayard, Windom, Gorman, Davis and Camden; ex-Senator Chaffee, Hon. S. B. Elkins and Augustus Schell, of New York; William H. Barnum, of Connecticut; William Keyser, formerly vice-President B. & O. R.R.; T. E. Sickles, formerly Chief Engineer Union Pacific, and John A. Hambleton, of Baltimore. They, with their associates, own all the stock—some $5,500,000—now valued at 70 per cent, and none of which has been put on the market. They also own fully two-thirds of the bonds already issued in individual amounts, ranging from $12,000 to $140,000.
A limited amount of the bonds are now offered at par and interest, and commended as a safe and desirable investment.
CHAS. T. WING,
No. 18 WALL STREET.
(With A. M. Kidder & Co., Bankers.)

ROCHESTER & PITTSBURG RAILROAD COMPANY,
PRESIDENT'S OFFICE, 20 Nassau St., New York.
TO THE HOLDERS OF THE INCOME BONDS.
GENTLEMEN—The Board of Directors have decided that a sufficient number in amount of the Income Bond holders of the Company have assented to the proposition to accept Consolidated First Mortgage Bonds in exchange for their Income Bonds, to justify them in authorizing the exchange on the proposed terms, viz.:
The Income Bonds will be accepted at fifty per cent of their face value in payment for the Consolidated First Mortgage Bonds at par. The holders of the Income Bonds who assent in writing to the exchange before February 1st, 1883, will receive the Consolidated Bonds at par "flat"—that is, with interest from December 1st, 1882. The holders of the Income Bonds who delay their assent until after February 1st, 1883, will be obliged to pay the accrued interest on the Consolidated Bonds from December 1st, 1882, in order to avail themselves of the privilege of making the exchange.
The Consolidated First Mortgage Bonds will be ready to deliver in exchange for the Income Bonds February 1st next, and it will facilitate matters if the holders of the Income Bonds will send in their assents as promptly as possible. Respectfully,
WALSTON H. BROWN, President.
December 20th, 1882.

8 % First Mortgages
ON
COTTON PLANTATIONS,
WORTH THREE TIMES THE LOAN.
For security, profit, income and area, these afford the most desirable income security in existence. These investments are made under our personal supervision, and are only to be obtained during the Winter Months. Send for circular.
FRANCIS SMITH & CO.,
INDIANAPOLIS, IND.; VICKSBURG, MISS.
MONTGOMERY, ALA.; COLUMBUS, MISS.

County, City & Town Bonds of West. States
Wisconsin Central RR. Old Land Grant Bonds
St. Joseph & Western RR. Stock.
St. Joseph & Pacific RR. Bonds.
City of St. Joseph Mo., Old Bonds.
International Improvement Co. Subscriptions.
Brooklyn Elevated RR. Securities.
American Cable Co. Subscriptions.
Midland Railroad of N. J. Securities.
Chicago & Grand Trunk RR. Securities.
South Carolina RR Securities.
Grand Rapids & Indiana RR. Stock.
Cincinnati Richmond & Fort Wayne Stock.
Bought by W.M. R. UTLEY,
No 31 PINE STREET, NEW YORK

THE ST. PAUL MINNEAPOLIS & MANITOBA RAILWAY COMPANY, No. 63 WILLIAM STREET, NEW YORK, January 15, 1883.
A Quarterly Dividend of TWO PER CENT has this day been declared on the capital stock of this company, payable at this office on and after THURSDAY, February 1, 1883, to stockholders of record on that date.
The transfer books will be closed at 3 o'clock P. M. on Monday, January 22, and will be reopened on Monday, February 5, at 10 o'clock A. M.
JOHN S. KENNEDY,
Vice-President.

ROCHESTER & PITTSBURG RAILROAD COMPANY, No. 20 NASSAU ST., NEW YORK, Jan. 25, 1883.—The Coupons of the First Mortgage Bonds of this Company, maturing Feb. 1, 1883, will be paid on and after that date, at the Union Trust Company of New York.
FRED. A. BROWN, Treasurer.

NEW YORK, January 22, 1883.
GALVESTON HARRISBURG & SAN ANTONIO RAILWAY COMPANY.—Coupons due the 1st proximo will be paid on and after that date at the office of Messrs. DREXEL, MORGAN & CO., corner of Wall and Broad Streets, New York.
CHAS. BABBIDGE, Treasurer.

Insurance.

Thirty-Third Annual Report.

MANHATTAN
Life Insurance Co.,
No. 156 BROADWAY, NEW YORK.

Net Assets, Dec. 31, '81..$9,977,949 24
Income Year, '82..... 2,031,576 59

DISBURSEMENTS.

Paid claims by death, endowments, dividends and purchased policies.....		$1,063,971 56
Paid salaries and agency expenses.	$147,517 32	
Taxes.....	11,952 93	
Medical department	7,812 50	
Commissions and advertising.....	115,894 64	— 283,177 39

ASSETS.

Cash on hand.....	$7,144 44
Cash in bank and trust company	5,547 15
Bonds and mortgages.....	2,782,333 41
Loans on policies in force..... (The legal reserve on the policies exceeds the amount of note on the same.)	1,358,649 20
United States and New York State stocks.....	1,356,156 70
Real estate at cost.....	1,038,217 01
Premiums deferred, and premium and interest in course of collection and transmission...	116,499 98
Loans on stocks and bonds..... (Market value of the securities, $1,957,377.)	3,893,556 61
Interest due and accrued and all other property.....	104,371 17
Gross assets.....	$10,662,476 73

Claims not yet due and claims awaiting proof, etc.....	$234,541 00	
Dividends unpaid and other liability	89,816 64	
Reserve on existing policies, estimated by the New York rule.....	8,108,748 00	—8,433,105 64
Surplus by above estimate..		$2,229,371 09
		$10,662,476 73

HENRY STOKES, President.
J. L. HALSEY, First Vice-President.
H. B. STOKES, Second Vice-President.
H. Y. WEMPLE, Secretary.
S. N. STEBBINS, Actuary.

UNION
Mutual Life Insurance Co.
OF MAINE.

DIRECTORS' OFFICE - - - PORTLAND MAINE.

ORGANIZED 1849.

Assets - - - - - - - $6,264,215 57
Surplus (N. Y. Standard) 678,545 53
Death Losses Paid - - 6,876,901 76
Dividends Paid - - - 3,996,441 27
13,725 Policies in force, insuring $24,083,551.

Paid Death Losses, since Organization,
SEVEN MILLION DOLLARS,
And for Dividends,
NEARLY FOUR MILLIONS.

JOHN E. DeWITT, President.
DANIEL SHARP, Vice-President.
HENRY D. SMITH, Secretary.
NICHOLAS DE GROOT, Ass't Sec'y.
THOMAS A. FOSTER, Medical Director.

MUTUAL LIFE
INSURANCE COMPANY
OF NEW YORK.

F. S. WINSTON, President.

ISSUES EVERY DESCRIPTION OF
LIFE & ENDOWMENT POLICIES
Rates Lower than other Companies.

ORGANIZED APRIL 14TH, 1842.

ASSETS, $95,000,000.

Insurance.

STATEMENT
OF
THE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK.

F. S. WINSTON, President.

For the year ending December 31st, 1882.

ASSETS.....$97,961,317.72.

Annuity Account.

	No.	Ann. Pay'ts.		No.	Ann. Pay'ts.
Annuities in force, Jan. 1st, 1882.	58	$21,139 81	Annuities in force, Jan. 1st, 1883.	55	$19,200 91
Premium Annuities.....		4,338 20	Premium Annuities.....		3,712 44
Annuities Issued.....	2	480 68	Annuities Terminated.....	5	3,045 34
	60	$25,958 69		60	$25,958 69

Insurance Account.

	No.	Amount.		No.	Amount.
Policies in force, Jan. 1st, 1882.	101,490	$315,900,137	Policies in force, Jan. 1st, 1883.	106,214	$329,554,174
Risks Assumed.....	11,416	37,234,458	Risks Terminated.....	6,692	23,580,421
	112,906	$353,134,595		112,906	$353,134,595

Revenue Account.

Dr.		*Cr.*	
To Balance from last account...	$89,618,413 97	By paid Death Claims.....	$4,743,153 40
" Premiums received.	12,845,592 86	" " Matured Endowments.....	1,288,759 80
" Interest and Rents.....	5,078,765 79	Total claims— $6,031,913 20	
		" " Annuities	24,046 55
		" " Dividends.....	3,139,320 83
		" " Surrendered Policies and Additions	3,653,554 66
		Total paid Policy-holders— $12,848,835 24	
		" " Commissions (payment of current and extinguishment of future).....	842,322 91
		" " Contingent Guarantee Acc't.	29,703 77
		" " Taxes and Assessments.....	243,059 06
		" " Expenses.....	795,865 56
		" " Balance to New Account....	92,782,986 08
	$107,542,772 62		$107,542,772 62

Balance Sheet.

Dr.		*Cr.*	
To Reserve at four per cent.....	$92,469,059 00	By Bonds Secured by Mortgages on Real Estate.....	$47,350,317 82
" Claims by death not yet due.....	850,120 00	" United States and other Bonds....	20,628,635 00
" Premiums paid in advance.....	19,795 55	" Loans on Collaterals.....	17,099,960 00
" Agents' Balances.....	10,928 31	" Real Estate.....	7,851,516 39
" Surplus and Contingent Guarantee Fund	4,611,414 86	" Cash in Banks and Trust Companies at interest.....	2,729,386 87
		" Interest accrued.....	1,236,731 63
		" Premiums deferred, quarterly and semi-annual.....	959,242 61
		" Premiums in transit, principally for December.....	115,527 40
	$97,961,317 72		$97,961,317 72

NOTE.—If the New York Standard of four and a half per cent Interest be used, the Surplus is over $12,000,000.

From the Surplus, as appears in the Balance Sheet, a dividend will be apportioned to each participating Policy which shall be in force at its anniversary in 1883.

THE PREMIUM RATES CHARGED FOR INSURANCE IN THIS COMPANY WERE REDUCED IN 1879 ABOUT 15 PER CENT ON ORDINARY LIFE POLICIES.

ASSETS.....$97,961,317.72

New York, January 18, 1883.

BOARD OF TRUSTEES.

FREDERICK S. WINSTON, SAMUEL E. SPROULLS, LUCIUS ROBINSON, SAMUEL D. BABCOCK, WILLIAM SMITH BROWN, HENRY A. SMYTHE, WILLIAM E. DODGE, GEORGE S. COE, JOHN E. DEVELIN,
SEYMOUR L. HUSTED, OLIVER H. PALMER, RICHARD A. MCCURDY, JAMES C. HOLDEN, HERMANN C. VON POST, GEORGE C. RICHARDSON, ALEXANDER H. RICE, WILLIAM F. BABCOCK, F. RATCHFORD STARR,
FREDERICK H. COSSITT, LEWIS MAY, OLIVER HARRIMAN, THOMAS DICKSON, HENRY W. SMITH, JOHN H. SHERWOOD, GEORGE H. ANDREWS, ROBERT OLYPHANT, GEORGE F. BAKER,
BENJ. B. SHERMAN, JOS. THOMPSON, DUDLEY OLCOTT, ANSON STAGER, FREDERIC CROMWELL, JULIEN T. DAVIES, ROBERT SEWELL.

THE LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.,
TREASURER'S OFFICE,
GRAND CENTRAL DEPOT,
NEW YORK, Dec. 22, 1882.

The Board of Directors of this Company have this day declared a QUARTERLY DIVIDEND of TWO PER CENT upon its capital stock, payable on THURSDAY, the FIRST day of FEBRUARY next, at this office.

The transfer books will be closed at 3 o'clock P. M. on FRIDAY, the 29th inst., and will be reopened on the morning of Monday, the 5th day of February next. F. W. VANDERBILT, Acting Treasurer.

THE PENSACOLA & ATLANTIC RR. COMPANY. The Coupons due FEB. 1, 1883, on this Company's $3,000,000 MORTGAGE BONDS will be paid at the Hanover National Bank, No. 11 Nassau Street, New York, on and after that day.

F. DE FUNIAK, President.

STOLEN.—SEVEN FIRST MORTGAGE Tehuantepec, Inter-Ocean Railway Bonds, $1,000 each, numbered 1,489, 1,490, 444, 445, 446, 449 454. Payment has been stopped at the company's office. All persons are cautioned against purchasing or negotiating the same.

SAM'L A. STRANG, 90 Pine Street.

ILLINOIS CENTRAL RR. CO.
41ST SEMI-ANNUAL CASH DIVIDEND.

The Board of Directors have declared a dividend of 3½ per cent in cash, payable March 1, 1883, to the shareholders of the Illinois Central Railroad Company, as registered at the close of business on February 10th; they have also declared an extra dividend of ½ of 1 per cent in cash, payable at the same time to said shareholders, out of the earnings of the Southern Division for the six months ending December 31, 1882. The Stock Transfer Books will be closed from and after February 10th until the morning of March 5th. J. V. F. RANDOLPH,

New York, Jan. 18, 1883. Treasurer.

OFFICE OF PULLMAN'S PALACE CAR COMPANY, CHICAGO, ILL., Jan. 20, 1883.
DIVIDEND No. 63.

The usual QUARTERLY DIVIDEND of TWO (2) PER CENT on the capital stock of this company has been declared, payable February 15 to stockholders of record at the close of business February 1, 1883. Transfer books will close February 1 and reopen February 16, 1883. A. S. WEINSHEIMER, Secretary.

Insurance.

We Hold Thee Safe!

ROYAL (FIRE) INSURANCE CO.

OF LIVERPOOL, ENGLAND.

Statement of the United States Branch.

HEAD OFFICE, Nos. 41 AND 43 WALL STREET, January 1, 1883.

Total Assets in the United States, not including Special Deposits outside the State of New York..... $3,242,746 96

SUMMARY OF ASSETS.

United States bonds at market value	$2,000,026 25
Real Estate	127,603 05
Temporary loans secured by United States bonds	560,000 00
Interest accrued	54,413 03
Premiums uncollected	227,945 48
Cash in banks and in office	270,029 67
Other assets	2,729 48
Total	$3,242,746 96
Liabilities, including reserve for unearned premiums	1,873,693 28
SURPLUS	$1,369,053 68
Income for the year	$2,286,940 75
Expenditure	1,916,394 34

COMMITTEE OF MANAGEMENT:

ROYAL PHELPS, H. DEB. ROUTH, HENRY A. SMYTHE,
B. B. SHERMAN, OSGOOD WELSH, JACOB D. VERMILYE.

WM. W. HENSHAW, Assistant Manager. E. F. BEDDALL, Manager.

Continental Insurance Co.,

100 BROADWAY, NEW YORK,

JANUARY, 1883.

CASH ASSETS.

Loans on U. S. and other Stocks and Bonds (market value, $640,850)	$515,500 00
Loans on Bond and Mortgage (on real estate worth $1,062,200)	379,525 00
United States Bonds, at market value (Currency Sixes)	1,189,520 00
Bank Stocks, at market value	220,025 00
Other Stocks and Bonds, market value	986,560 00
Real Estate owned by the Company	664,000 00
Outstanding premiums	212,192 98
Dividends, Rents and Interest Uncollected	58,354 63
Cash on hand	224,856 89
Total Assets,	$4,450,534 50

LIABILITIES.

Reserve for Unearned Premiums	$1,524,123 54
Reserve for all other Claims	318,545 27
Allowed for Commissions and Taxes due in 1883	50,000 00
CASH CAPITAL	1,000,000 00
NET SURPLUS—Amnt. included in Safety Funds $1,200,000 00	
Unallotted	357,865 69—1,557,865 69
Total,	$4,450,534 50

Increase in Gross Assets during 1882, $243,328 99
Increase in Net Surplus during 1882, $151,144 88

CYRUS PECK, Secretary. GEO. T. HOPE, President.

GALVESTON HARRISBURG & SAN ANTONIO RAILWAY CO.

First Mortgage 6 Per Cent Gold Bonds

DUE 1910. INTEREST FEB. & AUG.

The Company has land grant 1,500,000 acres, covered by its mortgages, has for years earned, net from local business alone, about three times interest on these bonds, and is assured great permanent increase of earnings, being now a Trunk Line as portion of Southern Pacific Transcontinental Route from San Francisco to New Orleans. A limited amount of these underlying securities (old numbers) for sale. Full information given by

POOR & OLIPHANT, 45 Wall St.

Schuyler N. Warren & Co

51 Exchange Place.

INVESTMENT SECURITIES.

City, Railroad, Gas, Electric Light and Miscellaneous Stocks and Bonds.

Investment Bonds.

Texas Central Railway First Mortgage 7 Per Cent Gold Bonds,
AT 105 AND INTEREST.

Louisville New Albany & Chic. R'way First Mort. 6 Per Ct. Gold Bonds,
ON CHICAGO AND INDIANAPOLIS DIVISION, AT 103½ AND INTEREST.

Houston & Texas Central R'way General Mort. 6 Per Cent Bonds,
AT 100 AND INTEREST.

JOHN J. CISCO & SON,
NO. 59 WALL STREET.

J. C. Chew,

No. 7 WALL STREET, NEW YORK.

TEXAS RAILWAYS,
BONDS, LANDS, &c.

Desirable Texas Securities for Investment constantly on hand.

Insurance.

OFFICE OF THE

ATLANTIC

Mutual Insurance Co.,

NEW YORK, January 25, 1883.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1882:

Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$4,412,693 58	
Premiums on Policies not marked off 1st January, 1882	1,516,844 85	
Total Marine Premiums		$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90	
Losses paid during the same period	$2,013,767 35	
Returns of Premiums and Expenses	$823,304 50	

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,971,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
Premium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

TRUSTEES:

J. D. Jones,	Horace Gray,
Charles Dennis,	Edmund W. Co
W. H. H. Moore,	John Elliott,
Lewis Curtis,	Adolph Lemoyn
Charles H. Russell,	Bobt. B. Minturn,
James Low,	Charles H. Marshall,
David Lane,	George W. Lane,
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JOHN D. JONES, President.

CHARLES DENNIS Vice President,

W. H. H. MOORE, 2d Vice-President,

A. A. RAVEN, 3d Vice-President.

THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

[Entered, according to act of Congress, in the year 1883, by WM. B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

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The Chronicle.

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JOHN G. FLOYD. }

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THE FINANCIAL SITUATION.

There is no radical change this week in the general outlook. To some extent, manufactures and commerce continue to be influenced by the uncertainty which exists regarding tariff and internal revenue changes; and until that suspense is ended by definite action or by the adjournment of Congress it is likely to remain a depressing influence. Meanwhile neither bankers, merchants or manufacturers seem inclined to undertake new ventures, and all are disposed to be very cautious regarding the management of enterprises they now have on hand. This helps to make general trade quiet, limits speculation and causes capitalists to be very conservative.

In this interval of comparative rest the public is perhaps inclined to be more critical in its study of the financial situation. At all events, a feeling of dissatisfaction is becoming very general among conservative classes as to the direction in which we are drifting. The remarks we made with regard to trust companies last week reflect a leading phase of this inquiry, for they touched a very weak point in our present monetary organization. Under hostile State and Congressional legislation, banking business has been largely transferred from banks to substitutes, which have no provision at all for resisting a pressure, but in time of trial must lean wholly upon bank reserves. Nor are trust companies the only banking device that is so situated. For while our own banks have been thus crippled and stunted in their growth by the burdens placed upon them, foreign banking capital has come in here in large amounts which is only in part subject to our laws; furthermore, the business of loaning money on demand or on short time has of late years developed into an almost universal custom among those having money at command, until a considerable portion of the capital of Life and Marine Insurance companies, and even the daily balances of merchants, take that form. This is of interest here only as showing the vastly greater work our bank organization would be called upon to do at a time of general discredit, and the need for some change in our laws which shall make provisions for further safeguards.

What gives special present importance to these discussions, is the real danger which is daily becoming more threatening through our silver-coinage law. If Congress ignores this subject again now, it seems almost certain that its non-action will interfere materially with a general revival of enterprise the coming summer. To be sure, with good crop prospects we shall have everything to favor activity, except the distrust which the law in question engenders. But there are positive evidences that the feeling of uneasiness is growing and that capital is even now beginning to discriminate. It will therefore be almost a criminal neglect, if Congress adjourns without suspending silver coinage. The party in power cannot escape the responsibility. Compared with action on this subject, all other kinds of legislation become non-essential.

This distrust at the continuation of silver coinage is perhaps increased just now through the delay in the anticipated movement of gold from Europe. The feeling is, that if we could thus enlarge our supply of gold, that would tend to hold the other influence in abeyance. But this week the foreign exchange market has given very little indication of a settled movement downward, for although early in the week a lighter demand caused a reduction in the rate, the scarcity of commercial bills kept the tone firm and at the moment the market is quoted strong. Bankers say that the present indications are of a decreased movement of cotton and breadstuffs. The exports, however, still continue moderately large, but the bills offering are quickly absorbed, and, besides, the produce now being shipped has already been drawn against. The scarcity of freight room has had a tendency to limit exports, but this will doubtless soon be remedied. The reports from Europe continue to show unfavorable weather for the crop of wheat now growing, light supplies from the farmers, and inferior quality of grain in the markets and

a steady demand for foreign flour with rising prices for wheat. This news serves to stimulate speculation in breadstuffs here, and the movement is aided by the conviction that we shall really have a smaller exportable surplus of wheat than was believed early in the season, unless the Agricultural Department's estimate of the crop is too small. We have an abundance of corn and this may be taken by Europe to a considerable extent; but as nearly two bushels of this cereal are required for one of wheat, bills drawn against these shipments do not make the same impression upon the market. So far as securities are concerned, there ought to be a liberal movement to Europe, unless capitalists there have become disgusted with the speculative tricks played by some of our railroad managers. Money is very easy in London and indeed on the Continent, and while it so continues some of it will doubtless be invested in first class American railroad securities.

Our money market is also very quiet, loanable funds being in good supply. The Treasury disbursements have not been liberal, the week's transactions being slightly against the banks, but the movement from the interior still continues quite free. The absence of activity and speculation in stocks and staples is resulting in a plethora of idle capital, which gives ease to the market. Bank deposits are increasing, and are larger now than they were a year and two years ago. The Treasury is not likely to make large disbursements for bonds, for the present at least, as at the last report there remained unpaid of those already called only $12,021,900, and, including the offer to redeem $10,000,000 on February 28th, the amount can not exceed $15,000,000. The interest payments on the first of February will be light and widely distributed, and therefore the dependence of the market for a supply of money must be upon the interior and not upon the Treasury. From present indications there is to be no scarcity, at least until the tide of money is turned away from this centre, as it usually is toward the close of the quarter. The Treasury operations for the week indicate a gain, which is a loss to the banks, of $600,405. The following shows the interior movement.

Receipts at and Shipments from N. Y.	*Received.*	*Shipped.*
Currency	$2,140,000	$601,000
Gold	17,000	.....
Total	$2,157,000	$601,000

Last week's bank statement was made on rising averages for specie. Considering this fact, the following will indicate the character of this week's return.

	Into Banks.	*Out of Banks*	*Net Gain.*
Sub-Treasury operations, net...	$.....	$600,405	*$600,405
Interior movement.....	2,157.000	601,000	1,556,000
Total.....	$2,157.000	$1,201.405	$955,595

* Loss.

The stock market has been fairly active this week, with a lower range of prices. It appears that the advance movement of the previous ten days, which many looked upon as the beginning of a permanent rise, has really culminated for the present. Indeed, the indications are that the movement was undertaken for the purpose of enabling a few members of the clique to harass a prominent speculator who was short of some of the leading fancies, and that when that object was accomplished and the support which had for that purpose been given was withdrawn, prices at once declined. Complaint is made by the commission houses that they get but few orders to buy stocks, and that the non-professionals are trading only to a very limited extent. A survey of the floor when there is any activity develops the fact that the business is chiefly confined to the room traders, those adroit professionals who are in request when it is desirable to manipulate the market.

There has for the past few days been a conspicuous decline in some of the leading dividend-paying properties, notably the trunk-line stocks, and this has given rise to reports that the insiders, meaning the speculating directors and managers, had sold out during the rise two weeks ago. Some of the principal owners of these properties have taken the trouble to deny these reports and to express their belief n higher prices for the stocks, but such denials have no weight with the public. They are interpreted to mean that such leaders are loaded up with a general assortment of properties which they are anxious to sell whenever the market will take them. The unsettled feeling regarding the financial situation, to a considerable extent doubtless deters purchases of even the best of the properties, and the open manipulation of the market tends to make speculators very cautious.

On Tuesday prices were unfavorably affected for a short time by the news of the political and financial crisis at Paris, the panicky condition of the Bourse being reported just before the close of our market. Under other circumstances this news should have caused no alarm, but it was feared that a continuance of these troubles might affect London as the financial crisis last year did, and in that case the disturbance would be reflected in our own market. A slight rise in rentes at Paris the next day aided in quieting these fears, and the reduction of the Bank of England rate on Thursday tended to restore confidence. There has been no special movement in securities between London and New York. The following shows relative prices of leading bonds and stocks at the two cities at the opening of each day.

	Jan. 23.		*Jan. 23.*		*Jan. 24.*		*Jan. 25.*		*Jan. 26.*	
	*Lond'n prices.**	*N.Y. prices.*	*Lond'n prices.**	*N.Y. prices.*	*Lond'n prices.**	*N.Y. prices.*	*Lond'n prices.**	*N.Y. prices.*	*Lond'n prices.**	*N.Y. prices.*
U.S.4s,c.	119·43	119¼	119·07	119⅜	119·31	119⅜	119·31	119¼	119·07	119
U.S.3½s	102·99	103⅛	102 99	103¼	103 24	103⅜	103·36	103¾	103·24	103⅞
Erie.....	40·05	39⅞	39·93	39¾	39·68	39⅜	39·44	39⅛	39·20	39¼
2d con.	97·88	96¾	97 40	96⅞	97·40	96⅝	96·91	97	96·91	96¾
Ill. Cent.	144·39	144¾	145·12	144½	144·63	145	144·63	145¼	144·63	145⅛
N. Y. C..	127·59	127¼	127·34	126¾	127 34	127	127·83	127⅛	128·41	127¼
Reading	28·39†	56½	28·27†	56⅛	27·88†	55⅛	27·88†	55⅛	27·90†	55⅛
Ont.W'n	26·66	26¼	26·54	26¼	26·54	26⅜	26·54	26⅛	26·54	26¼
St. Paul.	107·62	107⅜	107·62	106⅞	106·65	106⅛	106·65	106⅛	106·65	106⅜
Exch'ge, cables.	4·87		4·87		4·87		4·87		4·87	

* Expressed in their New York equivalent.
† Reading on basis of $50, par value.

The Bank of England rate of discount was reduced this week to 4 per cent from 5 at which it has stood since September 13, 1882. The reduction brings the rate nearer that at which actual business has recently been done in the open market, and as the Bank of Germany last week reduced its rate of discount there was really no necessity longer to maintain the 5 per cent rate at London. The change is an indication that there are no fears of financial disturbance in France resulting from the political troubles. The Bank has gained £553,000 bullion during the week and £41,000 more on balance on Thursday and Friday; the proportion of reserve to liabilities was increased 3¾ per cent. The Bank of France reports a gain of 4,875,000 francs gold and 28,000 francs silver. The Bank of Germany has gained 16,660,000 marks since last return. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	Jan. 25, 1883.		Jan. 26, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England	21,807,791	.....	20,400,920	.....
Bank of France	38,174,250	43,177,048	27,477,490	45,965,931
Bank of Germany	7,455,500	22,366,500	6,676,750	20,030,250
Total this week	67,437,541	65,543,548	54,555,160	65,996,181
Total previous week	66,734,748	65,680,770	53,818,184	66,023,214

The Government bond market has been strong this week for the 3 per cents, and weak for the fours, which latter declined under free sales to realize the premium on them.

The Assay Office paid through the Sub-Treasury $124,071 for domestic bullion, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Jan. 19..	$533,122 98	$16,000	$38,000	$403,000	$77,000
" 20..	305,021 20	11,000	25,000	211,000	58,000
" 22..	559,979 52	14,000	28,000	418,000	99,000
" 23..	631,099 56	23,000	46,000	467,000	95,000
" 24..	290,440 91	15,000	18,000	231,000	25,000
" 25..	495,355 06	16,000	23,000	399,000	58,000
Total.	$2,815,919 23	$95,000	$178,000	2,129,000	$412,000

SOUTHERN SECURITIES.

We often hear it said that capital discriminates against Southern securities. Is this true? As an example take the State of Texas. Ten years ago, the Governor and the Financial Agent tried in vain to sell her 7 per cent gold bonds at 80c. on the dollar. Two years later these bonds were sold at 85c., and by the honest, straight-forward policy of the State since that date, they, as well as her 6 per cent issue, have sold at one time as high as 140 and interest.

If other Southern States had pursued the same honest policy as Texas, their credit would now be as good as hers Investors value the securities of a State, city or corporation exactly in the proportion that such State, city or corporation values its obligations, whether the maker is in the North, South, East or West. This is so obvious a truth that the discussion of it seems superfluous; besides, it is fully proven in the cases of Texas and Tennessee, Minnesota and Ohio.

But to illustrate the principle further, let us compare places within one hour's ride of each other in the same State—we may cite the cities of Galveston and Houston, Texas.

Each of these cities claims about thirty thousand population. Galveston is the chief commercial seaport of the State, whilst Houston is a manufacturing city and railroad centre, and assumes to be a close rival of Galveston in her annual cotton receipts, &c.

These cities alike constitute the respective counties in which they are situated, the taxable value of property, outside of cities, being inconsiderable, whilst the municipal and county debt of each is about the same, say $1,750,000.

The City of Galveston some eighteen months since refused 95c. for $800,000 of her 5 per cent bonds. The City of Houston is now asking her creditors to accept 50c. on the dollar for its old debt in a bond bearing 5 per cent interest. It would not be strange if her bondholders should decline such a proposition; they ought to, as her taxable property in 1873 was some eleven million dollars, and if properly assessed to-day would be nearly twenty million dollars. A tax of half or three quarters of one per cent on the amount would pay the annual interest on her entire bonded indebtedness.

Thus the prosperous merchants and wealthy residents of this opulent city—the Chicago of the Southwest—with its ten railroad corporations having their termini within its limits, with its numerous banks, cotton presses, machine shops etc., are in the full and peaceful enjoyment and possession of improved streets, drainage, sewage, culverts, iron bridges and a splendid market-house. But her creditors, whose money built some of these improvements, are simply the owners and holders of her defaulted bonds.

It was the pluck and enterprise of the citizens of Houston that gave Texas the Houston & Texas Central Railway, which has done so much to develop the State and build up their city; it was the pluck and enterprise of one of her citizens who, unaided, has put 150 miles of railway into successful operation, and for which he lately refused $2,000,000, well knowing that it was worth double that amount.

She has a score of names in the commercial world that are synonyms of individual integrity and responsibility. Is it not strange that such people pay so little regard to municipal good faith? If they would place the same valuation on their property for taxation that their sworn appraisers do upon out-blocks when condemned for public use, there would not be any necessity for making the above proposition to her creditors. Besides, this goodly city is the only spot in Texas where a corporate obligation means less than its full face value.

THE LONG ISLAND AND ELEVATED RAILROADS AT ALBANY.

The disposition of legislators to strike at public corporations we have often referred to as one of the evils of the present day. We recall, however, very few meddlesome measures so little in accord with public demands as two small bills that are at present absorbing much of the attention of our State Legislature at Albany. One provides for the reduction of fares on the Elevated roads to five cents at all hours, and the other would limit the Long Island Railroad to a charge of two cents per mile for all distances less than thirty-five miles. Both bills are enlisting the active endeavors of those who think there is no better way of commanding the support of the masses than by engaging in a lively crusade against all forms of organized capital. Should these measures be placed upon our statute book, however, and should the results follow from them that we fear, the public would have little reason for regarding its legislators as benefactors—in these instances, at least.

The case of the Long Island is well known. It was for many years regarded as an outcast among railroads of the United States, receiving and meriting public contempt. It paid dividends for a year or two before the panic, and before it was encumbered with its many leases, but after that, until within a year or so, it was glad to earn enough to pay interest on its debt, but did not always succeed in doing even that. In its palmiest days it was shunned by traveler and investor alike. The management was simply execrable. The road and equipment were in such a dilapidated condition that one took his life in his hands every time he traveled upon it; and as for time, you might leave Farmingdale (only 30 miles off) early in the evening and yet not feel sure that you would reach New York in time for breakfast the next morning. It was the belief of many that the dividends had been paid at the expense of necessary improvements in track, road-bed and equipment. Be that as it may, the name of the company was the synonym for all that was bad in railroad service, and it is only since the present management have taken hold, spent considerable money, and introduced many

changes, that the company has been slowly outgrowing the previous opprobrium.

The old organization paid its last dividend in 1873, and after that went into financial decline, as it had previously gone into physical decline, finally lodging in the hands of receivers late in the year 1877. Most of its leased and connecting roads shared its fate, and the whole Long Island system was at the mercy of clamorous creditors. After much difficulty, things were adjusted to the changed condition of affairs, the company was reorganized, and finally in December, 1880, a party of capitalists, headed by Mr. Austin Corbin, secured control of the road. Recognizing the necessity for a thorough renovation of the entire property, the new managers proceeded to provide funds for the purpose, and increased the capital stock to 10 million dollars. Then having rendered travel over the road safer, quicker, and more commodious, they raised charges somewhat, in order thereafter to maintain the structure in good condition by making renewals as fast as required, and also in order in a measure to reimburse themselves for the increased outlay of capital. The advance in rates was only slight, and though it created a good deal of commotion at the time, applied, it is claimed, to but a part of the business, the idea being to equalize rates; which claim would seem to be borne out by the fact, shown further below, that the average amount realized on all passengers was lower in 1882 than in 1880. It is now proposed by the Legislature to fix the fares on a road with such a history, so that in any event no more than two cents a mile shall be charged.

Not having the details of the company's passenger movement, we can not tell just what effect such action would have upon its receipts. It would, no doubt, diminish them, for though it may not affect the whole movement, it certainly will affect a part of it, since it is clearly the intention of the framer to make some fares lower than they now are. We will not quarrel with the legislator as to the desirability of low rates. But where they prevent capital from receiving a fair remuneration for the outlay made and the risks assumed, and perhaps lead to bankruptcy, they are clearly an evil—not only to the creditor but to the road's patrons as well. The Long Island road differs from almost all others in the fact that it is chiefly dependent upon passenger traffic for its revenue. Hence to maintain the property in first-class condition it requires larger profit on passenger service than other roads do. In the fiscal year 1880–1 the new management had to spend such large sums for renewals and repairs that though the road earned $1,946,669 gross, all but $190,297 of it was absorbed by expenses, while there was interest and rentals to meet to amount of $405,811. In the late fiscal year, with the road in very much better physical condition and with the public more inclined to use it for that reason, receipts increased and expenses diminished, so that the road earned as much as $840,000 net, leaving a profit, after providing for interest and rentals, equal to about 4½ per cent upon the stock.

Now we do not mean to assert that the company could not bear up under the proposed legislation. On that point we cannot give any information except such as is furnished by the comparison with the past, set out above. But we do maintain that the management which has done so well with the old bankrupt concern, and whose interest it is by low rates to stimulate traffic as much as possible, is a better judge of this than the legislator, and that no law affecting its revenue should be passed, if at all, until after the fullest hearing of all sides and after a thorough and complete investigation. The company has certainly very greatly enlarged its passenger movement, and with a larger volume of traffic a reduction of rates usually comes as a matter of course. Twenty-five million more passengers one mile were carried in 1881–2 than in 1879–80, and this shows what efforts are being made to increase the road's business. At the same time, the average rate per passenger per mile has fallen from about two cents to 1·92 cents. Both these averages are low (as compared with the customary rate of three cents per mile), but this is due doubtless to the large number of excursion tickets at low price issued during the summer months, the commutation tickets at reduced rates, the thousand mile tickets at two cents a mile, and to the low figure at which traffic is carried to and from some of the near-by suburban towns. Thus it would appear that the three-cent rate is largely nominal, and yet in certain seasons, when travel is light, it is probably just this rate, secured on the irregular traffic, that makes the road pay. If this is so, then it would be in the highest degree unwise to give effect to the measure. It is to be remembered that only two quarterly dividends of one per cent have been paid, that the prosperity of the company is of recent date, that it can as yet show only one year in which it has paid its way, and that therefore even this cannot be used as evidence of the actual capacity of the road.

In a somewhat similar way, the position of the Elevated roads is a public question. The managers and directors of these enterprises, by their stock-jobbing tricks, have forfeited all claim to public regard, and the attacks made upon them merely give expression to a well-nigh universal feeling of disapproval of their acts. Still, this makes it all the more imperative that we should scrutinize measures directed against them with unusual care, lest our indignation get the better of our judgment, and sanction acts that will ultimately recoil upon the public. Railroad companies have a twofold character—that of a field for the employment of capital and that as public carriers. In either character they are entitled to protection and fair treatment, but where, as in this instance, our sense of propriety has been shocked by some flagrant abuse in their former capacity, let us not mistake feelings of anger for the demands of justice, and above all let us not cripple them in their capacity as public servants. We may admit that the Elevated roads were conceived in sin and born in iniquity, but they are not by any means an evil pure and simple. On the contrary, they are a great public blessing. No one would to-day think of living in New York without them. They are of inestimable service, and it should be our concern to increase their usefulness in every possible way. Will the passage of a five-cent fare bill conduce to this end? Let us see.

It will not be claimed, we imagine, that these enterprise can yet be regarded as having demonstrated their success as a financial venture, though they undoubtedly have as a great public undertaking. On the stock of the two original companies—the Metropolitan and the New York—10 per cent dividends were guaranteed and paid for a short time, but the roads not earning that, this soon ceased, and we all know what followed. Now they are down to 6 per cent, and it is claimed that they earn it. But would they, should the present bill be passed? It is possible that they might, but we are afraid it would only be by curtailing the service and reducing repairs and renewals to a minimum. Consider for a moment what their present condition is. The Court of Appeals has lately decided that property owners are entitled to compensation for damages done by the erection of the structures, and there are consequently no end of claims against the companies; then the city wants over a million for back taxes; and finally, by reason of the peculiar character of the structures, and the frequent stop-

pages required in running trains, the wear and tear upon the road and equipment is very great, necessitating large expenditure for renewals, with the further drawback that no one knows when a whole or a part of the roads will have to be entirely rebuilt—all this while the companies are still in financial tribulations.

In these circumstances it would certainly seem a wise policy to let them alone—at least until they have emerged from their financial difficulties. The argument becomes all the stronger, however, when we remember that there is no public need for the bill. The managers voluntarily extended the "commission" or five cent hours quite a long time since, and between half-past five and half-past eight in the morning and between half-past four and half-past seven in the evening—the six hours of heaviest traffic—any and everybody can travel for five cents. Every business man, every laboring man, every clerk, in going to and from his work, no matter whether he lives in Grand street or 125th street, need pay no more than five cents, making the total charge for the day only ten cents. The bill would not affect such persons in the least. On the other hand, during the remaining hours of the day the roads are patronized mainly by persons of wealth and by others to whom the rate of fare is of no consequence. It is during these hours, too, that the traffic is light, and consequently the charge must be higher to pay for the service. Granting that the companies will suffer little or nothing from the other complications mentioned, the fact that expenses can not but be heavy remains. Now it is of the utmost importance that the property should not be allowed to deteriorate, but that the companies should be encouraged to keep it up to the highest standard of efficiency. Suppose that by reason of a reduction in fares the companies should be induced to pursue a niggardly policy in making repairs—which is not at all unlikely, considering that the roads must be worked for a profit, like any other business enterprise, or be abandoned—and that this should lead to an accident. Is it not appalling to think of the hundreds of lives that would be jeopardized in consequence? And expenses being heavy, and efficiency and profits absolute requisites, why should not those bear the burden who can best do so? Give the laborers cheap fares by all means, but give them security as well. Uniform fares at all hours would accomplish the former, while endangering the latter. At present we have a system that combines both elements—a system which has been tried and proven and which makes the well-to-do portion of the population pay for its maintenance, while giving to the poorer classes its full benefits. Why not retain it? Let not our legislators in their zeal to gain a reputation as strikers at corporations, overlook these facts.

THE CURRENT OF IMMIGRATION.

The immigration movement to this country, notwithstanding the diminution in it within recent months, compares for the calendar year 1882 favorably with the year preceding. The report of the Bureau of Statistics, just issued, shows that at the ten leading ports of the United States the number of immigrants arriving in 1882 reached 712,542; and as the Bureau states that these ten ports received about 97 per cent of the total movement, it would appear that during the twelve months over 734,000 immigrants in all must have reached the United States. In the previous year the number was 720,045, so that the movement in 1882 is larger than that of 1881, which had previously been unequaled. The total, however, is below that of the fiscal year ended June 30, 1882, when 788,992 immigrants came here. With this exception the movement for 1882 exceeds that of any other year, fiscal or calendar, in our history. In the following we give the immigration into the United States in each calendar year since 1850.

YEARLY IMMIGRATION INTO THE UNITED STATES.

Year.	Total Alien Passengers.	Of which Immigrants.	Year.	Total Alien Passengers.	Of which Immigrants.
1851	379,466	.....	1867	298,358	293,007
1852	371,603	.....	1868	297,215	289,145
1853	368,645	.....	1869	395,922	385,287
1854	427,833	.....	1870	378,796	356,303
1855	200,877	.....	1871	367,789	346,938
1856	200,036	195,857	1872	449,483	437,750
1857	250,882	246,945	1873	437,004	422,545
1858	122,872	119,501	1874	277,593	260,814
1859	121,075	118,616	1875	209,036	191,231
1860	153,418	150,237	1876	182,027	157,440
1861	91,822	89,724	1877	149,020	130,503
1862	91,826	89,007	1878	174,648	153,207
1863	176,214	174,524	1879	272,487	250,565
1864	193,416	193,195	1880	622,250	593,703
1865	248,111	247,453	1881	743,777	720,045
1866	318,491	314,840	1882	(†)	*734,000

* Approximate.

The above table is interesting as showing how susceptible the movement is to the influence of business prosperity or business adversity here. Prior to the war the largest total in any one year was that attained in 1854 (427,833), and this figure was not again touched until eighteen years afterward, in 1872. The panic of 1857 exercised an immediate influence, and the total of 246,945 in that year was in the very next reduced over one-half, or to 119,501. The year 1860 witnessed a slight improvement, but the breaking out of the civil war effectually checked any further progress, and in 1861 and 1862 the number fell below a hundred thousand. With the close of the war an impetus was given to the movement, and from that time on there was steady and continuous expansion, until another business crisis (that of 1873) interposed to prevent further increase. The panic of 1873 was no less marked in its effects than that of 1857, and from a total of 422,545 in 1873 we dropped to a total of only 260,814 in 1874. After that there was a period of depression, which continued till 1879, the year of the resumption of specie payments, when a revival began. The country having safely passed the transition from a paper basis to a gold basis, a whole flood of immigrants came this way, and the aggregate of 250,565 in 1879 was swelled to 593,703 in 1880, was further increased to 720,045 in 1881, and has now, it would appear, reached 734,000 in 1882. At the moment we are again experiencing a change to lower totals, though this is not reflected in the figures given. It is only by separating the last half of the year 1882 from the first half, that this is made evident. Before doing so, however, we give the following table, showing the nationality of the immigrants arriving at the ten leading ports in the calendar years 1882 and 1881.

NATIONALITY OF IMMIGRANTS IN 1882 AND 1881.

Country.	1882.	1881.
England and Wales	77,725	77,750
Ireland	69,461	70,896
Scotland	16,169	16,441
Austria	12,301	19,667
Germany	229,996	218,323
Norway	26,185	26,824
Sweden	58,742	55,805
Canada	83,071	94,159
Other countries	138,892	107,003
Total	712,542	716,868

The total here for 1882 appears to be a little less than that for 1881, which is due to the fact that in the latter year the aggregate at the ten leading ports formed a greater proportion of the whole than in the former. It is interesting to note that outside of Germany and Austria, which record a falling off of 26,000 (though they still furnish over one-third of the entire movement), the changes between the two years are very slight. In the case of England and Wales the difference is only 25 persons, and Ireland, Scotland and Norway also show only unimportant differences. Canada (meaning by this not only persons

who own Canada as their native land, but also all those passing through that country on their way to the United States, which latter must constitute the greater part of those designated as coming from Canada) shows a falling off, but this, as well as the decrease in Germany, is made good by an increase in the arrivals from "other countries."

Considering now the year in parts, instead of as a whole, the statement is not so satisfactory. During the first five months of 1882 the monthly exhibits uniformly showed an increase on the corresponding period of 1881; during the last five months they as uniformly showed a decrease, so much so that the aggregate for the second half of the year is almost 58,000 below that for the same time in 1881. The decrease, too, is common to all countries and pretty evenly distributed, as the following table will demonstrate.

IMMIGRATION INTO UNITED STATES LAST HALF OF YEAR.

Country.	1882.	1881.
England and Wales	38,207	44,179
Ireland	20,286	27,077
Scotland	5,954	8,548
Austria	4,702	8,841
Germany	92,727	111,892
Italy	8,275	11,024
Norway	9,462	11,740
Sweden	16,581	22,118
Canada	34,242	44,197
All other countries	40,043	38,741
Total	270,479	328,357

It is thus seen that without exception every leading country records a falling off. This suggests the thought that some influence or influences have been at work affecting all alike, and in point of fact the decline has not been unexpected. In the first place, the movement has been exceptionally—we might almost say abnormally—large during the last three years. In that period the arrivals were over two million immigrants. It was scarcely to be expected that such heavy totals would be maintained continuously at the present time. Then, besides—and this is the most prominent reason probably for the falling off in the movement—the conditions both in this country and abroad have been less favorable to a large immigration than a year or two ago. The disastrous crop failures in 1881 were as potent here as in other respects. Many of the immigrants of recent years who were then raising their first crop became discouraged, no doubt, at the poor results (so much below their expectations), and wrote to their friends in Europe dissuading them from carrying out their intentions to come also. Others of the immigrants who had been here a longer time, and were in the habit of sending sums of money to their relatives still remaining in the old country, with which to enable some of these to join them here, were compelled because of the small returns from the crops to withhold the customary remittances. Probably the prospective decline in railroad building and the less active trade in many sections of the country also operated to diminish immigration. There is not the same demand for labor that there was a short time ago, and such railroad companies as had made it a practice to import labor direct from Europe have doubtless ceased doing so. Finally, the crops abroad this last season, though they do not quite meet first expectations, are certainly above the average and better than they have been in several recent years, which fact would make the lower classes of the people more contented with their lot and less inclined to leave the country of their birth.

All these influences have apparently combined to diminish immigration to the United States, and though they are probably more or less temporary in their character, while they remain in operation lower totals must be expected. Especially must we be prepared for smaller figures in the ensuing spring, for the comparison (for several months at least) will be with a period without a parallel in our history, over 442,000 immigrants having come here during the first half of 1882.

THE SITUATION IN FRANCE.

Affairs in France have this week passed through a very critical condition. It was felt everywhere that the death of Gambetta was a great misfortune to the Republic, but it was hardly expected that its effects would so immediately or so seriously affect the working of the government machine. The events which have since happened have, therefore, partaken of the character of a surprise. It is scarcely three weeks since the great Republican statesman was laid in his grave; and it is not too much to say that the machinery of the French Government, if not completely out of gear, is at least sadly deranged. We are not disposed to lay too much stress on the manifesto of Prince Napoleon. He has never been very remarkable for his wisdom, and neither the manifesto it self, nor the manner of its publication, has done much to reveal either the statesman or the philosopher. But they have had the unmistakable effect of revealing the internal condition of France, the deep under-current of French thought, and of begetting the general conviction that the French people are ill at ease, and very far from being satisfied with things as they are.

It is plain that the Chambers by their sweeping act against all pretenders to the throne, and all princes of former reigning families, have had much to do with the present panicky condition of the country. It is the duty of rulers to be firm in any great national emergency, and it was certainly in the power of the Chambers, in which pronounced Republicans largely preponderate, to set an example to the country. They had a right to insist on the expulsion of Prince Napoleon from the country as a seditious person; but further than that, they ought to have treated him with contempt. This, however, they not only did not do, but they also showed their own want of confidence, and gave encouragement to a distrustful feeling throughout the land. Prime Minister Duclerc and those who have acted with him have shown their good sense in resisting the will of the Chambers; and they have commended themselves to the better sense of France by resigning, rather than be the instruments in giving effect to a policy which they consider at once unjust and unwise.

There seems to be no very good reason why France should be tired of the Republic and why she should wish to re-erect a throne. The twelve years of its existence have been fairly prosperous, although there is some cause for discontent in the way in which the foreign affairs of the country have been managed. It is, however, a misfortune, under present circumstances, that France is not commercially in a highly prosperous condition. Trade has been dull in the manufacturing centres; exports have been far from satisfactory; and the late budget created a feeling of general disquietude. In such circumstances it is natural to blame the Government; and France has acquired the habit when she makes a change in her government, of making a very radical one. It is not enough merely to change the ministry. The entire government machine must be remodelled. It is not to be denied that there is dissatisfaction in the country, that men's minds are disturbed, that there is a desire for change. The situation to-day is different to what it was in 1877, when the attempt was about to be made to overturn the Republic, and secure the sanction of the people by a *plebiscite*. The French people at that time were prosperous and contented. They had no grievances of which to complain. They had, moreover, an able defender of things as they

were, in the person of Gambetta. Rentes did not fall. The people held on to their securities.

In such a state of things, a radical change of government would not be a surprise; and yet, for the moment, the outlook is much less threatening. We have no idea that France would in any event go back to monarchy in the old sense. Monarchy, as represented by the Legitimists and the Orleanists, seems no longer possible there. But not so Imperialism. If the Prince Imperial had been alive to-day, his time would have been now, if it had not been found before. But Prince Victor is young, and hitherto has shown little wisdom; so that there appears to be no one suited to the occasion, even should it arise, and much less any one who, under present circumstances, is capable of forcing and shaping events.

MONETARY AND COMMERCIAL REVIEW OF GREAT BRITAIN IN 1882.

(Communicated by our London Correspondent.)

The past year has been one of fair average activity, business having been moderately extensive, but, as is generally understood, attended by comparatively small profits. The latter condition is largely due to the fact that competition in nearly every circle has now become very keen, with little prospect of any departure from that situation. Still, failures throughout the country have not been numerous; on the contrary, they show a diminution compared with last year, and the number of bills of sale given, even allowing for the altered state of the law in regard to them, have been much fewer. From this fact it might be contended that in spite of some drawbacks, the business, wholesale and retail, of the country, has been carried on with a fair degree of profit.

It is true, however, that the year has not fulfilled its early promise, and as it closes, although a feeling of confidence prevails, there are indications of a less assuring nature. We do not at all mean that business in general is unsound. Yet there are some departments which have developed growing weakness as the year has progressed. For instance, in the tin plate trade heavy failures have occurred recently which have led to the stoppage of many houses and a very considerable decrease in production. It is believed, or at least hoped, that this will exercise a good influence by enabling holders to get rid of the surplus stock and current make, at remunerative prices. It seems that the United States is our chief customer, taking several times the total takings of all other countries, the export up to December 1, the last two years, being as follows.

TIN PLATES AND SHEETS TO—	*Exported from Great Britain in 11 months.*	
	1882.	1881.
United States	£3,457,694	£2,716,509
France	65,796	88,457
British North America	149,868	188,065
Australia	95,739	139,924
Other countries	536,094	613,307
Total	£4,305,191	£3,746,262

It will be noticed that the movement to the United States increased decidedly in 1882. This has, however, been done at gradually weakening prices, and latterly at a considerable loss.

Some little anxiety has also been felt at the condition of the iron trade, a few suspensions being reported and the market closing weak, with a very slack demand, prices being almost nominal. The quotations for Scotch pig warrants, at the end of the year, were reported at 48s. 11d., against 49s. 8d. at the opening in January last, while West-coast bessemer opened at 61s. 6d. and closed at 52s. 6d. Still a hopeful feeling pervades the trade, and although 1883 does not open with the buoyancy of 1882, yet as stocks are not large, it is hoped that prices may not only be maintained but that later on they may be raised to a more remunerative level. Depression and failures in the iron trade are, however, frequently regarded as ominous, since they often precede failures in other departments; for that reason more importance has been attached to the unfavorable turn in the market than perhaps it really deserves.

Another trade which has disappointed expectations, is the cotton-manufacturing industry. This is the result of several adverse circumstances. In the first place considerable stocks of goods were accumulated during the two previous years of active production, and favorable conditions for consumption at home and abroad were needed to take off this accumulation and give profitable employment to our increased spindles (and therefore more rapidly-running) machinery. But instead of that, confidence at home was shaken almost at the outset by the panic in Paris, which led to large withdrawals of gold from London and a rise in the Bank rate on January 20th, to 6 per cent. And here we may mention that the high rates for money during so large a portion of the year have been an unfavorable feature in all our markets. To be sure the Bank minimum again returned to 3 per cent on the 23d of March, but on August 7 it was raised to 4 per cent, and since September 14 it has been at 5 per cent, with the fear all the time that a drain of gold to America might set in and force it higher. To indicate the wide difference in the the average minimum rate this year, compared with previous years, we give the following statement of the alteration in the Bank rate for four years.

	Per ct.		*Per ct.*		*Per ct.*
1879—Jan'ry 16	4	1881—Jan'ry 13	3½	1882—Jan'ry 20	6
Jan'ry 30	3	Feb'ry 17	3	Feb'ry 23	5
March 13	2½	April 28	2½	March 9	4
April 10	2	Aug. 18	3	March 23	3
Nov. 6	3	Aug. 25	4	August 17	4
1880—June 17	2½	Oct. 6	5	Sept. 14	5
Dec. 9	3				

But the country quickly recovered from the worst features or effects of the disturbance in Paris, and the first half of the year was on the whole fairly favorable. But by the last of June the situation in Egypt gave cause for great anxiety, and subsequently the Egyptian war, though brief, affected the trade generally, especially with the Levant and the East. For a time, owing to apprehensions that the passage of the Suez Canal would be seriously impeded (for a short time it being actually closed), many vessels were taken to the East by the old route. Fortunately the war did not last long, and closed so brilliantly that it might have imparted a new impetus to trade had not other difficulties in the meantime arisen. These may be summed up briefly as follows: (1) A falling off in the demand from the United States; (2) a rise in the minimum Bank rate to 5 per cent; (3) a marked fall in price of silver, attended with a general disturbance of the India exchanges; (4) a slacked home demand, due, it is said, to a decreased use of cotton goods and increase of woolens, on account of the last two rainy and cold summers. For these reasons the market closes the year in a dragging sort of way, with prices much less remunerative than at the opening. Still we notice that the *Oldham Chronicle* of Dec. 30 gives a table of 69 spinning companies in that district which show very good results, and incline one to think that a part at least of the grumbling one hears must be a constitutional failing with the English spinner rather than the result of actual losses. In general, however, the table shows that the dividends paid were less in the last half than in the first half of the year.

As far as the yield of agricultural produce is concerned the season has been one affording encouragement, though, owing to adverse weather during the progress of harvest work, there was in some districts disappointment. Considering the heavy losses sustained of late years, and the low prices which have been current in the markets, notwithstanding the shortness of the crops, it is perhaps remarkable that the difficulties existing amongst the agricultural classes have not been more serious. The yield this season of cereals, compared with the quantity of land devoted to the production, has been satisfactory, especially as regards barley and oats. Production on the Continent has also been largely augmented, the East of Europe especially having secured large crops. At the same time the United States, in spite of low prices, has increased its production, and promises a large supply of wheat available for exportation. Hence any high price for wheat in this country is for the present altogether out of the question. During the earlier period of the present season, that is to say, in September, the American shipments of wheat alone to Europe were between 400,000 and 500,000 quarters weekly, the result being that the stocks of foreign produce at our outports increased rapidly, and caused much depression to prevail in the trade. In fact, owing to fairly liberal deliveries by the British farmers, our markets were overburdened, and farmers and merchants were compelled to accept very low prices, even for sound qualities of grain. The effect, however, soon corrected itself. American shipments declined from 400,000 quarters to under 200,000 quarters, and British farmers, having an excellent crop of barley, turned their attention to marketing that commodity in preference to wheat.

As far as the people maintain themselves by consuming bread, the cost of living has been, and is likely to continue, low; but bread is not so largely the staff of life as it was thirty years ago, meat and dairy produce being much more largely consumed by the prosperous working class. During the past year the price of butchers' meat has not only been well supported, but has shown a tendency to advance, and there seems to be no doubt of the fact, owing to the extent of the consumption and to the annual diminution in the home supplies, that meat during the next few years will become still higher in value. Foreign importations may tend to check the upward movement, but they do not increase at a rate commensurate with the consumption. Dairy produce has also risen in price. Furthermore, the comparative failure of the American "hog crop," leading to a largely diminished export from the United States to this country, has resulted in higher prices of bacon, &c. The working classes cannot certainly calculate upon a lower cost for living than is now the case, so that if the general trade of the country is conducted with the same caution as it is now, and if there are no political disturbances, the rate of wages will not probably vary materially. Telegraphy and other rapid means of communication will naturally continue to exercise their influence in controlling business, and should tend to ameliorate the difficulties of business considerably.

The earnings of our railroads may perhaps be taken as a reflex of the changes which we have indicated above as transpiring during the year in the commercial situation. The early months recorded a constant growth in receipts on almost all the roads. In fact, according to the statement of the *Economist*, the fourteen principal English railways showed for the first six months an increase of 3¾ per cent in earnings, which would warrant larger dividends on the properties. But for the quarter ending with September the increase was only 2·8 per cent, and for the quarter ending with the 31st of December the increase was only 1·7 per cent, the excess over the first six months being barely sufficient to keep pace with the new capital expenditure. Of a similar import are the Board of Trade figures, our exports during all the earlier months showing a very considerable increase over 1881, but during the last three or four months the condition is just the reverse, the total for December being about two million pounds sterling less than the same month of the previous year.

How far the irregular condition of the money market is chargeable with the depression in business circles, it is impossible to say; but undoubtedly it has, as already stated, been an adverse influence and of considerable importance. With the financial difficulties in France early in the year, the Bank rate advanced on Jan. 20 to six per cent, a large sum of money having been borrowed from the London market to assist French firms, as well as to give confidence in Paris with a view to preventing a serious panic, which might have had a depressing, if not unpleasant, effect here. The market, however, soon assumed an easier appearance, for on the 23d of February the rate was reduced to 5 per cent, on March 9 to 4 per cent, and on March 23 to 3 per cent. During the summer months the market remained in a very quiet and easy condition, and not until there were some apprehensions of a drain of gold in the autumn from this country and the Continent, on American account, was there any important movement. On August 17 the official rate was advanced to 4 per cent, and on September 14 to 5 per cent. At one period during the autumn there was a belief in a six per cent Bank rate being necessary, as the American exchange on London had fallen to the gold-shipping point; but the possibility of money becoming dear in this country speedily checked the speculation which was in progress between this country and America, and which was the primary cause of a fluctuating and adverse exchange. It was said that America had a large wheat crop and would ship it freely; but Europe did not require so abundant a supply as in former seasons, owing to her more abundant harvests. As already stated, America did ship freely, but European wants were being more than satisfied, and consequently American producers had to accept low prices, the price of red winter wheat in New York having declined to a little more than one dollar per bushel. As soon as the commercial and financial public had assured themselves that there was no immediate probability of gold being sent to America, the open market rates of discount fell away to as low a point as 2½ per cent for three months' bank bills, while the Bank rate remained at 5 per cent. During the latter part of November and early in December, however, the American exchange was once more a cause for apprehension, but that cause of anxiety has now ceased to exist. As soon as the dividends have been distributed early in the new year, it is believed here that our money market will relapse into a condition of considerable inactivity, which will have great influence in determining the flow of gold from this side.

The cause for the nervousness here at every unfavorable turn in the rate of exchange on New York is due, as is well known, to the small reserve held by the Bank of England. On the 5th of January, 1881, the supply of gold in the Bank was £24,269,276; in March of that year it reached £28,119,380, but the 28th of December it had fallen again to £25,500,000. This year the supply of gold was £20,249,034 on the 4th of January, and £20,398,245 on the 31st of December. The fluctuations in this item, and the general situation of the Bank each week during 1882 has been as follows:

1882.	Bullion.	[00,000s omitted.] Deposits.		Securities.		Reserve	Bank Rate.	Open Mkt. Rate.
		Public	Private	Gov't.	Other.			
	£	£	£	£	£	£	P. ct.	P. ct.
Jan. 4	20,249,034	6,3	24,9	13,2	26,0	9,8	5	4 1/8
" 11	20,262,174	4,3	24,7	14,8	22,3	10.1	5	4 1/4
" 18	20,549,952	3,9	24,6	13,7	22,2	10,9	5	4
" 25	20,400,920	4,2	23,7	12,7	22,4	11,0	5	4 1/2
Feb. 1	18,772,387	5,2	24,0	12,5	25,8	9,2	6	5 7/8
" 8	19,301,065	6,8	22,9	12,5	25,5	9,9	6	5 1/2
" 15	20,737,213	7,8	23,2	13,1	24,1	11,7	6	5
" 22	21,200,220	8,7	23,3	13,1	24,7	12,4	5	4 3/4
Mar. 1	21,780,989	9,1	23,8	13,1	25,9	12,5	5	4 1/2
" 8	22,293,205	9,8	22,9	13,3	24,7	13,2	4	3 3/4
" 15	23,171,738	9,8	23,7	13.3	24,5	14,3	4	3 3/8
" 22	23,960,946	9,2	23,7	13,3	23,0	15,1	3	2 3/4
" 29	24,082,964	10.1	24,0	13,4	24,6	14,6	3	2 1/2
Apr. 5	23,317,427	10.2	24,3	13.4	26,3	12.7	3	2 1/2
" 12	23,420,315	6,1	24,4	13,4	22,0	13,0	3	2 1/2
" 19	23,636,172	5,5	24,3	13,4	21,6	13.3	3	2 9/16
" 26	23,777,067	5,6	24,9	13,4	21,5	13.6	3	2 1/2
May 3	23,272,928	5,4	23.3	13,5	20,8	12,5	3	2 11/16
" 10	22,905,330	5,1	23,7	13,5	20,9	12.4	3	2 5/8
" 17	22,724,440	5,6	23,6	13,5	21.2	12.5	3	2 5/16
" 24	23,385,099	6,1	23,6	13.5	20,9	13,3	3	2 1/8
" 31	23.154,754	5.7	24,9	13.5	22.5	12.6	3	2 1/4
June 7	23,141,908	6,2	23,3	13.8	20,8	12,9	3	2 3/16
" 14	23,640,700	6,5	23.5	13,8	20,6	13,6	3	2 3/16
" 21	24,304,495	7.3	23,9	13,8	20.8	14.5	3	2 1/8
" 28	24,380,941	7,7	24.8	13.8	22.5	14,0	3	2 9/16
July 5	24,092,598	8,9	27,6	15,0	26,6	12,9	3	2
" 12	23,677,541	4.1	27.4	14,6	22.6	12.4	3	2 1/8
" 19	23,665,108	3,4	28,0	14.3	22,6	12,8	3	1 7/8
" 26	23,344,419	3,3	27 4	14,3	22.7	12.4	3	1 15/16
Aug. 2	22,759,892	3.3	26,4	14.3	22,9	11,7	3	2 5/16
" 9	22,068,158	3.4	25.7	13,9	22.7	10.7	3	2 3/4
" 16	21,780,423	3,9	24,1	12,7	22,8	10.7	4	2 3/4
" 23	21,814,050	4,3	24,1	12.7	22,9	11,1	4	3 7/8
" 30	21,781,526	4.2	24,0	12.4	22.8	11,1	4	3 5/8
Sept. 6	21,662,667	4,2	23,5	12,2	23,2	11,0	4	3 5/8
" 13	21,601,694	4.6	23,6	11,7	24,0	11,1	5	4 3/8
" 20	21,737,985	5,2	23,2	11.7	23,9	11.4	5	4 3/8
" 27	21,982,775	5,1	24,0	11,7	24.3	11,5	5	4 3/8
Oct. 4	21,486,453	4,5	23,9	11,8	25.1	10,1	5	4 5/8
" 11	21,194,018	4,6	25,9	14.0	24,4	9,9	5	4
" 18	21,185,764	4.1	24,3	12,9	23,2	10,2	5	3 15/16
" 25	20,992,379	3,9	24,4	12.7	23,1	10.4	5	3 1/2
Nov. 1	20,162,826	3,6	23,2	12,6	22,9	9,2	5	3 3/4
" 8	20,257,212	2,5	23.3	11.2	22.7	9,7	5	3 1/2
" 15	20,307,957	2,5	22,6	10,6	22,5	9,8	5	3 7/16
" 22	20,436,269	3.6	22,0	10,3	22,6	10,5	5	3 15/16
" 29	20,721,309	4.0	22,1	10,3	22,6	11,0	5	3 15/16
Dec. 6	20,879,270	4,5	22.4	11,4	22,5	10.9	5	3 1/2
" 13	20 854,389	5,0	22,0	11,4	22,2	11.2	5	3 11/16
" 20	20,897,944	6.0	22,1	11,4	23,4	11,2	5	4
" 27	20,398,245	6.9	21.9	11,4	24.8	10.4	5	4 1/2

But while the Bank of England has been losing gold the Bank of France has been increasing its holdings. In January, 1881, its bullion in bank and branches was reported at £22,000,000 gold and £48,000,000 silver; on January 6, 1882, the gold had increased to £25,943,000 and the silver had fallen to £46,000,000; but at the close of the year (December 28) totals reached £38,579,000 gold and £43,310,000 silver. Thus in the two years while the Bank of England has lost £3,871,031 of gold the Bank of France has gained £18,000,000, and hence the aggregate visible supply at London and Paris is now larger by £16,000,000 than it was two years ago, which affords reasonable assurance of an abundant supply in case of need. The situation of the Bank of France as to its stock of gold and silver, and circulation, according to the last returns of each month in 1881 and 1882, is shown in pounds by the following—00,000s being omitted:

1882.	Gold.	Silv'r	Total	Circulation.	1881.	Gold.	Silv'r	Total	Circulation
	£	£	£	£		£	£	£	£
Jan. 26..	27,5	46,0	72,4	114,0	Jan. 27..	21.9	48,5	70,4	101,0
Feb. 23	33,0	45,3	78·3	111,0	Feb. 24..	22,0	48,6	70,6	99,1
Mar. 30..	34,5	45,9	80,4	106,6	Mar. 31..	24,0	49,1	73,4	101,0
April 27..	35,4	45,8	81,2	106,9	April 28..	23,8	49,2	73,0	101,6
May 25..	36,6	46,2	82,8	106,3	May 26..	24,9	49,4	74,3	100,6
June 29..	38,9	46,4	85,3	106,9	June 30..	25,9	49,7	75,6	103,9
July 27..	39,2	46,3	85,5	107,4	July 28..	25,4	49,6	75,0	104,0
Aug. 31..	40,0	45,9	85,9	109,6	Aug. 25..	24,9	49,8	74,7	100,9
Sept. 28..	39,7	45,6	85,3	106,6	Sept. 29..	24,3	49,2	73,5	104,1
Oct. 27..	38,8	44,8	83,6	109,0	Oct 27..	24,2	47.9	72,1	108,2
Nov. 30..	38,5	43,9	82,4	111,6	Nov. 24..	25,4	47.0	72,4	109,9
Dec. 28..	38.6	43,6	82.2	111,6	Dec. 29 .	26 2	46.5	72.7	111,1

The rates for money at Paris have ruled quite uniform since early in March. During the financial difficulties which began almost with the new year, the Bank rate went up to 5 per cent and the open market rate was at the same or higher. In fact, at that period bills that could not be re-discounted at the Bank of France were very difficult to negotiate at all. But the recovery was speedy, and since the last of March the Bank rate has remained at 3½ per cent.

FAILURES IN 1882, 1881, 1880, 1879, 1878 *AND* 1877.

Below we give in full the table of mercantile failures from 1877 to 1883 inclusive, as prepared by the Mercantile Agency of R. G. Dun & Co. This was intended for insertion two weeks since, but the crowded state of our columns has prevented its appearance until now. Still we make room for it even at this late day, as it will be needed for future reference.

Numb'r in Business.	States and Territories.	1882. No. Failures.	1882. Amount of Liabilities.	1881. No. Failures.	1881. Amount of Liabilities.	1880. No. Failures.	1880. Amount of Liabilities.	1879. No. Failures.	1879. Amount of Liabilities.	1878. No. Failures.	1878. Amount of Liabilities.	1877 No. Failures.	1877 Amount of Liabilities.
	Eastern.		$		$		$		$		$		$
12,704	Maine	61	942,014	76	442,708	73	687,230	87	796,600	170	1,406,200	149	2,037,400
7,639	New Hampshire	54	395,045	51	332,404	32	151,684	62	417,748	111	854,739	70	762,728
6,607	Vermont	39	147,348	22	155,000	32	251,725	63	359,736	113	1,843,350	96	738,269
41,660	Massachusetts	327	2,888,161	319	3,835,795	223	1,385,554	335	4,820,592	604	12,707,645	480	6,659,054
	Boston	107	6,064,450	97	3,856,450	106	1,951,400	170	3,613,200	325	11,279,523	130	6,469,300
5,668	Rhode Island	96	2,155,419	77	1,612,011	79	958,707	95	3,094,562	130	2,521,981	114	3,599,607
14,411	Connecticut	88	898,963	130	836,788	178	1,073,817	158	2,474,844	281	4,380,588	314	5,821,649
88,689	Total Eastern	772	13,491,400	772	11,071,156	723	6,460,117	970	15,577,282	1,734	35,294,026	1,353	26,088,007
	Middle.												
79,432	New York	441	7,144,217	429	4,851,074	461	5,617,766	785	8,389,378	969	15,791,084	1,012	15,994,846
39,518	New York City & Br'lyn	455	21,212,308	388	14,674,314	415	19,459,744	519	13,303,969	863	42,501,731	865	32,490,974
22,786	New Jersey	113	1,871,998	77	4,536,346	89	984,556	143	1,201,086	168	4,741,993	177	3,313,958
67,586	Pennsylvania	431	5,655,815	250	1,853,522	291	2,943,502	522	8,242,649	770	18,714,270	632	15,540,795
19,215	Philadelphia City	109	4,005,887	134	4,341,787	131	3,842,222	189	3,086,116	257	10,373,700	175	4,916,443
3,598	Delaware	12	79,400	7	73,200	18	127,400	14	186,137	23	281,500	15	193,000
13,500	Maryland	80	1,261,140	75	2,484,991	53	820,163	85	916,874	119	2,568,986	129	3,603,634
3,077	District of Columbia	23	154,887	12	109,304	14	157,939	33	207,982	30	320,202	44	1,090,100
248,742	Total Middle	1,667	41,385,652	1,372	32,924,538	1,472	33,953,292	2,290	35,534,191	3,199	95,293,466	3,049	77,173,750
	Southern.												
12,030	Virginia	137	2,235,299	98	670,583	85	708,180	84	848,666	126	1,195,615	159	1,312,705
6,791	West Virginia	45	389,158	41	188,233	14	96,105	27	124,000	40	369,011		
8,585	North Carolina	134	931,822	83	591,874	53	411,658	100	1,000,290	89	1,067,200	70	439,569
5,794	South Carolina	93	908,542	90	684,558	48	393,230	73	2,497,740	59	1,788,522	66	1,168,501
11,215	Georgia	138	1,930,563	132	2,379,548	77	1,018,763	86	574,323	119	3,738,134	103	1,181,631
2,508	Florida	17	167,320	16	223,352	12	104,500	19	120,077	22	133,288	11	149,000
7,364	Alabama	85	1,188,276	104	2,041,340	47	759,694	24	202,109	51	874,062	43	690,000
7,187	Mississippi	197	2,335,957	153	1,942,129	55	700,549	76	991,374	99	1,073,660	86	1,079,986
9,399	Louisiana	178	3,162,948	106	1,604,577	54	706,262	90	4,752,557	127	4,830,462	61	893,519
17,246	Texas	204	1,644,254	234	2,713,920	155	1,493,210	159	1,223,892	228	2,733,725	138	1,890,696
6,593	Arkansas	95	754,724	102	952,532	26	340,072	48	425,427	41	407,853	23	270,775
19,352	Kentucky	131	3,716,096	93	1,083,413	104	1,030,000	138	1,546,577	220	5,905,756	227	6,994,428
12,217	Tennessee	164	1,632,864	187	1,393,353	105	1,051,219	152	1,569,671	194	2,205,873	91	1,201,110
126,281	Total Southern	1,618	20,998,123	1,439	16,469,412	835	8,813,442	1,076	15,876,703	1,415	26,322,961	1,078	17,271,920
	Western.												
59,433	Ohio	288	2,686,817	187	1,292,067	152	1,326,318	260	3,230,176	515	10,799,300	373	5,866,818
	Cincinnati City	47	765,734	48	1,507,806	38	514,241	74	1,177,699	216	7,570,311	126	3,710,584
32,488	Indiana	124	1,688,565	78	683,289	89	842,847	122	1,509,791	374	5,233,549	352	5,718,700
58,051	Illinois	158	1,193,740	108	585,718	91	483,802	194	3,396,480	470	7,672,931	454	8,117,091
	Chicago City	103	2,239,584	37	1,980,700	43	780,154	83	2,237,300	362	12,926,800	206	10,065,300
31,787	Michigan	189	1,456,870	209	1,750,832	153	2,285,266	179	2,063,894	369	6,627,709	310	8,032,902
24,411	Wisconsin	97	1,106,942	77	1,469,616	74	560,207	145	1,886,345	163	2,317,382	154	2,128,710
28,217	Iowa	194	1,415,773	75	926,601	92	495,555	152	1,121,900	400	3,428,100	350	2,604,100
14,088	Minnesota	70	355,990	73	391,827	82	1,807,969	128	1,241,697	149	1,052,403	114	1,291,852
37,449	Missouri	221	1,446,450	163	1,062,720	85	429,972	83	284,394	101	1,036,416	81	717,232
	St. Louis City	79	2,701,720	55	1,878,331	54	1,186,216	56	2,144,000	167	4,171,300	141	7,239,850
14,713	Kansas	267	1,510,997	262	1,701,810	112	446,953	66	292,043	44	647,902	50	355,635
7,848	Nebraska	113	450,023	132	360,415	106	359,919	66	221,300	106	825,400	45	338,300
308,485	Total Western	1,950	19,019,175	1,504	15,594,732	1,171	11,519,419	1,608	21,207,519	3,436	64,309,503	2,756	56,187,074
	Pacific and Territories.												
272	Indian Territory	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....
4,027	Oregon	35	193,500	33	296,214	71	674,342	55	438,045	13	173,500	29	266,170
20,007	California	237	1,552,000	169	1,437,000	184	1,123,700	251	2,650,736	310	6,899,539	288	3,252,852
	San Francisco City	138	2,195,000	106	1,353,000	111	1,795,700	221	5,317,118	222	4,700,591	163	8,183,424
7,825	Colorado	169	1,260,191	97	687,479	78	540,500	47	335,661	58	541,542	58	880,103
1,471	Nevada	29	182,200	24	267,000	41	541,900	34	425,100	37	419,797	56	659,736
2,357	Utah	15	274,071	10	18,200	9	64,000	10	383,854	17	121,050	11	44,300
1,377	New Mexico	12	135,500	4	51,500	5	35,500	8	26,639	10	63,900	4	16,300
584	Wyoming	....	.....	2	4,000	4	9,000	12	25,400	11	62,050	4	7,200
937	Idaho	5	12,500	4	63,000	3	49,000	....	.....	....	.....	4	46,000
6,744	Dakota	33	194,952	12	121,168	4	19,000	11	68,000	7	83,000	8	31,300
1,638	Montana	7	71,000	4	68,000	5	27,500	3	90,000	....	.....	....	.....
1,847	Washington	20	128,300	12	99,593	13	80,588	58	171,305	3	16,900	7	207,800
952	Arizona	31	454,000	18	630,000	6	44,700	4	21,500	6	81,307	4	54,000
21	Alaska	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....
50,059	Total Pacific and Ter's	731	6,653,214	495	5,096,094	534	5,005,730	714	9,953,358	691	13,163,176	636	13,949,185
822,256	Grand totals	6,738	101,547,564	5,582	81,155,932	4,735	65,752,000	6,658	98,149,053	10,478	234,383,132	8,872	190,669,936
61,133	Dominion of Canada	787	8,587,657	635	5,751,207	907	7,988,077	1,902	29,347,937	1,697	23,908,677	1,892	25,523,903

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Jan. 6. On—	Time.	Rate.	*EXCHANGE ON LONDON.* Latest Rate.	Time.	Rate.
Amsterdam	Short.	12·2 @12·3	Jan. 6	Short.	12·09
Amsterdam	3 mos.	12 5½ @12·6	Jan. 6	....	.....
Antwerp	"	25·48¾@25·53¾	Jan. 6	....	.....
Hamburg	"	20·61 @20·63	Jan. 6	Short.	20·32
Berlin	"	20·62 @20·66	Jan. 6	"	20·32
Frankfort	"	20·61 @20·63	Jan. 6	"	20·33½
Paris	Checks	25·20 @25·25	Jan. 6	Checks	25·21
Paris	3 mos.	25·45 @25·50	Jan. 6	3 mos.	25·23
Vienna	"	12·11¼@12·13¾	Jan. 6	Short.	119·30
St. Petersb'g	"	23 1/16 @23 3/16	Jan. 6	....	.....
Genoa	"	25·75 @25·80	Jan. 6	3 mos.	25·25
Madrid	"	46 @46⅛	Jan. 6	....	.....
Cadiz	"	46 @46⅛	Jan. 6	....	.....
Lisbon	"	51 13/16 @51 15/16	Jan. 6	....	.....
Copenhagen	"	18·41 @18·45	Jan. 6	....	.....
Alexandria	....	.....	Jan. 3	3 mos.	95⅞
New York	....	.....	Jan. 6	Short.	4·80
Bombay	60 days	1s. 7¼d.	Jan. 6	4 mos.	1s. 7 5/16d.
Calcutta	60 days	1s. 7¼d.	Jan. 6	"	1s. 7¼d.
Hong Kong	....	.....	Jan. 6	"	3s. 7¾d.
Shanghai	....	.....	Jan. 6	"	5s 6 7/8d

[From our own correspondent.]

LONDON, Saturday, January 6, 1883.

The value of money has declined considerably since the commencement of the year, but the directors of the Bank of England have not considered themselves in a position to reduce their quotations. Short loans are now obtainable at 2½@2¾ per cent, while the rate of discount for three months bills is 3⅝ to 3½ per cent. The question of a revival of the export demand for gold for the United States is again revived, but there is no prospect of any immediate movement, as the quotation on London is at 4·80 the £ sterling. Large importations of produce are, however, expected from the United States during the next few months, and our indebtedness to that country is likely therefore to be considerably augmented. Trade here is almost certain to be conducted at least upon the same scale as last year, larger shipments being anticipated to the Levant Egypt and the far East. Under the present system, however, of conducting commercial operations the money market is not likely to be affected more in 1883 than it was in 1882; but for the present, at least, it is difficult to see how the Bank rate can be maintained at 5 per cent when the open market rate fo-

three months bank bills does not exceed 3½ per cent. The Bank of England return exhibits no changes of importance, the alterations being those usual at this period of the year, on the distribution of the dividends. The proportion of reserve to liabilities has declined to 29⅞ per cent, which compares with 31⅝ per cent last year. The following are the present quotations for money.

	Per cent.		Per cent.
Bank rate	5	Open market rates—	
Open-market rates—		4 months' bank bills	3⅜@3½
30 and 60 days' bills	3⅜@3½	6 months' bank bills	3½@3⅝
3 months' bills	3⅜@3½	4 & 6 months' trade bills	4½@5

The following are the rates of interest allowed by the joint-stock banks and discount houses for deposits:

	Per cent.
Joint-stock banks	3½@4
Discount houses at call	3¼
Do with 7 and 14 days' notice	3½

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the average quotation for English wheat, the price of consols, the price of middling upland cotton, No. 40 mule twist, fair 2d quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
	£	£	£	£
Circulation	26,419,700	26,161,075	26,953,840	27,778,405
Public deposits	6,289,726	6,266,724	9,072,151	5,559,672
Other deposits	25,927,678	24,850,771	24,735,025	32,167,860
Governm't securities	11,375,807	13,237,477	15,858,146	30,754,788
Other securities	29,115,715	26,004,128	23,650,128	20,253,511
Res've of notes & coin	9,684,091	9,837,959	12,315,436	14,850,618
Coin and bullion in both departments	20,353,791	20,249,034	24,269,276	27,629,023
Proportion of reserve to liabilities	29·84	31⅜	36⅛	39
Bank rate	5 p. c.	5 p. c.	3 p. c.	3 p. c.
Consols	101¼	100	98¾	97¾
Eng. wheat, av. price	40s. 11d.	44s. 3d.	41s. 11d.	46s. 11d.
Mid. Upland cotton	5 11/16d.	6 9/16d.	6 13/16d.	7 1/16d.
No. 40 mule twist	10d.	10¾d.	10¾d.	11d.
Clearing-House ret'n.	143,920,000	159,719,000	161,622,000	103,987,000

The following are the current rates for money at the principal foreign centres:

	Bank rate. Pr. ct.	Open market. Pr. ct.		Bank rate. Pr. ct.	Open market. Pr. ct.
Paris	3½	3¼	Brussels	4	3¾
Berlin	5	4¾	Madrid and other Spanish cities	4½	4½
Frankfort	4	4⅜	Vienna	5	5
Hamburg	5	4¾	St. Petersburg	6	6¼@6½
Amsterdam	5½	5¼			

A large number of public companies are now announcing their half-yearly dividends. The following have already been declared: London & Westminster Bank, 9 per cent for the half-year ended December 30, being the same as for the corresponding period of 1881; Union Bank of London, at the rate of 15 per cent per annum, against 15 per cent in 1881; National Discount Company, at the rate of 13 per cent, against 12 per cent; City Bank, at the rate of 10 per cent, and to add £25,000 to the reserve fund, which will then amount to £380,000; Birmingham & Midland Bank, £1 per share; East Argentine Railway Company, 13s. per share for the half-year; Bristol & West of England Bank, 6 per cent per annum; Wilts & Dorset Banking Company, 24s. per share; Bank of Madras, 4 per cent for the half-year.

Tenders were received at the Bank of England on Tuesday for £1,455,000 Treasury bills. The whole amount was allotted in bills at three months; tenders at £99 4s. receiving about 65 per cent, and above in full. This price is equivalent to a discount charge of about 3 3-16 per cent.

Tenders will be received by the Bank of England on Thursday next for £1,000,000 New Zealand Government 4 per cent stock, to rank *pari passu* with the 4 per cent consolidated stock previously created. The minimum price of issue is 98½ per cent, and the first six months' interest is payable on May 1 next. The loan is for public works, immigration and other purposes.

The ten Associated Australian Banks invite subscriptions to £4,000,000 Victoria (Australia) government debentures, bearing interest at 4 per cent per annum. The minimum price of issue is par, which includes accrued interest from the 1st of January.

The London agency of the Philadelphia & Reading Railroad Company give notice that, to equalize the price at which the 5 per cent consolidated mortgage bonds were issued to allottees under the prospectus of June 21, 1882, with the reduced rate at which they are now offered to holders of deferred coupon scrip on payment of the coupons due May 1, 1883, the sum of £4 6s. 9d. additional will be paid on each coupon for $25, and of £2 3s. 4d. on each coupon for $12 50.

A large business has been transacted in India rupee paper during the past week, allotments of bills and telegraphic transfers having been made each day. The rate is now 1s. 7 11-32d. the rupee. During the past year the rates for India Council drafts have ranged from 1s. 8 5-16d. for telegraphic transfers at the beginning of April (special allotments), to 1s. 7 1-16d. for bills in December. At the weekly drawings during the year the rates have ranged for bills: On Bombay from 1s. 8 3-16d. in full (April 5 and 12) to 1s. 7 1-16d., 52 per cent (Dec. 20). The highest average rate was 1s. 8·187d. (April 5 and 12), the lowest 1s. 7·062d. (Dec. 20 and 27). On Madras from 1s. 8 3-16d. in full (April 5) to 1s. 7 7-16d., 62½ per cent (Dec. 6). The highest average rate was 1s. 8·187d. (April 5), the lowest 1s. 7·437d. (Dec. 6). On Calcutta from 1s. 8 3-16d. in full (April 5 and 12) to 1s. 7 1-16d., 52 per cent (Dec. 20). The highest average rate was 1s. 8·167d. (April 5 and 12), the lowest 1s. 7·062d. (Dec. 20 and 27). The total amount of silver and gold shipped to India from Europe during 1882 was about £7,450,457 (of which £1,380,405 was gold), viz., to Bombay, £6,640,016; to Madras £150,806; to Calcutta £659,635. The total amount during 1881 was about £3,764,460.

The supplies offering being light, and the rates of exchange on India having improved, the silver market has been firmer, and the price of fine bars is now 50⅜d. per ounce. Mexican dollars are quoted at 49d. to 49⅛d. per ounce.

The suspension has been announced this week of Messrs. Francis Carrill & Son, merchants and shipowners of Gresham House, London and Liverpool. The liabilities amount to about £300,000.

The directors of the Grand Trunk Railway Company of Canada have issued their report and statement of accounts from Jan. 1 to Aug. 11 last, the date of union with the Great Western Railway of Canada, and also the report and accounts of the latter company from Feb. 1 to Aug. 11. From these it appears that the gross receipts of the Grand Trunk Company in the period named amounted to £1,334,457, the working expenses to £954,954, the charges for interest and rental to £262,651 4s. 4d., and the net balance to £170,086 8s. 7d., to which is added the sum brought down from Dec. 31, 1881, £498 0s. 5d., making in all £170,584 9s. at credit of dividend account. This has been appropriated to the payment of dividends of £3 1s. 5d. per cent on the first and second preference stocks, leaving £424 4s. 5d. to be carried forward. The accounts of the Great Western Company show gross receipts to the amount of £466,099 11s. 1d., working expenses £351,930 8s. 6d., interest £109,758 15s. 4d., and a surplus of £7,318 4s. 4d.. This being insufficient to meet the dividend on the five per cent preference stock, £6,081 10s. 2d. has been set apart out of items at credit on the books at that date. The first ordinary general meeting of the united company is to be held in March next, at which the accounts from August 12 to December 31 will be formally submitted. The report concludes: "Meanwhile, the directors congratulate the proprietors on the benefits already derived from the joint working of the two systems; on the marked success which has so far attended the substitution of identity of interest and unity of management in the place of separate control and continual dissension; and on the commencement of a new era with improved prospects, under arrangements equitable to the various interests involved, and satisfactory to all classes of the proprietors of the now united company."

The following is an abstract of the gross produce of the revenue of the United Kingdom, in the undermentioned periods, ended Dec. 31, 1882, compared with the corresponding periods of the preceding year:

	Quarters ended.				Year ended
	Mch. 31, 1882.	June 30, 1882.	Sept. 30, 1882.	Dec. 31, 1882.	Dec. 31, 1882.
	£	£	£	£	£
Customs	4,764,000	4,652,000	4,702,000	5,340,000	19,458,000
Excise	6,868,000	5,880,000	6,205,000	8,155,000	27,108,000
Stamps*	2,890,212	3,130,000	2,709,000	2,850,000	11,570,212
Land tax	959,000	68,000	13,000	5,000	1,045,000
House duty	1,101,000	502,000	117,000	25,000	1,745,000
Property and income tax	6,547,000	1,860,000	660,000	815,000	9,882,000
Post office	1,830,000	1,790,000	1,710,000	1,830,000	7,160,000
Tel'gh service	375,000	410,000	475,000	430,000	1,690,000
Crown lands	105,000	80,000	65,000	130,000	380,000
Int. on advan's	231,386	357,058	227,620	384,937	1,201,001
Miscellaneous†	1,338,629	1,247,698	1,486,107	1,033,211	5,105,645
Totals	27,009,227	19,976,756	18,360,727	20,993,148	86,344,858

	Quarters ended.				Year ended
	Mch. 31, 1881.	June 30, 1881.	Sept. 30, 1881.	Dec. 31, 1881.	Dec. 31, 1881.
	£	£	£	£	£
Customs	4,771,000	4,587,000	4,706,000	5,230,000	19,294,000
Excise	6,880,000	5,865,000	6,295,000	8,212,000	27,252,000
Stamps*	2,876,196	2,792,989	2,739,488	2,960,828	11,369,501
Land tax	973,000	64,000	12,000	10,000	1,059,000
House duty	1,107,000	456,000	103,000	20,000	1,686,000
Property and income tax	7,670,000	2,005,000	775,000	618,000	11,068,000
Post office	1,705,000	1,760,000	1,670,000	1,740,000	6,875,000
Tel'gh service	375,000	405,000	450,000	400,000	1,630,000
Crown lands	95,000	80,000	65,000	130,000	370,000
Int. on advan's	244,193	364,240	234,048	389,588	1,232,069
Miscellaneous†	1,172,735	1,379,739	1,084,991	1,209,144	4,846,609
Totals	27,869,124	19,758,968	18,134,527	20,919,560	86,682,179

Increase and decrease in the periods ended Dec. 31, 1882, as compared with corresponding periods of the preceding year:

	—Quarter ended Dec. 31, 1882.—		—9 mos. ended Dec. 31, 1882.—		—Year ended Dec. 31, 1882.—	
	Increase.	Decrease.	Incr'se.	Dec'se.	Increase.	Decrease.
	£	£	£	£	£	£
Customs	110,000		171,000		164,000	
Excise		57,000		132,000		144,000
Stamps*		110,828	136,695		200,711	
Land tax		5,000				14,000
House duty	5,000		65,000		59,000	
Prop'ty & Inc'me	197,000			63,000		1,186,000
Post office	90,000		160,000		285,000	
Teleg'ph service	30,000		60,000		60,000	
Crown lands					10,000	
Int. on advances		4,651		18,261		31,068
Miscellaneous†		175,933	93,142		259,036	
Totals	432,000	353,412	735,837	213,261	1,037,747	1,375,068
Net increase, £78,588.			Net increase, £522,576.		Net decrease, £337,321	

*Excluding fee, &c., stamps. †Including fee, &c., stamps.

Rather more business has been passing in the wheat trade during the week. The demand has been almost entirely for home consumption, and prices have been steadily maintained. The weather has been more favorable in the country for agricultural work, but sad accounts reach us from most parts of the Continent.

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first eighteen weeks of the season, compared with the corresponding period in the three previous seasons:

IMPORTS.

	1882-83.	1881-82.	1880-81.	1879-80.
Wheat.....cwt.	25,131,686	22,459,850	22,583,850	26,980,702
Barley	7,450,389	5,370,340	6,176,390	6,901,703
Oats	5,554,790	520,044	4,595,863	5,987,675
Peas	766,514	815,054	1,119,155	1,046,188
Beans	690,669	577,714	890,551	1,091,993
Indian corn	4,012,960	9,293,717	13,640,089	8,315,697
Flour	5,492,628	2,688,557	4,639,437	4,431,605

SUPPLIES AVAILABLE FOR CONSUMPTION (18 WEEKS.)

	1882-83.	1881-82.	1880-81.	1879-80.
Imports of wheat.cwt.	25,131,686	22,459,850	22,583,850	26,980,702
Imports of flour	5,492,628	2,688,557	4,639,437	4,431,605
Sales of home-grown produce	15,430,000	14,541,300	13,090,500	8,524,700
Total	46,084,314	39,689,707	40,313,787	39,937,007
Av'ge price of English wheat for season..qrs.	41s. 4d.	47s. 4d.	42s. 7d.	47s. 7d.
Visible supply of wheat in Unit'd St's..bush.	20,600,000	17,900,000	30,000,000	29,612,000
Supply of wheat and flour afloat to the Un'd Kingd'm qrs...	2,412,000	2,941,000		

The following shows the quantities of wheat, flour and Indian corn afloat to the United Kingdom:

	At present.	Last week.	Last year.
Wheat.....qrs.	2,123,000	2,195,000	2,771,000
Flour	209,000	217,000	204,000
Indian corn	118,000	103,000	234,000

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending January 26:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	50 3/16	50 3/16	50 1/4	50 3/8	50 3/8	50 1/4
Consols for money	101 7/16	101 11/16	101 15/16	102	102 1/8	102 3/16
Consols for account	101 11/16	101 15/16	102 1/16	102 1/8	102 1/4	102 3/16
Fr'ch rentes (in Paris) fr.	78·75	77·70	76·80	77·65	77·35	77·67½
U. S. 5s ext'n'd into 3½s	105 1/4	105 1/4	105 3/4	106	106 1/2	106
U. S. 4½s of 1891	116 1/8	116 1/8	116 1/8	116 1/4	119 1/8	116 1/4
U. S. 4s of 1907	122 5/8	122 5/8	122 1/4	122 5/8	122 1/2	122 1/4
Chic. Mil. & St. Paul	110 1/2	111	110	109 3/4	109 3/4	109 1/2
Erie, common stock	41 7/16	41 1/8	40 7/8	40 1/2	40 1/2	40 1/2
Illinois Central	148 1/2	148 3/4	148 7/8	149 1/4	149 1/2	150
N. Y. Ontario & West'n.	27 3/8	27 3/8	27 3/8	27 1/4	27 1/4	27 3/8
Pennsylvania	62 3/4	62 3/4	62 5/8	62 1/4	62 1/8	62 1/2
Philadelphia & Reading.	29 1/2	29 1/8	28 7/8	28 3/4	28 5/8	28 7/8
New York Central	131 1/2	131 1/4	130 7/8	130 3/4	131	131 1/4

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State)..100 lb.	12 6	12 6	12 6	12 6	12 6	12 6
Wheat, No. 1, wh. "	9 0	9 0	9 0	9 0	9 0	9 0
Spring, No. 2, n. "	9 0	9 0	9 0	9 0	9 0	9 0
Winter, West., n "	9 3	9 3	9 3	9 3	9 3	9 3
Cal. white "	9 0	9 0	9 1	9 1	9 1	9 1
Corn, mix., West. "	6 10	6 10	6 10	6 10	6 10	6 9
Pork, West. mess..₱ bbl.	80 0	80 0	80 0	80 0	80 0	80 0
Bacon, long clear, new	47 6	47 6	47 6	47 6	47 6	47 6
Beef, pr. mess, new, ₱tc.	89 0	89 0	89 0	89 0	89 0	89 0
Lard, prime West. ₱ cwt.	56 6	56 6	56 6	56 3	56 0	55 6
Cheese, Am. finest	67 6	67 6	67 6	67 6	67 6	67 6

Commercial and Miscellaneous News.

NATIONAL BANKS.—The following national banks have lately been organized:

2,860—The Fort Plain National Bank, N. Y. Capital, $200,000. Edwin W. Wood, President; Joseph S. Shearer, Cashier.

2,861—The Old National Bank of Cambridge, Ohio. Capital, $100,000. S. J. McMahon, President; A. R. Murray, Cashier.

2,862—The First National Bank of Macon, Mo. Capital, $50,000. William Logan, President; John Scovern, Cashier.

2,863—The National Bank of Elyria, Ohio. Capital, $150,000. Heman Ely, President; John W. Hulbert, Cashier.

The following changes have been made in the officers of national banks:

In the Quakertown National Bank, Pennsylvania, Chas. C. Haring, Jr. Cashier.

In the Fifth National Bank of Providence, R. I., Wm. R. Dunham, Cashier, in place of A. G. Stillwell; no Assistant Cashier in place of W. R. Dunham.

In the First National Bank of Pittsburg, Pa., Alex. Nimick, President, in place of J. Laughlin; Chas. Speer, Assistant Cashier.

In the Ashtabula National Bank, O., P. F. Good, President, in place of L. W. Smith; M. G. Dick, Vice-President, in place of P. F. Good.

In the People's National Bank of Americus, Ga., H. C. Bagley, Cashier.

In the Manufacturers' National Bank of Appleton, Wis., A. Galpin, Cashier, instead of A. Galpin, Jr.

In the Hamilton National Bank of Boston, Mass., A. H. Bean, President, in place of S. S. Blanchard; no Vice-Pres. in place of A. H. Bean.

In the National State Bank of Burlington, Ia., J. T. Remey, President, in place of E. D. Rand; T. G. Foster, Cashier, in place of J. T. Remey; no Assistant-Cashier in place of T. G. Foster; E. D. Rand, Vice President, in place of J. C. Pensley.

In the First National Bank of Braddock, Pa., Jesse H. Lippincott, President, in place of P. C. Knox.

In the Fourth National Bank of Columbus, O., Chas. H. Frisbie, President, in place of W. S. Ide.

In the Union National Bank of Chicago, Ill., W. C. D. Grannis, President, in place of C. T. Wheeler; C. B. Farwell, Vice-President, in place of W. C. D. Grannis.

In the Exchange National Bank of Cincinnati, O., B. F. Poiner, President, pro tem; H. Colville, Vice-President.

In the First National Bank of Cambridge, Cambridgeport, Mass., Daniel U. Chamberlin, President, in place of B. Tilton.

In the First National Bank of Corry, Pa., H. O. Lakin, President, in place of A. Davis.

In the Greene Co. National Bank of Carrollton, Ills., Orman Pierson, Cashier, in place of R. Pierson; no Assistant-Cashier in place of O. Pierson.

In the First National Bank of Cardington, O., E. J. Vaughan, Cashier; no Assistant-Cashier in place of E. J. Vaughan.

In the First National Bank of Cedar Falls, Ia., W. M. Fields, President.

In the Covington City National Bank, Covington, Ky., J. D. Shutt, President, in place of W. M. M. Lee.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and in general merchandise. The total imports were $6,310,600, against $8,755,124 the preceding week and $8,200,964 two weeks previous. The exports for the week ended Jan. 23 amounted to $6,574,998, against $7,007,208 last week and $7,349,921 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Jan. 18, and for the week ending (for general merchandise) Jan. 19; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$3,697,790	$2,274,274	$3,435,029	$1,737,279
Gen'l mer'dise	7,170,844	3,951,158	7,452,337	4,573,321
Total	$11,068,634	$6,225,432	$10,887,366	$6,310,600
Since Jan. 1.				
Dry goods	$7,875,335	$7,331,144	$9,191,954	$7,130,595
Gen'l mer'dise	16,193,624	15,131,824	20,159,970	16,136,093
Total 3 weeks	$24,068,959	$22,462,968	$29,351,924	$23,266,688

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending January 23, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week	$6,744,879	$7,140,084	$7,277,299	$6,574,998
Prev. reported	10,685,980	13,252,797	12,091,770	14,357,124
Total 3 weeks	$17,430,859	$20,392,881	$19,369,069	$20,932,122

The following table shows the exports and imports of specie at the port of New York for the week ending Jan. 20, and since Jan. 1, 1883:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	$.....	$.....	$.....	$.....
France	.....	.....	.....	.....
Germany	.....	.....	.....	.....
West Indies	.....	.....	4,687	24,754
Mexico	.....	.....	.....	.....
South America	20,000	20,000	14,520	26,356
All other countries	.....	1,285	.....	1,100
Total 1883	$20,000	$21,285	$19,207	$52,210
Total 1882	5,000	6,500	13,798	203,498
Total 1881	.....	3,960	2,676,489	3,921,086
Silver.				
Great Britain	$458,250	$953,679	$.....	$.....
France	14,000	48,900	.....	.....
German	.....	.....	.....	6,326
West Indies	.....	.....	6,178	22,942
Mexico	.....	.....	29,155	76,289
South America	.....	.....	4,920	6,080
All other countries	.....	1,200	.....	.....
Total 1883	$472,250	$1,003,785	$40,253	$111,637
Total 1882	489,741	822,780	12,529	83,754
Total 1881	130,357	324,265	117,465	167,033

Of the above imports for the week in 1883, $6,517 were American gold coin and $7,311 American silver coin. Of the exports during the same time $20,000 were American gold coin.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son:

Shares.
103 Home Insurance Co.....145
100 American Loan and Trust Co.....103@105½
10 Manhattan Life Ins. Co..553
45 Merchants' National B'k.133
38 Brooklyn Gas-Light Co..112½
20 Brooklyn Bank.....123½
40 Butchers' and Drovers' Nat. Bank.....145¾
17 Franklin and Emporium Fire Ins. Co.....115
12 Tradesmen's Nat Bank...116

Shares.
20 Highland Park Co., Col.. 48
5 Manhattan Fire Ins. Co.. 30
25 Brooklyn Fire Ins. Co. (Hypothecated.).....175
5 N.Y. Concert Co., Limit'd, with free adm'n ticket, for.....$101
12 Cent. P'k N. & E. Riv. Co 144

Bonds.
$1,000 City of New York 7s, Consol'd st'k, due 1900. 138½ and int

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
N. Y. Pr. & Bost. (Ston'gton) quar.	2	Feb 10	Feb. 1 to Feb. 11
Banks.			
Corn Exchange	5	Feb. 1	Jan. 25 to Jan. 31
First National	10	On dem.	
New York National Exchange	3½	Feb. 1	
Second National	10	On dem.	
Sixth National	3	On dem.	
Insurance.			
Broadway	7	Feb. 1	
Miscellaneous.			
Pullman's Palace Car (quar.)	2	Feb. 15	Feb. 2 to Feb. 15

NEW YORK, FRIDAY, JAN. 26, 1883—5 P. M.

The Money Market and Financial Situation.—The Bank of England has reduced its discount rate to 4 per cent after keeping it at 5 per cent since Sept. 14, 1882. This indication of greater monetary ease in the foreign markets has a considerable influence in New York, since the reduction of the Bank rate in this case is even more significant as showing what they expect in the future than what the status is at the present moment. The dealings in stocks and bonds for foreign account have been perceptibly larger, and leaving out of the case the so-called "scalping" operations of buying in one market and selling in the other to make a fraction of 1 per cent, it is evident that this proclamation of easy money by the Bank of England is decidedly favorable to an improvement in the steady and legitimate demand for American securities.

The improvement at the Stock Exchange which was noted last week has not been continued throughout this, but, on the contrary, there has been a sluggish and rather weak market. This has been a disappointment to those who looked for a further rise in stocks, although, taking all things into consideration, it was quite within the possibilities to be looked for. The market is apparently governed more by the present influences than by the general outlook for commercial, financial and railroad business. This report has frequently commented upon the excellent situation, so far as it depended upon the abundant crops of 1882, and the large volume yet to be brought to market, placing the first six months of 1883 in a strong position compared with the same period in 1882. But, on the other hand, prices of merchandise are lower, and producers, having plenty of money, are able to hold back their crops, and for a time may do so; while as to the railroads, the winter of 1882 was so exceptionally mild that the weather and the temporary blockades from snow this year seem to be more severe by the comparison.

The money market has been quite easy, and stock brokers have no difficulty in getting call loans at 3½@5 per cent, while government bond dealers pay 2@3 per cent. Prime commercial paper sells at 5@5½ per cent.

The Bank of England weekly statement on Thursday showed a gain of £553,000 in specie, and the percentage of reserve to liabilities was 44½, against 40⅝ per cent last week; the discount rate was reduced to 4 per cent from 5, at which figure it had remained since Sept. 14. The Bank of France gained 4,875,000 francs gold and 28,000 francs silver.

The New York City Clearing-House banks in their statement of Jan. 20 showed an increase of $804,075 in their surplus reserve, the total surplus being $8,674,775, against $7,870,700 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883. Jan. 20.	Differ'nces fr'm previous week.	1882. Jan. 21.	1881. Jan. 22.
Loans and dis.	$317,459,800	Dec. $431,400	$321,071,800	$307,839,600
Specie	62,687,700	Inc. 209,900	68,764,100	66,484,100
Circulation	17,470,200	Dec. 56,500	20,001,500	18,345,500
Net deposits	308,309,300	Inc. 389,300	311,996,100	298,931,900
Legal tenders	23,061,400	Inc. 691,500	18,909,300	16,395,600
Legal reserve	$77,077,325	Inc. $97,325	$77,999,025	$74,732,975
Reserve held	85,752,100	Inc. 901,400	87,673,400	82,879,700
Surplus	$8,674,775	Inc. $804,075	$9,674,375	$8,146,725

Exchange.—Exchange has varied little this week, except in the decline of about ½c. in the rates for 60 days' sterling bills, equalizing the price with demand bills after the reduction of 1 per cent in the Bank of England discount rate. The supply of commercial bills in this market is barely equal to the demand, and we must look for an outward movement in stocks and bonds, or an increase in produce shipments, before any imports of gold can be expected. To-day the actual rates for prime bankers' 60 days' sterling bills were 4 82@4 82½; demand 4 85½@4 86; cables 4 86¼@4 86¾. Continental bills were firm as follows, viz.: Francs, 5 21⅞@5 21¼ and 5 18⅛@5 17½; Reichsmarks, 94¾@94⅞ and 95⅜@95⅝; Guilders, 39⅞@40⅛.

In domestic bills New York exchange was quoted as follows at the places named: Savannah buying ⅛ prem., selling ¼@⅜ prem., Charleston buying at par, selling ⅛ prem.; New Orleans com. 100@125 prem.; bank, 200 prem.; St. Louis 50 dis.; Chicago, 60@75 dis.; Boston, 25@35 prem.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

Jan. 26.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 82¼@4 83	4 85½@4 86½
Prime commercial	4 81¼@4 81¾	4 84½@4 85
Documentary commercial	4 80¾@4 81¼	4 84 @4 84½
Paris (francs)	5 21⅞@5 20⅝	5 18¾@5 18⅛
Amsterdam (guilders)	39¾@ 39⅞	40 @ 40¼
Frankfort or Bremen (reichmarks)	94¾@ 95	95⅜@ 95⅞

Coins.—The following are quotations in gold for various coins.

Sovereigns	$4 83	@$4 87	Silver ⅛s and ¼s. — 99¾@ par.
Napoleons	3 83	@ 3 87	Five francs — 92 @ — 95
X X Reichmarks.	4 73	@ 4 77	Mexican dollars — 85¾@ — 86¼
X Guilders	3 96	@ 4 00	Do uncommerc'l. — 84½@ — 85¼
Span'h Doubloons.	15 55	@15 75	English silver — 4 75 @ 4 83
Mex. Doubloons	15 50	@15 65	Prus. silv. thalers. — 68 @ — 70½
Fine silver bars	1 09¼@ 1 10¼		U. S. trade dollars — 99¼@ — 99⅝
Fine gold bars	par@¼ prem.		U. S. silver dollars — 99¾@ par
Dimes & ½ dimes.	— 99⅝@ par		

United States Bonds.—There has been an active business in government bonds and the principal demand seems to run on the 3 and 3½ per cents instead of the long bonds at their higher prices. This is based on the general idea that henceforth the reduction of the debt will be less rapid, in consequence of the probable reduction in internal revenue and customs duties.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Jan. 20.	Jan. 22.	Jan. 23.	Jan. 24.	Jan. 25.	Jan. 26.
5s, continued at 3½	Q.-Feb.	*103	*103½	*103¾	*103⅝	*103¾	*103⅞
4½s, 1891 reg.	Q.-Mar.	113¼	113⅜	*113⅛	*113⅛	*113⅛	*113
4½s, 1891 coup.	Q.-Mar.	113¼	113¼	*113⅛	*113⅛	113¼	*113
4s, 1907 reg.	Q.-Jan.	119⅜	*119¼	119⅜	119⅜	119¼	119⅛
4s, 1907 coup.	Q.-Jan.	119⅜	*119¼	119⅜	119⅜	119¼	*119
3s, option U. S. reg.	Q.-Feb.	*103¾	104	104⅛	*104	*104⅛	*104¼
6s, cur'cy, 1895 reg.	J. & J.	*128	*129	*128	*128	*128	*128
6s, cur'cy, 1896 reg.	J. & J.	*129	*130	*129	*129	*129	*129
6s, cur'cy, 1897 reg.	J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1898 reg.	J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1899 reg.	J. & J.	*130	*130	*130	*130	*130	*130

*This is the price bid at the morning board; no *sale* was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
Jan. 20	877,304 71	968,692 08	112,860,099 22	5,965,795 96
" 22	1,425,920 35	1,974,945 58	112,311,724 83	5,935,145 62
" 23	*16,477,265 76	*15,829,456 11	113,002,172 11	5,922,507 99
" 24	884,860 73	1,000,142 29	112,793,287 02	6,016,111 52
" 25	1,190,880 29	779,235 35	113,040,016 94	6,181,026 54
" 26	1,152,722 87	1,050,573 42	113,192,177 69	6,131,015 24
Total	22,008,954 71	21,603,044 81		

* $15,000,000 of above receipts and payments is a transfer from one account on the books to another.

State and Railroad Bonds.—There has been some activity in Southern State bonds, arising mainly from the Arkansas decision and its incidental influence on other bonds. At this morning's Board the following sales were made: $16,000 Arkansas 7s L. R. P. B. & N. O. issue, 38; $5,000 do L. R. & Fort Smith, 48; $5,000 do, 49½; $2,000 Alabama Class A, 83¾; $1,000 Louisiana consol, 73½; $10,000 North Carolina special tax Western N. Carolina R.R., 8½; $4,000 Tennessee 6s, old, 43½; $1,000 Tennessee compromise, 46¼.

There is nothing definite from Nashville as to what the Legislature will positively do in regard to the debt legislation, but some private reports state that the effect of Polk's default and the discussion aroused by it may have a good effect in inducing the adjusters to cease in their efforts to overthrow the recent compromise.

For railroad bonds there has been a good investment demand, and dealers in bonds report a better inquiry since January 1 than at any time in the last six months of 1882.

Railroad and Miscellaneous Stocks.—The stock market has been moderately active on declining prices. There is apparently some lack of confidence on the part of those who purchased for a rise, and the semi-buoyant tone of ten days ago has been followed by a comparatively dull market, with prices showing a tendency towards weakness. There have been reports that among the operators who started in for a bull pool a few weeks ago, there has been some treachery and one or more of them sold out privately; but this is merely one of the Street rumors and is given as one of the straws indicating the direction of the breeze this week. It is concluded that there was some difference of opinion among the Lake Shore directors about the control of the Nickel-Plate road, or at least in regard to issuing Lake Shore bonds to pay for the stock of that road, and the weakness in Lake Shore and in the N. Y. Ch. & St. L. stocks is partly attributed to this. The Union Pacific stock has recently been one of the weakest of the list, and there is a pretty strong bear influence against it, which may have a greater effect from the fact that the public know little about the whole condition of Union Pacific, including its immense mileage of branches and roads controlled. Nothing has been done to take the control of Jersey Central out of the receiver's hands. In the Northwest the extreme cold and snow blockades in some quarters have made the earnings of railroads in that section show a decrease compared with last year. The rumors of an alliance between Chicago Burlington & Quincy and Denver & Rio Grande have taken no definite shape, and as to the Hannibal & St. Joseph it is stated that there is no prospect of a lease, but a traffic arrangement may be made which will prevent the building of a new line to Chicago. At the close to-day the tone was generally weak, and on some stocks prices were at or near the lowest point reached.

RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR THE WEEK AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, Jan. 20.	Monday, Jan. 22.	Tuesday, Jan. 23.	Wednesday, Jan. 24.	Thursday, Jan. 25.	Friday, Jan. 26.	Sales of the Week, Shares.	Range Since Jan. 1, 1883. Lowest.	Highest.	For Full Year 1882. Low.	High
RAILROADS.											
Atchison Topeka & Santa Fe	....	....	....	....	....	....	.....	.....	.....	84	96½
Boston & N. Y. Air Line, pref.	82 84	81½ 81½	80½ 80½	80 80	....	....	381	79 Jan. 3	82 Jan. 17	60	80½
Burlington Cedar Rap. & No.	*83	*83	82½ 82½	82 82	*82	*83 84	104	82 Jan. 6	83 Jan. 5	67	85½
Canada Southern	70¼ 71¾	69⅞ 71⅛	69¾ 70¾	69¼ 70⅛	69½ 70⅜	69⅛ 70⅜	83,020	65 Jan. 3	71⅜ Jan. 19	44	73
Cedar Falls & Minnesota	14 14	....	....	....	....	....	100	14 Jan. 20	15 Jan. 3	14	30
Central Iowa	25 25	....	....	....	....	....	100	25 Jan. 9	28 Jan. 3	27	37¼
Central of New Jersey	74 75⅜	73½ 75	72½ 74⅛	72 73	71⅜ 73	71½ 72¾	61,700	68¼ Jan. 3	76½ Jan. 18	63½	97½
Central Pacific	83⅜ 85¼	84¼ 84⅞	83⅜ 84¼	83¼ 84⅛	83⅜ 83⅞	83⅜ 84⅛	11,657	83¼ Jan. 24	88 Jan. 5	82⅜	97⅝
Chesapeake & Ohio	23¾ 23¾	23½ 23¾	23 24	23½ 23½	*22½ 23½	23½ 23½	1,425	22 Jan. 2	23¾ Jan. 20	19½	27
Do 1st pref	35 35½	34¾ 34¾	34 34	33⅜ 33⅜	33¼ 33⅛	33⅜ 33⅜	503	30½ Jan. 3	35½ Jan. 20	27¼	41½
Do 2d pref	26¼ 26½	26¾ 27	26¼ 26¼	26½ 26½	*26 26½	25¾ 25¾	1,147	23½ Jan. 4	27 Jan. 22	21	29
Chicago & Alton	137 137	137¼ 137¼	*136 137½	*136 138	136 136¼	136 136	400	136¼ Jan. 3	137¼ Jan. 22	127½	145½
Chicago Burlington & Quincy	124⅝ 124⅞	123 124⅝	122¾ 123¼	122½ 123	123 122¾	122¾ 123¼	6,201	120 Jan. 3	125⅞ Jan. 18	120½	141
Chicago Milwaukee & St. Paul	107½ 108¼	106½ 107¾	106 107⅛	105⅝ 106⅜	105¼ 106½	105⅝ 106⅝	174,439	103¼ Jan. 3	108½ Jan. 20	96½	128¼
Do pref	121¾ 121¾	121½ 121½	*..... 121½	120 120¼	120 120¼	120½ 120½	1,220	119¼ Jan. 2	122 Jan. 9	114½	144¼
Chicago & Northwestern	132¼ 134⅜	132⅞ 133⅜	132⅜ 133⅝	133 133⅜	132⅜ 133⅞	132½ 133¼	63,035	132¼ Jan. 3	136¼ Jan. 4	124	150⅜
Do pref	147¼ 147¼	145¾ 146¼	146½ 147½	146¾ 147	146¾ 147½	*146¾ 147¼	4,830	145½ Jan. 3	151½ Jan. 5	136	175
Chicago Rock Isl. & Pacific	125¼ 125⅝	123¼ 125⅛	123⅜ 124½	123¼ 124½	123⅜ 123⅝	124 124¼	13,380	123 Jan. 3	127¼ Jan. 5	122	140¼
Chicago St. Paul Minn. & Om.	53 54¼	52 53½	51⅜ 52⅝	51½ 52⅜	51⅞ 52⅜	50½ 52¼	22,790	50½ Jan. 2	55 Jan. 18	29¾	58¼
Do pref	112 112¼	111 111½	110⅛ 110½	109¾ 110½	110 110½	109½ 109¾	3,056	109¼ Jan. 3	118¼ Jan. 5	97½	117
Cincinnati Sandusky & Clev	....	....	....	....	....	....	.....	.....	.....	44	62
Cleveland Col. Cin. & Ind	*78 80	*74½ 80	*75 80	77 78½	78 78	.....	600	77 Jan. 25	84 Jan. 5	65½	92¾
Cleveland & Pittsburg guar	*140¼ 141	*140¼ 141	141 141	*140½	*140	142 142	100	139 Jan. 11	142 Jan. 26	133	140
Columbia & Greenville, pref	....	....	....	....	....	....	.....	.....	.....	50	104
Columbus Chic. & Ind. Central	3¾ 4	3⅝ 4	*3 4½	4 4	4 4	*3½ 4½	5,052	3¾ Jan. 20	4⅞ Jan. 9	3⅞	21⅞
Columbus Hocking Val & Tol	....	....	....	....	....	....	.....	.....	.....	66	68
Delaware Lackawanna & West	127½ 129	127¼ 128⅝	126⅞ 127⅜	126¼ 127½	126⅛ 127	125⅝ 127	222,218	125⅝ Jan. 26	129¼ Jan. 4	114¼	150¼
Denver & Rio Grande	49¾ 51⅜	49¼ 50⅞	46¾ 49¾	44⅛ 47⅝	44 46¼	45 46	367,855	39⅞ Jan. 2	51½ Jan. 20	38¼	74⅝
Dubuque & Sioux City	*88	*88½	....	89 89	*88 90	*89	50	89 Jan. 15	89½ Jan. 12	82	96½
East Tennessee Va. & Ga	*9¾ 10	9¾ 10	9¾ 9¾	9½ 9½	*9¼ 9¾	9¼ 9½	500	9¼ Jan. 26	10¼ Jan. 2	8	16
Do pref	17 17½	17½ 17½	17 17	17 17	17 17	16⅝ 17	2,350	16¾ Jan. 26	18¼ Jan. 2	15½	26½
Evansville & Terre Haute	....	....	....	....	....	....	.....	.....	.....	68	86¾
Fort Worth & Denver City	33⅜ 33⅞	33 33	....	....	32 32½	....	1,300	30 Jan. 2	33⅞ Jan. 19	29½	42⅝
Green Bay Win. & St. Paul	....	....	....	....	....	....	200	6 Jan. 2	6½ Jan. 19	6	16
Hannibal & St. Joseph	45⅝ 45⅞	43 45⅝	....	45	42¾ 45	43¼ 44½	3,700	42¾ Jan. 23	46¾ Jan. 17	45	110
Do pref	83½ 84	84 84	83 83	81 82	81 81	83 83	2,000	72 Jan. 3	84 Jan. 15	72	111¼
Houston & Texas Central	78 78	*75 80	*75 79	*75 79	75 75	*73 78	200	75 Jan. 4	79 Jan. 16	61	92½
Illinois Central	144¾ 145¾	144¼ 144¾	144¼ 144½	144⅜ 145	145¼ 146½	145⅛ 145⅞	7,850	141⅝ Jan. 3	146¾ Jan. 16	127¾	150½
Do leased line	80⅝ 80⅝	81 81	....	....	78 78	....	71	78 Jan. 23	81 Jan. 22	.....	.....
Indiana Bloom'n & Western	31¼ 34¼	33 33½	....	32 32	*32 33½	32 32	900	32 Jan. 3	35 Jan. 9	30	49½
Lake Erie & Western	31½ 33	31⅜ 32	31 31½	30¾ 31	30¾ 31¼	30½ 30½	3,950	27⅜ Jan. 3	33¼ Jan. 18	23½	45
Lake Shore	111⅜ 113½	111⅝ 112⅜	111½ 112½	110¼ 112	110⅜ 111⅜	110¼ 111¼	93,580	110¼ Jan. 26	114⅞ Jan. 18	98	120⅛
Long Island	61 64¼	63 63	63 63	62 62	*61½ 63	*61½	27	60 Jan. 2	65 Jan. 18	49½	65
Louisville & Nashville	57⅜ 58½	56¾ 58⅛	56⅛ 57½	54⅛ 56¼	54⅜ 56⅛	55½ 56⅝	91,940	51⅜ Jan. 2	58½ Jan. 20	46½	100¾
Louisville New Albany & Chic	67 67	66¾ 66¾	66 66	*65 67	*65 66½	*65	300	63¼ Jan. 18	68 Jan. 5	57	78
Manhattan	49½ 49½	49 49½	49 49	*..... 49	*47 49	47¼ 47¼	500	47 Jan. 9	49½ Jan. 18	40	60⅛
Do 1st pref	*87½ 90	89 89	*88 89¼	*87½ 89¼	*87½ 90	87 87	297	84¾ Jan. 3	90 Jan. 18	82	88½
Do common	....	*48 50	*48 49½	*47 49	*47 48½	47 49	.....	.....	.....	40	59
Manhattan Beach Co	*18 19	....	*18 20	*18 20	*18	18½ 18½	100	18 Jan. 2	19 Jan. 6	15	37
Memphis & Charleston	47 47	47 47	46¾ 47½	46½ 47	47 47	47½ 47½	4,700	45 Jan. 15	53 Jan. 8	42¼	82⅜
Metropolitan Elevated	*81 85	*82 85	*..... 85	*80 85	82 82	80 80	100	80 Jan. 26	85 Jan. 8	77	93
Michigan Central	99 100	98½ 99⅛	97⅝ 99	97¾ 98½	97⅝ 98	97¾ 98	17,357	96 Jan. 3	100⅛ Jan. 19	77	105
Milwaukee L. Sh. & Western	*17 18	*17 18	*17 18	*16½ 17	....	....	.....	17¼ Jan. 3	18 Jan. 4	13	21
Do pref	48½ 48½	*47½ 48½	*47½ 48½	48 48	*..... 48½	*..... 48½	200	47 Jan. 17	48½ Jan. 20	41¾	54¼
Minnesota & St. Louis	30⅛ 30⅜	29½ 30	....	27¾ 28	28 28	27 27	1,735	27 Jan. 26	30¾ Jan. 18	19	36¾
Do pref	67 67	*66 67	....	64 64	63 63½	63½ 64½	1,500	60 Jan. 3	68½ Jan. 18	59	77
Missouri Kansas & Texas	33¾ 34⅝	33¼ 34⅛	32⅞ 33¾	32⅝ 33⅛	32⅜ 33⅛	32⅛ 33⅛	32,395	30½ Jan. 3	34⅞ Jan. 18	28½	42½
Missouri Pacific	104¼ 105¾	104 104¾	103⅜ 104⅛	102½ 103⅜	102⅜ 103½	102⅜ 103⅛	27,415	100¼ Jan. 3	105⅜ Jan. 19	86⅝	112½
Mobile & Ohio	19¼ 19½	*19 20	*19 19¾	....	*18½ 19½	....	900	17¾ Jan. 15	19½ Jan. 5	12	35¾
Morris & Essex	....	....	*122½ 123½	*122½	*122½ 127½	123¾ 123¾	.....	122¼ Jan. 3	124 Jan. 9	119¾	128
Nashville Chattanooga & St. L	63½ 64½	64 64⅞	63 64	61½ 62	61 61⅜	60⅝ 61⅝	9,000	55⅝ Jan. 3	61⅞ Jan. 22	47	87½
New York Central & Hudson	126⅞ 128	126⅝ 127⅜	126¾ 127½	126½ 127¼	126⅜ 127⅝	126⅜ 127¼	48,865	125⅛ Jan. 3	128¾ Jan. 18	123⅝	138
New York Chic. & St. Louis	*14½ 14⅞	14⅜ 14⅝	14 14½	14½ 14⅝	14 14¼	13 14	2,625	13 Jan. 26	15½ Jan. 5	10½	17¾
Do pref	32¾ 33	*32½ 33	*31½ 32½	31½ 31½	31½ 31½	29 30½	1,325	29 Jan. 26	35 Jan. 4	27	37⅝
New York Elevated	*103	*103½	*103	*103	*103	*103	.....	101 Jan. 13	101 Jan. 13	100	109½
New York Lake Erie & West	39⅝ 40½	39⅝ 40	39⅜ 40	38¾ 39⅝	39 39¼	38⅝ 39⅝	82,500	37⅞ Jan. 2	40⅞ Jan. 18	33¼	43¾
Do pref	81½ 81½	....	....	....	....	....	300	79½ Jan. 3	83 Jan. 5	67	88¼
New York & New England	....	....	....	....	48 48½	....	500	48 Jan. 25	52¼ Jan. 9	45	60½
New York New Haven & Hart.	*165 170	170 170	170 170	....	....	169 170	200	169 Jan. 16	175 Jan. 10	168	186
New York Ontario & Western	26½ 26¾	26½ 26¾	26¼ 26⅝	26¼ 26⅝	26 26⅛	26¼ 26¼	2,800	25⅝ Jan. 3	27⅜ Jan. 15	20½	31⅞
Norfolk & Western	....	....	....	....	....	....	.....	18 Jan. 3	18 Jan. 8	16	24
Do pref	49½ 49¾	48⅜ 48¾	48½ 48½	48½ 48½	49 49	49 49	1,645	47½ Jan. 3	49¾ Jan. 20	44¾	60
Northern Pacific	50⅜ 51⅜	50⅝ 51⅜	49⅞ 50⅞	48⅛ 49½	48½ 49½	48⅞ 49⅜	123,415	46⅜ Jan. 3	51⅜ Jan. 20	28¾	54⅜
Do pref	86¼ 87⅛	86¼ 87	84¾ 86⅛	84⅜ 84⅞	84½ 85⅜	84⅞ 85¼	19,029	83⅞ Jan. 3	87½ Jan. 18	66¼	100⅜
Ohio Central	*13 13½	13 13	13 13¼	12⅝ 13	13⅜ 13½	12⅞ 12⅞	2,533	12⅝ Jan. 3	13⅞ Jan. 18	11⅝	25⅜
Ohio & Mississippi	*33 33¾	33 33	....	32⅜ 32½	*32½ 34	32¼ 32⅜	210	31 Jan. 3	34½ Jan. 4	27	42
Ohio Southern	13½ 13½	....	13½ 13½	....	....	12½ 12½	200	11½ Jan. 5	13¾ Jan. 18	11	23½
Oregon & Trans-Continental	87½ 88⅝	87⅜ 88¼	86½ 87¼	84⅞ 86½	85⅛ 86¼	85¼ 85⅞	41,560	82½ Jan. 3	89 Jan. 19	60	98¾
Panama, Trust Co. certificates	....	....	....	....	....	....	.....	.....	.....	165	204
Peoria Decatur & Evansville	27¾ 27¾	26¾ 27¼	....	*26 27	26¼ 26⅝	26¼ 26¼	2,600	26 Jan. 3	28 Jan. 18	23	39¾
Philadelphia & Reading	56⅛ 57⅜	56 56½	55¼ 56⅛	55 55⅝	55⅜ 55½	55⅜ 55½	13,150	52¼ Jan. 2	58½ Jan. 18	46¾	67½
Pittsburg Ft. Wayne & Chic	136½ 137	136½ 136½	*135	*135	....	136½ 136½	130	135 Jan. 2	138 Jan. 16	130	139
Rensselaer & Saratoga	....	....	....	....	....	....	.....	139½ Jan. 3	141 Jan. 6	131½	144
Rich & Allegh., st'k trust ctfs.	14 15	15 15	14 14	....	....	....	95	14 Jan. 20	15 Jan. 6	13	40
Richmond & Danville	57 57	55 56¼	56½ 56¾	55 55	*54 56	55 55	1,500	47 Jan. 13	60 Jan. 18	52	250
Richmond & West Point	26 27¾	25½ 26½	26¼ 26½	24¾ 25	*24 26	....	7,300	21¼ Jan. 13	28½ Jan. 18	23	263
Rochester & Pittsburg	21 21⅜	20⅝ 21⅜	20⅜ 20⅝	20 20¼	20 20⅛	20 20½	6,670	20 Jan. 2	22 Jan. 5	17½	36½
Rome Watertown & Ogdensb.	....	....	....	....	....	....	.....	32 Jan. 5	32½ Jan. 10	20	40
St. Louis Alton & Terre Haute	51 51¾	54½ 54½	54 55	55½ 56½	58 59½	58½ 60	6,250	48 Jan. 3	60 Jan. 26	20½	50
Do pref	94¾ 94¾	94 94	93½ 94	94 95	95 97½	97 99	2,800	90 Jan. 3	99 Jan. 26	55	94½
St. Louis & San Francisco	*33 34	*33 34	*33 34	*32½ 33½	*32 34	32 34	350	33½ Jan. 19	34⅞ Jan. 12	31	46⅞
Do pref	*53½ 54½	*53½ 54½	53 53	51¾ 51¾	51¾ 51¼	52 52	550	51¼ Jan. 25	54⅞ Jan. 12	43	66⅝
Do 1st pref	*99½ 100½	X96¼ 96¼	96¾ 96¾	*..... 96	*93 96	*94 95	175	96¼ Jan. 22	100½ Jan. 11	79⅜	106½
St. Paul & Duluth	*39 40	*39 40	*39 40½	*39 40	*39 40	*37 39	50	38¾ Jan. 4	40⅞ Jan. 9	26	42¾
Do pref	*96 97	*95½ 97	95½ 95½	*95 97	96 96	*94 95	200	95 Jan. 3	97½ Jan. 4	68	99¼
St. Paul Minneap. & Manitoba	146 146¼	146 146¾	x143⅞ 144	141½ 143	142½ 143	143 143	3,180	139 Jan. 3	147¼ Jan. 18	108¾	166½
Texas & Pacific	41⅝ 42⅞	41¼ 42⅜	40⅛ 42	39⅝ 40⅜	39¾ 41	39¾ 40⅝	84,075	36¾ Jan. 3	43 Jan. 18	34	55
Toledo Delphos & Burlington	....	....	....	....	....	....	400	10 Jan. 17	10 Jan. 17	8½	19
Union Pacific	102 103½	101⅝ 102¾	101⅝ 102⅝	100⅜ 102⅛	101 101¼	98⅜ 101⅜	194,215	98⅜ Jan. 26	104¾ Jan. 18	98¼	119¾
Wabash St. Louis & Pacific	35½ 36¼	35 36	33 35	32⅞ 33⅝	33 33¼	32⅜ 33⅝	68,339	32⅜ Jan. 26	36¼ Jan. 18	23⅜	39⅞
Do pref	56⅜ 57⅜	56⅛ 57	54⅛ 56	53½ 54⅜	53⅞ 54½	53¾ 54⅝	57,665	52 Jan. 2	57½ Jan. 18	43⅝	71⅝
MISCELLANEOUS.											
American Tel. & Cable Co	68 68¾	67 67	....	....	67⅛ 67⅛	66½ 66½	296	65⅞ Jan. 4	69½ Jan. 15	65	74
Bankers' & Merchants' Tel	....	131½ 131½	....	....	131 131	129 129	200	129 Jan. 26	133 Jan. 3	125	132
Colorado Coal & Iron	30½ 31	30 30	29¼ 29¾	....	29¼ 29¼	29 29	800	28½ Jan. 6	33¼ Jan. 18	25	53⅞
Delaware & Hudson Canal	108¼ 109	108⅛ 108⅜	108¼ 108½	107½ 108	108½ 108½	108 108	3,120	107 Jan. 2	109½ Jan. 5	102¾	119¾
Mutual Union Telegraph	*23 24	*22 24	22 22	*22 23	22¾ 22¾	....	250	21 Jan. 6	25 Jan. 17	19⅞	30¼
Oregon Railway & Nav. Co	....	....	138 138	....	139½ 139½	136 136	383	136 Jan. 26	144 Jan. 18	128	163⅛
Pacific Mail	42 42	40¾ 41½	40¼ 41⅛	39¼ 40½	39 40	39⅞ 40	14,360	39 Jan. 25	43⅝ Jan. 18	32¾	48¾
Pullman Palace Car	126 126	126 126	125½ 126	125 125	124¾ 124¾	*124½ 125½	665	122 Jan. 3	126 Jan. 20	117	145
Western Union Telegraph	83½ 84⅝	83⅜ 84	82⅛ 83¾	81⅝ 82¼	81⅝ 82⅛	81¾ 82¼	94,065	79⅜ Jan. 3	85⅛ Jan. 18	76¼	93⅜
Sutro Tunnel	....	....	....	....	....	....	.....	¼ Jan. 3	¼ Jan. 3	⅛	1
EXPRESS.											
Adams	135 135	134¼ 135	*134 135	*133 134½	*133½ 134½	*134 135	67	133 Jan. 5	135 Jan. 5	133	149½
American	92½ 92½	92¾ 92½	91¾ 91¾	91½ 92	91 91⅝	91 92	128	91 Jan. 3	93 Jan. 5	90	97½
United States	*63 65	*63 65	*63 65	*62½ 65	*62¾ 65	*63 65	.....	62½ Jan. 16	65½ Jan. 6	62	80¼
Wells, Fargo & Co	*124 126	*124 126	*124 126	*125 126	*125 126	*124½ 125½	16	124¾ Jan. 18	126 Jan. 8	125	132
COAL AND MINING.											
Consolidation Coal	*27½ 30	*27½	*25 30	*27½	*27½	*27½	.....	27½ Jan. 10	27⅝ Jan. 19	27½	36⅞
Homestake Mining	....	....	....	....	....	....	.....	18 Jan. 8	19 Jan. 19	15⅜	19¾
Little Pittsburg Mining	....	....	....	....	....	....	.....	.....	.....	1½	2¼
Mariposa Land & Mining	....	....	....	....	....	....	.....	.....	.....	1¼	2½
Maryland Coal	....	*16 17	....	....	....	*16 18	.....	17 Jan. 15	17 Jan. 15	13	26
Ontario Silver Mining	....	....	....	....	....	34⅞ 34⅞	.....	34⅞ Jan. 26	35½ Jan. 8	33	40
Pennsylvania Coal	....	....	....	....	....	....	.....	.....	.....	240	245
Quicksilver Mining	*8 10	....	*8 10	*8 10	*8 10	*8 10	.....	.....	.....	8	14¼
Do pref	*36 41	....	*37 40	*37 40	*36 40	37½ 37½	.....	37½ Jan. 26	39 Jan. 18	40	62¼
Standard Consol. Mining	....	....	....	6 6	....	....	500	6 Jan. 24	6½ Jan. 8	4½	19¾
Cameron Coal	....	....	....	....	....	17½ 17½	.....	17½ Jan. 26	18 Jan. 3	18	37¼
Central Arizona Mining	....	....	....	....	....	....	.....	½ Jan. 12	½ Jan. 12	½	1⅝
Deadwood Mining	....	....	....	....	....	....	.....	.....	.....	4	6¾
Excelsior Mining	....	....	....	....	....	....	.....	.....	.....	¼	2⅞
New Central Coal	....	*14 17	....	....	....	*14 17	.....	14 Jan. 4	14 Jan. 4	13½	23
Robinson Mining	....	....	....	....	....	....	.....	.....	.....	1	4
Silver Cliff Mining	....	....	....	....	....	....	.....	.....	.....	2	2¾
Belmont Mining	....	....	....	....	....	....	.....	.....	.....	1½	1½

* These are the prices bid and asked; no sale was made at the Board.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama—		
Class A, 3 to 5, 1906	.....	84
Class A, 3 to 5, small	86	.....
Class B, 5s, 1906	100	102½
Class C, 4s, 1906	85	87
6s, 10-20s, 1900	110	.....
Arkansas—		
6s, funded, 1899-1900	.....	32
7s, L. Rock & Ft. S. 1s.	49	51
7s, Memp.& L.Rock RR	50	60
7s, L. R.P.B. & N.O. RR	38	40
7s, Miss. O. & R. R. RR.	36¾	40
7s, Arkansas Cent. RR.	18¼	19
Connecticut—6s, 1883-4	100½	.....
Georgia—6s, 1886	107	.....
7s, new, 1886	106	108
7s, endorsed, 1886	106	108
7s, gold, 1890	114	115
Louisiana—		
7s, consol., 1914	73⅛	73½
7s, small	68	.....
Louisiana—Continued—		
Ex-matured coupon	65½	67
Michigan—		
7s, 1890	.....	.....
Missouri—		
6s, due 1883	100¼	.....
6s, due 1886	105½	107
6s, due 1887	106½	.....
6s, due 1888	109¼	.....
6s, due 1889 or 1890	110½	.....
Asyl'm or Univ., due '92	112½	.....
Funding, 1894-95	117	.....
Hannibal & St. Jo., '86	109½	.....
Do do '87	109½	.....
New York—		
6s, gold, reg., 1887	.....	.....
6s, gold, coup., 1887	.....	.....
6s, loan, 1891	.....	.....
6s, loan, 1892	.....	.....
6s, loan, 1893	.....	.....
N. Carolina—6s, old, J.&J.	28	.....
6s, old, A.&O	28	.....
N. Carolina—Continued—		
No. Carolina RR., J.&J.	155	.....
Do A.&O	155	.....
Do coup. off, J.&J.	130	.....
Do coup. off, A.&O.	130	.....
Funding act, 1866-1900	10	.....
Do 1868-1898	10	.....
New bonds, J.&J., '92-8	15	.....
Do A.&O	15	.....
Chatham RR	8	.....
Special tax, class 1, '98-9	8	10
Do class 2	8	10
Do to W. N. C. RR	8¼	8¾
Do Western RR	.....	8¼
Do Wil.C.&Ru.R.	7¾	8¼
Do W'n. & Tar R.	7¾	.....
Consol. 4s, 1910	78	79
Small	75	.....
Ohio—		
6s, 1886	107	.....
Rhode Island—		
6s, coupon, 1893-99	115	.....
South Carolina—		
6s, Act Mar. 23, 1869	6½	8
non-fundable, 1888		
Brown consol'n 6s, 189	101	104
Tennessee—6s, old, 1892-8	43½	45
6s, new, 1892-8-1900	43½	.....
6s, new series, 1914	43½	46
C'mp'mise, 3-4-5-6s, 1912	46¼	46½
Virginia—6s, old	35	.....
6s, new, 1866	35	.....
6s, new, 1867	35	.....
6s, consol. bonds	70	.....
6s, ex-matured coupon	53	.....
6s, consol., 2d series	47	.....
6s, deferred	12½	13
District of Columbia—		
3-65s, 1924	111	.....
Small bonds	.....	.....
Registered	.....	.....
Funding 5s, 1899	.....	.....
Do small	.....	.....
Do registered	.....	.....

RAILROAD BONDS.

Railroad Bonds. (Stock Exchange Prices.)		
Ala. Central—1st, 6s, 1918	.....	.....
Alleg'y Cen.—1st, 6s, 1922	.....	.....
Atch. T. & S. Fe—4½, 1920	.....	.....
Sinking fund, 6s, 1911	.....	.....
Atl. & Pac.—1st, 6s, 1910	93½	94½
Balt. & O.—1st, 6s, Prk. Br.	113	.....
Bost. Hartf. & E.—1st, 7s	.....	52
Guaranteed	.....	.....
Bur. C. Rap. & No.—1st, 5s	100⅞	101
Minn. & St. L.—1st, 7s, gu	120	.....
Iowa C. & West.—1st, 7s	*111	.....
C. Rap. Ia. F. & N.—1st, 6s	.....	.....
1st, 5s, 1921	.....	.....
Central Iowa—1st, 7s, '99	108¼	108½
Char. Col. & Aug.—1st, 7s	104	.....
Ches. & Ohio—Pur. m'y fd.	*112	.....
6s, gold, series A, 1908	*.....	109
6s, gold, series B, 1908	90½	91
6s, currency, 1918	53¼	.....
Mortgage 6s, 1911	99½	100
Chicago & Alton—1st, 7s	117	.....
Sinking fund, 6s, 1903	.....	115
La. & Mo. Riv.—1st, 7s	*115¾	.....
2d, 7s, 1900	*.....	110
St. L. Jack. & Chic.—1st	*116	.....
1st, guar. (564), 7s, '94	*115	.....
2d (360), 7s, 1898	.....	.....
2d, guar. (188), 7s, '98	.....	.....
Miss. R. Br'ge—1st, s.f. 6s	.....	.....
C. B. & Q.—Consol. 7s, 1903	126½	127½
5s, sinking fund, 1901	*103	106
Ia. Div.—S. F., 5s, 1919	105	.....
S. F., 4s, 1919	87	87½
Denver Div.—4s, 1922	85	.....
4s, 1921	80	84½
C. R. I. & P.—6s, cp., 1917	.....	124
6s, reg., 1917	*123	.....
Keo. & Des M.—1st, 5s	101½	.....
Central of N. J.—1st, '90	117	118½
1st consol. assented, '99	110¾	111¼
Conv., assented, 7s, 1902	*110¼	.....
Adjustment, 7s, 1903	106	106½
Leh. & W. B.—Con. g'd. 4s	.....	105
Am. D'k & Imp.—5s, 1921	87½	90¼
C. M. & St. P.—1st, 8s. P. D.	133	137
2d, 7 3-10, P. D., 1898	.....	127
1st, 7s, $ g., R. D., 1902	127	.....
1st, La C. Div., 7s, 1893	120	.....
1st, I. & M., 7s, 1897	122	122⅜
1st, I. & D., 7s, 1899	122	.....
1st, C. & M., 7s, 1903	126	.....
Consol. 7s, 1905	124	124¼
2d, 7s, 1884	103¼	105
1st, 7s, I. & D. Ext., 1908	122½	122¾
S. W. Div., 1st, 6s, 1909	108	110
1st, 5s, La C. & Dav., 1919	94½	.....
1st, S. Minn. Div. 6s, 1910	106¾	106⅞
1st, H. & D., 7s, 1910	117	.....
Ch. & Pac. Div., 6s, 1910	108½	108¾
1st, Chic. & P. W., 5s, 1921	91¾	91⅞
Min'l Pt. Div., 5s, 1910	90½	91½
C. & I. Sup. Div., 5s, 1921	.....	.....
C. & N'west.—S.fd., 7s, '85	*108	110
Interest bonds, 7s, 1883	102¾	.....
Consol. bonds, 7s, 1915	132	134
Extens'n bonds, 7s, '85	103	.....
1st, 7s, 1885	108½	110
Coupon, gold, 7s, 1902	125	125½
Reg., gold, 7s, 1902	125	125¾
Sinking fund, 6s, 1929	109½	111½
Sinking fund, reg.	109¼	109¾
Sinking fund, 5s, 1929	100⅜	100½
Sinking fund, reg.	.....	100½
Escan'a & L. S.—1st, 6s	*.....	112
Des M. & Min's—1st, 7s	*115	.....
Iowa Midland—1st, 8s	129	133
Peninsula—1st, conv. 7s	*120	.....
Chicago & Mil.—1st, 7s	*121	.....
Win. & St. P.—1st, 7s, '87	106	.....
2d, 7s, 1907	121½	125
Mil. & Mad.—1st, 6s, 1905	.....	.....
C. C. C. & Ind's—1st, 7s, s.f.	122	123½
Consol. 7s, 1914	122	.....
C. St. P. M. & O.—Consol., 6s	108	108⅞
C. St. P. & M.—1st, 6s, 1918	111½	113
N. Wis.—1st, 6s, 1930	108	.....
St. P. & S. C.—1st, 6s, 1919	.....	113
Chic. & E. Ill.—1st, s.f., cur.	98	.....
Col. & Green.—1st, 6s, 1916	100⅝	.....
2d, 6s, 1926	70	75
Col. H. Val. & Tol.—1st, 5s	.....	78
Del. L. & W.—7s, conv., '92	116	118
Mortgage 7s, 1907	127	.....
Syr. Bing. & N. Y.—1st, 7s	125	130
Morris & Essex.—1st, 7s	136	139
2d, 7s, 1891	*115	.....
Bonds, 7s, 1900	.....	.....
7s of 1871, 1901	121½	122¾
1st, consol., guar., 7s	122	122½
Del. & H.—1st, 7s, 1884	*.....	104
7s, 1891	.....	114½
1st, ext., 7s, 1891	*.....	115
Coup., 7s, 1894	115½	.....
Reg., 7s, 1894	*.....	118½
1st, Pa. Div., cp., 7s, 1917	126¾	127
Pa. Div., reg., 7s, 1917	.....	.....
Del. & H.—Continued—		
Alb. & Susq.—1st, 7s	*108¼	.....
2d, 7s, 1885	106	.....
1st, cons., guar. 7s, 1906	.....	.....
Rens. & Sar.—1st, coup.	¢137	.....
1st, reg., 1921	*134	.....
Denv. & Rio Gr.—1st, 1900	108⅞	.....
1st consol., 7s, 1910	88	89½
Denv. So. P. & Pac.—1st, 7s	98½	99
Det. Mac. & Marq.—1st, 6s	.....	93½
Land grant, 3½s, S. A.	.....	.....
E. T. Va. & G.—1st, 7s, 190	116	.....
1st, cons., 5s, 1930	72	72¼
Divisional 5s, 1930	92	.....
Eliz. C. & N.—S.f., deb. c. 6s	.....	.....
1st, 6s, 1920	.....	.....
Eliz. Lex. & Big S.—6s	93¾	94¾
Erie—1st, extended, 7s	126	127
2d, extended, 5s, 1919	.....	.....
3d, 7s, 1883	102⅞	103½
4th, extended, 5s, 1920	.....	.....
5th, 7s, 1888	108	109½
1st cons., gold, 7s, 1920	129	130½
1st cons., fd. coup., 7s	.....	.....
Reorg., 1st lien, 6s, 1908	.....	.....
Long Dock b'ds, 7s, '93	.....	118
Buff. N. Y. & E.—1st, 1916	130	131
N. Y. L. E. & W.—New 2d 6	96⅝	.....
2d, consol., fd. cp., 5s	*.....	96
Buf. & S. W.—M. 6s, 1908	.....	.....
Ev. & T. H.—1st, cons., 6s	96	98
Fl't & P. M'rq.—M. 6s, 1920	111⅞	113
Gal. Har. & S. Ant.—1st, 6s	.....	107
2d, 7s, 1905	*107	.....
Mex. & Pac.—1st, 5s	.....	.....
2d, 6s, 1931	.....	.....
Gr'n Bay W. & S. P.—1st, 6s	.....	85
Gulf Col. & S. Fe—7s, 1909	.....	111
Han. & St. Jos.—8s, conv.	.....	108¼
Consol. 6s, 1911	107½	109
Hous. & T. C.—1st, M. L., 7s	108	108½
1st, West. Div., 7s	105	106
1st, Waco & N., 7s	110	113
2d consol., main line, 8s	121⅝	123
2d, Waco & No., 8s, 1915	.....	.....
General, 6s, 1921	97	.....
Hous. E. & W. Tex.—1st, 7s	.....	.....
Ill. Cent.—Sp. Div.—Cp. 6s	.....	.....
Middle Div.—Reg., 5s	.....	.....
C. St. L. & N. O.—Ten. l., 7s	115	.....
1st consol., 7s, 1897	115	.....
2d, 7s, 1907	110	120
Gold, 5s, 1951	102½	104
2d Div., 7s, 1894	114⅛	117
Ced. F. & Minn.—1st, 7s	114	114
Ind. Bl. & W.—1st, pref. 7s	114	.....
1st, 4-5-6s, 1909	.....	88
2d, 4-5-6s, 1909	72	.....
East'n Div.—6s, 1921	90	93
Indianap. D. & Spr.—1st, 7s	101	102
2d, 5s, 1911	.....	.....
Int. & Gt. No.—1st, 6s, gold	105	.....
Coupon, 6s, 1909	84½	84⅞
Kent'k'y Cen.—M., 6s, 1911	.....	.....
Lake Shore & Mich. So.—		
Mich. S. & N. I.—S.fd., 7s	106	106¼
Cleve. & Tol.—Sink. fd.	*.....	107
New bonds, 7s, 1886	107	.....
Cleve. P. & Ash.—7s	113	.....
Buff. & Erie—New bds.	120	.....
Kal. & W. Pigeon—1st.	100	.....
Det. M. & T.—1st, 7s, 1906	*126	.....
Lake Shore—Div. bonds	121½	122½
Consol., coup., 1st, 7s.	125	.....
Consol., reg., 1st, 7s.	125	.....
Consol., coup., 2d, 7s.	120	.....
Consol., reg., 2d, 7s.	120½	121
Long Isl. R.—1st, 7s, 1898	120	.....
1st consol., 5s, 1931	97⅝	97¾
Louisv. & N.—Cons. 7s, '98	116¼	.....
2d, 7s, gold, 1883	*100	.....
Cecilian Br'ch—7s, 1907	105¼	.....
N. O. & Mob.—1st, 6s 1930	*91	.....
E. H. & N.—1st, 6s, 1919	90	.....
General, 6s, 1930	92½	92⅞
Pensac'la Div.—6s, 1920	.....	.....
St. L. Div.—1st, 6s, 1921	*100	.....
2d, 3s, 1980	*45	.....
Nashv. & Dec.—1st, 7s	114	116
S. & N. Ala.—S.f., 6s, 1910	.....	.....
Leban'n-Knox—6s, 1931	100	.....
Louisv. C. & L.—6s, 1931	100	.....
L. Erie & W.—1st, 6s, 1919	101	101½
Sandusky Div.—6s, 1919	.....	.....
Laf. Bl. & M.—1st, 6s, 1919	98½	99¾
Louisv. N. Alb. & C.—1st, 6s	102	102½
Manhat. B'ch Co.—7s, 1909	.....	.....
N. Y. & M. B'h—1st, 7s, '97	.....	.....
Marietta & Cin.—1st, 7s.	.....	.....
1st, sterling	.....	.....
Metr'p'lit'n El.—1st, 1908	98½	98⅞
2d, 6s, 1899	86	88
Mex. Cen.—1st, 7s, 1911	.....	.....
Mich. Cen.—Con., 7s, 1902	124⅞	.....
Consolidated 5s, 1902	*104	.....
Equipm't bds., 8s, 1883.	.....	.....
6s, 1909	*100¼	.....
Coupon, 5s, 1931	100½	.....
Registered, 5s, 1931	.....	.....
Jack. Lan. & Sag.—6s, '91	.....	.....
Mil. & No.—1st, 6s, 1910.	91	.....
Mil. L. S. & W.—1st, 6s, 1921	98½	98¾
Minn. & St. L.—1st, 7s, 1927	118½	119½
Iowa Ext.—1st, 7s, 1909	112	.....
2d, 7s, 1891	*.....	105
S'thw. Ext.—1st, 7s, 1910	110¼	110⅜
Pac. Ext.—1st, 6s, 1921	101¼	101⅜
Missouri Kan. & Tex.—		
Gen. con., 6s, 1920	83½	84
Cons. 7s, 1904-5-6	108⅜	108⅝
Cons. 2d, income, 1911	56½	58
H. & Cent. Mo.—1st, '90	104	.....
Mobile & Ohio.—New, 6s	*107	.....
Collat. Trust, 6s, 1892	.....	.....
Morgan's La. & T.—1st, 6s	.....	.....
Nash. Chat. & St. L.—1st, 7s	.....	116¾
2d, 6s, 1901	.....	.....
N. Y. Central—6s, 1883	*101¼	.....
6s, 1887	107¾	.....
6s, real estate, 1883	*101¼	.....
6s, subscription, 1883	101¼	.....
N. Y. C. & H.—1st, cp., 7s	129	130½
1st, reg., 1903	129½	130¼
Huds. R.—7s, 2d, s.f., '85	*106⅞	.....
Can. So.—1st, int. g'ar. 5s	95¼	95⅝
Harlem—1st, 7s, coup.	*.....	131
1st, 7s, reg., 1900	.....	131
N. Y. Elev'd—1st, 7s, 1906	115½	.....
N. Y. Pa. & O.—Pr. l'n, 6s, '95	.....	.....
N. Y. C. & N.—Gen., 6s, 1910	48	50
Trust Co., receipts	*48	.....
N. Y. & New Eng.—1st, 7s	.....	.....
1st, 6s, 1905	.....	.....
N. Y. C. & St. L.—1st, 6s, 1921	97	97
Nevada Cent.—1st, 6s	*.....	103
N. Pac.—G. l. g., 1st, cp. 6s	102⅞	103
Registered, 6s, 1921	.....	.....
N. O. Pac.—1st, 6s, g., 1920	.....	89½
Norf. & W.—G'l, 6s, 1931	101¼	101¾
Ohio & Miss.—Consol. s. f.	115½	117½
Consolidated 7s, 1898	115	116½
2d consolidated 7s, 1911	122½	.....
1st, Springfield Div., 7s	114	116
Ohio Central—1st, 6s, 1920	93	93¼
1st Ter'l Tr., 6s, 1920	.....	90
1st Min'l Div., 6s, 1921	.....	.....
Ohio So.—1st, 6s, 1921	82	82½
Oreg'n & Cal.—1st, 6s, 1921	91¼	93
Or. & Trans'l—6s, '82-1922	95⅛	95¼
Panama—S.f., s.n.b. 6s, 1910	.....	105
Peoria Dec. & Ev.—1st, 6s	*99	102
Evans. Div., 1st, 6s, 1920	.....	97
Pac. RRs.—Cen. P.—G., 6s	113½	.....
San Joaquin Branch	*109¼	109½
Cal. & Oregon—1st, 6s	*.....	106
State Aid bds., 7s, '84	.....	.....
Land grant bonds, 6s.	*105	105⅜
West. Pac.—Bonds, 6s	111	112
So. Pac. of Cal.—1st, 6s.	104⅜	104¾
Union Pacific—1st, 6s.	113⅞	.....
Land grants, 7s, '87-9.	110	.....
Sinking funds, 8s, '93.	.....	119½
Registered 8s, 1893.	*.....	119½
Collateral Trust, 6s.	.....	104
Kans. Pac.—1st, 6s, '95	110½	.....
1st, 6s, 1896	108¼	109
Den. Div., 6s, as'd, '99	107	107⅜
1st consol., 6s, 1919.	100	.....
C. Br. U. P.—F. c., 7s, '95	100	.....
At. C. & P.—1st, 6s, 1905	.....	93½
At. J. Co. & W.—1st, 6s	.....	91½
Oreg. Short L.—1st, 6s	99	100
Ut. So.—Gen., 7s, 1909	105	.....
Exten., 1st, 7s, 1909	100	.....
Mo. Pac.—1st, cons., 6s.	101	103
3d, 7s, 1906	109½	.....
Pacific of Mo.—1st, 6s	107½	.....
2d, 7s, 1891	.....	112
St. L. & S. F.—2d, 6s, cl. A	97	99
4-6s, class C, 1906	93½	.....
4-6s, class B, 1906	93½	94½
1st, 6s, Peirce C. & O.	.....	.....
Equipment, 7s, 1895	.....	.....
So. Pac. of Mo.—1st	103	103½
Tex. & Pac.—1st, 6s, 1905	103½	.....
Consol., 6s, 1905	94	96
Income & Ld. gr., reg.	60	60¼
1st, Rio G. Div., 6s, 1930	85¾	85⅞
Pennsylvania RR.—		
Pa. Co's gu. r. 4½s, 1st c.	94½	.....
Registered, 1921	*.....	95½
Pitt. C. & St. L.—1st, c. 7s	.....	.....
1st, reg., 7s, 1900	.....	.....
2d, 7s, 1913	.....	.....
Pitts. Ft. W. & Ch.—1st	135½	136½
2d, 7s, 1912	*131¾	132¼
3d, 7s, 1912	.....	133
Clev. & Pitts.—Cons. s.f.	.....	127
4th, sink. fd., 6s, 1892.	110¼	111
Col. C. & I. C.—1st, consol.	130	.....
2d consol., 7s, 1909	.....	.....
1st, Tr'st Co. ctfs., ass'd	.....	.....
2d, Tr'st Co. ctfs., ass'd	.....	.....
1st, Tr't Co. ctfs. suppl.	*116	.....
St. L. V. & T. H.—1st, g., 7s	.....	.....
2d, 7s, 1898	.....	.....
2d, guar., 7s, 1898	111	113
Pitts. B. & B.—1st, 6s, 1911	.....	80
Rome W. & Og.—Con. 1st,	73	74
Roch. & Pitt.—1st, 6s, 1921	106	106¼
Rich. & Al.—1st, 7s, 1920	80	81¼
Rich. & Danv.—Cons. g., 6s	93⅝	94
Rich. & Danv.—Cont'd—		
Debenture 6s, 1927	60½	61
Atl. & Ch.—1st, p., 7s, '97	.....	.....
Incomes, 1900	.....	.....
Scioto Val.—1st, cons., 7s	*.....	96
St. L. & Iron Mt.—1st, 7s	*117	117½
2d, 7s, 1897	107⅞	108
Arkansas Br.—1st, 7s	107½	.....
Cairo & Fulton—1st, 7s,	.....	109⅞
Cairo Ark. & T.—1st, 7s	108	109
Gen. r'y & l. gr., 5s, 1931	77	77½
St. L. Alton & T. H.—1st.	*113½	.....
2d, pref., 7s, 1894	110½	112
2d, income, 7s, 1894	103	105
Bellev. & S. Ill.—1st, 8s	.....	122½
St. P. Minn. & Man.—1st, 7s	108	.....
2d, 6s, 1909	109	.....
Dakota Ext.—6s, 1910	.....	110
Min's Un.—1st, 6s, 1922	*107	110
St. P. & Dul.—1st, 5s, 1931	*101	.....
So. Car. Ry.—1st, 6s, 1920	102½	.....
2d, 6s, 1931	*.....	92
Tex. Cen.—1st, s.f., 7s, 1909	105	107
1st mort., 7s, 1911	104	.....
Tol. Del. & Bur.—Main, 6s	*45	60
1st, Dayt. Div., 6s, 1910	.....	.....
1st, Ter'l trust, 6s, 1910	.....	.....
Va. Mid.—M. inc., 6s, 1927	54¾	57
Wab. St. L. & P.—Gen'l, 6s	79½	80
Chic. Div.—5s, 1910	80	82
Hav. Div.—6s, 1910	*.....	90
Tol. P. & W.—1st, 7s, 1917	107	.....
Iowa Div.—6s, 1921	.....	91
Ind'polis Div.—6s, 1921	.....	.....
Detroit Div.—6s, 1921	.....	.....
Cairo Div.—5s, 1931	79½	82
Wabash—M., 7s, 1909	*.....	95½
Tol. & W.—1st, ext., 7s	109	.....
1st, St. L. Div., 7s, '89	105	.....
2d, ext., 7s, 1893	100	.....
Equip. b'ds, 7s, 1883	.....	60
Consol. conv., 7s, 1907	97	98
Gt. West.—1st, 7s, '88	109	.....
2d, 7s, 1893	100	.....
Q. & T.—1st, 7s, 1890	100	.....
Han. & Naples—1st, 7s	.....	.....
Ill. & So. Ia.—1st Ex., 6s	.....	.....
St. L. K. C. & N.—R. c. 7s	108½	109
Om. Div.—1st, 7s	108⅜	.....
Clar'da Br.—6s, 1919	.....	.....
St. Chas. Br.—1st, 6s	90	95
No. Missouri—1st, 7s.	118	.....
West. Un. Tel.—1900, cp.	116	118
1900, reg.	.....	117
N. W. Telegraph—7s, 1904	.....	.....
Mut. Un. T.—S. F., 6s, 1911	.....	74⅞
Spring Val. W. W.—1st, 6s	.....	.....
Oregon RR. & N.—1st, 6s	106⅜	106½

INCOME BONDS.

(*Interest payable if earned.*)

Ala. Cent.—Inc. 6s, 1918.	.....	.....
Alleg'y Cent.—Inc., 1912.	.....	.....
Atl. & Pac.—Inc., 1910	.....	.....
Central of N. J.—1908	.....	85
Col. C. & I. C.—Inc. 7s, '90	48	.....
Reorga'n Tr'st Co. Cert.	55	.....
Cent. Ia.—Coup. debt ctfs.	.....	.....
Ch. St. P. & M.—L.g. inc., 6s	.....	.....
Chic. & E. Ill.—Inc., 1907	.....	.....
Des M. & Ft. D.—1st, inc., 6s	.....	.....
Det. Mac. & Marq.—Inc.	.....	.....
E. T. V. & Ga.—Inc., 6s, 1931	39	40
El. C. & No.—2d, inc., 1970	.....	.....
G. Bay W. & St. P.—2d, inc.	.....	25
Ind. Bl. & W.—Inc., 1919	.....	.....
Consol., Inc., 6s, 1921	42	44¾
Ind's Dec. & Spr'd—2d inc	.....	55
Trust Co. certificates	.....	.....
Leh. & Wilkesb. Coal—'88	80	.....
Lake E. & W.—Inc. 7s, '99	37¼	45
Sand'ky Div.—Inc., 1920	35	.....
Laf. Bl. & Mun.—Inc. 7s, '99	44	.....
Mil. L. S. & W.—Incomes	78	82
Mob. & O.—1st prf. deben.	81	86
2d pref. debentures	50	.....
3d pref. debentures	38	40
4th pref. debentures	*34	.....
N. Y. Lake E. & W.—Inc. 6s	70	90
N. Y. P. & O.—1st inc. sc., 7s	54	59½
Ohio Cent.—Income, 1920	31	32
Min'l Div.—Inc. 7s, 1921	.....	.....
Ohio So.—2d inc., 6s, 1921	26	31
Ogdens. & L.C.—Inc., 1920	.....	.....
Small	.....	.....
Peoria D. & Ev.—Inc., 1920	.....	70
Evans. Div.—Inc., 1920	.....	80
Roch. & Pitts.—Inc., 1921	42⅛	46
Rome W. & Og.—Inc., 7s.	43¾	44
So. Car. Ry.—Inc., 6s, 1931	60	62
St. Louis I. Mt. & So.—		
1st, 7s, pref., int. accum.	*116	.....
2d, 6s, int. accum'lative	.....	.....
St'g l. & Ry.-Ser. B., inc. '94	.....	.....
Plain incomes, 6s, 1896.	.....	37
Sterling & Mt. Ry.—Inc., '95	.....	.....
St. L. A. & T. H.—Div. bds	65½	70
Tol. Del. & B.—Inc., 6s, 1910	.....	20
Dayton Div.—6s, 1910.	.....	.....
Tex. & st. L.—L.g., inc. 1920	.....	.....

* No price Friday—these are latest quotations made this week.

New York Local Securities.

Bank Stock List.

COMPANIES. Marked thus (*) are not National.	Par.	PRICE. Bid.	Ask.
America*	100	.....	151
Amer. Exchange	100	130	131
Bowery	100	.....	.....
Broadway	25	.....	.....
Butchers' & Drov's'	25	.....	.....
Central	100	124	.....
Chase	100	.....	.....
Chatham	25	135	140
Chemical	100	.....	.....
Citizens'	25	.....	.....
City	100	.....	.....
Commerce	100	150	.....
Continental	100	120	.....
Corn Exchange*	100	160	.....
East River	25	.....	.....
Eleventh Ward*	25	.....	.....
Fifth	100	.....	.....
Fifth Avenue*	100	.....	.....
First	100	.....	.....
Fourth	100	121	124
Fulton	30	.....	.....
Gallatin	50	.....	.....
German American*	75	94½	.....
German Exchange*	100	.....	.....
Germania*	100	125	.....
Greenwich*	25	.....	.....
Hanover	100	135	.....
Imp. & Traders'	100	.....	.....
Irving	50	133	.....
Island City*	50	.....	.....
Leather Manuf'rs'	100	150	.....
Manhattan*	50	150	.....
Marine	100	140	.....
Market	100	135	.....
Mechanics'	25	.....	153
Mechanics' & Trads'	25	100	.....
Mercantile	100	115	.....
Merchants'	50	129½	132
Merchants' Exch	50	.....	97
Metropolis*	100	.....	.....
Metropolitan	100	155	165
Murray Hill*	100	.....	.....
Nassau*	100	.....	.....
New York	100	146	.....
N. Y. Nat. Exch	100	.....	.....
Ninth	100	120	.....
North America*	70	.....	.....
North River*	30	.....	.....
Oriental*	25	135	.....
Pacific*	50	155	.....
Park	100	158	160
People's*	25	.....	.....
Phenix	20	100	.....
Produce*	50	.....	.....
Republic	100	.....	140
St. Nicholas*	100	.....	140
Seventh Ward	100	.....	166
Second	100	.....	.....
Shoe & Leather	100	.....	.....
State of New York*	100	136	.....
Third	100	.....	.....
Tradesmen's	40	.....	.....
Union	50	158	.....
United States	100	.....	150
Wall Street	50	105	110
West Side*	100	.....	.....

Insurance Stock List.
[Prices by E. S. Bailey, 7 Pine St.]

COMPANIES.	Par.	PRICE. Bid.	Ask.
American	50	145	150
Amer. Exchange	100	105	110
Bowery	25	160	190
Broadway	25	170	176
Brooklyn	17	160	180
Citizens'	20	140	150
City	70	115	120
Clinton	100	120	125
Commercial	50	95	100
Continental	100	230	240
Eagle	40	210	220
Empire City	100	70	80
Exchange	30	90	100
Farragut	50	117	125
Firemen's	17	70	80
Firemen's Trust	10	90	100
Franklin & Emp	100	115	120
German-American	100	180	190
Germania	50	140	147
Globe	50	110	120
Greenwich	25	250	280
Guardian	100	60	70
Hamilton	15	115	120
Hanover	50	130	140
Hoffman	50	80	85
Home	100	142½	148
Howard	50	72	80
Importers' & Trad's'	50	75	85
Irving	100	70	80
Jefferson	30	125	180
Kings C'nty (Bkn.)	20	180	210
Knickerbocker	40	75	85
Lamar	100	70	75
Long Isl'd (B'klyn)	50	105	110
Lorillard	25	53	60
Manufac. & Build	100	107	113
Manhattan	100	25	40
Mech. & Traders'	25	120	130
Mechanics' (Bklyn)	50	130	140
Mercantile	50	65	75
Merchants'	50	100	110
Montauk (Bklyn.)	50	105	110
Nassau (Bklyn.)	50	140	150
National	37½	95	106
N. Y. Equitable	35	145	150
N. Y. Fire	100	80	90
N. Y. & Boston	100	5	10
New York City	100	60	65
Niagara	50	165	170
North River	25	103	108
Pacific	25	165	170
Park	100	110	120
Peter Cooper	20	155	165
People's	50	117	120
Phenix	50	142	146
Relief	50	55	67
Republic	100	75	85
Rutgers'	25	120	140
Standard	50	100	105
Star	100	70	75
Sterling	100	50	60
Stuyvesant	25	120	126
Tradesmen's	25	80	85
United States	25	125	135
Westchester	10	120	126
Williamsburg City	50	220	260

Gas and City Railroad Stocks and Bonds.
[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date. *	Bid.	Ask.
		$		p.c.			
Brooklyn Gas-Light	25	2,000,000	Var's	5	Nov., '82	107	112
Citizens' Gas-L. (Bklyn.)	20	1,200,000	Var's	3	Jan., '83	72	75
Bonds	1,000	315,000	A. & O.	3½	Oct., '82	105	110
Harlem	50	1,850,000	F. & A.	3	Aug., '82	95	100
Jersey City & Hoboken	20	750,000	J. & J.	7½	Jan., '83	155	160
Manhattan	50	4,000,000	J. & J.	5	Dec., '82	225	230
Metropolitan	100	2,500,000	M. & S.	6	Aug., '82	190	200
Bonds	500	750,000	F. & A.	3	.....	105	110
Mutual (N. Y.)	100	3,500,000	Quar.	2½	Jan., '83	112	114
Bonds	1,000	1,500,000	M. & N.	6	1982	103	105
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '81	50	55
Scrip	Var's	700,000	M. & N.	3½	Nov., '82	90	95
New York	100	4,000,000	M. & N.	5	Nov., '82	118	122
People's (Bklyn.)	10	1,000,000	J. & J.	3½	Jan., '76	45	50
Bonds	1,000	375,000	M. & N.	3½	Nov., '82	103	105
Bonds	Var's	125,000	Var's	3	Oct., '82	87	92
Central of New York	50	466,000	F. & A.	3	Aug., '82	80	90
Williamsburg	50	1,000,000	Quar.	1½	Feb., '82	80	55
Bonds	1,000	1,000,000	A. & O.	3	Oct., '82	100	102
Metropolitan (Bklyn.)	100	1,000,000	M. & N.	3	Jan., '83	78	80
Municipal	100	3,000,000	.....	5	Feb., '83	189	191
Bonds	.....	750,000	M. & N.	6	1888	108	110
Fulton Municipal	100	1,500,000	.....	.....	.....	65	70

[Quotations by H. L. Grant, Broker, 145 Broadway.]

					*		
Bl'cker St. & Fult. F.—Stk	100	900,000	J. & J.	¾	Jan., '83	24	27
1st mort	1,000	694,000	J. & J.	7	July, 1900	107	112
Br'dway & 7th Av.—St'k	100	2,100,000	Q.—J.	2	Jan., '83	144	146½
1st mort	1,000	1,500,000	J. & D.	7	June, '84	102	103
Brooklyn City—Stock	10	2,000,000	Q.—F.	3½	Nov., '82	210	216
1st mort	1,000	300,000	M. & N.	7	.....	102	110
Br'dway (Bkln.)—Stock	100	200,000	Q.—J.	6	Jan., '83	190	200
Bklyn. Crosstown—Stock	100	400,000	Q.—J.	6	Jan., '83	150	.....
1st mort. bonds	1,000	300,000	Q.—J.	7	1888	105	112
Bushw'k Av. (Bkln)—St'k	100	500,000	J. & J.	6	Jan., '83	150	.....
Cent. Pk. N. & E. Riv.—Stk	100	1,800,000	Q.—J.	6	Jan., '83	144	147
Consol. mort. bonds	1,000	1,200,000	J. & D.	7	Dec., 1902	115	117
Christ'ph'r & 10th St—Stk	100	650,000	F. & A.	2½	Aug., '82	108	112
Bonds	1,000	250,000	J. & J.	7	1898	106	112
Dry Dk. E. B. & Bat'y—Stk	100	1,200,000	Q.—F.	4	Nov., '82	250	262½
1st mort., consol	500&c.	900,000	J. & D.	7	June, '93	115	117½
Eighth Av.—Stock	100	1,000,000	Q.—J.	3	Jan., '83	250	.....
1st mort	1,000	2,03,000	J. & J.	7	June, '84	100	110
42d & Gr'nd St. F'ry—Stk	100	748,000	M. & N.	6	Nov., '82	250	.....
1st mort	1,000	236,000	A. & O.	7	April, '93	110	115
Central Crosstown—Stk	100	600,000	.....	.....	.....	78	82½
1st mort	1,000	200,000	M. & N.	7	Nov., 1904	103	108
Houst. W. St. & P. F'y—Stk	100	250,000	.....	.....	.....	80	.....
1st mort	500	500,000	J. & J.	7	July, '94	110	115
Second Av.—Stock	100	1,199,500	J. & J.	5	Jan., '83	180	185
3d mort	1,000	150,000	A. & O.	7	April, '85	103	.....
Consol. conv	1,000	1,050,000	M. & N.	7	Nov., '88	106	108
Extension	500&c.	200,000	M. & S.	7	Sept., '88	180	.....
Sixth Av.—Stock	100	750,000	M. & N.	5	Nov., '82	240	250
1st mort	1,000	500,000	J. & J.	7	July, '90	110	115
Third Av.—Stock	100	2,000,000	Q.—F.	5	Nov., '82	270	.....
1st mort	1,000	2,000,000	J. & J.	7	July, '90	110	113
Twenty-third St.—Stock	100	800,000	F. & A.	4	Aug., '82	155	162
1st mort	1,000	250,000	M. & N.	7	May, '93	113½	115

* This column shows last dividend on *stocks*, but date of maturity of *bonds*.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.	Bid.	Ask.
BOSTON.		
Atch. & Topeka—1st, 7s.	121¼	.....
Land grant, 7s	.....	114
Atlantic & Pacific—6s	.....	.....
Income	20	.....
Boston & Maine—7s	.....	.....
6s	.....	.....
Boston & Lowell—7s	.....	.....
6s	.....	.....
Boston & Providence—7s	.....	.....
Burl. & Mo.—Ld. gr., 7s	115½	.....
Nebraska, 6s Ex.	113	.....
Nebraska, 6s	103	.....
Nebraska, 4s	.....	.....
Chic. Burl. & Q.—D. Ex	.....	83¼
Conn. & Passumpsic—7s	.....	.....
Connotton Valley—6s	.....	.....
5s	.....	.....
California Southern—6s	60	65
East'n, Mass.—4½s, new	.....	110
Fort Scott & Gulf—7s	112	.....
Hartford & Erie—7s	.....	.....
K. City Lawr. & So.—5s	.....	105¼
K. City St. Jo. & C. B.—7s	.....	114
Little R. & Ft. S.—7s, 1st	.....	98
Mass. Central—6s	.....	.....
Mexican Central—7s	73½	73¼
N. Y. & N. England—6s	106	106⅛
7s	.....	116
N. Mexico & So. Pac.—7s	113¼	.....
Ogdensb. & L. Ch.—Con. 6s	89	.....
Income	.....	.....
Old Colony—7s	.....	.....
6s	.....	.....
Pueblo & Ark. Val.—7s	113¼	113½
Rutland—6s, 1st	97	.....
Sonora—7s	.....	.....
T. Cinn. & St. L—1st, 6s	.....	.....
Income	11¼	12
Dayton Division	.....	.....
Main line	.....	.....
STOCKS.		
Atchison & Topeka	*83½	83⅝
Boston & Albany	.....	175
Boston Clinton & Fitchb.	.....	.....
Boston & Lowell	100	102
Boston & Maine	150	152½
Boston & Providence	160½	.....
Cheshire, preferred	.....	90
Chic. & West Michigan	61	.....
Cinn. Sandusky & Cleve.	.....	.....
Concord	100	102
Connecticut River	.....	.....
Conn. & Passumpsic	89	.....
Connotton Valley	.....	.....
Eastern, Mass	41	.....
Eastern, New Hampsh	.....	.....
Fitchburg	120	121
Flint & Pere Marquette	26½	27
Preferred	99½	100
Fort Scott & Gulf—Pref.	121	.....
Common	.....	.....
Iowa Falls & Sioux City	88	89
Little Rock & Ft. Smith	34	34½
Maine Central	87	.....
Manchester & Lawrence	.....	.....
Marq. Hought'n & Onton	*8	63
Preferred	*12½	115
Nashua & Lowell	150	.....
N. Y. & New England	48⅛	.....
Northern of N. Hampsh	110	.....
Norwich & Worcester	.....	.....
Ogdensb. & L. Champlain	25	.....
Old Colony	136½	137
Portland Saco & Portsm.	113	.....
Pullman Palace Car	.....	125½
Rutland—Preferred	19	20
Revere Beach & Lynn	.....	.....
Tol. Cinn. & St. Louis	4⅞	5
Verm't & Massachusetts	.....	.....
Worcester & Nashua	.....	.....
Wisconsin Central	.....	.....
Preferred	.....	.....
PHILADELPHIA.		
RAILROAD STOCKS. †		
Allegheny Valley	.....	5
Buffalo Pittsb. & West'n	18¼	18¼
Preferred	.....	.....
Camden & Atlantic	.....	.....
Preferred	.....	51
Catawissa	23	.....
1st preferred	56	.....
2d preferred	55	.....
Delaware & Bound Brook	130	.....
East Pennsylvania	.....	.....
Elmira & Williamsport	40	.....
Preferred	58	59¼
Har. P. Mt. Joy & Lanc'r	70	.....
Huntingd'n & Broad Top	14½	15½
Preferred	29	30½
Lehigh Valley	64⅝	64⅞
Preferred	.....	.....
Little Schuylkill	58	.....
Minehill & Sch. Haven	61¾	62
Nesquehoning Valley	53	55
Norfolk & West'n—Com.	.....	.....
Preferred	.....	.....
Northern Central	54¾	55⅛
North Pennsylvania	66	.....
Pennsylvania	60½	60⅝
Philadelphia & Erie	19¼	22
Phila. Ger. & Norristown	106	107
Phila. Newtown & N.Y.	.....	.....
Phila. & Reading	27⅝	27¾
Phila. & Trenton	.....	.....
Phila. Wilm. & Balt.	60	.....
Pittsb. Cin. & St. L.—Com.	.....	.....
St. Paul & Duluth—Com.	39¾	42
Preferred	.....	.....
United N. J. Companies	188	188¾
West Chester—Cons. pref.	.....	.....
West Jersey	48	.....
West Jersey & Atlantic	29	.....
CANAL STOCKS.		
Lehigh Navigation	39¼	39¾
Pennsylvania	.....	.....
Schuylkill Navigation	12	13¾
Preferred	.....	.....
RAILROAD BONDS.		
Allegh. Val.—7 3-10s, '96	122	123½
7s, E. ext., 1910	.....	120
Inc. 7s, end., coup., '94	48¾	50
Belvid'e Del.—1st, 6s, 1902	.....	121½
2d, 6s, 1885	104	.....
3d, 6s, 1887	105½	106½

SECURITIES.	Bid.	Ask.
Cam. & Amboy—6s, c., '83	101½	.....
6s, coup., 1889	105	.....
Mort., 6s, 1889	112	113¼
Cam. & Atl.—1st, 7s, g., '93	118	119
2d, 6s, 1904	102	.....
Cons., 6 p. c.	.....	.....
Cam. & Burl. Co.—6s, '97	.....	.....
Catawissa—1st, 7s, con. c.	.....	.....
Stat. M., 10s, 1888	.....	.....
New 7s, reg. & coup	121	.....
Chart'rs V.—1st, 7s, 1901	.....	.....
Connect'g 6s, cp., 1900-04	118	120
Delaware—6s, rg. & cp., V.	.....	.....
Del. & Bound Br.—1st, 7s	126½	127½
East Penn.—1st, 7s, 1888	107	.....
Easton & Amb'y—5s, 1920	.....	.....
El. & Wmsp't—1st, 6s, 1910	115	.....
5s, perpetual	.....	100
Harrisb'g—1st, 6s, 1883	.....	.....
H. & B. T.—1st, 7s, g., 1890	.....	.....
Cons. 5s, 1895	89	90
Ithaca & Ath.—1st, gld. 7s	.....	.....
Junction—1st, 6s, 1882	.....	.....
2d, 6s, 1900	110	.....
Lehigh V.—1st, 6s, reg., '98	120	.....
1st, 6s, coup., 1898	120	.....
2d, 7s, reg., 1910	133	.....
Cons. 6s, reg., 1923	120⅛	.....
Cons. 6s, cp., 1923	120	.....
N. O. Pac.—1st, 6s, 1920	89	.....
No. Penn.—1st, 6s, cp., '85	103¼	.....
2d, 7s, cp. 1896	119	.....
Gen., 7s, reg., 1903	124	.....
Gen., 7s, cp., 1903	124	.....
Debenture 6s, reg	104	.....
Norfolk & West.—Gen., 6s	100¾	101¼
Oil Creek—1st, 6s, coup	103	.....
Pennsylv.—Gen., 6s, reg.	125	.....
Gen., 6s, cp., 1910	124	125
Cons., 6s, reg., 1905	117	119
Cons., 6s, coup., 1905	116¼	.....
Cons., 5s, reg., 1919	104	.....
Pa. & N. Y. C.—7s, 1896	.....	122
7, 1906	.....	126
Perkiomen—1st, 6s, cp. '87	100	103
Phil. & Erie—2d, 7s, cp., '88	111¾	112
Cons., 6s, 1920	.....	.....
Cons., 5s, 1920	103½	104
Phila. Newt. & N.Y.—1st	.....	.....
Phil. & R.—1st, 6s, 1910	.....	.....
2d, 7s, coup., 1893	120	121
Cons., 7s, reg., 1911	125	.....
Cons., 7s, coup., 1911	125	.....
Cons., 6s, g., I.R.C.1911	111	.....
Imp., 6s, g., coup., 1897	.....	.....
Gen., 6s, g., coup., 1908	94¼	94½
Gen., 7s, coup., 1908	101⅛	101¼
Income, 7s, coup., 1896	.....	95
Debenture coup., 1893	61	.....
Deb. coup. off, 1893	.....	.....
Scrip, 1882	105	106
Conv., 7s, R. C., 1893	.....	78
Conv. 7s, coup. off, 1893	.....	.....
Phil. Wil. & Balt.—4s, tr. ct	92½	92¾
Pitts. Cin. & St. L.—7s, reg	121	.....
7s, coup., 1900	.....	.....
Pitts. Titus. & B.—7s, cp.	97	98
Rich. & Dan.—Cons. int. 6s	.....	.....
Shamokin V. & Potts.—7s	120	.....
Sunbury & Erie—1st, 7s	.....	.....
Sunb. Haz. & W.—1st, 5s	90	95
2d, 6s, 1938	28	30
Syr. Gen. & Corn.—1st, 7s	.....	.....
Texas & Pacific—1st, 6s, g.	105	106
Rio Gr. Div.—1930	85½	86½
Cons. 6s, gold, 1905	94⅝	94¾
Inc. & L. Gr., 7s, 1915	60½	.....
Union & Titusv.—1st, 7s	92¾	94
United N. J.—Cons. 6s, '94	.....	.....
Warren & F.—1st, 7s, '96	113	114¾
West Chester—Cons. 7s	117	119
West Jersey—6s, deb. cp.	.....	.....
1st, 6s, coup., 1896	.....	.....
1st, 7s, 1899	121	.....
Cons. 6s, 1909	.....	.....
W. Jersey & Atl.—1st, 6s, C.	109	110½
Western Penn.—6s, coup.	.....	110
6s, P. B., 1896	.....	.....
Gen., 7s, coup., 1901	.....	.....
CANAL BONDS.		
Ches. & Del.—1st, 6s, 1886	85	.....
Lehigh Nav.—6s, reg., '84	102⅝	.....
Mort. RR., reg., 1897	115½	.....
Cons., 7s, reg., 1911	116¼	116½
Greenw'd Tr., 7s, reg	.....	.....
Morris—Boat Loan rg., '85	.....	.....
Pennsylv.—6s, cp., 1910	86	.....
Schuylk. Nav.—1st, 6s, rg.	.....	.....
2d, 6s, reg., 1907	.....	90
BALTIMORE.		
RAILR'D STOCKS. Par		
Baltimore & Ohio	100	.....
1st pref	.....	.....
2d pref	122	.....
Wash. Branch	100	.....
Parkersburg Br.	50	8
Northern Central	50	54⅝
Western Maryland	50	15
Central Ohio—Com	50	48
Pittsburg & Connellaville	.....	.....
RAILROAD BONDS.		
Atlanta & Charl.—1st	104	104½
Inc.	72	76
Balt. & Ohio—6s, '85, A. & O	104⅜	.....
Columbia & Greenv.—1st s	100⅝	101
2ds	72	.....
N. W. Va.—3d, guar., J. & J.	.....	.....
Pittsb. & Con'ells.—7s, J. & J	119½	121
No. Central—6s, '85, J. & J.	102¾	.....
6s, 1900, A. & O.	114	.....
6s, gold, 1900, J. & J.	.....	.....
Cen. Ohio.—6s, 1st, M. & S.	109¼	110
W. Md.—6s, 1st, g., J. & J.	.....	.....
1st, 1890, J. & J.	.....	.....
2d, guar., J. & J.	.....	.....
2d, pref	108½	.....
2d, guar. by W. Co., J. & J.	.....	.....
6s, 3d, guar., J. & J.	.....	.....
Mar. & Cin.—7s, '91, F. & A.	130	132
2d	M. & N	101	102
8s, 3d, J. & J.	.....	54⅜	55
Richm. & Danv.—Gold, 6s	93⅞	94¼
Union RR.—1st, gua. J. & J	116½	.....
Canton endorsed	.....	.....
Virginia & Tenn.—6s	100⅝	101
8s	124½	126
Wil. & Weldon—Gold, 7s	119¾	120
Wilm. C. & Aug.—6s	109	.....

* Ex-dividend. † Per share. ‡ In default. § Ex-rights.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "January 1 to latest date" furnish the gross earnings from January 1 to, and including, the period mentioned in the second column:

Roads.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo	1883.	1882.	1883.	1882.
		$	$	$	$
Bur.Ced.R.&No.	2d wk Jan.	44,302	60,050	97,698	116.048
Cent.Br.Un.Pac.	3d wk Jan.	21.135	13.070	66,889	42,411
Charl.Col.&Aug.	2 wks Jan.	†17,101	†15,880	†17,101	†15,880
Chicago & Alton	2d wk Jan.	166.199	140,831	314,759	279,515
Chic. & East. Ill.	2d wk Jan.	31,340	36,240	60,945	68,367
Chic.& Gr.Trunk	Wk. Jan.20	32,362	31,329	149,278	83,684
Chic. Mil.&St. P.	3d wk Jan	322,000	313,704	973.000	973,474
Chic. & Northw.	3d wk Jan	294,067	372,342	910,652	1,107,991
Ch.St.P.Min.&O.	3d wk Jan	67,400	72,800	215,390	218,435
Chic. & W. Mich.	2d wk Jan.	22,647	19,995	.....	.....
Clev.Akron&Col	2d wk Jan.	8.345	7,006	17,340	14,132
Col. Hock.V.&T.	3d wk Jan	47,570	.....	155,012	.....
Denv. & Rio Gr.	3d wk Jan	85,800	101,700	271,100	332,600
Des Mo.& Ft.D.	2d wk Jan.	4,529	8.504	10,076	15,687
Det. Lan. & No.	2d wk Jan.	24,175	23,385	46,024	43,099
Dub. & Sioux C	2d wk Jan.	17,915	22.353	33,074	41.078
E.Tenn Va &Ga	2 wks Jan.	127,893	113,140	127,893	113,140
Evansv. & T. H.	2d wk Jan.	11.160	11.583	22.976	20,472
Flint & P. Marq.	2d wk Jan	42,195	38,392	85,582	73,402
Ft.W. & Denver.	2d wk Jan.	6,500	.....	12,700	.....
Gr.Bay W.&St.P.	2d wk Jan.	6,128	5,904	13.132	11,489
Gulf Col&San.Fe	2 wks Jan.	78,842	51,144	78,842	51,144
Hannibal&St.Jo	3d wk Jan.	41,600	29,458	119,067	88,374
Ind.Bloom.& W.	2d wk Jan.	52,314	43,284	110,698	82,943
Int. & Gt. North.	3d wk Jan.	70,042	48,942	216,112	152,763
K.C.Ft.S. & Gulf	1st wk Jan	32,632	32,214	32,632	32,214
L. Erie & West'n	2d wk Jan.	29,726	29.194	56,276	56,032
L. R. & Ft.Smith	2 wks Jan.	26,888	19,327	26,888	19,327
L.Rk.M.Riv.&T.	2 wks Jan.	16,078	11,217	16,078	11,217
Long Island	3d wk Jan.	31,775	30.353	98,085	92,816
Louisv.& Nashv	3d wk Jan.	256,940	215,310	741,720	641,820
Mil. L.Sh.& West	3d wk Jan.	15.453	15.270	45,921	45,140
Mo. Kan. & Tex.	3d wk Jan.	117,721	84.325	354,599	267,167
Missouri Pacific	3d wk Jan.	151,900	120,549	455,600	370,880
Metropol. Elev.	25 dys Jan	174,287	183,322	174,287	183,322
N.Y. Elevated	25 dys Jan	260,083	208,643	260,083	208,643
Norfolk & West.	2 wks Jan.	76,485	67,388	76,485	67,388
Northern Pacific	3d wk Jan.	97,370	55,406	310,631	166,218
Ohio Central	2d wk Jan.	16,535	24,192	36,617	48,587
Ohio Southern	2d wk Jan.	8,125	7,428	17,405	13,944
Peo. Dec. & Eve.	2d wk Jan.	10,200	14,861	19,181	28,129
Richm.& Danv.	2 wks Jan.	†73,800	†82,600	†73,800	†82,600
St. L.Alt. & T.H.	2d wk Jan.	28,743	24,745	54,731	49,490
Do (brchs.)	2d wk Jan.	16,730	13,451	28,940	25,725
St. Louis & Cairo	1st wk Jan	6,721	6,970	6,721	6,970
St.L.Iron Mt.&S	3d wk Jan.	146,119	120,553	425,479	363,438
St.L.&San Fran	3d wk Jan.	58,000	54,711	176,002	167,691
St. Paul & Dul.	3d wk Jan.	16,076	15.136	53,159	45,410
St. P. Minn.& M.	3d wk Jan	115,000	90.928	383,565	270,950
Scioto Valley	3d wk Jan.	8,983	7,999	25,915	23,471
Texas & Pacific	3d wk Jan.	104,512	72,017	319,595	222,560
Tol. Cin. & St. L	1st wk Jan	17,450	13,917	17,450	13,917
Union Pacific	22 dys Jan	1,260,000	1,426,000	1,260,000	1,426,000
Va. Midland	2 wks Jan.	†19,445	†19,481	†19,447	†19,481
Wab.St.L.& Pac.	2d wk Jan.	325,710	299,388	610,609	590,954
Wisconsin Cent.	1st wk Jan	21.890	15.926	21.896	15.926

Roads.	Latest Earnings Reported			Jan. 1 to Latest Date.	
	Week or Mo	1882.	1881.	1882.	1881.
		$	$	$	$
Ala.Gt.Southern	December.	94,779	86,897	856,724	789,372
Atch.Top.& S.Fe	November.	1,331,470	1,303,395	13.296.823	11.125.756
Buff. Pittsb.&W.	November.	86,817	60,759	827,897	620,125
Central of Ga.	November.	411,800	419,551	.....	.....
Central Pacific	December.	1,968,000	2,225,179	25,713,150	24,094,099
Chesap. & Ohio	3 wks Dec.	187,677	133,736	3,269,297	2,636,928
Chic. Bur. & Q.	November.	2,199,121	1,816,133	19,523,744	19,270,963
Cin.Ind.St.L.&C.	December.	189,956	195,809	2,645,529	2,415,372
Cincinnati South	December.	208,814	236,599	2,543,356	.....
Columb.&Green.	December.	97,537	82,645	.....	.....
Connecton Val.	December.	20,612	.....	.....	.....
Danbury & Nor.	November.	18,097	17,601	.....	.....
Denv.& R.Gr.W.	November.	36,168	.....	.....	.....
Eastern	December.	249,391	248,308	3,413,840	3,187,415
Eliz. Lex. & B.S	November.	61,188	.....	482,229	.....
Hous.E.&W.Tex	December.	26,070	21,842	266,860	165,728
Hous & Tex.Cen	December.	430,182	376,877	3,175,389	3,748,655
Illinois Cen.(Ill.)	December.	543,092	583,085	6,914,867	6,733,955
Do (Iowa)	December.	153.959	180,390	1,916,414	1,852,442
Iowa Central	December.	102,229	120,122	1,165,178	1,001,366
Louisa. & Mo. R.	November	59,102	42,041	499,022	446,702
Louis. N.A.& Ch.	November.	122,000	88,000	.....	.....
Mar.Hough.& O.	December.	23,000	19.000	1,197,426	903.519
Memp. & Charl.	December.	146,448	137,399	.....	.....
Mexican Cent.	December	22,544	.....	.....	.....
Do So.Div	December.	148.156	.....	1,078,880	.....
Mexican Nat'l.	November.	77,209	.....	.....	.....
Minn.& St. Louis	December.	147,761	126,594	.....	.....
Mobile & Ohio	December.	307,643	258,812	2,179,662	2,403,220
Nashv.Ch.& St.L	December.	186,352	173.127	1,933,047	2,075.258
N. Y. & N. Engl'd	December.	261,082	240,064	3,408,169	2,869,943
N.Y.L.E.& West.	November.	1,818,824	1,715,469	.....	.....
Northern Cent.	December.	490.003	476.623	5,800,176	5,443,700
Ohio & Miss.	November.	343,793	266,425	.....	.....
Oregon Imp.Co.	October	435,668	.....	2,801,908	.....
Oregon R.&N.Co	December.	275,900	378,785	4,955,500	4,408,680
Oregon & Cal.	November.	112,000	.....	.....	.....
Pennsylvania	December.	4,157,169	3,731,751	49,079,826	44,124,178
Philadelp.& Erie	November.	369,583	284,078	3,675,901	3,171,537
Phila.& Reading	December.	1,795,371	1,850,889	21,834,598	20,776,101
Do Coal & Ir	December.	1,069,829	1,380,788	15,099,085	14,096,941
St.Johnsb.&L.C.	November.	24,584	19,489	241,132	198,105
South Carolina	December.	149.610	126,061	1,313,746	1,245,285
§So. Pac. Cal.	Septemb'r.	‡347,562	.....	‡2,943,006	.....
So. Pac. of Ariz.	Septemb'r.	‡130.690	.....	‡2,145.386	.....
Do of N.Mex	Septemb'r.	‡68,810	.....	‡557,588	.....
Utah Central	November.	136.204	148,972	1,391,415	.....
Vicksb'rg& Mer	December.	67,828	67,897	485,357	.....
West Jersey	November	68,858	.....	1,036,948	.....

† Freight earnings only.
‡ Included in Central Pacific earnings above.
§ Southern Division.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Jan. 20:

Banks.	Capital.	Average amount of—				
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
	$	$	$	$	$	$
New York	2,000,000	9,528,000	1,925,000	428,000	8,943,000	495,000
Manhattan Co.	2,050,000	7,852,000	1,773,000	415,000	7,136,000	.....
Merchants	2,000,000	6,884,100	1,502,600	601,400	6,425,800	359,000
Mechanics'	2,000,000	7,117,000	936,000	823,000	6,114,000	.....
Union	1,200,000	4,304,800	590,200	411,100	3,481,000	.....
America	3,000,000	9,169,900	1,081,000	501,200	7,035,100	1,100
Phœnix	1,000,000	2,768,000	682,000	117,000	2,590,000	267,600
City	1,000,000	7,067,800	3,124,100	413,000	8,216,700	.....
Tradesmen's	1,000,000	3,195,000	319,500	101,800	1,968,000	777,800
Fulton	600,000	1,623,000	359,900	139,800	1,324,500	.....
Chemical	300,000	13,011,500	3,787,100	598,400	13 217 300	.....
Merch'nts' Exch.	1,000,000	3,526,300	587,600	310,100	3,249,800	281,700
Gallatin Nation'l	1,000,000	4,126,600	565 600	181,200	2,290 200	786,200
Butchers'&Drov.	300,000	1,605,400	297,800	146 400	1,574,100	238,800
Mechanics' & Tr.	200,000	986,000	138,000	86,000	948,000	127,900
Greenwich	200,000	990,700	24,700	161 400	964,100	2,600
Leather Man'f'rs	600,000	3,114,200	295,100	278,100	2,307,500	536,400
Seventh Ward	300,000	1,086,900	249 900	114,400	1,231,600	21,800
State of N. York	800,000	3,887,400	556,600	112,100	3,452,300	.....
American Exch.	5,000,000	11,939,000	3,093,000	704,000	10,189 000	.....
Commerce	5,000,000	15,710,300	3,630,900	636,800	10,467,000	959,000
Broadway	1,000,000	5,611,200	982,400	321,500	4,572,400	900,000
Mercantile	1,000,000	6,200,300	667,700	861,400	5,981,400	793 000
Pacific	422,700	2,809,700	330,100	194 900	2 449,600	.....
Republic	1,500,000	5,592,600	682,100	171,900	3 288 800	1,125,000
Chatham	450,000	3,885,300	898 400	209,800	4 366 700	45,000
People's	200,000	1,552,000	173,100	89,100	1,789 300	5,400
North America	700,000	2,643,800	277,000	193,000	2 108 600	.....
Hanover	1,000,000	8,588,400	1,465,800	809 200	9 0 3,800	311,000
Irving	500,000	3 288,000	584,900	351,400	3,266 500	436,000
Metropolitan	3,000,000	13,364,000	1,534,000	1,146,000	9,219,000	2,186,000
Citizens'	100,000	2,531 500	561 500	234,300	2 790 200	270,000
Nassau	500,000	2,277,500	244,000	265 800	2,078 800	.....
Market	500,000	2,847,000	479,300	100,500	2,451 200	434,400
St. Nicholas	500,000	2,344 700	275,100	68 000	2,039,400	.....
Shoe & Leather	500,000	2,690,000	592,000	220,000	3,205,000	450,000
Corn Exchange	1,000,000	4,330,800	406,100	197,000	3,325 500	4,400
Continental	1,000,000	5,080,200	1,399,600	241,700	6,074 700	646,200
Oriental	300,000	2,118,000	72,600	398,100	2,127 200	.....
Marine	400,000	3,527,000	657,000	329,000	4 088,000	270,000
Importers' & Tr.	1,500,000	19 889,800	5 135,100	497 900	21,752,900	1,332,9 0
Park	2,000,000	17,642,700	3,707,100	1,588 700	21,562,800	45,000
Wall St. Nation'l	500,000	1,593,100	2,800	133,500	1,607 800	.....
North River	240 000	1,471,000	21,000	201,000	1,436,000	.....
East River	250,000	1,128,600	130 400	184 500	1,438,500	221,600
Fourth National	3,200,000	14,987,800	4,900,400	831,400	16 716,800	539,9 0
Central Nat.	2,000,000	7,376,000	825,000	1,3 4,000	8 122,000	297,000
Second Nation'l	300,000	3,182,000	577,000	417,000	3 8 0,000	90,000
Ninth National	750,000	5,957,900	1,466,300	476,700	6,287,200	591,300
First National	500,000	15,446,100	3,855,200	444 600	16,4 ,900	405 400
Third National	1,000,000	5,634 000	905,000	7 2,800	6 031,800	.....
N. Y. Nat. Exch.	300,000	1,400,700	225 700	110 900	1,144,500	270,000
Bowery National	250,000	1,875,900	240,700	28 ,200	1,870,000	225,000
N. York County	200,000	1,681,900	18 800	581,800	2,0 9,800	180,000
Ger'n Americ'n	75,000	2,628,800	300 600	91,900	2,274,800	.....
Chase National	300,000	4,608,000	1,233,000	439,000	5 429 300	45,000
Fifth Avenue	100,000	1,944,200	252 000	101,200	2,016,000	.....
German Exch.	200,000	1,628,800	56 000	233 000	1,900 000	.....
Germania	200,000	1,695,200	48,700	231,700	1,890,500	.....
U. S. Nat.	500,000	4,5 7,000	1,0 6,700	219,800	4,770,500	449,900
Lincoln Nat.	300,000	1,468,200	280,100	135 500	1,620,100	45,000
Total	60,982,700	317,459,800	62,687,700	23,064,400	308,309,300	17,470,200

The deviations from returns of previous week are as follows:

Loans and discounts	Dec.	$431,400	Net deposits	Inc.	$339,300
Specie	Inc.	209,000	Circulation	Dec.	59,500
Legal tenders	Inc.	491,500			

The following are the totals for two weeks:

1883.	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
	$	$	$	$	$	$
Jan. 13	317,841,200	62,477,800	22,872,900	307,920,000	17,528,700	714,242,402
" 20	317,459,800	62,687,700	23,064,400	308,309,300	17,470,200	739,795,630

Boston Banks.—Following are the totals of the Boston banks.

1883.	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Clear.
	$	$	$	$	$	$
Jan. 15	149,478,500	6,352,100	5,504,300	94,027,100	29,890,200	72,157,438
" 22	150,207,900	6,459,100	5,135,300	95,556,600	29,816,300	71,399,871

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

1883.	Loans.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
	$	$	$	$	$
Jan. 15	72,744,784	19,513,548	66,782,852	9,778,750	55,193,965
" 23	73,747,575	20,013,953	67,439,951	9,833,291	56,629,103

Unlisted Securities.—Following are quoted at 38 New Street:

	Bid.	Asked.
Am. Railw'y Imp.Co—		
Ex bonds and stock.	6	....
Atl.& Pac.—Bl'ks, 35%	102	103½
Cent. Branch	78	....
Incomes	19	....
Bost.H.& E.—New st'k	⅛	¾
Old	¼	½
B'klyn El.—1st mort.	25	32½
Buff. N. Y. & Ph.	32	33
Preferred	54¾	57
1st mort	95	96
Cal. & Chi. Ca'l & Dk.	28	33½
Preferred	78	....
Chic.&Can.South —1st	32	40
Contin'l Cons.—85 p.c	50	55
Den.& R.G.R'y—Cons.	87	88⅛
Den.ver & Rio. Gr.West	24	26
1st mort.	69	70¾
Georgia Central	97	100
Guar. 1st	111½	....
Certs. of indebt.	91	93
Ind. Dec. & Springf.	3	7
1st mort. fund	....	99
Intern'l Imp. 80 p. c.	45½	47
Lehigh & Wilkesb. Co.	10	20
Little Rk & Ft. Smith.	28	36
1st mort.	....	100
Massachusetts Cent.	1½	3½
1st mort.	21	....
Memphis & Cha'ston.	....	16
Mexican. Nat.	9¾	10½
1st mort.	49¾	50¼
Subsidy scrip	48	53
Mich.&O.—Subs.55 p.c	85¼	100
1st mort.	70	....
M.U.St'k Trust Certs.	18	23
Newb. D'tch & Conn.	1	....
Pref.	2½	5
Incomes	15	24
N. J. & N. Y.—Com.	2½	5
N.Y.W.Sh.&Buff.—Stk		
del.wh.iss.on old sub	30	32½
58	75	75⅛
Subs. O. & W.. 75 p.c	74⅞	75⅛
N.Y. & Scranton cons.,		
100 p.c,ex-b. & st'ck.	25	....
N.Y. Sus. & West.—Stk	6	7½
Pref.	16	19
1st mort.	74½	75½
Debentures	50	60
N.Y.& Gr. L.—1st inc.	29	....
2d inc.	7½	10
N.Y.Chic&St.L. equip.	101	102½
N.Y.L.&W.—5p.c.g.stk	82⅞	83⅛
1st mort.	109⅛	110
North Pac. div. bonds.	91⅝	91¾
No. Riv. Const.—90p.c	104	105
Ohio C.—Riv. Div. 1st.	66⅞	67
Incomes	16⅝	16¾
Oregon Improvem't	90¾	92
1st mort.	93⅜	93½
Oregon Sh. Line deliv-ered when issued	....	....
Subs. 70 p. c.	105	112
Subs. ex-bd. & stk.	55	....
Blks ex-bonds stk.	55	....
Or.Trans-C.—Sb. 80p.c.	93¾	....
Pensac. & Atlantic.	28	35
1st mort.	....	85
Pitts. & Western.	16	20
Rich.&D.Ext.subs.70%	50	59⅞
St. Jo. & West.	10½	....
St. Jo. & Pacific 1st.	60	....
2d mort.	18	....
Kans. & Neb., 1st.	60	....
2d mort.	17	....
Tex.&Col.Imp.—60p.c	95	103
Ex-bond	10	....
Texas & St. Louis	....	....
1st mort., M.&A. div	71	73

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* CHRONICLE. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Pittsburg & Lake Erie.

(*For the fiscal year ending December* 31, 1882.)

Following are the earnings and expenses for two years:

EARNINGS AND EXPENSES.

Earnings—	1882.	1881.
From freight	$1,023,331	$832,023
From passengers	217,737	181,554
From mails	10,613	8,863
From express	12,926	7,750
From telegraph	1,140	872
Total earnings	$1,265,748	$1,041,063
Expenses—		
For transportation	$202,314	$178,121
For motive power	195,504	151,588
For maintenance of cars	93,019	73,823
For maintenance of way	181,324	136,098
For general expenses	84,883	66,132
Total expenses	$757,044	$604,764
Net earnings	$508,704	$432,298
Deduct interest on bonds	$120,000	$120,000
Deduct interest on floating debt	44,033	20,635
	$164,033	$140,635
Surplus	$344,671	$291,663

The operating expenses of the company have been during the year 59 8-10 per cent of the gross earnings, against 58 4-10 per cent in 1881.

The income account for 1882 was as follows:

Gross earnings for 1882		$1,265,748
Expenses for 1882	$757,044	
Interest on mortgage bonds	120,000	
Interest on other liabilities	44,033—	921,077
Net earnings after paying interest		$344,671
Net earnings added:		
1879		$23,155
1880	$298,877	
Less scrip dividend	205,000—	93,877
1881	291,663	
Less scrip dividend	205,000—	86,663
		$203,695
Surplus undivided Dec. 31, 1882		$548,367

The surplus of $344,671, and other items $35,969, in all $380,640, have been expended on right of way, real estate, construction, equipment, and reduction of bills payable.

The report says: "It will be seen from the foregoing statement of the general condition of the affairs of the company, that while the expenses of operating our road during the past year have been 59 8-10 per cent of the gross earnings, the net earnings have been 16 8-10 per cent upon the capital stock, which is a very satisfactory showing." * * * "Believing the policy heretofore adopted of declaring a dividend to our stockholders in scrip certificates, payable at the will of the company and bearing six per cent interest, to be wise and judicious, and the net earnings of our company warrants it, we would recommend that a similar dividend of 10 per cent be declared out of the net earnings of the year 1882. The earnings of the road have, as we believe, been most judiciously expended in additions and betterments of the company's property, its value thereby greatly enhanced, and its future earning power increased. The issuing of a scrip dividend as recommended is therefore just to the stockholders, and although it will be a debt to be paid hereafter, it is one for which the company have received full consideration."

The capital stock of the company is $2,050,000, all paid in. The first mortgage bonds of the company amount to $2,000,000; real estate mortgages, $195,843; total mortgage indebtedness, $2,195,843. A scrip dividend of ten per cent has been declared from the earnings of 1881, making the total scrip indebtedness $410,000. The balance due on equipment in the shape of bills payable, on which interest is included, is as follows: Payable in 1883, $68,488; 1884, $31,588; 1885, $18,426; total, $114,503. Temporary loan, $250,419.

The assets are as follows:

Construction	$3,664,602
Equipment	1,113,770
Right of way	452,372
Real estate	357,626
Cash on hand	49,161
Total	$5,637,531

"The Pittsburg Chartiers & Youghiogheny Railroad was opened in November, and trains commenced running to Pittsburg November 27, and the Pittsburg McKeesport & Youghiogheny Railroad will be opened to the coke regions during the summer. These valuable connections will add largely to your business." * * *

"It has been my endeavor to provide for all interest charges, real estate, new equipment, additional right of way, sidings, second track, new structures, &c., from current revenues, but the funds thus provided are inadequate for the immediate and pressing additional facilities needed at Pittsburg and for second track.

"The complications arising from the construction of new lines desiring to cross our tracks, and also to occupy portions of the right of way, have all been satisfactorily adjusted."

GENERAL INVESTMENT NEWS.

Atlantic & Pacific.—The Boston *Advertiser* remarks that so rapid is the progress of the construction corps that "it is expected the Atlantic & Pacific will reach the Needles by the middle of April. As is well known to persons familiar with railroad matters, the Atchison Topeka & Santa Fe and the St. Louis & San Francisco are equally interested in the completion of the line under the 'tripartite agreement' of January 31, 1880. * * * It is extremely probable that the future policy of the road will be determined after the track is completed to the Needles. Should a satisfactory traffic arrangement be offered by the Southern Pacific, no extension of the Atlantic & Pacific is probable at present. Fears have been expressed by some persons who feel an interest in the Atlantic & Pacific as at least half a Boston institution, but who have only a slight familiarity with the terms of the 'Atchison-'Frisco protectorate,' that a majority of the $3,300,000 in stock to be issued during the coming spring to the subscribers to the latest series of 'blocks,' may be secured by the Huntington interest, and thus a preponderance in the ownership be secured by an adverse party. Such apprehensions are devoid of foundation, as will be seen by a reference to the terms of the 'tripartite agreement' under which the road is being built. When this agreement was made, and as a consideration thereof, $19,500,000 of the common stock of the Atlantic & Pacific was issued to the Atchison and the 'Frisco,' jointly, in equal shares, and placed in the hands of Henry P. Kidder and Warren Sawyer of Boston, and John A. Stewart of New York, as trustees, for thirty years. Subsequently, $31,750,000 more was put into the same 'box,' under the same restrictions, which are that this stock shall be voted as a unit by the trustees for thirteen directors of the Atlantic & Pacific, six to be chosen by the Atchison, six by the 'Frisco' and the other by agreement of the two interests if possible, or, failing in that, by the trustees. In the case of the present board, Col. Henry C. Nutt, the President, was agreed upon by both the Atchison and 'Frisco' interests. Thus it will be seen that over $51,000,000 of the capital of the Atlantic & Pacific must be voted as a unit by the trustees, and this is far more than a controlling interest of the stock, there being only $4,950,000 at present outside the trustees' 'box,' and $3,300,000 to be issued this spring, the whole making up an aggregate of fifty-nine millions of stock outstanding. This preponderating interest of fifty-one millions must go in a block, and cannot for thirty years be broken up, so that it is of no special importance who owns the outside stock. The only two ways in which this block can be divided are: First, a vote of three-quarters of the directors of the three companies; second, the bankruptcy and foreclosure of the Atlantic & Pacific—neither of which contingencies is probable."

Boston Land Company.—The annual report of the Boston Land Company for the year ending Dec. 31, 1882, shows an increase of $11,263 in its cash assets, which now amount to $150,590, or nearly $2 per share of capital stock. The report says: The land sales for the year embrace twenty-four lots, or 120,901 square feet, for the sum of $9,906, or an average of about 8¼ cents per square foot. The demand has not equaled our anticipations, but the prices obtained must be considered satisfactory. The sales during the last five years have been as follows:

1878	22 lots, 246,247 sq. feet, at 2¼	cents per sq. foot
1879	27 lots, 138,586 sq. feet, at 5¾	cents per sq. foot
1880	18 lots, 141,721 sq. feet, at 6	cents per sq. foot
1881	49 lots, 235,267 sq. feet, at 7	cents per sq. foot
1882	24 lots, 120,901 sq. feet, at 8¼	cents per sq. foot
Totals	150	882,722 sq. feet.

The average price of lots sold during five years past a. A including marsh land was 5½ cents per square foot. Estimating the available land of the company, deducting streets, a 30,000,000 square feet in round numbers, this large proper would yield $1,200,000, even at an average of 4 cents per squa foot, which would give, with the cash assets of the company, a minimum valuation of $17 per share. The company has considered the demands of its stockholders for a quicker realization upon their property than has been lately furnished, a now proposes to set apart a certain portion of the land, fro 50 to 100 lots, to be offered by auction in the spring, the company receiving in payment therefor its shares at their par valu of $10 per share. The assets of the company (it has no debt are reported to the Treasurer as follows:

Bonds and stocks	$53,1
Land notes secured by mortgage	17,0
Loans	53,3
Charles Bird, balance of account	0
Orient cafe building	1,2
Foreclosure lots at cost	9,2
Wharf property at East Boston	10,00
Land sold, but not settled for	3,47
Cash	2,293
Total	$150,590

Canadian Pacific Railway.—Application was made to place on the regular list of the New York Stock Exchange the stock of the Canadian Pacific Railway Company, and the official statement, dated Dec. 12, contained the following: This railway is to extend from the City of Montreal to the Pacific Coast, at Port Moody in British Columbia, a distance of 2,906 miles, with branches 400 miles in length, now built and being built, forming in all 3,306 miles. The Dominion Government, in accordance with the contract and charter, grants a subsidy of $25,000,000 in money, and of 25,000,000 acres of land in the fertile belt of the Northwest. It also agrees to convey to the company the lines of railway already completed and running, lying between Thunder Bay, on Lake Superior, and Winnipeg, the capital of Manitoba, 435 miles long; and between Winnipeg and Emerson, a city on the boundary between that province and the State of Minnesota, 65 miles long. It also agrees to complete and convey to this company a further line of railway, 213 miles long, now in course of construction, from Kamloops, a point between the Rocky and Cascade Mountains, to Port Moody. The road already constructed and equipped amounts to 1,730 miles, and the portions under construction are:

	Miles.
From Sturgeon River to Thunder Bay, on Lake Superior	610
From end of track, west of Winnipeg, to Kamloops	653
Kamloops to Port Moody, under construction by Government	213
Algoma branch, running from Sturgeon River to Algoma Mills	100
	1,576
Thus, of the entire railway and branches, there are now already constructed, equipped and in operation	1,730
In course of construction	1,576
	3,306

Liabilities—

Balance of cost of lines east of Callander, charged exclusively on 441 miles of those lines, and not constituting a lien on the remainder of the line or its branches (2,865 miles); after deducting liability assumed by Dominion Government of Canada by agreement with Canada Central Railway Company, in consideration of $1,527,085 cash deposited with Government on Oct. 4, 1879 ..... $5,423,333

There is no encumbrance whatever on any other portion of the Canadian Pacific Railway. There is no floating debt whatever, except what is covered by materials on hand.

Assets—

Unexpended portion of cash subsidy, payable by Government as construction proceeds $18,324,612

Land grant bonds and proceeds of those sold, held by Government, and payable in like manner 13,191,734

1,730 miles of railway completed, equipped and in operation

18,548,000 acres of land remaining unsold, chargeable only with provision for balance of land grant bonds, as below.

LAND GRANT.

The company have issued bonds dated Oct. 1, 1881, for $25,000,000, charged exclusively on the land grant and not upon the railway. Of these bonds $5,000,000 are deposited with the Government, to be surrendered after completion and ten years operation of the railway. In the meantime they bear no interest. Up to Dec. 1, 1882, the company have sold 6,452,000 acres of the lands, on account of which payments have been made in cash and bonds, by means of which, after payment of all expenses, bonds have been redeemed to the amount of $3,771,500. The balance of cash on hand amounts to $82,673, and the balance of price of land sold remaining unpaid to $14,796,727, payable by instalments, both of which amounts are applicable exclusively to the redemption of the bonds. The company still hold unsold 18,548,000 acres of land, all fit for settlement. The capital stock of the company is $100,000,000, divided into shares of $100 each, of which $25,000,000 are outstanding. It is now proposed to issue a further amount of 300,000 shares of $100 each.

Cincinnati Toledo & St. Louis—Cincinnati Northern.—A Cincinnati dispatch says: "It is learned that the terms upon which the consolidation of the Cincinnati Toledo & St. Louis and Cincinnati Northern are to be made were practically agreed upon at the annual meeting of the Northern last week. As soon as the necessary papers can be drafted they will be submitted, and the consolidation go into effect, which will be about March 1. The terms of the agreement for the consolidation will not be made known until the papers are submitted."

Flint & Pere Marquette.—A meeting of the holders of the common stock of the Flint & Pere Marquette Railroad was held at Boston, Jan. 25. J. S. Knapp of New York, presided, and 20,000 shares were represented. A dispatch to the New York *Times* said: "After a full discussion, the sense of the meeting was declared by a formal vote to be in favor of submitting two plans to the directors for removing the present disability of the common stock. One plan is that new capital stock of about $8,000,000 be issued, the preferred to be exchanged share for share, and the common two shares for one of the new; and the other plan is that common stock holders surrender one third of their present holding in consideration that there be issued to them 66⅔ per cent of new common stock, that shall participate in the management of the company and receive the surplus of the net earnings annually after 7 per cent dividend has been paid on the preferred stock. Under the first plan the capital stock is reduced $1,600,000. It was stated that the earnings of the year would be sufficient to pay 8 per cent on the entire reduced capital of $8,000,000, and it was argued that it would be to the advantage of the preferred stockholders to consent to this reorganization, for under the present management they cannot for five years receive more than 7 per cent. The second plan proposes to maintain the preference of the preferred stock, but to remove the disabilities of the common stock—which are that it can neither participate in the management of the company nor share in the earnings until the preferred stock has received five consecutive dividends of 7 per cent."

International Railway & Improvement Co.—The *World* says: "The International Railway & Improvement Company has declared a final division of its assets as follows: 25 per cent M. K. & T. general mortgage bonds; 22 per cent M. K. & T. stock; 15 per cent M. K. & T, in scrip, convertible into stock of the Mexican Oriental International & Interoceanic Railway (when that road is completed), and stockholders of the International Railway & Improvement Company have the privilege of subscribing to the extent of 50 per cent of their holdings to the stock of the Oriental Construction Company."

Little Rock & Fort Smith.—At Little Rock, Ark., Jan. 20, notice was served on the Little Rock & Fort Smith Railroad Company that in ten days the State aid bondholders would apply to the Federal Court for the appointment of a receiver, under the late decision of the United States Court holding the company liable for the $1,000,000 worth of bonds issued by the State under the act of 1868.

Little Rock Mississippi River & Texas.—The Boston *Transcript* says this road has defaulted upon its January coupons, and offers scrip for them. The previous coupons were paid in cash.

Memphis & Charleston.—Officials of the East Tennessee Virginia & Georgia Railroad Company, on Thursday received a dispatch from Messrs. Brice and Thomas, dated Columbus, O., saying they were unexpectedly detained and would not be able to reach New York before Friday or Saturday. The meeting in regard to cancellation of the Memphis & Charleston lease was consequently postponed.

Mexican Central.—The following circular is issued from the office of the Mexican Central Railway Company:

MEXICAN CENTRAL RAILWAY COMPANY, LIMITED,
Circular No. 4.
BOSTON, Jan. 25, 1883.

This company has constructed its main line from the City of Mexico north 321 miles, from Paso del Norte south 265 miles, and on the Tampico line 60 miles, making the total amount of road constructed, up to our last reports from Mexico, 646 miles.

The survey made by our late chief engineer, Mr. Morley, shows that the length of the main line is only 1,231 miles, instead of 1,300 miles, as before estimated. This will reduce the cost about $1,311,000.

This survey further shows that we can safely reduce the estimated cost of the line from Chihuahua to Zacatecas, 561 miles, from $19,000 per mile, as estimated in our circular note dated Feb. 23, 1882, to $17,000 per mile, amounting to $1,122,000, and making a total reduction in cost of $2,433,000.

With this reduction I am satisfied that the call under this circular will be sufficient to complete the main line, with sufficient rolling stock to operate the same for one year from the date of completion.

The board consider it of the highest importance to complete the main line at the earliest date possible, and Messrs. Fink and Robinson express the opinion that this work can be accomplished in the first quarter of 1884.

To insure this result, the board have resolved to raise the sum of $6,032,500 at this time, and they now offer to subscribers under circular No. 1, or their assigns, who hold subscription rights, the first right to subscribe for that amount, each right holder under said circular being entitled to subscribe for a number of blocks equal to the rights held by him under circular No. 1.

After payment of the first ten per cent, no further calls will be made until the subscription under circular No. 3 is exhausted, which will probably be about June, 1883.

PROPOSAL.

For $4,750 in cash, payable ten per cent in ten days from date of acceptance, and the balance as the same may be called, but not more than 15 per cent in any one month, the company will deliver to the subscribers forty shares of the capital stock at its par value of $100 per share, $5,000 in its thirty-year seven per cent first-mortgage bonds and $1,000 in its income bonds.

All subscriptions must be made in sums of $4,750, or multiples thereof, and must be received at this office on or before Monday, Feb. 5, 1883, at 2 o'clock P. M., at which time all rights hereunder will cease.

Any amount remaining untaken at that date will be disposed of as the directors may think for the interest of the company.

THOMAS NICKERSON, President.

Mobile & Ohio.—At Mobile, Jan. 24, William Butler Duncan, on his own application, was relieved by the United States Circuit Court of the receivership of the Mobile & Ohio Railroad, held since 1875, and the road was turned over to the original company, of which Mr. Duncan is President. Mr. Duncan said in regard to the termination of the receivership: "This action of the court in no way changes the management of the road. I asked to be discharged as receiver, and now as president I take possession of it. The officers who have had charge of the road under the receivership will be continued in their former positions. Although the litigation has been closed finally now, it was virtually ended in 1879 when the reorganization scheme was accepted by the holders of the company's stock and bonds. During my receivership three-fifths of the track have been relaid with steel rails, its rolling stock has been rebuilt and its equipment largely increased."

Norfolk & Western.—Earnings and expenses for December, and the years 1882 and 1881 were as follows:

	December.		Year.	
	1881.	1882.	1881.	1882.
Gross earnings	$205,698	$224,758	$2,267,288	$2,429,740
Expenses	103,709	123,575	1,156,432	1,322,576
Net earnings	$101,989	$101,182	$1,110,855	$1,107,163

—Notice is given that this railroad company "has created an issue of common stock to the amount of forty thousand shares (40,000) in addition to, and an increase of, the thirty thousand shares (30,000) of common stock now in existence, the object for which such issue is made being to accept subscriptions for the same, payable in shares of stock of the Shenandoah Valley Railroad Company."

Northern Central.—Earnings and expenses in December, and for the years 1882 and 1881 were as follows:

	Dec. 1881.	Dec. 1882.	Twelve Months ended Dec. 31. 1881.	1882.
Gross earnings	$476,623	$490,003	$5,443,700	$5,800,176
Operating expenses	$290,515	$345,032	$3,329,894	$3,346,192
Extraordin'y expenses.	31,117	116,283	457,551	456,130
Total expenses	$321,633	$461,315	$3,787,445	$3,842,323
Net earnings	$154,989	$28,688	$1,656 254	$1,957,852

Oregon Short Line.—With the exception of a thirty-miles extension of the Utah Northern, which it is constructing jointly with the Northern Pacific, the Oregon Short Line is the principal new connection which the Union Pacific is constructing at the present time. The line has its beginning at Granger, Wyoming, a station on the main line of the Union Pacific, 820 miles west of Omaha, or 1,360 miles west of Chicago, leading directly to the Northwest through a fine grazing region, and at Montpelier (114 miles) reaches the heart of the Bear Lake country. Here some 12,000 Mormons have appropriated a land almost entirely "flowing with milk and honey." Westward for fifty miles the track follows the Bear and Portneuf Rivers. Bridges are used by dozens in the Portneuf canyon. At McCammon Junction, 182 miles from Granger, the line joins the Utah & Northern track, and at Pocatello, 204 miles from Granger, it leaves the Utah & Northern for the West. Pursuing its way over a fine farming country to the Northwest, the Oregon Short Line, when 230 miles from Granger, crosses the Great Snake River immediately over American Falls, and thence fairly enters the lava beds, which have for so many years blocked the development of Idaho. These lava beds have proved the worst obstacle ever encountered in railway construction. To make this road, in fact as well as in name, 'The Oregon Short Line,' the locating engineers were instructed to make it perfectly straight wherever practicable. Hence, from American Falls to Boise Valley, a distance of about 240 miles, it is practically an air line. The grade is now virtually finished to Shoshone, 85 miles west of American Falls, or 315 miles from Granger, and iron is laid to within 20 miles of the same point (Shoshone). By January 10 the track will have reached Kelton Crossing, 10 miles from Shoshone and 50 from Hailey. Shoshone will be reached by January 25. Shoshone, located in Little Wood River Valley, in the midst of a fine farming and grazing region, will be a division terminus, and the inception of the Wood River branch, which runs north 59 miles to Hailey. The Wood River branch of the Oregon Short Line (broad gauge) is almost graded from Shoshone to Hailey, 59 miles, and track-laying will commence as quickly as the rails reach Shoshone from the East. The track will be laid to Hailey this winter, unless the snow-fall should be heavy, in which case it will not reach that Wood River metropolis until about June 1. From Hailey an important system of narrow-gauge branches is projected to develop the camps above-named.

"Returning to the main line at Shoshone, several thousand men are scattered along the grade between Shoshone and Boise Valley, near Boise City. The first 150 miles of grade west of Shoshone will be ready for the iron by July 1, and as track-layers will closely follow the graders this 150 miles will doubtless be ironed by September 1, 1883. This will carry the line into Boise Valley at a point about 465 miles northwest of Granger, or 110 miles southeast of Baker City, Oregon.

"This 110 miles between Boise Valley and Baker City will be through the largest body of farming lands between Salt Lake Valley and the great wheat fields of the Columbia, near Walla Walla. And besides furnishing much the shortest route between the East and Oregon, it is claimed that 50,000,000 acres of wheat land will be reached and a mineral belt as extensive and rich as all Colorado."—*Boston Journal.*

Pennsylvania Railroad.—The gross and net earnings in December, and for the full year, from January 1 to December 31, in 1881 and 1882, are specially compiled for the CHRONICLE in the table below. In December, 1882, there was an increase of $425,418 in gross earnings and a decrease of $18,339 in net earnings. For the year there was an increase in 1882 over 1881 of $4,955,651 in gross, and an increase of $1,018,056 in net, earnings.

ALL LINES EAST OF PITTSBURG AND ERIE.

	Gross Earnings. 1881.	1882.	Net Earnings. 1881.	1882.
January	$3,189,215	$3,373,321	$1,206,861	$1,074,266
February	3,095,614	3,306,750	1,158,104	1,079,621
March	3,844,304	3,912,293	1,799,226	1,415,802
April	3,760,372	3,855,850	1,655,810	1,319,311
May	3,856,897	4,108,877	1,688,610	1,766,789
June	3,807,437	4,093,756	1,488,543	1,531,333
July	3,780,418	4,149,150	1,490,971	1,647,093
August	3,809,978	4,671,179	1,444,504	2,032,860
September	3,735,006	4,417,602	1,463,177	1,671,873
October	3,672,971	4,660,054	1,355,032	2,040,712
November	3,810,215	4,373,825	1,460,344	1,602,362
December	3,731,751	4,157,169	1,203,191	1,184,852
Total	$44,124,178	$49,079,826	$17,414,373	$18,369,874

As to the lines west of Pittsburg and Erie, the monthly reports issued in 1881 and for the current year show the results below. The company's report, however, states a loss for the full year 1882 against the year 1881 of $723,973 only.

ALL LINES WEST OF PITTSBURG & ERIE.

	Net Surplus over all Liabilities. 1881.	1882.	Inc. or Dec. in 1882.
January	$381,539	$9,741	Dec.. $371,798
February	143,497	Def. 121,307	Dec.. 264,804
March	441,901	36,532	Dec.. 405,369
April	496,764	17,047	Dec.. 479,717
May	218,482	Def. 101,556	Dec.. 320,038
June	Def. 56,400	38,886	Inc.. 95,286
July	178,583	336,347	Inc.. 157,814
August	355,771	290,562	Dec.. 65,209
September	245,337	437,029	Inc.. 191,692
October	$337,789	$650,491	Inc.. $312,702
November	84,908	271,856	Inc.. 186,948
December	Def. 114,960	58,737	Inc.. 173,706
Net total	$2,713,152	$1,924,365	Dec.. $788,787

Philadelphia & Reading.—The gross receipts from the railroads, canals, steam colliers and coal barges in December (the first month of the fiscal year 1882-83) were $1,795,371 and the net receipts $838,609. The gross receipts of the Philadelphia & Reading Coal & Iron Co. in December were $1,069,829 and net $5,174. The total receipts of both companies together have been as follows:

	Gross Receipts. 1881-82.	1882-83.	Net Receipts. 1881-82.	1882-83.
December	$3,231,677	$2,865,201	$937,542	$843,783
Total 1 month.	$3,231,677	$2,865,201	$937,542	$843,783

The coal tonnage has been as follows, viz.: Carried on the railroad in December, 706,565 tons, against 760,344 tons in December, 1881. Mined by the Coal & Iron Co. and by tenants, 462,481 tons, against 513,442 tons in 1881.

Railroads built in Colorado.—Railroad lines and branches were constructed in Colorado during 1882, as follows:

Denver & Rio Grande (narrow gauge):		
Utah branch (in Colorado)	170	
Silverton branch	26	
Blue River branch	11	—216
Burlington & Missouri (broad gauge):		
Denver extension	176	
Switches	5	—181
Union Pacific:		
Greeley Salt Lake & Pacific (broad gauge)	39	
Greeley Salt Lake & Pacific (narrow gauge)	20	
Georgetown Breckenridge & Leadville (grading only)	9	
Breckenridge branch (narrow gauge)	40	
Fairplay branch (narrow gauge)	15	
Gunnison extension completed (narrow gauge)	45	
Switches	10	—178
Denver & New Orleans (broad gauge):		
Completion of main line	70	
Colorado Springs branch	9	
Switches	5	— 84
Denver Utah & Pacific (narrow gauge)		10
Denver Western & Pacific (narrow gauge)		6
Circle Railroad (narrow gauge)		8
Total		685

Railroad Construction (New).—The latest information of the completion of track on new railroads is as follows:

Ohio Central.—Extended from Point Pleasant, southeast to Charleston, West Va., 57 miles.

Weston & Buckhannon.—Track laid from Weston, West Va., eastward 2 miles. Guage 3 feet.

This is a total of 59 miles, making 10,524 miles so far reported for 1882.

New track is reported laid in the present year as follows:

Eureka Springs.—Extended from White River east by south to Eureka Springs, Ark., 7 miles.

Indiana Illinois & Iowa.—Extended eastward to Sugar Creek, Ind., 6 miles.

Galveston Harrisburg & San Antonio.—Completed by laying 10 miles of track near Pecos Crossing, Texas.

Georgia Pacific.—Track laid to a point fourteen miles east from Anniston, Ala., an extension (this year) of 4 miles; also extended east to Fayette Court House, Ala., 5 miles.

Cincinnati & Eastern.—Extended from Peebles, O., east to Plum Run, 2½ miles.

This is a total of 34½ miles, making 36½ miles thus far reported for 1883, against 39 miles reported at the corresponding time in 1882, and 47 miles in 1881.—*Railroad Gazette*

Richmond & West Point Terminal.—The Richmond & West Point Terminal Railway & Warehouse Company negotiated last week a loan of $2,000,000 for two years, giving its notes in sums of $5,000, bearing 6 per cent interest. These notes are secured by collaterals deposited with the Central Trust Company, having a face value of $17,764,600, the actual value being estimated at $3,888,090. Of this transaction the circular of Messrs. Hambleton & Co., bankers, in Baltimore, says: "A portion of these securities, having been already pledged as security for debts against the company, must be released before the trust deed can be perfected; 50 per cent of the subscription is made payable on or before January 20, within a week of which time the trust is to be executed. The company reserves the right to withdraw the Danville Extension stocks from the trust at any time upon the payment of the amount at which it is valued therein, $200,000

"The notes of the company, secured by these collaterals, were subscribed for at 90 per cent of their face value, and as they are to be redeemed in two years at 100 cents on the dollar the loan will cost 11 per cent per annum, which is probably as low a rate as could be expected on the security offered."

* * * * * * * *

"The money received by the Terminal Company from the sale of its notes at 90 cents on the dollar will relieve it anyhow temporarily from its financial difficulties, but whether the relief will be permanent remains to be seen. In order to get possession of the Virginia Midland stock to deposit as collateral in the Trust Company the Terminal Company will be obliged to pay the Baltimore & Ohio Railroad Company the balance due on the purchase of the Virginia Midland stock. When this is done it will be an interesting question as to whether Mr. Garrett will give up the control of the Virginia Midland Railroad, or whether he will hold on to it after the Danville Company has paid for the purchase."

Rochester & Pittsburg.—The time within which the income bonds of the Rochester & Pittsburg Railroad could be exchanged for consolidated first mortgage bonds has expired, and nearly all of the former bonds are reported to have been presented for exchange. The company now issues its consolidated bonds.

Stock Exchange—New Securities Listed.—The Governing Committee of the New York Stock Exchange listed the following new securities this week :

Pennsylvania Company.—Additional 4½ per cent gold bonds, secured by a first lien on the company's property, and unconditionally guaranteed by the Pennsylvania Railroad Company, Nos. 10,001 to 12,500 inclusive, $2,500,000. The committee state that any information concerning these bonds will be thankfully received by them.

Denver & Rio Grande RR.—Additional consolidated first mortgage bonds, Nos. 13,413 to 14,635, on 81 miles of new road, completing the line to the Utah Border, $1,223,000.

Bradford Bordell & Kinzua RR.—Capital stock, $500,000, and first mortgage bonds $500,000. This road has completed and in operation 40 miles of road, extending from Bradford to Eldred and from Kinzua Junction to Smithport, Pa., with an equipment valued at $93,065 27. Its statement for the first six months ending June 30 last shows total earnings, $51,514 23 ; operating expenses, $33,482 50 ; net earnings, $18,031 73. The bonds are dated June 1, 1882 ; mature June 1, 1932, and bear 6 per cent interest.

Missouri Kansas & Texas RR.—Additional general consolidated mortgage bonds, Nos. 40,412 to 41,171 inclusive, issued on 38 miles of new road purchased from the Trinity & Sabine Railway Company, and extending from Trinity, Texas, to a junction with the Houston East & West Texas road, $760,000. The bonds now listed are held by the Mercantile Trust Company to retire a like amount of the Trinity bonds, $760,000. The committee also listed $143,000 of the same bonds on seven miles of new road from Miller Junction to Belton, Texas, making the whole amount $903,000.

Galveston Harrisburg & San Antonio.—First mortgage 5 per cent coupon bonds maturing in 1931, secured upon the road, 640 miles, and the Eagle Pass branch, 35 miles, being part of the extension west of San Antonio, $13,500,000; also, second mortgage bonds ($10,000 per mile), bearing 6 per cent interest, and maturing in 1931, secured on the same property, $6,750,000. The application to list these bonds says :

"Since June 23, 1880, when we had the pleasure to lay before the Committee an official statement of the Galveston Harrisburg & San Antonio Railway Company, the line of its road has been further extended from its then temporary terminus at San Antonio westward to the Rio Grande, a further distance of about 225 miles, and eastward from a point near El Paso about 400 miles, the two portions being separated at this time by a gap of about 8 miles, which is in an advanced stage of construction, and which will be closed by or before January 15 next [since completed]. It has also constructed a spur line from a point 132 miles west of San Antonio to the Rio Grande at Eagle Pass, at which point it will connect with the International Railway of Mexico, which is now in course of construction. At El Paso the road will connect with the Colorado & New Mexico Railroad, and the Mexican Central Railway; the former affording a direct connection to Albuquerque, Santa Fe, and points in Colorado; the latter, connection with the City of Chihuahua, a distance of 224 miles from El Paso. It also connects with the Southern Pacific Railroad, affording direct connection with points in New Mexico, Arizona and California, including San Francisco. The Southern Pacific and the Galveston Harrisburg and San Antonio will be managed and operated, by agreement among the owners, so as to form a direct through line between San Francisco and Galveston, a distance of about 2,100 miles, and between San Francisco and New Orleans, a distance of about 2,450 miles, thus securing the shortest route between the California ports and those of the Gulf of Mexico on United States territory.

"The company has issued 13,500 first mortgage coupon bonds of the denomination of $1,000 each and numbered from 1 to 13,500 inclusive; dated May 1, 1881, and payable May 1, 1931, in gold; interest at the rate of 5 per cent per annum, payable May 1 and November 1, also in gold. These bonds are secured by a mortgage to Thomas T. Buckley and Isaac E. Gates, trustees, upon the road, 640 miles, and the Eagle Pass branch, 35 miles—the equipment, franchises and appurtenant property (being at the rate of $20,000 per mile) of said extension west of San Antonio. The mortgage provides for a sinking fund of one per cent annually, commencing in 1886.

"The company has also issued second mortgage coupon bonds to the extent of $10,000 per mile, dated July 1, 1881, and maturing July 1, 1931, with interest at 6 per cent per annum, payable in January and July. These bonds are secured by a mortgage, subordinate in lien to the above mentioned, upon the railroad, equipment, franchises and appurtenant property of the same road, and also upon the lands granted by the State of Texas, for the construction of road west of San Antonio (Frank Storrs and Wm. P. Hillhouse, trustees), being 6,750 bonds in all; numbered from 1 to 6,750 inclusive.

"These two classes of bonds, together with the 4,800 first mortgage bonds and 1,000 second mortgage bonds, secured by a mortgage upon the road east of San Antonio, already placed upon the Stock List, comprise the whole bonded debt of the company, amounting in the aggregate to $26,050,000, upon 931 miles of road, all of which will be completed and in earning operation by January 15."

Oregon & Transcontinental Company.—First mortgage trust bonds, dated November 1, 1882, due forty years after date, unless previously redeemed through the operation of the sinking fund, to be invested in these bonds at 105 and accrued interest, the bonds to be obtained either by purchase or to be drawn by lot and bearing 6 per cent interest. These bonds are a direct obligation of this company, additionally secured by a deposit with the trustee of an equal amount of bonds of the following-named railroad companies (branches of the Northern Pac. RR.), issued at the rate of $20,000 per mile of completed road :

The Northern Pacific Fergus & Black Hills Railroad Company of Minnesota (115 miles completed)	$2,300,000
Little Falls & Dakota Railroad Company of Minnesota (87·55 miles completed)	1,755,000
Jamestown & Northern Railroad Company of Dakota (42·40 miles completed)	848,000
Fargo & Southwestern Railroad Company of Dakota (54·86 miles completed)	1,097,000
Total	$6,000,000

The payment of the principal and interest of the bonds of these branch roads is further secured by traffic contracts with the Northern Pacific Railroad Company, guaranteeing (after lapse of two years) a minimum net annual income of $1,400 per mile, being equal to 6 per cent per annum on $20,000 per mile of bonded indebtedness, and a sinking fund charge of 1 per cent.

—The Atlantic Mutual (Marine) Insurance Company's annual statement exhibits assets of $13,171,675, and premiums in 1882 aggregating $5,929,538. The assets are larger than a year ago, while the premiums of 1882 were some $300,000 more than in 1881. That the result of the year's business has been satisfactory is shown by the declaration of a 40 per cent scrip dividend on the net earned premiums of 1882, for which certificates will be issued on and after May 1. The outstanding scrip of 1878 will be redeemed in cash on Feb. 6. Upon all the remaining issues of scrip an interest dividend of 6 per cent is payable on Feb. 6. The excellent management of the Atlantic is too well known to require any editorial comment. In fact the Atlantic Mutual is one of those corporations that form its own best advertisement, and all that shippers need is to look at its figures.

—The return of the Mutual Life Insurance Company for the year 1882 will be found in our advertising columns to-day. The exhibit of this, the largest of the life companies, is certainly in the highest degree encouraging, and shows that the confidence with which the company is regarded by the public is deserved, and rests upon a sure foundation—excellent management, ample reserves, and financial resources of great strength. At the beginning of 1882 the number of policies in force was 101,490 ; now the number is 106,214. The amount of insurance outstanding has risen from $315,900,137 on the 1st of January, 1882, to $329,554,174 at the present time. The assets of the company, which in the previous year had reached the large aggregate of $94,702,957, were during the year still further augmented, and are now up to almost 98 millions ($97,961,318). These assets comprise over 47 millions of real estate mortgages, 20½ millions of Government and other bonds, 17 millions of loans on collateral, pretty nearly 8 millions invested in real estate, almost 3 millions of cash, and various other items

—The Washington Life Insurance Company publishes its twenty-third annual statement, showing that the business of the year just closed has been large, and the net assets are increasing. The gross assets are $6,574,020, and the surplus as regards policy holders, $930,192. In order to lessen losses by forfeiture of policies for non-payment of premiums the company applies the cash value of the dividends to the credit of each policy, and continues it until the dividend is exhausted. The company is well known in New York and throughout the country.

—The Manhattan Life Insurance Company publishes its thirty-third annual report and invites the examination of its policy-holders, and of business men who are inclined to take out new policies on their lives. Its income during the last year was over $2,000,000, while its total disbursements were less than $1,350,000. The gross assets now amount to over $10,500,000, and the net surplus is about two and a quarter million dollars. Mr. Henry Stokes is the President; Mr. J. A. Halsey, 1st Vice-President; Mr. H. B. Stokes, 2d Vice-President; Mr. H. Y. Wemple, Secretary and Mr. S. N. Stebbins, Actuary; and under the management of these officers the company has made the progress noted in recent years.

—The Royal (Fire) Insurance Company of Liverpool, Eng., is one of the large and ably managed English companies doing business in the United States. Its annual statement in the advertising columns of the Chronicle shows that the total assets in the United States, not including special deposits outside of this State, amount to $3,242,746, and the net surplus is $1,369,053. During last year the income was $2,286,940 and expenditures $1,916,394. The Committee of Management is composed of prominent merchants and bankers in New York, including Messrs. Royal Phelps, B. B. Sherman, H. DeB. Routh, Osgood Welsh, Henry A. Smythe and Jacob D. Vermilye. Mr. E. F. Beddall is the efficient manager of the company's affairs and Mr. William W. Henshaw is assistant.

—The Continental Fire Insurance Company has been managed by officers of exceptional enterprise and ability. Mr. Hope, President, and Mr. Peck, the Secretary, have been conspicuous in the insurance business. The company, in its annual statement on another page, shows an increase of $243,328 in gross assets (now amounting to $4,450,534), and of $151,144 in net surplus. The accumulated safety fund, designed to make the policyholders secure, has now reached $1,557,000. Mr. Hope believes in conservative management and a strong reserve.

—The North British and Mercantile Insurance Company (United States Branch) has this week presented the first of January exhibit of its financial condition. This company is under the management of Messrs. Charles E. White and Sam. P. Blagden, and these gentlemen have conducted its affairs with much skill and ability. While the past year was peculiarly unfavorable to fire insurance companies, the North British had an income of $1,908,719, or $324,700 in excess of its expenses, and increased its New York assets $912,328.

—The Seaboard Bank, organized under the State laws of New York, with a capital of $500,000, has opened for business in the Welles Building, No. 18 Broadway. Mr. W. A. Pullman is President; Mr. S. G. Bayne, Vice-President, and Mr. S. G. Nelson, Cashier. With a fine location and in the immediate neighborhood of the new Produce Exchange, the Seaboard Bank is in a position, both financially and locally, to command a good share of business.

—Messrs. Poor, Oliphant & Co., 45 Wall Street, are offering for sale a few of the old first mortgage bonds of the Galveston Harrisburg & San Antonio, bearing 6 per cent interest in gold and due in 1910. These bonds are abundantly secured by the large earnings of the road, having now the benefit of the new business of the Southern Pacific extension, and appear to be a first-class security

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, JAN. 26, 1883.

The weather has been stormy and severely cold throughout the North and West during the past week, delaying in a measure the opening of spring business, but the whole position of mercantile affairs evidently improves, without promising, however, any marked activity at present. The reduced tariff bill has made some progress in Congress, and it now seems possible that the bill reported by the Committee of Ways and Means to the House of Representatives will, somewhat modified, become a law. Still, as it stands, it makes but slight reductions in the present import duties.

Provisions have been irregular and somewhat on the downward course. The Western advices imparted a certain buoyancy at the close; stocks there are not considered large, and there is no pressure to sell. Pork on the spot was sold at $18 62½@$18 75. Beef hams were quiet at $18 75@$19 for Western prime. Beef was quiet at $26 50@$27 50 for city extra India mess. Lard was dull and generally weak to-day; prime Western sold to-day at 11·15c.; refined to the Continent, 11·15c.; South America, 11·35c.; February contracts sold at 11·01c.; March, 11·12@11·10c.; April, 11·23@11·20c.; May, 11·34@11·31c.; June, 11·34c.; July, 11·38c. Tallow quiet but steady at 8⅜@8½c. Stearine is quoted at 11⅛@11¼c.; oleomargarine 10c. Butter and cheese close steady.

Rio coffee advanced to 8¼c. for fair, but to-day was quoted at 8⅛c.; the trade on the spot has been small, though options have been fairly active at some advance; to-day there were sales of fair at 7·90c. for February and 7·90@7·95c. for March, while No. 7 sold at 6·20c. for January, 6·15@6·20c. for February, 6·25@6·30c. for March, 6·30c. for April, 6·35c. for May, 6·40c. for June and 6·40@6·45c. for July; mild has been less active and hardly so firm. Rice has been in good demand and firm. Foreign fruits have sold fairly in jobbing lots, but at lower prices for layer raisins. Tea has been very active at firmer prices; the sales of Oolong have reached 25,000 half chests, mainly Formosa. Spices have been irregular, cloves and pepper declining while ginger has advanced; much controversy has grown out of the attempt to stop the alleged adulterations in this trade. Molasses has been dull. Raw sugar has been dull and rather weak, especially for centrifugal, fair to good refining still being quoted at nominally 6⅞@7 c.

	Hhds.	Boxes.	Bags.	Melado.
Receipts since Jan. 1	25,011	....	458,219	175
Sales since Jan. 1	20,325	....	401,611	175
Stock Jan. 24, 1883	30,519	8,327	582,942	....
Stock Jan. 25, 1882	16,950	7,714	410,401	41
Stock Jan. 26, 1881	23,782	7,576	1,081,184	1,050

Refined has declined in some cases; powdered closed at 8¾@8⅞c., granulated at 8 9-16@8⅝c., crushed at 9⅛c. and standard "A" soft white at 8⅛c.

Kentucky tobacco has been quieter, and sales for the week are limited to 350 hhds., of which 312 were for export and 38 for home consumption. Prices are about steady; lugs 6@6¾c., leaf 7@10½c. Seed-leaf also shows a smaller movement, yet sales for the week aggregate 1,056 cases as follows: 300 cases, 1881 crop, New England, 12@30c.; 150 cases, 1881 crop, State, 9@11c.; 250 cases, 1880 crop, Pennsylvania, 6@14c.; 53 cases, 1881 crop, Pennsylvania, private terms; 150 cases, 1881 crop, Ohio, 5½c.; 133 cases, 1880 crop, Ohio, 6c. Also 400 bales Havana, 80c.@$1 15.

Naval stores have been quiet, but in sympathy with the Southern and English advices. Spirits turpentine was quoted at 53c. in yard; common to good strained rosins, $1 60@1 70. Refined petroleum for export was quiet but firm at 7⅞c. for 110 test and 8c. for 70 test; crude certificates declined at the close from $1 05⅛ to $1 03. Ingot copper was steady, and 200,000 lbs. Lake sold at 18c. Hops, while quiet, are firm at 90@95c.@$1 for new State, the latter prices for time lots. Wool is a trifle better, and moderate sales to manufacturers are reported.

Ocean freight-room was again quiet and rates showed irregularity at the close. Grain to Liverpool by steam, 6½d.; cotton, 13-64d.; flour, 20s. per ton; bacon, 32s. 6d.@35s.; cheese, 35s.; grain to London by steam, 7¼d.; do. to Glasgow by steam, 7⅜d.; do. to Hull by steam, 6½@6⅝d.; do. to Bristol by steam, 6¾d.; do. to Hamburg by steam, 90 pfennings; do. to Antwerp by steam, 6¼d.; do. to Amsterdam, 5½@6d.; do. to Rotterdam, 7½d.; do. to Havre, 15c.; do. to Cork for orders, 5s. 9d.@6s. per qr.; residuum to Liverpool, 4s.; refined oil to the Baltic, 4s. 9d.

COTTON.

FRIDAY, P. M., January 26, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Jan. 26) the total receipts have reached 136,400 bales, against 150,390 bales last week, 175,382 bales the previous week and 224,997 bales three weeks since; making the total receipts since the 1st of September, 1882, 4,148,631 bales, against 3,692,481 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 456,150 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	1,602	1,929	1,331	2,000	2,035	3,537	
Indianola, &c.	....	....	....	....	....	141	141
New Orleans	12,421	9,408	10,531	3,038	10,527	8,473	54,398
Mobile	3,016	1,919	1,253	756	752	1,282	8,978
Florida	....	....	....	....	....	544	544
Savannah	2,247	2,528	2,131	2,018	1,534	2,386	12,844
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	1,354	945	1,007	1,470	1,154	2,180	8,110
Pt. Royal, &c.	....	....	....	....	....	519	519
Wilmington	253	280	185	810	356	421	2,285
Moreh'd C., &c	....	....	....	....	....	1,300	1,300
Norfolk	1,900	2,170	2,657	2,228	3,033	2,347	14,335
West Point, &c	....	....	....	....	....	2,940	2,940
New York	336	872	933	355	1,280	1,682	5,458
Boston	879	375	540	1,095	448	629	3,966
Baltimore	....	....	....	....	....	4,998	4,998
Philadelp'a, &c.	348	770	....	978	59	995	3,150
Totals this week	24,356	21,176	20,568	14,748	21,178	34,374	136,400

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last year

Receipts to Jan. 26.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883.	1882.
Galveston	12,434	582,773	7,353	340,253	97,730	95,763
Indianola, &c.	141	14,560	321	12,596	.....	.....
New Orleans	54,398	1,098,635	18,142	972,171	312,794	374,326
Mobile	8,978	247,433	3,998	211,256	43,396	40,668
Florida	544	11,275	610	20,848	.....	99
Savannah	12,844	629,547	15,534	615,676	81,692	93,629
Brunsw'k, &c	.....	5,308	.....	6,824	.....	.....
Charleston	8,110	443,353	6,527	417,391	78,753	75,729
Pt. Royal, &c.	519	11,030	750	18,921	377	3,322
Wilmington	2,285	99,647	3,269	115,921	16,554	8,321
M'head C., &c	1,300	13,277	933	17,291	.....	.....
Norfolk	14,335	563,787	15,226	461,517	69,936	42,243
West Point, &c	2,940	162,659	4,619	158,345	.....	.....
New York	5,458	90,727	8,469	114,595	136,456	326,700
Boston	3,966	100,211	3,892	147,104	4,160	9,470
Baltimore	4,998	32,159	113	17,480	22,979	57,635
Philadelp'a, &c.	3,150	42,250	2,322	44,402	9,102	15,755
Total	136,400	4,148,631	92,081	3,692,481	873,839	1,143,660

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	12,575	7,677	14,443	13,233	19,486	13,545
New Orleans.	54,398	18,142	40,835	58,004	50,076	64,815
Mobile	8,978	3,998	10,176	10,585	18,708	16,097
Savannah	12,844	15,534	17,251	15,804	18,771	14,617
Charl'st'n, &c	8,629	7,277	8,387	8,053	18,628	15,971
Wilm'gt'n, &c	3,585	4,202	2,754	1,664	4,945	2,694
Norfolk, &c.	17,275	19,815	18,521	15,363	17,509	18,996
All others	18,116	15,406	12,703	14,455	18,974	12,451
Tot. this w'k.	136,400	92,081	125,070	137,191	167,097	159,186
Since Sept. 1.	4148,631	3692,481	3961,141	3751,301	3269,740	3117,741

Galveston includes Indianola; Charleston includes Port Royal, &c. Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c

The exports for the week ending this evening reach a total of 154,035 bales, of which 92,497 were to Great Britain, 7,887 to France and 53,651 to the rest of the Continent, while the stocks as made up this evening are now 873,839 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Jan. 26. Exported to—				From Sept. 1, 1882, to Jan. 26, 1883. Exported to—			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	17,729	.....	18,450	36,179	215,718	30,506	80,050	326,274
New Orleans	13,688	7,095	19,948	40,731	476,688	168,925	223,671	869,284
Mobile	2,806	.....	.....	2,806	11,506	3,000	.....	14,506
Florida	.....	.....	.....	.....	.....	.....	.....	.....
Savannah	12,065	.....	3 579	15 644	79,801	25,858	175,301	280,760
Charleston*	8,929	.....	7,920	16 850	91,364	22,472	124,017	238,453
Wilmington	2,670	.....	.....	2,670	37,278	.....	1,500	38,778
Norfolk†	12,446	.....	.....	12 446	283 201	.....	2 778	285,979
New York	11,115	792	2,744	14,651	282 343	19,488	101,542	403,407
Boston	4,498	.....	.....	4 498	88,500	.....	343	88,933
Baltimore	4,957	.....	800	5,757	99,560	1,294	29,957	130,811
Philadelp'a, &c	1,600	.....	200	1,800	45,645	.....	1,668	47,333
Total	92,497	7,887	53,651	154,035	1,710,404	271,337	740,967	2,722,608
Total 1881-82	80,000	4,619	13,618	98 237	1,198 355	241,449	488 254	1,928,053

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

Jan. 26, at—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans....	41,526	10,723	17,075	4,318	73,642	239,152
Mobile	5,500	None.	1,500	3,400	10,400	32,996
Charleston	7,247	350	1,930	550	10,077	68,676
Savannah	4,500	500	2,300	2,800	17,100	64,582
Galveston.....	15,638	None.	15,947	6,983	38,568	59,162
Norfolk	23,202	None.	6,036	None.	29,238	40,613
New York.....	5,500	None.	1,250	None.	6,750	129,706
Other ports.....	4,000	None.	1,500	None.	5,500	47,672
Total 1883	107,113	11,573	54,538	18,051	191,275	682,564
Total 1882	83,128	3,938	43,759	12,180	143,005	1,000,655
Total 1881	140,277	32,069	54,602	21,197	248,145	616,982

The speculation in cotton for future delivery at this market has been more active the past week, and prices, though variable as usual, have shown an upward tendency. From Saturday morning to Tuesday noon there was an advance of 16@18 points, owing to the prevalence of unfavorable weather at the South, bad roads and local floods threatening a check upon the crop movement, and putting a total stop to such work of picking as may have been prosecuted after the holidays. Liverpool advanced smartly. But on Tuesday afternoon, less favorable foreign advices caused some selling to realize profits. On Wednesday, with Liverpool still weak, the decline of Tuesday afternoon was recovered; but on Thursday there was a fresh decline of 4@5 points for the active months. To-day there was a firmer but variable market, with an unsettled closing. Cotton on the spot advanced 1-16c. on Wednesday. The demand continued to be mainly for home consumption, but more was done than recently for speculation and export. To-day the market was steady at 10 3-16c. for middling uplands.

The total sales for forward delivery for the week are 441,900 bales. For immediate delivery the total sales foot up this week 5,727 bales, including 1,082 for export, 2,738 for consumption, 1,907 for speculation and — in transit. Of the above, 930 bales were to arrive. The following are the official quotations for each day of the past week.

Jan. 20 to Jan. 26.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. ₰ lb	7 7/16	7 7/16	7 7/16	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4
Strict Ord..	7 7/8	7 7/8	7 7/8	8 3/16	8 3/16	8 3/16	8 3/16	8 3/16	8 3/16
Good Ord..	8 11/16	8 11/16	8 11/16	9	9	9	9	9	9
Str. G'd Ord	9 1/8	9 1/8	9 1/8	9 7/16	9 7/16	9 7/16	9 7/16	9 7/16	9 7/16
Low Midd'g	9 5/8	9 5/8	9 5/8	9 15/16	9 15/16	9 15/16	9 15/16	9 15/16	9 15/16
Str. L'w Mid	9 15/16	9 15/16	9 15/16	10 3/16	10 3/16	10 3/16	10 3/16	10 3/16	10 3/16
Middling...	10 1/8	10 1/8	10 1/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Good Mid..	10 7/16	10 7/16	10 7/16	10 11/16	10 11/16	10 11/16	10 11/16	10 11/16	10 11/16
Str. G'd Mid	10 11/16	10 11/16	10 11/16	10 15/16	10 15/16	10 15/16	10 15/16	10 15/16	10 15/16
Midd'g Fair	11 3/16	11 3/16	11 3/16	11 7/16	11 7/16	11 7/16	11 7/16	11 7/16	11 7/16
Fair.....	11 15/16	11 15/16	11 15/16	12 3/16	12 3/16	12 3/16	12 3/16	12 3/16	12 3/16
	Wed	**Th.**	**Fri.**	**Wed**	**Th.**	**Fri.**	**Wed**	**Th.**	**Fri.**
Ordin'y. ₰ lb	7 1/2	7 1/2	7 1/2	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16
Strict Ord..	7 15/16	7 15/16	7 15/16	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
Good Ord..	8 3/4	8 3/4	8 3/4	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16
Str. G'd Ord	9 3/16	9 3/16	9 3/16	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Low Midd'g	9 11/16	9 11/16	9 11/13	10	10	10	10	10	10
Str. L'w Mid	10	10	10	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Middling...	10 3/16	10 3/16	10 3/16	10 7/16	10 7/16	10 7/16	10 7/16	10 7/16	10 7/16
Good Mid..	10 1/2	10 1/2	10 1/2	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Str. G'd Mid	10 3/4	10 3/4	10 3/4	11	11	11	11	11	11
Midd'g Fair	11 1/4	11 1/4	11 1/4	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Fair.....	12	12	12	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary.....₰ lb.	7 11/16	7 11/16	7 11/16	7 7/8	7 7/8	7 7/8
Strict Good Ordinary.....	7 7/8	7 7/8	7 7/8	8 5/16	8 5/16	8 5/16
Low Middling----	8 9/16	8 9/16	8 9/16	8 5/8	8 5/8	8 5/8
Middling.....	9 3/8	9 3/8	9 3/8	9 7/16	9 7/16	9 7/16

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on some days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Export.	Consump.	Spec. ul'n	Transit.	Total.	Sales.	Deliveries.
Sat..	Quiet	....	454	275	....	729	46,700	200
Mon .	Steady	....	197	375	....	572	71,000	200
Tues .	Quiet and firm .	....	330	600	....	930	103,800	100
Wed .	Steady at 1/16 adv	252	701	367	....	1,320	74,900	....
Thurs	Easier.....	250	682	290	....	1,222	69,300	200
Fri..	Quiet and steady	580	374	....	....	954	76,200	....
Total	....	1,082	2,738	1,907	....	5,727	441,900	700

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
Saturday, Jan. 20—	Firmer.	Aver .———	Aver ..10·03	Aver ..10·16	Aver ..10·30	Aver ..10·43	Aver ..10·57	Aver ..10·70	Aver ..10·90	Aver .———	Aver ..10·15	Aver ..10·02	Aver .———
Sales, total.....	46,700	—	9,600	9,600	8,600	8,700	5,300	3,800	5,600	—	400	200	.....
Prices paid (range)	10·01@10·83	@	10·01@10·05	10·14@10·18	10·27@10·32	10·41@10·45	10·55@10·59	10·68@10·72	10·79@10·83	@ —	10·14@10·15	10·02@ —	@ .....
Closing.....	Steady.	10·02—10·03	10·03—10·04	10·16—10·17	10·30—10·31	10·44— —	10·57—10·58	10·70—10·71	10·81—10·82	— —	10·16—10·17	10·01—10·03	— —
Monday, Jan. 22—	Buoyant.	Aver ..10·03	Aver ..10·09	Aver ..10·23	Aver ..10·37	Aver ..10·51	Aver ..10·64	Aver ..10·77	Aver ..10·88	Aver ..———	Aver ..10·23	Aver .———	Aver .———
Sales, total.....	71,000	600	7,900	12,100	13,900	19,100	5,900	4,600	5,700	500	700	.....	.....
Prices paid (range)	10·08@10·90	10·08@10·09	10·08@10·11	10·22@10·30	10·35@10·39	10·48@10·53	10·61@10·66	10·75@10·80	10·86@10·90	10·63@ —	10·21@10·25	— @	.....
Closing.....	Steady.	10·08—10·09	10·10—10·11	10·24—10·25	10·38—10·39	10·52— —	10·65—10·66	10·78—10·79	10·89—10·90	10·62—10·64	10·24—10·26	10·08—10·10	— —
Tuesday, Jan. 23—	Variable.	Aver ..10·10	Aver ..10·13	Aver ..10·26	Aver ..10·40	Aver ..10·53	Aver ..10·68	Aver ..10·81	Aver ..10·91	Aver .———	Aver ..10·26	Aver ..10·14	Aver .———
Sales, total.....	103,800	16,400	19,700	16,800	17,300	16,800	12,500	10,600	8,400	—	100	1,800	.....
Prices paid (range)	10·10@ —	10·09@10·18	10·22@10·30	10·37@10·44	10·49@10·57	10·64@10·71	10·77@10·84	10·88@10·95	— @	— @	10·26@ —	10·14@ —	— @ .....
Closing.....	Lower.	10·05—10·07	10·08—10·10	10·22—10·23	10·36—10·37	10·49—10·50	10·63—10·64	10·76—10·77	10·87—10·88	— —	— —	— —	— —
Wednesd'y, Jan. 24—	Firmer.	Aver ..10·12	Aver ..10·13	Aver ..10·27	Aver ..10·41	Aver ..10·54	Aver ..10·69	Aver ..10·82	Aver ..10·91	Aver .———	Aver ..10·29	Aver ..10·17	Aver .———
Sales, total.....	74,900	500	8,300	13,300	15,500	11,500	7,700	7,100	5,000	—	500	500	.....
Prices paid (range)	10·11@10·12	10·08@10·17	10·21@10·30	10·36@10·44	10·49@10·57	10·63@10·71	10·77@10·84	10·86@10·95	— @	— @	10·29@ —	10·17@ —	— @ .....
Closing.....	Quiet.	10·12—10·14	10·15—10·16	10·29—10·29	10·42@10·43	10·56—10·57	10·70—10·71	10·82—10·83	10·93—10·94	10·60—10·63	10·28@10·30	10·15—10·17	— —
Thursday, Jan. 25—	Variable.	Aver ..10·10	Aver ..10·12	Aver ..10·25	Aver ..10·41	Aver ..10·54	Aver ..10·66	Aver ..10·81	Aver ..10·91	Aver .———	Aver ..10·28	Aver ..10·12	Aver .———
Sales, total.....	69,300	200	9,600	12,800	14,400	15,700	5,300	3,400	7,200	100	100	.....	.....
Prices paid (range)	10·10@10·96	10·11@10·17	10·23@10·30	10·35@10·45	10·49@10·59	10·63@10·72	10·76@10·85	10·87@10·96	10·68@ —	— @	10·28@ —	10·12@ —	— @ .....
Closing.....	Lower.	10·10—10·12	10·11—10·12	10·24—10·25	10·38— —	10·52— —	10·65—10·66	10·78—10·79	10·89—10·90	10·62—10·63	10·23@10·25	10·10—10·12	— —
Friday, Jan. 26—	Higher.	Aver ..10·10	Aver ..10·14	Aver ..10·28	Aver ..10·42	Aver ..10·55	Aver ..10·68	Aver ..10·82	Aver ..10·93	Aver .———	Aver ..10·29	Aver ..10·13	Aver .———
Sales, total.....	76,200	600	13,600	13,200	10,800	19,900	8,200	4,300	4,000	700	1,200	300	.....
Prices paid (range)	10·09@10·97	10·09@10·13	10·11@10·18	10·23@10·31	10·37@10·45	10·50@10·59	10·64@10·73	10·77@10·85	10·89@10·97	10·67@ —	10·22@10·24	10·13@10·14	— @ .....
Closing.....	Firm.	10·09@10·96	10·10—10·11	10·18— —	10·31—10·32	10·45— —	10·58—10·59	10·72—10·73	10·85—10·88	10·96—10·97	10·25—10·28	10·14—10·16	— —
Total sales this week.	441,900	2,068,900	1,218,700	1,618,500	1,064,600	1,250,700	707,500	312,000	314,000	1,600	6,000	3,400	.....
Average price, week.		10·10	10·11	10·24	10·39	10·52	10·65	10·79	10·89	10·66	10·24	10·12	.....
Sales since Sep.1,'82*	11,740,100	2,100	60,300	85,700	80,500	91,700	44,900	33,900	35,900	700	3,000	3,300	.....

* Includes sales in September, 1882, for September, 500,200; September-October for October, 815,600; September-November for November, 731,000; September-December for December, 1,097,400.

Transferable Orders—Saturday, 10·05c.; Monday, 10·10c.; Tuesday, 10·10c.; Wednesday, 10·15c.; Thursday, 10·15c.; Friday, 10·20c.

Short Notices for January—Friday, 10·08c.

☞ We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week.

·14 pd. to exch. 100 Mar. for April.
·28 pd. to exch. 500 Feb. for April.
·13 pd. to exch. 500 Feb. for Mar.
·27 pd. to exch. 1,600 Feb. for Apr.
·13 pd. to exch. 100 Jan. for Mar.
·13 pd. to exch. 100 Feb. for Mar.
·54 pd. to exch. 600 Feb. for June.

AT THE INTERIOR TOWNS the movement—that is the receipt, for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

Towns.	Movement to Jan. 26, 1883. Receipts. This week.	Receipts. Since Sept. 1, '82.	Shipm'ts. This week.	Shipm'ts. Since Sept. 1, '82.	Stock Jan. 26.	Movement to Jan. 27, 1882. Receipts. This week.	Receipts. Since Sept. 1, '81.	Shipm'ts. This week.	Shipm'ts. Since Sept. 1, '81.	Stock Jan. 27.
Augusta, Ga.	2,958	141,093	4,477	24,389	4,677	2,171	143,021	3,429	12,707	584
Columbus, Ga.	1,234	80,635	4,330	19,161	2,200	2,200	92,408	3,000	44,068	876
Macon, Ga.	516	50,263	2,629	7,657	672	672	56,307	712	9,926	5,301
Montgom'y, Ala.	1,594	116,336	3,863	13,448	1,002	1,002	87,313	994	22,218	8,982
Selma, Ala.	1,483	87,590	2,305	9,680	657	3,715	68,198	1,763	33,210	2,540
Memphis, Tenn.	13,118	371,742	10,254	92,187	8,098	7,518	284,519	5,506	46,805	8,151
Nashville, Tenn.	1,069	33,789	2,011	8,098	1,627	206	24,048	387	2,134	1,625
Dallas, Tex.	1,717	31,514	1,627	3,592	600	134	12,490	475	1,776	600
Jefferson, Tex.	500	22,274	600	300	300	894	53,073	1,750	11,634	6,681
Shreveport, La.	1,808	71,446	1,541	4,677	4,677	2,554	114,785	2,176	13,218	3,453
Vicksburg, Miss.	3,640	74,694	3,356	9,356	9,356	320	25,347	1,653	6,681	3,691
Columbus, Miss.	1,036	37,760	2,679	6,546	6,546	922	43,747	1,013	8,157	2,540
Eufaula, Ala.	638	37,380	945	6,195	6,195	302	29,056	117	3,691	1,416
Griffin, Ga.	406	22,849	351	1,331	1,331	1,443	72,036	2,766	27,344	16,511
Atlanta, Ga.	1,674	116,206	3,245	25,511	25,511	838	21,138	2,663	8,157	600
Rome, Ga.	1,465	62,463	1,771	14,001	14,001	624	300,629	524	3,370	9,714
Charlotte, N. C.	487	35,664	687	500	500	550	246,949	9,130	83,370	
St. Louis, Mo.	8,916	323,661	10,687	67,116	67,116	5,515		6,338	9,714	
Cincinnati, O.	16,147	222,934	15,961	5,419	5,419	7,021				
Total, old towns.	60,488	1,943,157	73,399	319,197	319,197	31,748	1,829,813	45,581	304,776	304,776
Newberry, S. C.	388		388	175	175	129	12,707	279	584	584
Raleigh, N. C.	509		617	2,825	2,825	979	44,068	700	876	876
Petersburg, Va.	172		137	1,849	1,849	246	22,218	290	5,301	5,301
Louisville, Ky.	1,445		872	3,331	3,331	346	33,210	285	8,982	8,982
Little Rock, Ark.	1,663		1,376	2,959	2,959	293	22,320	452	2,540	2,540
Brenham, Tex.	305		331	1,939	1,939	50	20,677	150	1,416	1,416
Houston, Tex.	10,403		15,634	18,571	18,571	8,166	330,211	8,166	16,511	16,511
Total, new towns	14,948	717,605	19,255	31,552	31,552	10,202	464,611	10,202	36,210	36,210
Total, all	75,436	2,660,762	92,654	350,749	350,749	37,816	2,314,424	55,873	400,986	400,986

* Actual count. † This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 12,911 bales, and are to-night 45,579 bales *less* than at the same period last year. The receipts at the same towns have been 28,740 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 346,338 bales *more* than for the same time in 1881-2.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Jan. 26), we add the item of exports from the United States, including in it the exports of Friday only.

☞ We re-arrange our visible supply table for previous years to conform to the change made in Continental stocks—that is to say, the Continental stocks of the succeeding week are inserted to make the correct comparison.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	821,000	631,000	473,000	481,000
Stock at London.....	77,500	43,700	41,700	38,314
Total Great Britain stock	898,500	674,700	514,700	519,314
Stock at Hamburg.....	3,700	2,200	1,500	1,500
Stock at Bremen.....	40,300	40,400	22,000	19,720
Stock at Amsterdam.....	13,000	12,200	17,000	25,020
Stock at Rotterdam.....	3,400	516	1,130	1,200
Stock at Antwerp.....	800	2,090	884	599
Stock at Havre.....	150,000	114,000	68,900	49,000
Stock at Marseilles.....	3,700	2,450	5,500	1,321
Stock at Barcelona.....	48,000	40,000	33,700	19,158
Stock at Genoa.....	8,100	2,500	3,500	1,500
Stock at Trieste.....	4,800	4,320	2,500	1,248
Total continental stocks...	275,800	220,676	156,614	120,266
Total European stocks...	1,174,300	895,376	671,314	639,580
India cotton afloat for Europe.	103,000	155,000	104,000	61,988
Amer'n cotton afloat for Eur'pe	603,000	477,000	815,000	567,181
Egypt, Brazil, &c., afit for E'r'pe	65,000	32,000	42,000	34,635
Stock in United States ports..	873,839	1,143,660	864,987	939,182
Stock in U. S. interior towns..	319,197	364,776	273,565	361,880
United States exports to-day..	46,100	29,000	15,000	21,000
Total visible supply.....	3,184,436	3,096,812	2,785,866	2,625,396
Of the above, the totals of American and other descriptions are as follows:				
American—				
Liverpool stock.....	555,000	454,000	332,000	351,000
Continental stocks.....	173,000	114,000	104,000	93,000
American afloat for Europe....	603,000	477,000	815,000	567,181
United States stock.....	873,839	1,143,660	864,987	939,182
United States interior stocks..	319,197	364,776	273,565	361,880
United States exports to-day..	46,100	29,000	15,000	21,000
Total American.....	2,570,136	2,582,436	2,424,552	2,333,243
East Indian, Brazil, &c.—				
Liverpool stock.....	266,000	177,000	121,000	130,000
London stock.....	77,500	43,700	41,700	38,314
Continental stocks.....	102,800	109,676	52,614	27,266
India afloat for Europe.....	103,000	155,000	104,000	61,988
Egypt, Brazil, &c., afloat....	65,000	32,000	42,000	34,635
Total East India, &c.....	614,300	514,376	361,314	292,153
Total American.....	2,570,136	2,582,436	2,424,552	2,333,243
Total visible supply.....	3,184,436	3,096,812	2,785,866	2,625,396
Price Mid. Upl., Liverpool	5⅝d.	6⅝d.	6 9/16d.	7 1/16d.

☞ The imports into Continental ports this week have been 78,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 87,624 bales as compared with the same date of 1882, an *increase* of 338,570 bales as compared with the corresponding date of 1881 and an *increase* of 559,040 bales as compared with 1880.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending Jan. 26.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	*Mon.*	*Tues.*	*Wednes.*	*Thurs.*	*Fri.*
Galveston ...	9¾	9¾	9¾	9¾	9¾	9¾
New Orleans.	9 9/16	9 9/16	9 11/16	9 11/16	9¾	9¾
Mobile	9⅝	9 9/16	9 9/16	9 9/16	9⅝	9⅝
Savannah....	9⅞	9⅞	9 7/16	9 7/16	9⅛	9⅛
Charleston...	9⅝	9¾ @ 7/8	9⅞	9⅞	9⅞	9⅞
Wilmington..	9⅝	9⅝	9⅝	9⅝	9⅝	9⅝
Norfolk	9⅝	9⅝	9 5/8 @ 11/16	9 11/16	9 11/16	9¾
Boston	10⅜	10⅜	10⅜	10⅜	10⅜	10⅜
Baltimore ...	10	10	10	10	10	10
Philadelphia.	10⅛	10⅛	10⅛	10⅛	10⅛	10⅛
Augusta	9¼	9¼	9¼	9¼	9¼	9¼
Memphis	9⅛	9⅛	9⅝	9⅝	9⅝	9⅝
St. Louis.....	9⅛	9⅛	9⅝	9⅝	9⅝	9⅝
Cincinnati...	9⅝	9⅝	9⅝	9⅝	9⅝	9⅝
Louisville....	9⅛	9⅛	9⅝	9⅝	9⅝	9⅝

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	*Receipts at the Ports.*			*St'k at Interior Towns.*			*Rec'pts from Plant'ns*		
	'80-'81.	'81-'82.	'82-'83.	'80-'81.	'81-'82.	'82-'83	'80-'81.	'81-'82.	'82-'83.
Nov. 10.....	215,842	233,320	262,251	369 258	322,161	2?1,740	2?8,586	235,34?	296,899
" 17.	256,615	283,462	259,154	281,502	345,700	244,193	274,922	257,.??	291,587
" 24.....	205,192	232,218	242,169	284,476	367,080	259,175	208,106	253,?..	257,221
Dec. 1.....	218,341	222,170	255,097	287,717	383,080	275,700	221,582	2?8..196	271,629
" 8.....	243,137	238,844	247,017	303,003	415,590	291,376	258,423	261,357	262,693
" 15.. ...	238,490	241,576	262,015	336 852	447,594	289,525	272,319	271,513	270,167
" 22.	237,980	206,855	258,170	353,487	457,024	338,093	254,035	218,348	295,635
" 29.....	196,435	200,624	251,923	368,025	466,556	379,855	205,973	210,186	294,755
Jan. 5.....	110,735	152,429	224,937	337,644	473,629	383,647	85,374	139,502	2?8 789
" 12	129,604	114 868	175,382	309,55?	435,950	380,24?	101,490	96, 50	171,983
" 19.	138,879	99,890	150,340	309,282	419,043	367,967	138,?91	83,983	138,109
" 26 ...	125,076	92,091	136,400	308,321	400,988	35? 749	122,129	74,024	119,18

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 4,482,895 bales; in 1881-82 were 4,048,042 bales; in 1880-81 were 4,231,624 bales.

2. That, although the receipts at the out-ports the past week were 136,400 bales, the actual movement from plantations was only 119,182 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 74,024 bales and for 1881 they were 122,129 bales.

AMOUNT OF COTTON IN SIGHT JANUARY 26.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to January 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.
Receipts at the ports to Jan. 26....bales.	4,148,631	3,692,481	3,964,141
Int'r st'ks in excess of Sept. 1 on Jan. 26.	334,264	355.561	267,483
Total receipts from plantations.....	4,482,895	4,048,042	4,231,624
Net overland to January 1.....	413,082	323,510	316,763
Southern consumption to January 1.....	130,000	100,000	85,000
Total in sight January 26.....	5,025,977	4,471,552	4,633,387

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 554,425 bales, and as compared with 1880-81 is 392,590 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather has been quite cold in almost all sections of the South during the week, in Texas it has been exceptionally so, and in consequence all work has been suspended.

Galveston, Texas.—We have had rain on two days of the week, the rainfall reaching thirty-nine hundredths of an inch. The weather was very severe for this latitude during the first three days of the week, the whole State being covered by a sheet of ice, the remainder of the week has been pleasant, but the roads are impracticable, and work is still suspended. There is very little hope that there will be any more picking to amount to anything. Strange to say orange trees and other tropical vegetation do not appear to have been injured by the low temperature. The thermometer has ranged from 20 to 65, averaging 43.

Indianola, Texas.—We have had rain (sleet) on one day of the week, the rainfall reaching eight hundredths of an inch. Average thermometer 40, highest 68, lowest 18.

Dallas, Texas.—It has rained (sleet) on one day of the week, the rainfall reaching one hundredth of an inch. The weather is too cold for rain. All work is stopped by the severe weather. The thermometer has averaged 36, the highest being 68 and the lowest 4.

Brenham, Texas.—We have had no rain during the week, but work is impracticable on account of the cold weather. The thermometer has averaged 44, ranging from 13 to 74.

Palestine, Texas.—It has rained on two days of the week, the rainfall reaching seventy-nine hundredths of an inch. We have had hard frost. All work is suspended. Average thermometer 40, highest 68 and lowest 11.

Huntsville, Texas.—It has rained on one day of the week, the rainfall reaching fifty-five hundredths of an inch. We have had ice, sleet and snow during the week. The thermometer has ranged from 11 to 70, averaging 41.

Weatherford, Texas.—We have had no rain during the week, but there is ice everywhere. The thermometer has averaged 35, the highest being 68 and the lowest 4.

Belton, Texas.—We have had no rain during the week, but the weather is terribly cold. The thermometer has averaged 42, ranging from 11 to 73.

Luling, Texas.—It has not rained during the week. Ice formed in this vicinity on three nights. The thermometer has ranged from 16 to 68, averaging 42.

New Orleans, Louisiana.—It has rained on two days of the week, the rainfall reaching eighty-two hundredths of an inch. The thermometer has averaged 50.

Shreveport, Louisiana.—During the early part of the week the weather was cloudy and threatening, but latterly it has been clear and fair but cold. The rainfall reached one inch and twelve hundredths. We had a norther, with sleet and light snow on the twentieth. The thermometer has ranged from 12 to 64.

Vicksburg, Mississippi.—We had rain on three days the early part of the week, but during the latter portion the weather has been balmy but cloudy.

Columbus, Mississippi.—It has rained on three days of the week, the rainfall reaching two inches and sixy-six hundredths.

Little Rock, Arkansas.—Telegram not received.

Memphis, Tennessee.—We have had light rain on four days of the week, with sleet and snow on one day, the rainfall, including melted snow reaching fifty-five hundredths of an inch. The thermometer has averaged 35, the highest being 58 and the lowest 10, the lowest this season.

Nashville, Tennessee.—It has rained on three days of the week, the rainfall reaching eighty-eight hundredths of an inch. Average thermometer 36, highest 57 and lowest 14.

Mobile, Alabama.—It was showery on two days during the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached ninety-one hundredths of an inch. The thermometer has ranged from 31 to 72, averaging 50.

Montgomery, Alabama.—It has rained on three days of the week, the rainfall reaching two inches and four hundredths. We have had frost on two days, and the temperature has been below freezing point on two other days. It is snowing to-day. Average thermometer 48, highest 77 and lowest 28.

Selma, Alabama.—It has rained on two days of the week, the rainfall reaching one inch and seventy-eight hundredths. The tributary rivers are higher. The thermometer has averaged 44, ranging from 22 to 74.

Madison, Florida.—Telegram not received.

Macon, Georgia.—It has rained on three days of the week.

Columbus, Georgia.—We have had rain on two days of the week, the rainfall reaching seventy hundredths of an inch. The thermometer has averaged 48, ranging from 30 to 61.

Savannah, Georgia.—It has rained on three days of the week, and the remainder of the week has been cloudy. The rainfall reached sixty-eight hundredths of an inch. Average thermometer 52, highest 68, lowest 43.

Augusta, Georgia.—We have had heavy general rain on three days of the week, the rainfall reaching two inches and nineteen hundredths. The thermometer has averaged 47, the highest being 66 and the lowest 28.

Atlanta, Georgia.—Telegram not received.

Charleston, South Carolina.—We have had rain on two days of the week, the rainfall reaching fifty-five hundredths of an inch. Average thermometer 50, highest 65 and lowest 34.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock January 25, 1883, and January 26, 1882.

		Jan. 25, '83.		Jan. 26, '82.	
		Feet.	Inch.	Feet.	Inch.
New Orleans	Below high-water mark	10	4	3	0
Memphis	Above low-water mark.	12	11	34	4
Nashville	Above low-water mark.	30	0	52	7
Shreveport	Above low-water mark.	18	6	24	5
Vicksburg	Above low-water mark.	16	2	42	0

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

India Cotton Movement from all Ports.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to January 25.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1883	10,000	.....	10,000	28,000	28,000	56,000	37,000	127,000
1882	17,000	10,000	27,000	66,000	35,000	101,000	41,000	144,000
1881	.....	1,000	1,000	13,000	16,000	29,000	26,000	90,000
1880	6,000	2,000	8,000	15,000	15,000	30,000	18,000	62,000

According to the foregoing, Bombay appears to show a *decrease* compared with last year in the week's receipts of 4,000 bales, and a *decrease* in shipments of 17,000 bales, and the shipments since January 1 show a *decrease* of 45,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total
Calcutta—						
1883.....	3,000	1,000	4,000	18,000	2,500	20,500
1882.....	5,300	400	5,700	25,800	3,100	28,900
Madras—						
1883.....	.....	.....	.....	2,000	.....	2,000
1882.....	.....	.....	.....	1,800	.....	1,800
All others—						
1883.....	.....	.....	.....	1,000	.....	1,000
1882.....	.....	.....	.....	2,300	200	2,500
Total all—						
1883.....	3,000	1,000	4,000	21,000	2,500	23,500
1882.....	5,300	400	5,700	29,900	3,300	33,200

The above totals for the week show that the movement from the ports other than Bombay is 1,700 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	10,000	56,000	27,000	101,000	1,000	29,000
All other p'rts.	4,000	23,500	5,700	33,200	10,000	42,000
Total.....	14,000	79,500	32,700	134,200	11,000	71,000

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

Alexandria Receipts and Shipments.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, January 25.	1882-83.		1881-82.		1880-81.	
Receipts (cantars*)—						
This week....	65,000		110,000		90,000	
Since Sept. 1	1,886,000		2,437,550		2,220,000	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)—						
To Liverpool.....	7,000	153,000	11,000	159,000	10,000	150,000
To Continent.....	4,000	49,000	7,319	95,301	11,489	57,082
Total Europe.....	11,000	202,000	18,319	254,301	21,489	207,082

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Jan. 25 were 65,000 cantars and the shipments to all Europe were 11,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that owing to Liverpool advises the market is firm, with a good demand, at a slight advance. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1882-83.					1881-82.					
	32s Cop. Twist.		8¼ lbs. Shirtings.		Cott'n Mid. Uplds	32s Cop. Twist.		8¼ lbs. Shirtings.		Cott'n Mid. Uplds
	d. d.		s. d.	s. d.	d.	d. d.		s. d.	s. d.	d.
Nov 24	8⅞ @ 9½		6 3	@7 9	6⅛	9⅜ @10⅛		6 6	@8 1½	6⅛
Dec. 1	8⅞ @ 9½		6 3	@7 9	6	9⅜ @10⅛		6 6	@8 1½	6 11/16
" 8	8⅞ @ 9½		6 3	@7 9	5 15/16	9⅜ @10⅛		6 6	@8 1½	6 9/16
" 15	8⅞ @ 9½		6 3	@7 7½	5 15/16	9¼ @10		6 6	@8 0	6 9/16
" 22	8⅞ @ 9½		6 1½	@7 7½	5 13/16	9⅜ @10		6 6	@8 0	6 11/16
" 29	8 13/16 @ 9 7/16		6 1½	@7 7½	5¾	9⅜ @10		6 6	@8 0	6 11/16
Jan. 5	8¾ @ 9⅜		6 1	@7 7	5 11/16	9⅜ @10		6 6	@8 0	6 9/16
" 12	8⅜ @ 9¼		6 0	@7 6	5 11/16	9⅜ @10		6 6	@8 0	6 11/16
" 19	8⅝ @ 9¼		6 0	@7 4½	5⅝	9½ @10		6 7½	@8 0	6¾
" 26	8¾ @ 9⅜		6 1@	7 6	5⅝	9½ @10		6 7½	@8 0	6⅝

JUTE BUTTS, BAGGING, ETC.—The market for bagging has been rather quiet since our last report, and few parcels are being taken. Buyers continue indifferent about laying in any large supplies, and are only taking small parcels to fill present requirements. Prices are unchanged, though the feeling is easy; but holders will not shade quotations for the lots moving, and at the close the asking figures were 6¾c. for 1½ lbs., 7¼c. for 1¾ lbs., 8c. for 2 lbs. and 8¾@9c. for standard grades. Butts are also quiet, and beyond a few transactions for small orders we hear of no business. Holders are steady as to price at the close, though the present quotations are lower than when we last wrote, and paper grades are now quoted at 2⅛@2¼c., while bagging qualities are obtainable at 2 7-16@2⅝c.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows:

Monthly Receipts.	Year Beginning September 1.					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,84[illegible]	98,491
October	980,581	853,195	968,318	888,492	689,261	578,533
Novemb'r	1,094 6 7	974,013	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,46[illegible]	893,661	900,119
Total year	3,514,173	3,253,822	3,454,099	3,120,871	2,651,013	2,399,636
Perc'tage of tot. port receipts Dec. 31.	68·93		58·80	62·39	59·60	55 21

This statement shows that up to Dec. 31 the receipts at the ports this year were 260,651 bales more than in 1881 and 60,374 bales more than at the same time in 1880. By adding to the above totals to Dec 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81	1879-80.	1878-79.	1877-78.
Tot. Dec. 31	3,514,473	3,253,822	3,454,099	3,120,871	2,651,013	2,399,636
Jan. 1	49,366	8.	20,234	15,776	9,614	18,351
" 2	35,488	28,830	8.	30,208	22,227	30,235
" 3	24,056	24,328	23,424	30,790	36,437	18,957
" 4	29,181	17,926	11,808	8.	14,919	31,491
" 5	33,895	23,405	13,397	23,548	8.	20,055
" 6	34,713	37,231	16,773	22,906	33,248	8.
" 7	8.	17,951	25,039	19,929	14,528	31,768
" 8	39,653	8.	17,286	17,551	14,394	24,319
" 9	19,749	21,640	8.	34,762	20,016	17,404
" 10	26,949	16,348	26,830	20,411	23,926	19,321
" 11	25,776	15,187	18,066	8.	13,778	29,232
" 12	28,542	12,362	20,056	22,132	8.	27,093
" 13	23,752	31,380	18,509	21,127	23,732	8.
" 14	8.	12,290	28,777	19,016	22,120	33,738
" 15	31,999	8.	24,347	19,790	15,966	16,553
" 16	19,691	17,601	8.	26,983	15,902	26,386
" 17	28,706	13,601	26,087	35,488	22,115	21,071
" 18	20,346	15,735	23,976	8.	20,397	27,986
" 19	30,896	16,877	17,369	35,455	8.	18,520
" 20	24,356	23,886	18,522	22,105	25,456	8.
" 21	8.	15,733	31,395	17,733	24,234	38,030
" 22	21,176	8.	17,510	21,312	24,705	28,497
" 23	20,568	17,372	8.	36,187	22,683	27,091
" 24	14,748	14,138	23,913	23,924	31,173	24,583
" 25	21,178	11,527	16,669	8.	24,958	27,338
" 26	34,374	12,222	16,198	29,260	8.	22,804
Total	4,148,631	3,671,392	3,910,304	3,667,294	3,127,601	2,981,359
Percentage of total port rec'pts Jan. 26		77·78	66·57	73·32	70·33	68·60

This statement shows that the receipts since Sept. 1 up to to-night are now 477,230 bales more than they were to the same day of the month in 1882 and 238,127 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to January 26 in each of the years named.

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 14,651 bales, against 11,365 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1882.

Exported to—	Week ending—				Total since Sept. 1.	Same period previ'us year.
	Jan. 4.	Jan. 11.	Jan. 18.	Jan. 25.		
Liverpool	17,107	8,985	10,200	11,115	278,937	178,483
Other British ports	100	.....	.....	.....	3,426	3,964
TOTAL TO GREAT BRITAIN	17,207	8,985	10,200	11,115	282,363	182,447
Havre	233	142	250	792	19,382	16,162
Other French ports	.....	.....	.....	.....	100	.....
TOTAL FRENCH	233	142	250	792	19,482	16,162
Bremen and Hanover	403	491	16	350	30,368	19,702
Hamburg	250	797	350	200	23,453	12,547
Other ports	2,430	2,179	549	1,938	40,809	3,777
TOTAL TO NORTH. EUROPE	3,080	3,467	915	2,488	94,630	36,046
Spain, Op'rto, Gibralt'r, &c	.....	.....	.....	.....	2,442	837
All other	.....	.....	.....	256	4,490	.....
TOTAL SPAIN, &c	.....	.....	.....	256	6,932	837
GRAND TOTAL	20,520	12,594	11,365	14,651	403,407	235,492

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orl'ans	7,219	126,055	.....	2,493	.....	.....	.....	.....
Texas	.....	107,610	.....	6,505	.....	.....	.....	.....
Savannah	4,623	155,800	4,737	47,873	245	11,547	3,437	58,090
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	146	7,496	.....	.....	.....	.....	.....	.....
S. Car'lina	4,739	113,714	.....	.....	76	6,179	306	15,038
N Car'lina	333	36,586	.....	.....	.....	.....	2,668	12,822
Virginia	4,355	143,650	591	37,535	504	31,735	2,477	76,410
North. pts	.....	.....	4,659	86,418	.....	.....	.....	205
Tenn., &c.	5,158	90,727	3,723	96,245	2,728	38,658	3,518	27,161
Foreign	.....	1,531	.....	.....	.....	.....	.....	.....
This year.	27,173	783,169	13,710	277,089	3,553	88,119	12,404	189,726
Last year.	34,245	840,281	11,367	274,033	2,879	59,433	3,448	151,129

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 137,398 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Germanic, 2,470....Istrian, 2,575....Parthia, 1,850....Republic, 1,596....Spain, 2,481....Wisconsin, 143	11,115
To Havre, per steamer Canada, 792	792
To Bremen, per steamer Neckar, 350	350
To Hamburg, per steamer Rugia, 200	200
To Amsterdam, per steamer Schiedam, 788	788
To Antwerp, per steamer Rhynland, 1,150	1,150
To Genoa, per steamer Washington, 256	256
NEW ORLEANS—To Liverpool, per steamers Architect, 2,019....Avlona, 4,691....Author, 2,930....Cadiz, 5,000....City of Canterbury, 7,464 ...Colombo, 4,960....Historian, 3,914....Lamport, 5,386....Nantes, 8,151....per ship Asiana, 4,047	48,562
To Havre, per steamer Rochester, 5,890	5,890
To Dunkirk, per steamer Strathairly, 1,500	1,500
To Pasages, per bark Simpson, 1,150	1,150
To Santander, per bark Famalia, 1,200	1,200
To Genoa, per bark Zefiro, 1,774	1,774
To Vera Cruz, per steamer Chase, 1,082....City of Mexico, 1,355	2,437
CHARLESTON—To Liverpool, per steamer Royal Standard, 2,851 Upland and 398 Sea Island....per barks Camilla, 1,400 Upland....C. L. Meyer, 1,300 Upland....Norma, 1,519 Upland	7,468
To Rouen, per bark Atlanta, 1,850 Upland	1,850
To Ghent, per bark Sondemanden, 1,380 Upland	1,380
To Sebastopol, per steamer Keroula, 4,080 Upland	4,080
SAVANNAH—To Liverpool, per ship Alfred, 4,889 Upland	4,889
To Bremen, per bark Ruth, 1,799 Upland	1,799
To Amsterdam, per bark Garabaldi, 1,880 Upland	1,880
To Barcelona, per bark Virtuosa, 1,762 Upland	1,762
To Coranna, per brig Ysabelita, 600 Upland	600
TEXAS—To Liverpool, per ship Algoma, 4,273....per barks Agon, 979....Lorenzo, 1,589	6,841
To Cork, for orders, per bark Askey, 1,565	1,565
To Havre, per barks Flora, 1,674....Mediator, 927....Trois Freres, 1,431	4,032
To Bremen, per barks Euxinus, 766 ...Latona, 1,775	2,541
WILMINGTON—To Liverpool, per bark Emily, 1,305	1,305
To Queenstown or Falmouth, for orders, per bark A. M. Schweigaard, 1,694	1,694
NORFOLK—To Liverpool, per steamer Mark Lane, 5,700	5,700
BALTIMORE—To Liverpool, per steamers Enrique, 1,264....Montreal, 2,911....Oranmore, 2,954	7,129
BOSTON—To Liverpool, per steamer Bulgarian, 1,219	1,219
PHILADELPHIA—To Liverpool, per steamers British Prince, 2,300....Ohio, 700	3,000
Total	137,898

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Rouen & Dunkirk.	Bremen & d'm, Hamburg.	Amsterd'm, Rotd'm & Antw'p.	Sebastopol.	Barcelona, Santander, Coruuna & Pasages.	Total.
New York..	11,115	792	.....	550	1,938	.....	.....	14,651
N. Orleans.	48,562	5,890	1,500	.....	.....	.....	2,350	62,513
Charleston.	7,468	.....	1,850	.....	.....	4,080	.....	14,778
Savannah..	4,889	.....	.....	1,799	1,980	.....	2,362	10,930
Texas	6,941	4,032	.....	2,541	.....	.....	.....	14,979
Wilmington	1,305	.....	.....	.....	.....	.....	.....	2,999
Norfolk	5,700	.....	.....	.....	.....	.....	.....	5,700
Baltimore..	7,129	.....	.....	.....	.....	.....	.....	7,129
Boston.....	1,219	.....	.....	.....	.....	.....	.....	1,219
Philadelp'a	3,000	.....	.....	.....	.....	.....	.....	3,000
Total...	97,228	10,714	3,350	4,890	3,818	4,080	4,712	137,898

Included in the above totals are, from New York to Genoa, 256 bales; from New Orleans to Genoa, 1,774 bales and to Vera Cruz, 2,437 bales; from Charleston to Ghent, 1,380 bales; from Texas to Cork, for orders, 1,565 bales; from Wilmington to Queenstown or Falmouth, for orders, 1,694 bales.

Below we add the clearances, this week, of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Liverpool—Jan. 19—Ship Julius, 3,736—Jan. 22—Steamer Cella, 9,449....Jan. 23—Steamer Billow, 1,290.
NEW ORLEANS—For Havre—Jan. 19—Bark Eliza S. Milligan, 2,853....Jan. 20—Ship Lydia Skolfield, 4,242.
For Genoa—Jan. 22—Bark Litizea, 1,306.
For Trieste—Jan. 22—Barks Eos, 1,300; Jona, 1,758.
SAVANNAH—For Liverpool—Jan. 20—Steamer Mareca, 5,391....Jan. 22—Bark Preciosa, 2,823....Jan. 24—Bark John Lorway, 3,851.
For Bremen—Jan. 22—Bark Betty, 3,579.
CHARLESTON—For Liverpool—Jan. 22—Bark Kentigern, 2,350....Jan. 23—Barks Privateer, 2,910; Walle, 1,982...Jan. 24—Bark Daphne, 1,687.
WILMINGTON—For Liverpool—Jan. 22—Bark Christine, 1,228....Jan. 23—Bark J. H. Schwensen, 1,442.
NORFOLK—For Liverpool—Jan. 19—Ships Euphemia, 5,450; Otago, 4,457.
BOSTON—For Liverpool—Jan. 18—Steamers Kansas, 3,315; Glamorgan, 372....Jan. 19—Steamer Marathon, 810....Jan. 24—Steamer Missouri, ——.
BALTIMORE—For Liverpool—Jan. 20—Steamer Cubano, 2,208....Jan. 22—Steamer Mentmore, 1,535....Jan. 23—Steamer Californian, 886.
For Rotterdam—Jan. 23—Steamer Joshua Nicholson, 800.
PHILADELPHIA—For Liverpool—Jan. 23—Steamer Lord Clive, 1,600.
For Antwerp—Jan. 23—Steamer Zeeland, 200.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

EGYPT, steamer (Br.), before reported, from Charleston for Bremen, ashore at Watchapreague Inlet, was floated off A. M. of January 21 and safely taken to Norfolk on the 22d. She was leaking, and an effort was to be made to get her on the dry dock at the Navy Yard.
HORACE, steamer (Br.), Lundwall, from Galveston, Jan. 6, for Liverpool, put into Bermuda, Jan. 18, with machinery disabled and in want of coal.
OLBERS, bark (Ger.), Alberts, from Savannah for Bremen, stranded near the latter port on the 24th inst., but afterwards got off undamaged.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	3 16@17 64	3 16@17 64	3 16@17 64	3 16@17 64	3 16@17 64	3 16@17 64
Do sail...d.	....	....	....	....	....	....
Havre, steam....c.	7 16*	7 16*	7 16*	7 16*	7 16*	7 16*
Do sail.. ....c.	....	....	....	....	....	....
Bremen, steam. .c.	1 2@17 32*	1 2@17 32*	1 2@17 32*	1 2@17 32*	1 2@17 32*	1 2@17 32
Do sail.....c.	....	....	....	....	....	....
Hamburg, steam.d.	1 2*	1 2*	1 2*	1 2*	1 2*	1 2*
Do sail...d.	....	....	....	....	....	....
Amst'd'm, steam.c.	9 16*	9 16*	9 16*	9 16*	9 16*	9 16*
Do sail...d.	....	....	....	....	....	....
Baltic, steam....d.	3 8*	3 8*	3 8*	3 8*	3 8*	3 8*
Do sail.....c.	....	....	....	....	....	....
Barcelona, steam.c.	7 8*	7 8*	7 8*	7 8*	7 8*	7 8*
Genoa, steam ...d.	3 4*	3 4*	3 4*	3 4*	3 4*	3 4*

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Jan. 5.	Jan. 12.	Jan. 19	Jan. 26.
Sales of the week.....bales.	43,000	66,000	65,000	97,000
Of which exporters took	3,800	7,300	6,000	12,000
Of which speculators took..	1,670	3,700	4,700	18,000
Sales American	32,500	49,000	47,500	66,000
Actual export.....	4,900	4,600	7,600	7,500
Forwarded.....	29,500	25,500	31,000	30,500
Total stock—Estimated.....	710,000	699,000	814,000	821,000
Of which American—Estim'd	445,000	429,000	549,000	555,000
Total import of the week.....	119,000	80,000	208,000	112,000
Of which American.....	104,000	54,000	191,000	87,000
Amount afloat.....	367,000	470,000	336,000	344,000
Of which American.....	329,000	425,000	290,000	289,000

The tone of the Liverpool market for spots and futures each day of the week ending Jan. 26, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, 12:30 P.M.	Mod. inq. freely supplied	Steadier.	Active and firmer.	Good demand freely met	Good demand freely met	Good demand freely met
Mid. Upl'ds	5 9 16	5 9 16	5 9 16	5 5 8	5 5 8	5 5 8
Mid. Orl'ns	5 11 16	5 11 16	5 11 16	5 13 16	5 13 16	5 13 16
Sales.....	8,000	13,000	17,000	15,000	15,000	15,000
Spec. & exp.	1,000	3,000	6,000	3,000	3,000	3,000
Futures.						
Market, 12:30 P.M.	Steady.	Firm.	Barely steady.	Dull and easier.	Steady.	Dull and easier.
Market, 5 P. M.	Steady.	Strong.	Weak.	Steady.	Dull.	Barely steady.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus:* 5 62 *means* 5 62-64*d. and* 6 03 *means* 6 3-64*d.*

	Sat., Jan. 20.				Mon., Jan. 22.				Tues., Jan. 23.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
January.....	5 34	5 34	5 33	5 33	5 34	5 36	5 34	5 36	5 39	5 43	5 39	5 40
Jan.-Feb. ..	5 34	5 34	5 33	5 33	5 34	5 39	5 34	5 39	5 39	5 42	5 39	5 39
Feb.-Mar...	5 34	5 35	5 34	5 35	5 35	5 39	5 35	5 39	5 39	5 43	5 39	5 39
Mar.-April..	5 38	5 38	5 37	5 38	5 38	5 43	5 38	5 43	5 43	5 45	5 42	5 42
April-May .	5 41	5 41	5 40	5 41	5 41	5 45	5 41	5 45	5 46	5 50	5 46	5 47
May-June..	5 45	5 45	5 44	5 44	5 45	5 51	5 45	5 51	5 50	5 53	5 50	5 50
June-July..	5 49	5 49	5 48	5 49	5 49	5 53	5 49	5 53	5 54	5 58	5 53	5 53
July-Aug...	5 54	5 54	5 52	5 53	5 53	5 57	5 53	5 57	5 58	5 60	5 58	5 60
Aug.-Sept..	5 58	5 58	5 57	5 57	5 57	5 61	5 57	5 61	5 62	6 00	5 62	5 63
Sept.-Oct...	....	....	....	....	....	....	....	....	....	....	....	....

	Wednes., Jan. 24.				Thurs., Jan. 25.				Fri., Jan. 26.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
January.....	5 39	5 39	5 39	5 39	....	....	....	....	....	....	....	....
Jan.-Feb ...	5 38	5 42	5 38	5 42	5 42	5 42	5 39	5 39	5 40	5 41	5 40	5 40
Feb.-Mar...	5 39	5 42	5 39	5 42	5 42	5 43	5 39	5 39	5 41	5 41	5 40	5 41
Mar.-April..	5 42	5 44	5 42	5 44	5 46	5 46	5 42	5 42	5 44	5 44	5 43	5 43
April-May..	5 46	5 49	5 46	5 48	5 49	5 49	5 44	5 44	5 47	5 47	5 46	5 46
May-June..	5 49	5 52	5 49	5 52	5 52	5 53	5 49	5 49	5 51	5 52	5 50	5 50
June-July..	5 55	5 56	5 54	5 56	5 57	5 57	5 52	5 53	5 54	5 54	5 54	5 54
July-Aug...	5 59	5 59	5 57	5 57	5 60	5 61	5 51	5 56	5 58	5 60	5 58	5 58
Aug.-Sept..	5 63	5 63	5 62	5 62	6 00	6 02	5 61	5 62	5 63	5 63	5 62	5 62
Sept.-Oct...	...	....	....	....	....	....	....	....	....	....	....	....

BREADSTUFFS.

FRIDAY, P. M., January 26, 1883.

Flour has sold pretty freely this week, and at one time was very firm in price, owing to an advance in wheat; but latterly some irregularity in the cereal prices for its product have been somewhat weaker. The supply however, is much less burdensome than formerly, and indeed that of some of the winter grades is quite moderate, and it is stated that within a month the production has been somewhat reduced. To-day the market was quiet and lower in some cases.

Wheat has been active on speculation at times, owing to a demand from shorts to cover their contracts, and the same has been the case at Chicago; prices, however, have shown no wide fluctuations. The export demand has been in a measure restricted by some advance, but latterly exporters' limits have been increased, and this fact and somewhat easier rates for ocean freight room have caused some increase in the foreign trade. The crop is not being marketed so rapidly as a short time ago, owing to heavy snows and intense cold at the West and consequent obstructions to railroad transportation. Foreign markets have been firm, and the visible supply in the United States has shown some reduction, though it may be added that the heavy snows in the great winter wheat belt of this country have provided a good covering for that crop and dispelled fears of harm that were entertained in many sections a month ago. Options have latterly been alternately firm and weak, according as the shorts have covered their contracts or holders attempted to realize their profits. To-day the market was irregular, cash being firm and options slightly lower; No. 2 red sold at $1 15@1 15½ for February, $1 17¼@1 17¾ for March, $1 19¾@1 19⅞ for April and $1 20⅛@1 20⅝ for May.

Indian corn has been quiet for export, and, though strong early in the week, cash has within a day or two shown depression. Options have advanced in response to a steady rise in Chicago, where it is stated a large amount of shorts have been settled, the marked decrease in the receipts favoring the attempt to corner that market. The excitement at the West has, moreover, at times been reflected to some extent in the upward course of prices here. Within a few days the Chicago market has shown weakness, however, and prices here have also been more or less depressed, this fact being attributed, not only as regards this market but Chicago, to sales to realize the profits that have lately accrued. To-day the market was irregular, cash being firm and options a fraction lower; No. 2 mixed sold at 63¾@68⅞c. for January, 68⅝@68½c. for March, 68¼c. for

April and 67⅜c. for May; 68½c. was bid and 68⅝c. was asked for February.

Rye has been in better demand and higher. Barley has been fairly active and latterly higher. Oats have been declining within the last few days, the demand showing some falling off; to-day No. 2 mixed sold at 27¾@48¼c. for February, 48¼@48¾c. for March and 48⅛@48½c. for May.

The following are closing quotations:

FLOUR.

No. 2 spring	$ bbl. $2 40@ 3 25	City shipping extras.	$3 30@ 5 75
No. 2 winter	2 75@ 3 50	Southern bakers' and family brands	5 50@ 7 00
Superfine	3 00@ 3 80	South'n skip'g extras.	4 60@ 5 60
Spring wheat extras	4 25@ 5 00	Rye flour, superfine	3 60@ 4 30
do bakers'	5 00@ 6 00	Corn meal—	
Wis. & Minn. rye mix.	5 00@ 5 50	Western, &c.	3 00@ 3 75
Minn. clear and str't	4 50@ 6 25	Brandywine, &c.	3 75@ 3 90
Winter skipp'g extras.	3 80@ 4 40	Buckw't flour, 100 lbs.	3 10@ 3 25
Patents, spring	6 00@ 8 00		
Patents, winter	5 75@ 7 25		

GRAIN.

Wheat—		Rye—Western	72@ 73
Spring, per bush.	1 00@1 25	State & Canada	75@ 76
Spring No. 2	1 05@1 10	Oats—	
Red winter	95@1 19	Mixed	47@ 49
Red winter, No. 2	1 15½@1 17	White	48@ 53
White	95@1 20	No. 2 mixed	47¾@ 48
White No. 1	1 14@1 14⅞	No. 2 white	49@ ....
Corn—West. mixed	63@ 69	Barley—	
West. mix. No. 2	68¾@ 70	Canada No. 1	1 00@ ....
White	68@ 72	Canada bright	1 03@1 05
Yellow	67@ 73	Canada No. 2	95@ ....
Buckwheat	....@ 75	State, 4-rowed	93@ 95
		State, 2-rowed	84@ 85

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Jan. 20 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48 lbs	Bush.56 lbs
Chicago	56,054	500,126	863,289	277,329	165,440	35,449
Milwaukee	63,575	146,953	30,730	32,900	53,169	18,007
Toledo	991	218,996	157,277	7,867	1,111	1,201
Detroit	5,181	107,913	53,028	14,265	9,690	.....
Cleveland	3,079	51,500	54,597	21,350	5,400	500
St. Louis	31,876	227,207	356,415	91,260	49,747	5,500
Peoria	1,345	900	160,500	109,150	21,600	12,000
Duluth	.....	66,410	.....	.....	.....	.....
Tot. wk. '83	162,100	1,026,078	1,684,836	554,121	347,197	72,657
Same wk. '82	137,962	649,459	2,584,610	1,152,493	291,280	56,897
Same wk. '81	148,139	699,716	1,215,225	513,221	264,644	37,911
Since Aug. 1—						
1883	5,026,501	33,980,578	38,865,592	27,375,243	9,838,806	2,645,056
1881	4,139,911	27,478,167	66,038,631	18,899,897	8,669,157	2,876,034
1880	4,411,192	56,244,373	65,760,208	23,019,106	9,195,304	2,616,278

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Jan. 20, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	926,544	518,851	680,096	259,081
Wheat.....bush.	1,381,582	1,576,076	1,661,110	791,876
Corn	5,495,255	3,808,655	2,846,924	2,667,534
Oats	2,477,890	2,200,470	1,777,023	906,831
Barley	873,703	532,748	688,273	245,317
Rye	173,369	170,406	199,474	123,161
Total grain	10,401,799	8,287,755	7,172,809	4,754,719

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week Jan. 20.	1882. Week Jan. 21.	1881. Week Jan. 22.	1880. Week Jan. 24.
Flour.....bbls.	172,214	127,385	170,028	80,176
Wheat.....bush.	314,238	359,622	187,759	255,229
Corn	1,327,961	1,322,603	742,992	651,041
Oats	690,488	825,763	427,119	149,726
Barley	202,245	80,840	142,715	55,539
Rye	36,877	36,804	31,951	18,395
Total	2,571,809	2,634,632	1,532,536	1,129,930

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Jan. 20	172,214	324,238	1,327,961	690,488	202,245	36,877
Jan. 13	224,419	411,016	1,548,011	735,610	243,121	63,282
Jan. 6	266,747	250,978	1,320,090	491,501	204,339	31,314
Dec. 30	263,164	395,350	1,299,193	560,291	223,998	41,996
Tot. 4 w.	926,544	1,381,582	5,495,255	2,477,890	873,703	173,469
4 wks 82	518,851	1,576,076	3,808,655	2,200,470	532,148	170,406

The receipts of flour and grain at the seaboard ports for the week ended Jan. 20, follow:

At	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	188,739	357,252	283,845	249,176	28,076	14,228
Boston	56,009	79,625	226,000	78,325	7,125	.....
Portland	650	35,189	2,800	1,200	.....	.....
Montreal	5,734	10,000	600	1,600	3,500	4,000
Philadelphia	16,395	95,200	238,500	50,150	19,500	.....
Baltimore	19,528	267,567	246,560	23,500	.....	1,000
New Orleans	4,884	35,680	139,009	2,940	.....	.....
Total week	291,939	880,513	1,137,314	406,891	58,301	19,228
Cor. week '82	152,239	830,643	490,240	477,503	155,775	9,997

The total receipts at the same ports for the period from Dec. 25, 1882, to Jan. 20, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	1,264,798	747,999	990,387	824,199
Wheat.....bush.	4,110,555	2,435,324	3,609,686	3,234,041
Corn	5,371,165	2,203,134	3,552,994	6,521,436
Oats	1,727,398	1,497,965	1,249,688	1,452,239
Barley	280,139	470,137	412,442	472,334
Rye	54,724	31,427	129,223	86,288
Total grain	11,543,981	6,637,987	8,954,033	11,766,538

The exports from the several seaboard ports for week ending Jan. 20, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	141,984	457,109	262,038	1,095	25,742	1,571
Boston	17,433	63,804	35,522	75	.....	.....
Portland	100	35,189	.....	.....	.....	20,490
Montreal	.....	.....	.....	.....	.....	.....
Philadel	5,000	87,512	33,189	.....	.....	.....
Baltim're	13,310	320,715	410,056	200	.....	.....
N.Orl'ns	404	101,163	107,987	20	.....	.....
Total w'k.	178,231	1,065,492	848,792	1,390	25,742	22,061
S'me time 1882	118,196	534,562	618,549	14,977	13,220	11,415

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, Jan. 20.	1882. Week, Jan. 21.	1883. Week, Jan. 20.	1882. Week, Jan. 21.	1883. Week, Jan. 20.	1882. Week, Jan. 21.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. King.	125,729	79,603	614,305	446,386	728,163	460,451
Contin'nt	10,396	661	450,118	86,177	89,451	135,026
S. & C. Am	14,200	19,737	.....	.....	1,417	7,416
W. Indies	19,349	13,240	.....	1,499	5,796	8,932
Brit. Col's	7,178	4,475	.....	.....	18,410	5,730
Oth. c'nt's	1,379	480	1,069	.....	5,555	994
Total	178,231	118,196	1,065,492	534,562	848,792	618,549

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to Jan. 20.	1881-82. Sept. 1 to Jan. 21.	1882-83. Sept. 1 to Jan. 20.	1881-82. Sept. 1 to Jan. 21.	1882-83. Sept. 1 to Jan. 20.	1881-82. Sept. 1 to Jan. 21.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	2,814,718	1,227,952	21,580,017	18,130,897	5,363,870	13,298,202
Continent	314,249	78,836	17,502,065	6,054,163	518,439	2,807,447
S. & C. Am	310,043	281,745	87,428	3,280	86,587	216,300
West Indies	412,836	257,416	24,225	18,224	168,411	233,318
Brit. Col'nies	200,449	248,656	7,806	.....	66,985	58,240
Oth. countr's	17,042	17,604	194,014	200,268	42,857	31,367
Total	4,159,337	2,106,210	39,399,655	24,406,932	6,247,149	16,654,964

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Jan. 20, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	6,695,757	1,164,038	929,180	72,420	229,074
Do. afloat (est.)	201,000	78,000	.....	232,000	280,000
Albany	29,000	75,800	105,000	180,000	44,000
Buffalo	1,098,525	29,795	32,199	392,895	38,429
" afloat	.....	.....	.....	.....	80,000
Chicago	5,412,755	2,853,452	1,537,004	240,280	485,077
" afloat	284,000	173,000	.....	.....	.....
Milwaukee	1,021,399	584	2,271	237,441	10,133
Duluth	1,080,599	.....	.....	.....	.....
Toledo	1,018,455	516,315	72,386	4,500	5,232
Detroit	595,830	53,948	21,169	18,533	905
Oswego	170,000	70,000	2,200	750,000	80,000
St. Louis	887,761	1,007,685	55,516	99,902	49,818
Boston	117,413	240,646	149,835	24,903	1,110
Toronto	249,221	.....	2,158	178,235	6,033
Montreal	244,434	10,000	63,395	28,472	6,218
Philadelphia	653,887	288,011	208,401	.....	.....
Peoria	10,715	226,689	134,321	6,663	73,404
Indianapolis	232,260	80,600	28,700	.....	14,000
Kansas City	210,824	268,896	17,597	2,230	21,120
Baltimore	1,026,731	334,296	.....	.....	.....
Down Mississippi	10,000	.....	.....	.....	.....
On rail	519,746	2,102,012	1,058,293	323,806	68,518
Tot. Jan. 20, '83.	21,770,312	9,575,797	4,419,625	2,792,300	1,494,001
Tot. Jan. 13, '83.	21,388,769	9,428,510	4,471,821	2,946,494	1,540,239
Tot. Jan. 6, '83.	21,315,550	9,229,144	4,425,588	3,004,030	1,541,978
Tot. Dec. 30, '82.	21,048,017	9,101,137	4,423,379	3,040,054	1,470,085
Tot. Dec. 23, '82.	20,614,537	8,233,404	3,262,885	3,021,416	1,307,170
Tot. Jan. 21, '82.	17,321,895	16,954,628	2,976,059	2,599,192	1,333,782

THE DRY GOODS TRADE.

FRIDAY, P. M., January 26, 1883.

The dry goods market has presented a fairly active appearance the past week, owing to the presence of a great many wholesale buyers from the South, West and Southwest, and the volume of business was fairly satisfactory, if not quite up to expectations. There was a continuous improvement in the

demand for dress goods, ginghams, prints, and other fabrics adapted to the coming season, but operations in staple cotton and woolen goods were mostly of a hand-to-mouth character, and only moderate in the aggregate. The jobbing trade ruled quiet, but a fair package business in domestics, prints, hosiery, &c., was done by a few of the principal jobbers.

Domestic Cotton Goods.—The exports of domestics for the week were 1,504 packages, including 597 to Great Britain, 324 to Chili, 150 to Hayti, 106 to Santo Domingo and minor shipments to other markets. There was a moderate demand for plain and colored cottons, with most relative activity in the best corporation makes, and prices remain steady on such goods as govern the market. Low grade bleached and colored cottons are, however, less firm than the better qualities. For cottonades there was an improved demand, resulting in a fair business, and there was a steady movement in white goods and quilts. Print cloths were more active and fractionally dearer, closing at 3 11-16c., cash, for 64x64s and 3 3-16c. for 56x60s. Prints have shown more animation in first hands and there was a good business in ginghams, which have been opened at about last year's closing prices.

Domestic Woolen Goods.—There has been rather more business in heavy woolens for next fall, fair sales of overcoatings, chinchillas and heavy satinets having been made to the clothing trade. Heavy cassimeres have not yet been opened by agents, save in exceptional cases, and transactions in these goods were therefore limited in amount. Spring cassimeres and worsteds ruled quiet with agents, and the jobbing trade was only moderate. Cloakings have met with some attention, and a few good orders were placed for future delivery. Kentucky jeans and doeskins were very quiet as a rule, and prices are low and unsatisfactory. Soft-wool dress fabrics were opened in spring colors by agents, and good sales were reported in leading makes. Worsted dress goods were more active, and there was a moderate business in carpets, at steady prices.

Foreign Dry Goods.—There was rather more inquiry for silks, dress goods and staple imported fabrics (such as linens, white goods, hosiery, gloves, embroideries, &c.) at first hands, but buyers are operating with a good deal of caution, and buying sparingly as a rule. Staple goods are for the most part steady at current quotations.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Jan. 25, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.											
	WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.											
	Week Ending Jan. 26, 1882.		Since Jan 1, 1882.		Week Ending Jan. 25, 1883.		Since Jan. 1, 1883.		ENTERED FOR WAREHOUSE DURING SAME PERIOD.			
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—		$										
Wool	1,149	610,703	3,881	1,868,998	1,323	588,741	3,625	1,660,399	1,791	902,055	7,358	3,254,362
Cotton	5,039	702,497	8,552	2,776,525	2,317	842,643	6,659	2,304,949	3,177	926,525	9,265	2,877,357
Silk	1,056	737,332	4,338	2,922,136	1,073	746,629	2,951	2,029,753	1,149	878,501	7,691	2,691,081
Flax	1,153	269,752	6,732	1,307,024	2,212	469,091	4,974	1,009,537	1,149	282,751	7,691	2,691,081
Miscellaneous	6,567	270,871	9,425	767,153	1,642	211,618	3,872	600,043				
Total	11,358	2,591,155	32,708	9,641,835	8,567	2,858,722	22,081	7,691,681				
Manufactures of—												
Wool	475	222,266	1,212	544,319	413	168,747	1,290	573,934				
Cotton	486	159,710	1,992	658,110	610	189,322	2,452	926,525				
Silk	211	169,079	658	518,853	266	208,131	914	704,168				
Flax	719	132,022	2,813	408,336	1,114	136,190	2,996	471,084				
Miscellaneous	1,056	42,186	4,561	197,925	671	56,332	3,831	201,046				
Total	2,917	715,272	11,166	2,324,543	3,074	758,742	11,483	2,877,357				
Ent'd for consump.	11,358	2,591,155	32,708	9,641,835	8,567	2,858,722	22,081	7,691,681				
Total on market	14,905	3,306,427	43,964	12,029,378	11,641	3,612,464	33,544	10,569,038				
Total at the port	16,711	3,134,486	45,362	12,326,440	11,856	3,815,448	34,939	10,946,043				
Manufactures of—												
Wool	354	154,719	1,176	643,490	737	302,055	1,791	798,270				
Cotton	361	113,283	2,166	752,057	937	288,118	3,177	926,057				
Silk	165	141,766	735	585,035	291	251,787	1,149	878,501				
Flax	491	86,368	2,849	431,184	471	101,184	3,767	282,751				
Miscellaneous	3,389	44,527	5,107	232,760	871	70,381						
Total	4,753	543,331	12,564	2,681,606	3,319	966,795	12,225	3,254,362				
Ent'd for consump.	11,958	2,591,155	32,795	9,641,835	8,567	2,858,722	22,061	7,691,681				
Total at the port	16,711	3,134,486	45,362	12,326,440	11,856	3,815,448	34,939	10,946,043				

Receipts of Leading Articles of Domestic Produce.

The following table, based upon daily reports made to the New York Produce Exchange, shows the receipts of leading articles of domestic produce in New York for the week ending with Tuesday last (corresponding with the week for exports) also the receipts from Jan. 1, 1883, to that day, and for the corresponding period of 1882:

	Week ending Jan. 23.	Since Jan. 1, 1883.	Same time last year.
Ashes	92	404	464
Beans	1,478	6,552	2,276
Breadstuffs—			
Flour, wheat	199,590	549,755	275,909
Corn meal	743	5,543	4,453
Wheat	379,924	1,364,322	1,316,752
Rye	4,728	18,836	13,961
Corn	323,292	1,054,238	366,831
Oats	291,816	810,612	769,314
Barley	66,462	227,862	314,270
Peas	8,604	20,414	34,718
Cotton	26,176	106,802	133,690
Cotton seed oil	648	3,301	1,527
Flax seed	2,130	12,388	62,870
Grass seed	15,414	38,417	24,503
Hides	4,270	11,124	10,988
Hides	1,021	4,613	3,905
Hops	159	1,532	7,517
Leather	52,505	175,741	218,336
Lead	8,382	36,725	40,335
Molasses	.....	.....	.....
Molasses	3,949	17,963	13,576
Naval Stores—			
Turpentine, crude	.....	127	21
Turpentine, spirits	1,426	3,810	3,360
Rosin	6,048	14,471	16,872
Tar	214	880	1,542
Pitch	40	440	2
Oil cake	7,875	22,135	37,032
Oil, lard	100	387	598
Oil, whale	.....	.....	.....
Peanuts	1,495	4,862	5,760
Provisions—			
Pork	5,323	18,273	24,814
Beef	1,127	3,159	3,641
Cutmeats	32,458	87,488	95,584
Butter	20,696	67,398	57,774
Cheese	21,326	57,404	101,295
Eggs	5,886	16,202	17,667
Lard	12,654	33,738	49,070
Lard	14,745	27,680	29,930
Hogs, dressed	3,930	9,540	13,263
Rice	5,169	10,051	4,430
Spelter	.....	12,232	5,243
Stearine	381	1,041	1,030
Sugar	.....	227	165
Sugar	710	3,412	398
Tallow	1,168	2,773	4,121
Tobacco	2,658	5,955	6,156
Tobacco	550	1,584	1,343
Whiskey	5,513	14,794	14,828
Wool	979	1,885	4,463

Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports from the 1st of January, 1883, to that day, and for the corresponding period of 1882:

	Week ending Jan. 23.	Since Jan. 1, 1883.	Same time last year.
Ashes, pots	20	91	25
Ashes, pearls	.....	6	.....
Beeswax	.....	.....	400
Breadstuffs—			
Flour, wheat	115,859	431,552	219,812
Flour, rye	20	498	161
Corn meal	1,402	6,149	8,483
Wheat	542,278	1,296,592	1,306,923
Rye	25,742	38,422	50,717
Oats	883	3,481	8,602
Barley	10	40	.....
Peas	1,586	5,151	6,841
Corn	317,585	1,182,901	536,045
Candles	792	2,977	949
Coal	912	1,844	2,685
Cotton	11,091	41,617	32,298
Domestics	1,504	8,125	8,736
Hay	1,319	3,477	5,741
Hops	55	194	2,947
Naval Stores—			
Crude turpentine	.....	.....	10
Spirits turpentine	408	993	789
Rosin	3,583	5,843	7,066
Tar	162	443	882
Pitch	41	294	594
Oil cake	36,281	94,895	212,555
Oils—			
Whale	.....	.....	190
Sperm	6,540	16,768	35,733
Lard	12,083	25,526	30,601
Linseed	644	2,803	3,545
Petroleum	7,057,861	18,365,300	14,881,224
Provisions—			
Pork	4,903	16,699	16,923
Beef	686	2,621	2,144
Beef	1,244	3,280	5,245
Cutmeats	8,817,899	30,978,685	33,502,482
Butter	150,747	460,484	357,584
Cheese	498,085	2,071,098	4,381,878
Lard	3,293,044	11,121,600	16,986,373
Rice	380	985	721
Tallow	466,373	1,087,556	1,626,088
Tobacco, leaf	2,314	5,009	1,568
Tobacco	306	2,382	1,968
Tobacco, manufactured	83,766	296,707	262,167
Whalebone	.....	15,906	19,086

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For interest, rents, &c.	351,969 17	
		1,629,969 73
		$7,456,681 92
Disbursements—		
Claims by death	$457,990 03	
Matured and discounted endowments	138,263 59	
Surrendered policies, cash dividends and return premiums	466,650 83	
Annuities	1,419 29	
Total paid policy-holders	$1,064,263 74	
Taxes	11,202 63	
Commuted Commissions	34,214 28	
Profit and loss	6,586 54	
Dividends to stockholders	8,653 75	
Expenses, Rent, Commission, Salaries, Postage, Advertising, Medical Examinations, &c.	236,571 11	
		1,361,492 05
Net Assets, Dec. 31, 1882		$6,095,189 87
ASSETS.		
U. S. and N. Y. City stocks	$1,294,921 30	
Bonds and mortgages, being first liens on Real Estate valued by the Insurance Department at $8,703,750	3,885,618 02	
Real Estate	497,499 70	
Cash on hand, in banks and Trust Co.	322,483 64	
Loans on collaterals	65,117 36	
Agents' balances	30,554 85	
		$6,095,189 87
Add excess of market value of stocks over cost		242,[illegible]
Market value real estate in excess of cost as per department valuation		27,045 66
Interest accrued, and due and unpaid		41,895 35
Deferred & unpaid premiums, less 20 per cent		160,647 92
GROSS ASSETS, December 31, 1882		$6,574,020 00
LIABILITIES:		
Reserve by N. Y. Standard Company's valuation	$5,591,839 00	
Unsettled claims	44,566 57	
Premiums paid in advance	4,611 16	
Unpaid dividends to stockholders	271 25	
Unpaid expenses	2,540 00	
Surplus as regards policyholders	930,192 02	
		6,574,020 00
Policies issued in 1882	2,828	
Policies issued in 1881	2,076	
Amt. of insurance in 1882	$6,457,795	
Amt. of insurance in 1881	4,681,460	
Total number of policies in force	13,395	
Total amount insured, with additions	29,374,019	

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CASH CAPITAL	$3,000,000 00
Reserve for Unearned Premiums	2,116,832 00
Reserve for Unpaid Losses and Claims	317,596 01
Net Surplus	1,774,061 06
Cash Assets	$7,208,489 07

SUMMARY OF ASSETS.

Held in the United States available for the PAYMENT of LOSSES by FIRE and for the protection of Policy Holders of FIRE INSURANCE:

Cash in banks	$178,463 32
Bonds and mortgages, being first lien on real estate (worth $2,780,800)	1,172,737 44
United States stocks (market value)	4,308,710 00
Bank & RR. stocks & bds. (market value)	847,887 50
State and municipal b'ds. (market value)	20,000 00
Loans on stocks, payable on demand (market value of collat'ls, $687,276 24)	491,375 00
Interest due on January 1, 1883	42,395 10
Premiums uncoll'ct'd & in h'nds of agts.	103,136 44
Real estate	43,784 27
Total	$7,208,489 07

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

ÆTNA Insurance Company

OF HARTFORD.

Assets January 1, 1883	$9,054,610 58
Liabilities for unpaid losses and re-insurance fund	1,961,428 46
Capital	4,000,000 00
NET SURPLUS	$3,193,182 12

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THE Commercial AND Financial Chronicle

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A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

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as only $5,908,950 have been presented under it, and as it expires by its own limitation on the 28th of February, it is not likely, with the present high prices of the short date Governments, that any more will come in. Hence we ought probably to deduct 4 millions from the above, which would leave to be paid out of this year's income from 24 to 25 millions, if the revenues reach the highest estimates made and no taxes are remitted. Yet, while the latter point is being discussed by Congress and in face of the latest hints from Washington indicating some falling off in internal revenue, and while imports are declining, leading to the belief that customs revenue would also show some loss, comes in this new call, coupled with the announcement that the Government debt had diminished during the month 13½ millions. But the most surprising part of it all is the explanation which the telegraph brings, to the effect that the Pension Bureau, with its large extra force of green clerks, cannot put through the claims before it as rapidly as it did without them, and hence there is an unused balance. What for?—to be applied next month to paying pensions? By no means; but a balance which in some way becomes an actual gain in surplus revenues. We should say that this looks very much as if there were something radically wrong in the Pension Bureau, or wildly wrong in its estimate of the wants for the year. Of course, Mr. Folger is in no wise responsible for this; if there is to be a surplus of 10 or 15 millions a month, he acts discreetly in using it in paying bonds, but the Government market is one of all others that should not be subject to speculative or hidden influences.

It is very natural, under the circumstances and conditions we have indicated, and with general business not so active or remunerative as to afford large profits, that the stock speculation should have languished. Operations have really been confined, as for so many weeks, to the professional traders, who first indulge in false rumors and free sales and then adroitly cover their short contracts, thus keeping the market moderately active, with a kind of see-saw motion—a very fearful condition for nervous holders of stocks. The public, in the meantime, stands aloof, having but little money to invest and no money to lose, even the comparatively low prices to which dividend properties have been forced not tempting purchases. In fact, the feature of the market is the gradual decline in properties which have hitherto been regarded as first-class for investment and among the choicest on the list. To illustrate this movement in the investment and leading speculative stocks, we have selected the following, showing the lowest and highest prices in January and the lowest thus far this month.

Stocks.	Lowest, Jan.	Highest, Jan.	Lowest, Feb.
Canada Southern	65 Jan. 3	71¾ Jan. 19	66 Feb. 2
Central Pacific	83¼ Jan. 24	88 Jan. 5	82⅛ Feb. 2
Chicago Burlington & Quincy	120 Jan. 3	127⅝ Jan. 18	122 Feb. 1
Chicago Milwaukee & St. Paul	103¾ Jan. 3	108⅝ Jan. 20	104⅛ Feb. 2
Do do pref	119¾ Jan. 2	122 Jan. 9	119½ Feb. 2
Chicago & Northwest	130 Jan. 29	136¼ Jan. 4	128½ Feb. 2
Do preferred	145½ Jan. 3	151½ Jan. 5	144⅝ Feb. 2
Chicago Rock Island & Pacific	123 Jan. 3	127¼ Jan. 5	122⅛ Feb. 2
Chicago St. Paul Minneap. & Omaha	48⅜ Jan. 31	55 Jan. 18	46⅞ Feb. 2
Do do pref	1 7⅜ Jan. 31	113¾ Jan. 5	104 Feb. 2
Delaware & Hudson	107 Jan. 2	109¾ Jan. 5	107⅜ Feb. 1
Delaware Lackawanna & Western	124¾ Jan. 29	129¾ Jan. 4	124¼ Feb. 2
Denver & Rio Grande	39⅞ Jan. 2	51½ Jan. 20	46 Feb. 2
Illinois Central	141⅝ Jan. 3	147 Jan. 30	145½ Feb. 1
Lake Shore	110¼ Jan. 30	114⅞ Jan. 18	108½ Feb. 2
Michigan Central	96 Jan. 3	100⅝ Jan. 19	94⅜ Feb. 2
Missouri Pacific	100¼ Jan. 3	105⅝ Jan. 19	101⅛ Feb. 2
New York Central	125½ Jan. 3	128¾ Jan. 18	125¼ Feb. 2
Union Pacific	98¼ Jan. 30	104¾ Jan. 18	97⅜ Feb. 2
Western Union	79⅜ Jan. 3	85⅛ Jan. 18	80¼ Feb. 2
Louisville & Nashville	51⅜ Jan. 2	58⅛ Jan. 20	55⅞ Feb. 2
Missouri Kansas & Texas	30⅛ Jan. 3	34⅜ Jan. 18	30⅜ Feb. 2
New York Lake Erie & Western	37⅞ Jan. 2	40¾ Jan. 18	38⅛ Feb. 2
Philadelphia & Reading	52¼ Jan. 2	58⅛ Jan. 18	54⅛ Feb. 2
Texas & Pacific	36⅞ Jan. 3	43 Jan. 18	38⅛ Feb. 2
Wabash	32 Jan. 27	36¼ Jan. 18	31¾ Feb. 2
Do preferred	52 Jan. 2	57⅛ Jan. 18	52¼ Feb. 2

These figures will indicate the prevailing indisposition at present to take any stocks, confidence in railroad management being generally at a low ebb. As to new roads, we had a good illustration this week, (at the meeting of the New York Chicago & St. Louis stockholders,) of the visionary nature of the claims made that these can be built and equipped for one-half or one-third the figure at which old roads stand capitalized. When the "Nickel Plate" line was first put under way we were told that the $15,000,000 of 6 per 1st mortgage bonds which had been authorized would suffice to place the concern in first class condition and ready for the large business which it was sure to have; consequently it would have to meet an annual charge of not more than $900,000. Soon, however, we were apprised that these fifteen millions did not cover the necessary equipment; hence $4,000,000 7 per cent equipment bonds were issued, adding $280,000 more to the annual charge. Then, just as it was announced that the road would be opened for business, it transpired that a floating debt of from 2½ to 3 millions had accumulated, which at the lowest estimate would call for $150,000 more a year. Now this week, with a new management installed in office, there comes, along with the statement by Mr. W. K. Vanderbilt that the Lake Shore Company assumes no obligations on behalf of the Nickel Plate further than that assumed by any ordinary stockholder, and will not make good deficiencies, should any arise—along with this comes the announcement that 10 million dollars second mortgage bonds have been authorized, though this is accompanied by the comforting assurance that only 3 millions will be placed on "sale" just now. At the same time we are informed that the road will not be opened for through passenger business until it has been better ballasted, and until terminal facilities have been arranged for *at both ends*, which has given rise to the edifying gossip that the Lake Shore will supply these latter at the modest rental of $420,000 per year. If the terminal facilities are worth $420,000 a year, then the property itself must be worth at least $6,000,000, which, added to the 15 million 1st mortgage bonds, the 4 million equipment bonds, and the 10 million second mortgage bonds (supposing these latter all issued, and supposing also a part of the proceeds can be used to wipe out the floating debt), would give the equivalent of 35 millions debt on a road only 520 miles in length, calling for an annual payment of pretty nearly 2¼ million dollars. Lake Shore's debt (including that of its leased roads) was only a trifle over 40 millions at the beginning of 1882, and though this amount has been increased some millions since, yet the company's mileage is over twice as great as that of the Nickel Plate (it is 1,177 miles), and its total charge for interest and rentals on this mileage in the calendar year 1882 was less than three millions ($2,990,000), while, according to the above, that of the Nickel Plate will be almost 2¼ millions.

The foreign exchange market continues dull but firm. The complaint is general of a scarcity of commercial bills, and it appears that those drawn against shipments of produce are quickly absorbed by the demand from bankers, who are remitting for securities brought out from Europe or are meeting the inquiry from importers. The fact that this week there were nearly $800,000 in one lot of called bonds received from France is an indication of the truth of our remark several times made that Europe is freely parting with American Government securities, and it is probable that this movement will continue, for at the moment more remunerative investments are to be found in securities nearer home. The same is true also as re-

gards the best American railroad bonds—there is scarcely any inducement to the European investor to leave his money in them, for he can do as well without coming so far.

Had it not been for these facts we should have found gold coming this way early in January. This is very evident from the condition of the trade balance. The December statement has not yet been issued, but from certain figures furnished the Secretary of the Treasury by Mr. Nimmo we are enabled to indicate pretty clearly what it will show. The exports (as has been foreshadowed in these columns) reach the large aggregate of $92,960,433—a total that has been but once exceeded in our history, namely in December, 1880, when the exports reached $98,890,214. The excess of merchandise exports over imports is given at $54,577,222 for the six months ended December 31, from which we conclude that the excess for December was $33,429,397. As the excess for November was $25,819,180, we had a balance in our favor in these two months in the large sum of $59,248,577. Nothing could illustrate more strikingly than this the change that has come over our foreign trade under the influence of good crops last season.

Money on call has continued in good supply during the week. Some claim that there is a possibility of a sudden demand upon this centre for funds growing out of the needs of banks at the whiskey centres, in case Congress does not act upon the bill now pending for the extension of the period during which whiskey may remain in bond. Otherwise there seems to be no prospect of any speedy change in the condition. The Treasury operations for the week appear to have resulted in a gain, which is a loss to the banks, of $2,353,447. The following shows the interior movement.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency	$1,560,000	$477,000
Gold	6,000	120,000
Total	$1,566,000	$597,000

Last week's bank statement was doubtless made up on rising averages for specie. Considering this fact, the following will indicate the character of this week's return.

	Into Banks.	Out of Banks	Net Loss.
Sub-Treasury operations, net	$	$2,353,447	$2,353,447
Interior movement	1,566,000	597,000	*969,000
Total	$1,566,000	$2,950,447	$1,384,447

* Gain.

The following shows relative prices of leading bonds and stocks in London and New York at the opening of each day.

	Jan. 20		Jan. 30.		Jan. 31.		Feb 1.		Feb. 2.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices
U.S.4s,c.	118⅞	118¾	118⅞	118⅝	118⅝	118⅞	118⅝	119	118⅝	118⅞
U.S.4½s	103⅛	104¼	103⅝	104⅜	103 97	104¼	1 3 12	103 ⅝	103⅛	103⅜
Erie	39 29	39⅜	39 44	39⅝	39 32	39⅛	39 21	39	38 71	38⅝
2d con.	93 42	95⅝	96 91	97	96 91	96⅛	96 81	97	96 91	96⅛
Ill. Cent	146 34	146⅜	145 82	146½	147 31	146⅜	147 31	146⅜	146 34	146⅝
N. Y. C.	127 19	127	127 83	127¼	127 31	126⅝	126 62	126⅝	126 37	125⅞
Reading	27 88	55⅜	28 10	56	27 88	55	28 001	55¼	27 63	54⅝
Ont. W'n	26 51	26⅜	26 78	26¾	26 78	26¾	26 78	26⅜	26 42	26⅛
St. Paul	106 65	106⅛	107 02	106⅝	106 65	105⅞	106 65	106⅛	106 4	105⅜
Exch'ge cables	4 87		4 87		4 87		4 87		4 87	

* Expressed in their New York equivalent.
† Reading on basis of $50, par value.

The Bank of England gained £308,000 bullion during the week and £25,000 on balance on Thursday and Friday, and the proportion of reserve to liabilities has been increased 3 5-16 per cent. The Bank of France reports a gain of 13,250,000 francs gold and of 1,100,000 francs silver. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	Feb. 1, 1883.		Feb. 2, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England	22,115,688	.....	18,772,387	.....
Bank of France	38,704,049	13,223,418	20,182,787	15,879,557
Bank of Germany	7,372,250	22,116,750	6,641,000	19,923,000
Total this week	68,191,987	65,340,168	54,596,174	65,802,557
Total previous week	67,437,541	65,513,548	54,555,120	65,906,181

The Assay Office paid through the Sub-Treasury $59,018 for domestic bullion, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Jan. 26..	$367,189 49	$10,000	$10,000	$291,000	$47,000
" 27..	272,476 03	7,000	15,000	185,000	65,000
" 29..	753,667 75	42,000	38,000	550,000	124,000
" 30..	678,491 68	26,000	44,000	466,000	142,000
" 31..	452,831 91	15,000	29,000	311,000	98,000
Feb. 1..	601,266 17	24,000	24,000	475,000	78,000
Total..	$3,125,923 03	$124,000	$169,000	2,277,000	$554,000

GOLD AND SILVER SUPPLY.

The past year has been an eventful one in matters affecting the movements and position of gold and silver in the United States. We refer particularly to the changes which have been in progress in the relative value of the two metals, to the reversal of the gold current between this country and Europe, and to the unsatisfactory situation of our currency by reason of our large coinage of silver dollars. These features, together with the decreasing gold production, are all subjects of serious import to the United States.

On the latter point, we have this week Mr. Valentine's usual compilation, which brings down the production of the precious metals in the States and Territories west of the Missouri River (including British Columbia and receipts in San Francisco by express from the west coast of Mexico) to the 31st of December. According to his statement the gold production has been, during the twelve months, $30,193,355, the silver production $50,155,288; copper $4,055,037, lead $8,008,155—making a total gross result of $92,411,835. The Director of the Mint neglected in his report of December 1st to Congress to give his usual compilation for the fiscal year for the whole country, but stated simply that it may be approximately estimated at $31,500,000 for gold and $44,700,000 for silver. Mr. Valentine's figures for the calendar year are as follows.

Year Ending Dec. 31.	Gold Dust & Bullion.		Silver Bullion by Express.	Ores and Base Bullion by Freight.	Total.
	By Expr'ss	By Other Conveyance.			
	$	$	$	$	$
California	14,733,643	736,632	509,342	352,831	16,332,498
Nevada	752,506	.....	6,588,023	3,022,847	10,363,376
Oregon	431,024	215,512	.....	.....	646,536
Washington	93,892	46,946	.....	.....	140,838
Alaska	.....	240,000	.....	.....	240,000
Idaho	1,091,208	191,568	882,890	1,160,075	3,325,738
Montana	2,150,000	215,000	4,035,000	1,571,000	8,001,000
Utah	76,954	6,201	3,139,020	4,921,000	8,143,175
Colorado	2,336,500	.....	4,893,925	18,592,810	25,933,265
New Mexico	43,728	21,861	911,047	2,682,493	3,667,132
Texas	.....	.....	257,597	.....	257,597
Arizona	386,517	109,000	5,631,083	3,180,667	9,298,267
Dakota	2,595,570	259,557	.....	.....	2,855,127
Mexico (West Coast)	510,192	.....	1,710,249	312,000	2,532,441
Brit. Columbia	537,476	131,369	.....	.....	671,845
Totals	25,939,210	2,167,699	28,506,176	35,798,750	92,411,835

The gross yield for 1882, as detailed above, Mr. Valentine says may be divided between the metals approximately as follows.

	Per Cent.	Value.		Per Cent.	Value.
Gold	32·67	$30,193,355	Copper	4·39	$4,055,037
Silver	54·27	50,155,288	Lead	8·67	8,008,155
Total					$92,411,835

Deducting the movement from Mexico and British Columbia leaves the annual product of lead, copper, silver and gold in the States and Territories west of the Missouri River since 1870 as below.

Years.	Prod'ct after deducting Amounts from British Columbia & West Coast of Mexico.	The Net Product of the States and Territories west of the Missouri River, exclusive of British Columbia and the West Coast of Mexico, divided, is as follows.			
		Lead.	Copper.	Silver.	Gold.
	$	$	$	$	$
1870 ..	52,150,000	1,080,000	.....	17,320,000	33,750,000
1871 ..	55,784,000	2,100,000	.....	19,286,000	34,398,000
1872 ..	60,351,824	2,250,000	.....	19,924,429	38,177,395
1873 ..	70,139,860	3,450,000	.....	27,483,302	39,206,558
1874 ..	71,965,610	3,800,000	.....	29,699,122	38,466,488
1875 ..	76,703,433	5,100,000	.....	31,635,239	39,968,194
1876 ..	87,219,859	5,040,000	.....	39,292,924	42,886,935
1877 ..	95,811,582	5,085,250	.....	45,846,109	44,880,223
1878 ..	78,276,167	3,452,000	.....	37,248,137	37,576,030
1879 ..	72,688,888	4,185,769	.....	37,032,857	31,470,262
1880 ..	77,232,512	5,742,390	893,000	38,033,055	32,559,067
1881 ..	81,198,474	6,361,902	1,195,000	42,987,613	30,653,959
1882 ..	89,207,549	8,008,155	4,055,037	48,133,039	29,011,318

These returns, prepared with so much care by Mr. Valentine, are the only indication we have as yet of the year's product. Undoubtedly they furnish a close approximation to the actual result. Mr. Burchard, the Director of the Mint, writes us that he expects to be able to make up a statement within two or three months covering the same year. When that appears, its totals, we suppose, are likely to be a little in excess of the foregoing, as there has always been some such difference between the two reports. For instance, the Mint gold total for the calendar year 1881 was $34,700,000, against the above $30,653,959 of Mr. Valentine. We presume this disagreement is to be accounted for (1) on the supposition that a greater proportion of gold is secured on refining the silver and lead bullion of Mr. Valentine's statement than his estimate allows, and (2) on the fact that the Mint includes States east of the Missouri, which Mr. Valentine does not pretend to cover.

With regard to the gold yield of countries other than the United States, there is little that is new to present. According to the statements of production, Australia keeps up its contribution quite faithfully, although the portion which the outside world receives from that source, as indicated by exports, is less than formerly. The statistical abstract for the colonial possessions of the United Kingdom gives the approximate export of gold from Australia as follows from 1866 to 1880.

1866	£9,618,442	1871	£7,605,898	1876	£5,793,374
1867	8,783,489	1872	7,597,021	1877	7,295,868
1868	9,351,191	1873	9,369,130	1878	5,567,084
1869	10,382,955	1874	7,662,925	1879	2,403,302
1870	8,237,367	1875	6,949,516	1880	4,171,749

This statement shows an average export during the last three years of about £4,000,000, whereas the production during the same years is given at nearly £6,000,000. From Russia there are no late official returns as to the yield of the mines of that country. The Russian production seems to flow out of the country in spasms. In 1876 there was a large net export from there, but since then its contribution has been small until 1881 as indicated by the following statement.

Russian Imports and Exports of Gold.	Imports.	Exports.	Net Exports.
1877	$6,711,600	$12,238,800	$5,527,200
1878	10,462,200	8,751,400	*1,710,800
1879	9,146,200	5,856,200	*3,290,000
1880	7,501,200	17,305,400	9,804,200
1881	4,474,400	44,612,400	40,138,000
Total	$38,295,600	$88,764,200	$50,468,600

* Net imports.

These figures show that during these five years, while Russia is credited with a production of nearly $145,000,000, she has retained at home all but $50,468,600.

Still, adopting for late years the more recent returns as to production in Russia and other countries, and for previous years information obtained from sources specified below, we have prepared the following statement of the world's gold production since 1857.

Gold.	1 Production in Australia.	2 Production in U. States (Mint estimate).	3 Production in Russia	4 Production of Other Countries.	5 Total Production in World.
	£	£	£	£	£
1857	12,096,000	11,000,000	3,549,000	2,500,000	29,145,000
1858	12,762,000	10,000,000	3,454,000	2,500,000	28,716,000
1859	12,861,000	10,000,000	3,156,000	2,500,000	28,512,000
1860	11,838,000	9,200,000	3,053,000	2,500,000	26,591,000
1861	12,635,000	8,600,000	2,980,000	2,500,000	26,715,000
Total '57-61.	62,192,000	48,800,000	16,192,000	12,500,000	139,684,000
1862	12,933,000	7,840,000	2,990,000	2,500,000	26,263,000
1863	13,003,000	8,000,000	2,988,000	2,500,000	26,491,000
1864	11,724,000	9,200,000	2,862,000	2,500,000	26,286,000
1865	11,805,000	10,645,000	3,227,000	2,500,000	28,177,000
1866	12,529,000	10,700,000	3,397,000	2,500,000	29,126,000
Total '62-66.	61,994,000	46,385,000	15,464,000	12,500,000	136,343,000
1867	10,583,000	10,345,000	3,377,000	2,500,000	26,805,000
1868	11,051,000	9,600,000	3,503,000	2,500,000	26,654,000
1869	11,382,000	9,900,000	4,108,000	2,500,000	27,890,000
1870	9,237,000	10,000,000	4,414,000	2,500,000	26,151,000
1871	9,605,000	8,700,000	4,913,000	2,500,000	25,718,000
Total '67-71.	51,858,000	48,545,000	20,315,000	12,500,000	133,218,000
1872	8,841,000	7,200,000	4,771,000	2,500,000	23,312,000
1873	10,609,000	7,200,000	*4,500,000	2,500,000	24,809,000
1874	8,250,000	8,000,000	4,035,000	2,500,000	22,785,000
1875	8,250,000	8,000,000	*4,500,000	2,500,000	23,250,000
1876	7,243,000	9,670,000	4,500,000	2,500,000	23,913,000
Total '72-76.	43,193,000	40,070,000	22,306,000	12,500,000	118,069,000
1877	5,995,000	9,690,000	5,625,000	2,232,000	23,542,000
1878	5,995,000	10,580,000	5,785,000	2,246,000	24,606,000
1879	5,943,000	8,037,000	5,899,000	2,596,000	22,475,000
1880	5,943,000	7,440,000	5,899,000	2,711,000	21,993,000
1881	6,131,000	7,169,000	5,899,000	2,767,000	22,256,000
Total '77-81.	30,307,000	42,906,000	29,107,000	12,552,000	114,872,000
1882	6,405,000	6,504,000	5,948,000	2,920,000	21,777,000

* Estimated.

NOTE.—The figures in Column 1 for the first ten years are *net* exports taken from the Statistical Abstract for the Colonies added to the total coinage of the Sydney Mint: for next five years they are the net exports added to three-fourths of the coinage of the Sydney Mint; from 1872 (when the Melbourne Mint was opened) to 1876 we add to the net exports about 1¼ million pounds sterling for amount kept for circulation and consumption. This mode of reaching production is the same in substance as adopted by the Silver Committee of the House of Commons in 1876, and seems more reliable in result than the gross estimates which have been made. For subsequent years we adopt Mr. Burchard's (Director of U. S. Mint) figures of actual production, the authority for which he gives in his report.

The figures in Column 2 are (down to and including 1874) the Mint estimate as sent to the Parliamentary Silver Committee in 1876. Since that date they are taken from the annual Mint report.

The figures in Columns 3 and 4 (down to and including 1875) are from information supplied the Parliamentary Silver Commission. Since that date they are the figures obtained by Mr. Burchard of the United States Mint.

COTTON SUPPLY AND CONSUMPTION IN EUROPE.

We have obtained from Liverpool all the particulars of Mr. Ellison's annual cotton review for 1882, issued this week. Knowing the usefulness to the trade of his facts and estimates, we have had the substance of his report transmitted to us by cable, covering not only the takings and consumption since the first of October, but also his views as to the requirements of spinners and the probable supply up to next October.

Mr. Ellison bases his opinions as to supply on an American crop of 6,800,000 bales. That, as we understand it, is substantially the result reached by the Agricultural Department, and is probably a fair average of the estimates prevailing here at the present time. In this connection we would refer to our overland statement, made up to the 1st of February, and given in a subsequent column, according to which it appears that the portion of the crop now in sight is 5,224,620 bales, against 4,553,827 bales in sight on the same date of last year. Hence, to make a crop of 6,800,000 bales, we shall have to receive after February first only 693,362 bales more than we did during the same time last year, and to make a seven million crop we shall have to receive 893,362 bales more than during the same months of 1882.

Starting, then, with an American crop of 6,800,000 bales, Mr. Ellison first deducts for the requirements of spinners in the United States, 2,263,000 bales, which is 277,000 bales more than the actual consumption of last year, and therefore, under the circumstances, a very full

estimate. That gives for Europe 4,537,000 bales; and, after allowing for the total net import into Great Britain and Continent of this crop up to the first of January, leaves afloat and for export during the subsequent weeks of the season from America, the equivalent of 3,180,000 bales of 400 lbs. each. Mr. Ellison next estimates the arrivals from India after January 1 at 1,150,000 bales of same weights (400 lbs.); from Egypt 191,000; from Brazil 288,000 bales, and sundries 87,000 bales. On this basis of supply he reaches the following result as to the entire movement subsequent to the first of January and the stocks remaining over on the first of October, 1883.

From January 1 to October 1, 1883.	*400 lbs. bales.*
Supply from America	3,180,000
Supply from India	1,150,000
Supply from Egypt	191,000
Supply from Brazil	288,000
Supply sundries	87,000
Total	4,896,000
Stock at ports December 31, 1882	992,000
Stock in the mills December 31, 1882	292,000
Making total from all sources	6,180,000
Consumption in Europe	5,128,000
Leaving stocks at ports and mills Sept. 30, 1883	1,052,000

The above consumption allows—for the 39 weeks to October 1—a weekly quota of 131,500 bales of 400 lbs. each, against 132,000 bales, the weekly amount used for the first three months of the season. The result of it all is, however, that the stocks at the ports and mills next October, according to the above, will be very little larger (the increase being less than 90,000 bales of 400 lbs. each) than they were last October after our short crop.

As to movement during December, and for the three months of the year since last October, we have only room to present the usual figures. Spinners' takings, in *actual* bales and pounds have been as follows.

From Oct. 1 to Jan. 1.	*Great Britain.*	*Continent.*	*Total.*
For 1882-3.			
Takings by spinners...bales	870,800	802,500	1,673,300
Average weight of bales....	435	432	433·5
Takings in pounds	378,798,000	346,680,000	725,478,000
For 1881-2.			
Takings by spinners...bales	936,800	680,380	1,617,180
Average weight of bales....	443	440	441·5
Takings in pounds.....	415,002,400	299,367,200	714,369,600

According to the above, the average weight of the deliveries in Great Britain is 435 pounds per bale to January 1, against 443 pounds per bale during the same time last season. The Continental deliveries average 432 pounds, against 440 pounds last year, and for the whole of Europe the deliveries average 433½ pounds per bale, against 441½ pounds during the same period last season. In the following table we give the stock held by the mills, their takings and their consumption, each month since October 1, all reduced to bales of 400 pounds each for this season and last season. It is a very convenient and useful summary.

Oct. 1 to Jan. 1. Bales of 400 lbs. each. 000s omitted.	1882-3.			1881-2.		
	Great Britain.	*Continent.*	*Total.*	*Great Britain.*	*Continent.*	*Total.*
Spinners' stock Oct 1.	56,	139,	195,	25,	240,	265,
Takings in October...	233,	149,	382,	336,	133,	469,
Total supply.....	289,	288,	577,	361,	373,	734,
Consumption in Oct..	284,	244,	528,	280,	232,	512,
Spinners' stock Nov. 1	5,	44,	49,	81,	141,	222,
Takings in November.	387,	320,	707,	438,	362,	800,
Total supply.....	392,	364,	756,	519,	503,	1,022,
Consumption in Nov..	355,	305,	660,	350,	290,	640,
Spinners' stock Dec. 1	37,	59,	96,	169,	213,	382
Takings in December.	327,	397,	724,	263,	253,	516,
Total supply.....	364,	456,	820,	432,	466,	898,
Consumption in Dec..	284,	244,	528,	280,	232,	512,
Spinners' stock Jan. 1	80,	212,	292,	152,	234,	382,

This indicates that spinners have bought so freely that they have kept up to the full consumption of former weeks, and yet have increased their stocks nearly 200,000 bales. But nevertheless stocks are still nearly 100,000 bales less than they were January 1, 1882. The comparison with last year is made more striking by bringing together the above totals and adding the average weekly consumption up to this time for the two years.

Oct. 1 to Jan. 1. Bales of 400 lbs. each. 000s omitted.	1882-3.			1881-2.		
	Great Britain	*Continent.*	*Total.*	*Great Britain*	*Continent.*	*Total*
Spinners' stock Oct. 1.	56,	139,	195,	25,	240,	265,
Takings to Jan. 1.....	947,	866,	1,813,	1,037,	748,	1,785,
Supply.....	1,003,	1,005,	2,008,	1,062,	988,	2,050,
Consumption.....	923,	793,	1,716,	910,	754,	1,664,
Spinners' stock Jan. 1.	80,	212,	292,	152,	234,	386,
Weekly Consumption. 00s omitted.						
In October.....	71,0	61,0	132,0	70.0	58,0	128,0
In November.....	71,0	61,0	132,0	70,0	58,0	128,0
In December.....	71,0	61,0	132,0	70,0	58.0	128.0

The foregoing shows that the weekly consumption in Europe continues, as stated, at 132,000 bales of 400 pounds each.

With regard to the actual results during the calendar year of 1882 we have the following summary all in bales of 400 pounds each.

SPINNERS' TAKINGS, CONSUMPTION AND STOCKS IN 1882.

In 400 lbs. bales.	*Great Britain.*	*Continent.*	*Total.*
Stocks January 1, 1882.....	152,000	234,000	386,000
Takings.....	3,607,000	3,137,000	6,744,000
Supply.....	3,759,000	3,371,000	7,130,000
Consumption.....	3,679,000	3,159,000	6,838,000
Stock January 1, 1883..	80,000	212,000	292,000
Weekly consumption	70,750	60,750	131,500

COTTON CONSUMPTION AND OVERLAND MOVEMENT TO FEBRUARY 1.

We bring down our overland movement to-day to the first of February. This statement covers the first five, or more active, months of the crop season.

OVERLAND MOVEMENT TO FEBRUARY 1, 1883.

The *gross* shipments by rail, both for the month and the five months ending with February 1, show a decided increase over last year, the increase during the month being 47,870 bales, and for the five months 4,117 bales. The *net* movement is also largely in excess both of last season and the season of 1880–81, the month's movement being this year 59,238 bales, in 1882 13,768 bales, and in 1881 58,156 bales; for the five months the net difference in favor of 1882–83 is, as compared with 1881–82, 135,042, and with 1880–81, 97,401 bales. The details for this year and the two previous years presented in our usual manner are as follows.

OVERLAND FROM SEPTEMBER 1 TO FEBRUARY 1.

	1882-83.	1881-82.	1880-81.
Since September 1, shipped—			
From St. Louis	264,619	241,663	224,943
Over Illinois Central.....	13,365	4,238	30,774
Over Cairo & Vincennes	141,288	113,929	52,423
Over the Mississippi River, above St. L.	88,192	83,660	110,736
Over Evansville & Terre Haute.....	11,605	12,511	12,494
Over Jeffersonville Mad. & Indianapolis	35,692	65,281	54,941
Over Ohio & Mississippi Branch.....	44,109	13,715	27,356
Over Louisville Cincinnati & Lexington	38,825	72,061	30,545
Receipts at Cincinnati by Ohio River...	17,530	41,745	21,307
Receipts at Cincinnati by Cin. South'rn	54,139	97,927	55,979
Over other routes.....	57,326	9,991	13,135
Shipped to mills, not included above...	3,649	9,451	8,544
Total gross overland	770,339	766,222	643,327
Deduct—			
Receipts overland at New York, Boston, &c.....	273,610	326,510	213,005
Shipments between (or South from) Western interior towns	4,793	4,856	9,192

	1882-83.	1881-82.	1880-81.
Shipments inland (not otherwise deducted) from—			
Galveston	50	10,796	685
New Orleans	37	11,910	172
Mobile	16,943	66,375	40,025
Savannah	.....	.....	.....
Charleston	.....	.....	.....
North Carolina ports	724	2,995	3,109
Virginia ports	1,862	5,502	7,220
Total to be deducted	298,019	428,944	273,408
Leaving total net overland*	472,320	337,278	374,919

* This total includes shipments to Canada by rail, which since Sept. 1, 1882, amount to 24,962 bales.

RECEIPTS, EXPORTS AND SPINNERS' TAKINGS.

In harmony with the overland movement, and as fully set forth in our weekly statements, the receipts at the ports show a very substantial increase over the previous two seasons. When compared with the figures for 1881-82, the excess for the five months is seen to be 525,751 bales; but in comparison with the season of 1880-81, it is only 241,500 bales. Foreign exports are now 846,617 bales in excess, while port stocks 238,714 bales less, than at the corresponding time in 1882. Below we give our usual table of receipts, exports, &c.

Movement from Sept. 1, 1882 to Feb. 1, 1883.	*Receipts since Sept. 1, 1882.*	*Receipts since Sept. 1, 1881.*	EXPORTS SINCE SEPT. 1, 1882, TO—				*Stocks Feb. 1.*
			*Great Britain**	*France.*	*Continent.*	*Total.*	
Galveston	598,827	347,049	227,982	30,506	88,035	346,523	86,346
Indianola, &c.	14,560	12,586	.....	.....	.....	.....	.....
New Orleans	1,144,422	984,827	498,298	168,925	227,413	894,636	330,996
Mobile	256,703	214,815	11,596	3,000	.....	14,596	49,631
Florida	11,445	22,223	.....	.....	.....	.....	.....
Savannah	642,379	620,738	79,801	25,658	178,776	284,235	86,973
Brunswick, &c.	5,308	6,824	.....	.....	.....	.....	.....
Charleston	451,733	421,626	93,689	22,472	124,767	240,928	82,332
Port Royal, &c.	11,380	18,921	.....	.....	.....	.....	377
Wilmington	103,152	117,383	28,128	.....	1,500	29,628	16,028
Morch'd C., &c.	13,727	19,699	.....	.....	.....	.....	.....
Norfolk	575,010	470,365	264,919	.....	7,529	272,448	59,723
West Point, &c.	164,444	158,345	29,184	.....	.....	29,184	.....
New York	95,123	117,736	288,313	19,723	102,363	410,399	147,396
Boston	103,606	146,167	91,822	.....	343	92,165	4,160
Baltimore	32,159	17,480	101,912	1,204	29,057	133,163	23,863
Philadelphia, &c.	42,722	45,127	46,445	.....	1,688	48,133	8,665
Total	4,267,300	.....	1,772,089	271,578	762,371	2,806,038	896,489
Total 1881-82	.....	3,741,549	1,227,435	241,440	490,546	1,659,421	1,135,203
Total 1880-81	.....	1,025,800	1,615,976	320,564	589,286	2,525,826	838,192

* Great Britain exports include to the Channel.

Using the facts disclosed by the foregoing statements, we shall find that the portion of the crop which has reached a market through the outports and overland, and the Southern consumption since September 1 this year and the two previous years, is as follows.

	1882-83.	1881-82.	1880-81.
Receipts at the ports to Feb. 1.....bales.	1,267,300	3,741,549	4,025,800
Net shipments overland during same time	472,320	337,278	374,919
Total receipts.....bales.	4,732,620	4,078,827	4,400,719
Southern consumption since September 1.	160,000	125,000	110,000
Total to February 1.....bales.	4,899,620	4,203,827	4,510,719

The increase in the amount of cotton marketed during the first five crop months of 1882–83 is thus seen to be 695,793 bales over 1881-82, and 388,901 bales over 1880-81. To determine the portion which has gone into the hands of Northern spinners during the same period, we have prepared the following.

Total receipts to February 1, 1883, as above.....bales.		4,899,620
Stock on hand commencement of year (Sept. 1, 1882)—		
At Northern ports	98,492	
At Southern ports	21,830	—120,722
At Providence, &c., Northern interior markets	3,510	— 124,232
Total supply to February 1, 1883		5,023,852
Of this supply there has been exported to foreign ports since Sept. 1, 1882	2,806,038	
Less foreign cotton included	1,710	—2,804,293
Sent to Canada direct from West	24,962	
Burnt North and South	622	
Stock on hand end of month (Feb. 1, 1883)—		
At Northern ports.....bales	184,084	
At Southern ports	712,405	896,489
At Providence, &c., Northern interior markets	11,553	—3,737,924
Total takings by spinners since September 1, 1882		1,285,928
Taken by Southern spinners		160,000
Taken by Northern spinners since September 1, 1882		1,125,928
Taken by Northern spinners same time in 1881-1882		1,163,083
Decrease in takings by Northern spinners this year..bales.		37,155

The above indicates that Northern spinners had up to Feb. 1 taken 1,125,928 bales, a decrease from the corresponding period of 1881-82 of 37,155 bales, and for the same months of 1880-81 of 24,001 bales.

AMOUNT OF CROP NOW IN SIGHT.

In the foregoing we have the number of bales which have already been marketed this year and the two previous seasons. An additional fact of interest is the total of the crop which was in sight on February 1, compared with a year ago. We reach that point by adding to the above the stocks remaining at that date at the interior towns, less stock held by them at the beginning of the season. In this manner we find the result for the three years on February 1 to be as follows.

	1882-83.	1881-82.	1880-81.
Total marketed, as above....bales.	4,899,620	4,203,827	4,510,719
Interior stocks in excess of Sept. 1	325,000	350,000	260,000
Total in sight.....bales.	5,224,620	4,553,827	4,770,719

This indicates that the increased movement up to this date of the present year is 670,793 bales as compared with 1881-82, and 453,901 bales as compared with 1880-81.

WEIGHT OF BALES.

To furnish a more exact measure of the receipts up to February 1, we give below our usual table of the weight of bales. We give for comparison the figures for the same time in the two previous seasons.

	Five Months ending Feb. 1, 1883.			*Same per'd in 1881-82.*	*Same per'd in 1880-81.*
	Number of Bales.	*Weight in Pounds.*	*Average Weight.*	*Average Weight.*	*Average Weight.*
Texas	613,387	319,445,816	520·79	507·93	514·09
Louisiana	1,144,422	557,253,401	486·93	465·73	480·00
Alabama	256,703	129,378,312	504·00	493·00	513·00
Georgia*	659,132	318,690,322	483·50	471·75	481·50
South Carolina	463,113	207,538,718	474·05	461·88	476·00
Virginia	740,051	353,257,376	477·34	470·86	473·21
North Carolina	116,879	55,393,633	473·94	465·02	471·00
Tennessee, &c.	905,930	458,160,580	506·00	476·00	500·00
Total	4,899,620	2,399,358,161	489·70	473·93	487·06

* Including Florida.

It will be noticed that the movement up to February 1 shows an increase in the average weight as compared with the same periods of the last two years, the average this year being 489·70 lbs. per bale, against 473·93 lbs. per bale for the same time in 1881-82, and 487·06 in 1880-81.

THE COTTON GOODS TRADE IN JANUARY

was of fair aggregate proportions, but buyers continued to operate cautiously, and there was not the least tendency toward speculation. Brown cottons ruled steady in price, and fine bleached goods have slightly appreciated, but colored cottons were somewhat irregular, and lower in some cases. Print cloths were in fair demand, and prices ruled steady because of the light stocks at the centres of production.

JANUARY.	1883.			1882.			1881.		
	Cott'n low middling.	*Printing cloths, 64x64.*	*Sheetings, standard.*	*Cott'n low middling.*	*Printing cloths, 64x64.*	*Sheetings, standard.*	*Cott'n low middling.*	*Printing cloths, 64x64.*	*Sheetings, standard.*
1	.....	Holiday	.....	.....	S.	.....	.....	Holiday	.....
2	9 3/4	3 69/64	8	.....	Holiday	.....	.....	S.	.....
3	9 11/16	3 69/64	8	11 7/16	4	8 3/4	11 1/2	4 1/4	8 1/2
4	9 11/16	3 69/64	8	11 3/8	4	8 3/4	11 9/16	4 1/4	8 1/2
5	9 11/16	3 65/64	8	11 3/8	4	8 3/4	11 9/16	4 1/4	8 1/2
6	9 11/16	3 65/64	8	11 7/16	4	8 3/4	11 9/16	4 1/4	8 1/2
7	.....	S.	.....	11 7/16	4	8 3/4	11 9/16	4 3/16	8 1/2
8	9 11/16	3 65/64	8	.....	S.	.....	11 9/16	4 3/16	8 1/2
9	9 11/16	3 63/64	8	11 1/2	4	8 3/4	.....	S.	.....
10	9 3/4	3 63/64	8	11 9/16	4	8 3/4	11 9/16	4 3/16	8 1/2
11	9 11/16	3 63/64	8	11 9/16	4	8 3/4	11 9/16	4 3/16	8 1/2
12	9 11/16	3 65/64	8	11 9/16	4	8 3/4	11 9/16	4 3/16	8 1/2
13	9 11/16	3 63/64	8	11 9/16	3 63/64	8 3/4	11 1/2	4 3/16	8 1/2
14	.....	S.	.....	11 9/16	3 63/64	8 3/4	11 1/2	4 3/16	8 1/2
15	9 11/16	3 63/64	8	.....	S.	.....	11 1/2	4 3/16	8 1/2
16	9 11/16	3 63/64	8	11 9/16	3 63/64	8 3/4	.....	S.	.....
17	9 11/16	3 63/64	8	11 9/16	3 63/64	8 3/4	11 3/8	4 3/16	8 1/2
18	9 11/16	3 63/64	8	11 9/16	3 63/64	8 3/4	11 3/8	4 1/4	8 1/2
19	9 5/8	3 63/64	8	11 9/16	3 63/64	8 3/4	11 3/8	4 1/4	8 1/2
20	9 5/8	3 63/64	8	11 9/16	3 63/64	8 3/4	11 3/8	4 1/4	8 1/2
21	.....	S.	.....	11 9/16	3 7/8	8 3/4	11 3/8	4 1/4	8 1/2
22	9 5/8	3 63/64	8	.....	S.	.....	11 3/8	4 1/4	8 1/2
23	9 5/8	3 63/64	8	11 1/2	3 7/8	8 3/4	.....	S.	.....
24	9 11/16	3 65/64	8	11 1/2	3 7/8	8 3/4	11 3/8	4 1/4	8 1/2
25	9 11/16	3 69/64	8	11 1/2	3 7/8	8 3/4	11 3/8	4 1/4	8 1/2
26	9 11/16	3 69/64	8	11 9/16	3 13/16	8 3/4	11 3/8	4 1/4	8 1/2
27	9 11/16	3 69/64	8	11 9/16	3 13/16	8 3/4	11 3/8	4 1/4	8 1/2
28	.....	S.	.....	11 9/16	3 13/16	8 3/4	11 3/8	4 1/4	8 1/2
29	9 11/16	3 69/64	8	.....	S.	.....	11 9/16	4 1/4	8 1/2
30	9 11/16	3 69/64	8	11 9/16	3 13/16	8 3/4	.....	S.	.....
31	9 11/16	3 69/64	8	11 9/16	3 13/16	8 3/4	11 3/16	4 1/4	8 1/2

The above prices are—For cotton, low middling upland at New York; for printing cloths, manufacturers' prices; for sheetings, agents' prices, which are subject to an average discount of 5 per cent.

FINANCIAL REVIEW OF JANUARY, 1883.

The year 1883 has opened with a month of comparative inactivity in commercial and financial transactions. The discussions in Congress on the important subjects of tariff and internal revenue changes, which have such a direct bearing upon many classes of business, have tended to throw an uncertainty over matters that has put a check on any great activity.

The money market was particularly easy, and even on stock collaterals much money was loaned on call in the latter part of the month at 3@4 per cent, while on government bonds money loaned at 2@3 per cent. Time loans were also easier, and the choicest mercantile paper passed at 5 per cent.

In government bonds there was quite an active business, which was stimulated in a good degree by the idea that surplus revenues of the Government were likely to decline in 1883, and hence that the redemption of bonds would be less rapid, and the 3 and 3½ per cent bonds would have longer to run. For this reason the long bonds were less in favor and the demand ran on the low-interest bonds, redeemable at will.

At the Stock Exchange there was a vacillating and unsatisfactory tone without any healthy activity. The outside holders of stocks had lost much money in the last four months of 1882, and they have shown little disposition to come into the market again, whereas the large operators and railroad capitalists did little to support prices, so that there was at times much weakness in the speculative list. The personal management of railroads, in which many of the prominent companies have passed into the control of Mr. Vanderbilt and his associates, was not considered as a favorable element in the situation. Towards the close there was a weak and unsatisfactory feeling.

Foreign exchange kept up during January with more strength than had been expected, when the exports of produce, and particularly of cotton, had been so large, and the imports having a tendency to decrease. There were, however, some amounts of government bonds and other stocks and bonds coming back from abroad and a comparatively small amount going out, while the shipments of produce had also been drawn against in advance to a considerable extent, which accounted for the firmness in foreign bills.

The following summary shows the condition of the New York City Clearing-House banks, rate of foreign exchange, and prices of leading securities and articles of merchandise, on or about the 1st of Feb., 1881, 1882 and 1883.

STATISTICAL SUMMARY ON OR ABOUT FEB. 1, 1881, 1882 AND 1883.

	1881.	1882.	1883.
New York City Banks—			
Loans and discounts	$ 310,682,200	322,966,500	316,905,400
Specie	$ 66,264,100	68,355,600	63,937,700
Circulation	$ 18,330,700	20,010,800	16,985,800
Net deposits	$ 302,512,300	316,109,400	309,126,100
Legal tenders	$ 17,287,900	19,773,600	23,351,400
Legal reserve	$ 75,628,075	79,027,350	77,281,525
Reserve held	$ 83,552,000	88,129,200	87,289,100
Surplus reserve	$ 7,923,925	9,101,850	10,007,575
Money, Exchange, Silver—			
Call loans	4@6	2@6+1/32 p.d.	2@4
Prime paper, sixty days	4½@5	5@6	5@5½
Silver in London, per oz	51 3/8d.	52d.	50 5/8d.
Prime sterling bills, 60 days	4 83	4 85	4 83½
United States Bonds—			
3s, registered, option U. S	.....	.....	104⅜
6s, currency, 1898	123	131	131
5s, 1881, (continued at 3½)	.....	102⅜	103½
4½s, 1891, coupon	111¼	113⅜	113¼
4s of 1907, coupon	112⅞	117½	119
Railroad Stocks—			
New York Central & Hud. Riv.	147½	130¼	126⅛
Erie (N. Y. L. E. & W.)	48¼	39½	39
Lake Shore & Mich. Southern	128¾	111	110¼
Michigan Central	119¼	86	96¾
Chicago Rock Island & Pacific	134½	132	123⅝
Illinois Central	131	135	116¾
Chicago & Northwestern, com.	127½	131	131¼
Chicago Milw. & St. Paul, com.	115	108⅜	106¼
Delaware Lack. & Western	121½	125¾	125½
Central of New Jersey	91¼	91½	72½
Merchandise—			
Cotton, Middl'g Uplands, ℔ lb.	11 11/16	12	10 3/16
Wool, American XX, ℔ lb.	40@48	37@45	33@42
Iron, Amer. pig, No. 1, ℔ ton.	24 50@25 50	25 50@26 50	25 00@26 00
Wheat, No. 2 red win. ℔ bush.	1 17½-1 17⅞	1 45-1 45½	1 16¾-1 17
Corn, Western mixed, ℔ bush.	53@53½	67@70½	63@69
Pork, mess, ℔ bbl.	15 50	18 00@18 25	18 70@19 00

The statements of the New York City Clearing House banks in each week of January were as follows:

NEW YORK CITY BANK MOVEMENTS IN JANUARY.

N. Y. City Bank Statements.	*Jan. 6.*	*Jan. 13.*	*Jan. 20.*	*Jan. 27.*
Loans and discounts	$317,419,200	$317,841,200	$317,450,800	$316,905,400
Specie	60,152,700	62,177,800	62,587,700	63,937,700
Circulation	17,547,600	17,529,700	17,470,200	16,985,800
Net deposits	302,941,400	307,920,000	308,300,500	309,126,100
Legal tenders	20,204,700	22,372,000	24,081,400	23,351,400
Legal reserve	$75,720,275	$76,980,00	$77,077,375	$77,281,525
Reserve held	80,357,300	84,550,700	85,752,100	87,289,100
Surplus	$4,637,025	$7,570,700	$8,674,725	$10,007,575
Range of call loans	3 @12	2 @6	2@6	2@5
Rate of prime paper	5@6	5@6	5@6	5@5½

CLOSING PRICES OF GOVERNMENT SECURITIES IN JAN., 1883.

Jan.	*5s, con. tin'd at 3½*	*4½s, 1891, coup.*	*4s, 1907, coup.*	*3s, opt'n U. S. reg.*	*6s, Cur., 1898, reg.*	*Jan.*	*5s, con. tin'd at 3½*	*4½s, 1891, coup.*	*4s, 1907, coup.*	*3s, opt'n U. S. reg.*	*6s, Cur., 1898, reg.*
1	.....	Holl	day	.....	.....	19	.....	.....	.....	103⅝	.....
2	x	.....	x9½	x	.....	20	.....	113¼	119⅜	.....	.....
3	102	113⅛	119⅝	.....	.....	21	.....	.....	S.	.....	.....
4	.....	.....	119⅝	.....	.....	22	.....	113¼	.....	101	.....
5	.....	.....	119½	103¼	.....	23	.....	.....	119⅜	104⅛	.....
6	.....	.....	.....	.....	.....	24	.....	.....	119⅜	.....	.....
7	.....	.....	S.	.....	.....	25	.....	113¼	119¼	.....	.....
8	.....	113⅝	.....	103⅜	.....	26	.....	.....	.....	.....	.....
9	.....	.....	119⅝	.....	.....	27	101	112⅞	118⅞	.....	.....
10	.....	113⅝	119⅝	103⅜	.....	28	.....	.....	S.	.....	.....
11	.....	.....	.....	103¼	.....	29	.....	112⅜	118⅞	.....	.....
12	.....	113½	119¾	103⅜	.....	30	.....	113	118⅞	101½	.....
13	.....	.....	.....	103¼	.....	31	.....	.....	118⅞	101½	.....
14	.....	.....	S.	.....	.....						
15	.....	.....	.....	103⅛	.....	Open	x102	113⅛	x9½	x3¼	131½
16	.....	.....	.....	103⅜	.....	High	101	113⅝	119¾	101½	131½
17	.....	.....	119⅝	103⅜	.....	Low.	102	112¾	118⅞	103⅛	131½
18	.....	.....	119¼	.....	131½	Clos.	104	113	118⅞	104½	131½

CLOSING PRICES OF CONSOLS AND U. S. SECURITIES AT LONDON IN JAN.

Jan.	*Consols for money.*	*5s ext. at 3½.*	*4½s of 1891.*	*4s of 1907.*	*Jan.*	*Consols for money.*	*5s ext. at 3½.*	*4½s of 1891.*	*4s of 1907.*
1	.....	Holl	day	.....	20	101 7/16	105¼	116⅛	122⅝
2	101 1/16	104½	116⅛	122⅝	21	.....	S.	.....	.....
3	100⅞	105¼	116	122¾	22	101 11/16	105¼	116⅛	122⅝
4	101 3/16	104⅝	116⅜	123	23	101 15/16	105¾	116⅛	122¼
5	101 3/16	105⅛	116½	123⅛	24	102	106	116¾	122⅝
6	101⅛	105⅜	116⅞	123⅜	25	102⅛	106½	116⅛	122½
7	.....	S.	.....	.....	26	102 3/16	106	116¼	122¼
8	101⅛	105½	116¾	123	27	102⅛	106¼	116	122⅜
9	101⅛	105½	116⅞	123	28	.....	S.	.....	.....
10	101⅛	105½	116⅞	123	29	102	106¼	115⅝	122⅜
11	101 3/16	105¼	116⅜	123	30	102 1/16	106⅝	116⅛	122
12	101 3/16	105¼	116¾	123	31	102 3/16	106¾	116¼	122⅛
13	101⅛	105	116⅝	122⅞	Opening	101 11/16	104½	116⅛	122⅝
14	.....	S.	.....	.....	Highest	102 3/16	106¾	116⅞	123⅜
15	101⅛	105⅜	116½	122⅞	Lowest	100⅞	104½	116	122
16	101 7/16	105½	116½	122⅞	Closing	102 3/16	106¾	116¼	122⅛
17	101⅜	105½	116⅜	122¾	S'ce Jan. 1	—			
18	101 5/16	105½	116	122¾	Highest	102 3/16	106¾	116⅞	123⅜
19	101 9/16	105¼	116	122½	Lowest	100⅞	104½	116	122

The following table will show the lowest, highest and closing prices of railway and miscellaneous stocks at the N. Y. Stock Exchange during the months of December 1882, and January, 1883.

RANGE OF STOCKS IN DECEMBER AND JANUARY.

		December.			January.		
RAILROADS.	*Nov. 29.*	*Low.*	*High.*	*Dec. 30.*	*Low.*	*High.*	*Jan. 31.*
Albany & Susquch	.....	126	126	*125	.....	.....	.....
Allegheny Central	.....	.....	.....	.....	10	10	.....
Atch. Top. & San. Fe.	.....	87½	87⅞	.....	.....	.....	.....
Bost. & N.Y. Air L. pf	78½	78	80½	.....	79	82	.....
Burl. Ced. Rap. & No.	79	80	82¾	*82	82	83	.....
Canada Southern	67	65¾	71½	67	65	71¾	68½
Cedar Falls & Minn	17	15	16½	.....	14	15	.....
Central Iowa	28½	28	33	.....	25	28	.....
Central of N. Jersey	71⅜	68	73½	69½	68¼	76½	72¾
Central Pacific	87⅛	86	88¾	86⅜	§83¼	88	§83¾
Ches. & Ohio	*22	22	24¾	*22	22	23¾	*23
Do 1st pref.	31	33	35½	33½	30½	35½	*33
Do 2d pref.	*23½	24½	25¾	24¾	23½	27	24½
Chicago & Alton	133	131½	135	134	134¼	137¼	135
Chic. Burl. & Quincy	§125¼	121½	123¾	122	120	125⅞	123⅛
Chic. Mil. & St. Paul.	103	98¾	109	105½	103¼	108½	106¼
Do pref.	120	117	124	120¾	119¾	122	120½
Chic. & Northwest	136	§130½	§139⅜	§135	130	136¼	131½
Do pref.	156	150½	§157½	§150½	145½	151⅜	.....
Chic. & Rock Island	123	124⅜	131¼	125½	123	127¼	124
Chic. St. L. & N. Ori'ns	.....	80	81¼	.....	80	80	.....
Chic. St. P. Minn. & O.	46¾	45⅜	58¼	52⅝	48⅜	55	49⅛
Do pref.	101⅜	103½	117	113½	107⅜	113¼	108¼
Cin. San. & Clev	.....	49	52	.....	.....	.....	.....
Clev. Col. Cin. & Ind.	75	75	84	*80	77	84	80
Clev. & Pittsb., guar.	.....	138	140	*139	139	142	*140
Col. Chic. & Ind. Cent.	5	3⅞	5¾	.....	3¼	4⅞	*4
Col. Hock. Val. & Tol.	.....	66	67	.....	.....	.....	.....
Danbury & Norwalk	.....	74⅞	75	.....	70½	70½	.....
Del. Lack. & West'rn.	127⅝	124¼	132¾	128	124¾	129¼	125⅝
Denver & R. Grande	46⅛	38¼	46⅞	41⅛	39⅞	51⅛	48
Dubuque & Sioux C.	87	86	89⅞	.....	89	89½	*36½
East Tenn. Va. & Ga.	10⅛	9¼	10⅜	10	9¼	10¼	.....
Do pref.	18½	17	19½	18	16¾	18¼	17
Evansv. & Terre H.	.....	.....	.....	.....	75	73	.....
Fort W. & Denver C.	36½	29½	39¼	.....	30	33⅞	31
Green B. Win. & St. P.	.....	6	8	.....	6	6½	.....
Hannibal & St. Jo.	*43	45	45	150	42½	46¾	42½
Do pref.	*72	72	83	*71	72	87¾	86
Harlem	*200	196	196	.....	196	200	.....
Houst. & Tex Cent.	73½	72½	79	.....	75	79	*73
Illinois Central	145	140½	147	142¼	141⅜	147	147
Do Leased Line 4 p.c	.....	.....	.....	.....	78	81	.....
Indiana Bl. & W	33	31	37⅛	33¾	32	35	*32½
Lake Erie & West	29½	27½	33⅛	30⅜	29¼	33⅜	29½
Lake Shore	113⅞	112½	118¾	§113	110⅛	114⅞	110⅛

* Prices bid. ‖ Prices as ; Ex privilege. § Ex dividend

	Nov. 29.	December Low.	December High.	Dec. 30.	January Low.	January High.	Jan. 31.
Long Island	60	57½	60	.....	60	65	.....
Louisville & Nashv..	52	49⅞	55¾	53	51⅝	58½	57½
Louisv. N. A. & Chic.	.....	60	70	.....	63¾	68	.....
Manhattan	45½	42	48	47	47	51	*45
Do 1st pref	*83	82	87	*83½	84¾	90	*87
Do com.	*42	46	46	*46	50	50	*45
Manhattan Beach Co.	16½	16	20	.....	18	19	*18
Mar'tta & Cin. 2d pf.	.....	4	5	.....	.....	.....	.....
Memphis & Cha'ston.	47	45	46½	45	45	55	46
Metropolitan Elev...	*83	82½	83	*83	80	85	*80
Michigan Central....	99¼	96⅝	103⅞	§98	96	100⅛	96⅝
Mil. L. Sh. & W	.....	13	17½	.....	17¼	18	.....
Do pref.	47¾	46	51⅝	†19	46½	48½	.....
Minneapolis & St. L.	28	27	33½	*28	27	30¾	28
Do pref.	65⅞	63	72¾	63½	60	68½	63
Mo. Kans. & Texas ..	32	30¾	35	32½	30½	34⅞	32¼
Missouri Pacific.....	102¾	100½	105⅞	§101¾	100¼	105⅝	103
Mobile & Ohio	19¾	18¼	19½	.....	17¾	19½	*18
Morris & Essex	124	122	125	123	122¼	124	122½
Nashv. Chatt. & St. L.	53½	52½	60½	57½	55⅝	64⅞	*61½
N. Y. Cent. & Hud. R.	130¼	125¾	134¼	§126	125¼	128¾	126
N.Y.Chic. & St.Louis.	14¾	14	15½	*14¼	12¼	15½	13
Do pref.	31	30	33⅝	32¾	29	35	29⅛
New York Elevated .	*90	.....	.....	*96	101	101	.....
N. Y. Lake Erie & W.	36⅞	35¾	40⅜	38⅞	37⅞	40⅞	39⅛
Do pref.	84¼	82⅛	88¼	86¼	79½	83	80¼
N. Y. & New Engl'd.	48½	46½	50¾	.....	48	52¼	48
N. Y. N. H. & Hartf'rd	*184	§177	185	.....	169	175	170
N. Y. Ontario & W...	26⅞	25½	27¾	26	25⅝	27⅛	26¼
Norfolk & Western..	.....	18	18¼	.....	18	18	.....
Do pref.	§52	46	52	48	46¾	49¾	46¾
Northern Pacific.....	45¼	42⅝	47½	47⅛	46⅜	51⅜	49¾
Do pref.	95⅞	§82½	98⅝	§95	83⅞	87½	85⅛
Ohio Central.....	14	13	14¾	13¼	12⅝	13⅞	12¾
Ohio & Mississippi...	31⅝	33	35¾	*32½	31	31½	.....
Ohio Southern.....	.....	11	11	.....	11½	13¾	.....
Oregon & Trans-Con.	85	82¼	87	§84⅜	82½	89	86½
Peo. Decat. & E'ville.	26¼	24½	27⅞	26	25¾	28	26¼
Phila. & Reading....	52	49⅝	56¾	53⅛	52¼	58½	55½
Pittsb. Ft. W. & C. guar.	.....	134½	136¼	.....	135	138	136
Do Special	.....	134½	134½	.....	.....	.....	.....
Rensse. & Saratoga.	.....	138½	143¾	.....	139½	141	.....
Rich. & Al. st'k, tr. ct.	17½	13	17	*20¼	14	15	.....
Richmond & Danville	66	52¾	62	56	47	60	57½
Richmond & West Pt.	29	23	28	*23	21¼	29	*26
Rochester & Pittsb..	21¼	19½	22¼	20½	20	22	20⅝
Rome Wat. & Ogd....	.....	31¾	31¾	.....	32	32½	.....
St. L. Alton & T. H..	44	41½	48¼	47	43	71	69
Do pref	88½	84½	94½	§89½	90	100¾	†100
St. L. Jackson. & Chic	.....	129	129	.....	.....	.....	.....
St. L. & S. Francisco.	*32	32½	35½	*32	31¾	34⅞	31⅜
Do pref.	53	51	55½	*51½	50½	54⅞	51⅞
Do 1st pref.	*92	93½	100	*95	§93	100½	§*92
St. Paul & Duluth ...	36¼	36¼	42¾	*39	38¾	40⅞	*39
Do pref.	*93½	90¾	99¼	*95½	94	97½	*94
St. Paul Minn. & Man	141⅜	140	146¾	143	139	147¼	*§142½
South Carolina.....	.....	24	24	.....	25	25½	.....
Texas & Pacific.....	38⅞	36½	42⅛	39¾	36¾	43	40
Texas & St. Louis...	20	15	15	.....	.....	.....	.....
Tol. Delphos & Bur..	.....	8½	10	.....	10	10	.....
Union Pacific	101⅜	§98¼	§105⅜	§102⅜	98¼	104¾	99¾
United Co's of N. J...	.....	.....	.....	.....	187½	187½	.....
Virginia Midland....	.....	.....	.....	.....	20	28¼	28¼
Wab. St. L. & Pacific.	31½	29⅝	36¼	34⅞	32	36¼	33¼
Do pref.	54⅜	51	56⅝	54	52	57½	53⅝
Warren.....	.....	.....	.....	.....	118	118	.....
TELEGRAPH.							
Amer. Tel. & Cable..	§67½	65¼	69	.....	65⅞	69½	.....
American District...	.....	35½	35½	.....	30	40	40
Bankers' & Merch'ts'	.....	125	132	.....	128	133	.....
Gold & Stock	.....	.....	.....	.....	96½	96½	.....
Mutual Union	20	19⅞	25	*24	21	25	*22
West Union, ex cts.	82½	79⅞	83¾	§81¼	79⅜	85⅛	82⅜
EXPRESS.							
Adams.....	§*136	133	138	*130	133	135	135
American	95	§90½	95	§91	90½	93	91½
United States	*65	63	68½	63	62½	65½	*63
Wells, Fargo & Co....	129½	128	131	*123	124⅜	126	*123
COAL AND MINING.							
Cameron Coal	.....	.....	.....	.....	17½	18	.....
Cent. Arizona Min ...	.....	.....	.....	.....	⅜	½	.....
Colorado Coal & Iron	32¼	27¼	32⅝	27½	28½	32¼	32¼
Consolidation Coal ..	*25	29	29	*28	27½	27⅝	*27½
Deadwood, Mining..	.....	4	4	.....	.....	.....	.....
Homestake Mining ..	.....	17	17½	.....	17¾	19	.....
Maryland Coal.....	.....	16	17¾	16*	17	17	.....
New Central Coal. ..	*16	14	16	*14	14	14	.....
Ontario Silver Min'g.	.....	35⅝	36	.....	34⅞	35½	.....
Quicksilver Mining ..	*8	9	9½	.....	.....	.....	*8
Do pref.	*41	40	40¼	.....	37½	39	*38
Standard Cons. Min'g	.....	6	7	....	5¾	6½	.....
VARIOUS.							
Canton Co.....	.....	59½	59½	.....	.....	.....	.....
Del. & Hud. Canal...	108¼	106⅜	111	108	107	109½	107½
Oreg'n R'y & Nav.Co.	154	138	158	.....	136	144	137
Pacific Mail.....	36	31½	40	41½	39	43⅜	*40½
Pullman Palace Car.	125	122½	125⅞	123¼	122	126	.....
Sutro Tunnel.....	.....	¼	¼	.....	¼	¼	.....

* Prices bid. † Prices asked. ‡ Ex privilege. § Ex dividend.

BANKERS' STERLING EXCHANGE (POSTED RATES) FOR JAN, 1883.

Jan.	60 days.	Demand.	Jan.	60 days.	Demand.	Jan.	60 days.	Demand.
1	Holiday		13	4 82	4 86	24	4 83	4 87
2	4 81	4 85	14	..... S.	.....	25	4 83	4 86½
3	4 81	4 85	15	4 82½	4 86½	26	4 83	4 86½
4	4 81	4 85	16	4 82½	4 86½	27	4 83	4 86½
5	4 81	4 85	17	4 83	4 87	28	..... S.	.....
6	4 81	4 85	18	4 83	4 87	29	4 83	4 86½
7	..... S.	.....	19	4 83	4 87	30	4 83½	4 87
8	4 81	4 85	20	4 83	4 87	31	4 83½	4 87
9	4 81½	4 85½	21	..... S.	.....	Range—		
10	4 82	4 86	22	4 82½	4 86½	High	4 83½	4 87
11	4 82	4 86	23	4 83	4 87	Low.	4 81	4 85
12	4 82	4 86						

THE DEBT STATEMENT FOR JANUARY, 1883.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of January, 1883:

INTEREST-BEARING DEBT.

Character of Issue.	Authorizing Act.	When Payable.	Interest Periods.	Amount Outstanding. Registered.	Coupon.
5s of 1881*..	'70 and '71	May 1, '81	Q.-F.	$81,328,750	$.....
3s of 1882..	July 12, '82	At option.	Q.-A.	291,444,350	.....
4½s of 1891	'70 and '71	Sept. 1, '91	Q.-M	190,131,350	59,868,650
4s of 1907..	'70 and '71	July 1, 1907	Q.-J.	574,237,100	164,730,700
				$1,137,141,550	$224,599,350
4s, ref. ctfs.	Feb. 26, '79		.....	$389,150	
3s, navy p.fd	July 23, '68		.....	14,000,000	
Aggregate of interest-bearing debt....				$1,376,130,050	

* Continued at 3½ per cent.

On the foregoing issues there is a total of $2,433,368 interest over-due and not yet called for. The total current accrued interest to date is $7,271,982.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

There is a total of over-due debt yet outstanding, which has never been presented for payment, of $14,632,715 principal and $448,919 interest. Of this interest, $278,488 is on the principal of called bonds, which principal is as follows: 5-20s of 1862, $361,550 do 1864, $50,400 do 1865, $70,450 consols of 1865, $358,200 do 1867, $789,300 do 1868, $245,150 10-40s of 1864, $280,100 funded loan of 1881, $547,200 3's certs., $5,000 6s of 1861, continued at 3½ per cent, $1,499,700 6s of 1863, continued at 3½ per cent, $1,396,550 5s of 1881, continued at 3½, $7,675,900.

DEBT BEARING NO INTEREST.

Character of Issue.	Authorizing Act.	Amount.
Old demand notes	July 17, '61; Feb. 12, '62.....	$59,250
Legal-tender notes....	Feb. 25, '62; July 11, 62; Mar. 3, '63	346,681,016
Certificates of deposit	June 8, '72.....	12,490,000
Gold certificates.....	March 3, '63; July 12, '82.....	72,776,940
Silver certificates	February 28, '78.....	72,745,470
Fractional currency	July 17, '62; Mar. 3, '63; June 30, '64 $15,394,027	
Less amt. est'd lost or destr'yed, act J'e 21, '79	8,375,934	7,018,093
Aggregate of debt bearing no interest.....		$511,770,769
Unclaimed Pacific Railroad interest.....		4,619

RECAPITULATION.

	Amount Outstanding.	Interest.
Interest-bearing debt—		
Bonds at 5 per cent, continued at 3½..	$81,328,750	
Bonds at 4½ per cent.....	250,000,000	
Bonds at 4 per cent.....	738,967,800	
Bonds at 3 per cent.....	291,444,350	
Refunding certificates.....	389,150	
Navy pension fund	14,000,000	
Total interest-bearing debt.....	$1,376,130,050	$9,705,350
Debt on which int. has ceas'd since mat'rity	14,632,715	448,919
Debt bearing no interest—		
Old demand and legal-tender notes....	346,740,266	
Certificates of deposit.....	12,490,000	
Gold and silver certificates.....	145,522,410	
Fractional currency.....	7,018,093	
Total debt bearing no interest.....	$511,770,769	.....
Unclaimed Pacific Railroad interest	.....	4,619
Total.....	$1,902,533,534	$10,158,890
Total debt, principal and interest, to date		$1,912,692,424
Total cash in Treasury.....		318,785,631
Debt, less cash in Treasury, Feb. 1, 1883.....		$1,593,906,792
Debt, less cash in Treasury, Jan. 1, 1883		1,607,543,676
Decrease of debt during the past month.....		$13,636,883
Decrease of debt since June 30, 1882.....		$95,007,667
CURRENT LIABILITIES—		
Interest due and unpaid		$2,433,368
Debt on which interest has ceased.....		14,632,715
Interest thereon.....		448,919
Gold and silver certificates.....		145,522,410
U. S. notes held for redemption of certificates of deposit.		12,490,000
Cash balance available Feb. 1, 1883		143,258,218
Total.....		$318,785,631
AVAILABLE ASSETS—		
Cash in the Treasury.....		$318,785,631

BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES.

INTEREST PAYABLE BY THE UNITED STATES.

Character of Issue.	Amount outstanding.	Interest paid by U. S.	Interest repaid by transportat'n	Balance of interest paid by U. S.
Central Pacific ..	$25,885,120	$22,676,001	$4,406,463	$17,621,265
Kansas Pacific ..	6,303,000	5,940,243	2,818,476	3,121,766
Union Pacific....	27,236,512	24,140,755	8,820,362	15,320,392
Central Br. U. P..	1,600,000	1,501,808	142,630	1,352,230
Western Pacific..	1,970,560	1,609,132	9,367	1,599,765
Sioux City & Pac.	1,628,320	1,415,447	120,277	1,295,169
Total.....	$64,623,512	$57,283,388	$16,317,578	$40,310,610

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds in the denominations of $1,000, $5,000 and $10,000; bear 6 per cent interest in currency, payable January 1 and July 1, and mature 30 years from their date.

UNITED STATES TREASURY STATEMENT.

The following statement, from the office of the Treasurer, was issued this week. It is based upon the actual returns from Assistant Treasurers, depositaries and superintendents in mints and assay offices:

LIABILITIES, FEBRUARY 1, 1883.

Post-office Department account.....	$7,061,543 66
Disbursing officers balances.....	22,934,125 99

Fund for redemption of notes of national banks "failed," "in liquidation," and "reducing circulation"		$38,963,419 10
Undistributed assets of failed national banks		418,244 24
Five per cent fund for redemption of nat'l bank notes		14,650,149 64
Fund for redemption of national bank gold notes		308,879 00
Currency and minor-coin redemption account		7,667 73
Fractional silver-coin redemption account		94,488 50
Interest account, Pacific Railroads and L. & P. Canal Co		4,470 00
Treasurer U.S., agent for paying interest on D. C. bonds		206,111 05
Treasurer's transfer checks and drafts outstanding		6,649,220 75
Treasurer's general account—		
Interest due and unpaid	$5,419,027 71	
Matured bonds and interest	725,263 13	
Called bonds and interest	13,567,991 96	
Old debt	788,379 67	
Gold certificates	72,776,940 00	
Silver certificates	72,745,470 00	
Certificates of deposit	12,490,000 00	
Balance, including bullion fund	140,967,825 53	
Total Treasurer's general account	$319,480,893 00	
Less unavailable funds	695,266 16	$318,785,631 84
		$410,083,951 50

ASSETS, FEBRUARY 1, 1883.

Gold coin	$121,863,451 68
Gold bullion	51,449,382 67
Standard silver dollars	97,530,969 00
Fractional silver coin	27,135,244 74
Silver bullion	3,761,958 12
Gold certificates	25,107,300 00
Silver certificates	4,306,650 00
United States notes	33,592,236 55
National bank notes	10,486,291 46
National bank gold notes	.....
Fractional currency	7,161 45
Deposits held by national bank depositaries	12,969,632 93
Minor coin	511,423 54
New York and San Francisco exchange	1,940,000 00
One and two-year notes, &c	.....
Redeemed certificates of deposit, June 8, 1872	60,000 00
Quarterly interest checks and coin coupons paid	418,009 19
United States bonds and interest	18,703,848 70
Interest on District of Columbia bonds	14,735 75
Speaker's certificates	168,995 72
Pacific Railroad interest paid	51,720 00
	$410,083,951 50

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Jan. 13.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Rate.	Time.	Rate.
Amsterdam	3 mos.	12·5¼ @12·5⅝	Jan. 13	Short.	12·11
Amsterdam	Short.	12 2⅛ @12·3⅛	.....	.....	.....
Antwerp	3 mos.	25·47½@25·52½	Jan. 13	Short.	25·24
Brussels	"	25·47½@25·52½	Jan. 13	"	25·24
Hamburg	"	20·62 @20·65	Jan. 13	"	20·33½
Berlin	"	20·62 @20·65	Jan. 13	"	20·33½
Frankfort	"	20·62 @20·65	Jan. 13	"	20·34
Copenhagen	"	18·40 @18·45	Jan. 13	....	.....
St. Petersb'g	"	23⅛ @23	.....	.....	.....
Paris	Short.	25·20 @25·30	Jan. 13	Checks	25·22
Paris	3 mos.	25·45 @25·50	Jan. 13	3 mos.	25·24
Vienna	"	12·11½@12·15	Jan. 13	Short.	119·40
Trieste	"	12·11½@12·15	Jan. 13	"	119·40
Madrid	"	46⅛ @46	.....	.....	.....
Genoa	"	25·70 @25·75	Jan. 13	Short.	25·20
Lisbon	"	51⅞ @51¾	.....	.....	.....
Alexandria	....	.....	Jan. 13	3 mos.	93⅞
New York	....	.....	Jan. 13	Short.	4·80¾
Bombay	60 days	1s. 7⅛d.	Jan. 13	4 mos.	1s. 7⅛d.
Calcutta	60 days	1s. 7⅛d.	Jan. 13	"	1s. 7⅛d.
Hong Kong	....	.....	Jan. 13	....	3s. 8⅜d.
Shanghai	....	.....	Jan. 13	....	5s. 1d

[From our own correspondent.]

LONDON, Saturday, January 13, 1883.

The demand for discount accommodation the past week has been upon a very moderate scale, and there are no indications of any immediate improvement in it. Trade remains quiet, and the requirements of the mercantile community appear to be extremely limited, while there seems to be no reason for departing from the policy of caution which merchants have for a long time past regarded as the correct course to pursue. Numerous adjustments have, however, been made during the week in connection with recent loans made for temporary purposes, but we may now expect that business will resume its usual character and will not be interrupted to any important extent. On the whole the trade of the new year opens with a fairly promising appearance, though there is a very general impression that America will not only not augment, but will diminish, her purchases. An increase of business is, however, looked forward to in other quarters, so that in volume it may not decrease, though it is likely to be attended by small profits. The Bank rate remains at 5 per cent, and in the open market the quotations are as follows.

	Per cent.		Per cent.
Bank rate	5		
Open-market rates—		Open market rates—	
30 and 60 days' bills	3⅜@¼	4 months' bank bills	3⅜@¼
3 months' bills	3⅜@¼	6 months' bank bills	3⅜@1¼
		4 & 6 months' trade bills	4½@5½

The following are the rates of interest allowed by the joint-stock banks and discount houses for deposits:

	Per cent.
Joint-stock banks	4
Discount houses at call	3¼
Do with 7 and 14 days' notice	3½

The silver market has been dull, the Indian exchanges having become weaker at 1s. 7 5-32d. the rupee. Fine bars are now quoted at 50⅛d.

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the average quotation for English wheat, the price of consols, the price of middling upland cotton, No. 40 mule twist, fair 2d quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
	£	£	£	£
Circulation	25,893,210	25,937,395	26,544,695	27,401,695
Public deposits	4,532,514	4,299,749	5,162,123	4,418,272
Other deposits	23,038,320	24,737,807	25,338,715	31,805,488
Governm't securities	13,775,807	14,811,936	15,253,300	20,004,788
Other securities	21,406,828	22,294,192	20,825,094	19,047,984
Res've of notes & coin	20,617,681	10,074,789	12,578,294	15,346,001
Coin and bullion in both departments	20,617,688	20,262,174	24,126,989	27,747,696
Proportion of reserve to liabilities	37·71	31⅝	40⅞	42
Bank rate	5 p. c.	5 p. c.	3½ p. c.	3 p. c.
Consols	101⅛	100¼	98⅝	97⅞
Eng. wheat, av. price	40s. 11d.	44s. 9d.	46s. 2d.	46s. 2d.
Mid. Upland cotton	5 11/16d.	6 11/16d.	6⅝d.	7⅜d.
No. 40 mule twist	10d.	10⅜d.	10⅜d.	11⅛d.
Clearing-House ret'n.	117,681,000	119,391,000	161,622,000	83,671,000

The following are the current rates for money at the principal foreign centres:

	Bank rate. Pr. ct.	Open market. Pr. ct.		Bank rate. Pr. ct.	Open market. Pr. ct.
Paris	3½	3⅛@3¼	Brussels	4	3⅜
Berlin	5	4⅛	Madrid and other Spanish cities	4½	4½
Frankfort	....	4@4¼	Vienna	5	5
Hamburg	....	4⅛@4¼	St. Petersburg	6	6¼
Amsterdam	5½	5¼			

Tenders were received by the Associated Australian banks this week for £4,000,000 Victoria 4 per cent debentures; but it is understood that only £455,550 was applied for, at prices varying from £100 to £102 10s. for £100 debenture. It is evident that the minimum quotation has been fixed at too high a figure.

Tenders however for £1,000,000 New Zealand Government 4 per cent consolidated stock were opened at the Bank of England on Thursday. The applications amounted to £1,525,000, at prices varying from £101 per cent to £98 10s. the minimum. Tenders at £98 11s. will receive about 78 per cent and above that price in full.

The following dividends have been announced during the week: Lloyd's Banking Company 20 per cent per annum; North Western Bank 8 per cent; City Bank 10 per cent; London & Yorkshire Bank 5 per cent; English, Scottish & Australian Chartered Bank 9 per cent; Capital & Counties Bank 18 per cent; General Credit & Discount Company 2s. per share, making 3s. 9d. for the year; United Discount Corporation 6 per cent; British & Foreign Marine Insurance 22s. per share for the year; Central Bank of London 10 per cent; Liverpool Commercial Banking Company 5 per cent and a bonus of 2s. 6d. per share; Lancashire & Yorkshire Bank 9 per cent for the year; Lancashire Insurance Company 10 per cent; Universal Marine Insurance Company 10 per cent for the year; Ocean Marine Insurance 7½ per cent; London & South Western Bank 6 per cent; Imperial Bank 7 per cent; Swansea Bank 7 per cent; Thames & Mersey Marine Insurance 4 per cent per share; Maritime Insurance Company 7½ per cent per annum.

The number of failures in England and Wales gazetted during the week ended January 6 was 185, against 180 last year. The number of bills of sale published during the same period was 254 against 1,115 in 1882. It may be mentioned that, according to a recent act of Parliament, bills of sale for a sum under £30 are not legal; hence the falling off in the number.

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first nineteen weeks of the season, compared with the corresponding period in the three previous seasons:

IMPORTS.

	1882-83.	1881-82.	1880-81.	1879-80.
Wheat.....cwt.	26,089,808	23,879,574	23,734,732	28,409,443
Barley	7,729,918	5,548,475	6,424,710	7,438,768
Oats	5,738,386	739,213	4,831,941	6,346,667
Peas	791,691	803,541	1,167,601	1,102,665
Beans	736,069	611,512	925,635	1,253,178
Indian corn	4,464,977	9,625,659	14,[illegible]	9,087,453
Flour	5,822,751	2,874,964	4,963,652	[illegible]

SUPPLIES AVAILABLE FOR CONSUMPTION.

	1882-83.	1881-82.	1880-81.	1879-80.
Imports of wheat.cwt.	26,089,808	23,879,574	23,734,732	28,409,443
Imports of flour	5,822,751	2,874,964	4,963,652	4,875,416
Sales of home-grown produce	15,923,000	15,131,004	13,477,000	9,167,300
Total	47,835,559	41,885,538	42,175,384	42,452,159
Av'ge price of English wheat for season..qrs.	41s. 3d.	47s. 0d.	42s. 8d.	47s. 6d.
Visible supply of wheat in Unit'd St's..bush.	21,000,000	17,800,000	23,600,000	30,309,400
Supply of wheat and flour afloat to the Un'd Kingd'm qrs.	2,332,000	2,412,000	.....	.....

The weather remains mild and unsettled. On the high lands fairly satisfactory progress has been made with agricultural work, but in the valleys the position is far from satisfactory. There will be much work to perform in the spring, but a diminished growth of wheat must be anticipated. There has been a steady demand for consumption during the week, and prices have been well supported.

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending February 3:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	50¼	50⅜	50 7/16	50½	50⅝	50⅝
Consols for money.....	102⅜	102	102 1/16	102 3/16	102	102 1/16
Consols for account.....	102¼	102⅜	102 1/16	102 3/16	102¼	102 5/16
Fr'ch rentes (in Paris) fr.	78·10	78·12	78·25	78 25	77·90	78·70
U. S. 5s ext'n'd into 3½s	106¼	106¼	106⅝	106¾	105⅞	105⅞
U. S. 4½s of 1891.....	116	115⅝	116⅛	116¼	116¼	116¼
U. S. 4s of 1907.....	122⅜	122⅜	122	122⅛	122⅛	122⅛
Chic. Mil. & St. Paul	109¾	109½	109⅞	109½	109½	108⅞
Erie, common stock.....	40⅛	40	40½	40¼	40⅛	39 15/16
Illinois Central.....	150	150½	152¼	151½	151¼	150¼
N. Y. Ontario & West'n.	27⅜	27¼	27½	27½	27¼	27⅛
Pennsylvania	62⅝	62⅝	62⅞	62½	62⅝	62⅛
Philadelphia & Reading.	28¾	28⅝	28⅞	28⅝	28¾	28⅜
New York Central.....	130¾	130¾	131¼	131½	130	129¾

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State)..100 lb.	12 6	12 6	12 6	12 6	12 6	12 6
Wheat, No. 1, wh. "	9 0	9 0	9 0	9 0	9 0	9 1
Spring, No. 2, n. "	9 0	9 0	9 2	9 2	9 2	9 4
Winter, West., n "	9 3	9 3	9 3	9 3	9 3	9 3
Cal. white..... "	9 1	9 1	9 1	9 1	9 1	9 1
Corn, mix., West. "	6 9	6 9	6 8½	6 8½	6 8	6 8½
Pork, West. mess..₰ bbl.	80 0	80 0	80 0	80 0	80 0	80 0
Bacon, long clear, new..	47 6	47 6	47 6	47 6	48 0	48 0
Beef, pr. mess, new, ₰tc.	89 0	89 0	89 0	89 0	89 0	89 0
Lard, prime West. ₰ cwt.	55 6	55 6	55 6	56 0	57 0	57 6
Cheese, Am. finest.....	67 0	67 0	67 0	67 0	67 0	66 0

Commercial and Miscellaneous News

Bonds held by National Banks.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank circulation and to secure public moneys in national bank depositories on Feb. 1. We gave the statement for Jan. 1, in Chronicle of Jan. 6, page 17, and by referring to that the changes made during the month can be seen.

Description of Bonds.	U. S. Bonds Held Feb. 1, 1883, to Secure— Public Deposits in Banks.	Bank Circulation.	Total Held.
3s, Act July 12, 1882.....	$3,281,000	$195,139,700	$203,420,700
Currency 6s.....	20,000	3,526,000	3,546,000
5 per cents.....	.....	15,000	15,000
4½ per cents	610,500	36,239,200	36,849,700
4 per cents	6,871,000	105,320,700	112,191,700
5s, ext. at 3½.....	595,000	18,230,650	18,825,650
6s, ext. at 3½.....	141,500	1,096,200	1,237,700
Total.....	$16,519,000	$359,567,450	$376,086,450

Coinage by United States Mints.—The following statement, kindly furnished us by the Director of the Mint, shows the coinage executed at the Mints of the United States during the month of January, 1883:

Denomination.	Pieces.	Value.
Double eagles.....	73,900	$1,478,000 00
Eagles.....	78,900	789,000 00
Half eagles	65,400	327,000 00
Quarter eagles.....	.....	.....
Total gold.....	218,200	$2,594,000 00
Standard dollars.....	2,450,000	$2,450,000 00
Half dollars.....	.....	.....
Quarter dollars.....	.....	.....
Dimes.....	660,000	66,000 00
Total silver.....	3,110,000	$2,516,000 00
Five cents.....	1,453,000	$72,650 00
Three cents.....	.....	.....
One cent.....	3,940,000	39,400 00
Total minor	5,393,000	$112,050 00
Total coinage.....	8,721,200	$5,222,050 00

Changes in Legal Tenders and National Bank Notes to Feb. 1.—The Comptroller of the Currency has furnished us the following, showing the amounts of national bank notes outstanding Jan. 1, together with the amounts outstanding Feb. 1, and the increase or decrease during the month; also the changes in legal tenders held for the redemption of bank notes up to Feb. 1:

National Bank Notes—		
Amount outstanding January 1, 1883.....		$361,921,460
Amount issued during January.....	$1,371,980	
Amount retired during January.....	1,834,289	— 462,309
Amount outstanding Feb. 1, 1883*.....		$361,459,151
Legal Tender Notes—		
Amount on deposit to redeem national bank notes Jan. 1, 1883		$39,940,815
Amount deposited during January.....	$1,945,280	
Amount reissued & b'nk notes retired in Jan.	1,657,272	— 288,008
Amount on deposit to redeem national bank notes Feb. 1, 1883.....		$40,228,823

* Circulation of national gold banks, not included above, $708,079.

According to the above the amount of legal tenders on deposit Feb. 1 with the Treasurer of the United States to redeem national bank notes was $40,228,823. The portion of this deposit made (1) by banks becoming insolvent, (2) by banks going into voluntary liquidation, and (3) by banks reducing or retiring their circulation, was as follows on the first of each of the last five months:

Deposits by—	Oct. 1.	Nov. 1.	Dec. 1.	Jan. 1.	Feb. 1.
	$	$	$	$	$
Insolvent bks	1,110,175	1,035,030	1,035,030	1,095,891	1,103,512
Liquid'tg bks	10,063,910	9,924,482	10,284,782	11,349,272	11,766,715
Reduc'g und'r act of 1874.	27,876 547	27,122,158	27,070,302	27,495,649	27,358,596
Total	39,050,632	38,081,670	38,390,114	39,940,815	40,228,823

Imports and Exports for the Week.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and in general merchandise. The total imports were $11,409,553, against $6,310,600 the preceding week and $8,755,124 two weeks previous. The exports for the week ended Jan. 30 amounted to $7,344,715, against $6,574,998 last week and $7,007,203 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Jan. 25 and for the week ending (for general merchandise) Jan. 26; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$2,939,546	$2,797,312	$3 134,486	$3,815,448
Gen'l mer'dise..	8,913,706	5,724,262	4,679,729	7,594,105
Total.....	$11,753,252	$8,521,604	$7,814,215	$11,409,553
Since Jan. 1.				
Dry goods	$10,714,881	$10,128,486	$12,326,440	$10,946,043
Gen'l mer'dise..	25,107,330	20,856,086	24,839,699	23,730,198
Total 4 weeks	$35,822,211	$30,984,572	$37,166,139	$34,676,241

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending January 30, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week...	$6 322,878	$7,121,316	$6 517,309	$7,344,715
Prev. reported..	17,430,859	20,392,881	19,369,069	20,932,122
Total 4 weeks.	$23,753,737	$27,514,197	$25,886,378	$28,276,837

The following table shows the exports and imports of specie at the port of New York for the week ending Jan. 27, and since Jan. 1, 1883:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	$.....	$.....	$.....	$.....
France.....	.....	.....	.....	.....
Germany	.....	.....	.....	.....
West Indies	.....	.....	318,423	343,177
Mexico.....	.....	.....	.....	.....
South America.....	.....	20,000	2,563	28,919
All other countries.....	.....	1,285	.....	1,100
Total 1883.....	.....	$21,285	$320,986	$373,196
Total 1882.....	.....	6,500	27,160	230,658
Total 1881.....	.....	3,960	59,815	3,980,901
Silver.				
Great Britain	$238,900	$1,192,579	$.....	$.....
France.....	12,845	61,745	.....	.....
German	.....	.....	.....	6,326
West Indies	.....	.....	3,163	26,105
Mexico.....	.....	.....	53,680	129,969
South America.....	.....	.....	980	7,060
All other countries.....	.....	1,206	.....	.....
Total 1883.....	$251,745	$1,255,530	$57,823	$169,460
Total 1882	236,400	1,059,180	37,873	121,627
Total 1881.....	206,150	730,415	33,127	200,160

Of the above imports for the week in 1883, $160,722 were American gold coin and $4,143 American silver coin.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son:

Shares.

$3 Phenix National Bank...100½
18 St. Nicholas Bank 157½
10 Continental Ins. Co.....240¾
10 Mercantile Ins. Co..... 72
285 Firemen's Trust Ins. Co...100
11 Montauk Ins. Co.....108
30 Nassau Fire Ins. Co.....145½
753 Brooklyn City RR. Co ...214
18 Long Island Ins. Co.....113½
7 Jefferson Ins. Co.....134
66 New York Gas-Light Co.124½
44 National Fire Ins. Co 108
81 Long Island Ins. Co.....115½
20 Hoffman Ins. Co 70
65 Howard Ins. Co 77½
50 Mercantile Nat. Bank....117
40 Park Bank 158½
73 Metropolitan Nat. Bank.164
146 Phenix Nat. Bank.....100
50 U. S. Illuminating Co.... 80
67 Lehigh Zinc Co., 5 Toledo Peo. & War. com., and 800 Taylor Farm Petroleum Co.....for $7
20 Commercial Fire Ins. Co. 97
12 Home Ins. Co.....147
2,000 Gt. So. Lumber & Supply Co.....$2½ per share.

Bonds.

$25,000 Cln. & Spring. RR. 7s, coup., due 1901...116@116⅜
$10,000 Brooklyn Flatbush & Coney Island RR., 1st 7s, coup., due 1898.....107¼
$10,000 Brooklyn Flatbush & Coney Island RR., 2d 7s, coup., due 1889.....100
$30,000 Brookl'n City 7s, P'k, due 1915.....144 & in
$3,000 Brooklyn City (Bush. Ave. Imp.) 7s, coup., due July, 1889 .....118 & int.
$25,000 Kings Co. 7s, coup., due May, 1888 ...115¾ & int.
$5,000 Sandusky Mansfield & Newark RR. 7s, coup., due 1900.....116
$18 90 Jefferson Ins. Co., sc'p. 51
$537 Americ'n Ins. Co. scrip. 35½
$500 Tol. & Wab. RR. 2d m. 7 p. c. bonds, due 1893. Int. May and Nov.....100
$10,000 City of New York 7s, Croton Water Main st'k, due 1900.....137⅜ & int.
$1,000 City of N. Y. 7s, Cons. stock, due 1900..137¼ & in

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Conn. & Passaic Rivers pref.	3	Feb. 1	
Det. Lansing & Northern pref.	3½	Feb. 15	Feb. 5 to Feb. 13
do do com.	3	Feb 15	Feb. 5 to Feb. 13
Kans. City St. Louis & Chic. pref	1½	Feb. 1	
Louisiana & Missouri River (quar.)	3½	Feb. 1	
Mississippi	3	Feb. 1	
Banks.			
Bank of the Manhattan Co.	4	Feb. 1(	
National Bank of the Republic	4	Feb. 5	Feb. 1 to Feb. 4
Insurance.			
Broadway	7	Feb. 1	

NEW YORK, FRIDAY, FEB. 2, 1883—5 P. M.

The Money Market and Financial Situation.—There has been very little improvement in the stock market this week, and the prevailing tone is one of hesitation, uncertainty, and lack of confidence in the railroad kings who have usually had so much influence in directing the course of prices. One of the main causes for this unsettled feeling is found in the great doubt which hangs about the doings of Congress, and the impossibility of even making a fair guess as to the final result of their discussions over the tariff and internal revenue bills. Many branches of commercial business are held in suspense by this condition of uncertainty, as prices must be regulated in great measure by the laws passed, if any, and hence the merchant lingers from day to day, impatiently waiting for the 4th of March to come, when Congress will adjourn and leave the horizon clear again for mercantile transactions.

Another cause for apathy in the stock market may be that personal management has become still more conspicuous in the control of a number of leading railroad companies; for where one capitalist and his immediate group of friends have the power to do as they please with a certain stock, it is evident that the interest of other stockholders must decline, as they know that it is impossible to have any chance at an election, and the views and interests of the minority may not be the same as those of the majority. These remarks are pertinent at this time on account of the decline in the Vanderbilt stocks, which now include not only those of the old roads between New York and Chicago, but also the Nickel-Plate, the Northwesterns and St. Paul & Omaha. As an illustration of the effect of this control by a clique, take Northwestern. The Street is entirely uncertain at this moment whether this company, with its very large surplus of earnings, is or is not to be saddled in some way with the St. Paul & Omaha road, so as to make the stock of the latter a dividend payer. The Northwest has income enough to pay 14 or 15 per cent on its stocks, and the stockholders supposed that they would receive something to represent the large investments in proprietary roads; but since the control of the St. Paul & Omaha was purchased last December, there is some apprehension that the surplus of Northwest will be used for the benefit of Omaha stockholders. This may not turn out to be the case, but it is an example of one of the apprehensions that help to keep the stock market in an unsatisfactory condition.

The money market has been very easy, and stock brokers have easily supplied their wants at 3@5 per cent on call loans and government bond dealers at 2@3 per cent. Prime commercial paper is quoted at 5@5½ per cent.

The Bank of England weekly statement on Thursday showed a gain of £308,000 in specie, and the percentage of reserve to liabilities was 47 13-16, against 44½ last week; the discount rate remains at 4 per cent. The Bank of France gained 13,250,000 francs gold and 1,100,000 francs silver.

The New York City Clearing-House banks in their statement of Jan. 27 showed an increase of $1,382,800 in their surplus reserve, the total surplus being $10,007,575, against $8,674,775 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883. Jan. 27.	Differences fr'm previous week.	1882. Jan. 28.	1881. Jan. 29.
Loans and dis.	$316,905,400	Dec. $551,400	$322,966,500	$310,682,200
Specie	63,937,700	Inc. 1,250,000	68,355,600	66,264,100
Circulation	16,985,800	Dec. 184,400	20,040,800	18,330,700
Net deposits	309,126,100	Inc. 816,800	316,169,400	302,512,300
Legal tenders	23,351,400	Inc. 287,000	19,773,600	17,287,900
Legal reserve	$77,281,525	Inc. $204,200	$79,027,350	$75,628,075
Reserve held	87,289,100	Inc. 1,537,000	88,129,200	83,552,000
Surplus	$10,007,575	Inc. $1,332,800	$9,101,850	$7,923,925

Exchange.—Exchange has continued pretty firm during the week, though at the close the feeling was easier. Receipts of cotton this week are about 170,000 bales, or about 75,000 ahead of the same week last year; and if they do not fall off hereafter more rapidly than anticipated, there must be a large amount of exchange drawn against cotton. There came from France this week about $800,000 of called U. S. bonds. To-day, for prime bankers' 60-days' sterling bills, the actual rates were 4 82¾@4 83; for demand, 4 86@4 83¼; cables, 4 87@4 87¼. Continental bills were as follows, viz.: Francs, 5 21⅞@5 21¼ and 5 18⅛@5 17½; reichsmarks, 94¼@94⅜ and 95⅜@95½; guilders, 39⅞@40⅛.

New York exchange was quoted to-day as follows at the places named: Savannah buying par, selling ⅛@¼ prem.; Charleston buying at par, selling ¼ prem.; New Orleans com., 75@100 prem.; bank, 200 prem.; St. Louis, 75 dis.; Chicago, 80 dis.; Boston, 33@35 prem.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

February. 2.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 82¾@4 83½	4 86 @4 87
Prime commercial	4 81¾@4 82¼	4 85 @4 85½
Documentary commercial	4 81¼@4 81¾	4 84½@4 85
Paris (francs)	5 21¼@5 20	5 18¾@5 16¼
Amsterdam (guilders)	39⅜@ 39⅞	40 @ 40¼
Frankfort or Bremen (reichsmarks)	94⅝@ 95⅛	95⅛@ 95⅞

United States Bonds.—There has been considerable activity in the dealings this week, and the demand was first in favor of the low-interest bonds, as against the 4 and 4½ per cents; but after the call for $15,000,000 was issued the market changed and the long bonds were more in demand, on the idea that the Government would go on and redeem the bonds rapidly as in 1882. It is thought very doubtful, however, whether the revenues will be such during the next three months as to show that this call was warranted.

The Treasury Department has issued, under date of Feb. 1, the one hundred and twentieth call for bonds, calling in $15,000,000 of the 3½ per cent continued bonds for redemption on the 1st day of May, 1883. The numbers are as follows, all being inclusive:

$50—No.	B401 to No. B478.
100—No.	B3,101 to No. B3,650, and No. B13,382 to No. B13,358.
500—No.	B1,601 to No. B1,950, and No. B5,965 to No. B5,973.
1,000—No.	B7,501 to No. B9,400, and No. B20,814 to No. B20,840.
5,000—No.	B2,001 to No. B2,500, and No. B5,811 to No. B5,815.
10,000—No.	B5,001 to No. B9,000, and No. B18,486 to No. B18,490.
20,000—No.	B1,501 to No. B1,557, and No. B2,149 to No. B2,250.
50,000—No.	B3,051 to No. B3,900, and No. B6,017 to No. B6,056.
	Total.....$15,000,000.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Jan. 27.	Jan. 29	Jan. 30.	Jan. 31.	Feb. 1.	Feb. 2
5s, continued at 3½..	Q.-Feb.	104	*104⅛	*104⅛	*104¼	*x03½	103⅞
4½s, 1891.....reg.	Q.-Mar.	*112⅞	*112⅞	113	*113	*x12⅛	112⅞
4½s, 1891...coup.	Q.-Mar.	112⅞	112⅞	113	*113	112¼	113½
4s, 1907.....reg.	Q.-Jan.	118⅞	118⅞	118⅞	118⅞	118⅞	119¼
4s, 1907.....coup.	Q.-Jan.	118⅞	118⅞	118⅞	118⅞	118⅞	118⅞
3s, option U. S....reg.	Q.-Feb.	*101¼	*101⅜	101½	101½	101¼	101⅜
6s, cur'cy, 1895..reg.	J. & J.	*128	*128	*128	*128	*128	*128
6s, cur'cy, 1896..reg.	J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1897..reg.	J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1898..reg.	J. & J.	*130	*130	*131½	*131	*131	*131
6s, cur'cy, 1899..reg.	J. & J.	*130	*130	*132	*132	*132	*132

*This is the price bid at the morning board; no *sale* was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
Jan. 27..	880,006 88	728,240 15	113,189,232 33	6,294,727 33
" 29..	1,874,886 40	1,539,107 24	113,758,375 87	6,061,362 95
" 30..	3,237,086 56	1,668,406 36	115,217,829 02	6,170,590 00
" 31..	1,176,044 17	505,959 09	115,775,028 63	6,283,475 45
Feb. 1..	1,795,814 53	879,823 09	116,761,634 79	6,212,855 75
" 2..	1,064,788 62	1,617,102 36	116,295,501 92	6,096,682 63
Total....	10,037,627 16	6,963,643 29		

State and Railroad Bonds.—There has been considerable dealing in the Arkansas bonds, and there is much confidence professed among the holders that the railroads will be held reponsible for the bonds issued to them. To-day the Little Rock & Fort Smith issue sold at 68; Pine Bluff & New Orleans, 55@56; Central Railroad, 25@25½; Louisiana consol 7s sold at 73¼.

Railroad bonds continue to be in fair investment demand at good prices, but there is much less dealing in railroad bonds on speculation than formerly, and the lower class of bonds which are closely allied to the stock market do not hold their prices so firmly.

Railroad and Miscellaneous Stocks.—The stock market has shown further weakness, and without any great activity there has been a shrinking in prices. The remarks above, under the head of the "financial situation," have a bearing upon some of the general causes for a depressed market, and, in addition to those, it is known that the bears have much power, and they are ready, on show of weakness in any stock, to hammer it down and so to depress the balance of the list. So far, the year has not been very favorable for railroad earnings in the Northern States, as the weather has been more severe than in 1882, and the impediment from snow much greater; but the traffic in later months may be all the greater if freight is held back now.

The Vanderbilt stocks have been noticeable for weakness, particularly Lake Shore, Nickel-Plate and Michigan Central, and it has been quite evident for some time past that control by this party did not necessarily insure steadiness in stocks. The change in Rio Grande directors by the election of three prominent Eastern railroad men must be considered a decided gain to that company. It is but a truism to say that no one is inclined to buy stocks either for investment or speculation when he sees a good prospect of getting them cheaper next week; and when the market becomes steady and shows signs of permanent strength we may look for an increase of orders both at home and abroad.

RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR THE WEEK AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, Jan. 27.	Monday, Jan. 29.	Tuesday, Jan. 30.	Wednesday, Jan. 31.	Thursday, Feb. 1.	Friday, Feb. 2.	Sales of the Week. Shares.	Range Since Jan. 1, 1883. Lowest.	Highest.	For Full Year 1882. Low.	High
RAILROADS.										84	95½
Atchison Topeka & Santa Fe							530	79 Jan. 3	82 Jan. 17	60	80½
Boston & N. Y. Air Line, pref.	80 80	80 80½				*82 85	154	82 Jan. 6	83 Jan. 5	67	85⅞
Burlington Cedar Rap. & No.	83 83	*81	82½ 82½			85					
Canada Southern	69¼ 70	69¼ 70¼	68¾ 70½	68½ 69¾	67⅝ 68¾	68 68¼	41,150	65 Jan. 3	71¾ Jan. 19	44	73
Cedar Falls & Minnesota								14 Jan. 20	15 Jan. 3	14	30
Central Iowa								25 Jan. 9	28 Jan. 3	27	37¼
Central of New Jersey	71¼ 72	71¼ 72⅞	72½ 73⅝	72¼ 73⅛	71¾ 72¾	71¾ 73⅝	68,300	68¼ Jan. 3	76½ Jan. 18	63¼	97½
Central Pacific	83¼ 83½	83⅜ 84¼	83⅝ 84¼	83⅝ 83¾	82¾ 83⅝	82½ 82⅞	12,110	82½ Feb. 2	88 Jan. 5	82⅜	97⅛
Chesapeake & Ohio	23 23	*22¾ 23½	*23 23½	*23 23¾	*22½ 23½	22½ 22½	250	22 Jan. 2	23¾ Jan. 20	19½	27
Do 1st pref	32½ 32½	*33 34	*33½ 34½	*33 34½	*31½ 33½	*31 33½	10	30½ Jan. 3	35½ Jan. 20	27¼	41½
Do 2d pref	*25 26½	*24¾ 26½	*25⅜ 26½	24½ 24½	*25 26½	24½ 24¾	72	23½ Jan. 4	27 Jan. 22	21	
Chicago & Alton	136 136	*135½ 136½	*135½ 137	135 135	135 136	*135¼	350	134¼ Jan. 3	137¼ Jan. 22	127½	145½
Chicago Burlington & Quincy	122½ 122¾	122¼ 123¼	123¼ 123¼	123⅛ 123⅛	122 122⅞	122 122¼	2,185	120 Jan. 3	125⅞ Jan. 18	120½	141
Chicago Milwaukee & St. Paul	105⅜ 106¼	105⅜ 106½	105¾ 107⅛	105½ 106½	105½ 106¼	104⅛ 105½	168,770	103¼ Jan. 3	108½ Jan. 20	96½	128¼
Do pref	120 120	120 120	120½ 121	120½ 120½	120½ 120½	119⅛ 120	2,030	119¼ Feb. 2	122 Jan. 9	114½	144¾
Chicago & Northwestern	131¼ 132⅞	130 132⅝	130¾ 132¾	130¾ 132¼	129⅝ 131¼	128⅛ 129⅞	97,122	128⅛ Feb. 2	136¼ Jan. 4	124	150⅜
Do pref	146 146	146½ 146½	146 146¼		145¾ 146	144⅝ 145¾	3,316	144⅝ Feb. 2	151⅛ Jan. 5	136	175
Chicago Rock Isl. & Pacific	123¾ 124	123⅞ 124	123⅝ 124	124 124	123 123⅝	122½ 123¼	4,722	122½ Feb. 2	127¼ Jan. 5	122	140¼
Chicago St. Paul Minn. & Om.	50 50⅞	49¼ 51	49 51¼	48⅜ 49½	47⅞ 49	46⅜ 48⅛	57,300	46⅜ Feb. 2	55 Jan. 18	29¾	58¼
Do pref	108½ 109½	108½ 109⅝	108⅜ 109¾	107⅝ 108¼	106 107½	104 106¼	26,520	101 Feb. 2	113¼ Jan. 5	97½	117
Cincinnati Sandusky & Clev										44	62
Cleveland Col. Cin. & Ind	77¾ 77¾	*77½ 79	79 80	80 80	78½ 79¾	78¼ 78⅝	1,800	77 Jan. 25	84 Jan. 5	65½	92⅜
Cleveland & Pittsburg guar	*141½	*141	*140	*140	*140	140½ 141	97	139 Jan. 11	142 Jan. 26	133	140
Columbia & Greenville, pref										50	104
Columbus Chic. & Ind. Central	*4 4½	*4 4½	*4 4½	*4 4½	*4 4½	*4 4½		3¼ Jan. 20	4⅞ Jan. 9	3⅞	21⅞
Columbus Hocking Val & Tol										66	68
Delaware Lackawanna & West	125¼ 126⅛	124¾ 126¼	125¼ 126½	125⅜ 126¼	124⅝ 125½	124¼ 125¼	152,838	124¼ Feb. 2	129¼ Jan. 4	116¼	150½
Denver & Rio Grande	45¾ 48⅛	48¾ 50½	48⅝ 50¾	49¾ 48¾	47 48¼	46 48	302,810	39⅞ Jan. 2	51½ Jan. 20	38¼	74⅝
Dubuque & Sioux City	*88 90	*88 90	*88 89	*85½ 89		*89		89 Jan. 15	89½ Jan. 12	82	96½
East Tennessee Va. & Ga	9½ 9½	9⅜ 9½	*9½ 9¾		9¼ 9⅜	9⅛ 9⅜	3,735	9⅛ Feb. 2	10¼ Jan. 2	8	16
Do pref	16⅞ 17	16⅞ 17	17 17½	17 17	16¾ 16¾	16¾ 16¾	2,000	16¾ Jan. 26	18¼ Jan. 2	15½	26½
Evansville & Terre Haute		75 75			75 75	75 75	600	75 Jan. 29	75 Jan. 29	68	86¾
Fort Worth & Denver City	31⅝ 32⅛		32⅝ 32⅜	31 31		30 30	500	30 Jan. 2	33⅞ Jan. 19	29½	42⅝
Green Bay Win. & St. Paul								6 Jan. 2	6½ Jan. 19	6	16
Hannibal & St. Joseph	*42½ 43	42½ 43	42½ 42½			41½ 41½	1,600	41½ Feb. 2	46¾ Jan. 17	45	110
Do pref	82 83	83½ 84	85 87¾	86 86	85½ 86	*84 86	2,950	72 Jan. 3	87¾ Jan. 30	72	111¼
Houston & Texas Central	*73 79	*73 79	*73 79	*73 80	*74 80	*73 75		75 Jan. 4	79 Jan. 16	61	92½
Illinois Central	145½ 146	145⅝ 146¾	146½ 147	147 147	145½ 146¾	145½ 146⅛	5,230	141⅝ Jan. 3	147 Jan. 30	127¾	150½
Do leased line					78½ 78½		100	78 Jan. 25	81 Jan. 22		
Indiana Bloom'n & Western	32½ 32½	33 33	32½ 33		30⅝ 30⅝	30 31½	1,900	30 Feb. 2	35 Jan. 9	30	49½
Lake Erie & Western	29¼ 30	29¼ 30	30½ 31	29½ 29⅞	29¼ 29½	28½ 29½	4,100	28½ Feb. 2	33¼ Jan. 18	23½	45
Lake Shore	110½ 111¼	110⅜ 112	110⅛ 112⅛	110⅜ 111⅛	108¾ 110⅝	108½ 109½	116,345	108½ Feb. 2	114⅞ Jan. 18	98	120⅛
Long Island	*61⅜ 63	62⅞ 63	63 63		63 63	*62 63	865	60 Jan. 2	63 Jan. 18	49½	65
Louisville & Nashville	55¼ 55⅞	55½ 58	56½ 58¼	57 58	56½ 57½	55⅞ 57	90,078	51⅝ Jan. 2	58½ Jan. 20	46½	100⅜
Louisville New Albany & Chic	*65 67	65 65	*60 67½		65 65		300	63¾ Jan. 18	68 Jan. 3	57	78
Manhattan	*46 49	48¼ 48½	50 51	*45 51		*47½ 51	1,200	47 Jan. 9	51 Jan. 30	40	60½
Dc 1st pref	*86 88	*87 90	*87 90	*87 90	*87	*87 93		84¾ Jan. 3	90 Jan. 18	83	98½
Do common	*46 49	*47 48½	50 50	*45 50		*47½ 51	100	50 Jan. 30	50 Jan. 30	40	56
Manhattan Beach Co	18 18	19 19	19 19	*18 19	18½ 18½	18¼ 18¼	410	18 Jan. 2	19 Jan. 6	15	37
Memphis & Charleston	47 47		45½ 46¼	46 46	45 46	45 45	5,500	45 Jan. 15	53 Jan. 8	42¼	82⅜
Metropolitan Elevated		82	*78 82	81 81	*80 85	80 80½	260	80 Jan. 26	85 Jan. 8	77	93
Michigan Central	97⅝ 97⅞	97½ 98¼	97⅜ 99	96½ 97¾	95½ 96⅞	94¾ 96¼	20,483	94¾ Feb. 2	100⅛ Jan. 19	77	105
Milwaukee L. Sh. & Western		17			17	*13 17		17¼ Jan. 3	18 Jan. 4	13	21
Do pref	46½ 46½		*48½		*48½	46 46	200	46 Feb. 2	48½ Jan. 20	41¾	58¼
Minneapolis & St. Louis	27 27	27 27¾	28 28½	28 28	*27 28	26¾ 26⅞	1,260	26¾ Feb. 2	30¾ Jan. 18	19	36¾
Do pref	63½ 63½	63¾ 63¾		63 63½	62 62	61 62	1,100	60 Jan. 3	68½ Jan. 18	59	77
Missouri Kansas & Texas	31⅝ 32½	31⅝ 32¾	32½ 33⅛	32⅛ 32⅝	31⅜ 32⅜	30⅞ 31½	31,481	30½ Jan. 3	31⅞ Jan. 18	26⅜	42½
Missouri Pacific	102¼ 103	102⅝ 103¾	103⅛ 103⅞	102⅝ 103	102⅝ 103¼	101½ 102½	15,425	100¼ Jan. 3	105⅝ Jan. 19	86⅝	112½
Mobile & Ohio	*18 19½	*17 20	*17 20	*18 20	*18 19½	18 20		17¾ Jan. 15	19½ Jan. 5	12	35¾
Morris & Essex	122½ 122½	122½ 122¾		122½ 122½		122 122	785	122 Feb. 2	124 Jan. 9	119¾	128
Nashville Chattanooga & St. L	61 61⅜	61 62	62¼ 62½	*61½ 62½	61 62	*61½ 62½	3,100	55⅜ Jan. 3	64⅞ Jan. 22	47	87½
New York Central & Hudson	126⅜ 127	126½ 127¼	126½ 127½	125¾ 126¾	125⅜ 126⅛	125¼ 126	67,906	125½ Jan. 3	128¾ Jan. 18	123⅝	134
New York Chic. & St. Louis	12¼ 13	12¾ 13	12¾ 13¼	12¾ 13	12¾ 13	10 11⅝	8,655	10 Feb. 2	15½ Jan. 5	10½	17⅜
Do pref	29 30¼	30¼ 30¾	31 31½	29 30	28⅞ 29	21¼ 28½	9,370	24¼ Feb. 2	35 Jan. 4	27	37⅝
New York Elevated	*103	101 101	*101	*100		*100	100	101 Jan. 13	101 Jan. 13	100	100½
New York Lake Erie & West	38⅜ 38⅞	38⅝ 39½	38⅞ 39¼	39⅜ 39¼	38⅜ 39	38⅛ 38½	71,926	37⅞ Jan. 2	40⅞ Jan. 18	33¼	43⅜
Do pref			80½ 80¾	80¼ 80¾	80 80		625	79½ Jan. 3	83 Jan. 5	67	84¼
New York & New England				48 48	47¾ 47¾	47 47	500	47 Feb. 2	52¼ Jan. 9	45	60½
New York New Haven & Hart	170 170	170 170	*170 171	170 170	170¾ 170¾	*170¼	78	169 Jan. 16	175 Jan. 10	168	186
New York Ontario & Western	26⅛ 26¼	26¼ 26⅜	26¼ 26¼	26¼ 26¼	26⅛ 26⅛	25¾ 26⅛	2,470	25⅝ Jan. 3	27⅛ Jan. 15	20½	31⅞
Norfolk & Western								18 Jan. 8	18 Jan. 8	16	24
Do pref	49 49	48¾ 49	48⅝ 48¾	46¾ 47⅝	44½ 46½	43 44½	10,155	43 Feb. 2	49¾ Jan. 20	44¼	60
Northern Pacific	48¼ 49⅛	48½ 49¼	49⅛ 49⅞	49¼ 49¾	48⅝ 49½	48 48⅞	55,902	46⅜ Jan. 3	51⅜ Jan. 20	28¾	54⅜
Do pref	84⅜ 84⅞	84⅝ 85⅛	85 85¾	85⅛ 85⅜	84½ 85	83⅝ 84¼	12,477	83⅜ Feb. 2	87½ Jan. 18	66¾	100⅜
Ohio Central	12⅞ 13	12¾ 12¾	12¾ 12⅞	12⅝ 12¾	12 12¾	12⅛ 12½	2,834	12 Feb. 1	13⅞ Jan. 18	11⅜	25⅝
Ohio & Mississippi	31¾ 31¾	*31½ 32			*31 32	31¼ 32½	910	31 Jan. 3	31½ Jan. 4	27	42
Ohio Southern						10 10	25	10 Feb. 2	13¾ Jan. 18	11	23½
Oregon & Trans-Continental	85 85⅝	85⅝ 86¼	86 87	86⅛ 86⅝	85⅝ 86	84½ 85⅜	19,856	82½ Jan. 3	89 Jan. 19	60	95¾
Panama, Trust Co. certificates										165	204
Peoria Decatur & Evansville		25¾ 26⅜	26 26	26¼ 26¼	23½ 25½	23¼ 24½	2,395	23½ Feb. 1	23 Jan. 18	22	39¾
Philadelphia & Reading	54⅞ 55⅝	55 56	55 56¼	55 55⅜	54⅝ 55¼	54⅛ 55	20,700	52¼ Jan. 2	58½ Jan. 18	46¾	67½
Pittsburg Ft. Wayne & Chic		*136 137	*136 137	136 136	136 136		26	135 Jan. 2	138 Jan. 16	130	139
Rensselaer & Saratoga						140⅞ 140⅞	9	139½ Jan. 3	141 Jan. 6	131½	145
Rich & Allegh., st'ck trust certs								14 Jan. 20	15 Jan. 6	13	40
Richmond & Danville	*54 57	56 56	57 57½	57½ 57½	*52½ 57½	*53 58	600	47 Jan. 13	60 Jan. 19	52	250
Richmond & West Point	26⅛ 26½	26½ 28½	27¾ 29	*26 28½	*25½ 28	*25 28	2,550	21¼ Jan. 13	29 Jan. 30	23	263
Rochester & Pittsburg	20⅛ 20⅜	20 20¼	20⅜ 20⅞	20½ 21	20¼ 20⅝	20¼ 20½	9,235	20 Jan. 2	22 Jan. 5	17½	36½
Rome Watertown & Ogdensb								32 Jan. 5	32½ Jan. 10	20	40
St. Louis Alton & Terre Haute	60¼ 63½	63 68	68 71	66 69¼	68 69	63½ 66½	9,530	48 Jan. 3	71 Jan. 30	20½	50
Do pref	99½ 99½	99 100	100 100¾	*..... 100		97 97	1,800	90 Jan. 3	100¾ Jan. 30	55	94½
St. Louis & San Francisco	*30 33	33 33½	33½ 33⅞	31¾ 31¾	31¼ 31¼	30 30⅞	3,395	30 Feb. 2	34⅞ Jan. 12	31	46⅞
Do pref	50½ 51	51 51¾	52 52½	51¼ 51⅞	50⅞ 51	50¾ 51	4,900	50½ Jan. 27	54⅞ Jan. 12	43	55½
Do 1st pref	93 94	*93 95	*91½ 96	*92 96	93 93	*..... 95	320	93 Jan. 27	100½ Jan. 11	75¾	106½
St. Paul & Duluth	*37 39	*37 39	39 39½	*39 40	*39 40	*39 40	200	38¾ Jan. 4	40⅞ Jan. 26	29½	42⅜
Do pref	94 94	*93 96	*93½ 95	*94 96	*94 96	95 95	210	94 Jan. 27	97½ Jan. 4	68	90¼
St. Paul Minneap. & Manitoba	143 143	143½ 143½	*143½ 144	*142½ 143	142½ 142½	*142 143	930	139 Jan. 3	147¼ Jan. 18	108½	160½
Texas & Pacific	38⅞ 40	39⅛ 40½	39¾ 41	39⅝ 40⅜	39¼ 39⅞	38½ 39½	56,275	36¾ Jan. 3	43 Jan. 18	34	55
Toledo Delphos & Burlington								10 Jan. 17	10 Jan. 17	8½	19
Union Pacific	98¼ 99½	98¼ 99¾	99⅛ 100½	99 100¼	98⅜ 99¾	97⅝ 98¾	238,028	97⅜ Feb. 2	101¼ Jan. 18	98½	119¾
Wabash St. Louis & Pacific	32 32¾	32 33¼	32¾ 33½	33 33⅜	32½ 33	31⅜ 32¼	13,950	31¾ Feb. 2	36¾ Jan. 18	26⅝	39⅞
Do pref	53¼ 54⅛	53½ 54½	53 54¾	53⅝ 54⅛	53¼ 53⅞	52½ 53⅛	30,740	52 Jan. 2	57½ Jan. 18	45⅞	71⅜
MISCELLANEOUS.											
American Tel. & Cable Co		66⅜ 66⅜	67⅛ 67⅛			66 66½	360	65⅞ Jan. 4	69½ Jan. 15	65	74
Bankers' & Merchants' Tel		128 128					100	128 Jan. 29	133 Jan. 3	125	132
Colorado Coal & Iron	29½ 29½	31 31	31½ 31¾	31¾ 32¼	32 32	31½ 31½	2,910	28½ Jan. 6	32¼ Jan. 31	25	53⅞
Delaware & Hudson Canal	107½ 107¾	107¼ 107¾	107⅝ 108	107½ 107⅞	107⅝ 108¼	108 108⅜	7,069	107 Jan. 2	109½ Jan. 5	102¾	119¾
Mutual Union Telegraph		*21 22½		*22 23	*22 23	22 22	300	21 Jan. 6	25 Jan. 17	19¾	30¼
Oregon Railway & Nav. Co				137 137			100	136 Jan. 26	144 Jan. 18	123	163½
Pacific Mail	39¾ 39⅞	40½ 40¾	41¼ 41½	*40½ 41½	40½ 40¾	40¼ 41⅞	9,100	39 Jan. 25	43⅜ Jan. 18	32¾	48¾
Pullman Palace Car	124½ 124¾	*124 125	124¾ 124¾		*124	121 121	450	121 Feb. 2	126 Jan. 20	117	145
Western Union Telegraph	81¾ 82	81⅝ 82¾	82 83	82¼ 82⅝	81 82½	80¼ 81½	44,180	79⅜ Jan. 3	85⅛ Jan. 18	76½	93⅜
Sutro Tunnel								¼ Jan. 3	¼ Jan. 3	⅛	1
EXPRESS.											
Adams	134½ 134½	135 135	*134 135	135 135	*134 135	135 135	35	133 Jan. 5	135 Jan. 5	133	149½
American	90½ 91½	91 91	*90 91½	91½ 91½	*90 92	91½ 91½	127	90½ Jan. 27	93 Jan. 5	90	97½
United States	*63 65	*63 65	*63 65	*63 65	65 65	*63 65	15	62½ Jan. 16	65½ Jan. 6	63	80¾
Wells, Fargo & Co	*124½ 126	*122½ 126	124⅝ 125¼	*123 125	*124 126	125 125	170	121⅜ Jan. 30	126 Jan. 8	125	132
COAL AND MINING.											
Consolidation Coal			*27 30	*27½		*27 30		27½ Jan. 10	27⅝ Jan. 19	27½	36⅞
Homestake Mining	17¾ 17¾						25	17¾ Jan. 27	19 Jan. 19	15¾	19¾
Little Pittsburg Mining										1⅛	2¼
Mariposa Land & Mining										1¼	2½
Maryland Coal		*15 18				*15 18		17 Jan. 15	17 Jan. 15	13	26
Ontario Silver Mining			35 35				40	34⅞ Jan. 26	35½ Jan. 8	33	40
Pennsylvania Coal		*260 270				270 270	100	270 Feb. 2	270 Feb. 2	240	245
Quicksilver Mining	*8 10	*8 10	*8 10	*8 8½	8 8	*8 10	100	8 Feb. 1	8 Feb. 1	8	14¼
Do pref	*36 39	38 38¼	*36 40	*38 40	40 40	40 40	610	37½ Jan. 26	40 Feb. 1	40	62¾
Standard Consol. Mining	5¾ 5¾						50	5¾ Jan. 27	6½ Jan. 8	4½	19¾
Cameron Coal								17½ Jan. 26	18 Jan. 3	18	37¼
Central Arizona Mining		⅜ ⅜					100	⅜ Jan. 29	½ Jan. 12	½	1⅝
Deadwood Mining										4	6¾
Excelsior Mining										¼	2⅞
New Central Coal		*13 17				*14 17		14 Jan. 4	14 Jan. 4	13½	28
Robinson Mining										1	4
Silver Cliff Mining										2	23¼
Sonora Mining										1½	1½

* These are the prices bid and asked; no sale was made at the Board.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below.

Roads.	Latest Earnings Reported. Week or Mo	1883.	1882.	1883.	1882.
		$	$	$	$
Bur.Ced.R.&No.	3d wk Jan.	43,389	58,167	141,087	174,215
Cent.Br.Un.Pac	3d wk Jan.	21,135	13,070	66,889	42,411
Charl.Col.&Aug.	3d wk Jan.	†10,312	†9,827	†27,413	†25,707
Chicago & Alton	3d wk Jan	152,523	152,285	467,282	431,800
Chic. & East. Ill	3d wk Jan.	37,503	36,908	98,450	105,275
Chic.& Gr.Trunk	Wk. Jan.20	52,362	31,329	149,278	83,684
Chic. Mil &St. P.	3d wk Jan	322,000	313,704	973,000	973,474
Chic. & Northw.	3d wk Jan	294,067	372,342	910,652	1,107,991
Ch.St.P.Min.&O.	3d wk Jan	67,400	72,800	215,390	218,435
Chic. & W. Mich.	2d wk Jan.	22,647	19,995	.....	.....
Clev.Akron& Col	3d wk Jan.	7,972	7,739	25,312	21,871
Columb.&Green.	3d wk Jan.	†10,925	†13,259	†29,806	†33,606
Col. Hock.V.&T.	3d wk Jan	47,570	.....	155,012	.....
Denv. & Rio Gr	4th wk Jan	147,200	156,000	418,300	488,600
Des Mo.& Ft. D.	3d wk Jan.	4,379	8,939	14,455	24,626
Det. Lan. & No.	3d wk Jan.	22,669	25,661	68,693	68,760
Dub. & Sioux C.	3d wk Jan.	16,820	26,582	49,894	67,660
Eastern	3 wks Jan	168,599	136,802	168,599	136,802
E.Tenn.Va.&Ga.	3 wks Jan.	197,970	167,642	197,970	167,640
Evansv. & T. H.	3d wk Jan.	14,581	14,798	37,557	35,270
Flint & P. Marq.	3d wk Jan	43,097	40,359	128,679	113,761
Ft.W. & Denver.	3d wk Jan.	5,800	.....	18,500	.....
Grand Trunk....	Wk.Jan.13	327,907	272,235	652,372	541,606
Gr.Bay W.&St.P.	3d wk Jan.	5,340	6,171	18,472	17,660
Gulf Col&San.Fe	2 wks Jan.	78,842	51,144	78,842	51,141
Hannibal & St.Jo	3d wk Jan.	41,617	29,458	119,081	84,374
Ind.Bloom.& W.	3d wk Jan.	62,063	57,049	172,761	139,992
Int. & Gt. North.	3d wk Jan.	70,042	48,942	216,112	153, 63
K.C.Ft. S. & Gulf	2d wk Jan.	31,800	28,087	67,432	60,301
L. Erie & West'n	3d wk Jan.	29,813	31,233	86,089	87,265
L.R. & Ft.Smith	2 wks Jan.	26,888	19,327	26,888	19,327
L.Rk.M.Riv.& T.	2 wks Jan.	16,078	11,217	16,078	11,217
Long Island....	3d wk Jan.	31,775	30,353	98,055	92,816
Louisv.& Nashv.	3d wk Jan.	256,940	215,340	741,720	641,820
Mexican Cent..	1st wk Jan	29,834	.....	29,834	.....
Do No. Div	2d wk Jan.	4,191	.....	7,501	.....
Mil. L.Sh.& West	3d wk Jan.	15,453	15,270	45,921	45,140
Mo. Kan. & Tex.	3d wk Jan.	117,721	84,325	354,599	267,167
Missouri Pacific.	3d wk Jan.	151,900	120,549	455,600	370,880
Mobile & Ohio..	January...	216,668	159,676	216,668	159,676
Metropol. Elev.	25 dys Jan	174,287	143,322	174,287	183,322
N.Y. Elevated..	25 dys Jan	260,083	208,613	260,083	208,613
Norfolk & West.	3 wks Jan.	113,268	98,319	113,268	98,349
Northern Pacific	3d wk Jan.	97,370	55,406	310,631	166,218
Ohio Central.....	2d wk Jan	16,535	24,192	36,617	48,587
Ohio Southern..	3d wk Jan.	9,596	8,917	27,001	22,861
Peo. Dec. & Eve.	3d wk Jan.	11,502	15,464	30,773	43,593
Richm.& Danv.	3d wk Jan.	†16,000	†15,3 0	†119,800	†132,900
St. L.Alt. & T.H.	3d wk Jan.	26,537	24,745	81,288	74,235
Do (brchs.)	3d wk Jan.	18,250	15,219	47,190	40,944
St. Louis & Cairo	2d wk Jan.	5,576	8,405	12,291	15,375
St.L.Iron Mt.&S.	3d wk Jan.	146,049	120,153	424,672	363,038
St.L.&San Fran.	3d wk Jan.	58,971	54,711	176,073	167,691
St. Paul & Dul..	3d wk Jan.	16,076	15,136	53,153	45,410
St. P. Minn.& M.	3d wk Jan	115,041	90,928	363,606	270,950
Scioto Valley...	3d wk Jan.	8,983	7,999	25,915	23,471
Texas & Pacific.	3d wk Jan.	104,512	72,017	319,595	222,560
Tol. Cin. & St. L	1st wk Jan	17,450	13,917	17,450	13,917
Union Pacific....	22 dys Jan	1,260,000	1,426,000	1,260,000	1,426,000
Va. Midland.....	3d wk Jan.	†10,867	†10,756	†30,314	†30,187
Wab.St.L.& Pac.	3d wk Jan.	325,129	296,965	935,738	887,919
Wisconsin Cent.	1st wk Jan	21,896	15,926	21,896	15,926

Roads.	Latest Earnings Reported Week or Mo	1882.	1881.	Jan. 1 to Latest Date. 1882.	1881.
		$	$	$	$
Ala.Gt.Southern	December.	94,779	86,897	836,724	789,372
Atch.Top.& S.Fe	November.	1,331,470	1,303,385	13,296,923	11,125,756
Buff. Pittsb.&W.	November.	86,817	60,759	827,897	620,125
Central of Ga....	November.	411,800	419,551	.....	.....
Central Pacific.	December.	1,968,000	2,223,178	25,718,150	24,091,099
Chesap. & Ohio.	3 wks Dec.	187,677	133,736	3,269,297	2,636,938
Chic. Bur. & Q..	November.	2,190,421	1,816,133	19,523,744	19,270,965
Cin.Ind.St.L.&C.	December.	189,956	195,809	2,615,529	2,415,372
Cincinnati South	December.	208,814	236,599	2,543,356	.....
Connotton Val..	December.	20,612	.....	.....	.....
Danbury & Nor.	December.	12,724	15,190	.....	.....
Denv.& R.Gr.W.	December.	31,900	.....	.....	.....
Eliz. Lex. & B.S	November.	61,188	.....	482,229	.....
Hous.E.&W.Tex	December.	26,070	21,842	266 860	165,728
Hous.& Tex.Cen.	December.	430,182	376,877	3,175,389	3,748,655
Illinois Cen.(Ill.)	December.	543,092	583,085	6,914,867	6,733,955
Do (Iowa)	December.	153,959	180,390	1,916,414	1,852,442
Iowa Central ...	December.	102,229	120,122	1,165,178	1,001,366
Louisa. & Mo. R.	November.	59,102	42,041	499,022	446,702
Louis. N.A.& Ch.	November.	122,000	88,000	.....	.....
Mar.Hough.& O.	December.	23,000	19,000	1,197,426	903,519
Memp. & Charl.	December.	116 448	137,399	.....	.....
Mexican Nat'l..	December.	67,204	.....	.....	.....
Minn.& St. Louis	December.	147,761	126,594	.....	.....
Nashv.Ch.& St.L	December.	186,352	173,127	1,933,047	2,075,258
N.Y.&N. Engl'd	December.	261,082	240,064	3,403,169	2,809,943
N.Y.L.E.& West.	November.	1,818,824	1,715,169	.....	.....
Northern Cent..	December.	490,003	476,623	5,800,176	5,443,700
Ohio & Miss....	November.	343,793	266,425	.....	.....
Oregon R.&N.Co	December.	275,900	378,735	4,955,500	4,408,680
Oregon & Cal...	November.	112,000	.....	.....	.....
Pennsylvania ..	December.	4,157,169	3,731,751	49,079,926	44,124,178
Philadelp.& Erie	December.	335,512	282,772	4,011,413	3,454,309
Phila.& Reading	December.	1,795,371	1,850,889	21,834,598	20,776,101
Do Coal & Ir.	December.	1,069,829	1,380,788	15,099,085	14,096,941
St.Johnsb.&L.C.	November.	24,584	19,489	241,132	198,105
South Carolina.	December.	149,010	126,061	1,313,746	1,245,285
Utah Central ...	November.	136,204	148,872	1,391,415	.....
Vicksb'rg& Mer.	December.	67,898	67,897	485,357	.....
West Jersey	December.	72,931	.....	1,109,779	938,526

† Freight earnings only.

Coins.—The following are quotations in gold for various coins:

Sovereigns	$4 83 @$4 87	Silver ½s and ¼s.	— 99⅜@ par.
Napoleons	3 83 @ 3 87	Five francs	— 92 @ — 95
X X Reichmarks.	4 73 @ 4 77	Mexican dollars	— 86¼@ — 86¾
X Guilders	3 96 @ 4 00	Do uncommerc'l.	— 85½@ — 86
Span'h Doubloons.	15 55 @15 75	English silver	4 75 @ 4 83
Mex. Doubloons.	15 50 @15 65	Prus. silv. thalers.	— 68 @ — 70½
Fine silver bars	1 10½@ 1 11¼	U. S. trade dollars	— 99¼@ — 99⅝
Fine gold bars	par @¼ prem	U. S. silver dollars	— 99¾@ par
Dimes & ½ dimes.	— 99⅞@ par		

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Jan. 27:

Banks.	Capital.	Average amount of— Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
	$	$	$	$	$	$
New York	2,000,000	9,248,000	1,705,000	432,000	8,707,000	446,000
Manhattan Co..	2,050,000	7,902,000	1,554,000	867,000	6,725,000	.....
Merchants.....	2,000,000	7,014,900	1,305,400	567,900	6,400,100	357 400
Mechanics'.....	2,900,000	7,161,800	1,247,600	935,800	6 489,700	.....
Union.....	1,200,000	4,348,100	892,500	354,700	3,710 000	.....
America.....	3,000,000	9,426,600	843,700	486 200	6,586,900	1,100
Phœnix.....	1,000,000	2,795,000	431,000	109,000	2,349,000	267,600
City.....	1,000,000	6,825,800	4,610,600	418,000	9 495,500	.....
Tradesmen's....	1,000,000	3,092,100	328 000	98,500	1,849 000	784,700
Fulton.....	600,000	1,607,900	227,400	122,000	1,199,900	.....
Chemical.....	300,000	12,056,500	2,8 3,300	588,100	12,407 700	.....
Merch'nts' Exch.	1,000,000	3,453,700	516 100	3 6,900	3,121,700	281,700
Gallatin Nation'l	1,000,000	4,109,100	308 200	159 000	2,985 300	775,700
Butchers'& Drov.	300,000	1,678,700	382,600	139 700	1,612,500	255,500
Mechanics' & Tr.	200,000	665,000	111,000	85,000	930,000	129,000
Greenwich.....	200,000	1,975,500	225,500	169 600	1 89 400	2,400
Leather Man'f'rs	600,000	3,844 200	226 000	250 100	2,177,300	534,900
Seventh Ward.	300,000	1,205,000	285,300	120,500	1,4 2 000	21,700
State of N. York.	850,000	3,720,700	384,900	169 000	3,224 400	.....
American Exch .	5,000,000	11,405,000	4,019,000	870,000	10,949,000	.....
Commerce.....	5 000,000	15 852,500	1,953,200	725,500	9,138,300	949 300
Broadway.....	1,000,000	5,001,300	911,500	313,200	4,393 400	897,200
Mercantile.....	1,000,000	6,192,500	659,400	757,100	5,988,500	791,400
Pacific.....	422,700	2,517,700	387,300	178,000	2 485 000	.....
Republic	1,500,000	5,528,800	698,300	184 500	3,370,700	1,124,000
Chatham	450,000	2,712,000	801,700	231,200	4,197 700	45,000
People's.....	200,000	1,582,700	103,400	98 200	1,775,400	3,400
North America..	700,000	2,960,700	240 900	194,000	2,146 800	.....
Hanover	1,000,000	8,742 900	1,151,600	807,900	9,284,900	270,000
Irving.....	500,000	3,441,700	442,400	389,100	3,817,700	435,800
Metropolitan	3,000,000	12,310,000	1,712,000	1,188,000	9,535,000	2,155,000
Citizens'.....	500,000	2,586,100	479 300	253,600	2,797,300	466,000
Nassau.....	500,000	2,214,100	301 500	252,600	2,658,000	.....
Market.....	500,000	2,7 1,400	572,300	98,500	3,422,400	434,400
St. Nicholas.....	500,000	2,3 5 700	180 900	105,600	1,982,400	.....
Shoe & Leather..	500,000	2,805 100	669 000	220,000	3,357,000	450,000
Corn Exchange ..	1,000,000	4 250 700	352,900	183,000	3,110,800	4,400
Continental.....	1,000,000	5,531,300	1,420 200	241,700	6,193,200	190,700
Oriental.....	300,000	2,08 ,200	81,800	389 900	2,013,200	.....
Marine	400,000	3,545,000	504,000	226,000	3,915 600	270,000
Importers' & Tr..	1,500,000	19 745,500	5,249,100	488,100	21,808,400	1,315,300
Park	2,000,000	16 887 400	5,093,500	1,603,400	22,654,300	45,000
Wall St. Nation'l	500,000	1 508,800	295,700	186,100	1,545,000	.....
North River.	240,000	1,512 000	20,000	226,000	1,501,000	.....
East River	250,000	1 175,800	84 700	152,600	1,109,000	221,300
Fourth National.	3,000,000	15,403,900	4,757,500	806,600	16,951,800	539,900
Central Nat.....	2,000,000	7,311,000	870,900	1,409,000	8,149,000	297,000
Second Nation'l	300,000	3,215,000	618,000	409,000	3,852,000	90,000
Ninth National..	750,000	6,057 000	1,513,100	468,200	6,457,900	584,300
First National..	500,000	16,200,000	4,030 500	445,500	17,240,000	269,900
Third National..	1,000,000	5, 06 200	1,397,600	773,900	6,30 ,800	.....
N. Y. Nat. Exch..	500,000	4,381 100	214 400	104,400	1,105,000	267,700
Bowery National	250,000	1,820,600	224,500	245,400	1,843,800	225,000
N. York County .	200,000	1,754,400	27 800	501,900	1,980,100	15,000
Germ'n Americ'n	75 ,000	2,550 900	83,2 0	327,500	2,261,000	.....
Chase National..	3 0, 00	4,8 7,100	1,319,500	515,200	5 832 900	45,000
Fifth Avenue...	100,000	1,917,500	368 000	148,800	2,08,3 0	.....
German Exch...	200,000	1,700,300	56 000	156 000	1,886,200	.....
Germania.....	200,000	1,664,000	89,700	182,500	1,820,60	.....
U. S. Nat.	500,000	4,473,100	1,063,600	257,800	4,922,200	443,900
Lincoln Nat.....	300,000	1,391,200	241,800	134,900	1,500,900	44,700
Total.....	60,962,700	316,905,400	63,937,700	23,351,400	309,126,100	16,985 800

The deviations from returns of previous week are as follows:

Loans and discounts	Dec. $534,400	Net deposits	Inc. $816,800
Specie	Inc. 1,250,000	Circulation	Dec. 484,400
Legal tenders	Inc. 287,000		

The following are the totals for two weeks:

	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
1883.	$	$	$	$	$	$
Nov. 4	317,588,200	52,026,900	20,070,900	288,448,500	18,610,300	901 296,926
" 11	315,454,200	48,823, 00	18,953,100	283,206,200	18,643,200	950,469,956
" 18	314,026,500	50,985,100	19,284,500	284,591,300	18,685,700	1,054,581,685
" 25	309,204,800	48,245,500	19,165,800	277,930,000	18,540,700	1,216,998,587
Dec. 2	305,473,500	52,179,800	19,109,000	279,234,900	18,557,600	1,100,085,886
" 9	304,291,400	54,419,600	19,414,600	282,523,800	18,383,100	970,881,5 0
" 16	307,144,800	57,456,500	20,326,500	285,412,300	18,05 ,100	1001,731,916
" 24	309,774,400	59,148,900	18,835,500	290,848,900	18,163,100	828,515,886
" 30	311,0 1,200	57,927,100	18,664,200	291,663,600	17,625,500	639,813,987
1883.						
Jan. 6	317,419,200	60,152,800	20,204,700	302,881,100	17,587,600	766,505,437
" 13	317,8 1,200	62,177,800	22,372,900	307,926,000	17,524,700	714,242,402
" 20	317,4 9,800	62,687,700	23,064,4 0	308,309,300	17,4 0,200	739,795,830
" 27	316,905,400	63,937,700	23,35 ,400	309,126,100	16,985,800	739,061,941

Boston Banks.—Following are the totals of the Boston banks.

	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Clear.
1882.	$	$	$	$	$	$
Sept. 4..	150,786,900	5,546,800	3,647,200	89,486,200	30,003,100	57,419,037
" 11..	149,148,300	5,804,700	3,517,100	90,108,000	30,304,500	59,102,982
" 18..	148,542,900	6,110,200	3,281,300	91,385,900	30,278,800	68,068,715
" 25..	148,021,00	6, 05,800	3,358,300	91,158,700	30,148,000	71,176,258
Oct. 2..	148,411,800	6,319, 00	3,147,300	88,841,100	30,193,400	61,570,783
" 9..	148,573,100	6,305,900	3,314,800	88,518,900	31,121,100	83,283,518
" 14..	148,850,500	6,391,900	3,012,800	89,746,400	30,134,000	75,350,816
" 23..	148,736,900	6,212,400	2,994,700	88,837,300	30,042,500	78,466,371
" 30..	148,42 ,300	6,2 3,300	3,588,700	90,0 6,200	30,054,500	68,857 595
Nov. 6..	148,843,100	6,229,500	3,861,100	93,310,600	30,235,500	82,853,554
" 13..	149,221,000	5,92 ,200	4,054,400	92,622,000	29,860,400	74,69 ,319
" 20..	149,054,500	5,839,500	3,896,700	92,341,900	29,981,900	75,587,983
" 27..	148,724,200	5,943,500	3,882,200	91,787,100	30,107,200	71,717,150
Dec. 4..	148,136,900	5,846,600	4,419,900	91,230,900	30,169,600	73,919,335
" 11..	148,078,300	5,831,100	4,464,300	90,049,500	30,137,700	66,188,169
" 18..	148,183,900	5,77 ,800	4,443,600	90,910,200	30,161,900	71,82 ,162
" 24..	147,893,600	5,931,700	4,629,500	91,151,800	30,022,200	67,821,973
1883.						
Jan. 2..	147,583,1 0	5,961,900	5,283,500	92,732,600	30,104,000	57,765,298
" 8..	148,242,900	6,214,700	5,789,900	94,854,500	30,165,600	83,17 ,207
" 15	149,478,200	6,352,100	5,504,300	94,047,100	29,890,200	73,157,488
" 22..	150,207,000	6,454,100	5,135,300	95,546,600	29,814,300	71,982,471
" 29..	150,5 7,400	7,05 ,900	5,314,300	94,407,800	29,423,900	68,837,941

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

	Loans.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
1882.	$	$	$	$	$
Sept. 4.	77,917,513	19,324,893	72,511,1 3	9,503,170	46,574,530
" 11.....	78,854,783	19,7 5,910	70,541,819	9,590,470	44,442,580
" 18.....	77,751,470	19,071,641	71,760,100	9,654,670	58,315 730
" 25.....	78,758,02	19,1 3,978	70,31,430	9,706,181	54,677,2 3
Oct. 2.....	79,185,913	18,967,2 8	70,5 9,456	9,670,153	60,054,253
" 9.....	79,1 5,588	17,521,513	69,115,920	9,711,346	67,908,504
" 16.....	77,738,306	16,598,591	67,300,088	9,767,169	56,928,176
" 23.....	78,929,760	16,240,372	66,082,412	9,876,355	59,925,844
" 30.....	78,720,024	16,392,627	65,72 ,745	9,796,780	46,516,150
Nov. 6.....	78,145,393	17,597,287	66,340,821	9,775,891	61,832,952
" 13.....	78, 00,878	17,482,5 3	65,600,482	9,775,766	54,040,419
" 20.....	78 6 4,1 7	16,60 ,887	65,897,551	9,733,770	58,5 6,845
" 27.....	74,9 6,585	16,385,043	65,216,211	9,710,260	61,421,592
Dec. 4.....	74,070,693	16,266,0 4	64,621,611	9,72 ,530	54 353 184
" 11.....	73,5 7,158	16,248,089	63,076,151	9,738,491	52,992,470
" 18.....	73, 80,196	16,097,155	64,896,700	9,700,600	56,094,214
" 25.....	72,444,817	16,988,2 4	62,907,668	9,797,296	59,214,1 3
1883.					
Jan. 1.....	71,986,784	18,011,573	61,319,429	9,793,030	43,206,411
" 8.....	72,3 3,3 9	1 , , 64	60,122,245	9,797,680	56,663,380
" 15.....	72 744,784	19,5 3,5 3	66,782, 58	9,776,750	55,183,965
" 21.....	73 7 ,5 5	20,91 ,951	67,13 ,951	1,883,291	56,929,103
" 29.....	74,615,037	19,9 0,0 2	67,418,233	9,750,476	51,797,302

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share.
The following abbreviations are often used, viz: "M.," for mortgage; "g.," for gold; "g'd," for guaranteed; "end.," for endorsed; "cons." for consolidated; "conv.," for convertible; "s. f.," for sinking fund; "l. g.," for land grant.
Quotations in New York are to Thursday; from other cities, to late mail dates.
Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

United States Bonds.	Bid.	Ask.
UNITED STATES BONDS.		
5s, 1881, continued at 3½ reg...Q—F	103½	x....
4½s, 1891 ..... reg.. Q—M	112⅛	x112⅜
4½s, 1891 ..... coup.. Q—M	113¼	113⅜
4s, 1907 ..... reg... Q—J	119	119⅛
4s, 1907 ..... coup... Q—J	119	119⅛
3s, option U. S. ..... reg..Q.—F.	104¼	104⅜
6s, Currency, 1895 ..... reg....J&J	128	.....
6s, Currency, 1896 ..... reg....J&J	129	.....
6s, Currency, 1897 ..... reg....J&J	130	.....
6s, Currency, 1898 ..... reg....J&J	131	.....
6s, Currency, 1899 ..... reg....J&J	132	.....
STATE SECURITIES.		
Alabama—Class "A," 3 to 5, 1906...	82	83½
do small	84	.....
Class "B," 5s, 1906	99	.....
Class "C," 4s, 1906	84	88
6s, 10-20, 1900 ..... J & J	110	.....
Arkansas—6s, funded, 1899 ..J & J	20	25
7s, L. R. & Ft. S. issue, 1900. A & O	65	70
7s, Memphis & L. R., 1899..A & O	62	70
7s, L. R. P. B. & N. O., 1900..A & O	55	55¼
7s, Miss. O. & R. Riv., 1900..A & O	54½	55½
7s, Ark. Central RR., 1900. A & O	25½	26¾
7s, Levee of 1871, 1900.....J & J	6	9
California—6s, civil bonds, 1893-95	106	.....
Connecticut—6s, 1884-5	101	.....
Delaware—6s..... J&J	.....	.....
Dist. Col.—Cons. 3-65s, 1924, cp. F&A	.....	111
Consol. 3-65s, 1924, reg.....	.....	.....
Funding 5s, 1899 ..... J&J	.....	.....
Perm. imp. 6s, guar., 1891...J&J	.....	.....
Perm. imp. 7s, 1891 ..... J&J	.....	.....
Wash.—Fund. loan (Cong. 6s, g., '92	.....	.....
Fund. loan (Leg.) 6s, g., 1902 Var	.....	.....
Market stock, 7s, 1892	.....	.....
Water stock, 7s, 1901	.....	.....
do 7s, 1903	.....	.....
Florida—Consol. gold 6s..... J & J	107	110
Georgia—6s, 1886 ..... F & A	104	.....
7s, new bonds, 1886 ..... J & J	106	.....
7s, endorsed, 1886	106	.....
7s, gold bonds, 1890 ..... Q—J	113½	.....
8s, '76, '86 ..... A & O	103	110
Kansas—7s, long ..... J&J	.....	.....
Louisiana—New con. 7s, 1914..J&J	73¼	73⅝
Ex matured coupon	65	67
Maine—4s, 1888 ..... F&A	101	102
War debts assumed, 6s, '89. A & O	113¾	114
War loan, 6s, Mar. 1, 1883...M&S	100¾	100½
Maryland—6s, defense, 1883.. J&J	101⅞	102⅛
6s, exempt, 1887 ..... J&J	103	110½
6s, Hospital, 1882-87..... J&J	103	.....
6s, 1890 ..... Q—J	107	.....
5s, 1880-'90 ..... Q—J	100	.....
Massachusetts—5s, July, 1883. J&J	100¼	100½
5s, gold, 1890 ..... A&O	108	110
5s, gold, 1894-1895 ..... Var.	115	115½
5s, g., sterling, 1891 ..... J&J	.....	.....
do do 1894 ..... M&N	.....	.....
do do 1888 ..... A&O	.....	.....
Michigan—7s, 1890 ..... M&N	116	.....
Minnesota—New 4½s ..... J & J	99	105
Missouri—6s, 1886 ..... J & J	106	.....
Funding bonds, 1894-95 ....J & J	117	.....
Long bonds, '89-90 ..... J & J	110	.....
Asylum or University, 1892. J & J	114	.....
Hannibal & St. Jo., 1886....J & J	109	.....
do do 1887....J & J	109	.....
N. Hampshire—5s, 1892 ..... J & J	112	.....
War loan, 6s, 1892-1894.....J & J	114½	116
War loan, 6s, 1901-1905.....J & J	123	124
War loan, 6s 1884 ..... M&S	101	102
New Jersey—6s, 1897-1902....J&J*	.....	.....
6s, exempt, 1896 ..... J&J*	.....	.....
New York—6s, gold, reg., '87...J&J	107	.....
6s, gold, coup., 1887 ..... J & J	107	.....
6s gold, 1891 ..... J & J	119	.....
6s, gold, 1892 ..... A & O	120	.....
6s, gold, 1893 ..... A & O	121	.....
No. Carolina—6s, old, 1886-'98..J&J	31	.....
6s, old ..... A & O	31	.....
6s, N C. RR., 1883-5 ..... J & J	155	.....
6s, do ..... A & O	155	.....
6s, do coup. off..... J & J	130	.....
6s, do coup. off..... A & O	130	.....
6s, Funding act of 1866 1900 J&J	10	13
6s, do 1868, 1898 A&O	10	13
6s, new bonds, 1892-8..... J&J	15	.....
6s, do ..... A & O	15	.....
6s, Chatham RR..... A&O	5½	7
6s, special tax, class 1, 1898-9 A&O	7½	.....
6s, do class 2 ..... A & O	7½	.....
6s, do W'n N. C. RR. A&O	7½	8½
4s, new, cons., 1910..... J & J	78	79
4s, new, small.....	75	.....
Ohio 6s, 1886 ..... J & J	106	.....
Penna.—5s, new, reg., '92-1902. F&A	116½	.....
6s, 15-25, reg., 1882-'92..... F & A	.....	.....
4s, reg., 1892-1904	.....	.....
4s, reg., 1912 ..... F & A	116½	.....
Rhode Isl'd—6s, 1893-9, coup..J &J	116	.....
South Carolina—6s, Act of March 23, 1869. Non-fundable, 1888.. Brown consols.....	6½	8
	101½	104
Tennessee—6s, old, 1890-98 ..J & J	45¼	.....
6s, new bonds, 1892-1900 ..J & J	44	.....
6s, new series, 1914 ..... J & J	44	.....
Compromise bonds, 3-4 5-6s, 1912	47	49
Texas—6s, 1892 ..... M&S	110	120
7s, gold, 1892-1910..... M&S	112	120
7s, gold, 1904 ..... J&J	120	.....
Vermont—6s, 1890 ..... J & D	113	115
Virginia—6s, old, 1886-'95....J & J	35	.....
6s, new bonds, 1886-1895...J & J	35	.....
6s, consol., 1905 ..... J & J	65	.....
6s, consols, 1905, ex-coup..... J&J	50	.....
6s, consol., 2d series..... J&J	48	.....

City Securities.	Bid.	Ask.
Virginia—(Continued)—		
6s, deferred bonds.....	12½	.....
10-40s, new	39	40
Tax-receivable coupons	.....	.....
CITY SECURITIES.		
Albany, N. Y.—6s, long....Various	110	.....
7s long.....	125	.....
Allegheny, Pa.—5s, cp., '83-97..Var.	100	105
4½s, coup.. 1883-1901..... Var.	102	105
4s, coup., 1901..... Var.	100	.....
Allegheny Co., 5s, cp., 1913..J&J	105	106
4s, riot loan, 5-10s.....	99	100
4s, do 10-20s	99	100
5s, do 5-10s	100	103
5s, do 10-20s	103	104
Atlanta, Ga.—7s.....	108	112
Do. 8s.....	110	115
Waterworks.....	110	.....
Augusta, Me.—6s, 1887, mun..F&A	104	105
Augusta, Ga—7s..... Various	107	.....
Austin, Texas—10s.....	110	115
Baltimore—6s, City Hall, 1884 Q—J	102	103
6s, Pitts. & Con'v. RR., 1886.. J&J	105¾	106
6s, consol., 1890..... Q—J	113¾	114
6s, Balt. & O. loan, 1890..... Q—J	113¾	114
6s, Park, 1890..... Q—M	114	115
6s, bounty, 1893..... M & S	116	118
6s, do exempt, 1893... M & S	117	123
5s, water, 1894..... J&J	113	114⅛
6s, 1900..... J&J	123	125
6s, West. Md. RR., 1902 .... J&J	123	128
5s, consol, 1885..... Q—J	101	102
6s, Valley RR., 1886..... A & O	105¾	106
5s, 1916..... M&N	122	124
4s, 1920..... J&J	103	103
Bangor, Me.—6s, RR., 1890-'94. Var.	112½	113
6s, water, 1905..... J&J	122	123
6s, E. & N. A. Railroad, 1894..J&J	112½	113
6s, B. & Piscataquis RR., '99. A&O	115	120
Bath, Me.—6s, railroad aid..... Var	103	103½
5s, 1897, municipal.....	103	103½
Belfast, Me.—6s, railroad aid, '98..	103	103½
Boston, Mass.—6s, cur, long, 1905 Var	123	130
6s, currency, 1894..... Var.	121¼	121½
5s, gold, long..... Var.	117¾	118
4½s, long.....	.....	.....
4s, currency, long..... J&J	105	105½
Brooklyn, N.Y.—7s, short..... J&J	100	105
7s, Park, long..... J&J	140	145
7s, Water, long..... J&J	137	140
7s, Bridge, long..... J&J	140	119
6s, Water, long..... J&J	120	.....
6s, Park, long..... J&J	130	135
6s, Bridge, long.....	126	130
5s, Bridge, long.....	112	117
Kings Co. 7s, 1882-'89.....M & N	102	114
do 6s, 1882-'86.....M & N	101	110
Buffalo, N. Y.—7s, 1895..... Var.	110	.....
7s, water, long..... Var.	116	.....
6s, Park, 1926..... M & S	107	.....
Cambridge, Mass.—5s, 1889...A&O	106	107
6s, 1894-96, water loan.....J&J	120	121
6s, 1904, city bonds..... J&J	126	128
Charleston, S.C.—6s, st'k, '76-98..Q—J	75	.....
7s, fire loan bonds, 1890....J & J	30	.....
7s, non-tax bonds.....	105	.....
4s, non-taxable.....	75	.....
Chelsea, Mass.—6s, '97, water l. F&A	120	121
Chicago, Ill.—7s, 1892-99	118	.....
6s, 1895	110	.....
4½s, 1930.....	106¾	107¼
3-65s, 1902.....	100	102
Cook Co. 7s, 1892	118	.....
Cook Co. 5s, 1899.....	108	.....
Cook Co. 4½s, 1900.....	106½	.....
West Chicago 5s, 1890	103½	104¼
Lincoln Park 7s, 1895.....	106	106½
West Park 7s, 1890.....	112½	114
South Park 6s, 1899.....	105	107
Cincinnati, O.—6s, long..... Var.	.....	.....
6s, short..... Var.	.....	.....
7-30s, 1902.....	130	130½
4s..... J&J	99	104
Southern RR. 7-30s, 1902-3 .J&J	129½	130½
do 6s, g., 1906 ..... M&N	119	120
do Cur. 6s, 1903....F&A	119	120
do Skg. fd. 5s, 1910 M&N	110	111
Cleveland, O.—6s, long..... Various	.....	.....
7s, short..... Var.	.....	.....
5s, long..... Var.	.....	.....
4s long..... Var.	.....	.....
Columbus, Ga.—7s ..... Var.	95	.....
Covington, Ky.—7-30s, long	102	.....
7-30s, short.....	105	110
Water Works.....	115½	116
Dallas, Texas—8s, 1904.....	101½	107½
10s, 1883-96.....	105	110
Water, 6s, 1900	97½	102½
Detroit, Mich.—7s, long..... Var.	110	.....
7s, water, long..... Var.	114	.....
Elizabeth, N. J.—7s, short.....	45½	47
7s, funded, 1880-1905..... Var.	45½	47
7s, consol., 1885-98..... A & O	45½	47
7s, 1905.....	45½	47
Fall River, Mass.—6s, 1904...F& A	119	120
5s, 1894, gold..... F&A	108½	110
Fitchburg, Mass.—6s, '91, W. L. J&J	.....	.....
Galveston, Tex.—8s, 1893-1909 M&S	110	110
5s, 1920..... J&D	90	100
Galvest'n County, 6s, 1902..M&N	.....	.....
Hartford, Ct.—City 6s, var. dates..	100	107
Capitol, untax. 6s.....	125	127
Hartford Town 4½s, untax.....	100	.....
Houston, Tex.—10s.....	30	40
8s, funded.....	30	40
Haverhill, Mass.—6s, '85-89.. A&O	106	109
Indianapolis 6s—7-30s, '93-99 J&J	.....	.....

City Securities.	Bid.	Ask.
Jersey City—6s, water, long, 1895..	104	106
7s, water, 1899-1902..... J & J	112	114
7s, improvement, 1891-'94....Var.	106	108
7s, Bergen, long..... J & J	106	107
Hudson County, 6s..... A&O	105	106
do 7s. M&S and J&D	106	107
Bayonne City, 7s, long..... J&J	109	110
Lawrence, Mass.—6s, 1894...A& O	119	119½
6s, 1900..... A&O	122	124
Long Island City, N.Y—Water, 7s, '95	.....	.....
Louisville, Ky.—7s, long dates. Var.	116½	121
7s, short dates..... Var.	106½	110
6s, long..... Var.	109	111
6s, short..... Var.	101	105
5s, 1890-1900..... M&N	104	105
Lowell, Mass.—6s, 1890, W. L. M&N	114	115
Lynchburg, Va.—6s..... J & J	106	107
8s..... J & J	125	.....
Lynn, Mass.—6s, 1887..... F&A	105	107
Water loan, 6s, 1894-96..... J&J	119	121
5s, 1905..... M&N	114	115
Macon, Ga.—7s.....	.....	102
Manchester, N.H.—5s, 1883-'85 J&J	101	102
6s, 1894..... J&J	118	119
6s, 1902..... J&J	122	124
4s, 1911	103	103½
Memphis, Tenn.—6s, C..... J&J	30	.....
6s, A & B..... J&J	30	.....
6s, gold, fund., 1900 ..... M & N	.....	.....
6s, end., M. & C. RR.	55	.....
6s, consols..... J&J	45	.....
Milwaukee, Wis.—5s, 1891...J & D	98	.....
7s, 1896-1901..... Var.	112	117
7s, water, 1902..... J&J	114	.....
Mobile, Ala.—3-4-5s, funded..M&N	54	57
Montgomery, Ala.—New 8s ..J & J	65	65
5s, new	70	.....
Nashville, Tenn.—6s, old.....	100	.....
6s, new.....	99	.....
Newark—6s, long..... Var.	114	.....
7s, long..... Var.	116	123
7s, water, long..... Var.	120	123
New Bedford, Mass.—6s, 1909. A&O	128	130
5s, 1900, Water Loan..... A.&O	113	115
N. Brunswick, N. J.—7s, various...	100	109
6s.....	100	102
New Orleans, La.—Premium bonds.	82	86
Consolidated 6s, 1892..... Var.	94	97
Newport—Water bonds 7-30s.....	115	116
New York City—7s, short	100	114
7s, long.....	135	140
6s, short.....	100	109
6s, long.....	100	110
6s, gold (consolidated), 1896-1901	120	130
5s, long.....	105	110
4s, long.....	100	105
Newton—6s, 1905, water loan..J&J	129	130
5s, 1905, water loan..... J&J	115	117
Norfolk, Va.—6s, reg. stk, '78-85. J&J	105	.....
8s, coup., 1890-93..... Var.	118	.....
8s, water, 1901..... M & N	132	133
Norwich, Ct.—5s, 1907..... A&O	113½	115
7s, 1905..... J.&J	.....	.....
Orange, N. J.—7s, long.....	115	120
Oswego, N. Y.—7s, 1887-8-9.....	102	.....
Paterson, N. J.—7s, long..... Var	121	122
6s, long.....	114	115
5s, long.....	107	108
Petersburg, Va.—6s..... J&J	100	.....
8s..... J&J	114	.....
8s, special tax.....	114	.....
Philadelphia, Pa.—5s, reg..... J&J*	.....	.....
6s, old, reg..... J&J	121	.....
6s, new, reg., due 1895 & over. J&J	133	134
4s, new.....	112	.....
Pittsburg, Pa.—4s, coup., 1913..J&J.	95	100
5s, reg. and coup., 1913..... J&J.	105	.....
6s, gold, reg... ..... Var.	116	117
7s, water reg. & cp., '93-'98...A&O.	120	125
7s, street imp., reg, '83-96.... Var.	108	.....
Portland, Me.—6s, Mun., 1895. Var.	117	120
6s, railroad aid, 1907 ..... M&S	120	122
Portsmouth, N.H.—6s, '93, RR. J&J	114½	115½
Poughkeepsie, N. Y.—7s, water....	120	.....
Providence, R.I.—5s, g., 1900-5. J&J	115½	116
6s, gold, 1900, water loan....J & J	.....	.....
6s, 1885..... M & S	.....	.....
Richmond, Va.—6s..... J&J	113¾	114½
8s..... J & J	131½	132
5s.....	104½	105
Rochester, N.Y.—6s ..... Var.	106	.....
7s, water, 1903..... J & J	134	.....
Rockland, Me.—6s, '89-99, RR.. F&A	98½	99½
St. Joseph, Mo.—Comp'mise 4s, 1901	76	80
St. Louis, Mo.—7s, 1885..... F&A	101	.....
6s, short..... Var.	106	107
6s, long..... Var.	114	116
5s, long ..... Var.	107	.....
5s, 10-20..... Var.	105½	106¼
St. L. Co.—6s, gold, 1905..... A&O	.....	.....
Currency, 7s, 1887-'88.... Var.	.....	.....
St. Paul, Minn.—6s, long	103	.....
7s, long.....	109	.....
8s, 1889-96..... Var.	116	.....
Salem, Mass.—6s, long, W. L. A&O	124	126
5s, 1904, W. L..... J&J	.....	.....
San Francisco—7s, g., 1888-95... Var.	104	.....
6s, gold, long.....	.....	.....
Savannah funded 5s, consols.....	80	81
Somerville, Mass.—5s, 1895..A&O	109¾	110
6s, 1885..... J&J	104	105
6½s, 1884..... A&O	104	105
Springfield, Mass.—6s, 1905..A&O	127	129
7s, 1903, water loan..... A&O	.....	.....
Toledo, O.—7-30s, RR., 1900. M & N	.....	.....
8s..... Var.	.....	.....
6s, 1893 to '99..... Var.	.....	.....
Washington, D.C.—*See* Dist. of Col.		

* Price nominal; no late transactions.
† Purchaser also pays accrued interest.
‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.	Bid.	Ask.
Wilmington, N.C.—6s	95	.....
8s, gold, con. on	105	.....
Worcester, Mass.—6s, 1892...A&O	116	116½
5s, 1905 A&O	113	115
4s, 1905 A&O	101	106
Yonkers, N. Y.—Water, 1903	.....	.....
RAILROAD BONDS.		
Ala. Cent.—1st M., 6s, 1918...J&J	95	100
Income 6s, 1918 J&J	.....	70
Ala. Gt. Southern—1st mort., 1908	109	111
Alb'y & Susq.—1st M., 7s, '88...J&J	109	.....
2d mortgage, 7s, 1885 A&O	106½	.....
Consol. mort., 7s, 1906, guar. A&O	.....	.....
Alleghany Cent.—1st M., 6s, 1922	.....	99
Incomes, 1912	.....	.....
Allegh. Val.—Gen. M., 7 3-10s...J&J	122	123½
East. exten. M., 7s, 1910 A&O	.....	122
Income, 7s, end., 1894 A&O	48	50
Atch'n & Neb.—1st, 7s, 1907..M&S	118	118½
Atch. Top. & S. F.—1st, 7s, g., '99..J&J	121	121¼
Land grant, 7s, g., 1902 A&O	113¼	113½
Guaranteed 7s, 1909 . J&J & A&O	112¼	112⅝
5s, 1909 (1st mort.)	95½	96
5s, plain bonds, 1920	85	85½
4½s, 1920 A&O	82	82½
Florence & El Dor'do, 1st, 7s. A&O	106	107
K.C. Topeka & W., 1st M., 7s, g. J&J	117½	118
do income 7s. A&O	105	105½
N. Mex. & So Pac., 1st, 7s, 1909 A&O	113⅜	113⅝
Pleas't Hill & De Soto, 1st, 7s, 1907	106	107
Pueblo & Ark. V., 1st, 7s, g., 1903.	113¼	113½
Wichita & S.W., 1st, 7s, g., gua., 1902	105	105½
Atlanta & Charlotte Air L.—1st, 7s	104⅜	105
Income, 6s	74⅜	75⅞
Atlantic & Pac.—1st 6s, 1910..J&J	94	95½
Incomes, 1910 J&J	18	.....
Baltimore & Ohio—6s, 1885..A&O	104⅝	106
Sterling, 5s, 1927 J&D	107	109
Sterling, 6s, 1895 M&S	115	117
Sterling mort., 6s, g., 1902..M&S	118	120
do 6s, g., 1910. M&N	122	124
Parkersburg Br., 6s, 1919...A&O	114	.....
Balt. & Pot'c—1st, 6s, g., 1911. J&J	116	118
1st, tunnel, 6s, g., g'd, 1911. A&O	113	115
Belvidere Del.—1st, 6s, c., 1902 J&D	.....	121½
2d mort., 6s, 1885 M&S	104	.....
3d mort., 6s, 1887 F&A	105½	.....
Boston & Albany—7s, g., 1902...F&A	122¾	123
6s, 1895 J&J	116	118
Bost. Clint. & F.—1st M., 6s, '84, J&J	101½	102½
1st M., 7s, 1889-90 J&J	110	112
B. C. F. & N. B., 5s, 1910 ...J&J	102¼	102½
N. Bedford RR., 7s, 1894....J&J	120	.....
Equipment, 6s, 1885 F&A	103	.....
Framingham & Lowell—1st, 5s, '91	90	93
Bost. Conc. & Mon.—S.F., 6s, '89. J&J	105	106
Consol. mort., 7s, 1893 A&O	112	113
Bost. Hart. & E.—1st, 7s, 1900. J&J	.....	52
1st mort., 7s, guar. J&J	.....	.....
Boston & Lowell—7s, '92..... A&O	118	119
6s, 1896 J&J	110½	111½
New 5s, 1899 J&J	103½	104
Boston & Maine—7s. 1893-94. J&J	122¾	123¾
Bost. & Providence—7s, 1893. J&J	123½	124
Bost. & Revere B'h—1st, 6s. '97. J&J	112¾	113
Bradford Bord. & K.—1st, 6s, 1932	.....	100
Bradf. Eld. & Cuba—1st. 6s. 1932 J&J	.....	.....
Bklyn Bath & C.I.—1st, 6s, 1912. F&A	.....	105½
Brooklyn Elevated—Bonds	25	.....
Buff. Brad. & P.—Gen. M. 7s, '96. J&J	100	.....
Buff. N.Y. & Erie—1st. 7s. 1916. J&D	130	131
Buff. N.Y. & Phil.—1st, 6s, g., '96. J&J	95¾	96
2d mortgage, 7s, g.	.....	.....
Buff. Pittsb. & West.—6s, 1921 A&O	.....	.....
Pitts. Titusv. & B.—7s, 1896..F&A	94	95
Oil Creek, 1st M., 6s, 1912...A&O	103½	.....
Union & Titusv., 1st, 7s, 1890. J&J	91½	.....
Warren & Fr'klin, 1st, 7s, '96. F&A	113	.....
Buff. & Southwest.—6s, 1908..J.&J	.....	.....
Bur. C. R. & N.—1st. 5s, new, '06. J&D	100⅞	101
C. Rap. I. F. & N., 1st, 6s. 1920. A&O	.....	110
Cairo & St. Louis—1st mort.	65	70
Califor. Pac.—1st M., 7s, g., '89. J&J	105	107
2d M., 6s, g., end C. Pac., '89. J&J	100	105
3d M. (guar. C. P.), 6s, 1905. J&J	104	107
do do 3s, 1905. J&J	66	.....
California So.—1st, 6s, 1922...J&J	65	70
Camden & Atl.—1st, 7s, g., '93. J&J	.....	.....
2d mort., 6s, 1904 A&O	102	.....
Cam. & Bur. Co.—1st M., 6s, '97. F&A	107½	.....
Canada So.—1st M., guar., 1908. J&J	95½	95¾
Carolina Cent.—1st, 6s, g., 1920. J&J	.....	102
do incomes	.....	.....
Catawissa—Mort., 7s, 1900...F&A	.....	.....
Cedar F. & Min.—1st, 7s, 1907. J&J	.....	.....
Cedar R. & Mo.—1st, 7s, '91...F&A	109¾	110
1st mort., 7s, 1916 M&N	121¼	121½
Cent. Br. U. Pac., 1st s, 6s, '95. M&N	100	.....
Fund. coupon 7s, 1895 ..... M&N	95	.....
Ateh. & Pike's P'k, 1st, 6s, g. M&N	90	.....
Cent. of Ga.—1st, cons., 7s, '93. J&J	111	.....
Certificates of indebte'ness, 6s.	.....	93
Cent. Iowa—New 1st., 7s, '99. J&J	106	.....
Inc. bonds, "debt certs.", 7s. A&O	.....	67
Central of N. J.—1st M., 7s, '90. F&A	113	115
7s, conv, 1902, assented....M&N	110¾	111
Consol. M., 7s, 1899, assented. Q—J	110	.....
Adjustment bonds, 1905	106⅛	107
Income bonds, 1908 .....M&N	80	85
Am. Dk. & Imp. Co., 5s, 1921. J&J	87½	90¼
Leh. & Wilkesb. Coal. inc., '88. M&N	80	.....
Consol., 7s, gold, 1900, ass'd. Q—M	103⅞	105
Cent. Ohio—1st M., 6s, 1890. M&S	109¾	110
Cent. Pacific—1st, 6s, g., '95-98. J&J	.....	114
State Aid, 7s, g., 1884 J&J	100	.....
S. Joaquin, 1st M., 6s, g. 1900. A&O	109	.....
Cal. & Oregon, 1st, 6s, g., '88. J&J	103	.....
Cal. & Or. C.P. bonds, 6s, g., '92 J&J	105	107
Land grant M., 6s, g., 1890. A&O	105½	105⅞
West. Pacif., 1st, 6s, g., '99. J&J	111	112
Charl'te Col. & A.—Cons., 7s, '95. J&J	108	112
2d mort., 7s, 1910 J&J	99	105
Cheshire—6s, 1896-98 J&J	110	110¼

RAILROAD BONDS.	Bid.	Ask.
Cheraw & Darl.—1st M., 8s, '88. A&O	110	.....
2d mort., 7s	103	.....
Ches. & Ohio—Pur. money fd., 1898	.....	.....
Series A, 1908	106	.....
6s, gold, series B, int. def. 1908	.....	91
6s, currency, int. deferred, 1918.	53½	53¾
6s, 1911 A&O.	99⅜	101
Chic. & Alton—1st M., 7s, '93. J&J	117⅛	119
Sterling mort., 6s, g., 1903 .J&J	114	116
Bds. Kan. C. line, 6s, g., 1903. M&N	.....	114
Miss. Riv. Bridge, 1st, s.f., 6s, 1912	.....	.....
Louis'a & Mo. R., 1st, 7s, 1900 F&A	112	.....
do 2d, 7s, 1900 M&N	.....	.....
St. L. Jacks'v. & C., 1st, 7s, '94. A&O	116	.....
do 1st guar. (561), 7s, '94 A&O	.....	117½
do 2d M. (360), 7s, '98 .J&J	106	.....
do 2d guar. (183) 7s, '98. J&J	106	.....
Chicago & Atlantic—1st mort.	95	.....
Chic. B. & Q.—Consol., 7s, 1903 J&J	127⅛	127¼
Bonds, 5s, 1995 J&D	100	101
5s, 1901 A&O	101	105
5s, 1919, Iowa Div. A&O	103	.....
4s, 1919, do A&O	86¼	87¼
4s, Denver Div., 1922	82	.....
4s, Denver Div., 1921	.....	86
Bur. & Mo. R., 1st M., 7s, '93. A&O	115⅜	116
do Conv. 8s, '91 ser. J&J	.....	.....
Bur. & Mo. (Neb.), 1st, 6s, 1918. J&J	113	113½
do Cons. 6s, non-ex..J&J	103	103½
do 4s, (Neb.), 1910..J&J	81¾	82
do Neb. RR. 1st, 7s. A&O	111	111½
do Om. & S.W., 1st, 8s, J&D	121¼	121½
Ill. Grand Tr., 1st, 8s, '90 ..A&O	112½	113½
Dixon Peo. & H., 1st, 8s, 1889. J&J	111	113
Ott. Osw. & Fox R., 8s, 1900. J&J	123	125
Quincy & Wars'w, 1st, 8s, '90. J&J	115½	116
Chic. & Can. So.—1st, 7s, 1902 A&O	31	39
Chic. C. Dub & Minn.—7s, 1910 J&J	104	104½
Chic. & East Ill.—1st mort. 6s, 1907	99	.....
Income bonds, 1957	80	.....
Chic. & Gr. Trunk—1st mort., 1900	98	101
Chic. & Iowa—2d M., 8s, 1901. J&J	103	.....
Chic. P. & Neb.—2d M., 8s, 1883	100	100½
Chic. & Mich. L. Sh.—1st, 8s, '89. M&S	113	113½
Chic. Mil. & St. Paul—		
P. du C. Div., 1st, 8s, 1898. F&A	130	131½
P. D., 2d M., 7 3-10s, 1898..F&A	122¼	.....
St. P. & Chic., 7s, g., 1902....J&J	127	.....
Mil. & St. P., 2d M., 7s, 1884. A&O	103	.....
La. C., 1st M., 7s, 1893 J&J	118½	119¼
I. & M., 1st M., 7s, 1897 J&J	.....	122
I'a. & Dak., 1st M., 7s, 1899. J&J	121	.....
Hast. & Dak., 1st M., 7s, 1910. J&J	116	118
Chic. & Mil., 1st M., 7s, 1903. J&J	125	126
1st mort., consol., 7s, 1905..J&J	123½	125
1st M., I. & D. Ext., 7s, 1903. J&J	122	.....
1st M., 6s, S'thwest Div. 1909 J&J	107⅞	.....
1st M., 5s, La C. & Dav. 1919. J&J	94½	95
So. Minn. 1st 6s, 1910 J&J	106⅞	107
Chic. & Pac. Div. 6s, 1910	108⅝	.....
do West. Div., 5s, 1921. J&J	91	92
Mineral Pt. Div., 5s, 1910...J&J	.....	91
Chic. & L. Sup. Div., 5s, 1921	.....	.....
Chicago & Northwest.—		
Sink. f., 1st, 7s, '85.....F&A	108½	103½
Interest mort., 7s, 1883 ....M&N	102⅜	.....
Consol. mort., 7s, 1915..... Q—F	130	133
Exten. mort., 7s, 1885 .....F&A	103	.....
1st mort., 7s, 1885..... F&A	103	.....
Consol., gold, 7s, cp., 1902..J&D	.....	126
do do reg.	125	126
Sinking fund, 6s, 1929 ..... A&O	108	.....
do 5s, 1929 A&O	100½	100¾
Escan. & L. Sup., 1st, 6s, 1901. J&J	.....	.....
Des M. & Minn's, 1st, 7s, 1907. F&A	.....	.....
Iowa Mid., 1st M., 8s, 1900. A&O	129	132
Peninsula, 1st, conv., 7s, '98. M&S	120	.....
Chic. & Mil., 1st M., 7s, '98..J&J	.....	125
Mil. & Mad., 1st, 6s, 1905..M.&S.	.....	.....
Chic. R. I. & Pac.—6s, 1917, coup. J&J	124½	.....
6s, 1917, reg. J&J	124	125
Chic. & S.W.—1st, 7s, guar., '99. M&N	.....	.....
Chic. St. L. & N.O.—1st con. 1897, 7s	.....	120
2d mort. 6s, 1907 J&D	110	120
Ten. lien, 7s, 1897..... M&N	113	.....
5s, 1951, gold	103½	104
Miss. Cen., 1st M., 7s, '74-81. M&N	100	.....
do 2d mort., 8s	104	.....
N.O. Jack. & Gt. N., 1st., 8s, '86. J&J	107	103½
do 2d M., 8s, '90, ctfs. A&O	115	118
do 2d mort. debt.....A&O	.....	.....
Chic. St. P. Min. & Om.—Con. 6s, 1930	103¼	103⅞
Ch. St. P. & Minn. 1st, 6s, 1918 M&N	.....	113
Land grant. inc., 6s, 1898 M&N	.....	.....
North Wisc., 1st 6s, 1930 ....J&J	103	.....
St. Paul & S. City, 1st 6s, 1910. A&O	.....	113
Chic. & Tomah.—Scrip, 1905	110	112
Cin. & Eastern—1st, 7s, 1896	100	101
2d mort., 7s, 1900	102½	.....
Consol., gold, 6s, 1912	.....	85
Cin. Ham. & Dayt.—2d, 7s, '85 J&J	103	105
Consol. mort., 7s, 1905.....A&O	123	124
do 6s, 1905. ....A&O	110½	111½
Cin. H. & I., 1st M., 7s, 1903. J&J	109	110
Cin. I. St. L. & Chic.—Con. 6s, 1920	102	103
Cin. & Indiana, 1st M., 7s, '92. J&D	110	113
do 2d M., 7s, '82-87. J&J	107	108
Indianapolis C. & L., 7s of '97..	107	.....
Ind'apolis & Cin., 1st, 7s, '88. A&O	101	.....
Cin. Laf. & Ch.—1st, 7s, g., 1901. M&S	112	115
Cin. Rich. & Chic.—1st. 7s, '95..J&J	109	111
Cin. Rich. & F. W.—1st, 7s, g...J&D	108	110
Cin. Sand'ky & Cl.—6s, 1900..F&A	101	101½
7s, 1887 extended M&S	101	103
Consol. mort., 7s, 1890 .....J&D	103	103¼
Cin. & Sp.—7s, C.C.C. & I., 1901. A&O	.....	.....
7s, guar., L.S. & M.S., 1901. A&O	.....	.....
Clev. Col. C. & I.—1st, 7s, '99. M&N	122	.....
Consol. mort., 7s, 1914 .....J&D	121½	122⅓
Bellef. & Ind. M., 7s, 1899....J&J	.....	.....
Clev. & Pitts.—4th M., 6s, 1892. J&J	110½	112
Consol. S. F., 7s, 1900..... M&N	.....	127
Clev. & M. Val.—1st, 7s, g., '93. F&A	101	110

RAILROAD BONDS.	Bid.	Ask.
Columbia & Green.—1st, 6s, 1916	100	100⅛
2d mort., 6s, 1926	.....	72½
Columbus Chic. & Ind. Cent.—		
1st consol. mort., 7s, 1908...A&O	.....	140
2d mort., 7s, 1909 F&A	.....	.....
Income 7s, 1890	48	.....
Georgan'n Trust Co. certs	60	65
Chic. & Gt. East., 1st, 7s, 93-'95	100	.....
Col. & Ind. C., 1st M., 7s, 1904. J&J	115	.....
do 2d M. 7s, 1904. M&N	110	.....
Un. & Loganspt., 1st, 7s, 1905. A&O	113	116
T. Loganspt. & B., 7s, 1894 ..F&A	100	103
Cin. & Chic. A. L., 1886-'90	100	.....
Col. Hock. Val. & Tol.—Consol. 5s	80	85
Col. & Hock. V.—1st M., 7s, '97. A&O	115	117½
do 2d M., 7s, 1892. J&J	107	.....
Col. & Toledo—1st mort. bonds	114	117
do 2d mort.	109	114
Col. Springf. & C.—1st, 7s, 1901. M&S	.....	.....
Col. & Xenia—1st M., 7s, 1900. M&S	110	.....
Conn. & Passump.—M., 7s, '93 A&O	117¾	117⅞
Massawippi, g., 6s, gold, '89. J&J	105½	106
Conn. Val.—1st M., 7s, 1901...J&J	90	100
Conn. West.—1st M., 7s, 1900. J&J	30	31
Connecting (Phila.)—1st, 6s ..M&S	118	121
Cumberland & Penn.—1st mort.	101	103
2d mort	103	105
Cumberl. Val.—1st M., 8s, 1901. A&O	.....	.....
Dakota Southern—7s, gold, '94, F&A	105	100
Dayton & Mich.—Consol. 5s. ...J&J	102	103½
2d mort., 7s, 1884, now 1st. M&S	103¾	.....
3d mort., 7s, 1888, now 2d A&O	107	108
Dayt. & West.—1st M., 6s, 1905. J&J	109	110
1st mort., 7s, 1905 J&J	118	.....
Delaware—Mort., 6s, guar., '95 J&J	.....	.....
Del. & Bound B'k—1st, 7s, 1905 F&A	126½	.....
Del. Lack. & W.—Conv. 7s, 1892 J&D	116	118
Mort. 7s, 1907 M&S	127	.....
Den. & Rio G.—1st, 7s, g., 1900. M&N	103	103¼
1st consol. mort., 7s, 1910 ...J&J	89½	91
Denv. & R. G. West.—Bonds	71½	71⅞
Denv. S.P. & Pac.—1st, 7s, 1905 M&N	.....	99
Des M. & Ft. D.—1st, 6s, 1905. J&J	.....	100
1st inc., 6s, 1905	.....	73
Detroit & Bay C.—1st, 8s, 1902. M&N	100	.....
1st M., 8s, end. M. C., 1902. M&N	112	112½
Det. G. Haven & Mil.—Equip. 6s, 1918	118	120
Con. M., 5s till '84, after 6s, 1918	117	119
Det. L. & North.—1st, 7s, 1907. J&J	117½	118
Det. Mack. & M.—1st. 6s, 1921. A&O	.....	93⅝
Land grant, 7s, 1911	.....	.....
Income, 1921	.....	.....
Dub. & Dak.—1st M., 6s, 1919. J&J	.....	.....
Dub. & S. City—1st, 2d Div., '94. J&J	113½	.....
Dunk. A.V. & P.—1st, 7s, g., 1890. J&D	.....	.....
East Penn.—1st M., 7s, 1888...M&S	.....	.....
E. Tenn. Va. & Ga.—1st, 7s, 1900. J&J	116	.....
1st mort., consol., 5s, 1930 ..J&J	71⅜	71⅞
Income, 6s, 1931	38	39¾
Divisional, 5s, 1930..... J&J	92	.....
E. Tenn. & Ga., 1st, 6s, '83-86. J&J	99	101
E. Tenn. & Va. end., 6s, 1886. M&N	99	101
Eastern, Mass.—6s, g., 1906. .M&S	109¾	110
Sterling debs., 6s, g., 1906..M&S	104	106
Eliz. City & Nor.—S.F. deb., 6s. A&O	.....	83
1st mort., 6s, 1920 M&S	.....	.....
Elizab. Lex. & Big S.—3s, 1902. M&S	92	94¾
Elmira & W'mspt—1st, 6s, 1910. J&J	115	.....
5s, perpetual A&O	100	.....
Erie & Pittsb.—2d, now 1st..... J&J	106½	111
Cons. mort., 7s, 1898 .....J&J	110	112
Equipment, 7s, 1890 A&O	95	.....
Evausv. & Crawf.—1st, 7s, '87. J&J	103	106
Evans. & T. H., 1st cou., 6s, 1921, J&J	95	97
Evansv. T. H. & Chi.—1st, 7s, g. M&N	101	.....
Fitchburg—5s, 1899 A&O	109	109½
5s, 1900-01-02 A&O	110½	111
6s, 1898 A&O	117	118
7s, 1894 A&O	123	124
Flint & P. Marq.—M. 6s, 1920. A&O	110	112
Flint & Holly, 1st, 10s, '88. M&N	107	.....
Holly W. & M.—1st, 8s, 1901. J&J	115	.....
Ft. Madison & N. W., 1st 7s, g., 1905	.....	.....
Ft. W. & Denv. City—1st, 6s, 1921.	.....	71
Frankfort & Kokomo—1st, 7s, 1908	.....	.....
Gal. Har. & S.A.—1st, 6s, g. 1910. F&A	101	107
2d mort., 7s, 1905 J&D	107	109
Gal. Hous. & H.—1st, 7s, g., 1902. J&J	70	76
Georgia—7s, 1883-90 J&J	109	113
6s, 1897 & 1910	105	107
Georgia Pacific—1st mort.	82	83
Gr. Rap. & Ind.—1st, l.g., g'd, 7s, g	113	.....
1st M., 7s, l.g., gold, not guar. A&O	110	113
Ex land grant, 1st 7s, '99	100	.....
Gr. B'y W. & St. P.—1st, 6s, 1911. F.&A	.....	82
2d, incomes, 1911	.....	25
Gulf Col. & S. Fe—1st, 7s, 1909 J&J	110⅞	111
Hannibal & Nap —1st, 7s, '88. M&N	.....	.....
Han. & St. Jo.—Conv. 8s, 1885. M&S	.....	108
Con. 6s, 1911 M&S	108½	109
Kans. C. & Cam., 1st, 10s, '92. J&J	129¾	130
Housatonic—1st M., 7s, 1885. F&A	.....	.....
Houst. E. & W. Tex.—1st, 7s, 1898	98	.....
Houst. & Tex. C.—1st., 7s, guar., '91	108	109
West. Div., 1st, 7s, g., 1891..I&J	105	106
Waco & N. W., 1st, 7s, g., 1903. J&J	110	113
Cons. mort., 8s, 1912 A&O	121	122½
Waco & N., 8s, 1915	.....	.....
Gen. mort. 6s, 1921 .....A&O	.....	.....
Hunt. & Br. Top—1st, 7s, '90...A&O	.....	.....
2d mort., 7s, g., 1895..... F&A	116	.....
Cons 3d M. 5s. 1895 A&O	.....	80
Ill. Cent.—1st M. Chic. & Spr. '98 J&J	.....	113
Middle Div. reg. 5s, 1921	.....	.....
Sterling, S. F., 5s, g., 1903..A&O	105	107
Sterling, gen. M., 6s, g., 1895. A&O	113	115
Sterling, 5s, 1905 J&D	105	107
Ind. Bl. & W.—1st, pf., 7s, 1900 J&J	.....	.....
1st mort., 4-5-6, 1909 .....A&O	.....	88
2d mort., 4-5-6, 1909. .....A&O	.....	71
East. Div., 1st mort.	92	93
do income	40	47
Income, 1919	.....	.....

· Price nominal; no late transactions. † The purchaser also pays accrued interest. ‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—Continued.

For Explanations See Notes at Head of First Page of Quotations.

Railroad Bonds.	Bid.	Ask.
In'polis D.& Sp'd—1st,7s,1906 A&O	101	102
2d mort.. 5s, 1911 J&J	.....	55
2d mort., income, 1906. J&J	.....	55
Trust Co. cert	.....	.....
New 1st mort. 6s, funded	.....	.....
Ind'polis & St.L.—1st,7s,1919.Var.	†105	115
nd'apolis& Vin.—1st, 7s,1908.F&A	109	.....
2d mort., 6s, g., guar., 1900.M&N	95	101
Int. & Gt.North.—1st,6s,1919.M&N	.....	105½
Coup. 6s, 1909 M&S	81½	85
2d mort., income, 8s, 1909	.....	.....
Ionia & Lansing—1st 8s,'89. .J&J	†110	112
Iowa City& West.—1st,7s,1909M&S	111	.....
I'a Falls & Sioux C.—1st, 7s,'99A&O	†120¼	120½
Jefferson—Hawl'y Br. 7s, '87..J&J	105	.....
1st mort., 7s, 1889 J&J	104	109
Jeff. Mad.& Ind.—1st, 7s,1906.A&O	†110	115
2d mort., 7s, 1910 J&J	†111	115
Junction (Phil.)—1st,4½s,1907 J&J	.....	.....
2d mort., 6s, 1900 A&O	110	.....
K.C.Ft.Scott& G.—1st,7s,1908 J&D	†112	112½
Kansas C. Lawr. & So. 1st, 5s. 1909	†104¾	105
K.C.St.Jos.& C.B.—M.7s,1907..J&J	†113¼	113½
Kansas & Nebraska—1st mort	60	70
2d mort	17	20
Kentucky Central—6s, 1911...J&J	95	.....
Keokuk&Des M.—1st.5s.guar.A&O	101	102½
L. Erie & West.—1st, 6s,1919. F&A	98¾	.....
Income, 7s, 1899	.....	46
Sandusky Div., 6s, 1919 ....F&A	.....	98
do income, 1920....	35	.....
La'. Bl.& Mun.,1st, 6s,1919 .M&N	.....	100
do income, 7s, 1899.	43	.....
Lake Shore & Mich. So.—		
M. So.& N.I., S.F.,1st, 7s,'85.M&N	106	107
Cleve. & Tol., 1st M., 7s, '85..J&J	105	.....
do 2d M., 7s, 1886.A&O	†107½	109½
Cl. P. & Ash., new 7s, 1892..A&O	113	.....
Buff.& E., new bds. M.,7s,'98.A&O	120	.....
Buff. & State L., 7s, 1886....J&J	.....	.....
Det. Mon. & Tol., 1st, 7s, 1906...	121	.....
Jamest.& Frankl..1st, 7s,'97.J&J	.....	.....
do 2d M.,7s,'94.J&D	.....	.....
Kalamazoo Al.& Gr.R.,1st,8s.J&J	.....	.....
Kal.& Schoolcraft, 1st, 8s.'87.J&J	.....	.....
Kal.& Wh. Pigeon.1st.7s,'90..J&J	100	.....
Dividend bonds, 7s, 1899...A&O	121¾	125
L.S.& M. S., cons., cp., 1st, 7s.J&J	126	.....
do cons.,reg.,1st,7s,1900.Q—J	125	126½
do cons., cp., 2d,7s, 1903..J&D	119	.....
do cons.,reg.,2d, 7s,1903.J&D	.....	121½
Lawrence—1st mort., 7s,1895.F&A	.....	.....
Lehigh & Lack.—1st M.,7s, '97.F&A	.....	.....
Lehigh Val.—1st,6s,coup., '98.J&D	121	.....
1st mort., 6s, reg., 1898.....J&D	120	.....
2d mort., 7s, 1910 M&S	133	.....
Gen. M., s. f., 6s, g., 1923....J&D	.....	120
Delaw. Ld Co. bds, end.,7s,'92J&J	.....	.....
L. Miami—Renewal 5s,1912..M&N	103½	104
L.Rock& Ft.S.—1st,l.gr..7s '95.J&J	96	102
Little Schuylkill—1st, 7s, '82..A&O	.....	.....
Long Island—1st M., 7s, 1898.M&N	117½	118
1st consol. 5s, 1931 Q—J	97⅝	97¾
2d mort., 7s, 1918	.....	.....
South Side, 1st, 7s, 1887.....M&S	104¼	.....
Newtown & Fl., 1st, 7s, 1891	.....	.....
N. Y. & Rockaway, 7s, 1901.A&O	.....	.....
Smithtn & Pt. Jeff., 7s, 1901.M&S	.....	.....
L.I.City & Flushing—1st, 6s,1911	.....	95
do Incomes	.....	65
Lou'v.C.& Lex.—1st,7s,'97 J&J(ex)	114	116
2d mort., 7s, 1907 A&O	†06	108
Lou.&Nash.—Con.1st, 7s, '98A&O	116	.....
2d mort., 7s, g., 1893.....M&N	100	.....
Cecilian Br., 7s, 1907.....M&S	105¼	.....
Louisville loan, 6s, '86-'87..A&O	104	105
Leb.-Knoxv. 6s, 1931 .....M&S	100	.....
Louis. Cin. & Lex., 6s, 1931.M&N	100	.....
Mem.& O.,st.l., M.,7s, g.,1902J&D	†110	112
M.& Clarksv..st'g,6s,g.,1901 F&A	.....	.....
N. O. & Mobile. 1st 6s, 1930.J&J	.....	91½
Pensacola Div ,1st,6s,1920..M&S	.....	.....
St. Louis Div.. 1st, 6s, 1921..M&S	98	.....
do 2d., 3s.,1980.M&S	.....	50
Nash. & Dec., 1st 7s, 1900...J&J	.....	116½
E. H. & N., 1st 6s, 1919.....J&D	98	105
Gen'l mort., 6s, 1930.....J&J	90	.....
Sa & No. Ala., S. F., 6s, 1910 A&O	†104	106
1st mort., sinking fund, 8s.....	.....	.....
L'sv.N.A.& Chic.—1st,ts,1910. J&J	.....	102¼
Maine Cent.—Mort. 7s, 1898...J&J	122	123½
Exten. bonds, 6s, g., 1900...A&O	111	113
Cons. 7s, 1912 A&O	122	124
Androscog. & Ken., 6s, 1891.F&A	108	110
Leeds & Farm'gt'n, 6s, 1901.J&J	110	112
Portl'd & Ken., 1st, 6s, '83..A&O	100	101
do Cons. M., 6s, '95.A&O	112	114
Man.Beach Imp ,lim.,7s, 1909,M&S	75	90
N.Y.& Man. Beach, 1st 7s,'97,J&J	.....	.....
Marietta & Cin —1st M.,7s.'91F&A	131	131½
Sterling, 1st M., 7s, g., 1891.F&A	131	131½
2d mort., 7s, 1896 M&N	101½	101⅝
3d mort., 8s, 1890 J&J	51⅝	55
Scioto & Hock.Val., 1st, 7s..M&N	104	109
Balt. Short L., 1st, 7s, 1900..J&J	105	.....
Marq'tte Ho.& O.—Mar.& O.,8s, '92	117	119
6s, 1908 M&S	103	104
Mass. Central—1st, 6s, 1893	24	30
Mem.& L.R'ck—1st mort.,8s, 1907.	92½	95
Memphis & Charleston—1st consol.	100	100
1st, cons., Tenn. lien, 7s,1915 J&J	100	.....
Metrop'n Elev.—1st, 6s, 1908, J&J	98½	98¾
2d 6s, 1899 M&N	86	88
Mexican Central—1st, 7s, 1911	.....	78
Mexican National—1st mort	49	49½
Subsidy bonds	.....	.....
Mich. Cent.—Consol., 7s,1902 M&N	.....	126
Consol. 5s, 1902 M&N	102	.....
1st M. on Air Line, 8s, 1890.J&J	†113¼	113¾
Air Line, 1st M., 8s, guar...M&N	†110¾	111¼
Equipment bonds, 8s, '83....A&O	.....	.....
Gd. Riv. V., 1st 8s, guar.,'86.J&J	†108	109
6s, 1909 M&S	.....	.....

Railroad Bonds.	Bid.	Ask.
Michigan Central—(Continued)—		
5s, coup., 1931 M&S	100½	103½
5s, reg., 1931 M&S	.....	101
Kalamazoo&S.H.,1st,8s,'90.M&N	†113½	114
J.L.& Sag.1st,8s'85,"wh.bds"J&J	†106	106½
J.L.& Sag.North Ext.,8s,'90.M&N	.....	.....
do Cons. M.,8s,'91. .M&S	†112⅜	113
do 6s,1891 M&S	105	107
Joliet & N.Ind.,1st,7s (guar.M.C.)	.....	.....
Michigan & Ohio—1st mort	70	.....
Mil.L.S.& W.—1st M.,6s,1921.M&N	.....	98¾
1st, incomes	.....	79¾
Mil. & No.—1st, 6s, 1910....J&D	91	94
Minn. & St. L.—1st M., 1927..J&D	120	.....
1st M., Iowa City& W., 1909.J&D	112	.....
2d mort., 7s, 1891 J&J	.....	105
Southwest. Ext., 1st, 7s, 1910....	110⅛	110⅜
Pacific Ext., 1st, 6s, 1921.....	101⅛	101⅜
Miss.& Tenn.—1st M., 8s,series "A"	120	125
8s, series "B" J&J	106	110
Mo.K. & T.—Cons. ass., 1904-6.F&A	101½	103½
Consolidated 6s, 1920.....J&D	.....	82¼
1st, 6s, g., 1899. (U. P. S. Br.)J&J	104	110
2d mort., income, 1911.....A&O	56½	.....
General mortgage	80	84
Boonev'e B'ge,7s,guar,1906.M&N	.....	.....
Han. & C. Mo., 1st 7s, g.,'90.M&N	104	.....
Mo.Pac.—1st mort.,6s,gld,'88, F&A	104½	105½
Consol. 6s, 1920..... M&N	.....	103
2d mort., 7s, 1891 J&J	.....	112½
Car. B., 1st mort., 6s, g. '93..A&O	.....	.....
3d mortgage, 7s, 1906.....M&N	109	109¾
Income, 7s, 1892 M&S	.....	.....
Mob. & Ala. Gr. Tr.—1st, 7s, g'ld,'95	.....	.....
Mobile & O.—1st pref. debentures..	84	85⅞
2d pref. debentures	50	51½
3d pref. debentures	.....	38½
4th pref. debentures	.....	38
New mortgage, 6s, 1927	107	.....
Cairo Extension 6s, 1892....J&J	.....	105
Morg'n's La.&Tex.,1st,6s,1920J&J	.....	.....
Morris & Essex—1st, 7s, 1914 M&N	135	137
2d mort, 7s, 1891 F&A	117	.....
Bonds, 7s, 1900 J&D	.....	.....
General mort., 7s, 1901.....A&O	122	123
Consol. mort., 7s, 1915.....J&D	122	122½
Nashua & Low.—6s, g., 1893. F&A	112½	113½
5s, 1900	103	104
Nashv.Ch.& St.L.—1st, 7s,1913 J&J	116	117
2d mort., 6s, 1901 J&J	.....	.....
1st, Tenn. & Pac., 6s, 1917...J&J	.....	.....
1st, McM. M. W.&A., 6s,1917.J&J	.....	.....
Nashv.& Decat'r.—1st,7s,1900.J&J	.....	.....
Natchez Jack. & Col.—1st, 7s, 1910	.....	.....
Nevada Cen.—1st 6s, 1904....A&O	103	.....
Newark & N. Y.—1st, 7s, 1887.J&J	105	.....
New'k'S'set&S.—1st. 7s. g.,'89.M&N	104	.....
Newburg D. & Conn.—Income.....	15	25
N'burgh&N.Y.—1st M. 7s,1888.J&J	102	.....
New Jersey & N. Y.—1st mort	.....	105
N. J. Southern—1st M., new 6s.J&J	90	97
N. O. Pac.—1st, 6s, gold, 1920.J&J	.....	89⅝
N.Y. & Can.—£ M., 6s, g., 1904.M&N	†108	110
N.Y.C.& Hud.—M.,7s, cp.1903.J&J	.....	.....
Mort., 7s, reg., 1903 J&J	.....	130
Subscription, 6s, 1883 .....M&N	101½	.....
Sterling mort., 6s, g., 1903...J&J	†119	121
N. Y. C., premium, 6s, 1883..M&N	101⅝	.....
do 6s, 1887..... J&D	107¾	109
do real est., 6s, 1883..M&N	101½	.....
Hud. R., 2d M., 7s., 1885.....J&D	106½	107
N.Y.Chic.& St.L.—1st,6s,1921.J&D	97¾	97⅞
Equipment bonds	91	.....
N.Y.City& No.—Gen'l,6s,1910M&N	45	50
Trust Co. receipts	45	50
N. Y. Elevated.—1st M., 1906.J&J	115¾	116
N. Y. & Greenw'd L.—1st M. inc. 6s	29	.....
2d mortgage income	7	10
N.Y.&Harlem—7s,coup.,1900.M&N	130½	.....
7s, reg., 1900 M&N	.....	130½
N. Y. Lac'. & West.—1st mort.....	109	110¼
N. Y. Lake Erie & Western—		
1st mort., 7s, 1897, ext.....M&N	.....	123
2d mort. exten., 5s, 1919 ...M&S	.....	.....
3d mort., 7s, 1883 M&S	102⅞	.....
4th mort., ext., 5s, 1920....A&O	.....	.....
5th mort , 7s, 1888 J&D	.....	109½
1st cons. M., 7s, g.,1920.....M&S	129	130½
New 2d cons. 6s, 1969 J&D	96¾	97⅛
1st cons. fund coup.,7s,1920 M&S	†125	130
2d cons. f'd cp., 5s,1969..... J&D	.....	96
Reorganizat'n 1st lien, 6s, 1908	.....	.....
Gold income bonds, 6s, 1977	.....	.....
Long Dock mort., 7s, 1893..J&D	112½	118
N.Y.& N.Eng.—1st M., 7s, 1905J&J	115¼	115¾
1st mort., 6s, 1905 J&J	†105¼	105¾
N.Y.Pa. & O.—1st inc. ac., 7s, 1905	52	.....
do prior lien,inc.ac.,5-6s,'95	103	106
2d mort. inc	15	.....
3d mort. inc	8½	9
L'sed L.rental tr'st'73,Trus.cer.7s	.....	.....
West. ext. certifs, 6s, 1876..J&J	†75	85
do do 7s, guar. Erie	†75	85
N.Y.Prov.&B'n—Gen. 7s, 1899.J&J	130	.....
N.Y. Susq. & West.—1st mort.....	74	75¼
Debentures	50	60
N. Y. West Shore & Buffalo.—5s....	75⅞	76
North Penn.—1st M., 6s, 1885.J&J	103	.....
2d mort., 7s, 1896 M&N	118	.....
Gen. mort., 7s, 1903, reg.....J&J	124	.....
New loan, 6s, reg., 1905.....M&S	104	.....
Norf'k &W.—Gen'l M.,6s,1931 M&N	101½	102
Norf'k & Petersb., 2d, 8s, '93.J&J	115	.....
South Side, Va.,1st, 8s,'84-'90.J&J	109	.....
do 2d M., 6s,'84-'90.J&J	100	.....
do 3d M., 6s,'86-'90.J&J	100	.....
Virginia& Tenn., M.,6s, 1884.J&J	100	102
Va. & Tenn., 4th M., 8s,1900.J&J	125	.....
North Carolina—M., 6s.	100	.....
Northeast.,S.C.—1st M.,8s,'99,M&S	125	.....
2d mort., 8s, 1899 M&S	120	.....
North'n Cent.—2d mort.,6s, 85.J&J	102⅜	103½
3d mort., 6s, 1900.....A&O	115	117

Railroad Bonds.	Bid.	Ask.
Northern Central—(Continued)		
Con. mort., 6s, g., coup., 1900.J&J	112¾	113½
6s, g., reg., 1900 A&O	115	.....
Mort. bds., 5s, 1926, ser. A to C.J&J	99½	100
Con. mort, stg. 6s, g., 1904...J&J	†104	105
Northern, N.J.—1st M., 6s, '88.J&J	†100	102
Norw'h&Worc'r—1st M., 6s.'97.J&J	†	.....
North. Pac., P. D'O Div.—6s, M&S.	100	.....
Mo. Div. 6s, 1919 M&N	100	.....
Gen'l l. g., 1st, 6s. 1921.....J&J	102¾	103
Gen'l l. g., 1st, 6s, reg.....J&J	103	.....
Ogd'nsb'g&L.Ch.—1st M.6s,'98,J&J	†101	101½
S. F., 8s, 1890 M&S	†102	103
Consol., 6s, 1920	94	95
Income, 1920	34	35
Ohio Cent.—1st, mort.,6s,1920, J&J	93	93½
Incomes, 1920	30½	32
1st Ter'l Trust, 6s, 1920.....J&J	.....	90
Mineral Div., inc. 7s, 1921	.....	.....
River Div., 1st	65	65½
do income	15¼	15½
Ohio&Miss.—Cons. S. F. 7s,'98.J&J	.....	116
Cons. mort., 7s,'98 J&J	.....	116
2d mort., 7s, 1911 A&O	.....	123
1st mort.,Springf.Div.,1905 M&N	.....	115½
Ohio Southern—1st 6s, 1921...J&D	81	82½
2d income, 6s, 1921	.....	30½
Ohio & W.Va.—1st,s.f.,7s,1910M&N	†110	113½
Old Colony—6s, 1897 F&A	†117	117½
6s, 1895 J&D	†116	116½
7s, 1895 M&S	†124	124½
Oreg. & Cal.—1st 6s, 1921.....J&J	90¼	.....
Oregon Short Line—1st mort	.....	97½
Oregon & Transcont.—6s, 1922....	94	94⅞
Osw.&Rome—1st M., 7s, 1915.M&N	120	.....
Panama—Sterl'g M., 7s. g. '97.A&O	†117	119
Sinking fund sub., 6s, 1910.M&N	.....	105
Subsidy bonds, Eng. issue, 6s....	†106	108
Paris&Dec't'r—1stM.,7s,g.,'92.J&J	.....	.....
Penna.—Gen. M., 6s, cp., 1910 Q—J	.....	125
Gen'l mort., 6s, reg., 1910..A&O	.....	125
Cons. mort., 6s, reg., 1905..Q—M	117½	119
do 6s, coup., 1905..J&D	116¼	.....
Penn. Co., 6s, reg., 1907....Q.—J	107	.....
do 1st M., 4½s, 1921.J&J	94¼	.....
Penn.&N.Y.—1st.7s,'96&1906.J&D	.....	126
Pensacola & Atlantic—1st m..M&S	80	81½
Peoria Dec.& Ev.—1st,6s,1920,J&J	9	102
Incomes, 1920	50	65
Evansville Div.,1st 6s,1920. M&S	.....	100
do income, 1920....	.....	59
Peoria & Pekin Union	95	102
Perkiomen—1st M., 6s, 1887...A&O	.....	103
Cons. mort., 6s. 1913, sterling ...	†90	93
Petersburg —Class A	88	89
Class B	72	73
Phila. & Erie—2d M., 7s. 1888.J&J	112	.....
Gen. M., guar., 6s, g., 1920. .J&J	†114	116
Sunbury&Erie, 1st M.,7s,'97.A&O	.....	.....
Phila. & Reading—2d, 7s, '93.A&O	.....	120
Debenture, 1893 J&J	65	.....
Consol. mort., 7s, 1911 .....J&D	125	.....
Consol. mort., 6s, 1911.....J&D	111	.....
Improvement mort., 6s, 1897	†104	106
Gen'l mort., 6s, 1908.....J&J	94½	94⅝
Convertible, 7s, 1893 .....J&J	75	77
Scrip for 6 deferred ½ coupons ..	†97	100
Deferred income	.....	25
Coal & I., guar. M., 7s, '92.. M&S	66	.....
Income mort., cons. 7s, '96, J&D	.....	95
Phila. Wil. & Balt.—6s, 1892...A&O	†110	112
6s, 1900 A&O	113	115
5s, 1910 J&J	†103	105
Pittsb.Bradf.& S.—1st,6s1911A&O	.....	80
Pittsb.C.& St.L.—1st, 7s, 1900.F&A	122½	.....
2d mort., 7s, 1913 A&O	.....	.....
Steubenv.& Ind., 1st., 6s,'84. Var.	101	.....
Pittsb.&Con'llsv.—1stM.7s,'93.J&J	119¾	122
Sterling cons. M., 6s, g., guar.J&J	†118	120
Pittsb.Ft.W. & C.—1st,7s,1912 Var	134	136
2d mort., 7s, 1912 J&J	133	.....
3d mort., 7s, 1912 A&O	125	131½
Equipment, 8s, 1884 M&S	†101	106
Pittsb. & West.—1st mort	83	.....
Portl'nd&Ogb'g—1st6s,g.,1900J&J	104	.....
Vt. div., 1st M., 6s, g.,1891..M&N	20	30
Port Royal & Aug.—1st, 6s, '99.J&J	100	106
Income mort., 6s, 1899 .....J&J	.....	70
Ren.&S'toga—1st 7s,1921 con.M&N	137	.....
1st, 7s, 1921, reg M&N	137	.....
Richm'd & Alleghany—1st, 7s, 1920	79	80
2d mort., 6s, 1916	.....	.....
Rich'd & Danv.—Con..6s,'90..M&N	103	107
General mort., 6s, 1915 .... J&J	93½	93¾
Debenture, 6s	60¾	61¼
Piedmont Br., 8s, 1888. ....A&O	109	111
Rich. Fred. & Potomac—6s,ext.J&J	106	.....
Mort, 7s, 1881-90. .....J&J	115	118
Rich. & Petersb., 8s,'80-'86...A&O	103	110
New mort., 7s, 1915 .....M&N	115	120
Richmond York Riv. & Ches., 8s...	112	114
Roch. & Pitts., 1st, 6s, 1921...F&A	103	.....
do income, 1921.....	40	45½
Rutland—1st M., 6s, 1902....M&N	†96½	97
Equipment, 2d mort., 5s ....F&A	63	65
RomeWat'n&O.—S.F.,7s,1891.J&D	106	.....
2d mort., 7s, 1892.....J&J	106	.....
Consol., 1st ex. 5s, 1922....A&O	.....	73¾
Income 7s, 1932	.....	44
St. Joseph & Pacif.—1st mort.....	60	75
2d mort.	18	25
St.L.Alt.&T.H.—1st M., 7s, '94.J&J	.....	.....
2d mort., pref., 7s, 1894 .... F&A	.....	112
2d income, 7s, 1894.....M&N	101	106
Div. bonds, 1894	.....	78
Belley.&S.Ill..1st,S.F.8s,'96.A&O	.....	122½
St. Louis & I. Mt.—1st, 7s. '92,F&A	117¼	118
2d mort., 7s, g., 1897.....M&N	107½	.....
1st 7s, inc., pf. int. accumulative.	....	.....
2d 6s, inc., int. accumulative.....	.....	.....
Ark. Br. l. gr., M., 7s, g., '95.J&D	107½	.....
Cairo Ark. & T.,1st,7s,g.,'97.J&D	108¾	110
Cairo & Ful., 1st,l.g.,7s,g.,'91.J&J	.....	109½

* Price nominal; no late transactions. † The purchaser also pays accrued interest. ‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.	Bid.	Ask.
St. L. & Iron Mt —(Continued)—		
Gen. con. r'y & l. g., 5s, 1931 A&O	77	77½
St. L. & San F.—2d M., class A, '06 M&N	97	99
2d M., class B, 1906 M&N	93½	94½
do class C, 1906 M&N	93½	.....
South Pacific.—1st M., 1888 J&J	.....	103½
Pierre C. & O. 1st, 6s F&A	.....	.....
Equipment 7s, 1895 J&D	.....	.....
St. L. Vand. & T. H.—1st M., 7s, '97 J&J	112	.....
2d mort., 7s, 1898 M&N	.....	.....
2d. 7s, guar., '98 M&N	111	113
St. P. & Duluth—1st, 5s, 1931 F&A	101	.....
St. P. Minn. & Man.—1st 7s, 1909 J&J	107¼	110
2d 6s, 1909 A&O	108⅞	.....
Dak. Ext., 6s, 1910 M&N	107½	.....
Minn's U'n, 1st, 6s, 1922 J&J	.....	110
Sandusky Mansf. & N.—1st, 7s, 1902	112	115
Savannah Florida & West.—		
At. & Gulf, cons. 7s, 1897 J&J	†106	.....
1st mortgage, 7s J&J	103	.....
S. Ga. & Fla., 1st M. 7s, 1899, M&N	110	115
Scioto Val.—1st M., 7s, sink'g fund	†100	102
2d mort.	185	95
Consol. 7s, 1910 J&J	.....	95
Selma Rome & Dalton—1st mort.	.....	.....
2d mort.	.....	.....
Incomes	.....	.....
Sioux C. & Pac., 1st M., 6s, '98. J&J	.....	.....
So. Carolina—1st M., 6s, 1920 A&O	102	102¾
2d mort., 6s, 1931 J&J	92	94
Bonds. 7s, non-mort A&O	.....	.....
Income 7s, 1931	55	60
So. Cen. (N.Y.)—1st mort., 5s	75	90
So. Pac. Cal.—1st, 6s, g., 1905-12. J&J	104⅜	104⅝
Southwestern (Ga.)—Conv., 7s, 1886	.....	.....
Summit Br.—1st, 7s, 1903 J&J	.....	.....
Sunb. Haz. & W-B.—1st, 5s, 1928 M&N	88	95
2d mort., 6s, 1938 M&N	28	30½
Susp. B. & Erie Junc.—1st M., 7s	.....	.....
Syr. Bing. & N. Y.—consol. 7s, '06 A&O	124½	.....
Tex. Cent.—1st, s.k. fd., 7s, 1909 M&N	105	.....
1st mort., 7s, 1911 M&N	105	.....
Texas & Pac.—1st, 6s, g. 1905 M&S	104	.....
Consol. mort., 6s, gold, 1905. J&D	94	.....
Inc. and land gr., reg., 1915. July	59¼	59¾
1st (Rio Gr. Div.), 6s, 1930. F&A	81	82
Texas & St. Louis—1st, 6s, 1910 J&D	71	75
Land grant. incomes, 1920	.....	.....
Mo. & Ark. Div., 1st, 6s	.....	.....
Tol. Cin. & St. Louis—1st mort.	45	.....
Income	12½	15
Tol. Del's & B.—1st main, 6s, 1910	52	.....
do 1st Dayton div., 6s, 1910	.....	.....
do 1st Ter'l trust, 6s. 1910	.....	.....
Income, 6s, 1910, main line	10	16
Dayton Div. inc., 6s, 1910	.....	15
Tonawanda Val. & C.—1st, 6s, 1931	.....	100
United Co's N.J.—Cons., 6s, '94. A&O	.....	.....
Sterling mort., 6s, 1894 M&S	112	114
do 6s, 1901 M&S	120	122
Cam. & Amb., mort., 6s, '89. M&N	.....	.....
Union Pac.—1st, 6s, g., 1896-'99 J&J	113¾	.....
Land Grant, 7s, 1887-9 A&O	110	110¾
Sink. F., 8s, 1893 M&S	117	119
Om. Bridge, sterl. 8s, g., '96. A&O	120	124
Reg. 8s, 1893 M&S	.....	119
Col ateral trust, 6s, 1908 J&J	.....	104
Colo ado Cent., 1st, 8s, g., '90. J&D	.....	.....
Denver Pac., 1st M., 7s, g., '99. M&N	.....	.....
Kans. Pac., 1st, 6s, 1895 F&A	108½	.....
do 1st M., 6s, 1896 J&D	108	109
do 1st, R. & L. G. D'd, '99. M&N	.....	.....
do Inc., No. 11, 7s, 1916. M&S	.....	.....
do Inc., No. 16, 7s, 1916. M&S	.....	.....
do Denv. Div., 6s	107	.....
do 1st cons. M., 6s, 1919 M&N	.....	100½
Atch. Col. & Pac., 1st, 6s, 1905 Q.—F	92	93½
Atch. J. Co. & W., 1st, 6s, 1905. Q.—F	.....	92½
Utah Cen.—1st M., 6s, g., 1890. J&J	.....	.....
Utah So.—Gen. M. 7s, 1909 J&J	104½	105¼
Extension, 1st, 7s, 1909 J&J	100	.....
Utica & Bl'k R.—Mort., 7s, '91. J&J	107	.....
Valley, of Ohio—1st mort	100	.....
Verm't & Can.—M., 8s	49	51
Missisquoi, 7s, 1891 J&J	.....	.....
Vermont Cen.—1st M., 7s, '86. M&N	10	12
2d mort., 7s, 1891 J&D	8	5
Income extension 8s M&N	49	51
Stanstead S. & C., 7s, 1887. J&J	49	51
Verm't & Mass.—1st M., 6s, '83. J&J	†100¼	100½
Conv. 7s, 1885 J&J	†130	135
Vicksb. & Mer.—New 1st mort.	90	94
2d mort.	.....	53½
3d mort., income	29	32½
Virginia Midland—1st series, 6s	111	114
2d series, 6s	107	109
3d series, 5-6s	90	95
4th series, 3-4-5s	52	56
5th series, 5s	93	96
Incomes, cumulative	55	57
Wabash—1st M., ext., 7s, '90, ex. F&A	106	.....
Mort., 7s, 1879-1909 A&O	.....	95
2d mort., 7s, ext. 1893, ex. M&N	101	.....
Equipment, 7s, 1883 M&N	.....	.....
General mort., 6s, 1920 J&D	79	79⅞
Chic. Div., 5s, 1910	79	81¾
Havana Div., 6s, 1910 J&J	.....	90
Tol. P. & West., 1st 7s, 1917 Q	107¼	107¾
do 1st pref. inc., conv.	.....	.....
do 2d pref. inc.	.....	.....
Iowa Div., 6s, 1921 M&S	.....	90½
Indianap. Div., 6s, 1921 J&D	.....	.....
Detroit Div., 6s, 1921 J&J	.....	.....
Quincy Mo. & P., 1st, 6s, guar. 1903	.....	.....
Cairo Div., 5s, 1931 J&J	79½	82¼
Cons. mort., 7s, 1907, con., ex Q—F	95	98
1st. St. L. div., 7s, 1889, ex. F&A	105	.....
Gt. West., Ill., 1st, 7s, '88, ex. F&A	105	.....
do 2d, 7s, '93, ex. M&N	100	101
Quincy & Tol., 1st, 7s, '90, ex. M&N	100	.....
Ill. & S. Ia., 1st, 7s, '82,, ex. F&A	.....	.....
St. L. K. C. & N. (r.est. & R.), 7s. M&S	104½	108⅞
do Om. Div., 1st 7s, 1919. A&O	104⅜	108⅝

RAILROAD STOCKS.	Bid.	Ask.
Wabash—(Continued)—		
St. L. K. C. & N., Cl. Br., 6s, 1919, F&A	.....	.....
do No. Mo., 1st, 1895 J&J	119	120
do St. Chas Bridge 6s, 1908	90	.....
Wab. Fund, 1907—Var. 7s. F&A	.....	.....
do Various 6s F&A	.....	.....
Warren (N.J.)—2d M., 7s, 1900	110	.....
W. Jersey & At. 1st M., 6s 1910 M&S	110	110½
W. Jersey—Debent. 6s, 1883 M&S	.....	.....
1st mort., 6s, 1896 J&J	114½	115
1st mort., 7s, 1899 A&O	121	.....
Consol. mort., 7s, 1909 A&O	.....	.....
West'n Ala.—1st M., 8s, '88 A&O	110	114
2d mort., 8s, guar., '90 A&O	110	114
West. Md.—End., 1st, 6s, 90 J&J	116	122
1st mort., 6s, 1890 J&J	110	112
End., 2d mort., 6s, 1890 J&J	116	122
2d mort., pref., 6s, 1895 J&J	109	110½
2d, end. Wash. Co., 6s, 1890 J&J	117	123
3d, end., 6s, 1900 J&J	120	128
West'n Penn.—1st M., 6s, '93 A&O	107	.....
Pitts. Br., 1st M., 6s, '96 J&J	.....	.....
Wheeling & L. Erie—1st, 6s, g., 1910	.....	.....
Wilm. Columbia & Augusta, 6s	109	112
Wil. & Weldon—S. F., 7s, g., '96. J&J	120	122
Winona & St. Pet.—1st M., 7s, '87. J&J	106	107
2d mort., 7s, 1907 M&N	.....	125
Wis. Cent.—1st, 7s, coups. unfund.	.....	.....
1st series, new	†79	79¼
2d series, new	40	41
Wis. Valley—1st, 7s, 1909 J&J	†100	110
Worc'r & Nashua—5s, '93-'95. Var.	†100	101
Nash. & Roch., guar., 5s, '94. A&O	†	.....

RAILROAD STOCKS. Par

Ala. Gt. South.—Lim., A., 6s, pref.	†10¼	10¾
Lim., B, com	‡⅛	5¼
Ala. N. O. & Pac., &c., pref	‡5	6
do do def.	‡1½	2
Albany & Susqueh., Guar., 7 100	125	.....
Allegany Central 100	.....	.....
Allegheny Valley 50	7	10
Atchison Col. & Pacific	.....	16
Atchison Topeka & Santa Fe 100	83¼	83⅜
Atlanta & Charlotte Air Line	60	60½
Augusta & Savannah, leased 100	.....	.....
Baltimore & Ohio 100	200	205
do Pref., 6 100	129½	132
Balt. & Ohio, 2d, pref	122	125
Washington Branch 100	200	.....
Parkersburg Branch 100	8	10
Boston & Albany 100	173½	174
Bost. Clint. Fitchb. & New Bed. 100	56	56½
do do Pref 100	134	135
Bost. Con. & Montreal., new 100	26	26½
do Pref., 6 100	110	111
Boston Hartford & Erie new	⅛	¾
do do old	⅜	⅝
Boston & Lowell 500	100	100½
Boston & Maine 100	150	150½
Boston & New York Air L	.....	.....
do do pref	80½	80½
Boston & Providence 100	161	162
Boston Revere Beach & Lynn 100	115¾	116
Brooklyn Elevated, assessm't paid	8	.....
Brooklyn & Montauk 100	25	.....
do Pref 100	65	.....
Buff. N. Y. & Erie, leased 100	.....	.....
Buffalo N. Y. & Philadelphia	32⅞	35
do do pref	54½	56½
Buffalo Pittsburg & Western 50	§18	18¼
do Pref	§24	25
Buffalo & Southwest 100	.....	.....
do Pref 100	.....	.....
Burlington C. Rapids & North 100	.....	85
Cairo & St. Louis	.....	.....
Cairo & Vincennes, pref	.....	.....
California Pacific	4	10
Camden & Atlantic 50	.....	.....
do Pref 50	§.....	50
Canada Southern 100	67¾	68⅛
Catawissa 50	§22	.....
do 1st pref 50	§56	.....
do 2d pref 50	§55	.....
Cedar Falls & Minnesota 100	13	15
Cedar Rapids & Mo. and Ia. Ld. 100	140	143
do Pref., 7 100	118	120
Central of Georgia 100	.....	100
Central Iowa 100	20	.....
do 1st pref 100	.....	.....
do 2d pref 100	.....	.....
Central of New Jersey 100	72⅜	72⅝
Central Ohio 50	48	50
do Pref 50	51	54
Central Pacific 100	83¼	83⅜
Charlotte Col. & Aug 100	30½	31
Chesapeake & Ohio, common 100	22½	23½
do 1st pref 100	31½	33½
do 2d pref 100	25	26½
Cheshire, pref 100	59	60
Chicago & Alton 100	135	137
do Pref., 7 100	140	.....
Chicago & Atlantic	18	25
Chicago Burlington & Quincy 100	122½	123¼
Chicago & Canada Southern	2	5
Chicago & East Illinois	80	90
Chicago & Grand Trunk	97	.....
Chicago Iowa & Nebraska 100	144	145
Chicago Milwaukee & St. Paul 100	105⅞	106
do Pref., 7 100	120	.....
Chicago & North Western 100	130½	130¾
do Pref., 7 100	146	146½
Chicago Rock Island & Pac 100	123	124
Chic. St. P. Minn. & Om., com. 100	48⅜	48½
do pref. 100	106⅝	107½
Chicago & West Michigan 100	60½	62
Cin. Hamilton & Dayton 100	84	87
Cin. Indianap. St. Louis & Chic. 100	92	93
Cincinnati & Milford	102	103
Cincinnati N. O. & Tex. Pac 100	85	87
Cin. Sandusky & Cleveland 50	48	50
do Pref., 6.50	49	50
Clev. Col. Cin. & Indianapolis 100	79¼	80

RAILROAD STOCKS.	Bid.	Ask.
Clev. & Pittsburgh, guar., 7 50	140	.....
Col. Chic. & Indiana Central 100	4	4½
Columbus & Xenia, guar., 8 50	150	.....
Col. Hock. Val. & Tol 100	.....	.....
Columbia & Greenville 100	.....	.....
do Pref 100	30	.....
Concord 50	§100½	101
Concord & Portsmouth, guar., 7 100	115	120
Connecticut & Passumpsic 100	89	91
Connecticut River 100	163	163½
Connotton Valley 50	§3½	3¾
Danbury & Norwalk 50	70	73
Dayton & Michigan, guar., 3½ 50	56	57
do Pref., guar., 8 50	143	145
Delaware & Bound Brook 100	§130	.....
Delaware Lack. & Western 50	125¼	125½
Denver & New Orleans	.....	58
Denver & Rio Grande 100	47⅜	47⅝
Denver & Rio Grande Western	26½	27
Des Moines & Fort Dodge	7	.....
do do Pref.	12½	.....
Det. Lansing & Northern, com 100	78	80
do do Pref. 100	112½	113
Dubuque & Sioux City 100	86½	89
East Tennessee Virginia & Ga. 100	9¼	9½
do do Pref.	17	17½
Eastern (Mass.) 100	40½	41
Eastern in N. H. 100	88	89
Eel River 100	65	67
Elmira & Williamsport, 5 50	§40	.....
do Pref., 7 50	§58	.....
Erie & Pittsburg, guar., 7 50	98	104
Evansville & Terre Haute 50	75	75
Fitchburg 100	119½	120
Flint & Pere Marquette	23	.....
do do Pref.	99	99½
Fort Wayne & Jackson	.....	.....
do do Pref.	.....	.....
Fort Worth & Denver C. 100	31	31
Galv. Harrisb. & San Antonio	32¼	.....
Georgia Railroad & Bank'g Co. 100	.....	.....
Grand Rapids & Indiana	9	20
Grand River Valley, guar., 5 100	.....	.....
Green Bay Winona & St. Paul 100	.....	.....
do Pref. 100	.....	.....
Hannibal & St. Joseph 100	.....	42½
do Pref., 7 100	85	87
Harrisburg P. Mt. J. & L., guar., 7 50	.....	.....
Houston & Texas Central 100	74	80
Huntingdon & Broad Top 50	§	15
do do Pref. 50	§	30¼
Illinois Central 100	146	147
do leased line, 4 p. c. 100	78½	80
Indiana Bloomington & West'n 100	32½	33
Indian. Decatur & Sp., com	.....	7½
do do Pref. 100	.....	.....
Iowa Falls & Sioux City 100	88½	89
Jeff'v. Mad. & Ind'p's, leased 100	.....	90
Joliet & Chicago, guar., 7 100	135	.....
Kansas City Ft. Scott & Gulf 100	82	82½
do do pref. 100	122	123
Kentucky Central 100	.....	.....
Keokuk & Des Moines 100	.....	.....
do Pref. 100	.....	.....
Lake Erie & Western 100	29½	29½
Lake Shore & Mich. So. 100	109½	109¼
Lehigh Valley 50	§64⅜	65¼
Lehigh & Wilkesbarre	.....	.....
Little Rock & Fort Smith 100	33	40
Little Miami, leased, 8 guar. 50	147	.....
Little Schuylkill, leased, 7 50	§58	59
Long Island 50	62	63¼
Louisiana & Mo. Riv., Com 100	.....	.....
do Pref., guar.	.....	.....
Louisville & Nashville 100	57½	57⅝
Louisville New Albany & Chic. 100	65	67
Macon & Augusta	.....	.....
Maine Central 100	80	84
Manchester & Lawrence 100	162	163
Manhattan Beach Co. 100	18	20
Manhattan Railway 100	45	51
do 1st pref.	87	.....
do common	45	50
Marietta & Cincinnati, 1st pref. 50	.....	.....
do 2d pref. 50	.....	.....
Marq. Houghton & Ont. 100	63½	66¾
do pref. 100	113	115
Massachusetts Central	2¾	5
Memphis & Charleston 25	45½	47
Metropolitan Elevated 100	.....	85
Mexican Central 100	19¾	20
Mexican National	9	.....
do pref.	.....	.....
Michigan Central 100	95¾	96
Michigan & Ohio	.....	.....
do Pref.	.....	.....
Midland of New Jersey	15	23
Mil. Lake Shore & West. 100	.....	17
do do Pref. 100	.....	48½
Mine Hill & S. Haven, leased 50	§61¾	.....
Minneapolis & St. Louis 100	27	28
do do Pref. 100	63	64
Missouri Kansas & Texas 100	32⅛	32¼
Missouri Pacific 100	102⅜	103
Mobile & Ohio RR 100	18	19½
Morris & Essex, guar., 7 50	122¼	122⅜
Nashville, Chat. & St. Louis 25	60½	62
Nashua & Lowell 100	150	151
Nashua & Rochester, guar., 3 100	54	57
Newburg Dutchess & Conn.	1	.....
do do Pref.	2½	5
New Jersey & New York	2½	.....
do pref.	18	.....
New Jersey Southern	.....	.....
New London No., leased, 8 100	.....	.....
N. O. Mobile & Texas 100	.....	.....
N. Y. Central & Hudson River 100	125⅜	125⅞
N. Y. Chicago & St. Louis, com 100	12½	12¾
do do Pref 100	.....	29¼
N. Y. Elevated 100	100	.....
New York & Harlem 50	196	.....
do Pref. 50	.....	.....
N. Y. Lack. & West., guar. 5 100	83⅜	83⅝

* Prices nominal; no late transactions. † Purchaser also pays accrued interest. ‡ In London. § Quotation per share.

GENERAL QUOTATIONS OF STOCKS AND BONDS—Continued.

For Explanations See Notes at Head of First Page of Quotations.

Canal Bonds.	Bid.	Ask.
RR. STOCKS. Continued.		
N.Y.L.Erie& West.100	38⅝	38¾
do Pref.100	80	.....
N.Y. & N.England 100	48½	48¾
N.Y. N. H.& Hartf.100	168	.....
N.Y. Ont. & West..100	26⅛	.....
do Pref.	85	90
N. Y. Penn. & Ohio ..	.....	.....
do Pref.	.....	.....
N.Y. Prov. & Bost.100	148	152
N.Y. Susq. & Western	6⅝	7½
do Pref.	16	20
N.Y. West Shore & B.	31¼	32¾
Norf.& West., com 100	15	20
do pref.100	48¾	49
No. Pennsylvania..50	.....	67
Northern Central...50	55	55⅛
North'n N. Hamp.100	110¼	110¾
North'n Pac., com.100	49⅛	49¼
do Pref.100	84¾	85⅛
Norw.& Worcester.100	157	158
Ogd. & L. Champ.100	25	27
Ohio Central.... ..100	12⅝	13
Ohio & Miss.....100	31	32
Ohio Southern.....100	12½	12½
Old Colony.....100	136½	137
Oregon & Calif....100	†18	20
do Pref...100	†46	48
Oregon Short L ne....	.....	30
Oregon Trans-Cont	85¾	86¼
Oswego & Syr., guar..	.....	.....
Panama 100	.....	.....
Paris & Decatur	.....	.....
Pennsylvania RR .50	§60⅜	61
Pensacola & Atlantic..	.....	40
Peoria Dec. & Ev..100	25	26
Phila. & Erie 50	§19	21
Phila. & Reading...50	55	55½
do Pref. ...50	§.....	.....
Phila. & Tren., 10, 100	.....	.....
Phila. Wilm.& Balt.50	61	63
Pitts. Cin. & St. L..50	.....	.....
Pitts. & Con., Pfsd.50	10	20
do Pref....	15	.....
Pitts.Ft.W.& C.,guar.7	136	137
do Special,7.100	130	135
Pittsburg & Western..	.....	20
Port.Saco &Ports,lsd 6	112½	112½
Port Royal & Augusta	.....	.....
Ports. Gt.F.& Con.10.	26¾	27
Prov. & Worc'ster.100	128	130
Rens. & Saratoga..100	....	....
Rich. & Al.rg., stock..	14	15
Richmond & Danv.100	52½	57½
Rich. F. & P., com.100	62	70
do Guar. 7.100	129	.....
do do 6.....	110	.....
Richmond & P'b'g.100	55	63
Rich. & West Point....	25½	28
Richmond York R.& C.	.....	.....
Rochester & Pitts.100	20¼	20⅝
Rome W. & Ogd...100	.....	.....
Rutland 100	2⅜	3¼
do Pref., 7..100	18½	19
St. Joseph & Western..	10	15
St.LouisAlt.& T.H.100	66	68
do Pref.100	100	.....
Bellev.&S.Ill.,pf.100.	.....	.....
St. L. Jack. & Chic.100	132	.....
do Pref.100	140	.....
St. Louis & San Fr.100	30	33
do P.ef....100	50⅜	52
do 1st pref.100	.....	96
St. L. Van. & T. H	.....	.....
St. Paul & Duluth.100	39	40
do Pref.100	94	96
St. P.Minn. & Man.100	142½	143
Scioto Valley.....	.....	.....
Scab'd & Roanoke100	.....	.....
do Guar..100	.....	.....
South Carolina ...100	.....	.....
So. & No. Alabama ...	.....	.....
S'west., Ga., g'd, 7.100	.....	.....
Syr. Bing. & N. Y.100	.....	.....
Summit Branch,Pa.50	7¾	8
Terre H. & Ind'nap.50	.....	.....
Texas & Pacific ...100	39½	39¾
Texas & St. Louis	5	.....
Tol. Can. So. & Det. ..	5	15
Tol. Cin. & St. Louis..	9	.....
Tol. Delph. & Bur.100	.....	.....
U. N.J. RR &C. Co.100	§188½	188½
Union Pacific.....100	99¼	99⅝
Utah Central.....100	.....	.....
Vt. & Can., leased.100	15	15¼
Vt.& Mass.,l'sed.6.100	130	131
Virginia Midland, com	15	.....
do 1st pref.	55	65
do 2d pref.	55	65
Vicksb. & Meridian...	4	.....
do pref....	.....	.....
Wab. St. L. & Pac.100	32½	32⅞
do Pref.100	53½	53¾
Warr'n(N.J.),l's'd,7.50	.....	.....
Westch. & Phila.,pf.50	.....	.....
West Jersey.....50	§18	.....
West Jersey & Atlantic	§30	32
Western Maryland....	15	16
Wil. Columbia & Aug.	93	97
Wil.&Weld.,lsd., 7.100	105	112
Wisconsin Central	14¼	14½
do Pref.	27	30
Worc'ter&Nashua.100	57¾	58
CANAL BONDS.		
Chesap. & Delaware—		
1st mort., 6s, '86 J&J	80	85
Ches.&O.—6s,'70.Q.-J	31	34
Del. Div.—6s, '98. J&J	.....	.....
Del. & H.—7s, '91 J&J	.....	114¼
1st ext., 1891..M&N	.....	.....
7s, 1884..... J&J	.....	101
Coup. 7s, 1891..A&O	116	.....

Miscellaneous.	Bid.	Ask.
Del.&Hud.—(Cont'd)—		
Reg. 7s, 1894 ..A&O	.....	118¼
1st Pa.D.cp.,7s,M&S	126	126¾
Del.N.—6s, rg.,'84 Q-J	102¾	.....
RR. 6s, reg., '97.Q-F	115½	.....
Conv 6s,g.rg.'94M&S	109	.....
6s,g.,cp.&rg..'97J&D	111¼	.....
Cons.M.,1911 7s J&D	116½	.....
Morris—Boat loan, '85	.....	.....
New mort.....	.....	.....
Penn.—6s, coup., 1910	86¼	.....
Schuylkill Nav.—		
1st M., 6s, 1897.Q-M	.....	103½
2d M., 6s, 1907..J&J	89½	.....
Mort. 6s, cp., '95 J&J	66	70
6s, imp.,cp., '80 M&N	85	.....
6s,bt&car,1913M&N	66	.....
7s,bt&car,1915M&N	66	.....
Susq.—6s,cp.,1918J&J	63	70
7s, coup., 1902..J&J	60	75
Union—1st 6s.'83M&N	.....	.....
CANAL STOCKS.		
Cal. & Chi.Can.& Dock	.....	33½
do pref.	.....	.....
Del. & Hudson....100	107¼	.....
Del. Div. leased, 8..50	.....	.....
Lehigh Navigation..50	§39¼	39⅝
Morris, guar., 4....100	§.....	.....
do pf., guar.10..100	§.....	.....
Pennsylvania.....50	¶§.....	.....
Schuylkill Nav.....50	.....	.....
do do pref.50	§13	13½
Susquehanna..... 50	.....	.....
MISC'LLANEOUS BONDS.		
Balt. Gas Light 6s....	100	103½
Canton(Balt.)— £6s,g.,	108¾	110
Mort. 6s,g.,1904 J&J	108¾	110
Un. RR.,1st, end.,6s.	117	120
do 2d,end. 6s,g.M&N	104	.....
Col.Coal& Iron—1st,6s	.....	84
Cov. & Cinn. Br., 6s...	103	.....
Gold & Stock Tel.....	100	102
Iron Steamboat, 1st...	.....	.....
Mariposa—7s,'86	.....	.....
Mutual Union Tel. 6s.	....	73⅞
Northw. Tel.—7s, 1904	.....	.....
Oreg.R.& N.1st,6s,J&J	106¼	106⅝
Pullm'n Palace Car—		
3d series, 8s,'87F&A	†107	109
4th do 8s,'92F&A	†113½	114
Deb'nt're,7s,'88A&O	†.....	106½
Stlg, 7s,g..1895 A&O	.....	.....
St. L. Bridge & Tun—		
1st. 7s, g.. 1929.A&O	§122	124
Sp. Val. W.W.—1st, 6s.	.....	.....
Sterling Iron & Ry.—		
Series B., inc., 1894.	.....	.....
Plain income 6s, '96.	.....	.....
Western Union Tel.—		
7s, r.& c., 1900.M&N	118	.....
Sterl'g 6s, 1900.M&S	.....	.....
MISC'LLANEOUS STOCKS.		
Amer. Bell Teleph.100	225	228
Amer. Elec. & Ill. Co.	.....	.....
Aspinwall Land....10	4	5
Boston Land.....10	6⅜	6¼
Boston Water Power..	3	3¼
Brookline (Mass.)L'd 5	2¼	2⅜
Brush Illuminat'g Co.	.....	.....
Canton Co. (Balt.).100	.....	.....
Cov. & Cin. Bridge, pf.	185	.....
Edison Electric Illum.	.....	60
Edison Electric Light.	230	350
Fuller Electric Light .	.....	.....
do Pref.	.....	.....
Iron Steamboat Co....	.....	.....
Keeley Motor.....	10	12
Maverick Land.... 10	2	2¼
N.E.Mtg.Secur.(Bost.)	90	92
N. Hampshire Land 25	1¼	1¾
N.Y.& Tex.Ld.,Lim. 50	50	.....
Land scrip	30	35
Oregon Ry.&N.Co.100	137	137
Pacific Mail SS. Co.100	40	41
Pullm'n Palace Car100	124	.....
St.Louis B'dge,1st pref	92	96
2d pref. certificates.	40	44
St. Louis Tunnel RR..	98	102
St. Louis Transfer Co.	40	.....
Stand. Water Meter...	.....	.....
Sutro Tunnel.....10	§§	.....
U. S Electric Light...	129	150
Union RR Stk Yards.	170	.....
EXPRESS STOCKS.		
Adams.....100	134	135
American.....100	90	92
United States.....100	63	65
Wells, Fargo & Co.100	124	126
TELEGRAPH STOCKS.		
American District.100	40	40
American Dist (Phila.)	.....	.....
Amer. Tel. & Cable...	67⅛	67⅛
Atlantic & Pacific..25	50	58
Cent. & So. Am. Cable.	100	108
Franklin.....100	28	.....
Gold & Stock 25	95	99
International Co'n.100	95	98
Mexican 100	155	175
Mutual Union.....100	22	23
Northwestern.....50	.....	.....
Southern & Atlantic 25	73	80
Western Union....100	81⅞	82⅛
TRUST CO'S STOCKS.		
Am. Loan & Trust.100	.....	.....
Brooklyn Trust.....2	170	.....
Central 100	235	.....
Equitable 100	.....	.....
Farmers' Loan & Tr.25	x400	.....
Mercantile.....100	.....	.....

Miscellaneous.	Bid.	Ask.
Metropolitan.....	120	.....
N. Y. Guar. & Ind..100	....	.....
N. Y. Life & Trust..100	415	.....
Union.....100	295	.....
United States.....10	445	.....
SUBSCRIPTIONS, RIGHTS, &c.		
Atl. & Pac.,blks.35 p.c	102⅜	.....
Ru.N.Y.&P.,subs.60p.c	.....	.....
C H.& D..pool cert..gu.	99	100
Den.& R.G.W.,subs.,ex	.....	.....
Mex. C. blks.,No.2. 85%	.....	.....
Mich. & Ohio, subs 55%	.....	100
N.Y.W.S.&B.,subs..80%	.....	.....
Ohio C. ex bd. & stock.	.....	.....
Oregon R'y & N.,rights	.....	.....
Ont. & West., subs 75%	75¾	76
Ore. Short L. subs.,80%	104	108
$10,000 blks, ex bds.	55	60
Or.& Trans.,subs.100	.....	.....
do 80%	.....	.....
Rich. & Al.,subs.. 100%	.....	.....
Rich. & D., ex subs.70%	52	.....
Deben., subs. $2.250	.....	.....
Roch. & Pittsb., subs..	.....	.....
St. Paul rights	.....	.....
Tex.&St. Louis,sub.90%	.....	.....
IMPROVEM'T & CONSTR'N COS.		
Am.R'y Imp.,ex b.&stk	8	.....
Cent. N. J. Land Imp.	.....	.....
Continental Cons., 85%	.....	51
Cent.R'y Construc.70%	.....	.....
Hud.Riv.Contract..40%	.....	.....
Internat.Imp. Ex., 80%	51	52
N. Y. Loan & Imp'mnt	.....	.....
N. Y. & Scranton Cons.	25	.....
North River Cons., 90%	100	105
Oregon Improvement.	91	93
do 1st M. bonds	92⅝	93½
Oriental Cons.....	.....	.....
Tex.& Col.Imp.,60 p.c.	90	102
GAS STOCKS.		
Balt. Consol. Gas.....	43	43⅛
Boston Gaslight...500	800	805
East Boston 25	x29	31
South Boston. 100	x105	106
Brooklinc, Mass... 100	100	101
Cambridge, Mass..100	x137	137½
Chelsea, Mass. 100	89¾	90
Dorchester, Mass...100	x96	97
Jamaica Pl'n, Mass100	x120	122
Lawrence, Mass...100	x122	125
Lowell.....100	157½	162
Lynn, Mass., G. L..100	x79	79½
Mald. & Melrose...100	x93	94
Newton & Wat'n ..100	x120	122
Salem, Mass.. 100	x91	91½
Fall River.....100	.....	.....
Brooklyn, L. I.....25	110	113
Citizens', Brooklyn.20	72	75
Metropolitan, B'klyn.	77	80
Nassau, Brooklyn ..25	50	55
People's, Brooklyn.10	46	50
Williamsb'g, B'klyn 50	50	60
Charlest'n,S.C.,Gas.25	.....	17½
Chicago G.& Coke.100	155	159
Cincinnati G. & Coke .	191	.....
Hartford, Ct., G. L..25	28	29
Jersey C.& Hobok'n 20	150	160
People's, Jersey C.....	.....	80
Louisville G. L.....	140	.....
Central of N. Y.....50	75	85
Harlem, N. Y. 50	95	100
Manhattan, N.Y... 50	225	230
Metropolitan, N.Y.100	188	192
Municipal.....100	184	185
Mutual of N. Y....100	112	113
New York, N.Y....100	120	125
N. Orleans G. L...100	x56½	58
N. Liberties, Phila..25	§.....	.....
Washington, Phila..20	§.....	.....
Portland, Me., G. L.50	60	62
St. Louis G. L.....50	§316	325
Laclede, St. Louis.100	§118	120
Carondelet,St.Louis 50	§17	20
San Francisco G. L....	55	55½
Wash'ton City G. L. 20	.....	.....
Georgetown G. L....25	.....	.....
MANUFACTING STOCKS.		
Am. Linen (Fall Riv.)	810	850
Amory (N. H.).....100	119	121
Amoskeag (N.H.) 1000	2095	2100
Androscog'n (Me.).100	129½	130
Appleton (Mass.).1000	1175	1195
Atlantic (Mass.)....100	145	150
Barnaby (Fall Riv.)...	.....	.....
Barnard Mfg. (F. R.)..	.....	120
Bates (Me.) 100	193	195
Boott Cot. (Mass.)1000	2010	2050
Border City Mfg. (F.R.)	118	120
Boston Co.(Mass.)1000	1110	1115
Boston Belting....100	161	162
Bost. Duck (Mass.)700	.....	.....
Chace (Fall Riv.) .100	.....	115
Chicopee (Mass.) ..100	180	185
Cocheco (N.H.)....500	690	700
Collins Co. (Conn.)..10	11¾	12¼
Continental (Me.). 100	79½	80
Cres't Mills (F. R.) 100	88	90
Crystal Spr. Bl.(F.R.).	.....	110
Davol Mills (F. R.) 100	.....	95
Dougl's Axe (Mass)100	120	121
Dwight (Mass.)....500	725	735
Everett (Mass.)....100	120	121
Fall Riv. Iron W. ..100	.....	.....
F. R. Machine Co...100	.....	.....
F. R. Merino Co....100	65	.....
Flint Mills (F. R.) 100	70	75
Franklin (Me.)..... 100	109	111
Gl'be Y. Mills(F.R.)100	103	110
Granite (F.R.)....1000	.....	.....

Miscellaneous.	Bid.	Ask.
Great Falls (N. H.)100	87	88
Hamilton (Mass.) 1000	1040	1060
Hartf. Carpet (Ct.)100	250	255
Hill (Me).....100	97	98
Holyoke W Power.100	220	233
Jackson (N. H.)..1000	1165	1175
King Philip (F. R.) 100	122	125
Laconia (Me)..... 400	x545	555
Lancaster M.(N.H)100	600	610
L'rel Lake Mills (F. R.)	96	.....
Lawrence (Mass.)1000	1635	1650
Lowell (Mass).....690	690	700
Lowell Bleachery.200	240	245
Lowell Mach.Shop.500	945	955
Lyman M. (Mass.). 100	x105	105¼
Manchester (N.H.) 100	130	131
Mass. Cotton.....1000	x1300	1325
Mechanics' (F. R.) 100	114	115
Merchants' (F. R.) 100	130	135
Merrimack(Mass)1000	1190	1200
Metacomet (F.R.) .100	.....	.....
Middlesex (Mass.).100	221	223
Narragans't(F.R.)100	.....	110
Nashua (N. H.)....500	620	630
Naumkeag (Mass.)100	117¾	118½
N. E. Glass (Mass.)375	90	91
Newmarket.....	480	500
Pacific (Mass.)...1000	1430	1440
Pepperell (Me.)....500	x1075	1100
Pocasset (F. R.)....100	.....	70
Rich. Bord'n(F.R.)100	80	95
Robeson (F. Riv.) 1000	1050	.....
Sagamore (F. Riv.) 100	100	110
Salmon Falls(N.H.)300	340	341
Sandw.Glass(Mass.)80	48	50
Shove (Fall Riv.). 100	.....	115
Slade (Fall Riv.).. 100	85	90
Stafford (Fall Riv.) 100	x115	120
Stark Mills (N.H.)1000	1395	1405
Tecumseh (F. R.). 100	.....	117
Thorndike(Mass.)1000	1000	1050
Tremont & S. (Mass)100	149	150
Troy C. & W.(F.R.) 500	.....	.....
Union C.Mf. (F.R.) 100	200	205
Wampanoag(F.R.) 100	.....	.....
Washingt'n(Mass.)100	56¾	57¼
Weed Sew. M'e (Ct.)25	.....	.....
Weetamoe (F. R.)100	80	85
Willim'tic Linen(Ct)25	.....	.....
York Co. (Me.)....750	995	1005
COAL & MISCEL. MINING STOCKS.		
American Coal Co....	.....	.....
Caribou Con. Min'g.10	.....	.....
Cent.Arizona Min.100	⅜	⅜
Colorado Coal & I.100	32	32
Consol.Coal of Md.100	27½	.....
Homestake Min'g.100	17¾	17¾
Lehigh & Wilkes.....	10	.....
Marip'sa L.&M.Cal100	.....	.....
do pref.100	.....	.....
Maryland Coal....100	15	18
New Central Coal....	13	17
Ontario Sil. Min'g.100	35	35
Pennsylvania Coal.50	260	275
Quicksilver Min'g.100	8	9
do pref....	30	40
GOLD & SILVER MINING STOCKS (N. Y. & SAN. FRAN.)		
Alice.....	2·45	2·55
Alpha Consol G&S.100	15/16	.....
Alta Montana.....100	.....	·18
American Flag 10	.....	·06
Amie 10	·19	·20
Bassick.....100	5·00	.....
Bechtel.....	.....	·07
Belle Isle.....100	·85	·95
Bodie.....100	2·00	2·55
Buldomingo.....50	·03	.....
Bullion.....100	.....	.....
Bulwer.....100	·91	·95
Calaveras 1	·01	.....
Caledonia B. H....100	·91	1·25
California 100	·20	·23
Cherokee.....10	·05	.....
Chrysolite 50	1·45	1·55
Chollar.....100	.....	.....
Climax 10	·09	·10
Consol. Imperial ..100	.....	·15
Consol. Pacific.... 100	.....	.....
Consol. Virginia....100	·51	.....
Crown Point.....100	.....	.....
Dunderberg 10	.....	.....
Daukin.....	·22	·30
Eureka Consol.... 100	9½	.....
Father De Smet .. 100	4·60	.....
Findley 1	.....	·08
Gold Placer 25	.....	.....
Gold Stripe.....	·05	·06
Goodshaw 100	·06	·10
Gould & Curry S..100	1⅝	.....
Granville Gold Co... 1	.....	.....
Great Eastern..... 1	·03	·04
Green Mountain....10	·59	·60
Hale & Norcross. .100	2⅜	.....
Hibernia	·04	·05
Horn Silver 25	7·00	7¼
Horfouse.....10	·12	.....
Hukill..... 5	·20	·21
Independence.....100	·73	.....
Iron Silver..... 20	2·70	2·80
Lacrosse..... 10	.....	·14
Leadville Consol....10	·65	·70
Little Chief 50	·42	.....
Little Pitts.....	·66	.....
Mexican G. & Silv.100	2·50	.....
Mooso.....10	.....	.....
Moose Silver.....	.....	.....
Mono.....100	3/16	.....
Navajo.....100	7⅞	8¼
Ophir.....10	2·25	.....
Potosi.....100	1½	.....

* Price nominal; no late transactions. † Purchaser also pays accrued int. ‡ In Loan bn. § Quotation per share. ¶ Premium.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONCLUDED.

For Explanations See Notes at Head of First Page of Quotations.

MINING STOCKS.	Bid.	Ask.
Rappahannock	1	·09	·10
Red Elephant	10	·06	....
Rising Sun	5	·04	....
Robinson Consol.	50	1·05	1·10
Sierra Nevada	100	3·60	3·70
Silver Cliff	50	·35	·40
South Hite, new	25	·10	·15
South Pacific		·08	·09
Spring Valley	1	....	3
Standard	100	5½	....
Tip Top	100	....	....
Tuscarora	100	·12	....
Unadilla		....	·05
Union Consol	100	3	....
BOSTON MINING STOCKS.§			
Allouez	25	2½	2⅝
Atlantic	25	x13	14
Aztec	25	....	....
Blue Hill (Me.)	10	....	....
Brunsw'k Antimony	5	13	15
Calumet & Hecla	25	244	245
Catalpa Silver	10	95c.	98c.
Central	25	x18	21
Contentment Silver	25	....	....
Copper Falls	50	1½	2
Dana	25	....	....
Douglas (Me.)	5	90c.	$1·00
Duncan Silver	20	....	....
Franklin	25	11⅜	14¾
Harshaw Silver	20	25c.	50c.
Humboldt	25	....	....
Hungarian	25	....	....
Huron	25	1¾	2
Mesnard	25	25c.	50c.
Minnesota	25	....	....
National	25	1½	1¾
Osceola	25	30	31
Pewabic	25	8	9
Phenix	25	....	....
Pontiac	25	....	....
Quincy	25	62½	64
Ridge	25	51½	51¾
Silver Islet	25	6½	7
Star	25	....	....
Sullivan (Me.) Silver	10	⅜	1
Winthrop	25	....	....
BANK STOCKS.			
BALTIMORE.			
Bank of Baltimore	100	137	140
Bank of Commerce	25	17	17½
Citizens'	10	16½	18
Com. & Farmers'	100	117¾	118½
Farmers' B'k of Md	30	31	35
Farmers' & Merch	40	4½	52
Farmers'&Planters'	25	41	43
First Nat. of Balt	100	134	135½
Franklin	60	96½	99
German American		109¼	....
Howard	1	9¾	10¼
Marine	30	34	35
Mechanics'	10	12	12⅜
Merchants'	100	130	134
National Exch'ge	100	117	120
People's	25	20	21
Second National	100	151	155
Third National	100	108½	112
Union	75	84	85
Western	20	29¾	30¼
BOSTON.			
Atlantic	100	150	150½
Atlas	100	121¼	122
Blackstone	100	106¼	107
Boston Nat	100	118	120
Boylston	100	115⅜	116
Broadway	100	100	101
Bunker Hill	100	179	182
Central	100	60	70
City	100	116¼	116½
Columbian	100	125	125½
Commerce	100	117½	118
Commonwealth	100	108	109
Continental	100	115¼	116
Eagle	100	112	112½
Eliot	100	121	121½
Exchange	100	125¾	126
Everett	100	112	112½
Faneuil Hall	100	126½	128
First National	100	197	200
First Ward	100	112	114
Fourth National	100	114	115
Freemans'	100	115	117
Globe	100	107¼	107¾
Hamilton	100	114½	119
Hide & Leather	100	112	112½
Howard	100	121	121½
Manufacturers'	100	99	100
Market	100	99¾	100¼
Market(Brighton)	100	135	140
Massachusetts	250	111½	112
Maverick	100	222	225
Mechanics' (So. B.)	100	127½	128
Merchandise	100	98	99
Merchants'	100	136	136½
Metropolitan	100	120	121
Monument	100	203	208
Mt. Vernon	100	125	125½
New England	100	132	133
North	100	127	128
North America	100	108½	109
Old Boston	50	58½	59
People's	100	160	161
Redemption	100	128	128½
Republic	100	127	128
Revere	100	113	113½
Rockland	100	133	135
Second Nat	100	153	154
Security	100	180	183
Shawmut	100	110	111
Shoe & Leather	100	106	106½
State	100	123½	124
Suffolk	100	118	118½
Third Nat	100	97	97½

BANK STOCKS.	Bid.	Ask.
Traders'	100	82½	85
Tremont	100	117	117½
Union	100	144	144¼
Washington	100	126	126½
Webster	100	108	108½
BROOKLYN.			
Atlantic (State)		180	185
Brooklyn		123	127
First National		255	270
Fulton		125	130
City National		260	280
Commercial		115	120
Long Island		110	115
Manufacturers'		96	100
Mechanics'		200	205
Nassau		180	190
Brooklyn Trust		165	175
CHARLESTON.			
B'k of Clms.(NBA)	100	100	....
First Nat. Chas.	100	150	....
People's National	100	127	....
CHICAGO.			
Chicago Nat	100	117	....
Commercial Nat	100	260	....
First National	100	170	....
Hide and Leather		130	....
Home National	100	60	....
Merchants' Nat	100	325	....
Nat. B'k of Illinois	100	145	....
Northwestern Nat	100	....	....
Union National	100	300	....
Un. Stock Y'ds Nat	100	....	....
CINCINNATI.			
Citizens' National		145	150
Commercial Bank		160	....
Exchange Nat. Bank		105	107½
First National		225	230
Fourth National		172	175
German National		120	122
Merchants' National		130	135
Metropolitan Nat		130	133½
Nat. Lat. & Bk. of Com.		190	200
Second National		137	....
Third National		146	148
Union Nat		124	125
Western German Bank		107½	....
HARTFORD.			
Ætna Nat	100	130	132
American Nat	50	70	75
Charter Oak Nat	100	140	144
City Nat	100	88	91
Connecticut River	50	50	53
Far. & Mech. Nat.	100	135	140
First Nat	100	118	121
Hartford Nat	100	172	175
Mercantile Nat	100	125	130
National Exchange	50	70	75
Phœnix Nat	100	170	174
State	100	108	110
LOUISVILLE.			
Bank of Kentucky	100	146	149
Bank of Louisville	100	....	88
Citizens' National	100	125	126
City Nat	100	125	125½
Falls City Tobacco	100	89	90
Farmers' of Ky	100	105	....
Farmers' & Drov	100	105	....
First Nat	100	161	....
German Ins. Co.'s	100	106	....
German	100	112	113
German National	100	135	....
Kentucky Nat	100	144	147
Louisv. Banking Co.	40	218	220
Masonic	100	126	127
Merchants' Nat	100	135	136
Northern of Ky	100	111	....
Second Nat	100	105	106
Security	100	148	150
Third National	100	....	120
Western	100	110	....
West. Finan. Corp.	100	110	....
NEW ORLEANS.			
Canal & Banking	100	x136	....
Citizens'	100	137	139
Germania Nat	100	x135	137
Hibernia Nat	100	x130	140
Louisiana Nat	100	x123½	130
Metropolitan		x102¾	....
Mutual Nat	100	x120¼	125
New Orleans Nat.	100	x185	....
People's	50	x60	61½
State Nat	100	x123	128
Union Nat	100	x144	147
NEW YORK.			
America	100	153	154
American Exch'ge	100	....	151
Broadway	25	247	....
Butchers' & Drovers	25	....	....
Central National	100	120	....
Chase National	100	175	....
Chatham	25	136	140
Chemical	100	2002	....
City	100	....	....
Citizens'	25	116	....
Commerce	100	150	152
Continental	100	115	....
Corn Exchange	100	169	....
East River	25	115	....
Eleventh Ward	25	....	....
First National	100	....	....
Fourth National	100	120	....
Fulton	30	125	....
Fifth Avenue	100	....	....
Gallatin National	50	....	....
German American	75	94	97
Germania	100	125	....
Greenwich	25	....	....
Grocers'	30	....	....
Hanover	100	135	....
Importers' & Tr	100	261	....
Irving	50	123	....
Leather Manufs	100	150	....
Manhattan	50	....	....

BANK STOCKS.	Bid.	Ask.
Marine	100	140	....
Market	100	135	....
Mechanics'	25	148	....
Mechanics' & Tr.	25	99	....
Mercantile	100	115	....
Merchants'	50	127	....
Merchants' Exch'ge	50	....	99
Metropolitan	100	155	....
Nassau	100	120	130
New York	100	145	....
N. Y. Nat. Exch'ge	100	x	....
New York County	100	....	....
Ninth National	100	120	127
North America	70	....	....
North River	50	....	....
Oriental	25	135	....
Pacific	50	155	....
Park	100	158½	160
People's	25	....	....
Phenix	20	99	....
Republic	100	130	x
Second National	100	....	....
Seventh Ward	100	102	....
Shoe & Leather	100	....	....
St. Nicholas	100	....	140
State of N. Y.	100	136	....
Tradesmen's	40	....	116
Union	50	155	....
United States Nat		....	150
Wall Street Nat	50	100	....
PHILADELPHIA §			
B'k of N. America	100	280	....
Central National	100	....	....
City National	50	110	120
Commercial Nat	50	....	60
Commonwealth Nat	50	34	....
Consolidation Nat	30	....	....
Corn Exchange Nat.	50	....	....
Eighth Nat	100	....	....
First Nat	100	230	....
Farmers'&Mech.N.	100	140½	....
Girard National	40	85	....
Kensington Nat	50	75	....
Manufacturers' Nat.	25	28	....
Mechanics' Nat	100	....	....
Merchants' Nat		....	....
Nat. B'k Commerce	50	....	....
Nat. B'k Germant'n	50	....	....
Nat. B'k N. Liberties	50	160	....
Nat. B'k Republic	100	135	....
National Security	100	....	....
Penn National	50	....	60
People's	100	....	....
Philadelphia Nat	100	214½	....
Second Nat	100	....	....
Seventh Nat	100	....	....
Sixth Nat	100	....	....
Southwark Nat	50	120	127
Spring Garden	100	....	....
22d Ward	50	....	....
Third Nat	100	....	....
Underground		....	....
Union Nat	50	70	....
Western Nat	50	....	98¼
West Philadelphia	100	115	....
PORTLAND, ME.			
Cumberland Nat	40	59	60
Canal Nat	100	169	170
Casco Nat	100	166	167
First Nat	100	164	165½
Merchants' Nat	75	118	120
National Traders'	100	159	160
RICHMOND, VA.			
City Bank	26	26	....
First Nat	100	135	136
Merchants' Nat	100	110	....
Nat. Bk of Virginia	100	93	95
Planters' Nat	100	116	....
State Bank of Va.	100	105	....
ST. LOUIS.			
B'k of Commerce	100	465	....
Commercial	100	325	....
Continental	100	175	....
Fourth National	100	155	....
International	100	....	....
Mechanics'	100	101½	....
Merchants' Nat		114	....
St. Louis National	100	113	....
Third National	100	82	85
Valley National	100	....	100
SAN FRANCISCO.			
Bank of California		164½	166
Clay Street		....	110
First Nat. Gold	100	127	....
Nat. Gold Bank & Tr. Co		....	....
Pacific		....	122

FIRE INSUR'CE STOCKS.			
BALTIMORE.			
Associate Firemen's	5	6½	8
Baltimore Fire Ins.	10	28	29
Firemen's Insur'ce	18	15½	17
Howard Fire	5	7	8
Maryland Fire	10	4	5
Merchants' Mutual	50	55	....
National Fire	10	6¾	7
BOSTON.			
American F. & M.	100	140	145
Boston	100	130	135
Boylston	100	105	107
Commonwealth	100	80	85
Dwelling House	100	105	106
Eliot	100	126	126½
Firemen's	100	145½	146
Franklin	50	....	....
Manufacturers'	100	92	94
Mass. Mutual	100	119	120
Mercantile F. & M.	100	134	135
Neptune F. & M.	100	105½	106
North American	100	104½	105
Prescott	100	100	100½

INSURANCE STOCKS.	Bid.	Ask.
Shoe & Leather	100	80	81
Washington	100	130	133
CINCINNATI.			
Amazon(new stock)	20	97	100
Aurora		....	90
Cincinnati	25	....	150
Citizens'	20	123	125
Commercial	25	185	190
Eagle	100	107	110
Enterprise	20	....	90
Eureka	20	170	175
Firemen's	20	150	....
Germania	20	x108	109
Globe	20	....	100
Merchants'&Manuf	20	158	161
Miami Valley	50	98	100
National	100	150¼	....
Security		....	115
Union	20	....	80
Washington	20	x123	128
Western	25	153	155
HARTFORD, CONN.			
Ætna Fire	100	226	230
Connecticut	100	120	125
Hartford	100	290	295
National	100	126	128
Orient	100	97	100
Phenix	100	185	190
Steam Boiler	30	78	80
LONDON.			
Commercial Union	25	22½	23½
Guardian	50	66	67
Imperial Fire	25	138	141
Lancashire F. & L.	25	6¾	7¼
London Ass. Corp.	12½	59	61
Liv. & Lond. & Globe	2	20	21
North'n Fire & Life	5	....	....
North Brit. & Mer.	83	28	30
Queen Fire & Life	1	2¾	3¼
Royal Insurance	2	29½	30½
NEW ORLEANS.			
Crescent Mutual		x116½	118½
Factors' and Traders'		120½	121
Firemen's		x75	....
Germania		x113	119
Hibernia		114	....
Home		x35	38¼
Hope		x99¼	102½
Lafayette		x50	58
Merchants' Mutual		118½	120
Mechanics' & Traders'		x118½	120
New Orleans Ins. Ass'n		x35	37
New Orleans Ins. Co		x66	70
People's		x30	....
Sun Mutual		x126	129½
Teutonia		x133	140
NEW YORK.			
American	50	145	150
American Exch	100	105	110
Bowery	25	165	190
Broadway	25	165	175
Brooklyn	17	165	175
Citizens'	20	140	150
City	70	110	120
Clinton	100	120	130
Commercial	50	90	100
Continental	100	230	240
Eagle	40	210	220
Empire City	100	70	80
Exchange	30	90	100
Farragut	50	117	125
Firemen's	17	70	80
Firemen's Trust	10	90	100
Frank. & Emp'lum		115	120
German-American	100	180	190
Germania	50	135	140
Globe	50	110	115
Greenwich	25	240	270
Guardian	100	60	70
Hamilton	15	115	120
Hanover	50	133	136
Hoffman	50	75	85
Home	100	142	147
Howard	50	73	78
Importers' & Trad.	50	75	80
Irving	100	65	75
Jefferson	30	130	135
Kings Co. (B'klyn)	20	180	200
Knickerbocker	30	75	85
Lafayette (B'klyn)	50	100	105
Lamar	100	70	75
Long Isl'd (B'klyn)	50	110	115
Lorillard	25	55	65
Manuf. & Builders'	100	108	113
Manhattan	100	20	40
Mech. & Traders'	25	120	130
Mechanics' (B'klyn)	50	130	145
Mercantile	50	65	72
Merchants'	50	100	110
Montauk (B'klyn)	50	105	110
Nassau (B'klyn)	50	140	150
National	37½	95	100
New York City		60	65
N. Y. Equitable	35	145	150
New York Fire	100	80	90
Niagara	50	160	170
North River	25	100	108
Pacific	25	165	170
Park	100	110	120
Peter Cooper	20	155	165
People's	50	112	118
Phenix (B'klyn)	50	140	145
Relief	50	55	65
Republic	100	75	85
Rutgers'	100	120	140
Standard	50	100	105
Star	100	70	75
Sterling	100	50	60
Stuyvesant	25	120	125
Tradesmen's	25	80	90
United States	25	125	135
Westchester	10	120	125
Williamsburg City	50	230	250

* Price nominal; no late transactions. † Last price this week. ‡ Quotation per share.

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The Investors' Supplement *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* Chronicle. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Lehigh Valley Railroad Company.

(*For the year ending November* 30, 1882.)

The annual report has just been issued and states that "159 of the sterling bonds were drawn, payable December 1, 1882, leaving $3,854,000 bearing interest from that date. The second mortgage bonds of the Southern Central Railroad Company of New York, amounting to $400,000, endorsed and guaranteed by this company, as approved by the stockholders in January, 1873, fell due on March 1 last, and were taken up and paid for by us under an agreement with that company and the holders of the greater part of its first mortgage bonds, under which both the existing mortgages were to be canceled and a new one created at a reduced rate of interest of sufficient amount to include all their indebtedness and provide means for additional business. This agreement is now being carried out and will be completed as soon as it is assented to by the holders of a few of their first mortgage bonds. Our line of steamers on the lakes between Buffalo and Chicago is proving quite successful and is becoming a paying investment independent of its advantage as an outlet and feeder for our railroads. The improvements at Buffalo, upon which we are expending considerable sums, and the various other interests we have and are securing at the North and West, are in excellent condition, and no doubt will ultimately be of great advantage towards increasing and facilitating the business of our entire route."

The Lehigh Valley Railroad reports never contain a balance sheet of assets and liabilities, but the other statistics are compiled in the usual form for the Chronicle, as follows:

ROAD AND EQUIPMENT.

	1879-80.	1880-81.	1881-82.
Miles operated	314	316	323
Locomotives	255	268	292
Passenger, mail and express cars.	108	114	131
Freight and other cars	3,031	4,017	4,478
Coal cars	24,465	24,465	26,005

OPERATIONS AND FISCAL RESULTS.

Operations—	1879-80.	1880-81.	1881-82.
Passengers carried one mile	19,812,238	23,123,806	27,449,347
Anthracite coal (tons) moved	4,606,415	5,791,376	6,257,159
Other freight (tons) moved	3,028,710	3,486,432	3,685,435
Total freight (tons) moved	7,635,125	9,277,805	9,942,594
Anthracite coal (tons) moved 1 m.	375,303,125	440,626,699	490,420,780
Other freight (tons) moved 1 mile.	166,178,752	202,299,285	216,411,651
Total freight (tons) moved 1 m.	541,481,877	642,925,984	706,832,431
Earnings—			
Coal freight	$5,352,604	$6,678,590	$7,158,744
Other freight	1,879,574	2,126,397	2,269,021
Passenger, mail, express, &c.	530,812	618,871	732,304
Total gross earnings	$7,762,990	$9,423,858	$10,160,069
Operating expenses	4,002,357	4,648,084	5,833,677
Net earnings	$3,760,633	$4,775,774	$4,326,392

INCOME ACCOUNT.

	1879-80.	1880-81.	1881-82.
Receipts—	$	$	$
Net earnings	3,760,633	4,775,774	4,326,392
Other receipts and interest	837.948	968,268	1,079,243
Total income	4,598,581	5,744,042	5,405,635
Disbursements—			
Interest on debt	1,630,113	2,268,313	2,019,734
General, taxes, floating int, loss on Morris Canal, &c.	742,953	772,682	375,490
Dividends*	1,108,757	1,522,954	2,350,516
Charged for accum. depreciations	990,338	1,070,059	554,349
Total disbursements	4,472,161	5,634,008	5,300,089
Balance, surplus	126,420	110,034	105,546

* In 1880, 10 on preferred and 4 on common; in 1881, 10 on preferred and 5½ on common; in 1882, 10 on preferred and 6½ on common.

PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD.

OPERATIONS AND FISCAL RESULTS.

Operations—	1879-80.	1880-81.	1881-82.
Passengers carried	182,421	212,018	240,336
Passengers carried one mile	6,745,001	7,624,280	8,016,694
Rate per passenger per mile	2·42 cts.	2·39 cts.	2·56 cts.
Coal (tons) carried	1,140,981	1,527,607	1,447,972
Other freight (tons) carried	911,468	1,057,581	1,080,167
Total freight (tons) carried	2,052,449	2,585,188	2,528,139
Coal freight (tons) carried 1 mile.	71,364,989	107,228,851	103,141,675
Other freight (tons) carried 1 mile.	78,662,805	85,902,106	90,593,344
Total freight (tons) carr'd 1 m.	150,027,794	193,130,957	193,735,019
Average rate per ton per mile	0·91 cts.	0·82 cts.	0·82 cts.
Earnings—			
Coal freight	$791,582	$1,339,497	$1,313,306
Other freight	713,490	701,922	743,400
Passengers, mail, express, &c.	$156,171	$179,249	$200,522
Canal and miscellaneous	30,604	23,416	16,316
Total gross earnings	$1,691,847	$2,244,084	$2,303,544
Operating expenses	776,714	1,243,378	1,260,143
Net earnings	$915,133	$1,000,706	$1,043,401

Virginia Midland Railway.

(*For the year ending Sept.* 30, 1882.)

The annual report just issued states that at the last annual meeting the fiscal year of the company was changed to end on the 30th day of September, instead of the 31st day of December. Consequently the present report would properly only include the operations of the nine months which have elapsed from Jan. 1 to Sept. 30, 1882, inclusive. In order, however, to present a more intelligible view of the subject, as well as to enable the usual comparison to be made of the year which ended Sept. 30, 1882, with that of the twelve months next preceding, the statements of earnings and expenses herewith submitted include not only the business from Jan. 1 to Sept. 30, 1882, inclusive, but also the three months preceding (October, November and December, 1881), so as to constitute the regular fiscal year. Exclusive of the regular operating expenses of the road, there has been expended during the year the amount of $259,061, as follows:

Construction		$62,477	
Equipment		146,599	
Extraordinary and reorganization expenses, &c.		49,985—	$259,061
These expenditures were paid with the net surplus from earnings		91,093	
Amount realized from sale of securities as follows:			
Income bonds	$126,572		
Third series bonds	37,462	164,034	255,128
Showing a deficit Oct. 1, 1882, of			$3,933

The amount ($139,079) of bills payable has been reduced since Sept. 30, 1882, by actual payments thereon to the extent of $44,128. The company has as resources the following securities, which came into its possession from the late reorganization of the company: $37,400 3d series bonds, $26,100 4th series bonds, $397,000 income bonds. The company holds $630,000 of the new common stock and $10,688 1st preferred stock, $6,424 2d preferred stock, and $12,910 old common stock.

The following shows the earnings and operating expenses of the fiscal year ending Sept. 30, 1882, as compared with the same period ending Sept. 30, 1881:

	1882.	1881.
Freight	$707,370	$657,326
Passenger	530,386	476,881
Express	60,030	55,953
Mail	102,748	75,601
Rentals Manassas	89,250	89,250
Miscellaneous sources	25,959	6,705
Totals	$1,515,746	$1,361,697
Operating expenses	945,116	765,714
Net	$570,629	595,982

From the above it will be seen that the gross earnings in 1882 increased $154,048 and the operating expenses increased $179,401, making a decrease in net earnings in 1882 of $25,352 as compared with 1881.

"For the year ending September 30, 1882, 305,454 passengers were transported, an increase of 58,798 passengers over the previous year. The passenger fare in 1882 was less than in 1881. If the same rate of charge had been maintained in 1882, the increase in that year from passenger earnings would have been $113,428, instead of $53,525 as herein reported. For the year ending September 30, 1882, 364,196 tons of freight were hauled, of which 176,063 were carried northward and 188,133 southward. Compared with the previous year the increase is 65,162 tons. The ton miles in 1882 were 38,735,838, an increase of 8,020,049. If the same rate of charge per ton per mile had been maintained in 1882 which was charged during 1881, the increase in gross earnings from freight would have been $171,620, instead of $50,044 as reported herein." * * * "While the business both passenger and freight has been increased by the more intimate relations which have been established with the Richmond & Danville Railroad at Danville within the past year, the bulk of the freight traffic interchanged by the two companies has gone from the line of the Virginia Midland Railway to points south of Danville; a limited amount only having been delivered in return for transportation over the Virginia Midland Railway for points north of Danville. The records in the transportation department show that from January 1 to September 30, 1882, the Virginia Midland Railway delivered to the Richmond & Danville Railroad at Danville for transportation to points south of Danville 1,471 loaded cars, nearly all of which passed over the entire line of the Richmond & Danville Railroad south of Danville.

"In this same period the Richmond & Danville delivered to the Virginia Midland 235 loaded cars, not more than 20 of which were for points north of Alexandria. This movement of freight in one direction only has necessarily made the freight traffic less profitable, as the cars came back empty."

STATEMENT OF INCOME AND PROFIT AND LOSS ACCOUNTS, YEAR ENDING SEPT. 30, 1882.

Income—		
Net earnings (three divisions)	$457,554	
Rental of Manassas Railroad (Strasburg branch) to B. & O. RR.	89,250—	$546,804
Deduct interest on funded debt	416,630	
Deduct interest on floating debt	6,529	
Deduct rental Charlottesville & Rapidan RR.	35,000	
Deduct rental Frank. & Pitts. RR.	6,000—	464,159
Net income		$82,644

Profit and Loss—		
Balance to debit of this account Sept. 30, 1881..	$27,734	
Discount on bonds	45,097	
Expenses, reorganization, &c	49,985	
Sundry accounts charged during the year	1,257	$124,075
Net income for year 1882, as above	82,644	
Sundry accounts credited during the year	4,178—	86,823
Balance—debit		$37,251

GENERAL ACCOUNT, SEPT. 30, 1882.

Dr.		
To capital stock		$6,000,000
To mortgage and income bonds		11,070,047
To bills payable	217,152	
To accounts payable	41,009	
To pay rolls (month of September)	43,626—	301,787
To interest on bonds unclaimed	22,157	
To connecting line, individuals, &c., balances	150,133—	172,296
		$17,544,131
Cr.		
By cost of road and property		17,086,048
By bills receivable		197
By supplies on hand, per inventories		86,376
By connecting lines, individuals, &c., balances		243,066
By cash in banks	35,078	
By cash in hands of agents, &c	56,112—	91,190
By profit and loss		37,251
		$17,544,131

Worcester & Nashua.

(*For the year ending Sept.* 30, 1882.)

The traffic for the year ending Sept. 30, 1882, in comparison with the previous year, was as follows:

	1881-82.	1880-81.
Passengers carried	433,732	402,239
Passenger miles	7,467,524	7,222,999
Tons freight carried	541,036	514,226
Ton miles	16,949,008	16,153,062

The earnings of the year were as follows:

	1881-82.	1880-81.
Passenger	$233,462	$220,054
Freight	398,520	368,717
Rents, &c	22,533	22,103
Total	$654,515	$610,874
Expenses	474,989	433,574
Net earnings	$179,526	$177,300

Expenses include taxes, which were $15,918 in 1881-82. The increase in earnings was about equaled by that in expenses, which was due to larger renewals and increased prices for materials and labor.

The income account for the year was as follows:

Net earnings, as above		$179,525
Interest paid	$51,116	
Rent of Nashua & Rochester RR.	74,437	
Dividends, 3 per cent	53,694—	179,247
Surplus for the year		$277

The earnings of the Nashua & Rochester road were about $10,000 in excess of those of any previous year, but were not equal to the rental.

GENERAL INVESTMENT NEWS.

Arkansas Railroad Debt.—A press dispatch from Little Rock, January 29, said: "A complaint was filed to-day in the United States Court against the Little Rock Pine Bluff & New Orleans and the Mississippi Ouachita & Red River railroads, afterwards consolidated and known as the Little Rock Mississippi River & Texas Railway, to compel the payment of overdue coupons on bonds issued by the State to aid in their construction. In 1870 the State issued to the first-named road, $1,200,000, and to the last-named, $600,000 seven per cent thirty-year bonds to aid in construction, the road agreeing to pay the interest as it fell due and the principal at maturity. No interest has been paid since 1873, the roads holding, and the Arkansas Supreme Court sustaining the point, that the bonds were issued contrary to law. This question was decided in the United States Court recently adverse to the roads, in a similar case against the Little Rock & Fort Smith Railroad, the Court holding that the roads were liable for the bonds, notwithstanding that they may not have been issued in strict accordance with the law. These bonds form a part of the disputed bonded debt of Arkansas."

Atlantic & Pacific—Pacific of Missouri.—Mr. John E. Burrill, counsel for the Atlantic & Pacific Road, makes the following statement as to the suit of certain stockholders of the old Pacific Railroad of Missouri against the Atlantic & Pacific. He says: "The claims of the stockholders of the old Pacific Railroad of Missouri against the Atlantic & Pacific Railroad Company arise under a lease by the former to the latter company. By this lease the former company leased its road to the Atlantic & Pacific Company, and the latter agreed to pay as rent certain dividends to the stockholders of the lessor company. The lease provided that, on the termination of the lease, whenever it should happen, all liability of the lessee under it should cease, and also that the lessor should pay the lessee any balance of the account due arising out of the making of permanent improvements on the property. Two foreclosure suits were brought in the United States Circuit Court in Missouri to foreclose a mortgage on the Atlantic & Pacific and a mortgage on the Pacific Railroad. In these suits the court took the leased property out of the hands of the Atlantic & Pacific, and appointed receivers of it, and operated it until it was finally sold, and by its decree adjudged that the lease had been canceled and surrendered. In addition to this, the Pacific Railroad, by its directors, and with the assent of its stockholders accepted the surrender of the lease by the Atlantic & Pacific. In my opinion, and that of associate council, all liability of the Atlantic & Pacific to pay dividends under the lease ceased when it was deprived of the leased property by a court of competent jurisdiction, and the lease canceled and surrendered as above stated. The Atlantic & Pacific claim a large amount under the lease against the Pacific Railroad of Missouri, but as the latter has no road, and has a mere paper existence, it would be useless to attempt to enforce it or to use it, except as a defense to any claims of that company.

Chicago Milwaukee & St. Paul.—This company makes a brief statement of income account for the year 1882, to which 1881 has been added for comparison:

	1881.	1882.
Number of miles at end of the year	4,260	4,500
Gross receipts	$17,349,573	$20,386,726
Operating expenses	10,317,931	12,186,073
Net earnings	$7,031,642	$8,200,653
Less interest on bonds and 7 per cent dividends on pref. and com. stocks	6,093,111	7,581,041
Surplus	$938,531	$619,612
Add cash receipts from sale of lands	311,196	1,014,223
Total surplus from the year's business	$1,249,727	$1,633,835

Columbus Chicago & Indiana Central Railroad.—Judge Drummond has entered a decree confirming the foreclosure sale of this railway, made Jan. 10, 1883, at Indianapolis. The road was sold, by concurrent decrees of the United States Circuit Courts of Indiana, Ohio and Illinois, to William L. Scott, Chas. J. Osborn and John Kennedy.

Delaware & Hudson Canal.—This company, in advance of its full annual report, makes a brief synopsis of its business for the year 1882, which is compared below with the figures for 1881:

	1881.	1882.
Receipts from coal	$8,946,554	$9,141,389
Receipts from railroads	5,401,840	5,935,670
Receipts from miscellaneous and interest	577,613	496,868
Total receipts	$14,929,007	$15,573,927
Less expenses	9,481,729	10,422,325
Net earnings	$5,447,278	$5,151,602
Less interest, rentals and taxes	3,344,814	3,313,401
Balance of net earnings	$2,102,464	$1,838,201

Delaware Western.—The stockholders of this railroad have approved the resolution of the board of directors authorizing the issue of 71,000 additional shares of stock.

Denver Longmont & Northwestern.—This road is to be sold in Denver, Col., March 6. The road is completed for a few miles out of Denver.

Denver & Rio Grande.—At a meeting of the directors of the Denver & Rio Grande Railway Company, L. K. Bass, H. A. Risley, J. W. Gilluly and J. E. Lundstrum, all of Colorado, retired, and A. J. Cassatt, William L. Scott, Peter Geddes and L. H. Meyer of New York and Pennsylvania were elected members of the board. This is understood as placing the control of the road practically in the hands of Eastern men. Two of the four new directors, William L. Scott and L. H. Meyer, were present at the meeting, and Mr. Meyer was chosen first Vice-President. Mr. Scott said afterwards that all of the new directors had accepted the places to which they had been elected and that the full board was in complete harmony.

Fitchburg.—The annual meeting of the stockholders of the Fitchburg Railroad Company was held this week, and the following directors were elected: William B. Stearns, Seth Bemis, Robert Codman, Rodney Wallace, Franklin N. Poor, Charles T. Crocker and Charles A. Welch. The directors were authorized to issue bonds for $500,000 to fund the floating debt. The directors were authorized to request the Vermont & Massachusetts Railroad to issue its bonds to an extent not exceeding $1,000,000, to pay the bonds falling due in July next, and also to be applied towards the payment of the Fitchburg Railroad Company for the improvements made on the Vermont & Massachusetts Railroad.

Indiana Bloomington & Western.—It will be remembered that after this company had leased the Cincinnati Sandusky & Cleveland road for 33⅓ per cent of the gross earnings, a dispute arose in relation to the interpretation of a part of the lease. The section of the road from Springfield, Ohio, to Dayton was leased years ago to the Cleveland Columbus Cincinnati & Indianapolis as part of its Cincinnati line, the rental being a percentage on the gross earnings. The question at issue was whether the gross earnings of this leased section, or only the rental received for it, should be included in computing the 33⅓ per cent to be paid by the Indiana Bloomington & Western Company. It was mutually agreed to leave the question to the courts for decision, and a friendly suit was begun in the Court of Common Pleas at Springfield, Ohio. That court has now decided in favor of the lessee's view, that only the rental received is to be included in the gross earnings on which rent is computed.—*Railroad Gazette.*

Little Rock Mississippi River & Texas.—This railroad company has passed its January coupons and asks the funding of interest from its first mortgage bondholders for two years to enable it to pay off a floating debt contracted in building 20 miles of new road. A letter from Boston, the headquarters of the company, said the additional piece of road was built in 1881, and the directors paid for it with their personal notes. As collateral they took $400,000 in bonds. The interest on the first mortgage bonds amounted to $130,000 a year. The net earnings in 1882 were $108,000. A washout cost $30,000 for repairs, besides causing a loss in traffic of $30,000. But for the ex-

pense and loss amounting to $60,000 the company could have met its obligations. Its earnings for the first half of January was 43 per cent over the same time last year.—*N. Y. Times.*

Louisville New Albany & Chicago.—A press dispatch from Louisville, February 1, says: "A full and final settlement has been effected by the Louisville New Albany & Chicago Railroad Company with the Crawford syndicate, by which the latter to-day gave formal possession of 158 miles of new road to the former. This new road extends from Indianapolis to Chicago, and will be known as the Indianapolis Division of the Louisville New Albany & Chicago Road."

Massachusetts Central.—The directors have issued a circular addressed to the bondholders and stockholders, giving in full the details agreed upon for a reorganization of the company and the completion of the line. The circular says:

"It will be necessary to obtain from the Legislature of Massachusetts, at its present session, an extension of time for the completion of the Massachusetts Central Railroad; and the directors propose, in connection with this application, to request authority for such action on the part of the company as will enable it to procure the means to pay its indebtedness and to finish its road as contemplated by its charter, or, by uniting with other corporations, to construct, in addition to the original line, a road which will give a new route from the city of Boston via Holyoke, Westfield and Great Barrington to the city of Poughkeepsie, on the Hudson River. The money required for either of these objects can be obtained only by the issue of bonds, which shall be a first lien upon the franchise and other property of the company; and this will necessitate the cancellation of the existing mortgage and the conversion of the outstanding bonds into a form of security which shall rank second to those upon which the money is to be raised." * * *

The directors recommend the adoption of the plan embodied in the following memorandum:

First—The holders of the outstanding bonds and coupons shall, on or before the first day of March, 1883, deposit the same with the New England Trust Company, of the city of Boston, which shall act as the custodian thereof, and will issue to the depositor a negotiable receipt, reciting the trusts and conditions under which such bonds and coupons are deposited.

Second—The holders of such receipts will receive in exchange therefor, when authorized, preferred stock, which shall stand next after the first-mortgage bonds hereinafter mentioned, at the rate of ten shares of $100 each for every bond and one share for every $100 of overdue coupons so deposited; any fractional parts of coupons to be represented by scrip, which shall be convertible into preferred stock upon presentation of $100 in amount thereof. This preferred stock shall be entitled to dividends not exceeding 8 per cent per annum, if earned, and the same are to be paid before any earnings shall be divided upon the common stock.

Third—The common stock shall relinquish its voting power and control of the corporation, until the preferred stock shall have received 8 per cent dividend in any one year.

Fourth—There shall be issued 7 per cent gold bonds, having thirty years to run, to the amount of $25,000 per mile of the railroad, if necessary, the same to be secured by a first mortgage upon the property and franchise of the company. These bonds shall be redeemable at the option of the company at any time after ten years from their date, by the payment of not exceeding 10 per cent premium and the interest due thereon; and they will be offered at par to the holders of preferred and common stock for a period of thirty days, under such regulations as shall hereafter be made by the directors, before being placed upon the market, or otherwise offered for sale.

Fifth—There shall be a managing committee to consist of Samuel N. Aldrich, President of the company, and Messrs. Thomas H. Perkins and Henry Woods of the board of directors, who shall arrange and carry into effect the details of the plan herein set forth. This committee shall have full power to represent the company, and the members thereof shall be the attorneys in fact of the parties depositing their bonds and coupons, and of the holders of the receipts issued therefor, and shall be authorized to purchase and hold, for their account, the property covered by the existing mortgage, in the event of a sale thereof.

An agreement to the foregoing plan will not be binding until the owners of three-quarters in amount of the outstanding bonds shall have subscribed thereto.

Memphis & Little Rock.—A press dispatch from Little Rock, Ark., January 30, says: Last year R. K. Dow and other mortgagees of the Memphis & Little Rock Railroad paid $250,000 to satisfy a mortgage held against the company by the State for $100,000 loaned in 1860, and interest thereon. Mr. Dow then brought suit against the railroad company to compel it to refund the amount paid. Judge Caldwell, of the United States Court to-day decided that the company must repay the money.

Mexican Central.—In connection with the recent proposal for bonds the circular said: "It is fair to estimate, therefore, that the earnings from the miles of road now in operation, and the subsidy collections, will net the company at least $150,000 American currency per month, a sum sufficient to pay the interest on all bonds outstanding Dec. 31, 1882 ($15,970,000), and those due to the subscribers under circular No. 2, making in all an issue of $21,050,000), with an excess per annum of $326,500." The amount derived from net earnings and subsidy collected during the year 1882 was as follows:

		Equivalent in Amer. cy. to
From net earnings	$579,837	$497,003
From subsidy collected	906,892	777,336
Making a total sum of	$1,486,729	$1,274,339
The total amount of interest that accrued during the year, including the coupons due Jan. 1, 1883, was		$866,565
Showing a surplus for the year 1882 of		$107,774

Mexican Telegraph.—The Mexican Telegraph Company has declared a dividend of 4 per cent for the past half year. The receipts for July, August and September were $26,332; for October, November and December, $57,189; a total of $83,521. The increase for the last three months is due to some extent to the connection with the Central South American line, but the Mexican business alone for November and December shows an increase of over 30 per cent. The expenses last year were at the rate of $60,000 per annum, which is more than the officers expect in future, owing to the fact that an extra force was engaged, though not actually employed, for several months awaiting the opening of the Central South American line. About $500,000 have been expended in betterments on the property in addition to the $600,000 of working capital, and a stock dividend of 25 per cent is talked of. A circular authorizing such an increase to the capital stock has been sent to the stockholders for their signatures.—*N. Y. World.*

New York Chicago & St. Louis—Lake Shore & Michigan Southern.—In Cleveland, Jan. 30, at the annual meeting of the stockholders of the "Nickel Plate" road, the following were elected directors: W. K. Vanderbilt, Cornelius Vanderbilt, F. W. Vanderbilt, Augustus Schell, H. McK. Twombly, Anson Stager and W. C. Whitney of New York; James Tillinghast of Buffalo and General J. H. Devereux, Judge Stevenson Burke, D. W. Caldwell, J. H. Wade and Charles Hickox of Cleveland. The *Tribune* report says that Mr. Tillinghast moved that a mortgage of $10,000,000 be placed on the road and asked a vote on it. Wm. K. Vanderbilt said: "I vote 382,491 shares of the full amount voted, or a total of more than $38,000,000 of stock. While we voted a portion of this by proxy in the previous vote, and do not own it all, we control it." The following officers were chosen by the board: W. K. Vanderbilt, President; D. W. Caldwell, Vice-President; F. W. Vanderbilt, Secretary and Treasurer. Of the above $10,000,000 bonds, it is proposed to issue now only $3,000,000 to provide for floating debt.

—In regard to the control of the New York Chicago & St. Louis by the Lake Shore company, the N. Y. *Herald* gives an account of the matter as stated by Mr. W. L. Scott of Erie, Pa., one of the old directors of the Lake Shore company. Mr. Scott said:

"I have no objection to telling the public everything I know in regard to the matter. I don't think that, so far as the official action of the Lake Shore board is concerned, any director would object to the public knowing all the details of the transaction. The Lake Shore has secured the controlling interest in the capital stock of the Nickel Plate. I don't say that this interest is absolutely vested in the Lake Shore to-day, but the new road is under its control and direction. To secure this interest, the Lake Shore has issued in payment $6,500,000 of its second mortgage bonds, thereby adding to the fixed charges of the Lake Shore $435,000 per annum." * * *

"Mr. Vanderbilt bought, individually and through a syndicate, a controlling amount of the stock of the opposition road. The sole object was to protect the Lake Shore by harmonizing the interests of the two lines. As I have said, the total cost was $6,500,000 for the controlling interest, the New York Chicago & St. Louis company agreeing to take the second mortgage bonds of our company." * * *

"A meeting of the Lake Shore directors was called during the latter part of December, at which practically all the directors were present. The gentlemen representing the syndicate which had purchased the Nickel Plate road appeared at the meeting and offered the stock which they had secured to the Lake Shore Company. Mr. Vanderbilt frankly stated to the meeting that he was a party in interest in the sydicate, and that they were ready to turn over to Lake Shore at absolute cost the stock they had purchased in the new line. He did not wish any of the board, however, to be influenced by the fact that he was a party in the syndicate, and he desired them not to hesitate to say so if they thought the purchase an injudicious one. He gave his reasons at length for believing that the best thing the Lake Shore could do was to assume the stock which he and his friends had purchased, or at least to control it indirectly, but left his fellow directors at perfect liberty to do as they thought best in the matter. If the board thought he had erred in what he had done, he was perfectly willing to retain the stock and assume the whole responsibility himself." * *

"There was only one question raised, and that was as to the legality of the absorption of the New York Chicago & St. Louis stock by the Lake Shore company." * * * "There was not a dissenting opinion expressed at that board meeting by any member. Everybody agreed, but it was finally decided to take every precaution and to refer the question to the most eminent counsel. The proposition was therefore withdrawn until we could be fortified with the best legal advice." * * *

"The board adjourned and the question was submitted to a large number of lawyers in the various States through which the road passes. Their opinion was that the stock could be legally bought by our company. These opinions were laid before a meeting of the board held early in the present month, and the purchase was then consummated." * * *

Ohio Central.—The track on the extension of this road in West Virginia is all laid from the Ohio River at Pt. Pleasant to Charleston, a distance of 57 miles. No time has yet been set for the opening of the road. Work is progressing on the bridge over the Ohio at Pt. Pleasant, which is to connect this extension with the line in Ohio.

Railroad Construction (New).—The latest information of the completion of track on new railroads is as follows:

Northern Pacific.—Track on the Fergus Falls branch is reported laid from Wahpeton, Dakota, west by south 40 miles.

Sanborn Cooperstown & Turtle Mountain.—Track laid from Sanborn, Dakota, north 15 miles.

This is a total of 55 miles, making 10,579 miles so far reported for 1882.

New track is reported laid in the present year as follows:

Atlantic & Pacific.—Extended from Yampai, Ar., westward 12½ miles.

Central Iowa.—The Peoria & Farmington division is extended from Phelps, Ill., west to Monmouth, 5 miles.

Chicago Burlington & Quincy.—The Clinton branch is extended from East Clinton, Ill., north to Fulton, 2 miles.

Wisconsin Iowa & Nebraska.—Track laid from Marshalltown, Iowa, northeast 5 miles.

This is a total of 24½ miles, making 61 miles thus far reported for 1883, against 138 miles reported at the corresponding time in 1882 and 71 miles in 1881.—*Railroad Gazette*

Richmond & Danville—Virginia Midland.—The Richmond & West Point Terminal Company has settled in full with the Baltimore & Ohio Railroad Company for the Virginia Midland Railway, and have received all the securities carrying the ownership of the Virginia Midland from the former company. A prominent party identified with the Virginia Midland stated to a representative of the Chicago *Tribune* that the payment made to-day places the Virginia Midland Company under the control of the Richmond & Danville people, or Clyde syndicate, as they control the Richmond & West Point Terminal Company, who were the purchasers. This will of course oust the directors recently voted in by the Baltimore & Ohio interests, for, although they were elected for a year, under the laws of Virginia the new stockholders can elect a new board of directors.

Syracuse Binghamton & New York.—The following figures are for the year ending Sept 30, 1882:

Gross earnings	$1,128,289
Less operating expenses	589,998
Net earnings	$538,270
Less interest on bonds	148,792
	$389,477
Less dividends (regular)	250,000
Surplus for year	$139,477

Trunk Line Pool.—The New York *Tribune* reports: "The New York Lackawanna & Western Railroad Company has practically been invited to enter the trunk line pool, and has declined to do so. No formal invitation was extended by the pool roads, but their communications with the new line have been such as to warrant it in considering them an invitation. Commissioner Fink, at the meeting of the Committee of Presidents last week, was given authority to arrange for the admission of the Lackawanna. Since that time he has conferred with Samuel Sloan, President of the Lackawanna Company. Mr. Fink informed Mr. Sloan that the trunk lines recognized the Lackawanna as one of their number, fully entitled to share in the through traffic between New York and the West. That share they were willing to allow to the new road, provided the business was obtained by legitimate means. Mr. Fink is understood to have represented to Mr. Sloan the importance of the responsibility that would rest on the Lackawanna if, by cutting rates, it led to a general reduction by the pool lines. In reply, Mr. Sloan expressed the intention of working in harmony with the pool roads and denied that the Lackawanna road had made rates below those made by its competitors. The Lackawanna, however, was in no condition to enter the pool with any surety that its ability as a through line would receive proper recognition therein. It did not care to become a party to the trunk-line agreements until it had established better connections with the Western lines than it now enjoyed."

Vermont Central—Vermont & Canada.—The press dispatches from Boston, Jan. 31, said: The time expired to-day for the trust debt exchange in the Vermont & Canada and Vermont Central reorganization scheme. So far as this portion of the proposed arrangement is concerned a large majority has been secured. Of the $4,357,000 of this trust debt, comprising the equipment, income and extension, guaranteed, and Stanstead Shefford & Chambly bonds, between $3,400,000 and $3,500,000 have come in. In order to carry out the plan of settlement, however, a majority of the Vermont & Canada stock and first and second mortgage bonds of the Vermont Central must be secured. F. A. Brooks, President of the Vermont & Canada Road, who holds the balance of power, has expressed his willingness to subscribe to them. This done, there will be no difficulty in securing for the company, under the plan of organization, a clear title to the property, the fee of which lies in the companies specified."

—The Canadian Pacific Railway is one of the grandest enterprises of the period, and to many readers it may be news that this corporation has already in operation some 1,730 miles of main line and branches, which is considerably more than half of the whole contemplated line of 3,326 miles. The Canadian Government grants a subsidy of $25,000,000 in money and 25,000,000 acres of land, all guaranteed to be fit for settlement. The total authorized capital is $100,000,000, or about $27,000 per mile, and there is no mortgage on the railway except $5,500,000 on 441 miles of the eastern section. This is a point of the utmost importance to the holders of stock, as there will be 2,885 miles of road free from any mortgage (the lands only being covered by a mortgage). There are yet only $25,000,000 of stock outstanding, and it is now proposed to issue $10,000,000 more, for which proposals at 60 or upwards will be received on February 6 and 7 by J. S. Kennedy & Co., New York, and A. Boissevain, Amsterdam, Holland. Copies of the charter and act of the Dominion Parliament can be inspected, and copies of the President's official statement of the condition and affairs of the company, and any other needed information can be obtained at the offices of Messrs. Kennedy & Co.

—The Ætna Life Insurance Company of Hartford, Conn., is one of the corporations which contributes to the reputation of that city as a great centre of insurance interest. The annual statement, printed in another column, shows that during the year 1882 the company made the following gains in the several items of its business: In membership, 1,555; in market values, $69,617; in interest receipts, $96,655; in premium receipts, $127,981; in income, $224,666; in surplus, $230,280; assets of $1,047,002; in new business, $1,317,845; in amount of insurances $3,156,435.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, FEB. 2, 1883.

The weather has continued very severe throughout the country, and in the extreme Northwest violent snow storms have blockaded the railroads and interrupted transportation, unfavorably affecting business matters. Still, confidence in the commercial prospects undoubtedly improves, though there are circumstances at present which are temporarily having an unfavorable influence. The tariff bill has been under active discussion in both Houses of Congress. Some progress has been made, but there is more doubt felt as to the passage of either bill.

The following is a statement of the stocks of leading articles of domestic and foreign merchandise at dates given:

	1883. Jan. 1.	1883. Feb. 1.	1882. Feb. 1.
Pork, bbls.	16,623	21,922	40,058
Beef, tcs. and bbls.	1,459	1,846	3,970
Lard, tcs.	27,314	48,258	91,103
Tobacco, domestic, bales.	32,143	14,230	24,018
Tobacco, foreign, hhds.	31,928	35,181	40,871
Coffee, Rio, bags.	70,607	73,081	71,548
Coffee, other, &c., bags.	77,100	45,191	43,179
Coffee, Java, mats.	122,000	112,000	105,179
Sugar, hhds.	25,833	29,320	14,022
Sugar, boxes.	3?8	8,2?6	7,041
Sugar, bags, &c.	531,300	511,000	550,325
Molasses, foreign, hhds.	2,532	824	150
Molasses, domestic, bbls.	8,000	4,000	1,000
Hides, No	253,000	256,900	351,000
Cotton, bales	105,094	117,366	3?6,825
Rosin, bbls	43,816	44,367	26,210
Spirits turpentine, bbls.	3,631	3,950	4,169
Tar, bbls.	1,417	1,240	1,010
Rice, E. I., bags.	30,300	26,100	14,350
Rice, domestic, bbls. and tcs.	2,145	2,020	2,820
Linseed, bags.	56,000	47,500	59,500
Saltpetre, bags.	12,600	14,500	12,000
Jute, bales	270	600	2,000
Jute butts, bales	17,000	31,228	26,700
Manila hemp, bales.	27,036	24,860	5,350
Sisal hemp, bales.	18,129	20,296	20,600

Pork has been rather quiet, but the speculation in lard has been active, and higher prices are the order now. Advices from the West state continued light receipts of hogs. Mess pork on the spot here is quoted at $18 75@$19; for future delivery, March, $19 20 asked; April, $19@$19 40 bid and asked; May, $19 60 asked. Lard closed strong at 11·40c. for prime Western on the spot; refined for the Continent, 11·45c.; South America, 11 62½c.; Western contract for March sold at 11·40@11·47c.; April, 11·52@11·58c.; May, 11·60@11·75c.; June, 11·68@11·70c.; July, 11·68@11·75c; August 11 67c.. closing firm. Bacon quiet at 9⅜c. for long clear. Beef steady at $26@$27 for extra city India mess. Tallow steady at 8⅜@8 7-16c. Stearine dull; prime quoted 11⅛@11⅛c. Butter and cheese in fair steady sale at well-supported prices.

Rio coffee has been fairly active and firm on the spot at 8¼c. for fairs; in options a very large business has been done at steadily advancing prices; to-day no less than 57,000 bags were sold at 6 60@6 90c. for February, 6·69@7·05c. for March, 6 90@7c. for April, 6 80@7·10c. for May, 6 90@7 10c. for June, 7 15@7·25c. for both July and August, 7c. for October, 6·40@6 50c. seller's option remainder of the year, and 8·50c. for fair for May; mild has been in brisk demand and firm: of Maracaibo fully 10,000 bags have been sold within two days, and Java and Laguayra have also sold more freely. Rice has been moderately active and steady. Foreign fruits have been fairly active and firm. Tea has been about steady for green and firm for Japan and Oolong. Congressional measures have been taken looking to the exclusion of unwholesome tea from American ports. Spices and molasses have been dull. Raw sugar has been quiet and easier at 6¼@6⅞c. for fair to good refining, and 7½@7⅞c. for 96 degs. test centrifugal. Refined sugar has been quiet, but closes firm; crushed was quoted at 9c., powdered at 8¼@8⅜c., granulated at 8⅛c. and standard soft white "A" at 8 c.; the alleged extensive adulterations of sugar with glucose and other articles is being made the subject of investigation.

Kentucky tobacco has remained quiet, and sales for the week are only 300 hhds; lugs 5½@6¼c; leaf 7@11c. Seed leaf in brisk demand, and sales for the week are 500 cases 1880 crop Pennsylvania, 9@20c; 200 cases 1881 crop do., 12½c; 450 cases 1880 crop Ohio, and 1,332 cases 1882 crop State, private terms; 151 cases 1881 crop New England, 13@25c.; 202 cases 1881 crop Wisconsin, from Havana seed, 3½@22½c.; also 300 bales Havana at 82c @$1 15.

Rosins have remained quiet but steady; common strained, $1 60; good do., $1 67½@$1 70. Spirits turpentine has been advanced, and is held firm at 53½@54c. for Southern barrels in yard; it is reported that the stock here has been ordered held, as many of the Southern owners anticipate higher prices as the outcome of a late crop this spring. Refined petroleum is quiet, but firm; 110 test, 7¼c.; 70 test, 7⅞c.; crude certificates at the close were active and higher at $1 02¼ bid after selling at $1 03. Hops are quiet at the moment; brewers and shippers are backward: new State quoted 95c.; yearlings, 80@90c. Ingot copper quiet at 18c. for Lake. Wool is in better sale at more uniform prices.

Ocean freight room has had a moderate movement, and rates, as a rule, are well maintained at the close. During the middle of the week there was a slight easiness.

COTTON.

FRIDAY, P. M., February 2, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Feb. 2) the total receipts have reached 171,316 bales, against 136,400 bales last week, 150,390 bales the previous week and 175,382 bales three weeks since; making the total receipts since the 1st of September, 1882, 4,319,947 bales, against 3,787,538 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 532,409 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	2,400	8,290	1,718	3,646	3,612	2,326	21,992
Indianola, &c.	....	....	....	....	....	355	355
New Orleans	5,629	8,919	16,476	14,763	7,983	9,880	63,650
Mobile	2,700	4,729	234	1,607	931	1,862	12,063
Florida	....	....	....	170	....	427	597
Savannah	3,012	4,165	3,149	2,506	2,881	3,308	19,021
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	1,818	2,229	1,804	2,529	2,183	2,205	12,768
Pt. Royal, &c.	....	....	....	350	....	1,419	1,769
Wilmington	582	719	775	1,429	466	534	4,505
Moreh'd C., &c	....	....	....	450	....	300	750
Norfolk	2,187	2,980	3,685	2,971	3,184	2,942	17,949
West Point, &c	....	....	....	1,785	....	1,900	3,685
New York	1,225	1,062	1,669	440	174	224	4,794
Boston	688	773	794	1,140	510	1,368	5,273
Baltimore	....	....	....	....	....	650	650
Philadelp'a, &c.	219	40	38	175	....	1,023	1,495
Totals this week	20,460	33,906	30,342	33,961	21,924	30,723	171,316

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last year.

Receipts to Feb. 2.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883.	1882.
Galveston	21,992	604,765	11,270	351,523	85,345	90,265
Indianola, &c.	355	14,915	154	12,740	.....	.....
New Orleans	63,650	1,162,285	25,099	997,270	342,840	368,947
Mobile	12,063	259,496	4,972	216,228	51,370	40,520
Florida	597	11,872	3,665	24,513	.....	1,939
Savannah	19,021	648,568	10,562	626,238	91,017	83,688
Brunsw'k, &c	.....	5,308	.....	6,824	.....	.....
Charleston	12,768	456,121	7,954	423,345	81,809	73,357
Pt. Royal, &c.	1,769	12,799	492	19,403	1,309	2,968
Wilmington	4,505	104,152	2,992	118,813	14,547	8,454
M'head C., &c	750	14,027	586	19,877	.....	.....
Norfolk	17,949	581,736	15,915	477,432	61,263	49,851
West Point, &c	3,685	166,344	1,679	160,024	.....	.....
New York	4,794	95,521	6,092	120,687	150,104	339,121
Boston	5,273	105,484	2,244	147,348	4,450	10,033
Baltimore	650	32,809	54	17,534	23,775	38,660
Philadelp'a, &c.	1,495	43,745	1,337	45,739	7,801	15,340
Total	171,316	4,319,947	95,057	3,787,538	917,630	1,123,143

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	22,347	11,424	20,560	7,522	18,112	11,475
New Orleans	63,650	25,099	56,240	42,593	74,736	58,359
Mobile	12,063	4,972	9,722	8,835	16,326	15,852
Savannah	19,021	10,562	17,812	15,574	13,355	12,307
Charl'st'n, &c	14,537	8,436	12,550	7,099	13,049	11,434
Wilm'gt'n, &c	5,255	3,578	2,399	1,622	3,942	2,554
Norfolk, &c.	21,634	17,594	13,270	12,039	14,254	10,436
All others	12,809	13,392	14,576	17,079	17,834	14,721
Tot. this w'k.	171,316	95,057	147,129	112,363	171,608	137,138
Since Sept. 1.	4319,947	3787,538	4116,544	3863,664	3441,348	3254,879

Galveston includes Indianola; Charleston includes Port Royal, &c. Wilmington includes Morehead City, &c.; Norfolk includes City. Point, &c

The exports for the week ending this evening reach a total of 102,264 bales, of which 78,224 were to Great Britain, 241 to France and 23,799 to the rest of the Continent, while the stocks as made up this evening are now 917,630 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Feb. 2. Exported to—				From Sept. 1, 1882, to Feb. 2, 1883. Exported to—			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	13,352	.....	9,035	22,387	229,070	30,506	83,085	345,661
New Orleans	25,456	.....	3,742	29,198	502,044	168,925	227,413	898,382
Mobile	.....	.....	.....	.....	11,536	3,000	.....	14,566
Florida	.....	.....	.....	.....	.....	.....	.....	.....
Savannah	.....	.....	3,475	3,475	79,801	25,658	178,776	284,235
Charleston*	4,025	.....	1,995	6,020	95,989	22,472	123,012	241,473
Wilmington	5,220	.....	.....	5,220	40,498	.....	1,500	41,998
Norfolk†	13,846	.....	4,751	18,597	297,047	.....	7,529	304,576
New York	7,795	241	801	8,837	290,158	19,723	102,363	412,244
Boston	4,323	.....	.....	4,323	92,913	.....	343	93,256
Baltimore	1,407	.....	.....	1,407	101,912	1,291	29,937	133,163
Philadelp'a, &c	2,300	....	.....	2,300	48,445	.....	1,688	50,133
Total	78,224	241	23,799	102,264	1,789,473	271,578	764,666	2,825,717
Total 1881-82	69,493	3,542	10,815	83,850	1,287,849	244,982	498,873	2,011,703

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

Feb. 2, at—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coastwise.	Total.	
New Orleans	42,586	19,599	30,670	938	93,793	249,047
Mobile	9,700	1,900	1,200	4,800	17,600	33,770
Charleston	7,362	470	6,380	750	14,962	66,847
Savannah	6,300	1,300	13,900	4,100	25,600	65,417
Galveston	12,521	750	13,094	3,583	29,948	55,397
Norfolk	13,988	None.	2,901	None.	16,889	44,374
New York	4,100	None.	1,250	None.	5,350	144,754
Other ports	3,500	None.	800	None.	4,300	49,582
Total 1883.	100,057	24,019	70,195	14,171	208,442	709,188
Total 1882	72,588	2,730	47,643	6,831	129,792	993,351
Total 1881	108,480	30,557	53,690	14,755	207,482	631,329

The speculation in cotton for future delivery has been fairly active at this market the past week. On Saturday last there was an early advance, in sympathy with better foreign advices, but notices of free deliveries on February contracts, which were generally thrown upon the market, caused the improvement to be lost, and on Monday there was a further decline. On Tuesday the market was dull and weak. Wednesday was substantially a repetition of Saturday, a higher opening being followed by some decline. Yesterday the changes were very slight, but the tendency was downward. The Southern markets were stronger early in the week, but dulness and depression followed, as receipts at the ports have exceeded all estimates, having been notably large at the Gulf ports. To-day the opening was lower, under the free crop movement and dull foreign advices, but the close was at a full recovery. Cotton on the spot has been quiet and unchanged, middling uplands closing quiet to-day at 10 3-16.

The total sales for forward delivery for the week are 448,400 bales. For immediate delivery the total sales foot up this week 2,899 bales, including 67 for export, 2,513 for consumption, 319 for speculation and — in transit. Of the above, 200 bales were to arrive. The following are the official quotations for each day of the past week.

Jan. 27 to Feb. 2.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. ₩ lb	7 1/2	7 1/2	7 1/2	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16
Strict Ord.	7 15/16	7 15/16	7 15/16	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
Good Ord.	8 3/4	8 3/4	8 3/4	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16
Str. G'd Ord	9 3/16	9 3/16	9 3/16	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Low Midd'g	9 11/16	9 11/16	9 11/16	10	10	10	10	10	10
Str. L'w Mid	10	10	10	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Middling	10 3/16	10 3/16	10 3/16	10 7/16	10 7/16	10 7/16	10 7/16	10 7/16	10 7/16
Good Mid.	10 1/2	10 1/2	10 1/2	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Str. G'd Mid	10 3/4	10 3/4	10 3/4	11	11	11	11	11	11
Midd'g Fair	11 1/4	11 1/4	11 1/4	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Fair	12	12	12	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. ₩ lb	7 1/2	7 1/2	7 1/2	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16
Strict Ord.	7 15/16	7 15/16	7 15/16	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
Good Ord.	8 3/4	8 3/4	8 3/4	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16
Str. G'd Ord	9 3/16	9 3/16	9 3/16	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Low Midd'g	9 11/16	9 11/16	9 11/16	10	10	10	10	10	10
Str. L'w Mid	10	10	10	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Middling	10 3/16	10 3/16	10 3/16	10 7/16	10 7/16	10 7/16	10 7/16	10 7/16	10 7/16
Good Mid.	10 1/2	10 1/2	10 1/2	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Str. G'd Mid	10 3/4	10 3/4	10 3/4	11	11	11	11	11	11
Midd'g Fair	11 1/4	11 1/4	11 1/4	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Fair	12	12	12	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary ₩ lb.	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8
Strict Good Ordinary	7 15/16	7 15/16	7 15/16	7 15/16	7 15/16	7 15/16
Low Middling	8 5/8	8 5/8	8 5/8	8 5/8	8 5/8	8 5/8
Middling	9 7/16	9 7/16	9 7/16	9 7/16	9 7/16	9 7/16

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on some days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Export.	Consump.	Spec. ul'n	Transit.	Total.	Sales.	Deliveries.
Sat.	Steady	37	271	119	....	427	113,500	100
Mon.	Dull	....	516	....	....	516	77,300	200
Tues.	Quiet	....	381	....	....	381	63,600	100
Wed.	Quiet and firm	....	474	....	....	474	77,200	200
Thurs	Steady	30	577	100	....	707	62,700	200
Fri.	Quiet	....	294	100	....	394	54,700	500
Total	....	67	2,513	319	....	2,899	448,400	1,300

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

AT THE INTERIOR TOWNS the movement—that is the receipt for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

Towns.	Movement to Feb. 2, 1883. Receipts. This week.	Receipts. Since Sept. 1, '82.	Shipm'ts. This week.	Stock Feb. 2.	Movement to Feb. 3, 1882. Receipts. This week.	Receipts. Since Sept. 1, '81.	Shipm'ts. This week.	Stock Feb. 3.
Augusta, Ga.	4,993	146,086	4,330	25,043	1,977	145,098	2,301	28,204
Columbus, Ga.	2,275	91,910	4,690	16,746	1,882	94,232	1,743	21,462
Macon, Ga.	966	51,229	947	7,676	427	56,734	534	10,760
Montgom'ry, Ala.	1,933	118,269	3,295	12,086	508	90,326	1,098	11,841
Selma, Ala.	1,681	89,271	2,085	9,276	672	68,870	1,313	8,469
Memphis, Tenn.	16,677	388,419	20,346	88,518	3,657	288,176	6,205	29,820
Nashville, Tenn.	1,092	34,861	1,574	7,616	484	47,339	663	17,851
Dallas, Tex.	2,019	33,533	2,671	2,940	150	24,198	250	2,034
Jefferson, Tex.	400	22,674	200	200	113	12,603	342	1,399
Shreveport, La.	3,085	74,531	1,115	6,647	953	54,026	1,426	12,745
Vicksburg, Miss.	5,697	80,391	5,058	9,995	2,726	117,511	4,065	10,295
Columbus, Miss.	1,615	33,379	2,041	6,120	295	35,642	591	6,305
Eufaula, Ala.	533	37,803	608	6,060	693	44,430	1,140	6,355
Griffin, Ga.	400	23,209	500	1,231	220	24,399	1,320	2,996
Atlanta, Ga.	3,480	119,686	2,232	20,782	1,178	109,329	1,523	3,391
Rome, Ga.	3,079	65,482	2,434	14,646	888	72,924	2,161	26,999
Charlotte, N. C.	1,243	36,907	243	1,500	730	21,375	730	6,944
St. Louis, Mo.	10,088	333,749	9,716	67,488	3,498	305,217	6,680	660
Cincinnati, O.	4,977	227,911	4,672	5,724	10,566	257,515	11,500	80,188
Total, old towns.	66,233	2,009,390	69,136	316,294	31,007	1,865,144	44,525	354,363
Newberry, S. C.	572	17,988	547	200	210	12,917	246	548
Raleigh, N. C.	500	37,847	662	2,963	846	44,914	663	5,573
Petersburg, Va.	405	16,738	344	1,910	368	22,584	311	3,356
Louisville, Ky.	2,116	23,084	1,008	4,442	111	2,325	1,440	2,653
Little Rock, Ark.	1,721	40,206	1,808	2,875	203	23,723	173	2,570
Brenham, Tex.	356	29,042	626	1,567	75	20,752	390	1,101
Houston, Tex.	19,630	578,363	20,929	17,272	5,724	344,935	9,380	12,855
Total, new towns.	25,603	743,208	25,926	31,229	7,535	492,146	12,603	35,656
Total, all	91,836	2,752,598	95,062	317,523	38,542	2,357,290	57,128	390,019

*This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 2,903 bales, and are to-night 38,069 bales *less* than at the same period last year. The receipts at the same towns have been 34,626 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 395,308 bales *more* than for the same time in 1881-2.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Feb. 2), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	851,000	632,000	560,000	499,000
Stock at London.....	78,200	38,000	43,900	36,566
Total Great Britain stock.	929,200	670,000	603,900	535,566
Stock at Hamburg.....	3,600	2,200	1,000	1,300
Stock at Bremen.....	40,600	41,600	21,400	18,030
Stock at Amsterdam.....	18,000	17,500	23,400	22,800
Stock at Rotterdam.....	1,500	516	1,130	1,200
Stock at Antwerp.....	800	1,100	884	599
Stock at Havre.....	177,000	134,000	81,300	62,100
Stock at Marseilles.....	3,900	2,420	5,500	2,300
Stock at Barcelona.....	45,000	38,500	33,700	19,158
Stock at Genoa.....	8,200	2,700	3,000	2,000
Stock at Trieste.....	5,200	4,380	2,300	932
Total continental stocks...	303,800	244,916	173,614	130,419
Total European stocks...	1,233,000	914,916	777,514	665,985
India cotton afloat for Europe.	160,000	195,000	103,000	78,324
Amer'n cotton afloat for Eur'pe	532,000	473,000	795,000	524,074
Egypt, Brazil, &c., afl't for E'r'pe	66,000	48,000	38,000	26,467
Stock in United States ports..	917,630	1,123,143	838,811	979,937
Stock in U. S. interior towns..	316,294	354,363	282,489	357,916
United States exports to-day..	12,500	17,000	13,000	7,000
Total visible supply.....	3,237,424	3,125,422	2,847,914	2,639,703

Of the above, the totals of American and other descriptions are as follows:

American—				
Liverpool stock.....	595,000	432,000	420,000	372,000
Continental stocks.....	201,000	139,000	124,000	107,000
American afloat for Europe....	532,000	473,000	795,000	524,074
United States stock.....	917,630	1,123,143	838,811	979,937
United States interior stocks..	316,294	354,363	282,489	357,916
United States exports to-day..	12,500	17,000	13,000	7,000
Total American.....	2,574,424	2,558,506	2,473,300	2,347,927
East Indian, Brazil, &c.—				
Liverpool stock.....	256,000	180,000	140,000	127,000
London stock.....	78,200	38,000	43,900	36,566
Continental stocks.....	102,800	105,916	49,614	23,419
India afloat for Europe.....	160,000	195,000	103,000	78,324
Egypt, Brazil, &c., afloat.....	66,000	48,000	38,000	26,467
Total East India, &c.....	663,000	566,916	374,514	291,776
Total American.....	2,574,424	2,558,506	2,473,300	2,347,927
Total visible supply.....	3,237,424	3,125,422	2,847,814	2,639,703
Price Mid. Upl., Liverpool	5 11/16d.	6 3/8d.	6 7/16d.	7 1/16.

☞ The imports into Continental ports this week have been 86,000 bales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
Saturday, Jan. 27—	Variable.	Aver..10·16	Aver..10·20	Aver..10·32	Aver..10·47	Aver..10·61	Aver..10·75	Aver..10·88	Aver..10·99	Aver..———	Aver..10·29	Aver..10·18	Aver..———
Sales, total.....	113,500	300	24,600	23,200	19,600	21,500	12,100	5,100	6,500	—	400	200	—
Prices paid (range)	10·16@10·97	— @ —	— @ —	— @ —	— @ —	— @ —	— @ —	— @ —	— @ —	— @ —	— @ —	— @ —	— @ —
Closing.....	10·15—10·16	10·17	10·24	10·35	10·44	10·56	10·72	10·86	10·97	10·67	10·27—10·29	— —	— —
	Steady.												
Monday, Jan. 29—	Lower.	Aver..10·13	Aver..10·12	Aver..10·25	Aver..10·39	Aver..10·54	Aver..10·68	Aver..10·82	Aver..10·91	Aver..10·63	Aver..10·25	Aver..10·10	Aver..———
Sales, total.....	77,300	800	11,500	17,000	19,800	17,400	5,300	600	4,200	100	500	100	—
Prices paid (range)	10·10@10·94	10·16@10·16	10·23@10·29	10·37@10·42	10·52@10·58	10·66@10·71	10·80@10·93	10·94@10·94	10·63@ —	10·24@10·26	10·10@ —	— @ —	— @ —
Closing.....	Dull.	10·11—10·13	10·12—10·13	10·25—10·26	10·39—10·40	10·53—10·54	10·67—10·68	10·80—10·81	10·92—10·93	10·61—10·63	10·22—10·23	10·10—10·12	— —
Tuesday, Jan. 30—	Dull.	Aver..10·11	Aver..10·11	Aver..10·25	Aver..10·39	Aver..10·53	Aver..10·67	Aver..10·80	Aver..10·91	Aver..10·63	Aver..10·23	Aver..10·11	Aver..———
Sales, total.....	63,000	200	4,700	10,500	12,600	12,900	9,200	3,500	3,500	100	100	1,400	—
Prices paid (range)	10·09@10·93	10·11@ —	10·10@10·12	10·22@10·26	10·38@10·40	10·52@10·54	10·66@10·69	10·79@10·81	10·90@10·93	10·63@ —	10·23@ —	10·09@10·12	— @ —
Closing.....	Firm.	— —	10·11—10·12	10·24—10·25	10·39—10·38	10·53—10·54	10·67— —	10·80— —	10·91— —	10·60— —	10·20— —	10·07— —	— —
Wednesd'y, Jan 31—	Variable.	Aver..———	Aver..10·14	Aver..10·26	Aver..10·41	Aver..10·56	Aver..10·69	Aver..10·93	Aver..10·94	Aver..10·63	Aver..———	Aver..10·03	Aver..———
Sales, total.....	77,200	—	8,600	9,000	13,600	20,400	10,200	8,700	8,000	100	—	600	—
Prices paid (range)	10·09@10·96	— @ —	10·12@10·15	10·23@10·28	10·38@10·43	10·51@10·58	10·66@10·72	10·79@10·85	10·90@10·96	10·63@ —	— @ —	10·09@ —	— @ —
Closing.....	Dull.	— —	10·12—10·13	10·23—10·24	10·37@10·38	10·51—10·52	10·68— —	10·79— —	10·90— —	10·60— —	10·20— —	10·07— —	— —
Thursday, Feb. 1—	Easier.	Aver..———	Aver..10·11	Aver..10·21	Aver..10·35	Aver..10·49	Aver..10·63	Aver..10·76	Aver..10·88	Aver..———	Aver..———	Aver..10·06	Aver..———
Sales, total.....	62,700	—	3,100	8,600	15,000	15,100	8,900	2,800	9,100	—	—	100	—
Prices paid (range)	10·06@10·89	— @ —	10·09@10·13	10·20@10·22	10·33@10·37	10·46@10·51	10·62@10·65	10·75@10·78	10·86@10·89	— @ —	— @ —	10·06@ —	— @ —
Closing.....	Dull.	— —	10·11—10·12	10·21—10·22	10·35—10·36	10·49—10·50	10·63—10·64	10·76—10·77	10·87—10·88	10·58—10·60	10·19—10·21	10·06—10·08	— —
Friday, Feb. 2—	Variable.	Aver..———	Aver..10·12	Aver..10·21	Aver..10·34	Aver..10·49	Aver..10·63	Aver..10·75	Aver..10·86	Aver..10·58	Aver..10·18	Aver..10·09	Aver..———
Sales, total.....	54,700	—	3,900	12,700	9,200	11,400	12,100	1,400	2,900	100	700	300	—
Prices paid (range)	10·06@10·89	— @ —	10·10@10·15	10·19@10·24	10·32@10·37	10·47@10·51	10·61@10·66	10·74@10·79	10·85@10·89	10·53@ —	10·17@10·20	10·06@10·10	— @ —
Closing.....	Dearer.	— —	10·11—10·15	10·24— —	10·37—10·38	10·51—10·52	10·65—10·66	10·78—10·79	10·89—10·90	10·60—10·62	10·20—10·22	10·09—10·11	— —
Sales since Sep. 1, '82*	12,198,500	2,070,200	1,273,100	1,699,500	1,158,400	1,349,400	705,300	334,400	348,200	2,000	7,700	6,100	———
Total sales this week	418,400	1,300	54,400	81,000	83,600	98,700	57,800	22,100	34,200	400	1,700	2,700	———
Average price, week.		10·13	10·13	10·25	10·39	10·54	10·68	10·91	10·92	10·62	10·21	10·10	———

*Includes sales in September, 1882, for September, 500,200; September-October for October, 815,600; September-November for November, 731,000; September-December for December, 1,037,100.

Transferable Orders—Saturday, 10·20c.; Monday, 10·15c.; Tuesday 10·15c.; Wednesday, 10·15c.; Thursday, 10·15c.; Friday, 10·15c.

Short Notices for February—Monday, 10·13c.; Tuesday, 10·11c.; Friday, 10·09c.

☞ We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week.

·52 pd. to exch. 300 April for Aug.
·42 pd. to exch. 500 Feb. for May.
·37 pd. to exch. 600 Feb. for April.
·14 pd. to exch. 200 Feb. for Mar.
·14 pd. to exch. 500 April for May.
·27 pd. to exch. 300 Feb. for April.
·12 pd. to exch. 500 Feb. for Mar.
·13 pd. to exch. 400 Feb. for Mar.

·14 pd. to exch. 100 May for June.
·14 pd. to exch. 200 Mar. for April.
·27 pd. to exch. 200 Feb. for April.
·10 pd. to exch. 100 Feb. for Mar.
·14 pd. to exch. 300 April for May.
·25 pd. to exch. 100 Mar. for May.
·09 pd. to exch. 100 Feb. for Mar.

The above figures indicate an *increase* in the cotton in sight to-night of 112,002 bales as compared with the same date of 1882, an *increase* of 383,610 bales as compared with the corresponding date of 1881 and an *increase* of 537,721 bales as compared with 1880.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending Feb. 2.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	*Mon.*	*Tues.*	*Wednes.*	*Thurs.*	*Fri.*
Galveston	9¾	9⅞	9⅞	9⅞	9⅞	9⅞
New Orleans	9¾	9⅞	9⅞	9 13/16	9 13/16	9 13/16
Mobile	9⅝	9⅝@¾	9¾	9⅝@¾	9¾	9¾
Savannah	9⅝	9⅝	9⅝	9¾	9⅝	9⅝
Charleston	10	10	10	10	10	9⅞
Wilmington	9¾	9¾	9¾	9¾	9¾	9¾
Norfolk	9 13/16	9 13/16	9 13/16	9 13/16	9 13/16	9¾
Boston	10⅛	10⅛	10⅛	10⅛	10⅛	10⅛
Baltimore	10	10	10	10	10	10
Philadelphia	10⅛	10⅛	10⅛	10⅛	10⅛	10⅛
Augusta	9⅜	9⅜	9¼	9¼	9¼@9⅜	9¼@⅜
Memphis	9⅝	9¾	9¾	9¾	9¾	9¾
St. Louis	9⅜	9⅝	9¾	9¾	9¾	9¾
Cincinnati	9⅝	9¾	9¾	9¾	9¾	9¾
Louisville	9⅝	9⅝	9⅝	9¾	9¾	9¾

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns		
	'80-'81.	'81-'82.	'82-'83.	'80-'81.	'81-'82.	'82-'83.	'80-'81.	'81-'82.	'82-'83.
Nov. 17	236,015	233,492	259,154	281,562	315,706	214,103	274,922	297,907	291,537
" 24	205,192	232,216	242,169	284,476	307,080	259,175	238,108	253,570	257,221
Dec. 1	213,841	242,171	257,097	287,717	304,080	275,700	247,582	243,106	271,522
" 8	213,137	238,844	247,017	303,003	315,599	291,376	258,423	261,357	262,063
" 15	238,490	241,576	262,015	336,852	348,539	269,328	272,819	271,513	270,107
" 22	237,980	203,855	238,170	358,437	357,024	333,193	254,625	218,743	205,635
" 29	193,435	230,624	251,623	363,025	366,586	379,855	205,073	210,186	204,775
Jan. 5	110,735	152,424	224,937	337,674	378,639	383,647	85,374	139,502	218,789
" 12	122,604	114,838	175,382	309,551	435,950	380,248	101,400	90,759	171,983
" 19	138,879	99,990	150,360	309,282	419,043	367,967	138,391	83,183	134,109
" 26	125,056	82,081	136,400	306,321	400,686	350,749	122,129	74,024	119,182
Feb. 2	147,129	95,057	171,316	317,866	390,0 9	347,523	158,674	84,090	168,090

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 4,650,985 bales; in 1881-82 were 4,132,132 bales; in 1880-81 were 4,395,572 bales.

2. That, although the receipts at the out-ports the past week were 171,316 bales, the actual movement from plantations was only 168,090 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 84,090 bales and for 1881 they were 158,674 bales.

AMOUNT OF COTTON IN SIGHT FEBRUARY 2.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to February 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.
Receipts at the ports to Feb. 2.....bales.	4,319,917	3,787,538	4,116,544
Int'r st'ks on Feb. 2 in excess of Sept. 1..	331,038	344,591	279,028
Total receipts from plantations.....	4,650,985	4,132,132	4,395,572
Net overland to February 1.....	472,320	337,278	374,919
Southern consumption to February 1	160,000	125,000	110,000
Total in sight February 2	5,283,305	4,594,410	4,880,491

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 688,895 bales, and as compared with 1880-81 is 402,814 bales.

WEATHER REPORTS BY TELEGRAPH.—There has been considerable improvement in weather conditions at the South the past week. In Texas picking has to some extent been resumed, and farm preparations have been commenced.

Galveston, Texas.—We have had showers on two days of the week, the rainfall reaching seventy-two hundredths of an inch. Some picking has been done this week, and in many sections of the State plowing and other preparations for the next crop are beginning. The roads are still bad. Average thermometer 59, highest 69 and lowest 48. During the month of January the rainfall reached six inches and ninety-one hundredths.

Indianola, Texas.—It has been showery on one day of the week, the rainfall reaching nineteen hundredths of an inch. The thermometer has ranged from 44 to 74, averaging 59. Rainfall for the month of January three inches and six hundredths.

Dallas, Texas.—We have had no rain during the week. The weather is better, and picking is partially resumed. The thermometer has averaged 52, ranging from 31 to 73. The rainfall during January was one inch and twenty-four hundredths.

Brenham, Texas.—It has been showery on one day of the week, the rainfall reaching twenty-one hundredths of an inch. Plowing has been begun. The thermometer has averaged 54, the highest being 75 and the lowest 33. During the month of January the rainfall reached thirty-four hundredths of an inch.

Palestine, Texas.—We have had showers on two days of the week. Picking is progressing moderately. The thermometer has ranged from 36 to 75, averaging 56. Rainfall for the month of January three inches and twenty-three hundredths.

Huntsville, Texas.—It has rained very hard on one day of the week, the rainfall reaching one inch and ninety-one hundredths. It is too wet to pick, and the roads are almost impassable. Average thermometer 56, highest 77, lowest 34. During the month of January the rainfall reached four inches and ten hundredths.

Weatherford, Texas.—We have had no rain during the week. The thermometer has averaged 51, ranging from 30 to 73. Rainfall for the month of January eighty-five hundredths of an inch.

Belton, Texas.—We have had no rain during the week. Some picking and ploughing are being done. The thermometer has ranged from 33 to 79, averaging 56. During the month of January the rainfall reached twenty-five hundredths of an inch.

Luling, Texas.—It has not rained during the week. There is a moderate amount of picking going on, and preparations for the new crop are in progress. The thermometer has averaged 54, the highest being 72 and the lowest 35. Rainfall for the month of January thirty-five hundredths of an inch.

New Orleans, Louisiana.—It has rained on one day of the week, the rainfall reaching two inches and ten hundredths. The thermometer has averaged 55.

Shreveport, Louisiana.—We have had generally fair and warmer weather during the week, with one light rain. The rainfall reached sixteen hundredths of an inch. The roads are heavy. The thermometer has ranged from 37 to 70.

Vicksburg, Mississippi.—We have had no rain during the week. The days have been warm but the nights have been cold. It is now cloudy.

Columbus, Mississippi.—We have had no rain during the week. During the month of January the rainfall reached eight inches and forty-seven hundredths.

Little Rock, Arkansas.—Telegram not received.

Memphis, Tennessee.—We have had light rain on two days of the week, the rainfall reaching eighty-two hundredths of an inch. The increase in receipts this week is attributable to improved weather. The thermometer has ranged from 27 to 68, averaging 45. We had rain and snow on sixteen days during January, and the rainfall reached four inches and eighty-three hundredths. The thermometer ranged from 10 to 68, averaging 38·6.

Nashville, Tennessee.—We have had rain on two days of the week, the rainfall reaching seventy hundredths of an inch. Average thermometer 46, highest 63, lowest 25.

Mobile, Alabama.—It rained severely on one day, and was showery on one day, during the early part of the week, but the latter portion has been clear and pleasant. To-day is cloudy. The rainfall reached one inch and forty-nine hundredths. The thermometer has averaged 56, the highest being 70 and the lowest 43. During the month of January the rainfall reached eight inches and eighty hundredths.

Montgomery, Alabama.—We have had light rain on four days of the week, and the remainder of the week has been cloudy. The rainfall reached twenty-eight hundredths of an inch. State Treasurer Vincent's deficit is $212,000. He is still missing, but the State is safe on bond and sound in every other respect. The thermometer has ranged from 35 to 69, averaging 53. Rainfall for the month of January seven inches and twenty hundredths.

Selma, Alabama.—It has rained slightly on two days of the week, the rainfall reaching fifteen hundredths of an inch. Average thermometer 49, highest 65, lowest 33.

Madison, Florida.—We had rain on three days during the early part of the week, but the latter portion has been clear and pleasant. We are having too much rain. The thermometer has ranged from 51 to 68, averaging 56.

Macon, Georgia.—It has rained on two days of the week. We are having too much rain for farm work. Average thermometer 44, highest 60, lowest 31.

Columbus, Georgia.—The thermometer has averaged 57, the highest being 65 and the lowest 41. Rainfall for the month of January seven inches and ninety-five hundredths.

Savannah, Georgia.—It has rained on four days of the week and the remainder has been pleasant. The rainfall reached one inch and nine hundredths. The thermometer has averaged 58, ranging from 45 to 70.

Augusta, Georgia.—It rained lightly on four days during the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached twenty-eight hundredths of an inch. Planters are marketing their crop freely. Average thermometer 55, highest 70 and lowest 35. During the month of January the rainfall reached seven inches.

Atlanta, Georgia.—The rainfall has reached two inches and thirty hundredths. The thermometer has averaged 49, the highest being 64 and the lowest 30.

Charleston, South Carolina.—It has rained on two days of the week, the rainfall reaching ninety-six hundredths of an inch. The thermometer has ranged from 45 to 68, averaging 58.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock February 1, 1883, and February 2, 1882.

		Feb. 1, '83.		*Feb. 2, '82.*	
		Feet.	*Inch.*	*Feet.*	*Inch.*
New Orleans	Below high-water mark	9	1	2	7
Memphis	Above low-water mark.	22	11	35	0
Nashville	Above low-water mark.	16	5	39	9
Shreveport	Above low-water mark.	17	3	27	2
Vicksburg	Above low-water mark.	24	7	42	11

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to February 1.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	*Shipments this week.*			*Shipments since Jan. 1.*			*Receipts.*	
	Great Brit'n.	*Continent*	*Total.*	*Great Britain*	*Continent.*	*Total.*	*This Week.*	*Since Jan. 1.*
1883	11,000	39,000	50,000	39,000	67,000	106,000	36,000	165,000
1882	16,000	22,000	38,000	82,000	57,000	139,000	41,000	188,000
1881	13,000	6,000	19,000	26,000	22,000	48,000	23,000	113,000
1880	6,000	18,000	24,000	21,000	33,000	54,000	27,000	89,000

According to the foregoing, Bombay appears to show a *decrease* compared with last year in the week's receipts of 6,000 bales, and an *increase* in shipments of 12,000 bales, and the shipments since January 1 show a *decrease* of 33,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			*Shipments since January 1*		
	Great Britain.	*Continent.*	*Total.*	*Great Britain.*	*Continent.*	*Total*
Calcutta—						
1883	7,000	.....	7,000	25,000	2,500	27,500
1882	10,200	3,000	13,000	36,000	6,100	42,100
Madras—						
1883	.....	.....	.....	2,000	.....	2,000
1882	600	.....	600	2,400	.....	2,400
All others—						
1883	1,000	800	1,800	2,000	800	2,800
1882	400	.....	400	2,700	200	2,900
Total all—						
1883	8,000	800	8,800	29,000	3,300	32,300
1882	11,200	3,000	14,200	41,100	6,300	47,400

The above totals for the week show that the movement from the ports other than Bombay is 5,400 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883		1882.		1881.	
	This week.	*Since Jan. 1.*	*This week.*	*Since Jan. 1.*	*This week.*	*Since Jan. 1.*
Bombay	50,000	105,000	38,000	139,000	19,000	48,000
All other p'rts.	8,800	32,300	14,200	47,400	20,000	62,000
Total	58,800	138,300	52,200	184,100	39,000	110,000

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, February 1.	1882-83.		1881-82.		1880-81	
Receipts (cantars*)—						
This week	60,000		90,000		70,000	
Since Sept. 1	1,946,000		2,527,550		2,290,000	
	This week.	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*
Exports (bales)—						
To Liverpool	14,000	167,000	17,000	176,000	10,000	160,000
To Continent	3,000	52,000	9,815	105,116	.....	57,082
Total Europe	17,000	219,000	26,815	281,116	10,000	217,082

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Feb. 1 were 60,000 cantars and the shipments to all Europe were 17,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is flat and idle. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1882-83.					1881-82				
	32s Cop. Twist.		*8¼ lbs. Shirtings.*		*Cott'n Mid. Upl'ds*	*32s Cop. Twist.*		*8¼ lbs. Shirtings.*		*Cott'n Mid. Upl'ds*
	d.	d.	s. d.	s. d.	d	d.	d.	s. d.	s. d.	d
Dec. 1	8¾ @	9⅛	6 3	@7 9	6	9⅜	@10⅛	6 6	@8 1⅛	6 11/16
" 8	8¾ @	9⅛	6 3	@7 9	5 15/16	9⅜	@10⅛	6 6	@8 1⅛	6 9/16
" 15	8¾ @	9⅛	6 3	@7 7½	5 15/16	9¼	@10	6 6	@8 0	6 9/16
" 22	8¾ @	9⅛	6 1½	@7 7½	5 15/16	9⅜	@10	6 6	@8 0	6 11/16
" 29	8 15/16 @	9⅞	6 1½	@7 7½	5¾	9⅜	@10	6 6	@8 0	6 11/16
Jan. 5	8¾ @	9⅜	6 1	@7 7	5 11/16	9⅜	@10	6 6	@8 0	6 9/16
" 12	8¾ @	9⅛	6 0	@7 6	5 11/16	9⅜	@10	6 6	@8 0	6 11/16
" 19	8¾ @	9⅛	6 0	@7 4½	5⅝	9½	@10	6 7½	@8 0	6¾
" 26	8¾ @	9⅛	6 1	@7 6	5⅝	9½	@10	6 7½	@8 0	6⅝
Feb. 2	8¾ @	9⅝	6 0	@7 6	5 11/16	9⅜	@10	6 6	@8 0	6⅝

OVERLAND MOVEMENT TO FEBRUARY 1.—In our editorial columns will be found our overland movement brought down to the first of February.

EUROPEAN SUPPLY AND CONSUMPTION.—By cable we have to-day received the substance of Mr. Ellison's annual first of January cotton review, and it will be found in our editorial columns. Our readers will be greatly interested in studying his results and estimates.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate. As the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows:

Monthly Receipts.	*Year Beginning September 1.*					
	1882-83	1881-82.	1880-81.	1879-80	1878-79	1877-78.
Sept'mb'r	326,636	429,777	458,478	333,645	288,84	98,491
October	980,584	853,195	968,318	888,49	689,26	578,533
Novemb'r	1,024,607	974,013	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,664	900,119
January	752,827	497,727	571,701	647,140	618,727	689,610
Total year	4,267,300	3,741,549	4,025,800	3,768,011	3,269,740	3,089,246
Per c'tage of tot. port receipts Jan. 31	79·27		68·53	75·34	73·52	71·08

This statement shows that up to Jan. 31 the receipts at the ports this year were 525,751 bales more than in 1881-82 and 241,500 bales more than at the same time in 1880-81. By adding to the above totals to Jan. 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Dec. 31	3,514,473	3,233,822	3,454,099	3,120,871	2,651,013	2,393,036
Jan. 1	49,366	8.	20,294	15,776	9,611	18,351
" 2	35,488	28,830	8.	30,208	22,227	30,235
" 3	24,056	21,328	23,424	30,790	35,437	18,957
" 4	29,181	17,926	11,808	8.	14,918	31,491
" 5	33,895	23,405	13,397	23,548	8.	20,055
" 6	34,713	37,231	16,773	22,900	33,245	8.
" 7	8.	17,951	25,039	19,920	14,528	31,763
" 8	39,657	8.	17,286	17,557	14,394	24,319
" 9	19,749	21,610	8.	34,762	20,016	17,404
" 10	26,949	15,318	26,880	20,111	23,926	19,321
" 11	25,776	15,187	18,068	8.	13,778	29,232
" 12	28,512	12,362	20,046	22,139	8.	27,093
" 13	23,752	31,380	18,500	21,127	23,732	8.
" 14	8.	12,299	28,777	19,046	22,12	33,738
" 15	31,909	8.	24,347	19,790	15,966	16,353
" 16	19,601	17,601	8.	26,98	15,902	26,386
" 17	23,706	13,601	26,037	35,488	22,115	21,971
" 18	20,348	15,786	23,976	8.	20,397	27,986
" 19	30,896	16,977	17,369	35,455	8.	18,320
" 20	21,356	23,886	18,542	22,105	25,156	8.
" 21	8.	15,733	36,669	17,731	24,234	38,030
" 22	21,176	8.	17,510	21,312	24,703	28,497
" 23	20,568	17,372	8.	36,187	22,685	27,091
" 24	14,748	14,138	23,943	23,921	31,173	24,583
" 25	21,172	11,527	16,669	8.	24,958	27,333
" 26	34,374	12,222	16,188	29,23	8.	22,804
" 27	20,150	21,989	22,855	14,836	34,21	8.
" 28	8.	13,200	31,278	16,32	32,058	37,400
" 29	33,906	8.	21,039	28,935	25,117	24,168
" 30	30,342	20,675	8.	23,908	17,169	27,805
" 31	33,731	15,196	32,316	16,710	33,585	18,514
Tot. Jn. 31	4,267,300	3,741,549	4,025,800	3,768,011	3,269,740	3,089,246
Feb. 1	21,231	12,709	22,962	8.	36,394	28,495
" 2	30,723	11,044	18,044	22,584	8.	19,795
Total	4,319,254	3,765,299	4,066,806	3,790,595	3,306,040	3,137,536
Percentage of tot. port [illegible] Feb. 2				75·75	71·24	72·19

This statement shows that the receipts since Sept. 1 up to to-night are now 554,757 bales more than they were to the same day of the month in 1882 and 253,110 bales more than they were to the same day of the month in 1881. We add to the table he percentages of total port receipts which had been received to February 2 in each of the years named.

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 8,837 bales, against 14,651 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1882.

Exported to—	Week ending— Jan. 11.	Jan. 18.	Jan. 25.	Feb. 1.	Total since Sept. 1.	Same period previous year.
Liverpool	8,985	10,200	11,115	7,795	286,732	189,387
Other British ports	.....	.....	.....	.....	3,426	4,114
TOTAL TO GREAT BRITAIN	8,985	10,200	11,115	7,795	290,158	193,501
Havre	142	250	792	241	19,623	16,685
Other French ports	.....	.....	.....	.....	100	.....
TOTAL FRENCH	142	250	792	241	19,723	16,685
Bremen and Hanover	491	16	350	400	30,768	20,913
Hamburg	797	350	200	....	23,453	12,547
Other ports	2,179	549	1,938	201	41,010	3,777
TOTAL TO NORTH. EUROPE	3,467	915	2,438	601	95,231	37,257
Spain, Op'rto, Gibralt'r, &c	.....	.....	.....	.....	2,442	837
All other	.....	.....	256	200	4,690	200
TOTAL SPAIN, &c	.....	.....	256	200	7,132	1,037
GRAND TOTAL	12,594	11,365	14,651	8,837	412,244	248,480

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York. This week.	New York. Since Sept. 1.	Boston. This week.	Boston. Since Sept. 1.	Philadelphia. This week.	Philadelphia. Since Sept. 1.	Baltimore. This week.	Baltimore. Since Sept. 1.
N. Or'ans	7,790	133,845	.....	2,493	.....	.....	.....	.....
Texas	7,306	114,916	.....	6,505	.....	.....	.....	.....
Savannah	4,102	159,902	986	48,859	236	11,783	3,487	61,577
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	339	7,935	.....	.....	.....	.....	.....	.....
S.Car'lina	4,105	117,819	.....	.....	248	6,427	.....	13,038
N.Car'lina	882	37,468	.....	.....	.....	.....	698	13,520
Virginia	3,793	147,443	855	38,410	339	32,074	2,031	78,441
North. pts	.....	.....	2,405	88,723	.....	.....	.....	205
Tenn., &c.	4,794	95,521	3,749	100,034	3,013	41,671	4,993	32,159
Foreign	.....	1,531	.....	.....	.....	.....	.....	.....
This year.	33,111	816,290	7,995	285,084	3,836	91,955	11,214	200,940
Last year.	23,148	863,429	8,080	281,565	3,020	62,453	4,670	155,799

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 149,176 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Baltic, 1,845....Bothnia, 1,437....City of Chester, 1,562 ...Lake Manitoba, 1,764....Sirius, 1,187	7,795
To Havre, per steamers France, 141....Hermod, 100	241
To Bremen, per steamer Main, 400	400
To Antwerp, per steamer Pennland, 201	201
To Genoa, per steamer Washington, (additional) 200	200
NEW ORLEANS—To Liverpool, per steamers Bretwalda, 8,320....Gracia, 2,502....Venezuelan, 2,876	13,698
To Havre, per ship Lydia Skolfield, 4,242....per bark Eliza S. Mulligan, 2,853	7,095
To Bremen, per steamers Altnacraig, 6,516....Ashbrooke, 3,128....Regulus, 3,920	13,564
To Barcelona, per bark Nimrod, 2,020	2,020
To Genoa, per bark Letizea, 1,306	1,306
To Trieste, per barks Eos, 1,300....Iona, 1,758	3,058
MOBILE—To Liverpool, per ship Missouri, 2,800	2,800
CHARLESTON—To Liverpool, per barks Daphne, 1,650 Upland and 37 Sea Island....Kentigern, 2,350 Upland....Privateer, 2,712 Upland and 198 Sea Island....Walle, 1,967 Upland and 15 Sea Island	8,929
To Bremen, per steamer Beechville, 4,410....per barks Condor, 1,520....Harzburg, 2,000	7,930
SAVANNAH—To Liverpool, per steamer Marcea, 5,301 Upland and 90 Sea Island ...per barks John Lordway, 3,821 Upland and 30 Sea Island ...Preciosa, 2,423 Upland	12,065
To Bremen, per bark Betty, 3,579 Upland	3,579
TEXAS—To Liverpool, per steamers Bellaw, 4,143....Celia, 5,307 ....Nets, 3,253....per ship Julius, 3,735... per bark Christiane, 1,290	17,729
To Bremen, per steamers Hesper, 4,520....Monica, 3,008.... Propitious, 5,097....Woodside, 4,460	17,085
To Vera Cruz, per steamer Whitney, 1,365	1,365
WILMINGTON—To Liverpool, per barks I. H. Schwensen, 1,442... Tristano, 1,228	2,670
NORFOLK—To Liverpool, per ships Euphemia, 5,450....Otago, 4,457	9,907
WEST POINT, VA.—To Liverpool, per bark Kate Burrell, 2,539..	2,539
BALTIMORE—To Liverpool, per steamers California, 786.... Cubano, 2,208....Hibernian, 1,350 ...Mountmore, 1,558...	5,902
To Rotterdam, per steamer Joshua Nicholson, 800	800
BOSTON—To Liverpool, per steamers Glamorgan, 372...Kansas, 3,315....Marathon, 810	4,497
To Glasgow, per steamer Caledonia, 1	1
PHILADELPHIA—To Liverpool, per steamer Lord Clive, 1,600....	1,600
To Antwerp, per steamer Zeeland, 200	200
Total	149,176

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen.	Rotterdam & Antw'p.	Barcelona.	Genoa.	Trieste.	Total.
New York	7,795	241	400	201	.....	200	.....	8,337
N. Orleans	13,693	7,095	13,564	.....	2,020	1,306	3,058	40,741
Mobile	2,800	.....	.....	.....	.....	.....	.....	2,800
Charleston	8,929	.....	7,930	.....	.....	.....	.....	16,859
Savannah	12,065	.....	3,579	.....	.....	.....	.....	15,644
Texas	17,729	.....	17,085	.....	.....	.....	.....	36,179
Wilmington	2,670	.....	.....	.....	.....	.....	.....	2,670
Norfolk	9,907	.....	.....	.....	.....	.....	.....	9,907
West Point	2,539	.....	.....	.....	.....	.....	.....	2,539
Baltimore	5,902	.....	.....	800	.....	.....	.....	6,702
Boston	4,497	.....	.....	.....	.....	.....	.....	4,498
Philadelp'a	1,600	.....	.....	200	.....	.....	.....	1,800
Total	90,131	7,336	42,558	1,201	2,020	1,506	3,058	149,176

Included in the above totals are, from Texas to Vera Cruz, 1,365 bales and from Boston to Glasgow, 1 bale.

Below we add the clearances, this week, of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Liverpool—Jan. 26—Steamer Victoria, 5,868....Jan. 27—Bark Duchess of Lancaster, 1,156....Jan. 29—Bark Mustang, 1,200.
For Bremen—Jan. 27—Steamer Armathwaite, 3,735.
For Sebastopol—Jan. 26—Steamer Horton, 4,250.
NEW ORLEANS—For Liverpool—Jan. 26—Steamer Borinquen, 2,530.... Jan. 27—Steamer Milanese, 5,980....Jan. 29—Steamer Hankow, 8,725....Jan. 30—Steamer Emiliano, 4,475....Jan. 31—Steamer King Cedric, 4,233.
For Bremen—Jan. 26—Bark Kragero, 1,740.
For Genoa—Jan. 29—Bark Vincenzo Perrotti, 2,002.
SAVANNAH—For Liverpool—Jan.
For Amsterdam—Jan. 30—Bark Diana, 1,475.
For Genoa—Jan. 30—Bark Tigre, 2,000
CHARLESTON—For Liverpool—Jan. 29—Bark Hermod, 1,725.....Jan. 31—Bark Orontes 2,390.
For Barcelona—Jan. 26—Bark Rio de la Plata, 750.
WILMINGTON—For Liverpool—Jan. 29—Bark Jona, 2,830.
NORFOLK—For Liverpool—Jan. 30—Ship Elise, 3,325; Barks Maria Stoneman, 3,778; Navarch, 3,799.
For Barcelona—Jan. 27—Steamer Standard, 4,751.
BOSTON—For Liverpool—Jan. 24—Steamers Missouri, 3,232....Jan. 26—Steamer Iberian, 1,091.
BALTIMORE—For Liverpool—Jan.
PHILADELPHIA—For Liverpool—Jan. 26—Steamer Pennsylvania, 800.... Feb. 1—British Crown, 2,000.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

GALVESTON, steamer (Br.), at Liverpool Jan. 14, from Galveston, lost a few bales of cotton during heavy weather on the passage.
JESMOND, steamer, before reported at Liverpool from New Orleans with loss of deck-load, reported that during a gale had the greater portion of her deck-load (83 bales of cotton) washed overboard, and the remainder was thrown over to ease the vessel.
SCHALDIS, steamer (Belg.), from New Orleans, at Sebastopol Jan. 25, had 75 bales of cotton damaged by sea water.
A LARGE vessel of about 900 tons, probably cotton laden, on fire and burned to the water's edge, was passed Jan. 3 by steamer Arcadia, from Jamaica at Philadelphia. The vessel was passed while on her outward voyage from Philadelphia for Kingston.
FLED, bark (Nor.), at Liverpool, Jan. 17, from Wilmington, N. C., on Dec. 17, in lat. 33, lon. 75, picked up two bales cotton.
An unknown brig, laden with 1,100 bales cotton, in a disabled condition, was being piloted into Nassau by the captain of schooner Rhoda (Br.), Jan. 26.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam	d. 3 16@17 64	3 16@1 4	3 16@1 4	3 16@1 4	3 16@1 4	3 16@1 4
Do sail	d.	....	....	....	....	....
Havre, steam	c. 7 16*	7 16*	7 16*	7 16*	7 16*	7 16*
Do sail	c.	....	....	....	....	....
Bremen, steam	c. 1 2@17 32*	17 32*	17 32*	17 32*	17 32*	17 32*
Do sail	c.	....	....	....	....	....
Hamburg, steam	d. 1 2*	1 2*	1 2*	1 2*	1 2*	1 2*
Do sail	d.	....	....	....	....	....
Amst'd'm, steam	c. 9 16*	9 16*	9 16*	9 16*	9 16*	9 16*
Do sail	d.	....	....	....	....	....
Baltic, steam	d. 3 8*	3 8*	3 8*	3 8*	3 8*	3 8*
Do sail	c.	....	....	....	....	....
Barcelona, steam	c. 7 8*	7 8*	7 8*	7 8*	7 8*	7 8*
Genoa, steam	d. 3 4*	3 4*	3 4*	3 4*	3 4*	3 4*

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Jan. 12.	Jan. 19	Jan. 26.	Feb. 2.
Sales of the week.....bales.	66,000	65,000	97,000	71,000
Of which exporters took	7,300	6,000	12,000	11,500
Of which speculators took	3,700	4,700	18,000	8,100
Sales American	49,000	47,500	66,000	43,000
Actual export	4,600	7,600	7,500	6,400
Forwarded	25,500	31,000	30,500	48,000
Total stock—Estimated	600,000	814,000	841,000	851,000
Of which American—Estim'd	413,000	549,000	555,000	595,000
Total import of the week	80,000	208,000	112,000	135,000
Of which American	54,000	191,000	87,000	119,000
Amount afloat	470,000	336,000	314,000	316,000
Of which American	425,000	290,000	289,000	289,000

The tone of the Liverpool market for spots and futures each day of the week ending Feb. 2, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, 12:30 P.M.	Firmer.	Quieter.	Easier.	Easier, but not quotably lower.	Good demand freely met	Easier.
Mid Upl'd.	5 11/16	5 11/16	5 11/16	5 11/16	5 11/16	5 11/16
Mid. Orl'ns	5 7/8	5 7/8	5 7/8	5 7/8	5 7/8	5 7/8
Sales	12,000	12,000	10,000	12,000	15,000	10,000
Spec. & exp.	3,000	2,000	2,000	2,000	3,000	2,000
Futures.						
Market, 12:30 P.M.	Firm.	Easier.	Barely steady.	Dull.	Flat.	Dull.
Market, 5 P. M.	Steady.	Barely steady.	Flat.	Quiet.	Barely steady.	Flat.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus: 5 63 means 5 63-64. and 6 03 means 6 3-64d.*

	Sat., Jan. 27.				Mon., Jan. 29.				Tues., Jan. 30.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
January	....	....	....	...	....	....	....	....	5 41	5 41	5 40	5 40
Jan.-Feb.	5 43	5 43	5 43	5 43	5 43	5 43	5 41	5 41	....	....	....	....
Feb.-Mar.	5 42	5 44	5 42	5 44	5 43	5 43	5 41	5 41	5 41	5 41	5 39	5 39
Mar.-April.	5 45	5 47	5 45	5 47	5 45	5 46	5 43	5 44	5 43	5 44	5 42	5 42
April-May.	5 48	5 50	5 48	5 [illegible]	5 49	5 49	5 47	5 47	5 47	5 47	5 45	5 45
May-June.	5 52	5 54	5 52	5 54	5 53	5 53	5 51	5 51	5 51	5 51	5 49	5 51
June-July.	5 56	5 57	5 56	5 57	5 57	5 57	5 55	5 55	5 55	5 [illegible]	5 54	5 54
July-Aug.	5 60	5 [illegible]	5 60	5 62	5 61	5 61	5 59	5 59	5 58	5 58	5 58	5 58
Aug.-Sept.	6 00	6 01	6 00	6 01	6 01	6 01	5 62	5 62	5 62	5 62	5 62	5 62
Sept.-Oct.	....	....	....	...	....	....	....	....	....	....	....	....

	Wednes., Jan. 31.				Thurs., Feb. 1.				Fri., F. b. 2.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
January	5 41	5 41	5 40	5 40	....	....	....	....	....	....	....	....
Jan.-Feb	5 40	5 40	5 40	5 40	....	....	....	....	5 39	5 39	5 38	5 38
Feb.-Mar.	5 40	5 41	5 40	5 [illegible]	5 39	5 40	5 39	5 39	5 39	5 [illegible]	5 [illegible]	5 38
Mar.-April.	5 [illegible]	5 [illegible]	5 43	5 [illegible]	5 42	5 43	5 42	5 43	5 41	5 41	5 40	5 40
April-May.	5 45	5 [illegible]	5 45	5 46	5 45	5 45	5 45	5 45	5 44	5 44	5 43	5 43
May-June.	5 49	5 51	5 49	5 [illegible]	5 49	5 49	5 48	5 48	5 48	5 48	5 46	5 46
June-July.	5 [illegible]	5 54	5 53	5 54	5 54	5 54	5 52	5 53	5 52	5 52	5 50	5 50
July-Aug.	5 58	5 59	5 57	5 [illegible]	5 57	5 57	5 57	5 57	5 56	5 [illegible]	5 54	5 54
Aug.-Sept.	5 62	5 62	5 61	5 62	5 61	5 61	5 60	5 61	5 60	5 60	5 58	5 58
Sept.-Oct.	...	....	....	....	....	....	....	....	....	....	....	....

BREADSTUFFS.

FRIDAY, P. M., February 2, 1883.

Flour in the fore part of the week was rather quiet and more or less depressed, in sympathy with an easier market of wheat, but latterly, with the cereal firmer, the demand has improved, especially for the lower grades, superfine more particularly, and quotations close firm. The receipts have increased, and of the better grades there is an ample supply, though the cheaper brands are not very plentiful.

Wheat has been active on speculation at an advance of 2 to 3 cents, but the higher prices have kept the foreign trade within very moderate limits. Spring and white wheat have been scarce and especially firm, and to-day No. 2 Chicago was quoted at $1 14. The visible supply is gradually increasing, and the crop prospects appear quite as favorable as recently, though there is a growing diversity of opinion as to the real magnitude of the last crop, some contending that it has been over-estimated. To-day the market was ½c. higher, with a fair export demand and a pretty liberal speculation. No. 2 red sold at $1 17⅝@1 17⅝ for February, $1 19@1 19½ for March, $1 21 @1 21⅝ for April and $1 22@1 22⅝ for March. It is said that considerable covering of contracts is being done in Chicago.

Indian corn has been quiet for export, but fairly active on speculation. Prices have been more or less irregular, but close at about the quotations of a week ago. A decline within two days of 15 cents in Chicago, caused by the breaking of the January corner, had comparatively little effect here, as there appeared to be but little short interest to settle. To-day the market was fairly active at an advance of ½@1c.; No. 2 mixed sold at 68¾c. for February and 68@68¼c. for May, while March and April were both quoted at 69¼@69⅜c.

Rye has been moderately active and about steady. Barley has been quiet, but firm. Oats have sold moderately at some advance of late, though early in the week some depression was apparent; No 2 mixed sold to-day at 48¼@48½c. for February, 48¾@49c. for March, 49@49¼c. for April and 48⅝@49c. for May.

The following are closing quotations:

FLOUR.

No. 2 spring	$ bbl. $2 40@ 3 25	City shipping extras	$5 35@ 5 80
No. 2 winter	2 75@ 3 50	Southern bakers and family brands	5 50@ 7 00
Superfine	3 00@ 3 80	South'n shipp'g extras	4 60@ 5 60
Spring wheat extras	4 00@ 5 25	Rye flour, superfine	3 65@ 4 30
do bakers'	5 00@ 6 00	Corn meal—	
Wis. & Minn. rye mix.	5 00@ 5 50	Western, &c.	3 20@ 3 75
Minn. clear and str't	5 00@ 6 25	Brandywine, &c.	3 80@ 3 85
Winter shipp'g extras	3 75@ 4 50	Buckw't flour, 100 lbs.	2 50@ 2 80
Patents, spring	6 00@ 8 00		
Patents, winter	5 50@ 7 50		

GRAIN.

Wheat—		Rye—Western	71 @ 72
Spring, per bush.	1 00 @1 25	State & Canada	73 @ 75
Spring No. 2	1 10 @1 14	Oats—	
Red winter	1 01 @1 22½	Mixed	47 @ 49
Red winter, No. 2	1 17½@1 19	White	48 @ 53
White	1 05 @1 22½	No. 2 mixed	48⅝@ 49½
White, No. 1	1 16 @	No. 2 white	49¼@ 49¾
Corn—West. mixed	63 @ 71	Barley—	
West. mix. No. 2	68⅝@ 70½	Canada No 1	1 00 @ ....
White	68 @ 72	Canada bright	1 03 @1 05
Yellow	67 @ 72	Canada No. 2	95 @ ....
Buckwheat	72 @ 74	State, 4-rowed	93 @ 95
		State, 2-rowed	84 @ 85

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Jan. 27 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48 lbs	Bush.56 lbs
Chicago	32,470	101,530	812,359	211,081	105,514	27,795
Milwaukee	59,384	54,625	20,235	29,500	77,060	9,033
Toledo	1,520	194,034	150,932	8,920	10,006	901
Detroit	4,597	123,575	18,691	12,031	24,887	.....
Cleveland	3,581	40,260	50,300	28,550	4,199	.....
St. Louis	32,157	199,113	423,255	108,648	32,605	5,008
Peoria	1,980	1,400	145,850	114,150	9,000	24,000
Duluth	.....	60,002	.....	.....	.....	.....
Tot. wk. '83	135,692	779,655	1,621,652	512,900	263,171	67,637
Same wk. '82	181,458	943,621	2,922,511	1,089,458	274,488	64,463
Same wk. '81	147,435	723,907	1,573,933	706,031	243,130	31,541
Since Aug. 1—						
1882	5,235,498	54,670,033	40,487,244	27,888,143	10,101,967	2,712,693
1881	4,321,909	28,424,758	68,931,142	19,989,355	8,943,645	2,949,497
1880	4,538,627	50,971,340	67,334,141	23,755,137	9,444,454	2,677,819

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Jan. 27, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour bbls.	1,028,531	668,457	864,854	329,090
Wheat bush.	1,645,979	1,963,603	1,792,701	1,018,776
Corn	6,688,695	5,575,725	3,694,413	3,731,886
Oats	2,787,153	3,032,315	2,302,014	1,091,729
Barley	978,122	650,061	791,577	310,669
Rye	194,225	222,283	248,654	173,653
Total grain	12,293,274	11,443,987	8,829,359	6,326,713

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week Jan. 27.	1882. Week Jan. 28.	1881. Week Jan. 29.	1880. Week Jan. 31.
Flour bbls.	101,987	149,606	184,758	70,009
Wheat bush.	247,497	387,527	131,591	226,900
Corn	1,104,440	1,671,923	847,489	1,064,352
Oats	309,263	820,457	524,986	184,898
Barley	104,419	117,913	103,304	65,352
Rye	20,856	51,877	49,180	30,492
Total	1,786,475	3,049,697	1,656,550	1,571,994

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Jan. 27	101,987	263,497	1,193,140	309,263	104,419	20,856
Jan. 20	172,214	324,283	1,327,961	480,488	202,245	36,877
Jan. 13	224,419	411,016	1,518,011	733,610	243,121	63,282
Jan. 6	266,747	250,978	1,320,090	497,501	204,339	31,314
Tot., 4 w.	765,367	1,249,729	5,389,502	2,226,862	754,124	152,329
4 w'ks 82	558,899	1,727,062	4,833,930	2,647,285	437,123	172,051

The receipts of flour and grain at the seaboard ports for the week ended Jan. 27, follow:

At	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	179,930	382,894	308,940	309,412	34,233	8,050
Boston	49,958	109,500	183,075	60,200	6,500	2,250
Portland	7,936	88,298	125,000	2,800	.....	.....
Montreal	6,256	12,700	.....	2,600	1,500	4,100
Philadelphia	18,342	95,300	168,500	29,750	24,000	.....
Baltimore	25,537	246,867	272,750	18,500	.....	2,350
New Orleans	6,276	13,100	139,143	31,313	.....	.....
Total week	294,185	990,659	1,287,448	454,605	66,238	17,050
Cor. week '82	193,197	621,218	625,933	539,183	110,400	8,212

The total receipts at the same ports for the period from Dec. 25, 1882, to Jan. 27, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	1,558,983	929,406	1,218,003	957,295
Wheat.....bush.	5,011,214	3,656,542	4,726,143	3 664,348
Corn.....	6,558 613	2,830.067	4,597,276	8,055,818
Oats.....	2,182.003	2,037.148	1,631,351	1.687,714
Barley.....	346,977	580.537	630.976	630.976
Rye.....	71,774	39,630	99,671	99,671
Total grain	14,270 581	8,543,933	11,636,489	14,138,527

The exports from the several seaboard ports for week ending Jan. 27, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	208,280	384,303	305,747	964	12,643	2,529
Boston...	59,300	190,532	30.113	250	.....	.....
Portland.	7,336	88,298	.....	.....	.....	16,501
Montreal	.....	.....	.....	.....	.....	.....
Philadel.	14,538	124,488	247,172	.....	.....	.....
Baltim're	13,008	377,241	374.050	400	.....	.....
N.Orl'ns	566	7,648	170,985	.....	.....	.....
Total w'k.	303,028	1,172,460	1,128,067	1,614	12,643	19,090
S'me time 1882..	101,920	560.857	364,575	3,520	19,406	32,609

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, Jan. 27.	1882. Week, Jan. 28.	1883. Week, Jan. 27.	1882. Week, Jan. 28.	1883. Week, Jan. 27.	1882. Week, Jan. 28.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un.King.	266,788	58.167	713,318	412,800	879,587	264,391
Contin'nt	12,240	4,650	449,299	147.932	230.847	63,818
S.&C.Am	8,158	12,553	250	125	1,236	19,811
W. Indies	10,017	19,488	4,004	.....	7,912	15,550
Brit. Col's	2,156	6,362	.....	.....	83	975
Oth.c'nt's	3,349	700	5,589	.....	8,442	.....
Total..	303,028	101,920	1,172,460	560,857	1,128,067	364,575

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to Jan. 27.	1881-82. Sept. 1 to Jan. 28.	1882-83. Sept. 1 to Jan. 27.	1881-82. Sept. 1 to Jan. 28.	1882-83. Sept. 1 to Jan. 27.	1881-82. Sept. 1 to Jan. 28.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	3,181,506	1,286,119	22,293,335	18,543,697	6,243,457	13,562,593
Continent ...	326,509	83,483	17,951,364	6,202,095	749,286	2,871,295
S. & C. Am...	318,501	293,299	87,678	9,5 5	87,858	235,201
West In dies	422 853	276,898	32,329	18,221	176 529	248,808
Brit. Colonies	292,605	250,618	7,856	.....	67,608	69,215
Oth. countr's	200,301	18,310	199,063	200,236	51,260	31,367
Total.....	4,462,955	2,208,130	40,572 115	24,967,789	7,375,216	17,019,539

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Jan. 27, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	6,170 266	1,217,678	975,508	64,750	223,567
Do. afloat (est.)	300 000	40,000	72,000	175,000	282 000
Albany (est.)	27,000	70,500	90 000	125,000	48,000
Buffalo.....	1,089,974	27,904	32,199	377 947	16,429
" afloat.....	.....	.....	.....	.....	75 000
Chicago.....	5,112,881	3,001,393	1,542,756	213,508	486,572
" afloat.....	281,000	373,000	.....	.....	.....
Milwaukee	905,521	6,981	1,896	220,812	51,812
Duluth.....	1,132,363	.....	.....	.....	.....
Toledo.....	1,279,521	471,707	17,855	4,500	5,327
Detroit	615,189	54,118	7,603	16,991	905
Oswego.....	160,000	68,000	2 000	575,000	75,000
St. Louis.....	994,890	829,889	109,110	99,050	50 302
Boston.....	212 987	215,052	152,261	14,331	1,823
Toronto.....	269,528	.....	2 061	171,375	6,034
Montreal	207,237	10,660	62,527	28,172	6,218
Philadelphia.....	615,926	276,791	192,635	.....	.....
Peoria	11 515	187,416	125,970	7,723	78 321
Indianapolis.....	258,100	82,600	32,000	.....	14 000
Kansas City.....	211,746	337,572	18,078	697	23,114
Baltimore	1,654,114	341,016	.....	.....	.....
Down Mississippi.	16,000	89,000	.....	.....	.....
On rail.....	424,214	1,857,420	539,416	265,542	39,295
Tot. Jan. 27, '83.	21,969,118	9,570 197	3,985,195	2,303,521	1,596,689
Tot. Jan. 20, '83.	21,770,312	9,575,797	4,419,625	2,792,300	1,491,091
Tot. Jan. 13, '83.	21,388,769	9,428,510	4,471,821	2,916,491	1,540,239
Tot. Jan. 6, '83.	21,315,550	9,229,344	4,425 588	3,001,050	1,511,978
Tot. Dec. 30, '82.	21,048,017	9,101,137	4,423,379	3 010 151	1,170,685
Tot. Jan. 28, '82.	17,752,442	17,816,161	3,205,621	2,824,713	1,158,983

THE DRY GOODS TRADE.

FRIDAY, P. M., February 2, 1883.

There has been a fair movement in dry goods the past week but buyers continued to operate with rather less liberality than is usual at this stage of the season. The cold and stormy weather prevailing in many parts of the country has militated against the demand for some kinds of spring goods, but staple fabrics of domestic manufacture were in fair request by package buyers, and there was a little more inquiry for foreign goods. The jobbing trade was quiet in the regular way, but some large sales of prints and domestics were made by a few of the leading jobbers by means of relatively low prices.

DOMESTIC COTTON GOODS.—The exports of cotton goods were 2,810 packages, of which 1,013 were shipped to Africa, 785 to China, 257 to Great Britain, 212 to Argentine Republic, 158 to United States of Colombia, 154 to Brazil, &c. There was a good steady business in the most desirable makes of brown and bleached cottons, but outside brands were slow of sale. Wide sheetings, corset jeans and satteens, white goods, quilts, &c. were severally in fair request, and cottonades met with a moderate distribution; but there was only a limited demand for cheviots and a light call for other kinds of colored cottons. Print cloths were in fair demand and steady at 3 11-16c. for 64x64s, and 3 3-16c. for 56x60s, respectively. Fancy shirting and indigo-blue prints met with fair aggregate sales, and a large business was done in Harmony fancy prints at the low price of 4¾c. per yard. Ginghams were in light and irregular demand.

DOMESTIC WOOLEN GOODS.—There was more inquiry for heavy cassimeres by the clothing trade, and some fair orders were placed for such makes as agents are ready to show; but the supply is limited as yet, and transactions were therefore moderate in the aggregate. For spring cassimeres and worsteds there was a steady reassorting demand. Overcoatings and heavy satinets have received a good deal of attention, and Kentucky jeans and doeskins were in slightly improved request by out-of-town jobbers. White flannels were taken in fair quantities, and liberal sales of wool suitings and sackings (for dress purposes) were made by agents. Prices for heavy clothing woolens have not been fully determined upon, but they will probably be about the same as last year.

FOREIGN DRY GOODS.—The demand for imported goods has been spasmodic and irregular, but upon the whole rather more active than of late; dress goods and silks were more sought for, but buyers are cautious in their operations. Linens, white goods, embroideries, laces, hosiery and gloves have severally met with increased attention, and a fair distribution of these goods was made in relatively small parcels.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Feb. 1, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883, AND 1882.

	Week Ending Feb. 1, 1883.		Since Jan. 1, 1883.		Week Ending Feb. 2, 1882.		Since Jan. 1, 1882.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—								
Wool.....	1,366	$ 632,976	4,722	$ 2,189,845	1,097	$ 509,446	3,778	$ 1,673,197
Cotton.....	1,923	639,540	7,915	2,775,554	1,306	480,809	4,707	1,675,575
Silk.....	1,183	566,174	3,710	2,008,581	789	487,619	3,753	1,794,180
Flax.....	1,543	216,079	4,515	698,261	643	98,221	4,515	698,261
Miscellaneous....	1,358	668,529	5,753	1,194,180	1,441	701,197	5,361	1,175,908
Total	7,773	2,613,298	26,675	9,467,581	4,614	1,775,903	26,675	9,467,581
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.								
Manufactures of—								
Wool.....	331	144,571	1,543	623,376	405	169,121	2,156	907,394
Cotton.....	378	107,212	2,265	1,133,211	504	101,394	3,481	1,027,451
Silk.....	183	133,504	1,153	1,132,411	236	197,197	1,385	1,076,995
Flax.....	855	132,147	2,936	669,014	335	83,220	2,679	511,203
Miscellaneous	2,982	15,897	5,361	277,760	2,433	71,931	6,190	334,682
Total	4,732	533,330	13,258	3,835,772	3,778	623,866	15,891	3,877,728
Total entered for consumption	2,773	2,613,298	13,417	5,631,809	1,436	1,152,037	10,784	5,589,853
Total at the port...	7,505	3,146,628	26,675	9,467,581	4,614	1,775,903	26,675	9,467,581
Imported for warehouse during same period.	1,298	533,330	13,258	3,835,772	3,778	623,866	15,891	3,877,728
Total on market ...	12,195	3,177,243	39,933	13,303,353	8,392	2,398,769	42,566	13,345,309
ENTERED FOR WAREHOUSE DURING SAME PERIOD.								
Manufactures of—								
Wool.....	314	169,846	1,790	753,339	405	169,121	2,156	907,394
Cotton.....	267	77,691	2,615	829,681	504	101,394	3,481	1,027,451
Silk.....	107	70,523	1,512	655,681	236	197,197	1,385	1,076,995
Flax.....	453	100,867	3,296	957,982	335	83,220	2,679	511,203
Miscellaneous	247	40,297	3,114	263,096	243	71,931	6,190	334,682
Total entered for consumption	1,298	459,172	12,327	3,459,779	1,723	623,866	15,891	3,877,728
Total	2,773	2,613,298	25,745	7,295,588	2,159	1,152,037	10,784	5,589,853
Total entered for consumption	2,773	2,613,298	13,417	5,631,809	1,436	1,152,037	10,784	5,589,853
Total at the port...	9,169	3,018,888	39,162	12,927,388	3,595	1,775,903	26,675	9,467,581
Imported for warehouse during same period.	1,298	459,172	12,327	3,459,779	1,723	623,866	15,891	3,877,728
Total on market ...	10,467	3,478,060	51,489	16,387,167	5,318	2,399,769	42,566	13,345,309
ENTERED FOR WAREHOUSE DURING SAME PERIOD.								
Manufactures of—								
Wool.....	1,543	623,376	7,333	3,181,215	1,785	761,636	9,447	4,081,033
Cotton.....	2,265	1,133,211	10,180	5,908,766	3,023	1,132,411	13,553	6,784,166
Silk.....	1,153	1,132,411	5,251	5,908,766	1,153	1,132,411	5,251	5,908,766
Flax.....	3,696	669,014	13,632	2,008,581	2,936	669,014	13,632	2,008,581
Miscellaneous	7,543	277,760	24,823	1,194,180	5,361	277,760	24,823	1,194,180
Total	16,200	3,836,372	61,219	18,300,908	14,258	3,973,232	66,706	20,976,726
Total entered for consumption	2,773	2,613,298	13,417	5,631,809	1,436	1,152,037	10,784	5,589,853
Total at the port...	18,973	6,449,670	74,636	23,932,717	15,694	5,125,269	77,490	26,566,579
Imported for warehouse during same period.	16,200	3,836,372	61,219	18,300,908	14,258	3,973,232	66,706	20,976,726
Total on market ...	35,173	10,286,042	135,855	42,233,625	29,952	9,098,501	144,196	47,543,305

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Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$4,412,693 58
Premiums on Policies not marked off 1st January, 1882	1,516,844 85
Total Marine Premiums	$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90
Losses paid during the same period	$2,013,767 35
Returns of Premiums and Expenses	$823,304 5

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,974,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
Premium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

TRUSTEES:

J. D. Jones,	Horace Gray,
Charles Dennis,	Edmund W. Co
W. H. H. Moore,	John Elliott,
Lewis Curtis,	Adolph Lemoyn
Charles H. Russell,	Robt. B. Minturn,
James Low,	Charles H. Marshall,
David Lane,	George W. Lane,
Gordon W. Burnham,	Edwin D. Morgan,
A. A. Raven,	James G. De Forest,
Wm. Sturgis,	Samuel Willetts,
Benjamin H. Field,	Charles D. Leverich,
Josiah O. Low,	William Bryce,
William E. Dodge,	William H. Fogg,
Royal Phelps,	Thomas B. Coddington
Thomas F. Youngs,	Horace K. Thurber,
C. A. Hand,	William Degroot,
John D. Hewlett,	John L. Riker,
William H. Webb,	N. Denton Smith,
	Charles P. Burdett.

JOHN D. JONES, President.
CHARLES DENNIS, Vice President,
W. H. H. MOORE, 2d Vice-President.
A. A. RAVEN, 3d Vice-President.

Insurance.

UNION
Mutual Life Insurance Co.
OF MAINE.

DIRECTORS' OFFICE - - - PORTLAND MAINE.

ORGANIZED 1849.

Assets - - - - - - - $6,264,215 57
Surplus (N. Y. Standard) 678,545 53
Death Losses Paid - - 6,876,901 76
Dividends Paid - - - 3,996,441 27
18,725 Policies in force, insuring $34,083,551.

Paid Death Losses, since Organization,
SEVEN MILLION DOLLARS,
And for Dividends,
NEARLY FOUR MILLIONS.

JOHN E. DeWITT, President.
DANIEL SHARP, Vice-President.
HENRY D. SMITH, Secretary.
NICHOLAS DE GROOT, Ass't Sec'y.
THOMAS A. FOSTER, Medical Director.

MUTUAL LIFE
INSURANCE COMPANY
OF NEW YORK.

F. S. WINSTON, President.

ISSUES EVERY DESCRIPTION OF
LIFE & ENDOWMENT POLICIES
Rates Lower than other Companies.
ORGANIZED APRIL 14TH, 1842.
ASSETS, $95,000,000.

Cotton.

James F. Wenman & Co.,
COTTON BROKERS,
No. 146 Pearl Street, near Wall, N. Y.
Established (in Tontine Building) 1840.

A. B. GWATHMEY. J. O. BLOSS.
Gwathmey & Bloss,
COTTON MERCHANTS,
No. 123 Pearl Street, New York.
Special attention given to the execution of orders for the purchase and sale of contracts for future delivery in New York and Liverpool.

Geo. Brennecke & Co.,
COTTON BROKERS,
No. 110 Pearl Street, New York.
FUTURE CONTRACTS A SPECIALTY.

WARREN EWEN, JR. JOHN M. EWEN.
Ewen Brothers,
COTTON BROKERS,
Nos. 31 & 33 Broad Street,
NEW YORK.

Sawyer, Wallace & Co.,
COMMISSION MERCHANTS,
No. 47 BROADWAY.
Liberal advances made on cotton consignments. Special attention given to orders for contracts for future delivery of cotton in New York and Liverpool.

Edward H. Coates & Co.
SUCCESSORS TO
CLAGHORN HERRING & CO.,
COTTON COMMISSION MERCHANTS,
No. 116 CHESTNUT STREET,
PHILADELPHIA.

JOHN H. CLISBY & CO.,
COTTON BUYERS,
MONTGOMERY, ALA.
PURCHASE ONLY ON ORDERS, FOR A COMMISSION

Dennis Perkins & Co.,
COTTON BROKERS,
117 Pearl Street, New York.
Orders for Spot Cotton and Futures promptly executed.

Cotton.

Henry Hentz & Co.,
COMMISSION MERCHANTS,
8 South William St., New York.
EXECUTE ORDERS FOR FUTURE DELIVERY
COTTON
at the NEW YORK, LIVERPOOL AND NEW ORLEANS COTTON EXCHANGES. Also orders for
COFFEE
at the NEW YORK COFFEE EXCHANGE.
CORRESPONDENTS:
Messrs. James Finlay & Co., Liverpool, London and Glasgow.
Messrs. Smith, Edwards & Co., Cotton Brokers, Liverpool.
Messrs. Finlay, Muir & Co., Calcutta and Bombay.
Messrs. Samuel H. Buck & Co., New Orleans.

WM. MOHR. H. W. HANEMANN. CLEMENS FISCHER
Mohr, Hanemann & Co.,
123 PEARL ST. 186 GRAVIER ST.
New York. New Orleans, La.
SPECIAL ATTENTION GIVEN TO THE EXECUTION OF ORDERS FOR FUTURE CONTRACTS.

E. S. Jemison & Co.,
BANKERS
AND
COTTON COMMISSION MERCHANTS,
No. 10 Old Slip, New York.
Jemison, Groce & Co., Galveston, Texas.

B. F. BABCOCK & CO.
COMMISSION MERCHANTS,
17 Water Street, LIVERPOOL,
Receive consignments of Cotton and other Produce and execute orders at the Exchanges in Liverpool. Represented in New York at the office of
BABCOCK BROTHERS & CO.,
50 WALL STREET.

Rountree & Co.,
COTTON COMMISSION MERCHANTS
No. 12 OLD SLIP,
Cor. Water Street, NEW YORK,
And NORFOLK, VA.
☞ Special attention given to the execution of orders for the purchase and sale of Cotton for future delivery. Liberal advances made on consignments.

Wm. Felix Alexander,
COTTON BROKER,
AUGUSTA, GEORGIA
Entire attention given to purchase of COTTON TO ORDER for SPINNERS and EXPORTERS
CORRESPONDENCE SOLICITED.
References:—National Bank of Augusta, Georgia Henry Hentz & Co., Commission Merchants New York; William B. Dana & Co., Proprietors COMMERCIAL AND FINANCIAL CHRONICLE, and other New York Houses.

Parisot & Campbell,
Cotton Factors,
VICKSBURG, MISS.
Orders to purchase Cotton in our market solicited. Refer to Messrs. WOODWARD & STILLMAN New York.

Bullard & Wheeler,
119 MAIDEN LANE,
NEW YORK.
BAGGING AND IRON TIES,
(FOR BALING COTTON.)
Agents for the following brands of Jute Bagging, "Eagle Mills," "Brooklyn City," "Georgia," "Carolina," "Nevins O," "Union Star," "Salem," "Horicon Mills" "Jersey Mills" and "Dover Mills."
IMPORTERS OF IRON TIES.

BAGGING.
WARREN, JONES & GRATZ
ST. LOUIS, Mo.
Manufacturers' Agents for the sale of Jute Bagging. Furnish covering annually for one-fifth of the entire Cotton Crop. Correspondence from large dealers solicited.

Cotton.

GEO. STABER,
ALBERT KROHN } Special.
54 STONE STREET, NEW YORK.
COTTON
Strictly Brokerage and Commission.

LEHMAN, ABRAHAM & CO., New Orleans, La. LEHMAN, DURR & CO Montgomery, Ala.
LEHMAN BRO'S,
COTTON FACTORS
AND
COMMISSION MERCHANTS,
No. 40 EXCHANGE PLACE,
UP-TOWN OFFICE, Nos. 39 & 41 WALKER STREET,
New York.
Orders executed at the Cotton Exchanges in New York and Liverpool and advances made on Cotton and other produce consigned to us, or to our correspondents in Liverpool, Messrs. B. Newgass & Co and Messrs. L. Rosenheim & Sons

John C. Graham & Co.,
(Successors to R. M. WATERS & CO.),
COTTON COMMISSION MERCHANTS,
No. 18 William Street, New York.
SELMA, ALA., PHŒNIX BUILDING.
MONTGOMERY, ALA., MORRIS BANK BUILDING.
Orders for Future Contracts Executed in New York and Liverpool.

Fielding & Gwynn,
COTTON FACTORS
AND
COMMISSION MERCHANTS
16 & 18 Exchange Place,
POST BUILDING. NEW YORK.

Robert Tannahill & Co.,
Cotton Commission Merchants,
Cotton Exchange Building, NEW YORK
Special attention given to the purchase and sale of Future Contracts.

H. Tileston & Co.,
COTTON, STOCKS, BONDS, &c.,
25 WILLIAM STREET, NEW YORK.
Members of Stock, Cotton and Produce Exchanges. Orders in "Futures" executed at N. Y. Cotton Exch.

Waldron & Tainter,
COTTON COMMISSION MERCHANT
97 PEARL STREET, NEW YORK.
"FUTURE" ORDERS PROMPTLY EXECUTED.

William H. Beede & Co.
COTTON BROKERS,
No. 114 PEARL STREET.
Special attention given to orders for the buying and selling of COTTON FOR FUTURE DELIVERY.

HYMANS & DANCY,
NORFOLK, VA.
Dancy, Hyman & Co.,
COTTON COMMISSION MERCHANTS,
97 Pearl St., New York.
Special attention given to the purchase and sale of contracts for future delivery.

F. Hoffmann,
COTTON BROKER AND AGENT,
58 RUE DE LA BOURSE, HAVRE.

Cotton.

Woodward & Stillman,

MERCHANTS,

Post Building, 16 & 18 Exchange Place

NEW YORK.

LOANS MADE ON ACCEPTABLE SECURITIES.

Cash Advances Made on Consignments.

SPECIAL ATTENTION TO ORDERS FOR CONTRACTS FOR FUTURE DELIVERY OF COTTON.

COTTON, ALL GRADES, SUITABLE TO WANTS OF SPINNERS, OFFERED ON TERMS TO SUIT.

INMAN, SWANN & Co

COTTON MERCHANTS,

COTTON EXCHANGE BUILDING,

New York.

LOANS MADE ON

SOUTHERN SECURITIES.

J. H. PARKER,

COMMISSION MERCHANT,

No. 140 PEARL STREET,

NEW YORK.

Consignments of Cotton, Naval Stores and other Produce Solicited.

EXECUTES ORDERS FOR THE PURCHASE AND SALE OF FUTURE CONTRACTS IN THE COTTON AND PRODUCE EXCHANGES.

HENRY H. WARE. GILLIAT SCHROEDER

Ware & Schroeder,

COTTON COMMISSION MERCHANTS

111 Pearl Street, New York.

Special attention paid to the execution of orders for the purchase or sale of contracts for future delivery of cotton. Liberal advances made on consignments.

GUSTAVUS C. HOPKINS. LUCIUS HOPKINS SMITH. CHARLES D. MILLER.

Hopkins, Dwight & Co.,

COTTON

COMMISSION MERCHANTS,

No. 134 PEARL STREET,

NEW YORK.

ORDERS FOR FUTURE CONTRACTS EXECUTED IN NEW YORK AND LIVERPOOL.

Cumming & Baily,

COTTON FACTORS

AND COMMISSION MERCHANTS,

No. 89 Pearl Street, New York.

Special attention given to the purchase and sale of contracts for future delivery on the Cotton and Produce Exchanges.

Henry M. Taber,

No. 141 PEARL STREET, NEW YORK

COTTON.

Advances made on Consignments of Cotton. Contracts for Future Delivery of Cotton bought and sold on commission.

Geo. Copeland & Co.,

COTTON BROKERS,

136 PEARL STREET, NEW YORK.

Insurance.

Thirty-Third Annual Statement

OF THE

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Life Insurance Company

OF

HARTFORD, CONN.,

January 1, 1883.

ASSETS, Jan. 1, 1882, at cost....		$25,777,707 99
RECEIPTS.		
Premiums in 1882..	$2,522,631 39	
Int., and from oth'r sources in 1882...	1,553,349 90—	4,075,981 29
		$29,853,689 28
DISBURSEMENTS.		
Death claims	$1,145,015 85	
Matured end'wm'ts	623,492 47	
Dividends to policy holders and for surren'd policies.	730,510 68	
Re-insurance.....	4,675 82	
Commissions	245,888 05	
Agency expenses, med. examinat'ns and all other expenses	175,845 26	
Dividend on stock, earned in Stock Department.....	75,000 00	
Taxes	97,241 59—	$3,097,619 72
Assets Dec. 31, '82, at cost.....		$26,756,069 56
ASSETS.		
Real estate.....		$459,486 88
Cash on hand and in banks		2,779,543 41
United States bonds.....		1,169,801 38
RR. and other stk's and b'ds.....		1,192,901 63
Bank stocks.....		1,025,478 04
State, county, city and town b'ds		5,610,521 92
Mortgages secur'd by real estate, valued at $40,522,590 00		11,390,681 18
Loans on collaterals (market value $838,947 00).....		571,618 06
Loans on personal security		21,859 42
Loans on existing policies, the present value of which exceeds $6,750,000 00		2,515,167 90
Cash balances due from agents..		19,010 34
Assets Dec. 31, '82, at cost.....		$26,756,069 56
Int. due and accru'd Dec. 31, 1882	$409,461 26	
Prems. in course of collection	92,424 11	
Quart'ly and semi-annual premiums	127,516 93	
Market value of securities over cost	717,414 93—	$1,346,817 23
Gross assets, Jan. 1, 1883.....		$28,102,886 79
LIABILITIES.		
Losses and claims awaiting further proof, and not yet due	$348,216 77	
Divide'ds to policy holders, not due.	55,875 12	
Premiums paid in advance	3,006 92	
Reserve for re-ins. on existi'g poli'cs, actuaries' 4 per c. stand'rd, $23,291,-563 30, less value of polices of reinsura'ce, $57,887 20	23,233,676 10	
Loading on defer'd and unpaid premiums, 20 per c..	43,988 20—	$23,684,763 11
SURPLUS AS REGARDS POLICY-HOLDERS:		
By Conn. and Mass. standard....		$4,418,123 68
By standard of New York and most other States		6,000,000 00
Policies in force January 1, 1883, 59,129, insuring.....		$82,928,860 44
Policies issued in 1882, 5,191, insuring.....		$9,525,065 00

MORGAN G. BULKELEY, President.

J. C. WEBSTER, Vice-President.

J. L. ENGLISH, Secretary.

H. W. ST. JOHN, Actuary.

GURDON W. RUSSELL, M. D., Consulting Physician.

T. J. MUMFORD, Manager,

167 Broadway, New York.

Miscellaneous.

Walter T. Hatch. *Henry P. Hatch.*
Nath'l W. T. Hatch. *Arthur M. Hatch.*

W. T. Hatch & Sons,

BANKERS,

14 NASSAU STREET, NEW YORK.

BRANCH OFFICES { 132 Church Street, N. Y. / 286 Chapel St., New Haven

Personal attention given at the EXCHANGES the purchase and sale of STOCKS and BONDS for cash or on margin.

DEPOSITS RECEIVED—subject to check at sight—with interest upon balances.

Special attention paid to INVESTMENTS and accounts of COUNTRY BANKERS.

J. P. Billups & Co.,

COTTON

COMMISSION MERCHANTS,

Nos. 16 & 18 Exchange Place,

POST BUILDING, NEW YORK.

Special attention given to the Purchase and Sale of Contracts for future delivery of Cotton.

WALTER & KROHN,

COTTON BROKERS,

53 BEAVER STREET, NEW YORK.

HOME

Insurance Company

OF NEW YORK,

OFFICE, 119 BROADWAY.

CASH CAPITAL.....	$3,000,000 00
Reserve for Unearned Premiums.....	2,116,892 00
Reserve for Unpaid Losses and Claims .	317,596 01
Net Surplus.....	1,774,061 06
Cash Assets, January 1, 1883.....	$7,208,489 07

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

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Insurance Company

OF HARTFORD.

Assets January 1, 1883.....	$9,054,610 58
Liabilities for unpaid losses and re-insurance fund.....	1,861,428 46
Capital.....	4,000,000 00
NET SURPLUS.....	$3,193,182 12

No. 2 Courtlandt St., New York.

JAS. A. ALEXANDER, Agent.

North British & Mercantile Ins. Co

OF

LONDON AND EDINBURGH.

United States Board of Management,

NEW YORK:

SOLON HUMPHREYS, Ch'r'n, (E. D. Morgan & Co
DAVID DOWS, Esq. (David Dows & Co.)
E. P. FABBRI, Esq. (Drexel, Morgan & Co.)
HON. S. B. CHITTENDEN.
EZRA WHITE, Esq.
J. J. ASTOR, Esq.

CHAS. E. WHITE, SAM. P. BLAGDEN, MANAGERS,

Office 54 William St., New York.

Commercial Union Ins. Co.

(OF LONDON),

ALFRED PELL,

Resident Manager,

37 & 39 Wall Street.

THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

VOL. 36. NEW YORK, FEBRUARY 10, 1883. NO. 920.

Financial.

AMERICAN Bank Note Company,

142 BROADWAY, NEW YORK.

BUSINESS FOUNDED 1795.
Incorporated under Laws of State of New York, 1858.
REORGANIZED 1879.

ENGRAVERS AND PRINTERS OF
BONDS, POSTAGE AND REVENUE STAMPS, LEGAL TENDER & NATIONAL BANK NOTES of the UNITED STATES and for many Foreign Governments.

ENGRAVING AND PRINTING
OF BANK NOTES, STATE AND RAILROAD BONDS, SHARE CERTIFICATES, BILLS OF EXCHANGE, DRAFTS, CHECKS, STAMPS, &c. IN THE FINEST AND MOST ARTISTIC STYLE
FROM STEEL PLATES,

With special safeguards to prevent *Counterfeiting or Alterations*. Special papers manufactured exclusively for use of the Company.

Safety Tints. *Safety Papers.*

Work Executed in Fireproof Buildings.

RAILWAY PRINTING A SPECIALTY

Railway Ticke of Improved Styles,

With or without Colors, and Tickets of all Kinds

TRUSTEES:

A. G. Goodall, President, Jos. W. Drexel,
James Macdonough, Vice-Prest., T. H. Porter,
A. D. Shepard, Vice-President, P. C. Lounsbury.
Wm. Main smillie, Vice-Prest., Chris. Meyer,
J. T. Robertson, Vice-President, A. V. Stout,
G. H. Stayner, Treasurer, G. H. Danforth,
Tl.eo. H. Freeland, Secretary.

Banque Centrale Anversoise,

ANTWERP.

Paid-Up Capital, - - 9,000,000 Francs.

BOARD OF DIRECTORS

FELIX GRISAR, President.
ALFRED MAQUINAY (Graff & Maquinay), Vice-Pres
J. B. VON DER BECKE (Von der Becke & Marsilly).
OTTO GUNTHER (Corneille-David).
EMILE DE GOTTAL.
AD. FRANK (Frank, Model & Cie.)
AUG. NOTTEBOHM (Nottebohm Freres).
FR. DHANIS (Michiels Loos).
JOH. DAN FUHRMANN, Jr. (Joh. Dan. Fuhrmann.)
LOUIS WEBER (Ed. Weber & Cie.)
JULES RAUTENSTRAUCH (C. Schmid & Cie.)

TRANSACTS A
GENERAL BANKING BUSINESS.

ASA P. POTTER, Prest. J. J. EDDY, Cashier.

Maverick National Bank,

BOSTON,

CAPITAL, - - - - - - - $400,000
SURPLUS, - - - - - - - 400,000

Accounts of Banks and Bankers solicited.
Collections made upon favorable terms.
Government Bonds bought and sold.

Aug. T. Post, Banker,

25 NASSAU STREET,

BUYS AND SELLS

State, City and County Securities.

CORRESPONDENCE SOLICITED.

STOCK BROKER.

Lansdale Boardman,

NEW YORK, 80 BROADWAY & 5 NEW ST., Opposite Stock Exchange.
TROY, N. Y., 14 & 15 HALL BUILDING. Private Wire to Troy.
Securities carried on margin. Interest paid on balances

Financial.

DIAMONDS.

Alfred H. Smith & Co.,

182 Broadway, Cor. John St.,

IMPORTERS OF

Diamonds, Fine Rubies, Sapphires, and other Precious Stones,

EXCLUSIVELY.

LONDON, 33 HOLBORN VIADUCT.

Members N. Y. and Philadelphia Stock Exchanges.

L. H. Taylor & Co.,

BANKERS,

S. W. Cor. Third and Chestnut Sts., PHILADELPHIA.

Deposits received subject to check at sight, and interest allowed on daily balances.
Stocks, Bonds, &c., bought and sold on commission in Philadelphia and other cities
Particular attention given to information regarding Investment Securities.
Private wire to New York, Baltimore and other places

CALDWELL, WASHBURN & TOWNSEND,

BANKERS AND BROKERS,

UNITED BANK BUILDING,

BROADWAY AND WALL STREET.

Transact a general Banking Business, including the Purchase and Sale of all Securities dealt in at the New York Stock Exchange.
Interest allowed on deposits subject to sight draft.
C. B. CALDWELL, L. C. WASHBURN,
CHAS. J. TOWNSEND, Member N. Y. Stock Exchange.

Hatch & Foote,

BANKERS,

No. 12 WALL STREET, NEW YORK.

We make U. S. Bonds and Investment Securities a specialty, execute orders in STOCKS and BONDS for cash or carry the same on margin. We transact a general BANKING business and ALLOW INTEREST on DEPOSITS.
Branch Offices, connected by private wire, Norwich, Conn., Gloucester, Mass., and 131 Devonshire Street, Boston, Mass.

Miller, Francis & Co.,

BANKERS AND BROKERS,

35 WALL STREET, NEW YORK.

CHAS. A. MILLER. JAS. FRANCIS. EDWIN J. HANES

J. M. Gillespie

INSURANCE SCRIP, &c.,

No. 4 HANOVER ST., NEW YORK.

Member of N. Y. Produce and Maritime Exchanges.

E. S. BAILEY,

7 PINE STREET.

DEALINGS IN

INSURANCE STOCKS

A SPECIALTY.

Cash paid at once for the above securities; or they will be sold on commission, at seller's option.

Financial.

Seaboard Bank,

Organized under the State Laws of New York.
Welles Building, 18 Broadway, N. Y.
CAPITAL $500,000.

W. A. PULLMAN .....President.
S. G. BAYNE.....Vice-President.
S. G. NELSON..... Cashier

DIRECTORS:

CHARLES WHEELER, D. O'DAY,
JOS. SEEP, N. MEHLEN,
W. A. ROSS, J. J. VANDERGRIFT,
L. H. SMITH, S. G. BAYNE,
W. A. PULLMAN.

Solicits deposits from banks, on which liberal interest will be paid on daily balances. Makes collections, transacts a general banking business. Makes call or time loans on Oil Certificates, Produce Receipts, Bills of Lading and other marketable securities.

Gwynne & Day,

[Established 1854.] **No. 45 Wall Street.**

Transact a general banking and brokerage business in Railway Shares and Bonds and Government securities.
Interest allowed on deposits.
Investments carefully attended to.

Colbron, Day & Field,

BANKERS AND BROKERS,

No. 17 New Street, NEW YORK. **130 La Salle Street, CHICAGO.**

Stocks and bonds bought and sold for cash or on margin.
Interest allowed on deposits, subject to check at sight.

Simon Borg & Co.,

No. 8 WALL STREET, NEW YORK,

DEALERS IN ALL KINDS OF

Railroad and Investment Securities.

SOUTHERN SECURITIES A SPECIALTY.

E. A. Mauriac & Co.,

BANKERS AND BROKERS,

No. 7 Wall Street.

Railroad, Mining, and other Stocks, Bonds, etc., bought and sold on Commission.
E. A. MAURIAC, Member N. Y. Stock Exchange.
SYDNEY BISHOP. M. M. HOWLAND.

C. W. SCRANTON. H. H. BUNNELL, Member N. Y. Stock Exchange.

Bunnell & Scranton,

BANKERS AND BROKERS,

No. 64 BROADWAY, NEW YORK,

AND

216 & 218 CHAPEL ST., NEW HAVEN.

Bonds and Stocks bought and sold on Commission. Particular attention paid to Investment Securities.

Car Trust Bonds.

WE MAKE A SPECIALTY OF THESE VERY SAFE SECURITIES, AND BUY AND SELL SAME AT MARKET PRICE.

WE OFFER A LIMITED AMOUNT OF DESIRABLE CAR TRUST ISSUES, ADDITIONALLY SECURED BY THE DIRECT OBLIGATION OF THE RAILROAD EQUIPMENT COMPANY.

POST, MARTIN & CO.,

34 PINE STREET.

Foreign Exchange.

Drexel, Morgan & Co.,

WALL STREET,
CORNER OF BROAD, NEW YORK.

Drexel & Co.,	Drexel, Harjes & Co
No. 34 South Third Street	31 Boulevard Haussmann
PHILADELPHIA.	PARIS.

DOMESTIC AND FOREIGN BANKERS.

Deposits received subject to Draft. Securities bought and sold on Commission. Interest allowed on Deposits. Foreign Exchange. Commercial Credits. Cable Transfers. Circular Letters for Travelers, available in all parts of the world.

ATTORNEYS AND AGENTS OF
Messrs. J. S. MORGAN & CO.,
No. 22 OLD BROAD STREET, LONDON.

Brown Brothers & Co.,

No. 59 WALL ST., N. Y.,
BUY AND SELL
BILLS OF EXCHANGE
ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM, SWITZERLAND, NORWAY, DENMARK, SWEDEN AND HOLLAND.
Issue Commercial and Travelers' Credits
IN STERLING,
AVAILABLE IN ANY PART OF THE WORLD.
And in Francs, in Martinique and Guadaloupe.
MAKE TELEGRAPHIC TRANSFERS OF MONEY
BETWEEN THIS AND OTHER COUNTRIES.
MAKE COLLECTIONS OF DRAFTS drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

J. & J. Stuart & Co.,

33 NASSAU STREET.
BILLS OF EXCHANGE ON
SMITH, PAYNE & SMITH'S,
BANKERS, LONDON;
MANCHESTER & COUNTY BANK
"LIMITED;"
MANCHESTER, PAYABLE IN LONDON;
ULSTER BANKING COMPANY,
BELFAST, IRELAND
AND ON THE
NATIONAL BANK OF SCOTLAND,
EDINBURG, AND BRANCHES;
ALSO,
CABLE TRANSFERS AND LETTERS OF CREDIT

J. & W. Seligman & Co.,

BANKERS,
No. 23 BROAD STREET,
New York.
Issue Letters of Credit for Travelers,
Payable in any part of Europe, Asia, Africa, Australia and America.
Draw Bills of Exchange and make Telegraphic Transfers of Money on Europe and California.

John Munroe & Co.,

No. 8 Wall Street, New York,
No. 4 Post Office Square, Boston.
CHEQUES AND CABLE TRANSFERS ON
MUNROE & CO., PARIS.
STERLING CHEQUES AND BILLS AT SIXTY DAYS' SIGHT ON
ALEXANDERS & CO., LONDON.

CIRCULAR NOTES AND CREDITS FOR TRAVELERS.

NEW YORK: William Heath, Chas. E. Quincey. LONDON: W. Russell Wise. PARIS: T. E. Davis.

William Heath & Co.,

(ESTABLISHED 1861.)
BANKERS AND BROKERS,
No. 80 BROADWAY, NEW YORK.
Members of New York Stock Exchange.
FOREIGN EXCHANGE. CABLE TRANSFERS.

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Draw Bills of Exchange and transact a general financial commission business. Particular attention given to American Securities.

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Orders solicited for London and American markets for investment or on margin. Railway, State and City Loans negotiated.

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Issue Travelers' Credits, available in all parts of the world, through the
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and their correspondents.
Also Commercial Credits and Transfers of Money on California, Europe and Havana.

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Dividends and interest collected and remitted.
Act as agents for corporations in paying coupons and dividends; also as transfer agents.
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Sterling Exchange and Cable Transfers bought and sold.
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Kidder, Peabody & Co.,

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Schulz & Ruckgaber,

BANKERS,
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CORRESPONDENTS OF THE
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Messrs. John Berenberg, Gossler & Co. Hamburg.
Commercial and Travelers' Credits. Bills of Exchange Cable Transfers.

JOHN S. KENNEDY. J. KENNEDY TOD

J. S. Kennedy & Co.,

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DOMESTIC AND FOREIGN BANKERS,
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Issue Commercial Credits and Foreign and Domestic Travelers Letters of Credit in Pounds Sterling and Dollars.
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Collect Dividends, Coupons and Foreign and Inland Drafts.
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Canadian Bank of Commerce,
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Anglo-Californian Bank
(LIMITED).
LONDON, Head Office, 3 Angel Court.
SAN FRANCISCO Office, 422 California St.
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BOSTON Correspond'ts, Massachusetts N. B'k.
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Paid up and Reserve, - 1,700,000.
Transact a general banking business. Issue Commercial credits and Bills of Exchange, available in all parts of the world. Collections and orders for Bonds, Stocks, etc., executed upon the most favorable terms. FRED'K F. LOW, IGNATZ STEINHART, } Managers
P. N. LILIENTHAL, Cashier.

Foreign Exchange.

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BANKERS,
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NEW YORK.
LETTERS OF CREDIT AND CIRCULAR NOTES
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Bills drawn on the Union Bank of London'
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NEW YORK.
Bills of Exchange and Letters of Credit on Mexico.

Foreign Bankers.

THE
Anglo-American Land Mortgage & Agency Co.
(LIMITED.)
CAPITAL, - - - - £500,000.
DIRECTORS:
C. FRASER MACKINTOSH. Esq., M. P., Chairman.
J. Dick Peddie, Esq., M.P., Law. Heyworth, Esq., J.P., Geo. Clerihew, Esq., D. Macpherson, Esq., W. H. Richards, Esq., J.G. Button Browning, Esq
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The Clydesdale Bank, (Limited), Glasgow, London, and Branches.
This company is prepared to act as Agents in England for Municipalities, Railway Companies and other public bodies; to negotiate Loans and Railroad Bonds and conduct a general Financial and Exchange Business. J. F. BENNETT, Secretary.
Offices, No. 58 Lombard Street,
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Nederlandsch Indische Handelsbank,
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ESTABLISHED IN 1863.
Paid-Up Capital, 12,000,000 Guilders ($4,800,000 Gold,)
HEAD OFFICE IN AMSTERDAM.
Agencies in Batavia, Soerabaya and Samarang.
Correspondents in Padang.
Issue commercial credits, make advances on shipments of staple merchandise, and transact other business of a financial character in connection with the trade with the Dutch East Indies.
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AGENTS FOR NORTH AMERICA,
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BANKERS
AND
COMMISSION MERCHANTS
AMSTERDAM, HOLLAND
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REVAL.
OFFICES AT
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Commissioners & Forwarding Agents,
SHIP BROKERS.
Undertake to cash Bills, Advances and Freight-Amounts; execute all orders in the line of Banking, Commission and Forwarding Business on the most moderate terms.
Ship-owners are requested to address vessels bound for Reval unto the care of
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REVAL, RUSSIA.

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(LIMITED.)
LONDON, ENGLAND.

Authorized Capital, - - - - - £4,000,000
Subscribed Capital, - - - - - - 3,200,000
Paid-Up Capital, - - - - - - 800,000
Reserve Fund, £330,000.

HEAD OFFICE, THREADNEEDLE ST.
BRANCHES:

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Knightsbridge, London.
Holborn, London,
Tottenham Court Road London.
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The bank, while conducting the general business of London Bankers, gives special attention to the agency of Foreign and Colonial Banks.

A. G. KENNEDY, Manager.

Bank of Australasia,
(INCORPORATED 1835.)
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UNDIVIDED PROFITS (including Guarantee and Reserve Funds) £453,114.

Letters of Credit and Drafts issued on the 107 branches of the Bank in the Colonies of Queensland, New South Wales, Victoria, South Australia, Tasmania, and New Zealand. Bills negotiated or sent for Collection. Telegraphic transfers made. Deposits received in London at interest for fixed periods on terms which may be ascertained at the office.

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BANKING CORPORATION.

CAPITAL (paid-up)..... $5,000,000
RESERVE FUND..... 2,950,000

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The Corporation grant Drafts, issue Letters of Credit for use of Travelers, and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon Manila, Hong Kong, Foochow, Amoy, Ningpo Shanghai, Hankow, Yokohama, Hiogo, San Francisco and London.

A. M. TOWNSEND, Agent, 47 William St

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Imperial Bank of Canada.
CAPITAL (paid up), - - - $1,300,000
RESERVE, - - - - - - - $460,000
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Approved Canadian business paper discounted at the Head Office on reasonable terms, and proceeds remitted by draft on New York.

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OF CANADA.

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CAPITAL, - - - $12,000,000, Gold.
SURPLUS, - - - $5,500,000, Gold.

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BANK
OF
BRITISH NORTH AMERICA,
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SPECIAL ATTENTION GIVEN TO COLLECTIONS.

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New York Correspondent. VERMILYE & CO.

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Collections made on all Southern points on best terms; prompt returns.
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Virginia Bonds funded under the Funding Act passed by the last Legislature, for ½ per cent commission. New North Carolina 6 per cent bonds, secured by lien on the State's stock in the North Carolina Railroad, for sale.

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Mortgages on Farms
AND
Kansas City Real Estate,

NETTING SEVEN PER CENT
Semi-Annual Interest to Investors.

We negotiate Loans on improved and productive farms in the best portions of Kansas and Missouri, worth from three to five times the amount loaned.
Acknowledged to be the most SAFE and PROFITABLE form of investing money known.
In an experience of many years and loaning two million dollars, not one dollar lost.
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Defaulted County, Township and City Bonds of Missouri, Kansas and Illinois bought at best rates Investment Securities for sale. Correspondence solicited.

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Collections made in Shelby and adjoining Counties and Proceeds remitted on Day of Payment.
REFERENCES—National Bank of Commerce, New York. Union National Bank, Cincinnati. Third National Bank, St. Louis. Traders' Bank, Chicago. Indiana Banking Company, Indianapolis.

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C. F. PENZEL, President. { STATE BANK, Incorporated 1875. } C. T. WALKER, Cashier.

German Bank,
LITTLE ROCK, ARK.

CAPITAL (Paid-in) - - - - - - $75,000
SURPLUS, - - - - - - - - - - 25,000

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Dealers in Western Securities.

Defaulted Bonds of Missouri Kansas and Illinois a Specialty. Good Investment Securities, paying from 4½ to 10 per cent, for sale.
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REUBEN LELAND.

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Purchase and sell on Commission GOVERNMENT and RAILROAD BONDS and STOCKS, and all classes of Securities dealt in at the NEW YORK STOCK EXCHANGE, or all reputable Securities bought and sold in the OPEN MARKET. LOANS and COMMERCIAL PAPER negotiated. Interest paid on DEPOSITS, subject to check.

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Jeff. Mad. & Ind. 1st & 2d 7s.	Cincin'ti City 6s, 7s & 7 3-10s

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P. O. BOX 1589.

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STOCKS, BONDS & COMMERCIAL PAPER.

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The New England Mortgage Security Co.
OFFERS FOR SALE
5 per cent 20-year Bonds, $1,000 each,
SECURED BY FIRST MORTGAGES ON IMPROVED FARMS.
Guaranteed, Principal and Interest, by its
CAPITAL STOCK OF $1,000,000.

Interest Coupons payable July 1 and Jan. 1.
Bonds registered to order or payable to bearer at option. These bonds are commended to the attention of the most conservative investors, as they are believed to be as perfect a security as can be obtained.
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Cor Wall Street and Broadway.

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OF MOST APPROVED CONSTRUCTION FOR
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IN THE
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Under the National Bank of the State of New York.
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Capital invested in U. S. Bonds	250,000 00
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The bonds of this Company are accepted by the courts of the State of New York.
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Cash Capital	$300,000
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W. E. D. VYSE, Member N. Y. Stock Exchange.

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AND

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INTEREST ALLOWED ON DEPOSITS.

ILLINOIS CENTRAL RR. CO.

41ST SEMI-ANNUAL CASH DIVIDEND.

The Board of Directors have declared a dividend of 3½ per cent in cash, payable March 1, 1883, to the shareholders of the Illinois Central Railroad Company, as registered at the close of business on February 10th; they have also declared an extra dividend of ½ of 1 per cent in cash, payable at the same time to said shareholders, out of the earnings of the Southern Division for the six months ending December 31, 1882. The Stock Transfer Books will be closed from and after February 10th until the morning of March 5th. L. V. F. RANDOLPH,

New York, Jan. 18, 1883. Treasurer.

CHICAGO & ALTON RAILROAD

COMPANY, CHICAGO, Feb. 7, 1883.—NOTICE—

A cash dividend of FOUR PER CENT on the preferred and common stock of this company has been declared, payable on the 1st day of March next, at the office of the Company's Agents, Messrs. Jesup, Paton & Co., No. 52 William Street, New York.

The transfer books will be closed on the 14th inst. and reopened March 2 next.

C. H. FOSTER, Treasurer.

THE BANK OF NEW YORK, NATIONAL BANKING ASSOCIATION, New York February 3, 1883.

STATE OF LOUISIANA FIVE DOLLAR BABY BONDS.—The coupon due February 1 of Louisiana State Five Dollar Baby Bonds will be paid on presentation at this bank. E. S. MASON, Cashier.

NORTH CAROLINA COMPROMISE BONDS.—I am prepared to fund Bonds in accordance with Funding Act of 1879, which has been re-enacted. JOHN P. MANNING, No. 6 Wall St.

STOLEN.—SEVEN FIRST MORTGAGE Tehuantepec, Inter-Ocean Railway Bonds, $1,000 each, numbered 1,489, 1,490, 444, 445, 446, 449 454. Payment has been stopped at the company's office. All persons are cautioned against purchasing or negotiating the same.

SAML. A. STRANG, 30 Pine Street.

County, City & Town Bonds of West. States
Wisconsin Central RR. Old Land Grant Bonds
St. Joseph & Western RR. Stock.
St. Joseph & Pacific RR. Bonds.
City of St. Joseph Mo., Old Bonds.
International Improvement Co. Subscriptions.
Brooklyn Elevator RR. Securities.
American Cable Co. Subscriptions.
Midland Railroad of N. J. Securities.
Chicago & Grand Trunk RR. Securities.
South Carolina RR. Securities.
Grand Rapids & Indiana RR. Stock.
Cincinnati Richmond & Fort Wayne Stock.

Bought by W. H. TILEY,
No 31 PINE STREET, NEW YORK

Insurance.

THIRTY-SEVENTH ANNUAL STATEMENT

OF THE

CONNECTICUT MUTUAL

Life Insurance Company

OF HARTFORD, CONN.

NET ASSETS, January 1, 1882		$42,778,093 37
RECEIVED IN 1882—		
For Premiums	$4,998,029 83	
For interest and rents	2,605,207 37	
Profit and loss	155,853 89	7,759,091 09
		$56,537,184 46

DISBURSED IN 1882.

To POLICY-HOLDERS—		
For claims by death and matured endowments	$3,177,507 27	
Surplus returned to policy-holders	1,230,500 68	
Lapsed and surrendered policies	901,486 23	
Total to policy-holders	$5,309,494 18	
EXPENSES—		
Commissions to Agents, Salaries, Medical Examiners' fees, Printing, Advertising, Legal, Real Estate, and all other expenses	678,706 50	
Taxes	376,611 87	$6,364,812 55
Balance Net Assets December 31, 1882		$50,172,371 91

SCHEDULE OF ASSETS.

Loans upon Real Estate, first lien		$20,482,923 43
Loans upon Stocks and bonds		366,803 28
Premium notes on policies in force		3,083,074 35
Cost of real estate owned by the Company		12,040,468 88
Cost of United States Registered Bonds		495,625 00
Cost of State Bonds		619,900 00
Cost of City Bonds		2,334,456 49
Cost of other Bonds		7,951,747 33
Cost of Bank Stock		122,761 00
Cost of Railroad Stock		26,000 00
Cash in Bank		2,624,600 40
Balance due from agents, secured		24,011 75
		$50,172,371 91
ADD—		
Interest due and accrued	$928,055 72	
Rents accrued	16,590 96	
Market value of stocks and bonds over cost	440,597 07	
Net premiums in course of collection	None.	
Net deferred quarterly and semi-annual premiums	44,807 12	1,430,050 87
Gross Assets, December 31, 1882		$51,602,422 78
LIABILITIES—		
Amount required to re-insure all outstanding policies, net assuming 4 per cent interest	$46,848,704 00	
Additional reserve by Company's Standard, 3 per cent on policies issued since April 1, 1882	17,446 00	
All other liabilities	1,028,874 57	47,895,024 57
Surplus by Company's Standard		$3,707,398 21
Surplus by Connecticut Standard, 4 per cent		3,724,844 21
Surplus by New York Standard, 4½ per cent	about	6,850,000 00

Ratio of expense of management to receipts in 1882	8·75 per cent.
Policies in force December 31, 1882, 63,662, insuring	$157,105,751 00

JACOB L. GREENE, President.

JOHN M. TAYLOR, Secretary.

PHILIP S. MILLER,

General Agent for New York City, Long Island and New Jersey,

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GEORGE SHERMAN, Assistant Secretary.

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Net earnings on 12⅛ miles road operated.. 35,527 46

Total profit for first year..... $124,341 56
Interest charges on bonds outstanding..... 35,232 00

Total net profit for first year..... $89,109 56

Among the principal projectors of this road are Senators Blaine, Bayard, Windom, Gorman, Davis and Camden; ex-Senator Chaffee, Hon. S. B. Elkins and Augustus Schell, of New York; William H. Barnum, of Connecticut; William Keyser, formerly vice-President B. & O. R.R.; T. E. Sickles, formerly Chief Engineer Union Pacific, and John A. Hambleton, of Baltimore. They, with their associates, own all the stock—some $5,500,000—now valued at 70 per cent, and none of which has been put on the market. They also own fully two-thirds of the bonds already issued in individual amounts, ranging from $12,000 to $140,000.

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THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE.

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

[Entered, according to act of Congress, in the year 1883, by WM. B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

VOL. 36. SATURDAY, FEBRUARY 10, 1883. NO. 920.

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The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE *is published in New York every Saturday morning.*

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WILLIAM B. DANA. } WILLIAM B. DANA & CO., Publishers,
JOHN G. FLOYD. } 79 & 81 William Street, NEW YORK.
POST OFFICE BOX 958.

MR. BELFORD ON THE SILVER DOLLAR.

The whole country knows by this time that the House Committee on Coinage, &c., by a vote of 7 to 2, have adopted, and Mr. Belford, of Colorado, yesterday reported to the House three resolutions—(1) pronouncing it inexpedient to discontinue silver coinage; (2) favoring the issue of all coin (silver and gold) in the Treasury over and above 25 per cent of the greenback circulation, excepting of course the amount held against outstanding gold and silver certificates; (3) recommending that new vault-room for storage of silver dollars be located in the Mississippi Valley.

This much is well known, for it has been everywhere published. But the reasons for the Committee's action are probably less widely understood. We are greatly pleased therefore, to find in one of our leading daily journals a brief summary of Mr. Belford's views given by himself; for in the position he stands, those views are representative, not personal, and we desire to help circulate them with some additional facts and statements mostly official which he omits, since together they appear to us so clearly to lead one to a conclusion the very opposite of that he has reached.

We would say, however, that, as to the political part of the interview, we have not in us sufficient of the politician to believe that anything but sound economic doctrine is good party policy. So far as we are able to read the political history of the country for the past ten years at least, we seem to be justified in saying that the party in power has been kept there and clung to, in spite of its faults, simply because of its better, safer views on financial subjects. Even taking the West as an illustration, when the party weakened on these points in Ohio at one time, did it not lose? Then when it showed nerve again and openly fought against the heresy of the day, did it not triumph? In fact, so long as, and whenever its financial views have been pronounced, has it not succeeded? But now, with its leading statesmen shilly-shallying in the presence of vital issues, and to an extent even coquetting with this silver error, is not the party paralyzed there and elsewhere, and a kind of dry-rot destroying its life and energies?

And yet Mr. Belford claims that he is speaking as the champion of "30 millions of people in the Mississippi "Valley who furnish over one-third of the cereal produc "tions of the country," and "who will combine at the "polls to secure to that section a quantity of currency "adequate to its business requirements." He does not stop to tell us what is an adequate supply, or how his policy of heaping up silver dollars in the Treasury will increase the supply, or how the producers of those cereals are to be benefited thereby, and therefore interested in his plan. That there is no dirth of currency now is a fact too patent to permit o argument. Every one knows that business is less active than it was a year ago, and therefore that there is really less use for currency now than then. And still during the twelve months the amount has gone on increasing, until to-day our actual currency, without including trade dollars or fractional silver, has reached the enormous total of $1,422,373,622, or an addition during the twelve months of about 33 millions, and an addition since January 1, 1879, of 473 millions, as may be seen from the following. We make no mention in this statement of silver certifi. cates, because we include in one item the total coinage of standard silver dollars.

CIRCULATION IN UNITED STATES,	*Feb.* 1, 1883.	*Feb.* 1, 1882.	*Jan.* 1, 1879.
Gold in Treasury, less gold certs. issued	100,540,894	159,964,608	134,991,219
Gold in banks and circulation	405,510,541	408,000,000	143,027,487
Silver dollars coined	135,405,080	108,000,000	.....
Gold certificates issued	72,776,940	5,188,120	391,420
Legal tender notes	346,681,016	346,681,016	346,681,016
National bank notes	361,459,151	361,663,805	323,791,674
Totals	1,422,373,622	1,389,497,609	948,882,816

When we remember that in and previous to 1873 we had no gold and silver currency, and that our entire circula-

tion was bank notes and legal tenders (the amounts on June 30, 1873, being 356 million legal-tenders and 347 millions bank notes, reaching in all only 703 million dollars), it certainly does seem as if Mr. Belford would fail to make a very strong case for the purpose of enlisting the sympathy of these "30 millions of cereal producers." If our people could prosper and increase in wealth, as was apparently the case during the years previous to 1873, on 700 millions of currency, and if they could enjoy the marvelous activity of 1879 and 1880 on 950 millions of currency, most surely 1,400 millions now must be an "adequate supply." At least the public (not excepting the "30 millions of cereal producers") will so consider it until the Coinage Committee can furnish some pretty substantial reasons for a different opinion.

But what we fear, and what others who think with us fear, is that Mr. Belford's policy will in the end cause a very severe contraction of the currency, and further will result in actually depriving our farmers of a considerable portion of the price they would otherwise receive for their produce. The contraction must come whenever gold goes to a premium compared with silver, and that will happen just as soon as these silver dollars become sufficiently numerous to weaken in any degree faith in the Government's power to redeem its promises freely in gold. Capital, as all know, is desperately timid and sensitive. It never waits for demonstration and never advertises its movements, but takes alarm at the least suspicion of danger. So in this case, the drop to a silver basis will be as sudden as an electric flash when the required conditions are reached. And what a violent contraction that would produce, to have the entire 580 millions of gold taken out of our circulation in a night as it were! No man can fix the date of the event, but with the present forces continued, it is as inevitable as death itself. Yet that is the risk that Mr. Belford proposes his friends in the Mississippi Valley and all other business men of the land shall run.

The disastrous results then of continuing to coin these silver dollars, one can scarcely over-estimate. But they are sure to bear with peculiar severity upon these "30 millions of cereal producers," for even after the event feared has been reached, the price of the wheat and cotton the farmer raises will be regulated by the silver dollar, since values to him are determined by the surplus of his crop which he sells in Europe, where he consents to take for his produce a silver dollar instead of a gold dollar; whereas what he buys will much of it have to be paid for in the gold currency of Europe. This only illustrates at what a fearful disadvantage the country would be placed among the nations of the world through such a change; but the losses are so evident that it is unnecessary to dwell upon them now.

Of course Mr. Belford and his friends will make light of this danger. We all remember the occasion when, as report goes, Nero fiddled. We suppose it is possible in this case that the country should be speeding on with an accelerating velocity toward the end of this disastrous experiment, while the silver mines monopolists are looking on complacently enjoying their profits. The Colorado Congressman closes his interview by saying that his friends are men of pronounced opinions. To be sure they are, and so long as the Government will make a market for their wares they will continue to be. The only question, however, worth considering is, whether there are not other men in Congress equally pronounced, but less interested or else better informed.

THE FINANCIAL SITUATION.

There is little change to note in the situation this week. Almost all interests continue to an extent disturbed by the agitation of tariff revision in Congress, by the neglect to decrease taxation, and by the determined opposition which is manifested to the suspension of the coinage of the silver dollar. Congress appears disposed to give no heed to the warnings of the press, or to the suggestions either of the Secretary of the Treasury or the Director of the Mint, and it now seems probable that this coinage will progress until silver further displaces gold in the Treasury, and serious trouble follows. It has been suggested that the revenue and the tariff measures may meet with prompt solution towards the close of the present session, by the passage by the House of the Senate bill, provided that measure gets through the upper branch of Congress. Such a course would be practicable, and if pursued would doubtless have a quieting and perhaps a decidedly exhilarating effect; but unless something is done to curtail the coinage of silver, the improvement resulting from the settlement of these revenue questions can only be temporary, perhaps giving reins to a wild speculation ending in larger imports of merchandise, corresponding exports of gold, and then a forced facing of the issue whether we will choose silver or gold, but with very little option left us in our choice.

If we could only hope for wise legislation by the present Congress regarding both the revenue and the finances, and especially the latter, the future would indeed appear extremely promising. Our relative position in the commerce of the world is just now remarkably satisfactory, especially joined as the present is with a future prospect equally bright. No country has the chance that we have, but our very resources may prove of incalculable harm, since they enable us for a time to disregard with impunity economic laws; this sense of security thus encouraged being our greatest danger. The December returns of our foreign trade, issued by the Bureau of Statistics this week, and elsewhere commented upon, bear out these suggestions. They indicate an export for one month of about 93 million of dollars, and yet prices were all very low, and the movement of corn and provisions by no means equal to that of 1881 or of previous good years. That our readers can have the whole movement by months in convenient form, we give the following statement covering four full calendar years.

FOREIGN TRADE MOVEMENT OF THE UNITED STATES. (000s omitted.)

Year.	Merchandise.			Gold			Silver.		
	Exp'rts.	Imports.	Excess of Exports.	Imports.	Exports.	Excess of Imports.	Exports.	Imports.	Exc'ss of Exports.
1879.	$	$	$	$	$	$	$	$	$
Jan.....	59,409	33,515	25,894	275	346	*71	1,911	1,313	598
Feb	64,829	35,374	29,455	137	115	22	2,210	1,888	322
March .	66 155	41 857	24,298	188	77	111	2,984	997	1,987
April ..	54 342	42,136	12,206	171	428	*257	3,145	949	2,196
May....	52,355	35,376	16,979	185	350	*165	2,143	1,420	717
June....	45,095	38,890	6,205	143	1,439	*1,296	1,609	1,434	166
July ...	50,932	41,288	9,644	252	350	*98	874	1,031	†157
Aug....	38,681	43,083	15,598	6,723	351	6,372	1,479	1,043	436
Sept....	65,444	44,225	21,219	27,528	132	27,396	1,099	834	265
Oct.....	87,734	47,789	39,945	19,179	286	18,893	1,207	1,043	164
Nov....	79,304	50,467	28,837	17,424	106	17,318	1,001	972	29
Dec....	80,880	59,603	21,277	6,563	135	6,428	2,047	1,493	554
Total.	765,160	513,603	251,557	78,768	4,115	74,653	21,700	14,423	7,277
1880.									
Jan.....	66,897	55,208	11,789	79	226	569	1,102	789	403
Feb	59,957	55,648	4,309	465	150	315	1,120	1,085	35
March .	77,351	70,887	6,464	892	1,107	*275	843	1,223	†380
April ..	70,560	74,366	†3,806	167	89	78	327	975	†648
May....	65,664	64,877	789	121	106	18	1,599	999	600
June...	72,132	60,515	11,617	648	541	107	714	785	†71
July ...	71,016	57,805	13,711	214	62	152	659	801	†142
Aug....	67,193	56,265	10,928	9,146	91	9,055	520	704	†184
Sept....	71,226	53,229	17,997	18,847	81	18,766	485	823	†338
Oct.....	85,687	54,624	31,063	16,256	170	16,086	2,654	1,120	1,534
Nov....	83,008	47,108	35,900	9,555	221	9,334	1,006	1,047	†41
Dec....	98,890	47,375	51,515	16,506	159	16,347	1,864	1,281	583
Total.	889,683	696,807	192,876	73,645	3,063	70,582	12,983	11,632	1,351

* Excess of exports. † Excess of imports.

Year.	Merchandise. Exports.	Merchandise. Imports.	Merchandise. Excess of Exports.	Gold. Imports.	Gold. Exports.	Gold. Excess of Imports.	Silver. Exports.	Silver. Imports.	Silver. Excess of Exports.
1881.	$	$	$	$	$	$	$	$	$
Jan.....	74,070	45,285	28,784	4,740	30	4,710	1,377	951	426
Feb	67,794	47,760	19,974	570	271	308	1,726	956	770
March .	85,060	60,709	24,360	7,108	161	7,607	1,369	811	558
April ..	70,885	59,179	11,706	15,352	89	15,263	2,034	850	1,184
May ...	64,140	55,504	8,636	1,316	615	701	1,779	561	1,218
June....	63,150	58,921	4,529	322	617	*295	1,368	640	728
July....	63,034	52,423	10,611	751	112	639	1,486	671	815
Aug....	67,515	61,731	5,784	5,427	179	5,248	1,035	583	452
Sept....	62,491	55,714	6,777	10,661	148	10,513	1,047	733	314
Oct.....	68,010	58,980	9,030	8,295	177	8,118	1,388	433	955
Nov....	70,071	56,657	13,414	3,059	97	2,962	1,108	655	543
Dec....	77,062	57,337	19,725	2,720	108	2,621	1,256	752	504
Total	833,540	670,200	163,340	60,389	2,004	57,765	17,063	8,596	8,467
1882.									
Jan.....	64,921	56,050	7,065	1,134	102	1,032	2,182	534	1,648
Feb	56,807	58,827	+2,020	469	7,231	*6,762	1,532	631	921
March .	62,044	68,694	+5,650	849	3,229	*2,389	1,527	621	906
April ..	57,952	66,361	+8,409	551	2,343	*1,792	1,051	1,055	41
May....	49,150	68,355	+19,171	201	13,289	*13,088	1,778	611	1,167
June...	51,078	62,690	+11,612	257	5,572	*5,315	1,327	817	510
July....	54,618	65,804	+11,186	162	4,755	*4,593	1,656	420	1,236
Aug....	62,714	65,719	+3,005	425	1,807	*1,382	1,485	732	766
Sept ...	62,825	63,109	+284	1,136	230	906	1,188	512	676
Oct.....	71,548	61,439	10,109	3,836	104	3,732	603	277	331
Nov....	80,970	55,180	25,790	2,242	53	2,189	926	1,727	+801
Dec....	92,980	59,502	33,458	2,147	248	1,899	1,700	1,171	619
Total.	767,976	752,841	15,135	13,403	38,993	*25,560	17,076	9,098	7,978

* Excess of exports. † Excess of imports.

An examination of the foregoing figures brings up the question again why, with such exports and with such a result in our favor as these and the later trade figures record (about 70 millions net on merchandise for three months, with probably a good balance for January also), has foreign exchange ruled so as to prevent a movement of gold to this country from Europe? There is only one way of accounting for it, which is that it is the working or natural action of the silver coinage law and of the silver certificate issues. We are attempting to force into circulation side by side two currencies, one worth 16 cents more on the dollar than the other—the less valuable in excess of the power of the people to absorb it—and the law is just as fixed as the laws of the Medes and Persians that the poorer will, under such circumstances, crowd the better out. It may be asked, how is this being done? We can only answer that the action of currency laws is too subtle to permit of exact observation or interpretation except in results. In this case we can perhaps trace the operation to an extent, for we know that it has been our plethoric money market that proved the last obstacle to an influx of gold. But if that had not existed, the condition would probably have been met, and the same result brought about through larger merchandise imports, as it is likely to be another season if we are again blessed with large crops. The poison will work so long as we keep it in our monetary system. Abundant harvests here and short crops in Europe may defer the end, but that will only make the injury more irreparable when it comes.

The discussion has continued quite actively during the week, respecting the last bond call of Mr. Folger, about which we remarked at considerable length last week. We see no reason to change our opinion then expressed, that if the Secretary has reason to believe that his balance will meet the call when due, his action is clearly judicious. Our criticism, so far as we would make any, is based upon the uncertainty in which the public is left with regard to this and future action. Every one interested in the Government bond market—and that includes not only national banks, but to a large extent savings, life and all other large institutions, besides all holders of trust funds—would be very glad to know the actual truth as to future disbursements, under the appropriations of last year. Certainly at present the Government balance, though larger than on January 1st, is still low enough, as the following statement will show.

Date.	Nominal Balance Available.	U. S. Bonds Redeemed But Not Yet Matured.	Actual Balance Available.
January 3, 1882	$145,112,316	$8,073,474	$137,038,842
February 1, 1882.....	141,077,178	640,293	140,436,885
March 1, 1882.....	153,021,219	107,296	152,913,923
April 1, 1882	147,334,183	.....	147,334,183
May 1, 1882.....	142,208,881	.....	142,208,881
June 1, 1882.....	138,319,567	.....	138,319,567
July 1, 1882.....	119,583,665	.....	119,583,665
August 1, 1882.....	121,512,719	.....	121,512,719
September 1, 1882.....	139,507,288	.....	139,507,288
October 1, 1882	134,979,172	6,527,232	128,452,240
November 1, 1882.....	148,530,516	12,895,372	135,635,144
December 1, 1882.....	155,761,902	29,860,536	125,901,366
January 2, 1883.....	140,185,442	28,721,531	111,463,911
February 1, 1883.....	140,967,525	18,703,948	122,263,977

When we remember that so large a part of these funds is silver, and that the gold now held over and above the gold certificate issues is only about 100 million dollars (or 125½ millions, after allowing for the gold certificates in the Treasury), one sees the need for caution. But on the other hand, if the Pension Bureau will really require very much less than the estimates, so that the disbursements on that account are not deferred simply, but are not to be called for at all, then the situation is changed; and it seems to us that the Government should make this point clear, and not leave it a subject for indefinite speculation, and a source of uncertainty and disturbance in the market. During the week, Government bonds have been active, the feature being however a sharp advance in the price of the 4 per cents, stimulated by the recent call and the possibility of further calls. Efforts to purchase these bonds showed that the supply was quite limited; but reports that a tariff bill might be passed, and thus the revenue lessened, so that bond calls would be stopped or made decidedly smaller, served to weaken the price of the 4s again and make the offerings more liberal.

As to the stock market, it has shown some slight improvement during the week, especially in tone. The speculators for a decline have been less demonstrative in their efforts to force prices downward, and within a few days they have manifested a disposition to settle their short accounts. This is most likely due to the fact that they find leading stocks firmly held by their opponents, thus tending to disprove the assertion that the leaders have been selling. Besides, it has become more and more difficult as the week has advanced to borrow stocks for delivery. Some speculators were taught a severe lesson on Wednesday, when they were compelled to pay as high as 1¼ per cent forfeit for the non-delivery of Lake Shore, and they apparently heeded the lesson on the following day by avoiding speculative sales of the Vanderbilt properties. The market appears to be largely over-sold, and as it is in the power of the cliques sharply to advance it at any time the speculators for a decline may, temporarily at least, abandon their efforts to depress prices.

An influence helping the late decline of many properties has been the loss in earnings reported by Western and Northwestern roads. We give to-day our usual monthly review of earnings in another column, and from that it will appear that the loss is confined to that section almost wholly, and that nearly all other roads reporting show a surprising increase. Besides, in the case of the Union Pacific and of the Northwest, St. Paul, &c., the comparison is with remarkably full figures in 1882, the former (Union Pacific) showing in January, 1882, about $600,000 in excess of 1881; consequently, the loss of $200,000 this year still leaves the earnings $400,000 better than in 1881. Altogether, the reported earnings give no encouragement to the idea that the roads will not be able to maintain their financial position. Negotiations for the settlement of the differences between the telegraph companies are reported to be making satisfactory progress, and it is claimed, also, that the Elevated railroad troubles

are likely to be speedily adjusted. If these litigations are settled, one of the causes for uncertainty regarding the future of the stock market will be removed.

Foreign exchange continues dull but firm. The demand does not appear to be very urgent, but the strength is mainly due to the scarcity of commercial bills. One reason assigned for the absence of drafts from the South is that this week's business has been partially suspended in consequence of the Mardi Gras celebrations in the principal cities. If this explanation is correct we may expect to see a better supply of bills next week, although these may not be sufficient in amount to make any great impression upon the market, for there appears to be a steady demand for remittance to pay for securities sent hither from Europe. The negotiation in Amsterdam of part of the Canadian Pacific stock will to some extent supply this inquiry, but we must depend upon liberal exports of grain and cotton to aid in keeping the exchanges down. Representatives of foreign grain houses report that while they have not been bidding for our grain at the present higher prices, they have instructions to advance the limit, and if our merchants are disposed to make slight concessions they can find a market for liberal amounts during the remainder of the season. But such doleful accounts are sent hither regarding the prospect of the grain crop in Great Britain, while reports from the Continent are not at all satisfactory, that speculation is encouraged at all our grain centres, and the consequence is that the price is kept relatively higher here than it is in Europe. Still, as noted above, money is very easy in London, and European investors and speculators might be encouraged, if there was a decided improvement in our financial situation, to take American securities, and in that case, unless imports increase, the change in the course of exchange might be decided. At the moment but little is doing in stocks and bonds between here and London, and the following will show relative prices at the opening each day.

	Feb. 5.		Feb. 6.		Feb. 7.		Feb. 8.		Feb. 9.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices
U.S.4s,c.	119·19	119⅛	119·43	119¼	119·55	119⅜	119·55	119⅝	119·55	119⅛
U.S.3½s	103·45	103¼	103·53	103¾	103·73	103¾	103·24	103	103·12	103
Erie.....	38·10	37⅝	38·22	37⅞	37·62	37¼	37·62	37⅛	37·74	37⅝
2d con.	96·91	96⅛	96·91	96¾	96·91	96	96·32	96⅛	96·32	96⅛
Ill. Cent.	146·34	145	146·82	146¼	146·34	146	146·10	145⅝	146·58	146¾
N. Y. C..	125·64	125	126·13	125⅛	125·88	125¼	125·76	125⅛	127·34	127¼
Reading	27·51†	51	27·27†	53⅝	26·90†	53¼	26·90†	53¼	27 27†	53⅝
Ont.W'n	26·29	25¼	26·29	25⅜	25·93	25¾	25·93	25⅛	26·05	25⅛
St. Paul.	103·73	103¾	103·85	103¼	103·17	101¼	101·59	101¼	102·51	102¼
Exch'ge, cables.	4·87		4·87		4·87		4·87		4·87	

* Expressed in their New York equivalent.
† Reading on basis of $50, par value.

Money continues in good supply at the Stock Exchange. The inquiry from the interior is not at all urgent, and the rates of exchange on New York at Southern cities are in favor of this centre, while they are only slightly against us at Chicago and St. Louis. The withdrawals of whiskey in bond commenced on the 6th inst., but thus far there has been no extraordinary demand upon the Western banks arising out of these transactions; beyond a doubt the effect of these withdrawals has been very greatly exaggerated. The Treasury operations for the week appear to have resulted in a gain, which is a loss to the banks, of $365,399. The following shows the interior movement.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency	$1,090,000	$914,000
Gold	38,000	300,000
Total	$1,128,000	$1,214,000

Last week's bank return was made up on rising averages, for the Treasury payments toward the close of the week were comparatively large. The following will indicate the character of this week's return.

	Into Banks.	Out of Banks	Net Loss.
Sub-Treasury operations, net...	$.....	$365,399	[$365,399
Interior movement.....	1,128,000	1,214,000	86,000
Total.....	$1,128,000	$1,579,399	$451,399

The Bank of England reports a gain of £280,000 bullion for the week and £31,000 on balance on Thursday and Friday; but the proportion of reserve to liabilities has been reduced 1 11-16 per cent. The return of the Bank of France indicates an increase of 9,175,000 francs gold and of 1,975,000 francs silver, and the Bank of Germany since last report shows a gain of 7,060,000 marks. The following exhibits the amount of bullion in the principal European banks this week and at the corresponding date last year.

	Feb. 8, 1883.		Feb. 9, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England.....	22,395,705	.....	19,301,065	.....
Bank of France.....	39,072,689	43,302,426	32,257,113	15,352,209
Bank of Germany	7,498,000	22,491,000	6,753,250	20,259,750
Total this week.....	68,966,394	65,796,426	58,311,428	65,611,959
Total previous week.....	68,191,987	65,340,168	54,596,174	65,302,557

The Assay Office paid $53,591 through the Sub-Treasury for domestic bullion, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Feb. 2...	$252,446 72	$16,000	$13,000	$189,000	$35,000
" 3...	373,398 01	6,000	19,000	261,000	87,000
" 5...	457,709 00	21,000	17,000	322,000	97,000
" 6...	539,534 08	19,000	19,000	389,000	112,000
" 7...	688,813 50	33,000	26,000	521,000	109,000
" 8...	526,602 59	16,000	28,000	416,000	66,000
Total.	$2,838,503 93	$111,000	$122,000	2,099,000	$506,000

RAILROAD EARNINGS IN JANUARY.

January begins the new year in railroad earnings much more auspiciously than there was reason to expect. With a period of great quiet and inactivity in trade circles (involving a less active interchange of commodities and the movement of a smaller volume of merchandise), snow-storms of great severity, interrupting traffic operations over large areas, a diminished grain movement by reason of bad weather and the disinclination of farmers to part with their produce at ruling quotations, and very heavy earnings to compare with for 1882—with all these influences to contend with, it seemed exceedingly problematical a few weeks ago whether January, 1883, would come up to the record of the previous year. Yet we have now in the aggregate not only better figures than in January, 1882, but a ratio of increase somewhat larger than in December, when the movement of grain compared well with the same month in the preceding season.

To be sure, the increase is not so general as it was at one time, and in a section of country comprising some of the leading roads—the Northwest—a falling off in earnings is the rule rather than the exception; yet this is offset by the marvelous gains made in another section—the Southwest—and loses its importance when we remember that the earnings of the Northwestern roads are small only by comparison with the very large figures of 1882. The belief has been gaining ground of late that the extensive decline in the prices of stocks and merchandise, which has been in progress so long, with the very small margin of profit on all business transactions, would with the new year show itself in diminished railroad receipts; but it is

satisfactory to note that as yet there is very little evidence of this, and that as regards passenger earnings, which are usually the first to reflect any change of a reactionary nature in the business conditions of the country, even the roads of the Northwest still exhibit signs of improvement. The following table shows earnings and mileage for each road.

GROSS EARNINGS AND MILEAGE IN JANUARY.

Name of road.	Gross Earnings.			Mileage.	
	1883.	1882.	Increase or Decrease.	1883.	1882.
	$	$	$		
Burl. Ced. Rap. & No.	197,402	252,823	—55,421	689	620
Central Branch U. P.	111,622	65,074	+46,548	386	363
Central Iowa	77,309	93,031	—15,722	244	244
Char. Col. & Augusta*	§27,413	§25,707	+1,706	308	308
Chesapeake & Ohio	244,142	208,746	+35,396	520	430
Chicago & Alton	637,894	585,830	+52,064	847	847
Chic. & Eastern Ill.	139,941	145,464	—5,523	240	240
Chic. & Gr. Trunk	189,844	115,549	+74,295	335	335
Chic. Milw. & St. Paul.	1,359,000	1,431,536	—75,536	4,465	4,104
Chicago & Northwest.	1,382,700	1,644,930	—262,230	3,580	3,123
Chic. St. P. Minn. & O.	302,700	327,400	—24,700	1,170	1,003
Cin. Ind. St. L. & Ch.	191,826	218,599	—26,773	363	363
Cleve. Ak. & Col.	37,033	32,022	+5,011	144	144
Columbia & Greenv.*	§29,806	§33,606	—3,800	296	296
Col. Hock. Val. & Tol.	222,147	221,007	+1,140	322	322
Denv. & Rio Grande.	418,300	488,599	—70,299	1,160	1,062
Des Moines & Ft. D.*	14,455	24,626	—10,171	110	87
Detroit Lans'g & No*.	68,693	68,760	—67	226	226
Eastern	245,282	224,625	+20,657	283	283
East Tenn. Va. & Ga.	292,910	242,907	+50,003	902	900
Eliz. Lex. & Big. San.	47,330	28,718	+18,620	130	130
Evansv. & T. Haute.	53,071	56,216	—3,145	157	144
Flint & Pere Marq*	128,679	113,761	+14,918	345	318
Grand Trunk of Can.	1,255,942	1,090,984	+164,958	2,332	2,250
Gr. Bay Win. & St. P.	23,826	25,501	—1,675	225	219
Gulf Col. & Santa Fe*	115,796	72,842	+42,954	482	373
Hannibal & St. Jos.	179,591	125,601	+53,990	292	292
Illinois Central ¶	1,058,620	1,019,453	+39,167	1,900	1,900
Ind. Bloom. & West.	248,142	195,824	+52,318	684	544
Intern'l & Gt. North.	342,138	235,223	+106,915	775	775
Lake Erie & Western.	131,696	126,703	+4,993	385	385
Little Rock & Ft. S.	55,371	37,613	+17,758	168	168
Little Rk. M. R. & Tex.	35,407	22,600	+12,807	170	154
Long Island	129,256	121,593	+7,663	328	328
Louisville & Nashv.	1,115,000	964,527	+150,473	2,028	2,028
Milw. L. Sh. & West.	65,381	65,293	+88	306	275
Mo. Kan. & Texas.	554,049	400,166	+153,883	1,296	1,188
Missouri Pacific.	732,541	552,676	+179,865	979	796
Mobile & Ohio.	216,608	159,676	+56,932	528	528
Metrop. Elev. (25 dys)	174,287	183,322	—9,035	18	18
N. Y. Elev'd (25 days)	260,083	208,643	+51,440	14	14
N. Y. & New Engl'nd.	258,266	213,841	+44,425	394	394
Norfolk & Western*	113,268	98,349	+14,919	428	428
Northern Pacific	392,036	245,369	+146,667	1,535	972
Ohio Central	75,582	90,854	—15,272	212	212
Ohio Southern	37,053	32,050	+5,003	128	126
Peo'ia Dec. & Evansv.	50,483	67,755	—17,272	254	254
Rich. & Danv.*	§119,800	§132,900	—13,100	757	757
St. L. A. & T. H. main line.	123,454	107,228	+16,226	195	195
Do do (branches).	70,160	66,950	+3,210	121	121
St. Louis & Cairo*	21,020	23,168	—2,148	146	146
St. L. Iron Mt. & So.	665,258	516,369	+148,889	816	718
St. Louis & San Fran.	278,321	256,784	+21,537	726	661
St. Paul & Duluth.	71,493	65,592	+5,906	209	194
St. Paul Minn. & Man.	489,763	395,461	+94,302	1,250	912
Scioto Valley	38,615	35,753	+2,862	132	132
Texas & Pacific.	534,529	323,987	+210,542	1,387	1,111
Tol. Cin. & St. Louis.	80,002	69,433	+10,569	565	446
Union Pacific.	1,732,000	1,963,000	—231,000	4,170	3,663
Virginia Midland*	§30,314	§30,187	+127	353	353
Wab. St. Louis & Pac	1,307,783	1,229,965	+77,818	3,518	3,350
Total	19,602,433	18,225,763	+1,376,675	47,436	43,277
Oregon R'y & Nav.	378,606	393,389	—14,789	...	...
Grand Total	19,981,038	18,619,152	+1,361,886	...	...

* Three weeks only of January in each year.
‡ For the four weeks ended January 27.
§ Freight earnings only.
¶ All lines, including Chicago St. Louis & New Orleans.

It needs but a cursory glance at these figures to see that the Southwestern roads are in the van, and very decidedly so. The gains in some instances are really surprising. On what are termed the Gould Southwestern roads—embracing the Missouri Pacific, the Kansas & Texas, the Iron Mountain, the International, the Texas & Pacific, and the Central Branch—the increase for the fourth week of January was but a trifle less than $400,000, and for the full month is almost $850,000, equivalent to over 40 per cent on the earnings of January, 1882. These roads carry large amounts of cotton, both to the Gulf and North overland; and the heavy yield of this staple in Texas, together with the excellent harvest of grain, &c., and the consequent prosperity secured in that section, have combined with a somewhat freer immigration movement into the territory, to swell their traffic. In the early part of the month the movement of cotton was somewhat restricted, but in the latter part it became quite free again, so that in the last 10 days the earnings increased but little less than in the previous 21 days. The improvement was not confined to these companies either, but extended to all the roads in Texas or connecting with that State, as witness the increase of $42,954 on the Gulf Colorado & Santa Fe. Without a decided augmentation in the cotton movement such heavy gains would have been impossible, and we give below, therefore, our usual table of the receipts of cotton at each Southern outport, to show just what an influence it was.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN JAN., 1883 AND 1882.

	1883.	1882.	Difference.
Galveston.....bales.	104,498	38,855	Inc.... 65,643
Indianola, &c.	909	1,643	Dec.... 734
New Orleans	276,138	125,198	Inc.... 150,940
Mobile	45,422	22,360	Inc.... 23,062
Florida	2,197	3,595	Dec.... 1,398
Savannah	66,953	68,126	Dec.... 1,173
Brunswick, &c.	.....	360	Dec.... 360
Charleston	48,665	33,103	Inc.... 15,562
Port Royal, &c.	3,558	4,008	Dec.... 450
Wilmington	13,551	13,404	Inc.... 147
Morehead City, &c.	3,330	6,946	Dec.... 3,616
Norfolk	79,614	58,888	Inc.... 20,726
West Point, &c.	16,734	24,392	Dec.... 7,658
Total	661,569	400,878	Inc.... 260,691

The gain at Galveston here is very marked, but there is also considerable Texas cotton included in the receipts at New Orleans, which port, it will be observed, shows an increase for the month of no less than 150,000 bales. Of this increase, the New Orleans Pacific, which at this time last year was not yet open for business, contributed about 25,000 bales. Morgan's Louisiana & Texas road also increased its quota, but it is significant that every route to that port shows a greatly augmented cotton movement, and notably the Mississippi River and the Chicago St. Louis & New Orleans Railroad, which in the earlier months of the crop year were not so conspicuous in this respect. On the St. Louis & New Orleans road the gain in earnings resulting from this augmentation in the volume of cotton freight was very large—being estimated at about $135,000.

The truth is, the cotton movement was heavier almost all over the South, and to the Southern roads, which in so many cases have to rely upon this staple for their prosperity, this is a point of great importance. At Mobile the receipts have increased 23,000 bales, and the Mobile & Ohio, which last year lost so heavily in earnings by reason of the small crop, this year makes a corresponding gain. The roads which presumably are dependent upon cotton to a smaller extent than the Mobile & Ohio, also make in most cases very heavy gains, which would seem to show an active general trade—at least much more active than in some other sections of the country. The Louisville & Nashville, for instance, has an increase of $150,000, or 15 per cent, the East Tennessee Virginia & Georgia an increase of $50,000, or over 20 per cent, and the Norfolk & Western an increase for the first three weeks of the month of $15,000, or about 15 per cent. It is to be borne in mind that Southern lines as a rule have no such amount of miscellaneous and general freight as Western roads, and hence there is no great room for any loss in this respect, while with an increase in that particular, earnings immediately reflect the fact. Still, we find that some roads in the South, particularly those that drain the States bordering on the Atlantic, are falling a little behind last year, which not being entirely explained by a slight decrease in the cotton movement at the Atlantic ports, leads to the inference that in this portion of the South general trade has not yet begun to feel the effects of the larger production of cotton this year. If this is correct, then the roads in that district should show better results later on. The Richmond & Danville (reporting freight earnings only) exhibits a decrease for the first three weeks of the month of $13,000, or 10 per cent, and the Columbia & Greenville road in the same system has a like ratio of decrease; on the other hand, the Charlotte

Columbia & Augusta and the Virginia Midland both make a better showing than a year ago, though the latter must have suffered somewhat from the competition of the Shenandoah Valley road.

None of the leading east-and-west trunk lines appear in our table, but if the Grand Trunk of Canada and its Chicago connection—the Chicago & Grand Trunk—and the Indiana Bloomington & Western, are to be taken as a criterion, the trunk lines are doing well. All the roads that share in any way in the increasing business and trade of the Southwest, give a very good account of themselves. Among these are the Hannibal & St. Joseph, the Chicago & Alton, the St. Louis & San Francisco, the St. Louis Alton & Terre Haute, and the Wabash St. Louis & Pacific, though the latter has not a very large increase, which would be explained, however, by a falling off on some of its other divisions. In Michigan, railroad traffic still appears to be heavy, and the Flint & Pere Marquette continues to make its customary increase. In the East, we have returns from the New York & New England and the Eastern, and both record better earnings than a year ago. Nearer home, the Long Island is still on the upward move.

It is only in the West and Northwest that railroad receipts are smaller than in 1882, and that, as said at the outset, is less significant than it otherwise would be, because of the exceptionally heavy earnings in January last year, favored by conditions that had no small influence in stimulating the traffic movement over these lines. It is no doubt true that general trade is no longer so active in the West as it was, and that this is a factor in the situation which it would not be well to ignore. But it is to be remembered that last season the winter was quite an open one, and snow blockades exceedingly rare; this year they are the rule, rather than the exception, and one is somewhat reminded of the severe weather of two years ago. Then, last year the war of rates on the trunk lines induced the early forwarding of supplies and merchandise, which would not have been sent to market until later on except for this fact. Finally, as already remarked, farmers seem loth to part with their produce at present quotations, while in 1882 the high prices then ruling were a great inducement to the producer to hurry forward his surplus to the last bushel. Hence—further retarded by the very inclement weather—the movement of grain this year falls below that of January, 1882, in spite of the much better crops, as the following table of the receipts at the principal Western ports will show.

RECEIPTS OF FLOUR AND GRAIN FOR FOUR WEEKS ENDED JAN. 27.

	Flour, bbls.	*Wheat, bush.*	*Corn, bush.*	*Oats, bush.*	*Barley, bush.*	*Rye, bush.*
Chicago—						
1883	244,916	962,576	3,711,882	1,541,012	630,907	147,648
1882	200,647	704,161	4,187,418	2,189,560	504,448	79,823
Milw'kee—						
1883	268,859	586,112	104,915	143,850	476,296	59,396
1882	207,177	1,008,826	230,735	353,560	367,525	67,772
St. Louis—						
1883	114,286	776,151	1,451,515	259,173	201,023	34,531
1882	97,404	388,043	2,162,165	303,427	220,500	10,000
Toledo—						
1883	4,257	712,939	664,656	81,12[illegible]	16,427	6,048
1882	2,387	406,686	472,911	40,560	1,000	.....
Detroit—						
1883	19,795	436,860	88,678	62,576	61,570	.....
1882	26,283	192,673	66,295	52,515	37,390	133
Cleve'd—						
1883	10,779	132,784	179,397	79,800	21,526	500
1882	10,576	30,425	98,570	78,600	25,950	.....
Peoria—						
1883	5,120	3,200	870,650	416,600	60,000	63,500
1882	3,911	26,425	1,840,650	620,600	54,400	66,250
Duluth—						
1883	.....	241,992	.....	.....	.....	.....
1882	.....	109,080	.....	.....	.....	.....
Total of all						
1883	668 012	3,852,614	7,071,695	2,581,13[illegible]	1,467,749	311,623
1882	508 385	2,866,313	9,058,744	3,643,822	1,211,213	223,978

It will be more clearly seen, however, how very favorable the conditions must have been in January, 1882, if we recall the large increase then recorded over January of the previous year. On all roads (as a whole) the improvement was equivalent to fully 25 per cent; but in the case of some individual roads the ratio of gain was almost twice as large. Take the Union Pacific; this road, like the Western roads, had its traffic operations impeded this year by snows, though it also sustained a decrease in business apart from this fact. Its earnings this year are consequently $231,000 below those of last year, or 12 per cent; but in January, 1882, it had increased them over $600,000 (or pretty nearly 50 per cent), on 1881; so that the present earnings, though over $200,000 below last year, are still $400,000 above those of 1881. In the the same way the Chicago & Northwestern and the Chicago Milwaukee & St. Paul, though they exhibit respectively a decrease of $262,230 and $75,536 if we compare with 1882—when the increase on the previous year was over $400,000 in both cases—show an improvement of $140,000 and $370,000 respectively when compared with 1881, which confirms our remark above that the earnings this year appear small only by reason of the exceptionally heavy earnings in January, 1882. To make this more evident, we have selected six prominent roads and compare them below for three years.

GROSS EARNINGS IN JANUARY FOR THREE YEARS.

	1883.	1882.	1881.
Burlington Cedar Rapids & Northern	$197,402	$252,822	$167,750
Chicago & Northwestern	1,382,700	1,644,930	1,240,667
Chicago St. Paul Minn. & Omaha	302,700	327,100	257,785
Chicago Milwaukee & St. Paul	1,359,000	1,434,536	990,848
Illinois Central*	651,000	746,741	631,281
Union Pacific	1,732,000	1,963,000	1,339,800
Total	$5,624,802	$6,369,433	$4,628,131

* Without the Southern line. † Figures approximate.

Our exhibit of net earnings covers this time the month of December and the calendar year 1882. Though the number of roads reporting is always small, it is more than ordinarily so this month, because at the end of the year there are usually corrections of greater or less magnitude to be incorporated in the year's figures, and companies are disinclined to give out their December return until these have been definitely determined. As far as it goes, however, the statement is very satisfactory as respects the twelve months taken together, but somewhat unfavorable if we take December alone. In the case of the Pennsylvania—embracing the lines east of Pittsburg and Erie—the increase in net (amounting to over a million dollars) was made entirely in the latter part of the year. At the end of the first four months the company was $931,000 behind the corresponding period of 1881; during the remaining eight months it gained almost two million dollars. The months of largest increase in net were August and October, which together had a gain of almost $1,275,000. As to the prospects for the year 1883, it should be remembered that even if gross business declines, there is a strong probability that expenses will also be lighter, because of the fall in the price of all materials that enter into railroad accounts. The following table gives the gross and net earnings of all roads that have furnished monthly exhibits for publication.

GROSS AND NET EARNINGS TO LATEST DATES.

Name.		*December.*			*Jan. 1 to Dec. 31.*	
		Gross Earnings	*Operating Expenses.*	*Net Earnings*	*Gross Earnings*	*Net Earnings*
		$	$	$	$	$
Buffalo Pitts. & West*	1882	57,305	43 157	+14,148	767 435	368,974
Do do	1881	55,535	27,764	27,771	598,968	244,698
Burl. Cedar Rap. & No.	1882	246,062	198,543	47,516	2,800,679	924,267
Do do	1881	232,812	164,092	68,720	2,259,036	632,187
Central of Georgia	1882	410,172	212,74	197,424	.....	.....
Do do	1881	462,627	269,809	192,818	.....	.....
Louisv. & Nashv.	1882	1,221,509	723,978	497,531	12,981,432	4,989,396
Do do	1881	1,153,779	672,271	481,508	11,344,362	4,251,756
Nash. Chat. & St. Louis	1882	186,352	98,74[illegible]	87,604	1,933,647	824,674
Do do	1881	173,127	94,625	78,502	2,075,258	827,683
Norfolk & Western	1882	224,758	123,576	101,182	2,424,738	1,107,161
Do do	1881	205,609	103,710	101,899	2,207,288	1,110,855
Northern Central	1882	490,003	463,314	26,688	5,890,176	1,957,853
Do do	1881	476,023	321,03	154,985	5,443,700	1,656,254
Penn. (all lines east of Pitts. & Erie)	1882	4,157,169	2,972,310	1,184,853	49,079,820	18,492,427
Do do	1881	3,731,751	2,528,559	1,203,192	44,124,178	17,414,373
Phila. & Erie	1882	335,512	249,826	85,686	4,011,413	1,411,870
Do do	1881	282,772	209,940	81,832	3,454,300	1,024,250
Philadelp'a & Reading	1882	1,725 371	956,762	838,609	21,831,598	9,827 065
Do do	1881	1 859,889	980 278	879 611	20 776 101	9 142 861

NAME.		December.			Jan. 1 to Dec. 31.	
		Gross Earnings.	Operating Expenses.	Net Earnings.	Gross Earnings.	Net Earnings.
Phila. & Read. C. & Iron.	1882	$1,069,827	$1,064,635	$5,174	15,099,085	$1,198,416
Do do	1881	1,380,788	1,313,857	66,931	14,096,041	1,245,012
Utah Central	1882	117,245	50,869	66,376	1,508,660	871,702
Do do	1881	159,742	51,996	104,746	.....	.....
West Jersey	1882	72,031	61,724	11,207	1,109,879	455,187
Do do	1881	.....	.....	.....	988,520	.....

NAME.		January.			Jan. 1 to Jan. 31.	
		Gross Earnings	Operating Expenses.	Net Earnings	Gross Earnings	Net Earnings
Oregon Railway & Nav.	1883	$378,600	$189,000	$189,600	$378,600	$189,600
Do do	1882	393,389	205,414	187,975	393,389	187,975

NAME.		November.			Jan. 1 to Nov. 30.	
		Gross Earnings	Operating Expenses.	Net Earnings.	Gross Earnings.	Net Earnings
N. Y. L. E. & West	1882	$2,818,824	$1,061,618	757,206	.....	.....
Do do	1881	1,715,169	1,079,887	635,582	.....	.....

* Not including Oil City & Chicago. † Decrease due to snow.

THE STATE OF OUR FOREIGN TRADE.

Would any one know how our foreign commerce stands, let him examine for one moment the belated return for December, issued this week by the Bureau of Statistics at Washington. Exports close on to 93 millions, and with one exception larger than ever before in our history; imports considerably below the totals reached earlier in the year, though above the corresponding period in 1881; an excess of exports over imports in the large sum of $33,458,613; a net influx of gold but little less than two millions—this is the story that the December exhibit discloses. Except in the matter of gold imports—which the other conditions seemed to predicate would be on a larger scale—the statement is more favorable than even the most sanguine had dared to hope for. Below is our usual table, showing the import and export movement at each port.

EXPORTS AND IMPORTS OF MERCHANDISE AT U. S. PORTS.

Exports (Domestic and Foreign.)	1882.		1881.	
	December.	Since Jan. 1.	December.	Since Jan. 1.
	$	$	$	$
New York	34,709,365	346,606,126	31,230,354	373,102,953
New Orleans	16,719,658	81,033,649	9,403,070	90,505,222
Baltimore	4,864,843	43,500,698	3,076,714	53,780,797
Boston, &c.	5,993,513	57,738,235	4,924,400	70,408,879
Philadelphia	3,397,540	34,625,366	2,856,711	41,225,364
San Francisco	3,783,371	49,624,998	6,421,012	47,468,184
All other ports	23,492,113	154,797,265	19,149,381	155,057,728
Total	92,960,433	767,976,337	77,061,642	833,549,127
Imports.				
New York	43,091,747	514,273,974	40,799,306	453,542,053
New Orleans	1,035,365	11,076,256	973,738	12,182,692
Baltimore	1,234,439	14,658,006	1,223,451	16,278,947
Boston, &c.	5,351,748	73,733,576	4,526,273	64,716,040
Philadelphia	2,096,761	37,614,138	1,823,838	29,762,698
San Francisco	3,428,655	41,348,545	3,264,953	38,451,301
All other ports	3,260,114	57,136,650	4,726,043	55,275,717
Total	59,501,820	752,841,145	57,337,602	670,209,448

If we take the excess of $33,458,613 for December, and add it to the $25,789,635 excess for November, we have a total balance in our favor for these two months, as said last week, of over 59 million dollars. The most remarkable fact about this balance, as well as about the export movement, which for the two months aggregates almost 174 million dollars, is the way the result was attained. As the autumn season came in, and continued good weather assured a large yield of all our leading staples of exports, had any one been asked what was the outlook for our foreign trade in the months then ensuing, he would have answered without hesitation—excellent. If pressed to give a reason for this belief, he would have quickly replied—why, our corn crop is very large, and the yield of wheat is unprecedented; we shall have large surpluses to export. In looking back now, however, over the closing months of the year, he will find that the heavy balance in our favor is due not to wheat, nor to corn, nor to both combined, nor to provisions either, but simply to cotton. Of our total exports of 93 millions in December, over 41 millions, or 44 per cent, was cotton. The same was the case in November, when out of total exports a little less than 81 millions, cotton furnished almost 37 millions, or over 45 per cent; and again in October, when out of total exports of 71½ millions cotton supplied 28½ millions, or 40 per cent. In these three months we sent out almost two million bales (exactly 1,970,517 bales), while in the corresponding period of the previous year we shipped only 1,328,973 bales, or almost 650,000 bales less. Thus the cotton exports for the three months reached a money value of over 106 million dollars, against less than 74 millions in the same period of 1881. In December alone 750,000 bales went out.

To show how the breadstuffs exports and the provisions exports compare with these figures, we need only say that the value of both combined for the last quarter of the year was only about 75 millions, against the 106 millions for cotton. In July, August and September breadstuffs went out very freely and cotton had not yet begun to move, so that the exports of the former largely exceeded the exports of the latter; but at no time since cotton shipments began in earnest have they failed to exceed greatly the value of the breadstuffs and provisions shipments together. In December cotton figured for 41 millions, and breadstuffs and provisions for only 30 millions; in November, cotton 37 millions, breadstuffs and provisions, 23½ millions; and in October, cotton 28½ millions and breadstuffs and provisions 21½ millions. It is evident that for the time being at least, cotton is again king, and as pre-eminently as its most loyal subjects could wish. To show this more clearly, we present the following table, compiled by Mr. Nimmo, giving the exports of cotton, breadstuffs and provisions separately for each month of the second half of the last two years.

Months	Cotton.		Breadstuffs.		Provisions.	
	1881.	1882.	1881.	1882.	1881.	1882.
	$	$	$	$	$	$
July	7,405,410	5,026,013	20,310,718	16,667,509	12,684,938	9,972,970
August	7,171,443	4,387,633	26,000,145	29,222,575	11,297,927	7,845,346
September	10,842,182	8,433,085	20,488,475	25,239,701	10,542,296	9,427,784
October	22,986,244	28,509,918	15,332,295	15,775,943	9,742,653	5,689,413
November	22,386,986	36,896,963	18,798,368	15,870,440	9,322,457	7,599,842
December	28,645,890	41,020,990	14,477,990	17,691,667	13,608,000	12,779,651
Total	99,438,155	124,265,602	115,407,926	120,467,835	67,198,271	53,315,006

We here see that notwithstanding the heavy exports of breadstuffs during July, August and September, the total for the six months is only 120 millions, while of cotton it is 124 millions. Nevertheless the breadstuffs exports are larger than they were in the same period of 1881 by some five million dollars. This, of course, is the reverse of what was true in the first six months of the year, when because of the deficient crops of 1881 there was a falling off of about 47 million dollars. It is for this reason that the calendar year 1882 shows a decrease of about 42 millions when compared with the calendar year 1881, as appears by the following table, in our usual form, exhibiting the breadstuffs and provisions exports from each leading port.

EXPORTS OF BREADSTUFFS AND PROVISIONS FROM LEADING PORTS.

Breadstuffs.	1882.		1881.	
	December.	Since Jan. 1.	December.	Since Jan. 1.
	$	$	$	$
New York	7,435,542	76,908,493	5,141,005	97,634,996
New Orleans	1,053,100	7,342,771	62,484	9,809,281
Baltimore	2,416,059	21,435,659	1,582,591	35,291,399
Boston	1,665,022	12,911,943	646,452	15,613,514
Philadelphia	705,178	8,837,626	294,613	16,381,223
San Francisco	2,710,728	35,885,348	5,100,589	33,569,281
Other ports	1,080,412	16,360,394	978,666	16,125,138
Total	17,086,041	182,682,734	13,806,400	224,124,832
Provisions, &c.				
New York	8,749,042	68,092,501	9,325,928	91,636,122
New Orleans	17,920	85,766	21,874	183,437
Baltimore	59,139	813,217	81,293	4,456,704
Boston	1,440,772	14,514,566	2,119,659	24,852,246
Philadelphia	1,153,890	7,938,837	965,034	7,700,833
San Francisco	33,479	389,368	31,772	384,159
Other ports	617,180	5,100,168	438,765	4,118,916
Total	12,071,422	96,934,423	12,987,325	133,332,417

When we come to analyze the breadstuffs figures, we find that of the decrease of 41½ million dollars in the total for the year, corn is responsible for over 32 millions, the exports of this cereal during the whole twelve months having been only about 15 million bushels, against 72 million bushels in 1881. Wheat falls some 10 million bushels behind in quantity, and some 14¾ million dollars in value, but this is in part offset by a gain of 700,000 barrels of flour, increasing the value of the flour exports almost six million dollars. It is becoming more and more evident that an increasing proportion of our wheat is going out in the form of flour. Particularly noteworthy in this respect is December. The wheat exports in that month did not differ materially from those of December, 1881, but of flour we shipped over a million barrels, against only 400,000 barrels in the previous year. It is this increase in flour—and not in wheat or in any other cereal—that raised the breadstuffs values in December, 1882, about 3½ millions above those of December, 1881. This is clearly shown in the following table.

EXPORTS OF BREADSTUFFS DURING DECEMBER AND SINCE JAN. 1.

December.	Quantity.		Value.	
	1882.	1881.	1882.	1881.
			$	$
Barley.....bush.	11,529	15,566	8,217	11,737
Corn.....bush.	2,331,713	2,219,937	1,690,095	1,587,128
Corn-meal.....bbls.	24,792	27,673	92,495	91,984
Oats.....bush.	15,964	20,691	8,605	11,341
Rye.....bush.	155,789	16,147	111,290	15,661
Wheat.....bush.	8,218,417	8,389,340	8,799,176	9,630,863
Wheat-flour...bbls.	1,031,875	404,355	6,376,163	2,457,686
Total.....			17,096,041	13,806,400
Since Jan. 1.				
Barley.....bush.	305,563	223,004	221,839	146,347
Corn.....bush.	15,389,658	72,483,401	11,634,747	43,853,282
Corn-meal.....bbls.	238,544	404,135	912,309	1,243,236
Oats.....bush.	281,690	519,885	163,336	242,362
Rye.....bush.	1,420,640	985,007	1,181,542	1,015,978
Wheat.....bush.	108,563,804	118,203,990	123,241,061	137,949,241
Wheat-flour...bbls.	7,423,934	6,716,014	45,327,900	39,644,386
Total.....			182,682,734	224,124,832

As to the shipments of provisions, we have the same general features to note as in the previous months of the year, except that these are no longer so pronounced, because we are beginning to compare with a period when the movement had already dwindled down to much smaller dimensions. Consequently, the decrease for December is less than a million dollars. For the year, however, it aggregates over 36 millions, as the subjoined statement will show.

EXPORTS OF PROVISIONS, &C., IN DECEMBER AND SINCE JAN. 1.

December.	Pounds.		Value.	
	1882.	1881.	1882.	1881.
			$	$
Beef, fresh and salted.....	13,292,190	10,268,454	1,288,141	942,913
Bacon and hams	54,474,571	63,264,722	5,977,030	6,158,328
Lard.....	26,481,608	30,571,100	3,109,635	3,496,617
Pork.....	9,172,568	9,654,090	854,447	867,936
Tallow.....	2,824,692	4,493,820	227,869	343,866
Butter.....	665,582	681,991	136,109	136,985
Cheese.....	4,224,943	8,991,200	478,191	1,040,680
Total.....			12,071,422	12,987,325
Since Jan. 1.				
Beef, fresh and salted.....	94,501,387	139,322,007	9,032,493	12,498,466
Bacon and hams	345,835,163	607,939,610	37,583,273	54,953,063
Lard.....	232,536,658	310,195,218	27,694,121	33,525,665
Pork.....	66,029,915	94,431,880	6,305,157	7,889,409
Tallow.....	39,383,825	69,183,993	3,320,510	4,886,266
Butter.....	7,637,249	21,220,341	1,516,950	4,072,644
Cheese.....	103,739,207	140,358,094	11,481,919	15,506,904
Total.....			96,934,423	133,332,417

RECONSTRUCTION IN EGYPT.

The publication here during the last week of Lord Granville's circular, coupled with certain other contemporary events, has helped to throw some light on the plans to be carried out, as well as on the actual progress made in the work of reconstruction in Egypt. The country of the Nile may now be said to be fairly in the hands and under the tutelage of Great Britain. Nothing has happened since the collapse of the rebellion to discredit the statements made by Mr. Gladstone, Admiral Seymour, Lord Wolseley and later by Lord Granville and others, that the object of the British Government in landing troops in Egypt was not conquest with a view to occupation and annexation, but simply the restoration of Egypt to herself. At the same time, as is apparent from the most cursory view of the general situation, a considerable time must elapse before it will be possible to leave Egypt entirely to herself. Out of the chaos and confusion consequent on the war of the rebellion, the elements of strength and stability must be gathered, order restored, and a government built up.

The circular of Lord Granville is, on the whole, a satisfactory document. It indicates the best of motives towards Egypt and the Egyptian people; and it is well calculated to disarm suspicion, as well as to prevent or allay anything like irritation on the part of the other Powers. Prominence is very properly given to the Suez Canal. It is proposed that the great water-way between the Mediterranean and the Red Sea shall be free as the ocean in all circumstances, that in periods of war belligerent vessels shall remain in it only for a fixed time, that no hostilities shall be allowed to take place in the canal or its approaches, or in any of the territorial waters of Egypt, even in the event of Turkey being one of the belligerents; but that nothing is to be allowed to affect or in any way abridge the territorial rights of the Egyptian Government. There is nothing in this proposed arrangement which ought not to approve itself to all outside governments. It preserves the rights of Egypt; it secures equal privileges to all the nations and governments, and it demands special favors for none.

Importance also is attached to the future management of Egyptian finance. The dual Control has been finally abolished; and, according to the advice of Lord Granville that in its stead the Khedive should have the benefit of a single European financial adviser, such a position has been created and given to Sir Austin Colvin, the former British Comptroller. Greater efficiency and economy are promised in the management of the Daira lands. An important change is to be made in the matter of taxation. Hitherto, and in order to encourage foreigners to settle in the country, it has been the custom of the Egyptian rulers to exempt all such from taxation. The burden of taxation was consequently borne by the native population—the people who were of all others the least able to bear it. It is now proposed to tax foreigners and natives equally. As a proof of the honest desire of the British Government to deal fairly by the native population, special instructions have been given not to harass the *fellaheen* by insisting on the payment of debts immediately due; and suitable time is to be allowed them to meet their obligations—a very wise arrangement, considering the state of the land and their own impoverished condition. The farming class had been bled to death; and the despair and madness which begot the rebellion under Arabi were brought on by the merciless exactions of the tax-gatherer. In the work of reconstruction nothing is more essential than that these people should have time to recuperate.

Changes have been deemed necessary in the constitution of the law courts and in the administration of justice. In years gone by, the Consulate was the headquarters of law to all foreign nationalities. Latterly, however, and for some years past, there have been what are known as "mixed tribunals"—courts composed of European and native judges. These courts have no international character. On the contrary, the nomination of the representatives and the working of the entire machinery are in the hands of the Egyptian Government. Of these courts, there are at present only two—one at Alexandria and one at Cairo. While the preparations for the change are going

on, the "mixed courts" are in the meantime retained. The reconstructed courts will be on the same principle, with some important modifications; and it is understood that they will be increased in number. Zagazig, Tartah, Mandourah and Assiout are all named as probable future judicial centres. The presumption is, that in view of the greater efficiency of these mixed tribunals, and the preference shown for them by the Arabs, the old native courts will gradually disappear. It is understood, also, that in addition to the new mixed courts, of which there will probably be five or six, there will be two courts of appeal, one at Cairo and another at Alexandria.

One of the objects aimed at by the British Government, according to Lord Granville, is the development of political institutions in Egypt. It was one of the ambitions of Ismail Pasha that he should have a Parliament like the other great nations of the world. With him, however, a Parliament was a thing for show rather than for use. The Parliament obeyed him, not he the Parliament. A scheme for a new Egyptian Parliament, formulated by the Egyptian Government, has already been approved by Lord Dufferin and been sent to the Foreign Office in London. Its leading feature are as follows: A council of twelve reponsible ministers; a legislative council consisting of fourteen members, one half nominated by the Khedive the other half chosen by a system of double election; and a second and larger assembly consisting of forty-four members, which shall be convened only occasionally. The initiation of all legislation will rest wholly with the Council of Ministers, but its projects must be submitted to the legislative body before they become law.

Such in brief are the conditions under which Egypt is about to make a fresh start. With England at her back there is no reason why she should not only regain much of her lost prosperity, but also become more and more attractive, both for business and for pleasure.

IMPORTS AND EXPORTS FOR DECEMBER, 1882, *AND FOR THE SIX AND TWELVE MONTHS ENDED DEC.* 31, 1881 *AND* 1882.

[Prepared by the Bureau of Statistics and corrected to Jan. 26, 1883.]

Below is given the sixth monthly statement for the current fiscal year of the imports and exports of the United States.

The excess of imports or of exports of merchandise was as follows:

Month ended Dec. 31, 1882 (excess of exports)	$33,458,613
Month ended Dec. 31, 1881 (excess of exports)	19,724,040
Six months ended Dec. 31, 1882 (excess of exports)	54,572,222
Six months ended Dec. 31, 1881 (excess of exports)	65,339,713
Twelve months ended Dec. 31, 1882 (excess of exports)	15,135,192
Twelve months ended Dec. 31, 1881 (excess of exports)	163,339,679

The excess of imports or of exports of gold and silver coin and bullion was as follows:

Month ended Dec. 31, 1882 (excess of imports)	$1,280,368
Month ended Dec. 31, 1881 (excess of imports)	2,116,282
Six months ended Dec. 31, 1882 (excess of exports)	75,338
Six months ended Dec. 31, 1881 (excess of imports)	26,516,794
Twelve months ended Dec. 31, 1882 (excess of exports)	33,537,221
Twelve months ended Dec. 31, 1881 (excess of imports)	49,327,448

The total values of imports and of domestic and foreign exports for the month of December, 1882, and for the six and twelve months ended December 31, 1882, are presented in the following tables:

MERCHANDISE.

	For the month of Dec.	*For the 6 m'nths ended Dec. 31.*	*For the 12 m'nths ended Dec. 31.*
1882.—Exports—Domestic	$90,357,054	$416,450,424	$749,905,699
Foreign	2,603,379	9,175,147	18,070,638
Total	$92,960,433	$425,625,571	$767,976,337
Imports	59,501,820	371,053,349	752,841,145
Excess of exports over imports	$33,458,613	$54,572,222	$15,135,192
Excess of imports over exports	.....	.....	.....
1881.—Exports—Domestic	$74,883,668	$399,784,457	$814,162,951
Foreign	2,177,974	8,407,034	19,386,176
Total	$77,061,642	$408,191,491	$833,549,127
Imports	57,337,602	342,851,778	670,209,448
Excess of exports over imports	$19,724,040	$65,339,713	$163,339,679
Excess of imports over exports	.....	.....	.....

GOLD AND SILVER—COIN AND BULLION.

	For the month of Dec.	*For the 6 m'nths ended Dec. 31.*	*For the 12 m'nths ended Dec. 31.*
1882.—Exports—Dom.—Gold	$247,263	$6,954,351	$37,642,661
do Silver	951,503	4,895,200	11,587,863
Foreign—Gold	500	241,673	1,319,919
do Silver	838,379	2,760,596	5,487,671
Total	$2,037,645	$14,851,910	$56,038,134
Imports—Gold	$2,146,952	$9,947,028	$13,402,528
Silver	1,171,061	4,829,544	9,098,385
Total	$3,318,013	$14,776,572	$22,500,913
Excess of exports over imports	$.....	$75,338	$33,537,221
Excess of imports over exports	1,280,368	.....	.....
1881.—Exports—Dom.—Gold	$102,599	$715,315	$1,837,856
do Silver	890,110	5,384,053	13,265,321
Foreign—Gold	5,485	106,009	765,637
do Silver	365,191	2,025,878	3,797,953
Total	$1,363,385	$8,231,255	$19,666,817
Imports—Gold	$2,723,173	$30,921,553	$60,398,620
Silver	751,494	3,826,495	8,595,645
Total	$3,479,667	$34,748,949	$68,994,265
Excess of exports over imports	$.....	$.....	$.....
Excess of imports over exports	2,116,282	26,516,794	49,327,448

TOTAL MERCHANDISE AND COIN AND BULLION.

1882.—Exports—Domestic	$91,555,820	$428,300,065	$790,136,243
Foreign	3,442,258	12,177,416	24,878,228
Total	$94,998,078	$440,477,481	$824,014,471
Imports	62,919,833	385,829,921	775,342,058
Excess of exports over imports	$32,178,245	$54,647,560	$48,672,413
Excess of imports over exports	.....	.....	.....
1881.—Exports—Domestic	$75,876,377	$405,883,825	$329,266,128
Foreign	2,548,650	10,538,921	23,949,816
Total	$78,425,027	$416,422,746	$853,215,944
Imports	60,817,269	377,599,827	739,203,713
Excess of exports over imports	$17,607,758	$38,822,919	$114,012,231
Excess of imports over exports	.....	.....	.....

The following is a statement showing, by principal customs districts, the values of merchandise imported into, and exported from, the United States during the month of Dec., 1882, and the values of imported merchandise remaining in the warehouses of the United States Dec. 31, 1882:

Customs Districts.	*Imports.*	*Domestic Exports.*	*Foreign Exports.*	*Remain'ng in warehse Dec. 31, '82*
	$	$	$	$
Alexandria, Va.	.....	52,256	.....	.....
Baltimore, Md.	1,234,130	4,861,684	3,159	150,964
Bangor, Me.	56,601	.....	.....	188
Bath, Me.	6,976	.....	.....	106,680
Boston & Charlest'n, Mass.	5,354,748	5,033,465	60,078	4,664,616
Brazos de Santiago, Tex.	56,317	120,022	22,411	584
Brunswick, Ga.	1,621	124,354	.....	.....
Buffalo Creek, N. Y.	386,300	69,717	280	2,096
Cape Vincent, N. Y.	27,051	8,983	18,588	.....
Champlain, N. Y.	107,840	108,562	1,900	6,039
Charleston, S. C.	95,901	4,391,415	.....	1,985
Chicago, Ill.	27,329	.....	3,003	587,539
Corpus Christi, Texas	69,651	228,149	28,582	101
Detroit, Mich.	190,167	149,413	21,190	60,736
Galveston, Texas	262,914	4,523,272	.....	91,050
Huron, Mich.	254,071	1,131,529	75,610	.....
Key West, Florida	37,271	80,401	.....	74,991
Minnesota, Minn.	27,898	345,535	3,332	2,008
Mobile, Ala.	5,494	340,341	.....	20
New Haven, Conn.	79,070	17,130	35	1,503
New Orleans, La.	1,035,365	16,703,452	16,206	769,959
New York, N. Y.	43,091,747	32,519,536	2,189,529	20,688,308
Niagara, N. Y.	215,432	445	.....	.....
Norfolk and Portsm'th, Va.	22,567	4,639,262	.....	.....
Oregon, Oregon	.....	252,868	.....	.....
Oswegatchie, N. Y.	265,901	51,831	.....	2,066
Oswego, N. Y.	91,356	5,920	.....	468,593
Paso del Norte, Tex. & N.M	15,973	.....	79,249	.....
Passamaquoddy, Me.	54,510	46,206	.....	8,780
Pensacola, Fla.	4,245	123,257	.....	.....
Philadelphia, Pa.	2,096,761	3,389,712	7,828	1,090,599
Plymouth, Mass.	221	.....	.....	218,053
Portland & Falmouth, Me.	122,163	495,073	13,591	43,709
Providence, R. I.	51,361	.....	.....	22,795
Puget's Sound, Wash.	8,569	203,352	.....	.....
Richmond, Va.	64,166	407,528	.....	.....
Salem and Beverly, Mass.	44,335	53,103	.....	2,717
San Diego, Cal.	2,060	36	32	65,250
San Francisco, Cal.	3,428,655	3,725,923	57,448	1,626,872
Savannah, Ga.	28,726	3,704,151	.....	2,522
Vermont, Vt.	371,306	173,360	.....	24,729
Willamette, Oregon	84,955	628,978	.....	23,006
Wilmington, N. C.	17,689	474,348	.....	281
Yorktown, Va.	.....	95,358	.....	.....
Interior ports	.....	.....	.....	192,181
All other customs districts	101,707	177,127	998	213,760
Totals	59,501,820	90,357,054	2,603,379	31,245,800

ELLISON & CO.'S ANNUAL REVIEW OF THE COTTON TRADE FOR THE SEASON 1882.

[CONDUCTED BY THOMAS ELLISON.]

Eighteen hundred and eighty-two compared unfavorably with either of its two immediate predecessors; the turn-over was quite as large, indeed rather larger, but the results were less satisfactory. The year opened with a generally mistaken view of the influence of the reduced American crop upon the probable course of prices. Too much importance was attached to the decreased supply of cotton from the United States, and too little weight was given to the large surplus left from the previous crop and to the increased supplies from other countries. Moreover, it was overlooked that the great markets of the world had been filled with goods produced during the

previous two years, and that the demand was, consequently, not likely to be very active until these stocks had been absorbed, especially as a higher range of values was apparently about to be witnessed. In short, there was a strong and almost universal "bull" feeling, particularly in the United States, and a large speculative and anticipatory business was done in all departments of the trade; but as Manchester received less support than New York and Liverpool, the prices of yarns and goods did not hold their ground so well as those of raw cotton. As the year advanced people began to see that there would after all be no scarcity of cotton, but although the high prices generally predicted at the opening of the year were not touched, there was no material average decline, and the general result of the fluctuations was to narrow the margin between cotton and yarn, and between yarn and cloth. The upshot was disappointment and loss to importers and speculators in Liverpool and diminished profits to spinners and manufacturers in Lancashire. But so faras consumers were concerned, the last three months of the year were distinctly more satisfactory than the preceding nine months, owing to the rapid decline in the price of cotton in consequence of the improved prospects of supply, the smaller relative decline in yarns and goods giving both spinners and manufacturers very remunerative margins.

Imports, Deliveries, &c., for Great Britain.

Import.—Notwithstanding the great reduction in the outturn of the American crop, the import into Great Britain in 1882 was only 149,670 bales less than in 1881. This is due partly to the tardy shipment of the last crop during the early part of the season, and partly to rapid movement of the present crop in the corresponding period of the present season, the imports in the last three months of 1382 being 862,050 bales, against only 622,450 in 1881 and 797,830 in 1880. The Egyptian import shows a decrease of 41,720 bales, in consequence partly of the diminished crop, and partly of the late opening of the shipping season, owing to the war. There is an increase of 71,850 Brazilian, 2,860 West Indian and 514,510 East Indian. The increase from the East Indies is due partly to the larger crops and partly to the fact that a greater portion than usual was attracted to Liverpool, owing to the large speculative business done in the early months of the year in Surats to arrive. In this way Great Britain got more and the Continent less, than would otherwise have been the case; but the distribution was subsequently rectified by a considerable increase in the re-exports to the Continent.

Export.—As already explained, the import of East Indian into Great Britain in 1882 was abnormally large, owing to exceptional circumstances. As Continental spinners got less than their share direct from India, they subsequently bought what they required from the speculators who had brought the cotton to Liverpool and London, and for the most part they got it at a lower price than they would otherwise have had to pay. The total export was 412,490 bales, against only 281,560 in 1881, being an increase of 130,930 bales. There was little change in the exports of other growths, there being an increase of only 260 bales American, 310 Brazilian and 2,170 Egyptian, and a decrease of 310 West Indies, &c.

Stocks in the Ports.—The total stock in the ports at the end of 1882 was 739,700 bales, including 662,800 bales in Liverpool, against 525,920 bales and 484,020 respectively at the end of 1881, or an increase of 178,860 bales for Liverpool and 213,780 for the United Kingdom.

Stocks held by Spinners.—The stocks held at the mills we estimate as follows, compared with 1831, 1880, 1879 and 1878:

	American.	*Brazil.*	*Egyptian*	*W.India.*	*E. India.*	*Total.*
1882....	120,000	5,000	10,000	2,000	15,000	152,000
1881....	176,000	2,000	25,000	2,000	5,000	210,000
1880....	130,000	3,000	30,000	2,000	5,000	170,000
1879....	80,000	2,000	35,000	2,000	6,000	125,000
1878....	73,000	10,000	18,000	2,000	7,000	110,000

The increase in the stock in the ports consists chiefly of East Indian. The decrease in the stocks held at the mills is due to the circumstance that spinners hold a very large stock afloat, whereas last year they held very little. Taking the stocks at the mills and afloat spinners hold, in the aggregate, much more cotton than they did twelve months ago.

The average weights of the bales imported were as follows:

	U. S.	*Brazil.*	*Egypt.*	*W.I.,&c*	*Surat.*	*Madr's*	*Bengal*	*All k'ds*
1882.lbs	447	173	658	160	393	325	325	418
1881.lbs	453	180	651	170	392	325	325	434
1880.lbs	454	190	622	152	390	310	310	436

The average weight of the cotton exported was 387 pounds in 1882, against 400 in 1881 and 378 in 1880; and the average weight of the cotton consumed was 429 in 1882, against 443 in 1831 and 444 in 1880.

Home Consumption.—The deliveries to home consumers was 3,350,140 bales, or 65,770 bales more than in 1881. The actual consumption was 3,408,140 bales, or 162,770 more than in 1881, there being a reduction of 58,000 bales in the stocks at the mills.

Weight of Imports, Deliveries, &c.—The following is an account of the weight of each description of cotton imported, exported and consumed in 1882, and the quantities left in the ports at the end of the year:

	Import.	*Export.*	*Consumption.*	*Stock, Dec. 31.*
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*
American.....	1,158,638,290	93,409,590	1,069,609,700	177,903,000
Brazil.....	52,005,530	3,273,160	46,709,650	4,574,120
Egyptian	151,208,400	9,284,380	161,442,680	29,266,540
Peruvian, W.I.&c	9,635,200	2,632,000	7,077,400	1,995,200
East Indian	397,716,480	151,383,830	176,601,550	97,907,500
Total.....	1,769,223,900	259,982,960	1,461,440,980	311,646,360

Recapitulation.—The entire movement of the year is shown in the following statement:

	Bales.	*Average Weight.*	*Total.*
		Lbs.	*Lbs.*
Stock in the ports 1st January	525,920	443·1	234,146,400
Stock held by spinners 1st January	210,000	466·8	98,035,000
Import during year.....	4,234,860	417·8	1,769,223,900
Supply.....	4,970,780	422·7	2,101,405,300
Export during the year.....	670,940	387·1	259,982,960
Stocks in the ports 31st December.	739,700	421·2	311,646,360
Stocks held by spinners 31st Dec...	152,000	449·5	68,335,000
Total.....	1,562,640	409·5	639,964,320
Home consumption	3,408,140	428·8	1,461,440,980

Consumption of Great Britain for Ten Years.

The following is a comparative statement of the consumption of cotton in Great Britain for the past ten years.

1882.....	3,408,140	1,461,440,980	1877.....	3,020,540	1,237,373,500
1881.....	3,244,379	1,439,393,160	1876.....	3,018,964	2,274,376,750
1880.....	3,078,260	1,372,636,630	1875.....	3,115,120	1,230,398,800
1879.....	2,707,360	1,173,325,990	1874.....	3,228,130	1,266,129,250
1878.....	2,682,310	1,176,451,070	1873.....	3,203,710	1,246,149,910

In order to give a correct comparison of the amount of cotton consumed, we have reduced the bales to the uniform weight of 400 lbs. each, as follows:

1882.....	3,653,600	70,260	1877.....	3,024,430	59,510
1881.....	3,598,480	69,200	1876.....	3,185,940	61,260
1880.....	3,431,590	65,920	1875.....	3,075,970	59,160
1879.....	2,933,310	56,110	1874.....	3,165,323	60,870
1878.....	2,941,120	56,560	1873.....	3,115,374	59,910

The figures for 1882 show an increase of 1,260 bales per week, or 1·5 per cent. In 1881 there was an increase of 3,210 bales per week, or 4·8 per cent over 1880. The present rate of consumption is probably about 71,000 bales per week, against 70,000 last year.

Average Value per Pound of Imports, &c.

On page 5 we give a tabular statement of the value of raw cotton imported, exported, consumed, &c., for the past ten years. The average per pound for each year we estimate as follows:

	1882.	1881	1880.	1879.	1878.	1877.	1876.	1875.	1874.	1873
	lb.	*lb.*	*lb.*	*lb.*	*lb.*	*lb.*	*lb.*	*lb.*	*lb.*	*lb.*
Import....	6 1/4	6 3/16	6 1/2	6 1/4	6 1/16	6 1/4	6 1/8	7 1/16	7 1/2	8 5/8
Export....	5 3/8	5 9/16	5 13/16	5 3/4	5 11/16	5 15/16	5 1/4	5 7/8	6	7
Cons'mp'n	6 1/2	6 1/4	6 5/8	6 5/16	6 1/8	6 5/16	6 3/16	7 1/8	7 5/8	8 3/4

Imports, Deliveries, &c., for the Continent.

Imports.—The import into Continental ports direct from the countries of growth (exclusive of 5,290 bales re-exported to Great Britain), compared with the arrivals in 1881, shows a decrease of 113,540 American and 40,900 Egyptian, but an increase of 2,190 Smyrna, &c., 12,600 Brazilian, 2,040 West India, &c., and 93,120 East Indian, making a net decrease of 44,490 bales. There was an increase of 133,360 bales in the import from Great Britain, so that the net increase in import was 88,870 bales.

Stocks.—The stocks in the ports at the close of the year, compared with those of twelve months previously, showed an increase of 40,480 American, 2,120 Brazilian, 2,130 Smyrna and 1,550 West Indian, and a decrease of 750 Egyptian and 5,590 East Indian, or a net increase of 39,540 bales.

Deliveries.—The deliveries to consumers amounted to 3,032,080 bales, against 2,930,100 bales in 1881, showing an increase of 101,980 bales. The average weekly deliveries were 58,309

bales in 1882, against 56,348 in 1881, an increase of 1,961 bales per week. The weight of cotton delivered was 1,255,549,010 lbs. in 1882, against 1,255,971,960 lbs. in 1881, the average weight of the bales delivered being 414·1 lbs. in 1882 and 428·6 in 1881.

IMPORTS, DELIVERIES AND STOCKS FOR EUROPE, 1882 AND 1881.

The following is a comparative statement of the total imports, &c., for the whole of Europe in each of the past two years:

	Import.		*Deliveries.*		*Stocks 31st Dec.*	
	1882.	1881.	1882.	1881.	1882.	1881.
American	3,988,780	4,251,990	3,903,680	4,265,710	542,380	457,280
Brazilian	385,280	300,830	373,700	291,870	31,070	19,490
Egyptian	363,110	446,060	379,760	412,960	45,110	61,439
Smyrna, &c.	43,610	41,450	41,510	41,950	3,100	970
Peru, W.I., &c	81,460	76,560	79,260	72,900	18,080	15,880
East Indian	1,772,940	1,165,310	1,601,310	1,099,080	352,740	184,110
Total	6,633,540	6,282,200	6,382,220	6,214,470	992,480	739,160

PROSPECTS.

We see no reason for making any change of moment in the forecast of supplies given in our autumn annual. Supposing the American crop to reach 6,800,000 bales, we showed that if spinners took (as estimated by the CHRONICLE) 150,000 bales more and Canada 13,000 bales more than in the previous season, and if the stocks at the ports and mills regained the 181,000 bales lost between September 1, 1881, and September 1, 1882, there would remain about 4,393,000 bales for shipment to Europe in 1882–83, but as it was possible that the American stocks might be only partially replenished, we assumed that the exports to Europe might reach 4,500,000 bales. Since then the condition and prospects of the American home trade have not been so good as had been expected, and it is now considered doubtful if the Northern mills will consume much more cotton than they did last season. There will be some increase, however, in the South, and the low prices will unquestionably lead to a more or less important addition to the stocks at the mills. The total consumption of America (including Canada and Mexico) last season was 2,063,000 bales. If this season the Northern mills and Canada take 70,000 and the Southern mills 30,000 more than they did last season, and if the stocks at the ports and mills gain only 100,000 out of the 181,000 lost last season, the total requirements for the American Continent will be 2,263,000 bales, which, out of a crop of 6,800,000, would leave 4,537,000 for shipment to Europe. Starting with this figure, we get the following movement compared with the previous two seasons, in 1000's of bales:

	1882-3.	1881-2.	1880-1
Total shipments for the season	4,537	3,559	4,567
Shipped to Dec. 31	2,072	1,524	2,007
To be shipped Dec. 31 to Aug. 31	2,465	2,035	2,560
Afloat Dec. 31	653	521	696
Total	3,118	2,556	3,256
Import of cotton shipped After Aug. 31, in time to arrive by Sept. 30	62	65	83
Total import Dec. 31 to Sept. 30	3,180	2,621	3,339

At one time it was thought that the Brazils would send an increase upon last season's supply, but it is now generally believed by those in this special branch of the trade that there will be deficit, and some say a considerable one. Last season the import was 406,000, and the season before 249,000 bales. This season it may not exceed 350,000 bales; as 62,000 bales have already come to hand, there will be 288,000 to receive in the nine months ending on the 30th September. The Egyptian crop promises to be about 2,250,000 cantars, or about 320,000 bales. Deducting 109,000 bales for import down to December 31st, there remain 191,000 bales to receive in the first nine months of 1883. From sundry Mediterranean sources there will probably come about 37,000 bales; and from Peru, West Indies, &c., about 50,000 bales. The imports from India last season reached 1,657,000 bales, but it is not expected that this season they will exceed 1,450,000 bales; some authorities look for even a greater deficit than this. As 300,000 bales were received in the first three months of the season, there will remain 1,150,000 for the last nine.

In October we estimated the probable requirements of Europe for the season at an average of 134,000 bales of 400 lbs. per week. The present estimate is 132,000 bales per week, but it may be a trifle over this, and it is possible that the aggregate for the season may show an average of 134,000. To make up 134,000 bales of 400 lbs. the actual deliveries will have to be as follows:

	Bales.	*Wgt.*	*Pounds.*		*Bales.*	*Wgt.*	*Pounds.*
American	81,000	460	37,260,000	Smyr'a, &c	1,000	350	350,000
Brazilian	7,000	173	1,211,000	W. Indian	1,500	160	240,000
Egyptian	5,500	658	3,619,000	E. Indian	28,000	390	10,920,000
Total*					124,000	432·2	53,600,000

* Or 134,000 bales of 400 lbs.

The stocks held at the mills on the 1st January and 30th September compare as follows, assuming that spinners will retain to the close of the season the stock they now hold:

	1883.	1882.	1881.
January 1	292,000	386,000	218,000
September 30	292,000	221,000	267,000

Last year, with high prices, spinners reduced their stock; the year before, with not very low prices, they increased them; this year, with exceptionally low prices, they will certainly hold as much in September as they do now, but if prices advance they may bring the stock down to last year's level. Assuming that the deliveries will be equal to the rate of consumption, the estimated imports, deliveries and stocks compare as follows:

	Stock January 1.			*Imports Jan. 1 to Sept. 30.*		
	1883.	1882.	1881.	1883.*	1882.	1881.
American	542	457	471	3,180	2,621	3,339
Brazilian	31	20	11	288	323	218
Egyptian	45	61	58	191	254	280
Smyrna, &c.	3	1	1	37	36	36
West Indian	18	16	12	50	57	49
East Indian	353	184	118	1,150	1,473	982
Total	992	739	671	4,896	4,764	4,904

	Deliveries Jan. 1 to Sept. 30.			*Stock Sept. 30.*		
	1883.*	1882.	1881.	1883.*	1882.	1881.
American	3,159	2,787	3,144	563	292	666
Brazilian	273	*303	202	46	39	27
Egyptian	215	301	293	21	14	45
Smyrna, &c.	39	35	34	1	2	3
West Indian	58	58	54	11	13	8
East Indian	1,092	1,248	869	411	409	229
Total	4,836	4,732	4,596	1,052	771	978

* Estimated.

These figures admit of some increase upon the present rate of consumption, and leave stocks at the mills and in the ports at the end of September rather larger than at the close of September, 1880—the big-crop year. If American spinners take no more than last season and the American stocks are not increased, Europe will get 200,000 more than our estimate out of a crop of 6,800,000. If the American crop should reach only 6,600,000 instead of 6,800,000, the bulk of the deficit would fall upon Europe, and the stock at the end of September would be correspondingly reduced; but if, as some believe, the crop should reach 7,000,000, the bulk of the excess would come to Europe, and stocks would be correspondingly increased. The effect on prices of such a reduction or increase, however, would depend upon the prospects of the *next* American crop, and it is too early to commence any discussion on that point. It will be noticed that we calculate upon a reduction of 323,000 bales in the imports from India in the nine months, which deficit is considered a very full one.

The fact that prices have touched a level from which in former years (except in the panic of 1878-9) a rebound has invariably taken place, makes it pretty certain that as the season advances some rise in values will be witnessed; hence the willingness with which buyers pay 6d. per lb. for August-September deliveries against the present prices of 5⅝d. It is doubtful, however, if we shall see any advance of moment until something positive is known about the size of the American crop, estimates of which range from 6,500,000 to 7,000,000 bales. Meanwhile it is just possible that we shall witness, temporarily, a lower dip than even that already touched. This during the month of February will depend entirely upon the course of receipts at the American ports, and afterwards upon the state of trade in Manchester and upon the condition of politics on the Continent, which, especially in reference to France, is just now occasioning much uneasiness. ELLISON & Co., Cotton Brokers.

7 RUMFORD STREET, LIVERPOOL, Jan. 27, 1883.

P. S.—The deliveries to English spinners during the past four weeks have reached 337,730 bales, averaging 453 lbs., and equal to 382,000 bales of 400 lbs., making 1,302,000 bales since Sept. 30, against 1,298,000 last season. The stock at the opening of the season was 82,000, against 25,000 the year before, making the total supply to the mills 1,385,000 in the first four months of this season, against 1,323,000 last season. The consumption at the rate of 70,000 per week last season and 71,000 this, gives deliveries as 1,190,000 last season and 1,207,000 this.

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Jan. 20.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Rate.	Time.	Rate.
Amsterdam	3 mos.	12·3¼ @12·5¾	Jan. 20	Short.	12·08
Amsterdam	Short.	12·1⅛ @12·2⅛	.....	.....	.....
Hamburg	3 mos.	20·38 @20·62	Jan. 20	8short.	20·35
Berlin	"	20·39 @20·63	Jan. 20	"	20·36½
Frankfort	"	20·39 @20·63	Jan. 20	"	20·36
Vienna	"	12·12½@12·15	Jan. 20	3 mos.	.....
Antwerp	"	25·47½@25·52½	Jan. 20	Short.	25·24
St. Petersb'g	"	22 15/16@23	Jan. 20	3 mos.	23¾
Paris	Checks	25·18¾@25·23¼	Jan. 20	Checks	25·19
Paris	3 mos.	25·43¾@25·48¾	Jan. 20	3 mos.	25·21
Genoa	"	25·73¾@25·78¾	Jan. 20	Short.	25·25
Madrid	"	46 1/16@46¼	Jan. 20	"	47·30
Cadiz	"	46 1/16@46 3/16	Jan. 20	"	47·30
Lisbon	"	51 7/8@51 15/16	.....	.....	.....
New York	....	.....	Jan. 20	Short.	4·82⅛
Alexandria	....	.....	Jan. 17	3 mos.	95⅞
Bombay	60 days	1s. 7 3/16d.	Jan. 20	4 mos.	1s. 7 5/32d.
Calcutta	60 days	1s. 7 3/16d.	Jan. 20	"	1s. 7 3/16d.
Hong Kong	....	.....	Jan. 20	"	3s. 8d
Shanghai	....	.....	Jan. 20	"	5s. 1d.

[From our own correspondent.]

LONDON, Saturday, January 20, 1883.

The money market during the past week has shown an evident tendency towards ease, and the open market rate of discount for three months' bills is now not more than 3⅜ to 3½ per cent. The Bank rate remains, however, unaltered at 5 per cent, and some surprise has been expressed because no change has been made, more especially as the Bank return is a good one. Furthermore, as the American and Continental exchanges are favorable, there is every prospect of the Bank assuming before long a very strong position. The return of coin from Provincial circulation is now considerable, and we are quite justified in expecting that the reserve of notes and coin in the Bank of England will soon exceed £12,000,000. The total is now £11,377,863, against £10,856,462 last year; while the stock of bullion amounts to £21,254,288, which compares with £20,549,952 in 1882. The proportion of reserve to liabilities has risen from 37¾ to 40⅝ per cent, and more favorable results are anticipated during the next few weeks. The supply of bills offering is restricted, and, trade being quiet, there is no prospect of immediate increase; the exchanges are favorable to us, and the Bank of Berlin has reduced its rate of discount to 4 per cent. When it is borne in mind that the open market rates of discount are 1⅛ per cent below those current at the Bank of England, it is quite evident that no necessity exists for retaining the present minimum of 5 per cent, and that it must soon be changed. The following are the present quotations for money:

	Per cent.		Per cent.
Bank rate	5	Open market rates—	
Open-market rates—		4 months' bank bills	3⅜@3½
30 and 60 days' bills	3⅜@3½	6 months' bank bills	3⅜@3½
3 months' bills	3⅜@3½	4 & 6 months' trade bills	3½@4½

The following are the rates of interest allowed by the joint-stock banks and discount houses for deposits:

	Per cent.
Joint-stock banks	4
Discount houses at call	3¼
Do with 7 and 14 days' notice	3½

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the average quotation for English wheat, the price of consols, the price of middling upland cotton, No. 40 mule twist, fair 2d quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
	£	£	£	£
Circulation	25,626,425	23,443,490	26,365,245	27,091,270
Public deposits	3,611,541	3,942,398	4,663,711	4,119,540
Other deposits	24,180,764	24,613,580	24,973,507	30,854,581
Governm't securities	13,075,867	13,661,986	14,353,300	18,904,788
Other securities	21,477,854	22,216,521	20,517,645	18,306,240
Res've of notes & coin	11,377,863	10,856,462	12,913,933	15,933,679
Coin and bullion in both departments	21,254,288	20,649,952	21,279,178	28,627,949
Proportion of reserve to liabilities	40⅝	37¾	43¼	45½
Bank rate	5 p. c.	5 p. c.	3½ p. c.	3 p. c
Consols	101½	100½	98⅝	98⅝
Eng. wheat, av. price	40s.	44s. 9d.	42s. 1d.	45s. 11d
Mid. Upland cotton	5⅝d.	6¾d.	6½d.	6 15/16d
No. 40 mule twist	10d.	10¾d.	10⅝d.	11¼d.
Clearing-House ret'n.	136,912,000	150,436,000	156,622,000	144,193,000

The silver market has been rather firm, and the price of fine bars is now 50⅛@50 3-16d. per ounce. Mexican dollars are quoted at 48⅞@49d. per ounce. India Council bills have been sold at 1s. 7 3-16d. per rupee.

The movements in bullion during December and during the twelve months were as follows:

	1880.	1881.	1882.
GOLD.	£	£	£
Imports in December	797,797	402,412	421,284
Imports in 12 months	9,458,496	9,962,956	14,375,914
Exports in December	2,719,579	686,835	658,156
Exports in 12 months	11,828,822	15,495,837	12,023,804
SILVER.			
Imports in December	819,269	560,235	1,108,118
Imports in 12 months	6,828,968	6,901,962	9,244,665
Exports in December	168,503	392,386	760,379
Exports in 12 months	7,060,681	7,003,982	8,965,454
TOTAL GOLD AND SILVER.			
Imports in December	1,617,066	962,647	1,529,402
Imports in 12 months	16,287,964	16,864,918	23,620,579
Exports in December	2,888,082	1,079,221	1,418,535
Exports in 12 months	18,889,503	22,502,819	20,989,258

The following figures relate to the United States:

	1880.	1881.	1882.
GOLD.	£	£	£
Imports in December	501	3,603	.....
Imports in 12 months	55,365	23,191	6,099,783
Exports in December	2,215,598	121,840	20,763
Exports in 12 months	5,511,887	7,386,753	92,202
SILVER.			
Imports in December	161,429	164,515	171,830
Imports in 12 months	1,198,567	2,598,293	1,922,466
Exports in December	1,420	1,330	1,300
Exports in 12 months	33,520	31,343	29,420
TOTALS OF GOLD AND SILVER.			
Imports in December	161,930	168,118	171,830
Imports in 12 months	1,253,932	2,621,484	8,022,249
Exports in December	2,217,008	123,170	42,063
Exports in 12 months	5,545,407	7,418,096	121,922

The following are the current rates for money at the principal foreign centres:

	Bank rate. Pr. ct.	Open market. Pr. ct.		Bank rate. Pr. ct.	Open market. Pr. ct.
Paris	3½	3⅛@3¼	Brussels	4	3¾
Berlin	4	3¾	Madrid and other Spanish cities	4½	4½
Frankfort	....	3¾	Vienna	5	5
Hamburg	....	3¾	St. Petersburg	6	6¼
Amsterdam	5½	5¼			

The following return shows the extent of the exports of British and Irish produce and manufactures to the United States during the month of December, compared with the same month of 1881, and also the exports to that country in each of the last two years:

	In December.		In Twelve Months.	
	1881.	1882.	1881.	1882.
Alkali.....cwt.	245,678	314,056	3,114,600	3,518,784
Apparel and slops.....£	5,217	4,425	71,787	57,841
Bags and sacks.....doz.	43,688	39,362	934,528	798,895
Beer and ale.....bbls.	3,310	2,760	24,951	30,881
Cotton piece goods..yds.	5,956,700	5,295,900	68,082,900	73,958,100
Earthenw. & porcelain.£	40,717	56,646	853,310	877,468
Haberdashery and millinery.....£	34,396	25,929	443,219	502,394
Hardware & cutlery..£	47,633	32,202	514,135	509,317
Iron—Pig.....tons.	18,540	29,560	394,934	487,697
Bar, &c.....tons.	3,238	1,880	18,858	22,255
Railroad.....tons.	16,860	7,222	292,617	199,278
Hoops, sheets, boiler & armor plates...tons.	2,732	1,209	36,162	37,220
Tin plates & sheets.tns	18,801	15,026	179,843	214,552
Cast and wrought..tns	719	447	6,163	6,794
Old for remanuft.tons.	17,224	10,833	99,859	94,710
Steel—Unwrought..tns.	18,614	4,751	135,268	141,177
Jute yarn.....lbs.	1,072,900	474,700	5,833,800	8,738,400
Jute piece goods...yds.	8,593,000	9,306,100	101,482,100	90,194,100
Lead—Pig, &c.....tons.	138	81	599	576
Linen piece goods...yds.	6,090,500	5,649,100	92,147,000	90,551,300
Machinery—Steam engines.....£	4,582	6,884	55,622	93,026
Other kinds.....£	57,798	35,856	443,998	534,470
Paper—Writing or printing & envelopes.cwt.	1,240	1,310	5,805	9,512
Other kinds except paper hangings...cwt.	722	765	4,234	8,140
Salt.....tons.	19,354	20,120	247,134	231,089
Silk broadstuffs.....yds.	22,275	8,645	533,680	413,042
Other articles of silk only.....£	17,696	3,328	107,528	78,899
Mixed with other materials.....£	15,710	9,460	165,969	221,482
Spirits—British...galls.	15,442	23,225	140,825	136,138
Stationery, other than paper.....£	6,917	4,527	89,234	94,921
Tin—Unwrought...cwt.	182	595	7,731	16,191
Wool—British.....lbs.	1,037,200	262,800	6,850,000	5,009,400
Colonial & foreign.lbs.	2,602,293	4,212,272	21,894,182	26,646,626
Woolen fabrics.....yds.	296,000	353,000	3,895,900	6,341,600
Worsted fabrics....yds.	1,835,700	2,037,400	27,510,200	34,208,700
Carpets, and druggets.....yds.	113,300	60,200	1,235,700	1,270,900

The exports of British and Irish produce to British North America during the same periods were as follows:

	In December.		In Twelve Months.	
	1881.	1882.	1881.	1882.
Apparel and slops....£	4,783	9,960	179,472	200,258
Cotton piece goods..yds.	2,614,700	3,215,500	48,862,600	53,780,300
Earthenw. & porcelain.£	5,374	7,751	105,464	132,207
Haberdashery and millinery.....£	32,851	30,310	925,782	1,065,094
Hardware & cutlery..£	12,335	12,942	191,429	216,920
Iron—pig.....tons.	615	246	34,169	69,912
Bar, &c.....tons.	1,411	1,323	45,575	44,993
Railroad.....tons.	935	839	109,451	95,110
Hoops, sheets and boiler plates...tons.	525	682	12,953	15,392
Tin plates.....tons.	534	468	11,736	8,669
Cast and wrought..tns	459	593	14,651	16,191
Linen piece goods..yds.	72,800	250,100	6,466,000	6,039,600
Seed oil.....galls.	3,941	33,382	414,200	741,816
Salt.....tons.	10,532	3,330	392,920	421,195

[illegible]	—In December.—		—In Twelve Months.—	
	1881.	1882.	1881.	1882.
Silk Ribbons.....£	1,265	497	28,019	24,762
Spirits—British...galls.	13,410	8,565	169,863	209,469
Stationery, other than paper.....£	3,318	3,618	47,131	63,535
Sugar—Refined, and candy.....cwt.	1,304	3,014	37,895	45,654
Woolen fabrics.....yds.	213,400	414,600	5,734,200	7,832,300
Worsted fabrics ...yds.	356,500	274,700	9,747,900	8,099,000
Carpets, and druggets.....yds.	57,800	87,400	1,704,500	1,926,700

The weather has been very unfavorable for agricultural work—having been warm, wet and misty during the whole of the week. The state of the land is very unsatisfactory, and several weeks of dry weather will be needed before further progress can be made. The supplies of wheat and flour afloat show a falling off compared with last year, but stocks in granary show a considerable increase. It must, however, be borne in mind that, compared with the early part of October, the stocks of foreign wheat in granary have declined considerably, the deliveries of British farmers during the last three months having been upon a small scale. Bad weather and low prices have been no inducement for farmers to thresh freely, but they have sold liberally of other kinds of grain. The trade during the week has been decidedly firm, and choice home-grown produce and most descriptions of foreign wheat have realized about 1s. per quarter more money. The prospect for Europe, as far as cereals and especially wheat are concerned, is far from encouraging, the excessive rainfall and heavy floods having impeded agricultural work in nearly every direction. The tendency is just now to hold wheat for better prices.

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first twenty weeks of the season, compared with the corresponding period in the three previous seasons:

IMPORTS.

	1882-83.	1881-82.	1880-81.	1879-80.
Wheat.....cwt.	27,022,026	25,036,167	24,443,058	29,153,800
Barley	8,181,036	5,805,903	6,606,411	7,718,459
Oats.....	6,10[illegible],146	866,371	4,973,660	6,604,781
Peas.....	867,632	845,545	1,184,701	1,109,021
Beans.....	810,092	662,503	1,008,312	1,288,394
Indian corn.....	4,715,779	9,977,281	14,561,384	9,486,552
Flour.....	6,122,660	3,014,643	5,238,606	5,113,800

SUPPLIES AVAILABLE FOR CONSUMPTION.

	1882-83.	1881-82.	1880-81.	1879-80.
Imports of wheat.cwt.	27,022,026	25,036,167	24,443,058	29,153,800
Imports of flour.....	6,122,660	3,014,643	5,238,606	5,113,800
Sales of home-grown produce.....	16,484,510	15,950,100	13,950,000	9,737,000
Total.....	49,629,196	44,000,910	43,661,664	44,064,600
Av'ge price of English wheat for season..qrs.	41s. 3d.	47s. 1d.	42s. 8d.	47s. 5d.
Visible supply of wheat in Unit'd St's..bush.	21,300,000	17,500,000	28,800,000	30,500,000
Supply of wheat and flour afloat to the Un'd Kingd'm qrs...	2,332,000	2,892,000	.....	.....

The following return shows the extent of the imports of wheat and flour into the United Kingdom during the first four months of the season, compared with the corresponding period in the three previous seasons; the period included is from September to December, inclusive:

WHEAT.

From—	1882. *Cwt.*	1881. *Cwt.*	1880. *Cwt.*	1879. *Cwt.*
Russia.....	3,296,899	2,305,175	541,516	2,482,166
United States	13,863,362	11,403,054	13,032,160	15,081,020
Brit. N. America ...	1,553,799	1,690,307	1,994,506	2,889,075
Germany	712,001	886,355	214,139	992,854
France	6,773	4,781	1,288	5,985
Chili	680,592	336,218	426,640	873,985
Turkey & Roumania.	428,343	27,099	25,542	860
Egypt	19,032	231,130	349,174	1,046,163
British India.....	2,195,836	3,458,667	1,328,376	567,316
Australia.....	606,826	813,543	2,073,125	823,423
Other countries.....	157,508	35,014	57,696	
Total	23,520,971	21,192,337	20,144,160	24,762,847

FLOUR.

Germany	831,718	588,512	456,177	416,501
France	60,303	88,155	120,786	107,639
United States	3,322,861	2,072,245	2,574,458	2,693,072
Brit. N. America ...	187,151	163,580	310,357	252,435
Other countries	883,175	508,531	861,406	694,681
Total	5,285,208	3,421,023	4,323,184	4,164,328

The following statement shows the estimated value of the imports of cereal produce into the United Kingdom during the first four months of the season, viz.: from September to December inclusive, compared with the corresponding period in the three previous seasons:

	1882.	1881.	1880.	1879.
Wheat.....	£11,843,970	£12,206,096	£10,620,653	£14,393,505
Barley	2,680,182	2,247,633	2,514,357	3,019,851
Oats.....	1,753,825	1,284,812	1,429,803	2,013,248
Peas.....	308,493	320,886	457,571	360,498
Beans.....	247,098	202,784	360,577	430,676
Indian corn..	1,402,319	2,786,486	3,785,186	2,822,266
Flour.....	4,227,726	2,893,802	3,505,307	3,479,181
Total	£22,473,618	£21,942,496	£22,672,650	£26,043,470

The following quantities of wheat, flour and Indian corn are estimated to be afloat to the United Kingdom:

	At present.	*Last week.*	*Last year.*	1881.
Wheat.....qrs.	2,082,200	2,068,000	2,722,000	2,274,000
Flour.....	218,000	220,000	170,000	155,000
Indian corn.....	196,500	164,500	172,000	253,000

The Board of Trade returns for December and the twelve months ended December 31 have been issued this week. They show the following results:

	1880.	1881.	1882.
Imports in December.....	£33,216,852	£33,235,260	£35,369,131
Imports in 12 months.....	411,210,056	396,773,350	411,801,033
Exports in December.....	18,214,789	20,182,052	18,171,551
Exports in 12 months.....	223,060,446	234,022,678	241,477,156

The improvement is, therefore, fairly satisfactory, though, no doubt, not equal to the expectations which had been formed in the early part of last year.

The following figures relate to the year ended 31st December:

IMPORTS.

	1880.	1881.	1882.
Cotton.....cwt.	14,547,283	14,952,724	15,794,566

EXPORTS.

	1880.	1881.	1882.
Cotton .....cwt.	2,005,340	1,859,656	2,365,033
Cotton yarn .....lbs.	215,544,800	254,939,900	238,409,900
Cotton piece goods....yards.	4,495,645,000	4,777,273,300	4,348,764,300
Iron and steel.....tons.	3,792,993	3,820,315	4,350,297
Jute piece goods.....yards.	183,202,400	204,296,200	212,481,160
Linen yarn.....lbs.	16,477,500	18,250,200	18,158,800
Linen piece goods.....yards.	164,966,600	174,011,400	176,241,900
Silk manufactures.....£	2,030,659	2,564,730	2,692,344
British wool.....lbs.	17,197,200	14,068,900	13,879,200
Colonial and foreign wool.lbs.	237,391,454	265,359,843	263,441,171
Woolen yarn.....lbs.	26,464,300	29,[illegible]31,400	31,830,800
Wool fabrics.....yards.	50,000,200	55,679,400	89,736,000
Worsted fabrics.....yards.	189,940,700	192,106,100	146,981,900
Flannels .....yards.	6,697,800	9,027,900	10,359,800
Carpets .....yards.	9,328,300	9,711,200	11,315,900
Blankets.....pairs.	1,277,740	1,270,060	1,391,000

The following were the quantities of cotton manufactured piece goods exported in December, compared with the corresponding month in the two preceding years:

Exported to—	1880. *Yards.*	1881. *Yards.*	1882. *Yards.*
Germany	3,171,200	3,108,900	2,958,800
Holland	4,776,000	3,901,500	3,217,400
France	5,099,500	4,538,100	3,730,000
Portugal, Azores & Madeira.	6,038,100	4,935,100	3,954,000
Italy	5,458,100	5,643,400	5,702,200
Austrian Territories.....	393,500	635,200	535,100
Greece	2,143,600	3,933,100	2,424,500
Turkey	14,399,500	33,711,000	30,674,800
Egypt	7,525,000	8,171,900	16,438,100
West Coast of Africa (For.)..	3,441,000	1,847,300	2,795,200
United States.....	4,289,100	5,956,700	5,295,900
Foreign West Indies	6,464,500	5,600,200	6,243,400
Mexico	2,404,000	4,398,800	3,710,800
Central America	3,168,600	4,079,900	2,442,100
United States of Colombia..	4,847,200	4,198,800	3,870,900
Brazil.....	16,026,900	18,523,200	16,580,200
Uruguay	3,378,200	3,223,800	4,280,200
Argentine Republic.....	5,740,300	5,292,300	6,273,900
Chili.....	2,290,400	5,888,100	4,924,700
Peru	712,000	2,936,500	1,300,000
China and Hong Kong	33,812,600	41,538,600	25,736,500
Japan	5,743,600	8,061,200	1,762,700
Dutch Possessions in India..	8,432,400	6,997,500	8,228,700
Philippine Islands	4,928,200	6,979,400	2,286,400
Gibraltar	1,706,100	2,004,200	1,575,300
Malta.....	1,371,900	3,487,000	1,795,000
West Coast of Africa (Brit.).	3,844,800	3,887,800	4,301,500
British North America.....	1,362,000	2,614,700	3,215,500
British West India Islands & Guiana.....	3,235,600	3,301,600	2,327,300
British Possessions in South Africa	1,538,700	3,178,100	1,400,200
British India—			
Bombay	61,704,100	53,452,700	38,368,200
Madras	4,786,900	6,926,600	10,319,100
Bengal.....	99,928,000	74,334,400	64,958,400
Straits Settlements.....	12,294,400	7,113,200	7,206,500
Ceylon.....	2,207,300	1,958,600	1,801,800
Australia	8,328,500	13,172,500	11,480,400
Other countries	16,119,800	16,215,500	15,900,300
Total unbleached or bleached	265,550,400	270,562,900	224,549,300
Total printed, dyed, or colored	105,746,200	113,012,400	103,186,800
Total mixed materials, cotton predominating	1,815,000	2,525,100	2,779,900
Grand total	373,111,600	386,100,400	330,516,000

Other manufactures of cotton show as follows.

	1880.	1881.	1882.
Lace and patent net.....£	179,076	222,444	232,561
Hosiery of all sorts.....£	88,366	94,662	99,150
Thread for sewing.....lbs.	1,098,260	1,323,853	1,163,320
Other manufs. unenumer'd.£	88,967	99,350	82,236
Tot. value of cotton manfs.£	5,155,898	5,476,938	4,818,824

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending February 9:

London.	*Sat.*	*Mon.*	*Tues.*	*Wed.*	*Thurs.*	*Fri.*
Silver, per oz.....*d.*	50 5/8	50 5/8	50 1/2	50 1/2	50 1/2	50 1/2
Consols for money.....	102 3/8	102 1/2	102 1/8	102 1/8	102 1/8	122 13/16
Consols for account.....	102 3/8	102 3/8	102 1/4	102 1/4	102 1/4	102 5/16
Fr'ch rentes (in Paris) fr.	79·45	78·90	79·22 1/2	79·07 1/2	79·15	79·35
U. S. 5s ext'n'd into 3 1/2s	106 1/4	106 3/8	106 3/8	106 1/2	106 1/2	105 7/8
U. S. 4 1/2s of 1891.....	116 3/8	116 3/8	116 1/2	116 5/8	116 1/2	116 5/8
U. S. 4s of 1907.....	122 3/8	122 3/8	122 5/8	122 3/4	122 3/4	122 3/4
Chic. Mil. & St. Paul	107 3/4	106 1/4	106 1/2	106 3/4	104 1/4	105 1/4
Erie, common stock.....	39 5/8	39 1/8	39	38 1/2	38 5/8	38 7/8
Illinois Central.....	150 1/2	150 1/4	150 3/4	150 1/4	149 3/4	150 1/4
N. Y. Ontario & West'n.	27 1/8	26 3/4	26 3/4	26 5/8	26 5/8	26 3/4
Pennsylvania.....	61 7/8	62 1/8	62	61 3/8	61 7/8	62
Philadelphia & Reading.	28 5/8	28	27 3/4	27 5/8	27 5/8	27 7/8
New York Central.....	129 5/8	129 1/4	129 1/2	128 7/8	129 1/8	130 3/4

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State)..100 lb.	12 6	12 6	12 6	12 6	12 6	12 6
Wheat, No. 1, wh. "	9 1	9 1	9 1	9 1	9 1	9 1
Spring, No. 2, n. "	9 3	9 3	9 3	9 3	9 3	9 3
Winter, West., n "	9 5	9 5	9 4	9 4	9 4	9 6
Cal. white..... "	9 1	9 1	9 1	9 1	9 1	9 1
Corn, mix., West. "	6 9	6 9	6 9½	6 10	6 10½	6 11
Pork, West. mess..₱ bbl.	80 0	80 0	80 0	80 0	80 0	80 0
Bacon, long clear, new..	48 0	48 0	48 0	48 6	48 6	48 6
Beef, pr. mess, new, ₱tc.	89 0	89 0	90 0	90 0	90 0	90 0
Lard, prime West. ₱ cwt.	57 6	57 6	57 6	57 6	57 6	57 6
Cheese, Am. finest.....	66 0	66 0	66 0	66 0	66 0	66 0

Commercial and Miscellaneous News

National Banks.—The following national banks have lately been organized:

2,864—The Gap National Bank, Gap, Pa. Capital, $50,000. Joseph C. Walker, President; C. Himes, Cashier.
2,865—The First National Bank of Baker City, Oregon. Capital, $50,000. David P. Thompson, President; Rollin J. Reeves, Cashier.
2,866—The First National Bank of Wellington, Ohio. Capital, $100,000. S. S. Warner, President; R. A. Horr, Cashier.
2,867—The First National Bank of Honey Grove, Texas. Capital, $50,000 Young Burgher, President; F. U. Cole, Cashier.
2,868—The First National Bank of Owenton, Ky. Capital, $63,000. J. W. Johnson, President; N. H. Witherspoon, Cashier.
2,869—The Fultonville National Bank, New York. Capital $50,000. John H. Starin, President; Lorenzo V. Peck, Cashier.
2,870—The Detroit National Bank, Michigan. Capital, $1,000,000. Henry P. Baldwin, President; C. M. Davison, Cashier.
2,871—The First National Bank of Central City, Neb. Capital, $50,000. Jos. N. Osterlind, President; no Cashier.

Imports and Exports for the Week.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and in general merchandise. The total imports were $8,382,881, against $11,400,553 the preceding week and $6,310,600 two weeks previous. The exports for the week ended Feb. 6 amounted to $7,771,094, against $7,344,715 last week and $6,574,903 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Feb. 1 and for the week ending (for general merchandise) Feb. 2; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$3,128,323	$1,728,739	$3,018,380	$2,399,269
Gen'l mer'dise..	5,311,149	3,530,455	5,825,062	5,983,612
Total.....	$8,469,472	$5,259,194	$8,843,442	$8,382,881
Since Jan. 1.				
Dry goods	$13,843,204	$11,857,225	$15,344,820	$13,345,312
Gen'l mer'dise..	30,448,479	24,386,541	30,664,761	29,713,810
Total 5 weeks	$44,291,683	$36,243,766	$46,009,581	$43,059,122

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending February 6, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week...	$5,725,001	$8,302,132	$6,969,200	$7,771,094
Prev. reported..	23,753,737	27,514,197	25,886,378	28,276,837
Total 5 weeks.	$29,478,738	$35,816,329	$32,855,578	$36,047,931

The following table shows the exports and imports of specie at the port of New York for the week ending Feb. 3, and since Jan. 1, 1883, and for the corresponding periods in 1881 and 1882:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	$.....	$.....	$.....	$.....
France.....	.....	.....	.....	.....
Germany	.....	.....	.....	.....
West Indies	.....	.....	22,527	365,704
Mexico.....	.....	.....	.....	.....
South America.....	.....	20,000	5,274	34,193
All other countries.....	.....	1,285	5,135	6,235
Total 1883.....	$.....	$21,285	$32,936	$406,132
Total 1882.....	3,410,840	3,417,340	32,170	262,823
Total 1881.....	112,000	115,960	614,812	4,595,413
Silver.				
Great Britain	$176,000	$1,369,579	$.....	$.....
France.....	.....	61,745	.....	.....
Germany	.....	.....	.....	6,326
West Indies	.....	.....	4,871	30,976
Mexico.....	.....	.....	38,224	168,193
South America.....	.....	.....	2,932	9,992
All other countries.....	.....	1,206	.....	.....
Total 1883.....	$176,000	$1,431,530	$46,027	$215,487
Total 1882	340,000	1,399,180	27,727	149,354
Total 1881.....	215,400	945,813	15,514	218,674

Of the above imports for the week in 1883, $18,303 were American gold coin and $7,781 American silver coin.

Memphis Selma & Brunswick.—A Memphis dispatch, Jan. 25, says this company "filed with the County Register to-day a first mortgage for $6,000,000 upon its property and franchises, to guarantee the Trust & Safe Deposit Company, Philadelphia, for the purpose of raising funds to build and equip the road from Memphis to Holly Springs, thence to the western line of Alabama, a distance of 175 miles. Only 75 miles of the road is graded. This road constitutes a portion of the system controlled by the Erlanger Syndicate."

New York City & Northern.—The *Evening Post* of Friday says: "We have received the following respecting the foreclosure of the first mortgage of the New York City & Northern Railroad Company from parties conversant with the details. In September last the holders of a majority in amount of the four million mortgage of the New York City & Northern Railroad Company, of which the Central Trust Company of this city is trustee, by appropriate action instructed the Trust Company to institute a suit against the railroad company and others for the foreclosure of the mortgage, because of the default in payment of the interest which accrued on the first day of May last. The railroad company and other defendants demurred to the complaint on the ground that, by the terms of the mortgage, a continuous default of one year must elapse before the bondholders could enforce any right of foreclosure for the non-payment of interest. This demurrer was argued before Judge Larramore at the Special Term of the Supreme Court in January, and his decision has lately been filed overruling the demurrer, but with leave to the company to answer upon terms. This decision assures to the bondholders their right to foreclose this mortgage for the non-payment of any coupon as it shall mature, and under the statutes of this State, as they now exist, upon such foreclosure, if the mortgage property is so situated that it cannot be advantageously sold in parcels, the entire property covered by the mortgage may be put up and sold; and this, although the principal sum secured by the mortgage has not become due."

Western Union Telegraph—Mutual Union.—In regard to the negotiations between these companies the *Times* reports that parties supposed to be well informed said that a lease of the Mutual Union lines for 100 years to the Western Union had been agreed upon. The terms were stated to be those already printed—the interest on the $5,000,000 of Mutual Union bonds, 6 per cent per annum, and 1½ per cent on its stock.

—The Connecticut Mutual Life Insurance Company presents in another column its 37th annual statement. This company, which is at the head of the famous insurance corporations of Connecticut, now reports assets of $51,602,422 78, with a surplus over all policy liabilities of $6,850,000 according to the New York legal standard of valuation. The officers of the company may also have a peculiar satisfaction in calling attention to the fact that the company's profit and loss item of $155,853 mainly represents gains on the sales of Western property (taken on foreclosure), which they have always claimed would turn out to be among the company's best assets. As to the company's secure position, it will be observed that, even on a 3 per cent basis of valuing its policy liabilities, there is a surplus of $3,707,398; on a 4 per cent basis, $3,724,844; and on the New York legal standard of 4½ per cent, a suplus of $6,850,000. The ratio of expense last year was only 8·75 per cent of the income, or a little over one-half the average expense ratio of American life companies as a body. The protection of this great property is in the careful hands of Mr. Jacob L. Greene as President and John M. Taylor as Secretary, together with their able corps of assistants.

—The firm of Brewster, Basset & Co., bankers in Boston, has been dissolved by mutual consent. A new copartnership has been formed under the firm name of Brewster, Cobb & Estabrook, and will continue the business as bankers and brokers at the office No. 35 Congress Street, Boston. The new firm includes Messrs. Henry E. Cobb, Arthur F. Estabrook, Charles E. Eldy, Jr., C. Herbert Watson and Arthur L. Sweetser.

—Mr. J. P. Wintringham, broker in gas, insurance and bank stocks, at 36 Pine Street, has issued a circular showing the monthly range in prices during 1882 of bank stocks, insurance, gas, city railroad and trust companies' stocks. As these stocks are sold very much at private sale, this compilation makes a record which cannot be obtained from the usual list of Stock Exchange sales.

—Subscriptions to the stock of the Canadian Pacific Railway Company were closed on Wednesday. Of the 100,000 shares offered, 87,900 shares were taken. Of these, 34,000 shares were subscribed at Amsterdam, 8,000 shares at London and the remaining shares in this city and at Montreal.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son:

Shares.		*Shares.*	
10 Sterling Fire Ins. Co....	53	20 People's Fire Ins Co....	116½
50 United States Bank.....	152½	10 Manhattan Fire Ins. Co.	25½
30 Importers' and Traders' National Bank.....	264	*Bond.*	
50 American Fire Ins. Co...	145½	$1,800 N. J. So. RR. Co. 1st 6s.....	95
10 Park Fire Ins. Co.....	117½		

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DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Chicago & Alton pref. & com.	4	Mch. 1	Feb. 15 to Mch. 1
Chicago & West Michigan	3	Feb. 15	Feb. 7 to Feb. 14
Cleveland & Pittsb. guar. (quar.).	1¾	Mch. 1	Feb. 11 to Mch. 5
Kansas City Ft. Scott & Gulf pref.	4	Feb 15	Feb. 7 to Feb. 14
do do com.	3	Feb. 15	Feb. 7 to Feb. 14
Maine Central	2½	Feb. 15	
Bank.			
Pacific (quar.)	2½	Feb. 1	
Insurance.			
City Fire	5	Feb. 12	Feb. 7 to Feb. 11

NEW YORK, FRIDAY, FEB. 9, 1883—5 P. M.

The Money Market and Financial Situation.—The receipts of cotton this week are about 166,000 bales, against 87.000 bales in the same week of 1882. The receipts of grain of all sorts at the Western markets for the latest week reported were 5,814,000 bushels, against 4,870,000 bushels in the corresponding week last year. These are the statistics pertaining to the movements in leading articles of domestic production, and they certainly show a decided increase over the movement of last year at this time. But the month of January was not favorable for activity in mercantile business or for large railroad receipts on the roads of the northern and western States, and when to these circumstances is added the cloud of uncertainty suspended over business circles by the discussions in Congress, it is not difficult to account for a temporary lack of animation at the Exchanges.

When a careful examination is made of the causes leading to the recent irregularity and depression in stocks—causes really bearing upon values, and not mere influences having a momentary effect on prices—it will be found that the competition of new lines of railroad has much to do with the decline in several of the most important stocks. This prospective competition has frequently been referred to in our reports during the past year, and it has often been suggested that the business in certain sections must necessarily be divided, and unless the tonnage increased, the old roads must, to some extent, be the losers. Is it not true that a present or prospective competition has had a material influence on such stocks as those of the Vanderbilt roads, including Northwestern and Omaha, Erie, Union Pacific, Denver & Rio Grande, Texas Pacific, and some others? It is quite possible that the effects of such competition have been unduly exaggerated, but the basis of truth was there and was made the foundation for an attack on the stocks.

The money market has been quite easy, and 5 per cent is rather an exceptional rate for call loans to stock borrowers, the bulk of business having been done at 3½ and 4½ per cent. Government bond dealers have paid 2@3 per cent. Prime commercial paper of two to four months is quoted at 5@5½ per cent.

The Bank of England weekly statement on Thursday showed a gain of £280,000 in specie, and the percentage of reserve to liabilities was 46⅛, against 47 3-16 last week; the discount rate remains at 4 per cent. The Bank of France gained 9,175,000 francs gold and 1,975,000 francs silver.

The New York City Clearing-House banks in their statement of Feb. 3 showed a decrease of $2,167,525 in their surplus reserve, the total surplus being $7,840,050, against $10,007,575 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883. Feb. 3	Differences fr'm previous week.	1882. Feb. 4.	1881. Feb. 5.
Loans and dis.	$316,460,800	Dec. $444,600	$328,852,000	$316,092 900
Specie	61.605,200	Dec. 2,332,500	66,619,900	67,603.700
Circulation	16 643,200	Dec. 310.600	20.089.200	18,363,300
Net deposits	307,182,200	Dec. 1,943,900	316.345.900	307,097.200
Legal tenders	23,030.400	Dec. 321,000	18,8?3,400	15 997.500
Legal reserve	$76.795,550	Dec. $485.975	$79.031.475	$76.774.300
Reserve held	84.635,600	Dec. 2,653,500	85,463,300	83,601,200
Surplus	$7,840,050	Dec. $2,167,525	$6.381,825	$6 826,900

Exchange.—Foreign exchange remains pretty firm, and the conclusion is naturally drawn that the outward movement of securities has been smaller than usual at this time of year. To-day the actual rates for prime bankers' sterling 60-days' bills were 4 82¾@4 83; demand, 4 85¾@4 86; cables, 4 86¼ @4 86¾. Continental bills were firm as follows, viz.: Francs, 5 21¼@5 20⅝ and 5 18⅛; reichsmarks, 94¾@95¼; guilders, 39⅞@40⅛.

New York exchange was quoted to-day as follows at the places named: Savannah buying at par, selling ⅛@¼ prem.; Charleston buying at par, selling ¼ dis.; New Orleans com., par; bank, 200 prem.; St. Louis, 75 dis.; Chicago, par to 25 prem.; Boston, 33@35 prem.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

February. 9.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 82½@4 83⅛	4 85⅛@4 87
Prime commercial	4 81⅜@4 82¼	4 84½@4 85
Documentary commercial	4 81¼@4 81⅜	4 84 @4 84⅛
Paris (francs)	5 21⅛@5 20	5 18¾@5 16¼
Amsterdam (guilders)	39⅞@ 39⅞	40 @ 40⅛
Frankfort or Bremen (reichsmarks)	94⅝@ 95⅛	95⅛@ 95⅞

United States Bonds.—The impression has gained ground that the 120th call for bonds issued last week was hardly warranted by the condition of the Treasury and its prospective revenues, and hence there has been more inclination again to purchase the 3 and 3½ per cents, instead of the higher priced long bonds. The disbursements must be large in the future; the reserve of gold is reduced; the coinage of silver dollars will probably not be stopped; and the revenue or customs receipts are likely to be cut down by Congress at the present session. So it is argued that the further redemption of bonds is likely to be small.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Feb. 3.	Feb. 5	Feb. 6.	Feb. 7.	Feb. 8.	Feb. 9
5s, continued at 3½	Q.-Feb.	103⅞	*103¾	*103¾	*103¾	*103	*103
4½s, 1891 reg.	Q.-Mar.	*112¼	112⅜	*112¼	*112⅜	112⅝	*112⅜
4½s, 1891 coup	Q.-Mar.	*113⅜	113½	*113¼	*113⅜	*113⅝	113¾
4s, 1907 reg.	Q.-Jan.	*119¼	119⅜	119½	119⅝	119⅝	*119½
4s, 1907 coup.	Q.-Jan.	119¼	119⅜	119½	*119⅝	119⅝	119⅝
3s, option U. S. reg.	Q.-Feb.	*104	104⅛	104⅛	104	*103½	103¾
6s, cur'cy, 1895 reg.	J. & J.	*128	*128	*128	*128	*128	*128
6s, cur'cy, 1896 reg.	J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1897 reg.	J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1898 reg.	J. & J.	*131	*131	*131	*130	*130	*130
6s, cur'cy, 1899 reg.	J. & J.	*132	*132	*132	*130	*130	*130

*This is the price bid at the morning board; no *sale* was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
Feb. 3	1,067.873 49	1.630.241 51	115.637,445 35	6.142.171 15
" 5	1,228.231 79	1,206,124 17	115.591,311 41	6,210.382 71
" 6	1,466.817 37	1,010,487 45	116.133.985 29	6,124,068 75
" 7	1.354.048 01	786,695 38	116,687,012 35	6.138.394 35
" 8	1,266.613 63	752.131 26	117,159,075 58	6,179.913 49
" 9	1,096,955 23	885,125 75	117,350.388 62	6,201,319 93
Total	7,480,539 55	6.320.805 55		

State and Railroad Bonds.—In State bonds the principal dealings have been in the Arkansas railroad bonds and in the Tennessee compromise bonds—the latter selling this morning at 46½@47.

Railroad bonds have had a fair business, but not particularly large for this season, as the attention of investors has been directed to the lower prices in the stock market, which offered some inducement for purchasing. The Mutual Union Telegraph bonds were about the most active of the bond list, at rising prices, on the rumors of an adjustment with Western Union Telegraph.

Railroad and Miscellaneous Stocks.—The stock market has been very irregular during the week and the movements from day to day exceedingly uncertain. There have been some sharp reactions in prices, usually occasioned by purchases to cover short contracts, but there has not been a strong and healthy demand which indicated a radical change in the tone of the market. It is well known that on a weak market stocks are gradually accumulated in stronger hands, and some considerable amounts are taken out of the Street and paid for in cash, so that the process of liquidation carried on in this manner finally lays the foundation for a decidedly better market. This is only true, however, where the outlook for the future is good and where there is no apprehension of financial difficulties ahead which may interfere with the natural course of affairs. At the present moment the prospect ahead seems reasonably fair—at least after the adjournment of Congress on the 4th of March next

One of the lively occurrences in the market was the twist given to the shorts in Lake Shore who had not delivered their stocks by 2:15 P. M. on Wednesday, and some 3,600 shares were bought in at the Exchange "under the rule" at prices about 1 per cent higher than the market price "regular." Although this proceeding against strong houses was disapproved by some parties, it had the effect of stirring up the shorts very sharply and will make them more cautious hereafter. Union Pacific was one of the weakest stocks early in the week, but has since recovered a good part of the decline; free sales were apparently made by some one among the insiders. The agreement almost signed between the Mutual Union and Western Union Telegraph Companies gives the last named a lease of the other on payment of 1½ per cent on its stock and the interest on its bonds.

The points agreed upon for a settlement of the elevated railroad litigation are given by the *Post* to-night as follows:

That dividends are to be paid as follows, viz.: First, 6 per cent to the Manhattan first preferred; second, 6 per cent to the Manhattan second preferred. Dividends on both these are to be cumulative. After paying 6 per cent on both the 1st and 2d preferred. After these, 6 per cent to the common stock. Then any surplus remaining of the 6 per cent to the common stock is to divided as follows, viz.: ⅓ to the second preferred and ⅔ to the common stock. This latter arrangement gives the common stock the preference after the first equal division to all classes of the stock. There is, however, an option in favor of the first preferred stock, viz.: If the holders of the first preferred stock elect to surrender their *first* preference and accept a common preference stock, viz: to merge all classes of the stock into only two classes, then, after paying six per cent on the preferred stock, all surplus earnings will be equally div ded

RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR THE WEEK AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, Feb. 3.	Monday, Feb. 5.	Tuesday, Feb. 6.	Wednesday Feb. 7.	Thursday, Feb. 8.	Friday, Feb. 9.	Sales of the Week (Shares).	Range Since Jan. 1, 1883. Lowest.	Highest.	For Full Year 1882. Low.	High
RAILROADS											
Atchison Topeka & Santa Fe	....	....	81 81	....	....	....	130	79 Jan. 3	82 Jan. 17	84	95½
Boston & N. Y. Air-Line, pref	....	....	*80	*82	81½ 81½	80½ 80½	28	80½ Feb. 9	83 Jan. 5	60	80½
Burlington Cedar Rap. & No.	*82	....	....	....	....	....	30,870	65 Jan. 3	71¾ Jan. 19	67	85⅛
Canada Southern	65¾ 67	65⅞ 67½	67 68¾	66⅝ 67¼	67 68⅛	67½ 68⅛	200	14 Jan. 20	15 Jan. 3	44	73
Cedar Falls & Minnesota	....	14 14	14 14	....	....	....	.....	25 Jan. 9	28 Jan. 3	14	30
Central Iowa	....	....	....	....	....	....	42,350	68¼ Jan. 3	76½ Jan. 18	27	37¼
Central of New Jersey	71½ 73¾	71¼ 73	72⅝ 73	71⅜ 72	71⅞ 72⅝	72 73⅜	33,475	70 Feb. 7	88 Jan. 5	63¼	97½
Cent al Pacific	82⅜ 83	82¼ 82⅞	82½ 82⅞	79 82	80 80¾	81 81¾	625	20¼ Feb. 8	23¾ Jan. 20	19½	27
Chesapeake & Ohio	22½ 22½	22 22¼	23¼ 24	22 22	20¾ 20¾	21½ 21½	1,540	30 Feb. 7	35½ Jan. 20	27¼	41½
Do 1st pref	32¼ 32¼	31 32	31 31⅛	30 30	32 32	*30 32	206	23 Feb. 9	27 Jan. 22	21	29
Do 2d pref	*24¼ 26½	24 24	*24 26	*23	23⅝ 23⅝	23 23	236	131¼ Jan. 3	137¼ Jan. 22	127½	145½
Chicago & Alton	137 137	135 135	*134½ 136	*134½ 136	*124½ 136	135 136¼	33,921	117¼ Feb. 8	125⅞ Jan. 18	120½	141
Chicago Burlington & Quincy	121⅛ 122	120¼ 122¼	120½ 122¼	117⅝ 120⅜	117¼ 119	118⅛ 119½	353,601	99⅞ Feb. 7	108½ Jan. 20	96½	128¼
Chicago Milwaukee & St. Paul	102⅜ 104⅞	101½ 103¼	101¾ 103¼	99⅞ 101½	100¾ 102	101 102½	139,075	128⅛ Feb. 2	136¼ Jan. 4	124	150¾
Do pre	119 119½	119 119	118 118½	116⅜ 117¼	117½ 117¾	117½ 118½	6,525	114⅝ Feb. 7	120¼ Jan. 5	138	175
Chicago & Northwestern	128¾ 131	129½ 133⅛	131 133	129⅝ 131	130¾ 131⅞	130¼ 132½	10,210	121¾ Feb. 7	127¼ Jan. 5	122	140¼
Do pref	144⅝ 145½	145½ 147	146 147⅞	145 145½	145¼ 145⅝	145¼ 145¾	37,436	45½ Feb. 7	55 Jan. 18	29¾	58¼
Chicago Rock Isl. & Pacific	122⅝ 123	123 123	123 123¼	121¾ 122¾	122¼ 123⅝	123 123½	26,075	102⅞ Feb. 8	113¼ Jan. 5	97½	117
Chicago St. Paul Minn. & Om.	46 47⅛	46 47⅜	46⅓ 47¼	45½ 46⅞	45¾ 46⅝	46¼ 47⅛				44	62
Do pref	104½ 105¼	104⅛ 105⅝	105 105½	103¼ 104½	102⅞ 104¾	104 105					
Cincinnati Sandusky & Clev	....	....	....	....	....	....					
Cleveland Col. Cin. & Ind	78 79	77½ 77½	*77 78½	*76	*76 78	77½ 77¾	1,200	77 Jan. 25	84 Jan. 5	65½	92¾
Cleveland & Pittsburg guar	140½ 140½	*141¼	*141	*141	....	*141 142	10	139 Jan. 11	142 Jan. 26	133	140
Columbia & Greenville, pref	....	....	....	....	....	....				[illegible]	104
Columbus Chic. & Ind. Central	4 4	*3½ 4¼	4 4	4 4	*3⅞ 4¼	4¼ 4¼	747	3¼ Jan. 20	4⅞ Jan. 9	3⅞	21⅞
Columbus Hocking Val & Tol.	....	....	....	....	....	....				66	[illegible]
Delaware Lackawanna & West	121½ 124⅞	121⅜ 125⅛	122⅜ 123¼	120 122⅛	120⅝ 122⅛	120¾ 122¼	322,711	120 Feb. 7	129¼ Jan. 4	116¼	150¼
Denver & Rio Grande	44⅜ 47¼	44¾ 46	45⅝ 46⅜	44½ 45¾	44½ 46	43¼ 45¼	157,670	39⅞ Jan. 2	51⅜ Jan. 20	38¼	74⅝
Dubuque & Sioux City	*86 89	*86 89	*86 90	*85 88	*87 90	*86	.....	89 Jan. 15	89½ Jan. 12	82	96½
East Tennessee Va. & Ga	9⅛ 9⅜	9 9⅛	9⅛ 9¼	9 9⅛	9 9	9 9	3,585	9 Feb. 5	10¼ Jan. 2	8	16
Do pref	16 16½	16 16¼	16 16	*15½ 16½	*15½ 16¾	16⅜ 16⅜	3,300	16 Feb. 3	18¼ Jan. 2	15½	26½
Evansville & Terre Haute	....	....	....	....	72½ 72½	....	200	72½ Feb. 8	75 Jan. 29	68	86¾
Fort Worth & Denver City	....	30 31	....	....	....	....	300	30 Jan. 2	33⅞ Jan. 19	29½	42⅝
Green Bay Winona & St. Paul	....	....	....	....	....	5 5	500	5 Feb. 9	6½ Jan. 19	[illegible]	16
Hannibal & St. Joseph	*..... 42	40 40	40 40	40 40	....	....	800	40 Feb. 5	46¾ Jan. 17	45	110
Do pref	*84½ 85	80 83½	*82½ 86	82⅛ 83¾	82 83	83 83¾	2,900	72 Jan. 3	87¾ Jan. 30	72	111¼
Houston & Texas Central	*73 80	*73 79	*73 80	*73 79	*73 79	*73 78	.....	75 Jan. 4	79 Jan. 16	61	92½
Illinois Central	145¼ 146¼	144⅞ 146¾	146¼ 146¼	145½ 146	145⅛ 145¾	146⅝ 146¾	1,930	141⅝ Jan. 3	147 Jan. 30	127¾	150½
Do leased line	....	....	....	....	....	....		78 Jan. 23	81 Jan. 22		
Indiana Bloom'n & Western	29½ 30½	30 30	30 30	29½ 29¾	30 30	30 30½	1,860	29½ Feb. 3	35 Jan. 9	30	49½
Lake Erie & Western	28½ 29	28 28½	28¼ 28½	28 28	28 28⅜	....	3,100	28 Feb. 5	33¼ Jan. 18	23½	45
Lake Shore	108½ 109¼	108¼ 110¼	109¼ 110¼	108⅝ †111	109½ 110¾	110¼ 110⅞	111,368	108¼ Feb. 3	114⅞ Jan. 18	98	120⅛
Long Island	62⅜ 62¾	*62 63	*62¼ 63	*62 63	63⅛ 63½	62½ 63	510	60 Jan. 2	65 Jan. 18	49½	65
Louisville & Nashville	54⅜ 56½	54⅜ 56¼	55½ 56⅜	54⅞ 55⅝	55¼ 56	55⅜ 56⅜	68,580	51⅝ Jan. 2	58½ Jan. 20	46½	100¾
Louisville New Albany & Chic	60 70	64 64	*60 70	63 63	*60 68	61 61	415	60 Feb. 3	68 Jan. 5	57	78
Manhattan	*45 70	*45 50	46 46	*45 50	46½ 46½	49 53⅞	4,770	46 Feb. 6	53⅞ Feb. 9	40	60⅛
Do 1st pref	*82 90	*87 92	*87 89	*86 86	*87 89	*87 90	5	84¾ Jan. 3	90 Jan. 18	82	98½
Do common	*45 50	*40 50	*45 50	*45 50	*47 49	*48 50	.....	50 Jan. 30	50 Jan. 30	40	56
Manhattan Beach Co	17 17	*15	*17½	*16 19	....	....	300	17 Feb. 3	19 Jan. 6	15	37
Memphis & Charleston	45 45	41½ 45	43 44½	40 43	42 43½	....	7,900	40 Feb. 7	55 Jan. 8	42¼	82⅝
Metropolitan Elevated	*80 85	81 83½	*80 86	*80⅜ 82½	*81 83	82½ 85	600	80 Jan. 26	85 Jan. 8	77	93
Michigan Central	94 95½	93½ 96¼	95 96	94⅝ 95⅝	94¾ 96⅜	95½ 96	30,435	93½ Feb. 5	100⅛ Jan. 19	77	105
Milwaukee L. Sh. & Western	*..... 17	*..... 17	*..... 17	*..... 17	*..... 17	*..... 17		17¼ Jan. 3	18 Jan 4	13	21
Do pref	*..... 48	*..... 48	*..... 48	45 45	*..... 46	46 46	200	45 Feb. 7	48½ Jan. 20	41¾	58¼
Minneapolis & St. Louis	26 26½	25¾ 26¼	26 26	25 25½	25 25	25⅞ 26½	2,100	25 Feb. 7	30¾ Jan. 18	19	36¾
Do pref	60 60½	60 60½	60 60¾	59¼ 59¾	59¾ 60¼	60½ 60½	2,150	59¼ Feb. 5	64½ Jan. 18	59	77
Missouri Kansas & Texas	29½ 31⅜	29½ 30⅞	30½ 31	29¾ 30½	30¼ 30⅞	30¾ 31⅜	47,253	29½ Feb. 5	34⅞ Jan. 18	26⅞	42½
Missouri Pacific	100¾ 102	100¾ 101⅞	101⅝ 102⅜	100¾ 101⅝	101¾ 102	101⅝ 102	36,050	100¼ Jan. 3	105⅝ Jan. 19	86⅝	112½
Mobile & Ohio	18⅛ 19½	*18 19	*18 20	17½ 18	17½	....	1,112	17½ Feb. 7	19½ Jan. 5	12	35¾
Morris & Essex	122 122	122 122	*121 122	121¾ 121½	*121 122½	121¼ 121¼	570	121¼ Feb. 9	124 Jan. 9	119¾	128
Nashville Chattanooga & St. L.	61 61¾	59¼ 60¼	60½ 61	59⅞ 60	60 60	*59 60	6,500	55⅝ Jan. 3	61⅞ Jan. 22	47	87½
New York Central & Hudson	124¼ 125⅞	124⅝ 125¾	125¼ 125⅞	124¾ 125⅜	125 127⅛	125¾ 127⅝	91,269	124¼ Feb. 3	128¾ Jan. 18	123⅝	138
New York Chic. & St. Louis	10½ 11	10⅝ 11	11¼ 11⅜	10½ 11¼	11 11¼	10⅞ 11¼	5,345	10 Feb. 2	15½ Jan. 5	10½	17¾
Do pref	25½ 26	25¼ 25½	26 26¼	23 25¼	25 25	23½ 25	6,950	23 Feb. 7	35 Jan. 4	27	37⅝
New York Elevated	*100	*100	*100	*100	*100	*100		101 Jan. 13	101 Jan. 13	100	109½
New York Lake Erie & West	37⅜ 38⅜	37⅛ 38	37½ 37⅞	36⅝ 37¼	37 37½	37⅜ 37⅝	88,450	36⅝ Feb. 7	40⅞ Jan. 18	33¼	43¾
Do pref	....	78¾ 79	79 79¼	79¾ 79¾	79 79	79½ 79½	1,510	78¾ Feb. 5	83 Jan. 5	67	88¼
New York & New England	45½ 46	....	....	....	....	....	200	45½ Feb. 3	52¼ Jan. 9	45	60½
New York New Haven & Hart.	170½ 172	*170	*170	*170	....	172 172	85	169 Jan. 16	175 Jan. 10	168	186
New York Ontario & Western	25¾ 26	25¾ 26	25⅞ 25⅞	25¾ 25¾	25½ 25¾	25¾ 25⅞	3,176	25½ Feb. 8	27⅛ Jan. 15	20½	31⅞
Norfolk & Western	....	....	....	....	....	....		18 Jan. 8	18 Jan. 8	16	24
Do pref	42½ 43⅞	42⅝ 43½	43½ 44⅛	43½ 43½	42¾ 43½	41½ 42½	13,515	41⅛ Feb. 9	49¾ Jan. 20	44¼	60
Northern Pacific	47¼ 48½	47¼ 48¼	47⅞ 48⅝	47⅛ 47¾	47⅝ 48⅛	47¾ 48⅜	54,885	46⅜ Jan. 3	51⅜ Jan. 20	28¾	54⅜
Do pref	82⅞ 84	83¼ 84½	83¾ 84⅛	82½ 83¼	83¼ 83⅜	83⅜ 83⅜	18,978	82½ Feb. 7	87½ Jan. 18	66¾	100⅜
Ohio Central	12¼ 12¾	12 12⅜	12 12	11¾ 12	11½ 12	11⅜ 11⅝	4,550	11½ Feb. 8	13⅞ Jan. 18	11⅜	25⅝
Ohio & Mississippi	31 31⅜	32 32	31⅝ 32	31¼ 31½	....	....	1,070	31 Jan. 3	34½ Jan. 4	27	42
Ohio Southern	....	13 13	....	....	....	....	100	10 Feb. 2	13¾ Jan. 18	11	23½
Oregon & Trans-Continental	83¼ 84½	83 84	81 84⅜	83 83¾	83½ 84⅜	84¼ 84¾	23,717	82½ Jan. 3	89 Jan. 19	[illegible]	98¾
Panama, Trust Co. certificates	....	....	....	....	....	....				165	204
Peoria Decatur & Evansville	23 23¾	22¾ 23	22¾ 23¼	22 22½	22¼ 23	23½ 23½	3,975	22 Feb. 7	28 Jan. 18	23	39¾
Philadelphia & Reading	53⅞ 54⅝	52½ 54	53½ 54	52¾ 53½	53¼ 53⅝	53¼ 53⅞	35,800	52¼ Jan. 2	58½ Jan. 18	46¾	67½
Pittsburg Ft. Wayne & Chic	‖136 136	*136 136	....	136½ 136½	*136 137	....	35	135 Jan. 2	138 Jan. 16	130	139
Rensselaer & Saratoga	....	....	....	142 142	....	....	20	139½ Jan. 3	142 Feb. 7	131½	142
Rich. & Allegh., st'k trust ctfs.	....	12¼ 12¼	....	....	....	....	200	12¼ Feb. 5	15 Jan. 6	13	40
Richmond & Danville	55½ 55½	*52¾ 55½	55 55	*53 55¼	54½ 56	54½ 55	820	47 Jan. 13	60 Jan. 18	52	250
Richmond & West Point	26 26⅜	25½ 26	*24 27	25 25½	25½ 25½	26 26	1,800	21¼ Jan. 13	29 Jan. 30	23	263
Rochester & Pittsburg	19¾ 20⅜	19½ 20¾	20⅛ 21⅛	20 20¾	20¼ 20¾	20 20⅝	60,440	19½ Feb. 5	22 Jan. 5	17½	36½
Rome Watertown & Ogdensb.	....	....	....	....	....	....		32 Jan. 5	32½ Jan. 10	20	40
St. Louis Alton & Terre Haute	60 62	60¾ 64	65 66	63 64	65 65½	64¾ 65	4,000	48 Jan. 3	71 Jan. 30	20½	50
Do pref	93 95	*93 95	97 97½	*95 98	....	97 97	700	90 Jan. 3	100¾ Jan. 30	55	94½
St. Louis & San Francisco	30 30¼	30 30¼	30½ 30⅝	30½ 30½	30¼ 30⅜	31 32	4,300	30 Feb. 2	34⅞ Jan. 12	31	48⅞
Do pref	49½ 50¼	50 50	50 50⅞	50 50¾	50⅝ 50⅝	50⅞ 50⅞	4,400	49½ Feb. 5	54⅞ Jan. 12	43	66⅜
Do 1st pref	*90 95	*91 94	91⅞ 92	*91 93	*91 94	*91 94	450	91⅞ Feb. 6	100½ Jan. 11	79¾	106½
St. Paul & Duluth	*39 50	*38½ 39½	*34½ 40	*38½ 40	*36 40	39¼ 39½	200	38¾ Jan. 4	40⅞ Jan. 9	26	42¾
Do pref	*93 95	*93 94	*93½ 94	*93 95	93 93	*93 95	100	93 Feb. 8	97½ Jan. 4	68	99¼
St. Paul Minneap. & Manitoba	141 141	141 141½	142 142	139¾ 141¼	140⅞ 140⅞	140⅞ 141¼	2,189	139 Jan. 3	147¼ Jan. 18	108½	146½
Texas & Pacific	38 39¼	37¾ 39¼	38¼ 39⅜	37⅞ 38⅝	38⅜ 39	38¾ 39½	49,320	36¾ Jan. 3	43 Jan. 18	34	55
Toledo Delphos & Burlington	....	....	....	....	....	....		10 Jan. 17	10 Jan. 17	8½	19
Union Pacific	95⅛ 97⅝	94½ 96½	94 95⅜	94¼ 93⅞	92½ 94½	93⅝ 95	457,395	91¼ Feb. 7	104¾ Jan. 18	98¼	119¾
Wabash St. Louis & Pacific	30½ 32	30½ 32⅜	31¼ 31⅞	30⅝ 31¼	30⅞ 31½	31⅜ 31¾	21,670	30⅝ Feb. 7	36¼ Jan. 18	23⅝	39⅞
Do pref	51¼ 52⅞	51 52¾	51⅜ 52⅛	50¼ 51⅜	51 51⅞	51⅜ 52	52,925	50¼ Feb. 7	57½ Jan. 18	45⅞	71⅝
MISCELLANEOUS.											
American Tel. & Cable Co	66⅝ 66⅞	66 66½	....	66¼ 66½	66½ 67	66 66	1,143	65⅞ Jan. 4	69½ Jan. 15	65	74
Bankers' & Merchants' Tel	....	....	....	....	....	....		128 Jan. 29	133 Jan. 3	125	132
Colorado Coal & Iron	29¼ 30	29 29½	28½ 29	28¾ 29	29 29¾	....	2,200	28¼ Feb. 7	32¼ Jan. 31	25	53⅞
Delaware & Hudson Canal	107¼ 108⅛	107¼ 107¾	107½ 107⅝	107½ 107½	107½ 108	107⅜ 108¼	4,710	107 Jan. 2	109½ Jan. 5	102¾	119¾
Mutual Union Telegraph	*21 22¼	21 21⅜	22 23½	22 23	21½ 22½	....	2,390	21 Jan. 6	25 Jan. 17	19⅞	30¼
Oregon Railway & Nav. Co	135 135¼	....	138 138	135 135	....	....	520	135 Feb. 3	144 Jan. 18	128	163⅜
Pacific Mail	40 40½	39¾ 41	41 42¾	41 41½	41½ 41½	41 41⅝	7,900	39 Jan. 25	43⅜ Jan. 18	32¾	48⅜
Pullman Palace Car	*119 121	120 120¾	121¼ 121¼	120 120	*118 120	121 121	870	120 Feb. 5	128 Jan. 20	117	145
Western Union Telegraph	79⅞ 80¾	79¼ 80¾	80¼ 81⅜	80¼ 81⅝	81⅜ 82½	82 83⅜	207,721	79¼ Feb. 5	85⅛ Jan. 18	76⅛	93⅝
Sutro Tunnel	....	....	....	....	....	¼ ¼	500	¼ Jan. 3	¼ Jan. 3	⅛	1
EXPRESS.											
Adams	135 135	*134 135	*134 135	135 135	*134 135	135 135	68	133 Jan. 5	135 Jan. 5	133	140½
American	*90 91	*90 91	90¾ 90¾	*90 91½	91 92	91 91½	280	90½ Jan. 27	93 Jan. 5	90	97½
United States	*63 66	*63 65	62½ 62½	*62 64	*62 65	61½ 63	233	61½ Feb. 9	65½ Jan. 8	62	80¾
Wells, Fargo & Co	*124 126	*124 125	123 123	124½ 124½	*122 124	*122 125	15	123 Feb. 8	126 Jan. 8	125	132
COAL AND MINING.											
Consolidation Coal	....	*27 30	*27 30	....	*25	*25 30	.....	27½ Jan. 10	27⅝ Jan. 18	27½	36⅞
Homestake Mining	17½ 17¾	17½ 17½	....	....	....	17⅜ 17½	735	17⅛ Feb. 9	19 Jan. 19	15⅝	19¾
Little Pittsburg Mining	....	....	....	....	....	....				1⅛	2¼
Mariposa Land & Mining	....	....	....	....	....	....				1¼	2½
Maryland Coal	*15 18	17 17	17 17	*15 18	*15 18	*15 18	150	17 Jan. 15	17 Jan. 15	13	26
Ontario Silver Mining	....	....	34 34	....	....	....	100	34 Feb. 6	35½ Jan. 8	33	40
Pennsylvania Coal	....	....	....	....	....	....		270 Feb. 2	270 Feb. 2	[illegible]	245
Quicksilver Mining	*8 10	8 8	*8 10	*8 10	*8 10	*8 10	100	8 Feb. 1	8 Feb. 1	8	14¼
Do pref	*40	*40	*40	*40¼	*40½ 46	*41 45	.....	37½ Jan. 26	40 Feb. 1	40	62¾
Standard Consol. Mining	....	....	....	....	....	....	.....	5¾ Jan. 27	6½ Jan. 8	4½	19¾
Cameron Coal	....	....	....	....	....	....	.....	17½ Jan. 26	18 Jan. 3	18	37¼
Central Arizona Mining	....	....	....	....	....	....	.....	⅜ Jan. 29	½ Jan. 12	½	1⅝
Deadwood Mining	....	....	....	....	....	....	.....	....	....	4	6¾
Excelsior Mining	....	....	....	....	....	....	.....	....	....	¼	2⅞
New Central Coal	*14½ 16	*13 17	*14 16	*14 16	....	14 14	100	14 Jan. 4	14 Jan. 4	13½	23
Robinson Mining	....	....	....	....	....	....	.....	....	....	1	4
Silver Cliff Mining	....	....	....	....	....	....	.....	....	....	2	2¾
Stormont Mining	....	....	....	....	....	....	.....	....	....	1½	1½

* These are the prices bid and asked; no sale was made at the Board. † Sold "under the rule;" highest "regular way," 110¼.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama—		
Class A, 3 to 5, 1906	82½	83¾
Class A, 3 to 5, small	84½	.....
Class B, 5s, 1906	100	102½
Class C, 4s, 1906	84½	87
6s, 10-20s, 1900	102	.....
Arkansas—		
6s, funded, 1899-1900	18	.....
7s, L. Rock & Ft. S. iss.	50	.....
7s, Memp. & L. Rock RR	47	53
7s, L. R. P. B. & N. O. RR	47	48
7s, Miss. O. & R. R. RR.	45	47
7s, Arkansas Cent. RR.	19⅞	23½
Connecticut—6s, 1883-4	101	.....
Georgia—6s, 1886	104	.....
7s, new, 1886	106	.....
7s, endorsed, 1886	106	.....
7s, gold, 1890	114	.....
Louisiana—		
7s, consol., 1914	73	73¾
7s, small	68	70
Louisiana—Continued—		
Ex-matured coupon	65	67
Michigan—		
7s, 1890	114	.....
Missouri—		
6s, due 1883	100½	.....
6s, due 1886	106½	107
6s, due 1887	107¼	.....
6s, due 1888	109	111
6s, due 1889 or 1890	110	.....
Asylum or Univ., due '92	113	.....
Funding, 1894-95	118	.....
Hannibal & St. Jo., '86	.....	110½
Do do '87	.....	110½
New York—		
6s, gold, reg., 1887	.....	.....
6s, gold, coup., 1887	.....	.....
6s, loan, 1891	.....	.....
6s, loan, 1892	.....	.....
6s, loan, 1893	.....	.....
N. Carolina—6s, old, J. & J.	31	32½
6s, old, A. & O.	31	32½
N. Carolina—Continued—		
No. Carolina RR., J. & J.	155	.....
Do A. & O	155	.....
Do coup. off, J. & J.	130	.....
Do coup. off, A. & O.	130	.....
Funding act, 1866-1900	10	12
Do 1868-1898	10	12
New bonds, J. & J., '92-8	15	.....
Do A. & O.	15	.....
Chatham RR	5	6½
Special tax, class 1, '98-9	7	8½
Do class 2	7	8½
Do to W. N. C. RR	7	8½
Do Western RR.	7	8½
Do Wil. C. & Rn. R.	7	8
Do W'n. & Tar R.	7	8
Consol. 4s, 1910	77½	80
Small	77½	.....
Ohio—		
6s, 1886	107½	.....
Rhode Island—		
6s, coupon, 1893-99	.....	.....
South Carolina—		
6s, Act Mar. 23, 1869	6½	7
non-fundable, 1888		
Brown consol'n 6s, 1893	104	104
Tennessee—6s, old, 1892-8	42	45
6s, new, 1892-8-1900	41	.....
6s, new series, 1914	41	.....
Comp'mise, 3-4-5-6s, 1912	.....	.....
Virginia—6s, old	35	40
6s, new, 1866	35	.....
6s, new, 1867	35	.....
6s, consol. bonds	.....	.....
6s, ex matured coupon	.....	.....
6s, consol., 2d series	.....	.....
6s, deferred	12	13
District of Columbia—		
3-65s, 1924	.....	.....
Small bonds	.....	.....
Registered	.....	100½
Funding 5s, 1899	.....	.....
Do small	.....	.....
Do registered	.....	.....

RAILROAD BONDS.

Railroad Bonds. (Stock Exchange Prices.)		
Ala. Central—1st, 6s, 1918	.....	.....
Alleg'y Cen.—1st, 6s, 1922	.....	99½
Atch. T. & S. Fe—4½, 1920	.....	.....
Sinking fund, 6s, 1911	.....	.....
Atl. & Pac.—1st, 6s, 1910	.....	94
Balt. & O.—1st, 6s, Prk. Br.	114	117
Bost. Hartf. & E.—1st, 7s	.....	52
Guaranteed	.....	.....
Bur. C. Rap. & No.—1st, 5s	100½	101
Minn. & St. L.—1st, 7s, gu	*120	.....
Iowa C. & West.—1st, 7s	*111	.....
C. Rap. Ia F. & N.—1st, 6s	.....	109
1st, 5s, 1921	.....	.....
Central Iowa—1st, 7s, '99	106	.....
Char. Col. & Aug.—1st, 7s	105	.....
Ches & Ohio—Pur. m'y fd.	1.3	.....
6s, gold, series A, 1908	.....	107½
6s, gold, series B, 1908	90⅛	90¾
6s, currency, 1918	5½	.....
Mortgage 6s, 1911	100	103
Chicago & Alton—1st, 7s	*117½	118
Sinking fund, 6s, 1903	113	114
La. & Mo. Riv.—1st, 7s	114	116
2d, 7s, 1900	.....	110
St. L. Jack. & Chic.—1st	117¼	.....
1st, guar. (564), 7s, '94	.....	.....
2d (360), 7s, 1898	.....	.....
2d, guar. (188), 7s, '98	.....	117
Miss. R. Br'ge—1st, s. f. 6s	.....	.....
C. B. & Q.—Consol. 7s, 1903	129⅝	127½
5s, sinking fund, 1901	102	.....
Ia. Div. S. F., 5s, 1919	103	105¾
S. F., 4s, 1919	87	87½
Denver Div.—4s, 1922	82	83½
4s, 1921	80½	81½
C. R. I. & P. 6s, cp., 1917	124	125
6s, reg., 1917	123¾	125
Kee. & Des M.—1st, 5s	102⅝	103
Central of N. J.—1st, '90	*113	.....
1st consol. assented, '90	110¼	110½
Conv., assented, 7s, 1902	.....	110¾
Adjustment, 7s, 1903	106	106¼
Leh. & W. B.—Con. g'd. as	104	105
Am. D'k & Imp.—5s, 1921	87½	90½
C. M. & St. P.—1st, 8s, P. D.	131	131½
2d, 7 3-10, P. D., 1898	120	122
1st, 7s, $ g., R. D., 1902	127	.....
1st, La C. Div., 7s, 1893	117½	118
1st, I. & M., 7s, 1897	118¼	120
1st, I. & D., 7s, 1899	118	.....
1st, C. & M., 7s, 1903	120	.....
Consol. 7s, 1905	120	123
2d, 7s, 1884	103	.....
1st, 7s, I. & D. Ext., 1908	120	.....
S. W. Div., 1st, 6s, 1909	107⅜	108
1st, 5s, La C. & Dav., 1919	94	94½
1st, S. Minn. Div. 6s, 1910	106½	106⅝
1st, H. & D., 7s, 1910	116½	.....
Ch. & Pac. Div., 6s, 1910	.....	111
1st, Chic. & P. W., 5s, 1921	91⅞	.....
Min'l Pt. Div., 5s, 1910	89	91½
C. & L. Sup. Div., 5s, 1921	.....	.....
C. & N'west.—S. fd., 7s, '85	*104	.....
Interest bonds, 7s, 1883	103	.....
Consol. bonds, 7s, 1915	.....	131¼
Extens'n bonds, 7s, '85	*100	.....
1st, 7s, 1885	*104	105½
Coupon, gold, 7s, 1902	.....	125
Reg., gold, 7s, 1902	124	125⅞
Sinking fund, 6s, 1929	*110	112
Sinking fund, reg	.....	110
Sinking fund, 5s, 1929	101⅛	101½
Sinking fund, reg	*100⅜	100¾
Escan'a & L. S.—1st, 6s	.....	.....
Des M. & Min's—1st, 7s	.....	.....
Iowa Midland—1st, 8s	120	131
Peninsula—1st, conv. 7s	120	.....
Chicago & Mil.—1st, 7s	118	121
Win. & St. P.—1st, 7s, '87	105½	107½
2d, 7s, 1907	121½	124
Mil. & Mad.—1st, 6s, 1905	.....	.....
C. C. C. & Ind'a—1st, 7s, s. f.	.....	.....
Consol. 7s, 1914	121½	.....
C. St. P. M. & O.—Consol., 6s	107	.....
C. St. P. & M.—1st, 6s, 1918	.....	112½
N. Wis.—1st, 6s, 1930	*108	.....
St. P. & S. C.—1st, 6s, 1919	.....	112½
Chic. & E. Ill.—1st, s. f., cur.	.....	100
Col. & Green.—1st, 6s, 1916	.....	.....
2d, 6s, 1926	.....	.....
Col. H. Val. & Tol.—1st, 5s	*80	85
Del. L. & W.—7s, conv., '92	117	.....
Mortgage 7s, 1907	126	.....
Syr. Bing. & N. Y.—1st, 7s	120	128⅞
Morris & Essex.—1st, 7s	135¼	.....
2d, 7s, 1891	*113½	.....
Bonds, 7s, 1900	.....	.....
7s of 1871, 1901	122	122¾
1st, consol., guar., 7s	121	122½
Del. & H.—1st, 7s, 1884	103⅛	.....
7s, 1891	.....	114
1st, ext., 7s, 1891	.....	.....
Coup., 7s, 1894	115	.....
Reg., 7s, 1894	115¼	118½
1st, Pa. Div., cp., 7s, 1917	*	126½
Pa. Div., reg., 7s, 1917	.....	.....
Del. & H.—Continued—		
Alb. & Susq.—1st, 7s	110	115
2d, 7s, 1885	*106	.....
1st, cons., guar. 7s, 1906	*	130
Rens. & Sar.—1st, coup.	137	.....
1st, reg., 1921	*134	.....
Denv. & Rio Gr.—1st, 1900	108	.....
1st consol., 7s, 1910	88½	90
Denv. So. P. & Pac.—1st, 7s	.....	102
Det. Mac. & Marq.—1st, 6s	.....	96
Land grant, 3½s, S. A.	.....	.....
E. T. Va. & G.—1st, 7s, 1900	116	.....
1st, cons., 5s, 1930	71¾	72½
Divisional 5s, 1930	92	.....
Eliz. C. & N.—S. f., deb. c. 6s	.....	.....
1st, 6s, 1920	.....	.....
Eliz. Lex. & Big S.—6s	93	95
Erie—1st, extended, 7s	.....	128
2d, extended, 5s, 1919	108	.....
3d, 7s, 1883	*	103½
4th, extended, 5s, 1920	.....	.....
5th, 7s, 1888	.....	.....
1st cons., gold, 7s, 1920	.....	129½
1st cons., fd. coup., 7s	.....	.....
Reorg., 1st lien, 6s, 1908	*	118
Long Dock b'ds, 7s, '93	*117	.....
Buff. N. Y. & E.—1st, 1916	130	.....
N. Y. L. E. & W.—New 2d 6	96½	.....
2d, consol., fd. cp., 5s	*	96
Buf. & S. W.—M. 6s, 1908	.....	.....
Ev. & T. H.—1st, cons., 6s	96	98
Flt & P. M'rq.—M. 6s, 1920	*	113
Gal. Har. & S. Ant.—1st, 6s	*	106
2d, 7s, 1905	*107	108
Mex. & Pac.—1st, 5s	.....	.....
2d, 6s, 1931	.....	.....
Gr'n Bay W. & S. P.—1st, 6s	*77	80
Gulf Col. & S. Fe—7s, 1909	111⅜	111¾
Han. & St. Jos.—8s, conv.	*	108¼
Consol. 6s, 1911	*107	108
Hous. & T. C.—1st, M. L., 7s	107½	108
1st, West. Div., 7s	101⅞	106
1st, Waco & N., 7s	110	.....
2d consol., main line, 8s	120	.....
2d, Waco & No., 8s, 1915	.....	.....
General, 6s, 1921	.....	.....
Hous. E. & W. Tex.—1st, 7s	*	105
Ill. Cent.—Sp. Div. Cp. 6s	.....	.....
Middle Div.—Reg., 5s	.....	.....
C. St. L. & N. O.—Ten. l., 7s	*113	.....
1st consol., 7s, 1897	*	120
2d, 7s, 1907	*104¾	.....
Gold, 5s, 1951	.....	.....
2d Div., 7s, 1894	.....	.....
Ced. F. & Minn.—1st, 7s	*	114
Ind. Bl. & W.—1st pref. 7s	114½	118
1st, 4-5-6s, 1909	85	88
2d, 4-5-6s, 1909	.....	74
East'n Div.—6s, 1921	91	92½
Indianap. D. & Spr.—1st, 7s	*	102
2d, 5s, 1911	.....	.....
Int. & Gt. No.—1st, 6s, gold	105¼	105½
Coupon, 6s, 1909	84½	85
Kent'ky Cen.—M., 6s, 1911	.....	.....
Lake Shore & Mich. So.—	.....	.....
Mich S. & N. I.—S. fd., 7s	106¾	107
Cleve. & Tol.—Sink. fd.	105¾	106
New bond, 7s, 1886	107¾	109½
Cleve. P. & Ash.—7s	113	.....
Buff. & Erie—New bds.	120	.....
Kal. & W. Pigeon—1st	100	.....
Det. M. & T.—1st, 7s, 1906	120	.....
Lake Shore—Div. bonds	121½	.....
Consol., coup., 1st, 7s	*125	.....
Consol., reg., 1st, 7s	125	126
Consol., coup., 2d, 7s	120	121¼
Consol., reg., 2d, 7s	120	121½
Long Isl. R.—1st, 7s, 1898	*117½	.....
1st consol., 5s, 1931	97½	98
Louisv. & N.—Cons. 7s, '98	115⅜	.....
2d, 7s, gold, 1883	100	.....
Cecilian Br'ch—7s, 1907	105¼	.....
N. O. & Mob.—1st, 6s, 1930	.....	90
E. H. & N.—1st, 6s, 1919	95	.....
General, 6s, 1930	.....	92¼
Pensac'la Div.—6s, 1920	.....	.....
St. L. Div.—1st, 6s, 1921	95	.....
2d, 3s, 1980	45	.....
Nashv. & Dec.—1st, 7s	116	117½
S. & N. Ala.—S. f., 6s, 1910	.....	.....
Lebau'n-Knox—6s, 1931	*100	.....
Louisv. C. & L.—6s, 1931	*100	.....
L. Erie & W.—1st, 6s, 1919	.....	100
Sandusky Div.—6s, 1919	.....	96
Laf. Bl. & M.—1st, 6s, 1919	.....	100
Louisv. N. Alb. & C.—1st, 6s	102¼	.....
Manhat. B'ch Co.—7s, 1909	.....	89
N. Y. & M. B'h—1st, 7s, '97	.....	.....
Marietta & Cin.—1st, 7s,	.....	.....
1st, sterling	.....	.....
Metr'p'lit'n El.—1st, 1908	96⅞	97
2d, 6s, 1899	85½	.....
Mex. Cen.—1st, 7s, 1911	.....	.....
Mich. Cen.—Con., 7s, 1902	125	.....
Consolidated 5s, 1902	.....	.....
Equipm't bds., 8s, 1883	.....	.....
6s, 1909	.....	.....
Coupon, 5s, 1931	.....	103½
Registered, 5s, 1931	.....	.....
Jack. Lan. & Sag.—6s, '91	.....	.....
Mil. & No.—1st, 6s, 1910	.....	93
Mil. L. S. & W.—1st, 6s, 1921	.....	93½
Minn. & St. L.—1st, 7s, 1927	118¾	.....
Iowa Ext.—1st, 7s, 1909	112	.....
2d, 7s, 1891	100	105
S'thw. Ext.—1st, 7s, 1910	110⅛	110⅜
Pac. Ext.—1st, 6s, 1921	101⅛	101⅜
Missouri Kan. & Tex.—	.....	.....
Gen. con., 6s, 1920	79¾	80
Cons. 7s, 1904-5-6	105	106
Cons. 2d, income, 1911	.....	57
H. & Cent. Mo.—1st, '90	.....	.....
Mobile & Ohio.—New, 6s	107	.....
Collat. Trust, 6s, 1892	.....	106
Morgan's La. & T.—1st, 6s	.....	.....
Nash. Chat. & St. L.—1st, 7s	115	.....
2d, 6s, 1901	.....	.....
N. Y. Central—6s, 1883	101⅝	.....
6s, 1887	*107¾	108
6s, real estate, 1883	101⅝	.....
6s, subscription, 1883	101⅝	.....
N. Y. C. & H.—1st, cp., 7s	.....	130
1st, reg., 1903	.....	130
Huds. R.—7s, 2d, s. f., '85	106¾	109
Can. So.—1st, int. g'ar. 5s	94⅝	95
Harlem—1st, 7s, coup.	131	.....
1st, 7s, reg., 1900	.....	130
N. Y. Elev'd—1st, 7s, 1906	*116	116½
N. Y. Pa. & O.—Pr. l'n. 6s, '95	.....	.....
N. Y. C. & N.—Gen., 6s, 1910	46	50
Trust Co., receipts	46	50
N. Y. & New Eng.—1st, 7s	.....	.....
1st, 6s, 1905	.....	.....
N. Y. C. & St. L.—1st, 6s, 1921	96⅝	96⅞
Nevada Cent.—1st, 6s	*	103
N. Pac.—G. l. g., 1st, cp. 6s	103¼	103½
2d, 6s, 1931	.....	.....
N. O. Pac.—1st, 6s, g., 1920	.....	89
Norf. & W.—G'l, 6s, 1931	100	101½
Ohio & Miss.—Consol. s. f.	116¼	116½
Consolidated 7s, 1898	116	116½
2d consolidated 7s, 1911	*122½	.....
1st, Springfield Div., 7s	.....	116
Ohio Central—1st, 6s, 1920	91	92
1st Ter'l Tr., 6s, 1920	.....	90
1st Min'l Div., 6s, 1921	*	93
Ohio So.—1st, 6s, 1921	80	80¼
Oreg'n & Cal.—1st, 6s, 1921	91	.....
Or. & Trans'l—6s, '82-1922	94¾	94¼
Panama—S. f., sub. 6s, 1910	.....	105
Peoria Dec. & Ev.—1st, 6s	99	.....
Evans. Div. 1st, 6s, 1920	100½	.....
Pac. RRs.—Cen. P.—G., 6s	113⅝	114
San Joaquin Branch	110	.....
Cal. & Oregon—1st, 6s	103¾	.....
State Aid bds., 7s, '84	100	.....
Land grant bonds, 6s	104	105¾
West. Pac.—Bonds, 6s	110	112
So. Pac. of Cal.—1st, 6s	104⅜	104¾
Union Pacific—1st, 6s	113¾	114
Land grants, 7s, '87-9	.....	110⅞
Sinking funds, 8s, '93	.....	118⅞
Registered 8s, 1893	*	119
Collateral Trust, 6s	101¼	104
Kans. Pac.—1st, 6s, '95	108½	.....
1st, 6s, 1896	108¾	.....
Den. Div., 6s, as'd, '99	107½	108
1st consol., 6s, 1919	98	99
C. Br. U. P.—F. c., 7s, '95	.....	.....
At. C. & P.—1st, 6s, 1905	*90	.....
At. J. Co. & W.—1st, 6s	*	90
Oreg. Short L.—1st, 6s	.....	94½
Ut. So.—Gen., 7s, 1909	.....	104
Exten., 1st, 7s, 1909	100	.....
Mo. Pac.—1st, cons., 6s	*	102¼
3d, 7s, 1906	.....	.....
Pacific of Mo.—1st, 6s	104½	.....
2d, 7s, 1891	110½	.....
St. L. & S. F.—2d, 6s, cl. A	97	98
4-6s, class C, 1906	93	.....
4-6s, class B, 1906	93	94
1st, 6s, Peirce C. & O.	.....	.....
Equipment, 7s, 1895	.....	.....
So. Pac. of Mo.—1st	102¾	.....
Tex. & Pac.—1st, 6s, 1905	*103	.....
Consol., 6s, 1905	*94¾	99½
Income & Ld. gr., reg.	58½	58¾
1st, Rio G. Div., 6s, 1930	79¾	80
Pennsylvania RR.—		
Pa. Co's gu. r. 4½, 1st c.	95	.....
Registered, 1921	.....	.....
Pitt. C. & St. L.—1st, c. 7s	.....	.....
1st, reg., 7s, 1900	.....	.....
2d, 7s, 1913	.....	.....
Pitts. Ft. W. & Ch.—1st	136	137
2d, 7s, 1912	*133	133½
3d, 7s, 1912	.....	.....
Clev. & Pitts.—Cons. s. f.	.....	126
4th, sink. fd., 6s, 1892	108½	.....
Col. C. & I. C.—1st, consol.	130	.....
2d consol., 7s, 1909	.....	.....
1st, Tr'st Co. ctfs., ass'd	.....	.....
2d, Tr'st Co. ctfs., ass'd	.....	.....
1st, Tr't Co. ctfs. suppl.	115	.....
St. L. V. & T. H.—1st, g., 7s	.....	.....
2d, 7s, 1898	.....	.....
2d, guar., 7s, 1898	.....	.....
Pitts. B. & B.—1st, 6s, 1911	*	80
Rome W. & Og.—Con. 1st,	.....	73½
Roch. & Pitt.—1st, 6s, 1921	104	.....
Rich. & Al.—1st, 7s, 1920	78	79½
Rich. & Danv.—Cons. g., 6s	93	94
Rich. & Danv.—Cons'd—	.....	.....
Debenture 6s, 1927	58½	60
All. & Ch.—1st, p., 7s, '97	.....	.....
Incomes, 1900	.....	.....
Scioto Val.—1st, cons., 7s	.....	95
St. L. & Iron Mt.—1st, 7s	*115½	.....
2d, 7s, 1897	.....	108
Arkansas Br.—1st, 7s	108	.....
Cairo & Fulton—1st, 7s	108	109½
Cairo Ark. & T.—1st, 7s	.....	110
Gen. r. y. & l. gr., 5s, 1931	76½	77¼
St. L. Alton & T. H.—1st,	.....	.....
2d, pref., 7s, 1894	*	109
2d, income, 7s, 1894	*102	105
Bellev. & S. Ill.—1st, 8s	.....	.....
St. P. Minn. & Man.—1st, 7s	109	109¼
2d, 6s, 1909	108	.....
Dakota Ext.—6s, 1910	108¾	109
Min's Un.—1st, 6s, 1922	*107	109
St. P. & Dul.—1st, 5s, 1931	.....	.....
So. Car. Ry.—1st, 6s, 1920	102	102¼
2d, 6s, 1931	*92	.....
Tex. Cen.—1st, s. f., 7s, 1909	105	.....
1st mort., 7s, 1911	105	.....
Tol. Del. & Bur.—Main, 6s	.....	56
1st, Dayt. Div., 6s, 1910	.....	.....
1st, Ter'l trust, 6s, 1910	.....	.....
Va. Mid.—M. inc., 6s, 1927	45	54
Wab. St. L. & P.—Gen'l, 6s	75	78
Chic. Div.—5s, 1910	80½	82
Hav. Div.—6s, 1910	.....	90
Tol. P. & W.—1st, 7s, 1917	*107	107½
Iowa Div.—6s, 1921	.....	91
Ind'polis Div.—6s, 1921	*88	.....
Detroit Div.—6s, 1921	*85	.....
Cairo Div.—5s, 1931	79½	82¼
Wabash—M., 7s, 1909	.....	95½
Tol. & W.—1st, ext., 7s	106½	.....
1st, St. L. Div., 7s, '89	101	101½
2d, ext., 7s, 1893	100½	.....
Equip. b'ds, 7s, 1883	.....	.....
Consol. conv., 7s, 1907	96	98
Gt. West.—1st, 7s, '88	.....	105
2d, 7s, 1893	*100	100½
Q. & T.—1st, 7s, 1890	*100	106
Han. & Naples—1st, 7s	.....	.....
Ill. & So. Ia.—1st Ex., 6s	.....	.....
St. L. K. C. & N.—R. e. 7s	108	.....
Om. Div.—1st, 7s	108¾	109
Clar'da Br.—6s, 1919	*	100
St. Chas. Br.—1st, 6s	.....	.....
No. Missouri—1st, 7s	119	.....
West. Un. Tel.—1900, cp.	117	.....
1900, reg.	117	117½
N. W. Telegraph—7s, 1904	.....	.....
Mut. Un. T.—S. F., 6s, 1911	79⅜	79½
Spring Val. W. W.—1st, 6s	110	.....
Oregon RR. & N.—1st, 6s	106½	107

INCOME BONDS.

(Interest payable if earned.)		
Ala. Cent.—Inc. 6s, 1918	.....	.....
Alleg'y Cent.—Inc., 1912	.....	.....
Atl. & Pac.—Inc., 1910	.....	.....
Central of N. J.—1908	80	.....
Col. C. & I. C.—Inc. 7s, '90	*48	.....
Reorga'n Tr'st Co. Cert.	.....	62
Cent. Ia.—Coup. debt ctfs.	.....	.....
Ch. St. P. & M.—L. g. inc. 6s	.....	.....
Chic. & E. Ill.—Inc., 1907	.....	.....
Des M. & Ft. D.—1st, inc., 6s	.....	.....
Det. Mac. & Marq.—Inc.	.....	.....
E. T. V. & Ga.—Inc., 6s, 1931	37	37¼
El. C. & No.—2d, inc., 1970	*	40
G. Bay W. & St. P.—2d, inc.	.....	25
Ind. Bl. & W.—Inc., 1919	.....	.....
Consol., Inc., 6s, 1921	.....	43½
Ind's Dec. & Spr'd—2d inc	.....	55
Trust Co. certificates	.....	.....
Leh. & Wilkesb. Coal—'88	*80	.....
Lake E. & W.—Inc. 7s, '99	30	42
Sand'ky Div.—Inc., 1920	30	.....
Laf. Bl. & Mun.—Inc. 7s, '99	40	.....
Mil. L. S. & W.—Incomes	75½	77
Mob. & O.—1st prf. deben.	81	82½
2d pref. debentures	.....	50⅜
3d pref. debentures	.....	38
4th pref. debentures	.....	35
N. Y. Lake E. & W.—Inc. 6s	*	96
N. Y. P. & O.—1st inc. ac., 7s	51	.....
Ohio Cent.—Income, 1920	.....	31
Min'l Div.—Inc. 7s, 1921	.....	.....
Ohio So.—2d inc., 6s, 1921	26	.....
Ogdens. & L. C.—Inc., 1920	.....	.....
Small	.....	.....
Peoria D. & Ev.—Inc., 1920	*30	65
Evans. Div.—Inc., 1920	*	54
Roch. & Pitts.—Inc., 1921	44¼	46
Rome W. & Og.—Inc., 7s,	40	.....
So. Car. Ry.—Inc., 6s, 1931	55	58
St. Louis I. M. & So.—	.....	.....
1st, 7s, pref., int. accum.	.....	.....
2d, 6s, int. accum'lative	.....	.....
Sugt. & Ry. Ser. R., inc. '94	.....	.....
Plain incomes, 6s, 1896	*	37
Sterling: Mt. Ry.—Inc., '95	.....	.....
St. L. A. & T. H.—Div. bds	65	75
Tol. Del. & B.—Inc., 6s, 1910	.....	16
Tayton Div.—6s, 1910	.....	15
Pex. & St. L.—L. g., inc. 1920	.....	.....

* No price Friday—these are latest quotations made this week.

New York Local Securities.

Bank Stock List.

COMPANIES. Marked thus (*) are not National.	Par.	PRICE. Bid.	Ask.
America*	100	150	153
Amer. Exchange	100	130	131
Bowery	100	.....	.....
Broadway	25	.....	.....
Butchers' & Drov's'	25	.....	.....
Central	100	125	.....
Chase	100	135	.....
Chatham	25	.....	.....
Chemical	100	.....	.....
Citizens'	25	121	.....
City	100	.....	.....
Commerce	100	150¾	152
Continental	100	120	121
Corn Exchange*	100	.....	.....
East River	25	110	.....
Eleventh Ward*	25	.....	.....
Fifth	100	.....	.....
Fifth Avenue*	100	.....	.....
First	100	.....	.....
Fourth	100	123	.....
Fulton	30	.....	.....
Gallatin	50	.....	.....
German American*	75	.....	95
German Exchange*	100	.....	.....
Germania*	100	.....	.....
Greenwich*	25	.....	.....
Hanover	100	135	.....
Imp. & Traders'	100	260	.....
Irving	50	.....	140
Island City*	50	.....	.....
Leather Manuf'rs'	100	.....	.....
Manhattan*	50	140	.....
Marine	100	140	145
Market	100	.....	.....
Mechanics'	25	.....	.....
Mechanics' & Trads'	25	.....	.....
Mercantile	100	115	118
Merchants'	50	128	131
Merchants' Exch	50	.....	99
Metropolis*	100	.....	.....
Metropolitan	100	.....	.....
Murray Hill*	100	.....	.....
Nassau*	100	.....	.....
New York	100	145	.....
N. Y. Nat. Exch	100	.....	.....
North	100	120	126
North America	70	.....	.....
North River	30	125	.....
Oriental*	25	135	.....
Pacific*	50	155	.....
Park	100	160	160
People's*	25	.....	.....
Phenix	20	100	101
Produce*	50	.....	.....
Republic	100	.....	.....
St. Nicholas*	100	.....	136
Seventh Ward	100	.....	.....
Second	100	.....	.....
Shoe & Leather	100	.....	.....
State of New York*	100	.....	.....
Third	100	.....	.....
Tradesmen's	40	.....	116
Union	50	158	.....
United States	100	140	.....
Wall Street	50	.....	105
West Side*	100	.....	.....

Insurance Stock List.

[Prices by E. S. Bailey, 7 Pine St.]

COMPANIES.	Par.	PRICE. Bid.	Ask.
American	50	145	150
Amer. Exchange	100	105	110
Bowery	25	160	180
Broadway	25	170	176
Brooklyn	17	160	180
Citizens'	20	140	150
City	70	110	117
Clinton	100	120	125
Commercial	50	90	97
Continental	100	230	240
Eagle	40	210	220
Empire City	100	70	80
Exchange	30	90	100
Farragut	50	117	125
Firemen's	17	70	80
Firemen's Trust	10	90	100
Franklin & Emp.	100	115	120
German-American	100	180	190
Germania	50	135	143
Globe	50	110	120
Greenwich	25	250	280
Guardian	100	60	70
Hamilton	15	115	120
Hanover	50	134	140
Hoffman	50	70	80
Home	100	140	146
Howard	50	70	78
Importers' & Trad's'	50	75	85
Irving	100	70	80
Jefferson	30	130	135
Kings C'nty (Bkn.)	20	180	210
Knickerbocker	40	75	85
Lamar	100	70	75
Long Isl'd (B'klyn)	50	110	112½
Lorillard	25	53	60
Manufac. & Build.	100	107	113
Manhattan	100	5	25
Mech. & Traders'	25	120	130
Mechanics' (Bklyn)	50	130	140
Mercantile	50	65	75
Merchants'	50	100	110
Montauk (Bklyn.)	50	105	110
Nassau (Bklyn.)	50	140	150
National	87½	95	102
N. Y. Equitable	35	145	150
N. Y. Fire	100	70	85
N. Y. & Boston	100	5	10
New York City	100	60	65
Niagara	50	150	165
North River	25	103	108
Pacific	25	160	170
Park	100	110	118
Peter Cooper	20	155	165
People's	50	103	116
Phenix	50	140	145
Relief	50	55	67
Republic	100	75	85
Rutgers'	25	120	140
Standard	50	100	105
Star	100	70	75
Sterling	100	50	60
Stuyvesant	25	120	126
Tradesmen's	25	80	90
United States	25	125	135
Westchester	10	120	126
Williamsburg City	50	220	260

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date. *	Bid.	Ask.
		$		p.c.			
Brooklyn Gas-Light	25	2,000,000	Var's	5	Nov., '82	112	115
Citizens' Gas-L. (Bklyn.)	20	1,200,000	Var's	3	Jan., '83	73	75
Bonds	1,000	315,000	A. & O.	3½	Oct., '82	105	110
Harlem	50	1,850,000	F. & A	3	Aug., '82	98	100
Jersey City & Hoboken	20	750,000	J. & J.	7½	Jan., '83	155	160
Manhattan	50	4,000,000	J. & J.	5	Dec., '82	230	240
Metropolitan	100	2,500,000	M. & S.	8	Feb., '83	x190	192
Bonds	500	750,000	F. & A.	3		105	110
Mutual (N. Y.)	100	3,500,000	Quar.	2½	Jan., '83	113	114
Bonds	1,000	1,500,000	M. & N.	6	1982	103	105
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '82	50	55
Scrip	Var's	700,000	M. & N.	3½	Nov., '82	90	95
New York	100	4,000,000	M. & N.	5	Nov., '82	120	125
People's (Bklyn.)	10	1,000,000	J. & J.	3½	Jan., '76	47	50
Bonds	1,000	375,000	M. & N.	3½	Nov., '82	105	106
Bonds	Var's	125,000	Var's	3	Oct., '82	87	92
Central of New York	50	466,000	F. & A.	3	Aug., '82	80	90
Williamsburg	50	1,000,000	Quar.	1½	Feb., '82	55	60
Bonds	1,000	1,000,000	A. & O.	3	Oct., '82	100	102
Metropolitan (Bklyn.)	100	1,000,000	M. & N.	3	Jan., '83	78	82
Municipal	100	3,000,000		5	Feb., '83	180	188
Bonds	.....	750,000	M. & N.	6	1888	106	110
Fulton Municipal	100	1,500,000				60	70

[Quotations by H. L. Grant, Broker, 145 Broadway.]

					*		
Bl'cker St. & Fult. F.—Stk	100	900,000	J. & J.	¾	Jan., '83	24	27
1st mort	1,000	694,000	J. & J.	7	July, 1900	107	112
Br'dway & 7th Av.—St'k	100	2,100,000	Q.—J.	2	Jan., '83	143	145½
1st mort	1,000	1,500,000	J. & D.	7	June, '84	102	103
Brooklyn City—Stock	10	2,000,000	Q.—F.	3½	Feb., '83	210	216
1st mort	1,000	300,000	M. & N.	7		110	110
Br'dway (Bkln.)—Stock	100	200,000	Q.—J.	6	Jan., '83	190	200
Bklyn. Crosstown—Stock	100	400,000	Q.—J.	6	Jan., '83	150	.....
1st mort. bonds	1,000	300,000	Q.—J.	7	1888	105	112
Bush'k'Av. (Bkln)—St'k	100	500,000	J. & J.	6	Jan., '83	150	.....
Cent. Pk. N. & E. Riv.—Stk	100	1,800,000	Q.—J.	6	Jan., '83	144	145½
Consol. mort. bonds	1,000	1,200,000	J. & D.	7	Dec., 1902	115	117
Christ'ph'r & 10th St—Stk	100	650,000	F. & A.	2½	Aug., '82	108	112
Bonds	1,000	250,000	J. & J.	7	1898	106	112
Dry Dk. E. B. & Bat'y—Stk	100	1,200,000	Q.—F.	4	Feb., '83	250	262½
1st mort., consol	500&c.	900,000	J. & D.	7	June, '93	115	117½
Eighth Av.—Stock	100	1,000,000	Q.—J.	3	Jan., '83	250	.....
1st mort	1,000	203,000	J. & J.	7	June, '84	100	110
42d & Grd St. F'ry—Stk	100	748,000	M. & N.	6	Nov., '82	250	.....
1st mort	1,000	236,000	A. & O.	7	April, '93	110	115
Central Crosstown—Stk	100	600,000				78	82½
1st mort	1,000	200,000	M. & N.	7	Nov., 1904	103	108
Houst. W. St. & P. F'y—Stk	100	250,000				80	.....
1st mort	500	500,000	J. & J.	7	July, '94	110	115
Second Av.—Stock	100	1,199,500	J. & J.	5	Jan., '83	177½	182½
3d mort	1,000	150,000	A. & O.	7	April, '85	103	.....
Consol. conv	1,000	1,050,000	M. & N.	7	Nov., '88	104	108
Extension	500&c.	200,000	M. & S.	7	Sept., '83	180	.....
Sixth Av.—Stock	100	750,000	M. & N.	5	Nov., '82	240	250
1st mort	1,000	500,000	J. & J.	7	July, '90	110	115
Third Av.—Stock	100	2,000,000	Q.—F.	5	Nov., '82	270	.....
1st mort	1,000	2,000,000	J. & J.	7	July, '90	110	113
Twenty-third St.—Stock	100	600,000	F. & A.	4	Feb., '83	155	162
1st mort	1,000	250,000	M. & N.	7	May, '93	113½	115

* This column shows last dividend on *stocks*, but date of maturity of *bonds*.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.	Bid.	Ask.
BOSTON.		
Atch. & Topeka—1st, 7s.	121	.....
Land grant, 7s	.....	113½
Atlantic & Pacific—6s	93	93½
Income	18	19½
Boston & Maine—7s	.....	.....
Boston & Albany—7s	.....	.....
6s	.....	.....
Boston & Lowell—7s	.....	.....
6s	.....	.....
Boston & Providence—7s	.....	.....
Burl. & Mo.—Ld. gr., 7s	116	.....
Nebraska, 6s Ex.	113	.....
Nebraska, 6s	103	104
Nebraska, 4s	80	.....
Chic. Burl. & Q.—D. Ex	83	83⅛
Conn. & Passumpsic—7s	.....	.....
Connotton Valley—6s	34	40
5s	34½	38
California Southern—6s	60	.....
East'n, Mass.—4½s, new	110	.....
Fort Scott & Gulf—7s	112	.....
Hartford & Erie—7s	.....	.....
K. City Lawr. & So.—5s	.....	104¼
K. City St. Jo. & C. B.—7s	.....	114
Little R. & Ft. S.—7s, 1st	90	95
Mass. Central—6s	20	25
Mexican Central—7s	71½	71¾
N. Y. & N. England—6s	105¾	106
7s	.....	115
N. Mexico & So. Pac.—7s	113	113¼
Ogdensb. & L. Ch.—Con 6s	.....	99
Income	.....	.....
Old Colony—7s	.....	.....
6s	.....	113½
Pueblo & Ark. Val.—7s	.....	.....
Rutland—6s, 1st	.....	.....
Sonora—7s	104¾	105
T. Conn. & St. L.—1st, 6s	.....	.....
Income	12	13
Dayton Division	.....	.....
Main line	.....	.....
STOCKS.		
Atchison & Topeka	80½	.....
Boston & Albany	.....	.....
Boston Clinton & Fitchb.	55	.....
Boston & Lowell	100	.....
Boston & Maine	155½	.....
Boston & Providence	160	.....
Cheshire, preferred	59	61
Chic. & West Michigan	.....	58
Cinn. Sandusky & Cleve.	22½	.....
Concord	101	102
Connecticut River	163¼	.....
Conn. & Passumpsic	89	90
Connotton Valley	.....	.....
Eastern, Mass.	47	.....
Eastern, New Hampsh.	89	90
Fitchburg	116	117
Flint & Pere Marquette	25⅞	26½
Preferred	.....	99
Fort Scott & Gulf—Pref.	120	.....
Common	.....	.....
Iowa Falls & Sioux City	87	88
Little Rock & Ft. Smith	32	.....
Maine Central	85¾	86
Manchester & Lawrence	.....	.....
Marq. Hough'n & Ontonagon	65½	67
Preferred	.....	.....
Nashua & Lowell	150	.....
N. Y. & New England	41	.....
Northern of N. Hampsh.	111	.....
Norwich & Worcester	160	.....
Ogdensb. & L. Champlain	.....	.....
Old Colony	136	.....
Portland Saco & Portsm.	112¾	.....
Pullman Palace Car	*120	121
Rutland—Preferred	15	.....
Revere Beach & Lynn	.....	116
Tol. Cinn. & St. Louis	4¾	.....
Verm't & Massachusetts	.....	131
Worcester & Nashua	57	.....
Wisconsin Central	18½	19
Preferred	25¼	26
PHILADELPHIA.		
RAILROAD STOCKS. †		
Allegheny Valley	2	.....
Buffalo Pittsb. & West'n	16¾	17
Preferred	20	.....
Camden & Atlantic	.....	.....
Preferred	.....	50
Catawissa	22	.....
1st preferred	56	.....
2d preferred	53	.....
Delaware & Bound Brook	130	140
East Pennsylvania	.....	.....
Elmira & Williamsport	40	.....
Preferred	58	.....
Har. P. Mt. Joy & Lanc'r	70	.....
Huntingd'n & Broad Top	14	14½
Preferred	29	30
Lehigh Valley	64½	65
Preferred	.....	.....
Little Schuylkill	58	60
Minehill & Sch. Haven	62½	.....
Nesquehoning Valley	.....	54
Norfolk & West'n—Com.	.....	.....
Preferred	43⅛	44¼
Northern Central	55	.....
North Pennsylvania	66	67
Pennsylvania	60	60
Philadelphia & Erie	18½	.....
Phila. Ger. & Norristown	106	.....
Phila. Newtown & N.Y.	.....	.....
Phila. & Reading	26¾	26⅞
Phila. & Trenton	.....	.....
Phila. Wilm. & Balt.	61½	.....
Pittsb. Cin. & St. L.—Com.	.....	.....
St. Paul & Duluth—Com.	39½	40
Preferred	.....	.....
United N. J. Companies	189½	190
West Chester—Cons. pref.	.....	.....
West Jersey	49½	.....
West Jersey & Atlantic	31	31½
CANAL STOCKS.		
Lehigh Navigation	38¾	.....
Pennsylvania	.....	.....
Schuylkill Navigation	.....	.....
Preferred	13⅜	13⅝
RAILROAD BONDS.		
Allegh. Val.—7 3-10s, '96	122½	124½
7s, E. ext., 1910	120	.....
Inc. 7s, end., coup., '94	48	48¼
Belvid'e Del.—1st, 6s, 1902	120	121½
2d, 6s, 1885	104	.....
3d, 6s, 1887	105½	.....
Cam. & Amboy—6s, c., '89	.....	.....
Mort., 6s, 1889	112	113

SECURITIES.	Bid.	Ask.
Cam. & Atl.—1st, 7s, g., '93	.....	120
2d, 6s, 1904	102	.....
Cons., 6 p. c.	.....	.....
Cam. & Burl. Co.—6s, '97.	.....	.....
Catawissa—1st, 7s, con. c.	.....	.....
Chat. M., 10s, 1888	.....	.....
New 7s, reg. & coup.	118	124
Chart'rs V.—1st, 7s, 1901	.....	.....
Connect'g 6s, cp., 1900-04	118	121
Delaware-6s, rx. & cp., V	.....	.....
Del. & Bound Br.—1st, 7s	124	124½
East Penn.—1st, 7s, 1888	.....	.....
Easton & Amb'y—5s, 1920	105	117
El. & W'msp't—1st, 6s, 1910	115	100
5s, perpetual	.....	.....
Harrisb'g—1st, 6s, 1883	.....	.....
H. & B. T.—1st, 7s, g., 1890	.....	83
Cons 5s, 1895	.....	.....
Ithaca & Ath.—1st, 6id, 7s	.....	.....
Junction—1st, 6s, 1882	.....	.....
2d, 6s, 1900	110	.....
Lehigh V.—1st, 6s, reg., '98	120	.....
1st, 6s, coup., 1898	121	.....
2d, 7s, reg., 1910	133	.....
Cons. 6s, reg., 1923	121	.....
Cons 6s, cp., 1923	120¾	.....
N. O. Pac.—1st, 6s, 1920	89½	.....
No. Penn.—1st, 6s, cp., '85	103	.....
2d, 7s, cp. 1896	119	.....
Gen., 7s, reg., 1903	125	125½
Gen., 7s, cp., 1903	125	.....
Debenture 6s, reg.	104	.....
Norfolk & West.—Gen., 6s	101¼	101½
Oil Creek—1st, 6s, coup.	103	.....
Pennsylv.—Gen., 6s, reg.	125	.....
Gen., 6s, cp., 1910	.....	124
Cons., 6s, reg., 1905	119¾	120½
Cons., 6s, coup., 1905	.....	120
Cons., 5s, reg., 1919	105	.....
Pa. & N. Y. C.—7s, 1896	.....	121
7, 1906	.....	126
Perkiomen—1st, 6s, cp. '87	.....	103
Phil. & Erie—2d, 7s, cp., '88	112	.....
Cons., 6s, 1920	.....	.....
Cons., 5s, 1920	104½	104¾
Phila. Newt. & N.Y.—1s	.....	121½
Phil. & R.—1st, 6s, 1910	.....	120¾
2d, 7s, coup., 1893	.....	126
Cons., 7s, reg., 1911	.....	125½
Cons., 7s, coup., 1911	.....	.....
Cons., 6s, g., I. R. C. 1911	111	.....
Imp., 6s, g., coup., 1897	.....	95
Gen., 6s, g., coup., 1908	94¾	101¼
Gen., 7s, coup., 1908	.....	.....
Income, 7s, coup., 1896	.....	.....
Cons. 5s, 1st ser., c., 1922	85	86½
Cons. 5s, 2d ser., c., 1933	68	69
Conv. Adj. Scrip, '85-'88	87⅝	.....
Debenture coup., 1893	76	.....
Deb. coup. off, 1893	.....	.....
Scrip, 1882	105½	.....
Conv., 7s, R. C., 1893 ‡	.....	76
Conv. 7s, coup off, 1893	75	.....
Conv. 7s, cp. off, Jan., '85	.....	94
Phil. Wil. & Balt.—4s, tr. ct	93	.....
Pitts. Cin. & St. L.—7s, rep	120	120
7s, coup., 1900	.....	.....
Pitts. Titus. & B.—7s, cp	91	94⅞
Rich. & Dan.—Cons. int. 6s	.....	123
Shamokin V. & Potts.—7s	122¾	.....
Sunbury & Erie—1st, 7s	.....	95
Sunb. Haz. & W.—1st, 5s	88	30¼
2d, 6s, 1938	28	.....
Syr. Gen. & Corn.—1st, 7s	106	.....
Texas & Pacific—1st, 6s, g.	.....	.....
Rio Gr. Div.—1930	79	.....
Cons. 6s, gold, 1905	94½	94⅞
Inc. & L. Gr., 7s, 1915	.....	.....
Union & Titusv.—1st, 7s	.....	.....
United N. J.—Cons. 6s, '94	94	96
Warren & F.—1st, 7s, '96	113	.....
West Chester—Cons. 7s	118	.....
West Jersey—6s, deb. cp.	.....	.....
1st, 6s, coup., 1896	115	.....
1st, 7s, 1899	122	.....
Cons. 6s, 1909	.....	.....
W. Jersey & Atl.—1st, 6s, C.	110	110½
Western Penn.—6s, coup.	105	.....
6s, P. B., 1896	.....	.....
Gen., 7s, coup., 1901	.....	.....
CANAL BONDS.		
Ches. & Del.—1st, 6s, 1886	.....	85
Lehigh Nav.—6s, reg., 84	.....	102¾
Mort. RR., reg., 1897	114	.....
Cons., 7s, reg., 1911	117	117½
Greenw'd Tr., 7s, reg.	.....	.....
Morris—Boat Loan rg., '85	.....	87
Pennsylv.—6s, cp., 1910	.....	106
Schuylk. Nav.—1st, 6s, rg.	.....	90
2d, 6s, reg., 1907	.....	.....
BALTIMORE.		
RAILR'D STOCKS. Par		
Baltimore & Ohio—100	200	203
1st pref	129	131
2d pref	124	.....
Wash. Branch—100	.....	.....
Parkersburg Br.—50	8	.....
Northern Central—50	54¾	55
Western Maryland—50	.....	.....
Central Ohio—Com—50	49	50½
Pittsburg & Connellsville	.....	.....
RAILROAD BONDS.		
Atlanta & Charl.—1st	105¾	106¼
Inc.	75	78
Balt. & Ohio—6s, '85, A. & O	105	.....
Columbia & Greenv.—1sts	101¼	.....
2ds	73	74
N. W. Va.—3d, guar., J. & J.	121	.....
Pittsb. & Con'ells.—7s, J. & J	121⅝	.....
No. Central—6s, '85, J. & J.	103½	.....
6s, 1900, A. & O	.....	.....
6s, gold, 1900, J. & J.	114	115
Cen. Ohio.—6s, 1st, M. & S.	109¾	.....
W. Md.—6s, 1st, g., J. & J.	.....	112¼
1st, 1890, J. & J.	.....	.....
2d, guar., J. & J.	.....	.....
2d, pref.	110	.....
2d, guar. by W. Co., J. & J.	111¾	113
6s, 3d, guar., J. & J.	.....	.....
Mar. & Cin.—7s, '91, F. & A.	131½	131⅝
2d. M & N	101¾	102⅛
8s, 3d, J. & J.	54¾	55
Richm. & Danv.—Gold, 6s	93	94½
Union RR.—1st, gua. J. & J	115⅛	.....
Canton endorsed	108⅝	110
Virginia & Tenn.—6s	101½	.....
8s	124¾	125¼
Wil. & Weldon—Gold, 7s	120	.....
Wilm. C. & Aug.—6s	.....	.....

* Ex-dividend. † Per share. ‡ In default. § Ex-rights.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below.

Roads.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo	1883.	1882.	1883.	1882.
		$	$	$	$
Bur.Ced.R.& No	4th wk Jan	56,316	78,609	197,402	252,823
Cent.Br Un.Pac	4th wk Jan	44,733	22,663	111,622	65,071
Central Iowa	January	77,309	93,031	77,309	93,031
Charl.Col.& Aug.	3d wk Jan.	†10,312	19,827	127,413	125,707
Chesap. & Ohio.	January	244,113	208,716	244,142	208,716
Chicago & Alton	4th wk Jan	170,611	154,029	637,894	585,830
Chic. & East. Ill.	4th wk Jan	41,491	40,189	139,941	145,464
Chic.& Gr.Trunk	Wk. Jan.27	40,586	31,865	189,844	115,549
Chic. Mil &St. P.	4th wk Jan	388,000	461,061	1,359,000	1,434,536
Chic. & North'w.	4th wk Jan	472,050	536,927	1,382,700	1,644,930
Ch.St.P.Min.&O	4th wk Jan	87,400	108,900	302,700	327,400
Chic. & W. Mich	2d wk Jan	22,617	19,995	.....	.....
Cin.Ind.St.L.&C.	January	191,826	218,599	191,826	218,599
Clev.Akron& Col	4th wk Jan	11,721	10,151	37,033	32,022
Columb.&Green.	3d wk Jan	†10,925	†13,259	†29,806	†33,606
Col. Hock.V.& T.	4th wk Jan	67,134	50,591	222,147	221,007
Denv. & Rio Gr	1st wk Feb	95,500	100,100	513,800	588,700
Des Mo.& Ft. D.	3d wk Jan.	4,379	8,939	14,455	24,626
Det. Lan. & No.	3d wk Jan.	22,669	25,661	68,693	68,760
Dub. & Sioux C	3d wk Jan.	16,820	26,582	49,894	67,660
Eastern	January	245,282	224,625	245,282	224,625
E.Tenn.Va &Ga.	January	292,910	242,907	292,910	242,907
Eliz. Lex. & B.S	January	47,330	28,710	47,330	28,710
Evansv. & T. H.	4th wk Jan	15,513	18,345	53,071	56,216
Flint & P. Marq	3d wk Jan	43,097	40,359	128,679	113,761
Ft.W. & Denver.	4th wk Jan	6,500	.....	25,000	.....
Grand Trunk	Wk.Jan.27	280,214	267,344	1,255,942	1,090,984
Gr.Bay W.&St.P.	4th wk Jan	5,354	7,841	23,826	25,501
Gulf Colo&San.Fe	3 wks Jan.	115,796	72,842	115,796	72,842
Hannibal& St.Jo	4th wk Jan	60,507	37,227	179,591	125,601
Illinois Cen.	January	1,038,620	1,019,453	1,038,620	1,019,453
In.I.Bloom.& W	4th wk Jan	75,380	55,832	248,142	195,824
Int. & Gt. North.	4th wk Jan	126,020	82,160	342,138	235,223
K.C.Ft. S. & Gulf	2d wk Jan	31,800	28,087	67,432	60,301
L. Erie & West'n	4th wk Jan	45,600	41,801	131,690	126,703
L. R. & Ft.Smith	January	55,371	37,613	55,371	37,613
L.Rk.M.Riv.& T.	January	35,407	22,600	35,407	22,600
Long Island	4th wk Jan	31,171	28,777	129,256	121,593
Louisv.& Nashv.	4th wk Jan	373,280	322,707	1,115,000	964,527
Mexican Cent.	1st wk Jan	29,834	.....	29,834	.....
Do No.Div	3d wk Jan.	4,165	.....	11,666	.....
Mil. L.Sh.& West	4th wk Jan	19,481	20,153	65,351	65,293
Mo. Kan. & Tex.	4th wk Jan	199,450	132,998	554,049	400,166
Missouri Pacific	4th wk Jan	276,941	181,795	732,541	552,676
Mobile & Ohio	January	216,668	159,676	216,608	159,676
Metropol. Elev.	25 dys Jan	174,287	183,322	174,287	183,322
N.Y. Elevated	25 dys Jan	260,083	208,643	260,083	208,643
N. Y.& N. Engl'd	January	258,266	213,841	258,266	213,841
Norfolk & West	3 wks Jan.	113,268	98,349	113,268	98,349
Northern Pacific	4th wk Jan	81,405	79,151	392,036	245,369
Ohio Central	4th wk Jan	25,504	23,882	75,582	90,954
Ohio Southern	4th wk Jan	10,051	9,188	37,053	32,050
Oregon R.&N.Co	January	378,600	393,389	378,600	393,389
Peo. Dec. & Eve.	4th wk Jan	19,710	24,162	50,483	67,755
Richm.& Danv.	3d wk Jan.	†16,000	†50,300	†119,800	†132,900
St. L.Alt. & T.H.	4th wk Jan	42,166	32,993	123,454	107,228
Do (brchs.)	4th wk Jan	22,970	26,006	70,160	66,950
St. Louis & Cairo	3d wk Jan.	8,729	7,793	21,020	23,168
St.L.Iron Mt.&S.	4th wk Jan	240,586	153,331	665,258	516,369
St.L.&San Fran.	4th wk Jan	162,218	89,093	278,321	256,784
St. Paul & Dul.	4th wk Jan	18,346	20,182	71,498	65,592
St. P. Minn.& M.	4th wk Jan	126,157	124,511	489,763	393,461
Scioto Valley	January	38,615	35,753	38,615	35,753
Texas & Pacific	4th wk Jan	184,933	161,427	534,529	323,987
Tol. Cin. & St. L	January	80,002	69,433	80,002	69,433
Union Pacific	January	1,732,000	1,963,000	1,732,000	1,963,000
Va. Midland	3d wk Jan.	†10,867	†10,756	†30,314	†30,187
Wab.St.L.& Pac.	4th wk Jan	372,015	342,046	1,307,783	1,229,965
Wisconsin Cent.	1st wk Jan	21,896	15,926	21,896	15,926

Roads.	Latest Earnings Reported			Jan. 1 to Latest Date.	
	Week or Mo	1882.	1881.	1882.	1881.
		$	$	$	$
Ala.Gt.Southern	December.	94,779	86,897	856,724	789,372
Atch.Top.& S.Fe	November.	1,331,170	1,303,385	13,296,823	11,125,756
Buff.Pittsb&W.*	December.	57,305	55,535	767,435	598,968
Central of Ga.	December.	410,172	462,627	.....	.....
Central Pacific	December.	1,968,000	2,225,179	25,713,150	24,091,099
Chic. Bur. & Q.	November.	2,199,421	1,816,133	19,523,744	19,270,965
Cincinnati South	December.	208,814	236,599	2,543,356	.....
Connotton Val.	December.	20,612	.....	.....	.....
Danbury & Nor.	December.	12,724	15,190	.....	.....
Denv.& R.Gr.W.	December.	31,900	.....	.....	.....
Hous.E.&W.Tex	December.	26,070	21,842	266,860	165,728
Hous.& Tex.Cen	December.	430,182	376,877	3,175,389	3,748,655
Louisa. & Mo. R.	November.	59,102	42,041	499,022	446,702
Louis.N.A.& Ch.	November.	122,000	88,000	.....	.....
Mar.Hough.& O	December.	23,000	19,000	1,197,426	903,519
Memp. & Charl.	December.	146,448	137,399	.....	.....
Mexican Nat'l.	December.	67,204	.....	.....	.....
Minn.& St. Louis	December.	147,761	126,594	.....	.....
Nashv.Ch.& St.L.	December.	186,352	173,127	1,933,047	2,073,258
N.Y.L.E.& West.	November.	1,818,824	1,715,469	.....	.....
Northern Cent.	December.	490,003	476,623	5,800,176	5,443,700
Ohio & Miss.	November.	343,793	266,425	.....	.....
Oregon & Cal.	November.	112,000	.....	.....	.....
Pennsylvania	December.	4,157,169	3,731,751	49,079,826	44,124,178
Philadelp.& Erie	December.	335,512	282,772	4,011,413	3,454,309
Phila.& Reading	December.	1,795,371	1,850,889	21,834,598	20,776,101
Do Coal & Ir.	December.	1,069,829	1,380,785	15,099,085	14,096,941
St.Johnsb.&L.C.	November.	24,384	19,489	241,132	198,105
South Carolina	December.	149,010	126,061	1,313,746	1,245,285
Utah Central	December.	117,245	156,742	1,508 660	.....
Vicksb'rg& Mer.	December.	67,828	67,897	485,375	.....
West Jersey	December.	72,931	.....	1,103,879	938,526

* Not including Oil City & Chicago Road.
† Freight earnings only.
‡ All lines—including Chicago St. Louis & New Orleans.

Coins.—The following are quotations in gold for various coins:

Sovereigns	$4 83 @$4 87	Silver ½s and ¼s.	— 99¾@ par.
Napoleons	3 83 @ 3 87	Five francs	— 92 @ — 95
X X Reichmarks	4 73 @ 4 77	Mexican dollars	— 86¼@ — 86¾
X Guilders	3 96 @ 4 00	Do uncommerc'l	— 85½@ — 86
Span'h Doubloons	15 55 @15 75	English silver	4 75 @ 4 83
Mex. Doubloons	15 50 @15 65	Prus. silv. thalers	— 68 @ — 70½
Fine silver bars	1 09⅞@ 1 11⅛	U. S. trade dollars	— 99¼@ — 99⅝
Fine gold bars	par@¼ prem.	U. S. silver dollars	— 99¾@ par
Dimes & ½ dimes.	— 99⅛@ par		

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Feb. 3:

Banks.	Capital.	Average amount of—				
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S	Circulation.
	$	$	$	$	$	$
New York	2,000,000	9,0[illegible]	1,7[illegible]	6[illegible]	8,6[illegible]	496,000
Manhattan Co.	2,050,000	8,[illegible]	8[illegible]	[illegible]	5,[illegible]	[illegible]
Merchants	2,000,000	7,[illegible]	[illegible]	[illegible]	[illegible]	329,800
Mechanics'	2,000,000	7,[illegible]	1,12[illegible]	[illegible]	[illegible]	[illegible]
Union	1,200,000	4,2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
America	3,000,000	9,[illegible]	[illegible]	[illegible]	[illegible]	1,100
Phœnix	1,000,000	2,[illegible]	[illegible]	[illegible]	[illegible]	287,600
City	1,000,000	6,[illegible]	3,[illegible]	[illegible]	[illegible]	[illegible]
Tradesmen's	1,000,000	3,191,700	411,200	94,[illegible]	2,[illegible]	760,300
Fulton	600,000	1,557,[illegible]	976,700	178,100	1,275,900	.....
Chemical	300,000	12,431,[illegible]	3,185,[illegible]	494,[illegible]	12,421,[illegible]	.....
Merch'nts' Exch	1,000,000	3,552,100	4,0[illegible]	539,900	3,187,900	281,700
Gallatin Nation'l	1,000,000	4,000,100	450,000	144,500	2,633,000	772,500
Butchers'&Drov	300,000	1,744,900	800,100	125,200	1,670,500	231,900
Mechanics' & Tr.	2,000,000	912,000	151,000	88,000	905,000	128,000
Greenwich	200,000	998,500	21,500	149,400	994,700	2,800
Leather Man'f'rs	600,000	2,[illegible]	35,[illegible]	2,0[illegible]	2,[illegible]	530,000
Seventh Ward	300,000	1,291,300	180,700	126,100	1,182,900	21,300
State of N. York	800,000	3,733,900	533,200	129,000	3,[illegible]	.....
American Exch	5,000,000	11,827,000	2,669,000	800,000	9,[illegible]	.....
Commerce	5,000,000	15,078,[illegible]	2,062,[illegible]	716,200	8,814,[illegible]	93[illegible]
Broadway	1,000,000	5,713,500	1,0[illegible]	2,9[illegible]	4,527,200	8,7[illegible]
Mercantile	1,000,000	6,344,100	8[illegible]	770,700	6,[illegible]	701,900
Pacific	422,700	2,[illegible]	4,[illegible]	154,[illegible]	2,[illegible]	.....
Republic	1,500,000	5,[illegible]	8[illegible]	214,000	3,[illegible]	1,075,200
Chatham	450,000	3,262,[illegible]	8,2[illegible]	2,6[illegible]	4,142,[illegible]	45,000
People's	200,000	1,581,[illegible]	7[illegible]	90,800	1,716,[illegible]	5,400
North America	700,000	2,779,[illegible]	279,[illegible]	[illegible]	2,[illegible]	.....
Hanover	1,000,000	8,426,[illegible]	1,513,[illegible]	789,[illegible]	9,[illegible]	210,000
Irving	500,000	3,446,[illegible]	504,[illegible]	86,[illegible]	3,[illegible]	436,000
Metropolitan	3,000,000	12,500,[illegible]	2,2[illegible]	1,138,[illegible]	10,472,[illegible]	2,133,000
Citizens'	600,000	2,459,[illegible]	391,[illegible]	251,[illegible]	2,661,[illegible]	485,500
Nassau	500,000	2,311,[illegible]	232,[illegible]	18[illegible]	2,[illegible]	.....
Market	500,000	2,[illegible]	573,[illegible]	91,[illegible]	2,[illegible]	429,000
St. Nicholas	500,000	2,[illegible]	18[illegible]	103,[illegible]	2,[illegible]	.....
Shoe & Leather	500,000	2,[illegible]	577,[illegible]	220,[illegible]	3,[illegible]	450,000
Corn Exchange	1,000,000	4,[illegible]	70[illegible]	195,[illegible]	3,[illegible]	4,[illegible]
Continental	1,000,000	5,427,[illegible]	1,[illegible]	255,[illegible]	6,[illegible]	427,000
Oriental	300,000	2,[illegible]	84,[illegible]	387,[illegible]	1,[illegible]	.....
Marine	400,000	3,[illegible]	688,[illegible]	2[illegible]	3,[illegible]	270,000
Importers' & Tr.	1,500,000	19,[illegible]	5,[illegible]	[illegible]	21,[illegible]	1,[illegible]
Park	2,000,000	17,492,[illegible]	5,[illegible]	1,[illegible]	22,[illegible]	45,[illegible]
Wall St. Nation'l	500,000	1,527,[illegible]	297,[illegible]	139,[illegible]	1,[illegible]	.....
North River	240,000	1,507,[illegible]	15,[illegible]	249,[illegible]	1,[illegible]	.....
East River	250,000	1,230,[illegible]	71,[illegible]	154,[illegible]	1,[illegible]	218,000
Fourth National	3,200,000	15,[illegible]	4,[illegible]	[illegible]	17,[illegible]	539,900
Central Nat.	2,000,000	7,[illegible]	987,[illegible]	1,[illegible]	8,[illegible]	297,000
Second Nation'l	300,000	3,[illegible]	482,[illegible]	467,[illegible]	3,[illegible]	[illegible]
Ninth National	750,000	6,[illegible]	1,[illegible]	445,[illegible]	6,[illegible]	581,300
First National	500,000	15,[illegible]	3,[illegible]	4,[illegible]	16,[illegible]	109,200
Third National	1,000,000	6,[illegible]	1,[illegible]	771,[illegible]	6,[illegible]	[illegible]
N. Y. Nat. Exch.	300,000	1,[illegible]	175,[illegible]	106,[illegible]	1,[illegible]	283,900
Bowery National	250,000	1,[illegible]	230,[illegible]	25[illegible]	1,[illegible]	222,700
N. York County	200,000	1,741,[illegible]	27,[illegible]	492,[illegible]	1,[illegible]	[illegible]
German Americ'n	750,000	2,[illegible]	882,[illegible]	76,[illegible]	2,[illegible]	297,000
Chase National	300,000	5,[illegible]	1,[illegible]	534,[illegible]	5,[illegible]	45,000
Fifth Avenue	100,000	1,[illegible]	39,[illegible]	155,[illegible]	2,[illegible]	.....
German Exch.	200,000	1,[illegible]	48,[illegible]	252,[illegible]	1,[illegible]	.....
Germania	200,000	1,[illegible]	101,[illegible]	166,[illegible]	1,[illegible]	.....
U. S. Nat.	300,000	4,[illegible]	888,[illegible]	274,[illegible]	5,[illegible]	447,700
Lincoln Nat.	300,000	1,[illegible]	216,[illegible]	143,[illegible]	1,[illegible]	45,000
Total	60,[illegible]	316,[illegible]	61,[illegible]	23,[illegible]	307,[illegible]	16,[illegible]

Tae deviations from returns of previous week are as follows:

Loans and discounts	Dec.	$414,600	Net deposits	Dec.	$1,913,900
Specie	Dec.	2,332,500	Circulation	Dec.	340,600
Legal tenders	Dec.	321,000			

The following are the totals for two weeks:

	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
1883.	$	$	$	$	$	$
Jan. 20	317,459,300	63,857,700	23,064,[illegible]	303,[illegible]	17,[illegible]	739,[illegible]
" 27	316,935,400	63,937,700	24,35[illegible]	3[illegible]	16,[illegible]	738,[illegible]
Feb. 3	316,460,800	61,605,200	23,030,400	307,182,200	16,645,200	733,749,830

Boston Banks.—Following are the totals of the Boston banks.

	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Clear.
1883.	$	$	$	$	$	$
Jan. 22	150,207,900	6,459,100	5,135,300	9[illegible]	23,816,300	71,333,971
" 29	150,517,400	7,051,900	5,311,800	94,407,800	23,[illegible]	68,837,941
Feb. 5	151,008,000	7,425,800	5,263,900	94,688,700	23,762,500	68,958,173

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

	Loans.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
1883.	$	$	$	$	$
Jan. 23	73,717,535	20,013,953	67,430,951	9,893,291	56,629,163
" 30	74,615,937	19,910,922	67,418,234	9,750,478	51,747,302
Feb. 5	74,725,573	20,192,710	68,125,769	9,719,541	54,983,019

Unlisted Securities.—Following are quoted at 38 New Street:

	Bid.	Asked.
Am. Railw'y Imp.Co—		
Ex bonds and stock	11	....
All.& Pac.—Bi'ks, 35%	103	105
Bost.H.& E.—New st'k	½	¾
Old	⅜	¾
B'klyn El.—1st mort	25	....
Buff. N. Y. & Ph	34½	35¼
Preferred	54	57
1st mort	95½	96
Cal. & Chi. Ca'l & Dk	25	33½
Chicago & Atlantic	15	....
Contin'l Cons.—85 p c	....	55
Denver & Rio. Gr. West	25	27½
1st mort	70½	71
Georgia Central	96	100
Guar. 1st	112½	....
Certs. of indebt	....	93
Ga. Pac. R'y., 1st m	....	82
Grand Rap. & Ind	....	20
Ind. Dec. & Springf	4	8
1st mort. fund	....	99
Intern'l Imp. 80 p. c	49	51
Mo. K. & Tex. gen. mtg	77	80
Mex. Or. Interocean'l & Internat. scrip	4	8
Mexican. Nat.	8¼	11
Preferred	25	30
1st mort	47⅞	49
Mich.& O.—Subs. 55 p.c	90	100
M. U. St'k Trust Certs	20	23
Newb. D'tch & Conn	1	....
Pref	2½	5
Incomes	15	....
N. Y. W. Sh.& Buff.—8tk		
del. wh.iss.on old sub	....	33
8s	76	76⅛
Subs. O. & W. 75 p.c	75⅞	76
N Y. Sus. & West.—Stk	....	9
N Y.&Gt'nw'dL.2d inc	6	....
N.Y.Chic&St.L. equip.	100	....

	Bid.	Asked.
N.Y.L.&W.—5p.c.g.stk	84⅞	85
N. Y. Pa. & Ohio	....	....
North Pac. div. bonds	89¾	90¼
No. Riv. Const —90p.c	104¾	105
Ohio C.—Ex bd. & stk.	....	....
Ohio C.—Riv. Div. 1st.	66	66½
Incomes	14⅝	15
Oregon Improvem't	85	90
1st mort	91	91½
Or.Ry.&Nav Rights—	....	....
Oregon Sh. Line deliv-ered when issued	15	25
Subs. 80 p. c	105	....
Subs. ex-bd. & s25	....	53
Or.Trans-C.—8b. 80p.c.	....	94¾
Pensac. & Atlantic	....	....
1st mort	....	....
Pitts. & Western	....	....
Preferred	....	....
Rich.&D.Ext. subs.70%	52	60
St. Jo. & West	....	....
St. Jo. & Pacific 1st.	60	....
2d mort	18	....
Kans. & Neb., 1st	59	....
2d mort	17	....
Tex.&Col.Imp.—60p.c	50	....
Ex-bond	10	....
Texas & St. Louis	....	....
1st mort., M.&A. div	....	....
Tol. Cin. & St. Louis	8	....
1st mort	43	....
Incomes	10⅛	....
Tol. Can. So. & Det	....	....
Vicksb'g & Meridian	3¼	4¼
Pref	....	....
1st mort	....	....
2d mort	....	....
Incomes	....	....
Valley RR. of Ohio	....	....
1st mort	....	....

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The Investors' Supplement *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* Chronicle. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Buffalo Pittsburg & Western Railroad.
(*For the year ending Dec.* 31, 1882.)

The annual report for 1882 gives the following statement of tonnage moved over B. P. & W. during the year, as compared with that of 1881:

	1881.	1882.	*Increase.*	*Decrease.*
Coal.....tons.	366,623	533,807	167,184	....
Oil.....	133,704	124,752	....	8,952
General merchandise..	247,497	294,935	47,438	....
	747,824	953,494	205,670	

The receipts from passengers show an increase of $58,532 over last year, including Oil City & Chicago Railroad.

The $13,000 of B. C. L. & P. Railway bonds alluded to in the last report have been paid, and the mortgage for $250,000 has been satisfied of record.

General mortgage bonds amounting to $20,000 have been issued in exchange for a like amount of Pittsburg Titusville & Buffalo Railway consolidated bonds, retired. The 415,000 of general mortgage bonds alluded to in the last report have been sold, and the proceeds appropriated as therein stated. The balance of the general mortgage bonds reserved to provide for prior issues has been executed and delivered to the trustees, the Fidelity Insurance Trust and Safe Deposit Company, whose receipt for the same is on file in the Secretary's office. The 7 per cent first mortgage bonds of the Oil Creek Railroad Company, which matured April 1 last, were extended, through Messrs. Drexel & Co., for thirty years at 6 per cent.

The following statement shows the items added to capital account:

Extensions to Buffalo and Salamanca, common and preferred stock held in trust by Fidelity Trust Company	$705,200
Difference between cost of iron and steel rails	73,600
Difference between cost of iron and wooden bridges	22,958
Allowance on contract for hard pan, &c	103,724
Terminals in Buffalo	75,883
Eleven new pasenger cars	38,891
New depot and land in Oil City	31,077
Completion Titusville & Oil City Railroad	12,126
Terminals at Salamanca	22,824

On May 7, 1882, the line from Irvineton to Kinzua, 18 miles, was opened for traffic. On October 9, 1882, the line from Brocton to a connection with the Buffalo Creek Railroad, near Buffalo, was completed and passenger trains run. On Dec. 26, 1882, the line from the above connection with the Creek Road to a connection with the Buffalo New York & Philadelphia road was completed. The line from Kinzua to the Allegheny River at Salamanca, 30 miles, is completed, and as soon as the terminal facilities in Salamanca are completed the road will be opened for both passenger and freight business. On April 20, 1882, the New Castle & Oil City and the Oil City & Chicago railroads were merged under the name of the Oil City & Chicago Railroad Co., and on October 19, 1882, the Oil City & Chicago Railroad Company and the New Castle Plaingrove & Butler Railroad Company were merged under the name of the Oil City & Chicago Railroad Company.

A contract has been made with the Lake Shore & Michigan Southern Railroad Company for the joint use of that portion of their Jamestown branch between Oil City and Stoneboro, 29 miles, at a rental equal to 6 per cent per annum on a valuation of $18,000 per mile. The cost of maintenance to be paid by each company on a wheelage basis.

At the close of the fiscal year, December 31, the following securities were in the treasury of the company:

	Par.
B. P. & W. RR common stock, 3,380 shares	$169,000
B. P. & W. RR preferred stock, 6,240 shares	312,000
O. C. & C. RR common stock, 12,900 shares	645,000
O. C. & C. RR preferred stock, 16,100 shares	805,000
O. C. & RR & M Co. stock	300,000
Cash balance due by bankers' syndicate under prospectus of October 21, 1882, payable in equal portions on January, February, March and April 8	$872,000

The mileage for 1882 is made up as follows:

Old road	120	Branch to Butler County	25
Chautauqua Lake Branch	44	Other coal branches	8
Ex. to Buffalo and Salamanca.	97		
Oil City & Chicago	36	Total	336
Coal branches built	6		

"The boards of managers of the Buffalo Pittsburg & Western Railroad Company, the Oil City & Chicago Railroad Company, and the Olean & Salamanca Railroad Company have agreed upon the terms of a merger of their respective companies, under the name of the Buffalo New York & Philadelphia Railroad Company; said agreement of merger to be submitted to the stockholders of each company, as required by law, at meetings to be held at the general office of each company on Monday, the 5th of February next." * * *

"Your board recommend that this agreement be ratified by the stockholders of the Buffalo Pittsburg & Western Railroad Company, because it will prevent competition in the largest item of freight transported by either company—bituminous coal. In 1881, when the two systems were in competition, the Buffalo Pittsburg & Western Railroad Company carried about thirty-five per cent of the total coal tonnage. In 1882, when the two systems were under the same management, the tonnage was equally divided; and while the total tonnage increased twenty per cent in 1882 over 1881, the tonnage of the Buffalo Pittsburg & Western Railroad Company has increased over forty per cent in the same time. Better rates of freight have also been obtained." [At the meeting on Feb. 5 the agreement was ratified by the stockholders.] Earnings and expenses were as follows:

EARNINGS AND EXPENSES.

Earnings—	*B. P. & W.*	*O. C. & C.*	*Total.*
Transportation of merchandise	$459,722	$90,872	$550,594
Passengers	261,992	32,146	294,138
Express	11,422	469	11,891
U. S. Mail	9,669	1,653	11,322
Rents	2,708	2,900	5,608
Miscellaneous sources	21,918	....	21,918
Total	$767,435	$128,040	$895,475
Expenses	398,461	55,925	454,386
Net earnings	$368,974	$72,115	$441,089

The result of the year's business as compared with 1881 is as follows (including the Oil City & Chicago Railroad):

	1881.	1882.	*Increase.*
Gross receipts	$685,679	$895,475	$209,796
Gross expenses	413,519	454,386	40,867
Net profits	$272,160	$441,089	$168,929

Gross expenses of both roads in 1881 were 60·3 per cent of gross receipts.
" " " 1882 " 50·7 " " "

Following is the balance sheet (condensed) at the end of the year:

BALANCE SHEET DEC. 31, 1882.

Constr'n, equip't, &c.	$16,618,437	*Capital accounts—*	
Assets—		Common stock	$8,650,000
Com'n st'k held by Co.	$169,000	Pref. stock and scrip.	1,459,001
Pref. st'k and sc'p held	312,400	Bonded debt	7,522,975
Bankers' syndicate	872,000	Scrip No. 1	8,962
St'ks & b'ds ow'd by Co	610,747	*Liabilities—*	
Oil City & Chic. RR Co.	55,386	Car trusts	180,725
Cash on hand	75,313	Temporary loans	300,864
Debts due to company	142,849	Pay-rolls and vouchers	63,570
Materials on hand	41,739	Debts due by Co.	12,479
		For coal branches	600,000
		Coup'ns due Jan. 1, '83	20,586
		Profit and loss	58,916
	$18,877,882		$18,877,882

Portland & Ogdensburg.
(*For the year ending Sept.* 30, 1882.)

The report of this company for the year ending Sept. 30, 1882, shows the following figures in comparison with 1880-81. The earnings were as follows:

	1881-82.	1880-81.
Freight	$201,391	$163,223
Passengers	139,224	126,458
Other	13,558	14,564
Total	$354,173	$304,245
Expenses	247,869	213,168
Net earnings	$106,304	$91,077
Gross earnings per mile	$3,768	$3,237
Net earnings per mile	$1,131	$969
Per cent of expenses	70·0	70·1

The income statement is as follows;

Net earnings		$106,303
Interest paid	$70,117	
Payment on Dalton loan	3,187	
New equipment	24,560	
Improvement of road	13,296	111,161
Excess of payments		$4,857

The general account is as follows:

Stock		$1,032,185
Bonds		3,068,000
Bills, accounts and balances		153,296
Profit and loss		120,351
Total		$4,393,832
Road and equipment	$4,369,555	
Materials	4,011	
Accounts and balances	85,095	
Cash	35,171	4,393,832

Portland & Rochester.
(*For the year ending Sept.* 30, 1882.)

The present company assumed possession May 1, 1882, but the report is for the full year ending Sept. 30. The capital account is as follows:

Stock authorized		$600,000
Issued for stock and bonds of old company	$580,168	
Held for exchange for old bonds not presented	12,795	
Balance in treasury	7,036	
		$600,000

The present company has no bonded and no floating debt. The earnings were as follows:

	1881-82.	1880-81.
Freight	$127,816	$101,851
Passengers	62,901	53,627
Other	11,128	10,851
Total	$201,848	$168,329
Expenses	195,321	153,294
Net earnings	$6,527	$15,035

The expenses include renewals and improvements and the purchase of one new baggage car and seventy freight cars, which cost $33,795.

GENERAL INVESTMENT NEWS.

Alabama New Orleans Texas & Pacific Junction.—At a recent meeting of the shareholders in London statements were submitted which embraced the following points: The company was formed to acquire interests in and to undertake the completion of three railroads—viz., the Vicksburg & Meridian (142 miles), running from Meridian, the southern terminus of the Alabama Great Southern, to Vicksburg; the Vicksburg Shreveport & Pacific (189 miles), running from Delta, opposite Vicksburg, to Shreveport, in Texas, and thence to the Texas State line, where it joins the Texas Pacific road; and the New Orleans & Northeastern (about 200 miles), commencing at Meridian and going direct to New Orleans. The Vicksburg & Meridian and the New Orleans & Northeastern are connected with the Alabama Great Southern at Meridian, and form, practically, extensions of that line, the New Orleans & Northeastern running due south and the Vicksburg & Meridian due west. The 20 miles from Shreveport to the Texas State line, in pursuance of an old agreement, are now worked by the Texas & Pacific. This portion of the road will revert to this company on January 1st, 1884. This company also control the lease of the Cincinnati Southern road, "and thereby secure a most valuable northern outlet for the traffic of their system." Thus the Southern system, with the aid of that important link in the chain, the Alabama Great Southern, has been placed in practical connection with the various western, northern and eastern roads which converge at Cincinnati. At New Orleans a local and suburban line, called the Spanish Fort Railroad, has been purchased. To provide adequate terminal accommodation in New Orleans extensive premises, known as the Compress property, have been purchased, the directors being advised that no better depot could be found in the city.

Buffalo Pittsburg & Western—Buffalo New York & Philadelphia.—By vote of the stockholders of the Buffalo New York & Philadelphia, the Olean & Salamanca, the Oil City & Chicago and the Buff. Pitts. & Western, the proposed consolidation under the name of Buffalo New York & Philadelphia was approved. Under the agreement of merger, the capital stock of the new company will be equal to the total capital of the several companies, and the new company will assume all the liabilities of the several companies merged. The holders of the common and preferred stock of the Buffalo New York & Philadelphia Railway Company and the Olean & Salamanca Railroad Company will receive 20 per cent additional stock in kind, payable out of the stock now in the treasury of the Buffalo Pittsburg & Western Railroad Company. The stockholders of the Buffalo Pittsburg & Western Railroad Company and of the Oil City & Chicago Railroad Company (other than the Buffalo Pittsburg & Western Railroad Company) will receive share for share. The Buffalo Pittsburg & Western Railroad Company will receive share for share for all the stock of the Oil City & Chicago Railroad Company remaining in their treasury after deducting the 20 per cent to be paid to the stockholders of the Buffalo New York & Philadelphia Railway Company and the Olean & Salamanca Railroad Company.

Camden & Atlantic.—At Camden, N. J., Feb. 5, the Chancellor rendered a decision making perpetual the injunction restraining the stockholders of the Camden & Atlantic Railroad from postponing their annual election from Feb. 22 to a later date. The injunction was obtained on the application of Wm. L. Atkins, a stockholder of the Pennsylvania Railroad.

Central of New Jersey.—The correspondent of the *Tribune* at Trenton, N. J., Feb. 5 telegraphed: "Receiver Little, of the Central Railroad Company of New Jersey, said to-day that he hoped at an early date to request the Chancellor of New Jersey to release the company from the receivership. There are few railroad companies, he said, that have not a larger floating debt than the Central, and, but for the requirements of the law which make it necessary for the company to be free from this class of debt before the receivership is dissolved, it could be run on a sound basis at any time. There is a sum of about $1,500,000 standing against the company which must be cleared off. The company has assets beyond its business needs to equal this amount, under proper management, and when the Reading and Vanderbilt interests, which seem to be practically identical, or the Lehigh Valley Company, are ready to use the road, it can go out of its present condition by their advancing the sum named. The New Jersey Central, the receiver claims, has the only available water front on either shore capable of accommodating a vast Western business, and its shore privileges are of the greatest value to any Western line."

Cleveland Tuscarawas Valley & Wheeling.—The United States Marshal sold the Cleveland Tuscarawas Valley & Wheeling Railway, on Feb. 5, by order of the court. The road and personal property were bid in for $3,252,500 by Mr. Perkins, the Trustee, who paid the amount in bonds of the road.

Denver & Rio Grande Western.—The following information is supplied at the company's office: The road from Salt Lake City to Colorado border is 275 miles and branches 51 miles, making in all 326 miles, which will be completed by April 1, 1883. The line on which construction is going on and is proposed is 143 miles, which will make 469 miles in all. The Denver & Rio Grande Railway Company has guaranteed these bonds to the amount of $7,500,000 on 469 miles at $16,000 per mile. There are issued of these bonds $6,157,900, and the remaining bonds up to the $7,500,000 are to be issued as work goes on. It is expected that the bonds will be listed on the New York Stock Exchange when connection is made with Denver & Rio Grande Railway at the Colorado border (about April 1), say $5,500,000. In the 469 miles provided for, 37 miles are from Salt Lake City to Ogden, where a connection is formed with the Central Pacific Railroad. This will be completed about May 1.

Denver & Rio Grande.—The following is a statement of the consolidated bonds issued:

Countersigned by trustees under the mortgage and delivered to the company on account of new road and betterments on old line	$17,700,500
On account of exchange Arkansas Valley bonds	1,040,000
Total consol. bonds outstanding Feb. 8, 1883	$18,740,500

Elizabeth City & Norfolk.—By acts of the legislatures of North Carolina and Virginia the name of the Elizabeth City & Norfolk Railroad Co. has been changed to that of the Norfolk Southern Railroad Co.

Lehigh Valley.—It is reported that this company has been negotiating with the New Jersey Central Road for the lease of its branch from Jersey City to Newark. An official of the Lehigh Valley Company said to a Philadelphia Press reporter that the project spoken of was this: To lease the Newark branch and build a double track from New Market, on the Easton & Amboy road, to Newark, then to run over the Newark branch into Jersey City, to the property the Lehigh Valley controls by virtue of its lease of the Morris Canal, which has 1,500 feet water front above the New Jersey Central property. The line to be built would be about twenty-five miles.

Louisville & Nashville.—For the month of December the gross earnings are compiled with much detail for the several divisions of this road, and the comparison for three years is as follows:

DECEMBER GROSS EARNINGS OF LOUISVILLE & NASHVILLE.

Roads in system.	*Miles.*	1880. $	1881. $	1882. $
Main Stem	185·2	192,435	227,473	247,416
Bardstown Branch	17·3	2,031	2,491	1,849
Knoxville Branch	110·3	24,958	31,665	35,283
Richmond Branch	33·8	2,716	4,336	4,239
Memphis Line	259·1	113,826	115,392	132,449
Nashville & Decatur	119·1	104,092	92,850	104,186
So. & No. Ala. RR.	189·0	102,847	116,179	138,938
Glasgow RR	10·5	1,309	1,590	1,412
Basis of 1878	924·3	547,914	591,976	665,772
Henderson Division	135·2	78,210	78,303	95,539
Basis of 1879	1,059·5	626,124	670,279	761,311
St. Louis Division	208	70,353	75,541	76,083
Mobile & Montgomery	180	119,443	122,996	119,603
N. O. & Mobile	141	83,858	105,896	106,636
Pontchartrain	5	385	558	244
Cum. & Ohio—So. Div.	30·5	2,886	3,353	2,627
Selma Division	50	13,458	10,309	13,450
Pensacola Division	45	17,221	19,143	15,495
Pen. & Selma Div.	72	6,225	8,649	7,635
Basis of 1880	1,791	939,953	1,016,727	1,103,084
Cincinnati Division	109	.....	80,346	72,081
Lexington Branch	66	.....	31,298	25,253
Cum. & Ohio—No. Div.	28	.....	2,333	3,053
Shelby RR.	19	.....	4,218	6,991
Narrow Gauge	11	.....	995	1,019
Transfer Railway	4	.....	11,183	10,028
Basis of 1881	2,028	.....	1,147,100	1,221,509

Louisiana State Bonds.—NEW ORLEANS, Feb. 2.—Interest on the 3 per cent State bonds is being paid promptly upon presentation at the State National Bank, New Orleans, the fiscal agency of the State.

Manhattan Elevated.—The decision rendered by the General Term of the Supreme Court in the suit of the Manhattan Railway Company against the New York and Metropolitan elevated railroad companies and the individual stockholders of the last-named corporation, puts out of the way the injunction orders which have restrained the bringing of suits against the Manhattan Company to compel it to observe the obligations of the original lease under which it obtained possession of the elevated roads. The injunctions were granted and continued by Judge Donohue, one in May last and one in November. The first restrained the bringing of new suits to test the validity of the amended lease of Oct. 22, 1881, and the second the issuance of certificates of Metropolitan stock bearing a memorandum that the Manhattan Company guaranteed an annual dividend of 10 per cent upon the Metropolitan's capital stock of $6,500,000. The opinion of the court is by Judge Macomber, and Presiding Judge Davis and Judge Daniels concur in its conclusion. * * * *

In conclusion, Judge Macomber says: "It is hardly necessary to say that this opinion is not intended to go further than is required to decide the appeals, namely, to show that there exists no legal reason why the plaintiff should longer hold the injunctions, or why the defendants should longer be deprived of such suits as may be required to redress their grievances. The orders appealed from should be reversed, with costs."

The memorandum indorsed by Judge Daniels upon the opinion of Judge Macomber is as follows: "I concur in the result, the controversy being one that does not justify an injunction of the nature of that which has been issued." Pre-

siding Judge Davis writes, more strongly: "I concur upon the ground that, upon the facts appearing by all the papers, the granting of the injunction was an improvident exercise of the power of the court; or, in other words, that the case presented is not one in which equity should interfere by bill *quia timet.*" —*N. Y. Times.*

Marietta & Cincinnati.—At a meeting for the reorganization of the Marietta & Cincinnati Railroad by the bond and stock holders, held in Chillicothe, O., Feb. 7, the name of the new company was fixed as the Cincinnati Washington & Baltimore Railroad Company, and the following board of directors was elected: Robert Garrett, of Baltimore; T. Edward Hambleton, Samuel Spencer, J. Carroll Walsh, also of Baltimore; W. T. McClintick, of Chillicothe; Orlando Smith of Columbus, Ohio; and George Hoadley, James D. Lehmer and J. L. Kleck, of Cincinnati. The board will meet in Cincinnati for organization to-morrow.

Memphis & Charleston.—Kiernan's News Letter of Thursday said: "Drexel, Morgan & Co. have loaned the Memphis & Charleston people the money needed to make up the $1,313,000 cash required by the East Tennessee Virginia & Georgia Railroad Company for the cancellation of the lease of the former road. At the last conference between the representatives of the two companies a new and formal agreement to accept that sum and cancel the lease at any future period was signed by the East Tennessee Virginia & Georgia people. It is expected that the money will be turned over and the lease canceled to-day. Immediately after that event the new lease of the Memphis & Charleston road to another party, which is now in escrow in the Farmer's Loan & Trust Co., will become effective. It was duly signed on Nov. 23 last, and guaranteed the interest on the bonds and 4 per cent for seven years; 5 per cent for eight years, and 6 per cent for fifteen years; equivalent to 5 13-15 per cent for thirty years on the stock. The sum of $150,000 in United States Government bonds has been deposited with the Trust Co. to secure the guarantee." * * * "The money borrowed to cancel the lease above that raised on the 806 consolidated bonds pledged with Drexel, Morgan & Co. will be provided for by issuing new stock, which will stand in relation to the present stock as common to preferred, and will have a prospective value at the end of the new lease. This wipes out the floating debt entirely."

New York Lake Erie & Western.—In regard to the rumor that this company had issued $5,000,000 collateral trust bonds, the *Indicator* reports Mr. Jewett, the President, as saying that the company had issued $5,000,000 worth of 6 per cent trust bonds, which do not take precedence of the second consolidated, and have no lien whatever upon the Erie road. They are secured by bonds, stocks and other securities deposited in trust. Erie had, in the course of time, acquired these bonds, stocks and securities and deposited them in trust, being desirous of perpetuating the control of them. Erie, in this way, is a borrower of $5,000,000, but has expended that amount in the acquisition of the securities deposited in trust, and wished to perpetuate the control of them. No further particulars were given.

New York New Haven & Hartford.—A dispatch from New Haven, Conn., Feb. 7, said: "The contracts for part or the whole of the work of building the two additional tracks between New York and Stamford will probably be awarded at the directors' meeting on Saturday, February 10."

North Carolina State Bonds.—The law providing for compromising and settling a portion of the State debt of North Carolina expired before several millions of the bonds had been exchanged. The Legislature has now extended the operations of the act for two years, to allow ample time for a full exchange and settlement of the old acknowledged debt.

Railroad Construction (New).—The latest information of the completion of track on new railroads is as follows:

East Tennessee Virginia & Georgia.—The Ohio division is extended northward to the Kentucky State line, 5 miles. Gauge 5 feet.
This is a total of 5 miles, making 10,584 miles so far reported for 1882.

New track is reported laid in the present year as follows:

Pennsylvania Slatington & New England.—Track laid from Portland, Pa., on the Delaware River, west to Pen Argyle, 11 miles; also from Deckertown, N. J., to Baleville, 7 miles.
This is a total of 18 miles, making 79 miles thus far reported for 1883, against 192 miles reported at the corresponding time in 1882 and 110 miles in 1881.—*Railroad Gazette*

Rutland.—RUTLAND, Vt., Feb. 2.—In the Supreme Court at Rutland to-day judgment was rendered for T. Chaffee against the Rutland Railroad Company for about $25,000 and costs. The suit was brought to recover on certain certificates issued in settlement of semi-annual dividends on said company's preferred stock. Judgment was also rendered in the same suit that the Central Vermont and Cheshire Railroad companies are chargeable as trustees for the amount of the principal judgment.

A report just made by a special committee of the board since the dividend was passed, says:

"It has been the custom of the Treasurer for the past two years to treat the rent of the road earned on the first of the month as cash on hand, while as a matter of fact it is not due till the 25th of the month following the month in which the rent is earned. * * * For instance, in the annual report for the year 1882, the cash on hand is stated at $34,604. The facts are that on the 1st of July the cash on hand was $9,104; rent due for June, $21,500; sundry items of uncollected assets, $4,000—$34,604. This shows a difference in actual cash on hand of $25,500. * * * On account of this anticipation of earnings, and in consequence of the settlement of certain suits against this road, involving from $20,000 to $25,000 more, it will be impossible to pay any dividend before the usual time in August. The notes of the road have been issued as the necessity of the road required. On the 1st of January there were notes outstanding to the amount of $40,000, $20,000 of which was due in the month of January, $10,000 in February, $10,000 in March. The Treasurer's account shows a balance of $12,910, which, with the receipts from rent, will be sufficient to retire the notes as they mature, and meet the coupons due February 1. The notes due in January have since been paid. A condensed statement of receipts and expenditures is as follows: Receipts from rent, $258,000; Addison Railroad dividend, $9,084; $267,084. Payments: Coupons, 6 per cent bonds, $90,000; ditto 5 per cent bonds, $75,000; dividend, Addison Railroad, $15,000; organization, taxes and incidentals, estimated $17,000; $197,000; balance applicable to dividend, $70,000; or the equivalent of a dividend on preferred stock of 1 per cent every seven months, unless the surplus be reduced by unseen contingencies."

Southern Pacific.—The completion of the Southern Pacific's line to New Orleans will soon bring into the field of competition for traffic between New York and the Pacific, another through line. Preparations are being completed for the securing of trans-continental business by way of Morgan's line of steamers from New York to New Orleans, and thence to San Francisco over the Southern Pacific route. E. Hawley, who has for several years been the general Eastern agent of the California Fast Freight Line, has resigned and been appointed general Eastern agent of the Southern and Central Pacific roads. He will assume his new duties about Feb. 15. Mr. Hawley was formerly contracting agent of the Rock Island Road. It is claimed that the time for freight to San Francisco can be made by the new water and rail line in twenty days, against from twenty to twenty-five days by the present all-rail routes. The rates by the new route will be the same as by the old lines.—*N. Y. Tribune.*

Tennessee State Debt.—At Nashville, Tenn., February 8, the message of Governor Bate was read before the Legislature. The Governor says that the payment of interest on bonds funded under the sixty and six act, together with the late defalcation, has left the Treasury comparatively empty. He maintains that none of the five funding acts grew out of the expression of the popular will. The people took the matter in their hands, and for the first time expressed their will through the ballot-box last November to tender terms of settlement to their creditors, which every disinterested and right-thinking man must regard as just to all concerned. In accordance with the will of the people he suggests the tender of a settlement of the State debt proper in full, less the war interest, at the same interest as that of the original bonds. He suggests that the remainder, or "contingent debt," be settled at 50 cents on the dollar, principal and interest, and to bear interest at 3 per cent.

Texas Trunk.—This road will be sold in Dallas, Tex., May 7, under a decree of the United States Circuit Court, to satisfy a mortgage given to the International Trust Co., of Boston. The amount due is stated at $223,814. The road extends from Dallas, Tex., to Kaufman, 35 miles.

Troy & Boston.—The following is from the report of the State Engineer for the year 1881-82: Capital, $2,000,000; subscribed, $1,645,608; paid in, $1,623,110; funded debt, $2,667,500; unfunded debt, $14,784; earnings from passengers, $183,035; from freight, $312,633; from mails, $13,935; from other sources—$56,772; total earnings, $566,346. Charges against earnings, transportation expenses, $309,780; interest, $199,021; rental of leased lines, $27,400; total, $536,202; surplus for the year, $30,144; existing deficiency, $1,230,223.

Union Pacific.—Judge Dillon, the New York counsel for the company, makes the following statement: "A controversy exists between the Union Pacific and the United States as to the manner in which net earnings under the Thurman act shall be ascertained. The company, under advice of counsel, and under their construction of the decisions of the Supreme Court, claim to have the cost of new construction and equipment on the main line deducted from the gross earnings in order to ascertain the net earnings. The Commissioner of Railroads does not concede this claim, and both parties desire a judicial decision thereof; and an amicable suit to that end, invited by the company, is about to be brought. The Government, under its construction, claim that there is due to it $901,873 03; the company claims that there is due only $306,477 07. The company has not paid because it has a counter-claim against the United States for postal service of over $1,500,000. The company has brought suit for postal compensation, and the Supreme Court recently decided in favor of the company and against the principle claimed by the Postmaster General, and the amount due to the company is awaiting judicial determination. The company's claim against the Government for postal service is much greater than any claim of the Government against it under the Thurman act. The company's purpose being, when both disputes are adjusted, to set off one against the other, the officers of the Government have made no complaint of the course pursued by the company, but have favored a judicial settlement of the questions at issue."

United New Jersey Companies.—The refunding of the $1,700,000 Camden & Amboy Railroad maturing 6s of 1883 into the new United Companies of New Jersey forty-year gold 4s has been completed. The new loan was issued at 93½, and the negotiation was made through Drexel & Co. and W. H. Newbold's Son & Co.

West Jersey.—The West Jersey Railroad reports its gross receipts for the year ending December 31, 1882, as $1,109,880, The total expenses and fixed charges, including all obligations, were $921,387, and the net income $188,493, an increase over the year 1881 of $121,355 in gross receipts, of $93,639 in expenses and $22,716 in net income.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, FEB. 9, 1883.

The weather has continued very severe in the Northwest, and there have been serious floods in the Middle-Northern States. Railway transportation has been seriously interrupted, and the obstructions to business serious. There is a better state of affairs at the close of the week, but the opening of spring business is delayed. The revised tariff bill before Congress has made very slow progress, and there is a growing disposition to resist the passage of either bill as insufficient and unsatisfactory. The probabilities of an extra session of Congress this spring, to take action upon revenue questions, seem to increase, greatly to the detriment of business.

A very good speculation in lard has taken place at higher prices. Pork has been quiet here and it is reported that large operators are selling in Chicago in view of the expected large receipts when the weather moderates. To-day mess pork was quoted here at $19@$19 25; for future delivery prices were wholly nominal. Lard was again higher and those interested in higher prices have at the moment the advantage both here and at Chicago. Prime Western quoted on the spot, 11·35@11·40c.; refined for the Continent, 11·50c.; South America, 11·50c.; February contracts sold at 11·35@11·36c.; March, 11·40@11·44c.; April, 11·55@11·58c.; May, 11·61@11·63c.; June, 11·59@11·66c. Bacon firm at 9¾c. for long clear. Beef hams higher at $20@$21. Beef steady at $26@$27 for city extra India mess. Butter and cheese are firm and a good steady business is noted. We have entered upon the last month of the regular pork-packing season. The number of swine slaughtered from the 1st of November to the 1st of February was 5,752,744, against 5,842,483 for the corresponding period of last season, a decrease of less than 90,000, showing that for January, 1883, the number slaughtered greatly exceeded January, 1882. Stocks are now pretty full, and there are many indications that what is termed the "summer packing" (from March 1st) will be large. The following is a comparative summary of aggregate exports, from November 1 to February 3:

	1882-3.	1881-2.	Dec. 1882-3.
Pork.....lbs.	14,198,200	17,622,200	3,424,000
Bacon.....lbs.	139,264,416	156,879,692	17,615,276
Lard.....lbs.	78,382,360	88,908,040	10,525,680
Total.....lbs.	231,844,976	263,409,932	31,564,956

Rio coffee has been advancing rapidly both on the spot and for future delivery, partly owing to a brisk speculative demand, and partly by reason of an advance in Rio de Janeiro; fair cargoes have advanced more than 1c., closing at 9½c.; options have risen 100 points and to-day were active and excited; no less than 75,000 bags have been sold within two days, February selling to-day at 7·60c., March at 7·60@7·90c., April at 7·80@7·95c., May at 7·75@8c., June at 7·85@8·10c., July at 7·80@8·10c., August at 8·10c., Sept. at 8c. and Nov. at 8·15c.; mild grades have also been very active at an advance; within a week 18,000 bags of Maracaibo, 60,000 mats of Java, 7,000 bags of Laguayra and 10,000 bags of Costa Rica have been sold. Rice has been fairly active and firm. Molasses has been quiet most of the time, but closed more active and steady at unchanged prices. Spices have been quiet. Foreign fruits have been fairly active and steady. Raw sugar has been in better demand and firmer; fair refining was quoted to-day at 6¼@6 13-16c., and 96 degrees test centrifugal at 7½@7⅝c. Refined has been in better demand at an advance; crushed closed at 9⅛c., powdered at 8⅜c., granulated at 8¾c. and standard "A" at 8¼@8⅜c.

Kentucky tobacco has been quiet, and sales for the week are only 330 hhds., of which 150 for export and 180 for home consumption. Prices are firm; lugs, 5½@6¾c.; leaf, 7@12c. Seed leaf has been much less active, and the sales for the week are only 840 cases, as follows: 200 cases 1880 crop Pennsylvania, 6@13c.; 50 cases 1881 crop do., private terms; 150 cases 1881 crop New England, 12½@30c.; 100 cases 1881 crop Wisconsin Havana seed, 15@18c.; 100 cases 1880 crop Ohio, private terms, and 240 cases 1881 crop do., 5¼@5½c. Also 300 bales Havana at 85c.@$1 15.

Little or nothing of note has transpired in naval stores, and the position is only about steady; common to good strained rosins, $1 60@$1 70; spirits turpentine, 53½@54c. Refined petroleum was quiet but steady at 7¾c. for 110 and 7⅞c. for 70 test; crude certificates have been active and higher; at the close the speculation has been smaller and values fell off to $1 04@$1 04½, after selling early in the day at $1 04⅝@$1 05⅜. Hops have remained quiet; new State, choice quoted 90@95c.; sales were made in the country at 90c. Wool continues in demand at steady prices. Ingot copper steady at 18c. for Lake.

Ocean freight room has been quiet, and rates for Continental berth tonnage have declined. Charters about steady. Grain to Liverpool by steam quoted 7@7¼d.; flour, 20@22s. 6d. per ton; bacon, 32s. 6d.@35s.; cheese, 40s.; cotton, 3-16d.; grain to London by steam, 6@6¼d.; do. to Glasgow, 7½d.; do. to Bristol, 6¼@6½d.; do. to New Castle, 6½d; do. to Antwerp, 4½d.; do. to Rotterdam, 11c.; do. to Havre, 13c; grain to Cork for orders by sail taken at 5s. 6d. per qr.; refined petroleum to Antwerp, 3s. 6d.; do. to Hamburg, 3s. 6.

COTTON.

FRIDAY, P. M., February 9, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Feb. 9) the total receipts have reached 165,868 bales, against 171,316 bales last week, 136,400 bales the previous week and 150,390 bales three weeks since; making the total receipts since the 1st of September, 1882, 4,485,815 bales, against 3,874,317 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 611,498 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total
Galveston	3,346	4,490	1,616	2,878	681	2,841	15,852
Indianola, &c.	....	....	....	....	....	89	89
New Orleans	5,195	14,567	12,901	2,622	10,932	8,687	54,904
Mobile	1,919	3,431	327	911	1,247	1,632	9,467
Florida	....	....	....	....	....	1,092	1,092
Savannah	2,939	4,118	2,947	3,000	2,436	3,687	19,027
Brunsw'k, &c.	....	....	....	....	....	200	200
Charleston	1,822	2,251	2,477	3,004	2,378	2,506	14,438
Pt. Royal, &c.	....	....	....	....	....	1,274	1,274
Wilmington	1,069	737	961	682	601	801	4,854
Morch'd C., &c	....	....	....	....	....	1,900	1,900
Norfolk	3,084	4,682	4,179	3,776	2,015	3,944	21,710
West Point, &c	....	....	....	....	....	6,755	6,755
New York	671	331	341	279	1,746	2,007	5,375
Boston	807	1,108	892	979	315	684	4,785
Baltimore	....	....	....	....	....	1,986	1,986
Philadelp'a, &c.	225	117	22	677	657	462	2,160
Totals this week	20,977	35,832	26,666	18,808	23,038	40,547	165,868

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last year.

Receipts to Feb. 9.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston	15,852	620,617	8,019	359,542	86,378	80,234
Indianola, &c.	89	15,004	127	12,867	.....	.....
New Orleans	54,904	1,217,189	24,010	1,021,280	333,541	371,044
Mobile	9,467	268,963	5,219	221,447	51,713	40,836
Florida	1,092	12,964	253	24,772	.....	1,939
Savannah	19,027	637,595	11,607	637,845	86,071	85,553
Brunsw'k, &c	200	5,508	.....	6,824	.....	.....
Charleston	14,438	470,559	6,207	431,552	77,880	64,726
Pt. Royal, &c.	1,274	14,073	11	19,414	1,510	2,957
Wilmington	4,854	103,006	2,000	120,813	16,818	9,478
M'head C., &c	1,900	15,927	500	20,467	.....	.....
Norfolk	21,710	603,446	14,192	491,624	66,665	58,986
West Point, &c	6,755	173,093	3,630	163,654	.....	.....
New York	5,375	100,896	3,575	124,262	157,223	333,252
Boston	4,785	110,249	4,083	151,431	4,450	10,033
Baltimore	1,986	34,795	324	17,858	25,468	35,793
Philadelp'a, &c.	2,160	45,905	2,926	48,665	9,359	18,105
Total	165,868	4,485,815	86,779	3,874,317	917,087	1,112,936

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	15,941	8,146	20,699	6,541	15,032	9,520
New Orleans.	54,904	24,010	47,982	52,104	58,967	48,730
Mobile	9,467	5,219	10,607	7,174	14,089	15,014
Savannah	19,027	11,607	15,725	15,619	18,252	13,058
Charl'st'n, &c	15,712	6,218	10,499	8,776	10,728	11,421
Wilm'gt'n, &c	6,754	2,590	1,932	1,638	3,749	2,395
Norfolk, &c.	28,465	17,822	15,499	14,839	14,041	8,623
All others	15,598	11,167	10,780	12,863	15,983	11,329
Tot. this w'k.	165,868	86,779	133,723	119,851	150,841	120,000
Since Sept. 1.	4485,815	3874,317	4250,267	3933,518	3592,189	3374,969

Galveston includes Indianola; Charleston includes Port Royal, &c. Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c

The exports for the week ending this evening reach a total of 129,656 bales, of which 83,169 were to Great Britain, 11,652 to France and 34,835 to the rest of the Continent, while the stocks as made up this evening are now 917,087 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Feb. 9. Exported to—				From Sept. 1, 1882, to Feb. 9, 1883. Exported to—			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	2,325	.....	5,442	7,767	231,395	30,596	44,527	363,428
New Orleans	35,569	10,881	16,398	62,842	557,463	179,899	241,811	901,033
Mobile	3,644	.....	.....	3,644	15,240	3,000	.....	18,240
Florida	.....	.....	.....	.....	.....	.....	.....	.....
Savannah	6,629	.....	4,945	11,574	86,433	25,678	183,721	295,809
Charleston*	8,165	.....	4,355	12,520	104,151	23,472	122,387	250,003
Wilmington	1,393	.....	.....	1,393	41,891	.....	1,500	43,391
Norfolk†	6,723	.....	.....	6,723	303,770	.....	7,540	311,310
New York	8,998	273	1,845	11,986	290,125	19,330	104,268	423,330
Boston	2,284	.....	.....	2,284	95,237	.....	343	95,580
Baltimore	5,478	495	1,850	7,823	130,963	1,780	31,807	139,630
Philadelp'a, &c	2,000	.....	.....	2,000	46,000	.....	1,988	47,988
Total	83,169	11,652	34,835	129,656	1,980,700	283,255	749,392	2,949,530
Total 1881-82	63,287	980	16,910	80,457	1,331,195	245,212	515,783	2,092,190

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

Feb. 9, at—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans....	23,802	15,433	34,374	1,455	75,064	258,480
Mobile	6,800	1,900	1,200	6,000	15,900	35,813
Charleston	2,350	850	10,200	800	14,150	63,739
Savannah.....	2,000	2,600	13,100	4,300	22,000	64,071
Galveston..	15,898	903	14,207	1,530	32,538	53,840
Norfolk	10,510	None.	5,724	1,250	17,484	49,181
New York..	4,700	None.	700	None.	5,400	151,823
Other ports.....	4,000	None.	500	None.	4,500	53,104
Total 1883	70,060	21,636	80,605	15,335	187,036	730,051
Total 1882	69,388	3,378	53,299	5,779	131,844	981,092
Total 1881	96,842	25,566	48,039	20,351	190,798	651,679

The speculation in cotton for future delivery was fairly active last Saturday, and on a demand to cover contracts prices advanced 5@7 points, but there was a nearly equal decline on Monday. On Tuesday there was some firmness again, but business was very dull; the sales, 19,600 bales, were said to be the smallest transactions in futures for any day since the organization of the Cotton Exchange. On Wednesday prices further advanced 2@3 points, but the speculation was quite slow. Yesterday a sluggish and somewhat uncertain opening was followed by a very buoyant market. Liverpool accounts were better, there was a falling off in the crop movement and an eager demand to cover contracts, upon which this crop advanced 15@17 points, and the next crop 12@13 points, with transactions exceeding the total of the preceding three days. A disposition has existed to accept large crop estimates, as it was asserted that consumption was very large, and prices low; hence the advantage was with the "bull" party. To-day, however, about a third of yesterday's advance was lost, and the market closed unsettled. Cotton on the spot has met with a fair and general demand, and yesterday quotations were advanced 1-16c. It is understood that the rather free deliveries which have been made on February contracts this week have been largely sent to store. To-day the market was quiet and steady at 10¼c. for middling uplands.

The total sales for forward delivery for the week are 449,400 bales. For immediate delivery the total sales foot up this week 5,247 bales, including 1,673 for export, 2,466 for consumption, 1,108 for speculation and — in transit. Of the above, 500 bales were to arrive. The following are the official quotations for each day of the past week.

Feb. 3 to Feb. 9.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. ₰ lb	7 1/2	7 1/2	7 1/2	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16
Strict Ord..	7 15/16	7 15/16	7 15/16	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
Good Ord..	8 3/4	8 3/4	8 3/4	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16
Str. G'd Ord	9 3/16	9 3/16	9 3/16	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Low Midd'g	9 11/16	9 11/16	9 11/16	10	10	10	10	10	10
Str. L'w Mid	10	10	10	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Middling...	10 3/16	10 3/16	10 3/16	10 7/16	10 7/16	10 7/16	10 7/16	10 7/16	10 7/16
Good Mid..	10 1/2	10 1/2	10 1/2	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Str. G'd Mid	10 3/4	10 3/4	10 3/4	11	11	11	11	11	11
Midd'g Fair	11 1/4	11 1/4	11 1/4	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Fair.....	12	12	12	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. ₰ lb	7 1/2	7 9/16	7 9/16	7 13/16	7 7/8	7 7/8	7 13/16	7 7/8	7 7/8
Strict Ord..	7 15/16	8	8	8 1/4	8 5/16	8 5/16	8 1/4	8 5/16	8 5/16
Good Ord..	8 3/4	8 13/16	8 13/16	9 1/16	9 1/8	9 1/8	9 1/16	9 1/8	9 1/8
Str. G'd Ord	9 3/16	9 1/4	9 1/4	9 1/2	9 9/16	9 9/16	9 1/2	9 9/16	9 9/16
Low Midd'g	9 11/16	9 3/4	9 3/4	10	10 1/16	10 1/16	10	10 1/16	10 1/16
Str. L'w Mid	10	10 1/16	10 1/16	10 1/4	10 5/16	10 5/16	10 1/4	10 5/16	10 5/16
Middling...	10 3/16	10 1/4	10 1/4	10 7/16	10 1/2	10 1/2	10 7/16	10 1/2	10 1/2
Good Mid..	10 1/2	10 9/16	10 9/16	10 3/4	10 13/16	10 13/16	10 3/4	10 13/16	10 13/16
Str. G'd Mid	10 3/4	10 13/16	10 13/16	11	11 1/16	11 1/16	11	11 1/16	11 1/16
Midd'g Fair	11 1/4	11 5/16	11 5/16	11 1/2	11 9/16	11 9/16	11 1/2	11 9/16	11 9/16
Fair.....	12	12 1/16	12 1/16	12 1/4	12 5/16	12 5/16	12 1/4	12 5/16	12 5/16

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary.....₰ lb.	7 1/2	7 1/8	7 1/8	7 1/8	7 3/16	7 3/16
Strict Good Ordinary.....	7 15/16	7 15/16	7 15/16	7 15/16	8	8
Low Middling.....	8 5/8	8 5/8	8 5/8	8 5/8	8 11/16	8 11/16
Middling.....	9 7/16	9 7/16	9 7/16	9 1/16	9 1/2	9 1/2

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.				FUTURES.	
		Ex-port.	Con-sump.	Specul't'n	Transit.	Total.	Sales.	Deliveries.
Sat..	Quiet and firm..	....	157	300	....	457	54,500	200
Mon.	Quiet and steady	....	463	708	....	1,171	55,100	1,200
Tues.	Dull.....	....	301	100	....	401	19,900	2,700
Wed.	Quiet and steady	1,500	434	....	....	1,934	36,800	3,200
Thurs	Firm at 1/16 adv.	75	501	....	....	576	156,700	1,200
Fri..	Quiet and steady	98	610	....	....	708	126,400	700
Total	.....	1,673	2,466	1,108	....	5,247	449,400	9,200

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

The Sales and Prices of Futures are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.
Saturday, Feb. 3—	Higher.	Aver..10.19	Aver..10.29	Aver..10.42	Aver..10.56	Aver..10.70	Aver..10.82	Aver..10.94	Aver.....—	Aver..10.23	Aver..10.14	Aver..—	Aver..—
Sales, total.....	51,500	1,400	12,700	10,000	10,600	7,600	4,200	7,200	— @ —	400	— @ —	— @ —	— @ —
Prices paid (range)	10·13@10·96	10·17@10·20	10·26@10·31	10·40@10·45	10·55@10·59	10·68@10·72	10·81@10·85	10·93@10·98	10·63–10·66	10·24@10·25	10·13@10·14	— @ —	— @ —
Closing.....	Steady.	10·21–10·23	10·29–10·30	10·43–10·44	10·57–10·58	10·71— —	10·83–10·84	10·94–1··95	10·63–10·66	10·25–10·27	10·12–10·14	— @ —	— @ —
Monday, Feb. 5—	Lower.	Aver..10.19	Aver..10.26	Aver..10.39	Aver..10.52	Aver..10.66	Aver..10.78	Aver..10.90	Aver.....—	Aver..10.22	Aver..10.10	Aver..—	Aver..—
Sales, total.....	55,100	1,900	8,000	11,100	14,000	12,000	4,300	2,500	— @ —	500	800	— @ —	— @ —
Prices paid (range)	10·09@10·91	10·18@10·21	10·24@10·28	10·37@10·41	10·50@10·54	10·64@10·68	10·76@10·90	10·88@10·91	10·57–10·60	10·21@10·24	10·09@10·10	— @ —	— @ —
Closing.....	Dull.	10·16–10·17	10·23–10·24	10·37–10·38	10·51–10·52	10·65–10·66	10·78–10·79	10·89— —	10·57–10·60	10·20–10·22	10·07–10·10	— @ —	— @ —
Tuesday, Feb. 6—	Firmer.	Aver..10.17	Aver..10.25	Aver..10.38	Aver..10.52	Aver..10.67	Aver..10.80	Aver..10.91	Aver.....—	Aver..10.22	Aver..10.11	Aver..—	Aver..—
Sales, total.....	19,900	2,800	5,400	2,900	3,300	3,400	500	2,100	— @ —	100	100	— @ —	— @ —
Prices paid (range)	10·11@10·91	10·15@10·18	10·23@10·25	10·38@10·38	10·51@10·53	10·66@10·67	10·79@10·80	10·90@10·91	10·57–10·60	10·20–10·22	10·08–10·11	— @ —	— @ —
Closing.....	Dull.	10·17–10·18	10·25–10·26	10·39— —	10·52—10·53	10·67— —	10·80— —	10·91— —	10·57–10·60	10·20–10·22	10·08–10·11	— @ —	— @ —
Wednesd'y, Feb. 7—	Firmer.	Aver..10.20	Aver..10.29	Aver..10.42	Aver..10.56	Aver..10.70	Aver..10.82	Aver..10.94	Aver.....—	Aver..10.28	Aver..10.16	Aver..—	Aver..—
Sales, total.....	36,800	2,800	6,200	9,100	7,300	4,500	1,700	3,700	— @ —	700	800	— @ —	— @ —
Prices paid (range)	10·16@10·95	10·20@10·21	10·28@10·30	10·41@10·43	10·55@10·57	10·69@10·71	10·83@10·84	10·93@10·95	10·60–10·63	10·25@10·28	10·12@10·15	— @ —	— @ —
Closing.....	Dull.	10·20— —	10·29–10·30	10·42@10·43	10·55–10·56	10·69–10·70	10·82–10·83	10·93–10·94	10·60–10·63	10·24–10·26	10·12–10·15	— @ —	— @ —
Thursday, Feb. 8—	Buoyant.	Aver..10.24	Aver..10.36	Aver..10.50	Aver..10.64	Aver..10.80	Aver..10.94	Aver..11.04	Aver.....—	Aver..10.37	Aver..10.21	Aver..—	Aver..—
Sales, total.....	156,700	6,100	30,600	38,500	38,200	23,200	4,600	12,100	— @ —	1,500	1,900	— @ —	— @ —
Prices paid (range)	10·15@11·10	10·30@10·46	10·43@10·60	10·57@10·73	10·71@10·86	10·85@11·00	10·95@11·10	11·04–11·05	10·63–10·73	10·28@10·38	10·15@10·25	— @ —	— @ —
Closing.....	Strong.	10·20@10·35	10·45–10·46	10·59— —	10·72–10·73	10·86–10·87	10·99–11·00	11·10–11·11	10·75–10·80	10·36–10·39	10·25–10·28	— @ —	— @ —
Friday, Feb. 9—	Lower.	Aver..10.30	Aver..10.41	Aver..10.55	Aver..10.69	Aver..10.83	Aver..10.96	Aver..11.06	Aver.....—	Aver..10.37	Aver..10.25	Aver..—	Aver..—
Sales, total.....	126,400	1,700	15,700	23,100	33,200	25,800	9,600	13,300	100	300	1,600	— @ —	— @ —
Prices paid (range)	10·25@11·10	10·27@10·33	10·39@10·44	10·52@10·58	10·66@10·73	10·80@10·86	10·94@10·98	11·04@11·10	10·77— —	10·37@10·38	10·25@10·27	— @ —	— @ —
Closing.....	Steady.	10·27–10·28	10·39— —	10·52–10·53	10·66–10·67	10·80–10·81	10·93–10·94	11·04–11·05	10·75–10·80	10·33–10·36	10·20–10·25	— @ —	— @ —
Total sales this week.	449,400	16,600	78,600	94,000	108,600	76,500	24,900	41,000	100	3,500	5,600	— @ —	— @ —
Average price, week.		10·22	10·31	10·44	10·58	10·73	10·96	10·97	10·77	10·29	10·16	— @ —	— @ —
Sales since Sep. 1, '82*	12,637,900	1,389,700	1,778,100	1,252,400	1,458,000	841,800	359,300	389,200	2,100	11,200	11,700	.....	.....

* Includes sales in September, 1882, for September, 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400; September-January for January, 2,070,200.

Transferable Orders—Saturday, 10·25c.; Monday, 10·20c.; Tuesday, 10·20c.; Wednesday, 10·20c.; Thursday, 10·40c.; Friday, 10·30c.
Short Notices for February—Friday, 10·30c.

☞ We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week.

·29 pd. to exch. 200 Nov. for April.
·14 pd. to exch. 200 May for June.
·27 pd. to exch. 100 Mar. for May.
·13 pd. to exch. 1,000 Mar. for Apr.
·14 pd. to exch. 200 Mar. for June.
·14 pd. to exch. 100 May for June.
·10 pd. to exch. 600 Feb. s, n. 8th for Mar.
·09 pd. to exch. 600 Feb. for Mar.
·14 pd. to exch. 1,000 Apr. for May.
.14 pd. to exch. 100 Mar. for Apr.

At the Interior Towns the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and

the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

Towns.	Movement to Feb. 9, 1883. Receipts. This week.	Receipts. Since Sept. 1, '82.	Shipm'ts. This week.	Stock Feb. 9.	Movement to Feb. 10, 1882. Receipts. This week.	Receipts. Since Sept. 1 '81.	Shipm'ts. This week.	Stock Feb. 10.
Augusta, Ga.	4,510	130,596	4,797	24,756	1,078	146,976	2,365	27,817
Columbus, Ga.	2,644	94,554	2,936	16,454	1,362	90,602	2,312	20,512
Macon, Ga.	960	52,199	1,554	7,092	451	57,135	1,569	9,642
Montgomery, Ala.	2,323	120,592	3,972	10,317	1,536	99,882	1,193	11,379
Selma, Ala.	1,652	90,923	2,018	8,910	536	69,426	1,998	7,227
Memphis, Tenn.	12,019	400,468	16,529	44,036	4,944	293,120	6,172	91,592
Nashville, Tenn.	1,156	36,017	506	8,266	612	48,075	748	7,715
Dallas, Tex.	395	33,928	619	2,716	47	24,248	757	1,314
Jefferson, Tex.	93	22,772	148	150	10	12,613	86	1,323
Shreveport, La.	2,226	76,757	1,031	7,842	964	54,990	1,346	12,363
Vicksburg, Miss.	5,779	86,170	6,590	9,181	3,695	120,606	4,493	8,892
Columbus, Miss.	1,266	34,645	1,067	6,128	562	26,099	705	6,245
Eufaula, Ala.	1,167	39,060	1,099	5,524	728	45,158	715	5,715
Griffin, Ga.	1,167	23,811	524	1,309	263	29,945	460	4,460
Atlanta, Ga.	3,019	122,705	3,511	26,290	1,693	110,098	1,621	17,171
Rome, Ga.	4,315	69,797	2,409	16,552	1,300	74,221	1,531	13,213
Charlotte, N. C.	1,172	38,079	1,172	1,500	667	22,042	767	6,500
St. Louis, Mo.	9,101	342,930	9,762	68,527	4,370	309,587	5,410	79,148
Cincinnati, O.	13,124	241,035	12,131	6,717	5,354	262,869	4,950	9,184
Total, old towns.	67,533	2,076,943	73,627	310,225	29,492	1,894,652	47,113	345,947
Newberry, S. C.	500	18,489	500	200	411	13,329	411	548
Raleigh, N. C.	809	38,656	755	3,017	709	49,527	1,139	5,093
Petersburg, Va.	744	17,482	245	2,409	352	22,936	599	4,509
Louisville, Ky.	1,915	24,910	660	2,497	387	23,708	340	2,502
Little Rock, Ark.	885	41,001	908	2,852	227	22,940	295	2,502
Brenham, Tex.	197	29,239	326	1,436	40	20,852	90	1,051
Houston, Tex.	15,915	594,218	15,230	17,948	6,004	350,939	5,781	13,678
Total, new towns	20,965	764,173	18,835	33,359	8,130	503,940	8,905	34,981
Total, all	88,523	2,841,121	92,462	343,584	37,622	2,398,592	56,018	380,928

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 6,060 bales, and are to-night 35,422 bales *less* than at the same period last year. The receipts at the same towns have been 48,066 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 442,529 bales *more* than for the same time in 1881-2.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Feb. 9), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	862,000	653,000	668,000	485,000
Stock at London.....	77,600	42,000	50,800	36,950
Total Great Britain stock	939,600	697,000	718,800	521,950
Stock at Hamburg.....	3,700	2,300	3,500	1,300
Stock at Bremen.....	40,000	41,200	24,500	17,740
Stock at Amsterdam.....	18,000	16,300	25,700	25,890
Stock at Rotterdam.....	1,500	516	1,130	1,200
Stock at Antwerp.....	800	1,100	884	599
Stock at Havre.....	163,000	137,000	121,000	46,160
Stock at Marseilles.....	4,100	2,600	4,830	2,300
Stock at Barcelona.....	43,000	35,000	29,300	18,784
Stock at Genoa.....	8,100	3,000	3,000	1,200
Stock at Trieste.....	4,500	4,270	3,910	578
Total continental stocks...	291,700	243,286	217,754	115,751
Total European stocks...	1,231,300	940,286	936,554	637,701
India cotton afloat for Europe.	157,000	206,000	134,000	88,469
Amer'n cotton afloat for Eur'pe	522,000	445,000	630,000	508,080
Egypt, Brazil, &c., afit for E'r'pe	65,000	60,000	33,000	37,028
Stock in United States ports..	917,087	1,112,936	842,477	994,391
Stock in U. S. interior towns..	310,225	345,647	279,523	345,975
United States exports to-day..	32,300	20,500	28,000	9,000
Total visible supply.....	3,234,912	3,130,369	2,883,554	2,620,644
Of the above, the totals of American and other descriptions are as follows:				
American—				
Liverpool stock.....	604,000	473,000	515,000	368,000
Continental stocks.....	192,000	139,000	164,000	101,000
American afloat for Europe.....	522,000	445,000	630,000	508,080
United States stock.....	917,087	1,112,936	842,477	994,391
United States interior stocks..	310,225	345,647	279,523	345,975
United States exports to-day..	32,300	20,500	28,000	9,000
Total American.....	2,577,612	2,536,083	2,459,000	2,326,446
East Indian, Brazil, &c.—				
Liverpool stock.....	258,000	132,000	153,000	117,000
London stock.....	77,600	42,000	50,800	36,950
Continental stocks.....	99,700	104,286	53,754	14,751
India afloat for Europe.....	157,000	206,000	134,000	88,469
Egypt, Brazil, &c., afloat.....	65,000	60,000	33,000	37,028
Total East India, &c.....	657,300	594,286	424,554	294,198
Total American.....	2,577,612	2,536,083	2,459,000	2,326,446
Total visible supply.....	3,234,912	3,130,369	2,883,554	2,620,644
Price Mid. Upl., Liverpool....	5 11/16d.	6 1/4d.	6 7/16d.	7 1/4d.

☞ The imports into Continental ports this week have been 46,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 104,543 bales as compared with the same date of 1882, an *increase* of 351,358 bales as compared with the corresponding date of 1881 and an *increase* of 614,268 bales as compared with 1880.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending Feb. 9.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	*Mon.*	*Tues.*	*Wednes.*	*Thurs.*	*Fri.*
Galveston	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8	10
New Orleans	9 13/16	9 13/16	9 13/16	9 13/16	9 7/8	9 15/16
Mobile	9 11/16	9 11/16	....	9 11/16	9 11/16	9 3/4
Savannah	9 5/8	9 5/8	9 5/8	9 5/8	9 3/4	9 3/4
Charleston	9 7/8	9 7/8@10	9 7/8	9 7/8	10	10
Wilmington	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Norfolk	9 13/16	9 13/16	9 13/16	9 13/16	9 7/8	9 15/16
Boston	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Baltimore	10	10	10	10	10	10 1/8
Philadelphia	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Augusta	9 1/4@3/8	9 1/4@3/8	9 1/4@3/8	9 1/4@3/8	9 1/4@3/8	9 3/8
Memphis	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8
St. Louis	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8
Cincinnati	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8
Louisville	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns		
	'80-'81.	'81-'82.	'82-'83.	'80-'81.	'81-'82.	'82-'83.	'80-'81.	'81-'82	'82-'83.
Nov. 24	205,192	232,216	242,169	284,476	367,080	359,175	208,106	259,370	257,221
Dec. 1	218,341	229,170	251,097	287,717	363,080	275,700	221,582	242,196	271,623
" 8	243,137	238,814	247,017	303,003	415,599	291,376	258,423	261,357	262,993
" 15	238,490	241,576	262,015	336,852	447,530	299,523	272,319	271,518	270,167
" 22	237,980	206,855	258,170	353,487	457,024	336,993	254,695	218,343	295,635
" 29	196,435	200,624	251,923	363,025	466,256	379,855	205,973	210,180	294,725
Jan. 5	110,735	152,429	224,097	337,644	453,659	383,647	85,374	139,502	228 789
" 12	129,604	114,808	175,382	309,530	435,050	380,248	101,490	86,459	171,988
" 19	138,879	99,990	150,390	309,282	419,043	367,867	138,591	93,883	139,109
" 26	125,070	92,081	136,400	306,321	400,986	350,749	122,129	74,024	119,184
Feb. 2	147,129	95,057	171,316	317,986	390,019	347,523	158,674	84,090	168,090
" 9	133,723	83,779	165,868	313,837	380,528	343,584	129,694	77,288	161,929

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 4,812,914 bales; in 1881-82 were 4,209,420 bales; in 1880-81 were 4,525,266 bales.

2. That, although the receipts at the out-ports the past week were 165,868 bales, the actual movement from plantations was only 161,929 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 77,288 bales and for 1881 they were 129,694 bales.

AMOUNT OF COTTON IN SIGHT FEBRUARY 9.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to February 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to Feb. 9	4,485,815	3,874,317	4,250,267	3,983,513
Interior stocks on Feb. 9 in excess of September 1.....	327,099	335,103	274,999	353,286
Tot. receipts from plantat'ns	4,812,914	4,209,420	4,525,266	4,336,804
Net overland to February 1...	472,320	337,278	374,919	400,534
Southern consumpt'n to Feb. 1	160,000	125,000	110,000	100,000
Total in sight February 9....	5,445,234	4,671,698	5,010,185	4,837,338

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 773,536 bales, as compared with 1880-81 is 435,049 bales and with 1879-80, 607,896 bales.

WEATHER REPORTS BY TELEGRAPH.—In Texas the weather has been bad during the week, sleet, snow and ice having put a stop to all work; but elsewhere it has in general been warmer and more favorable, with but little rain.

Galveston, Texas.—We have had drizzles on four days of the week, the rainfall reaching twenty hundredths of an inch. The sun has not been in sight for nine days, and very little work of any sort has been done anywhere in the State. For four days of this week the whole State except the coast line has been covered with sleet and snow. The roads are impracticable. The thermometer has ranged from 30 to 70, averaging 50.

Indianola, Texas.—It has rained (drizzles) on two days of the week, and the remainder of the week has been pleasant. The rainfall reached ten hundredths of an inch. Average thermometer 45, highest 76, lowest 22.

Dallas, Texas.——We have had drizzles on three days of the week, the rainfall reaching eight hundredths of an inch Ice and snow are abundant, and work is suspended. The thermometer has averaged 42, the highest being 75 and the lowest 9.

Brenham, Texas.—We have had no rain, but heavy snow and sleet, during the week. No work is being done, and roads are impassable. The thermometer has averaged 46, ranging from 16 to 76.

Palestine, Texas.—It has rained on four days, with snow and sleet on two days of the week. The rainfall reached thirty-three hundredths of an inch. Nothing doing. Average thermometer 43, highest 75 and lowest 13.

Huntsville, Texas.—We have had no rain during the week, but there has been snow and sleet, and the weather has been very cold. All work is at a standstill. The thermometer has ranged from 16 to 76, averaging 46.

Weatherford, Texas.—We have had drizzles on three days of the week, also heavy snow and hard sleet. The severe weather has stopped all work. The thermometer has averaged 42, the highest being 75 and the lowest 9. The rainfall reached ten hundredths of an inch.

Belton, Texas.—We have had no rain during the week, but there has been snow and ice on four days. Work has been suspended until there is better weather and roads. The thermometer has ranged from 11 to 79, averaging 45.

Luling, Texas.—We have had a drizzle on one day of the past week, the rainfall reaching five hundredths of an inch. We have also had snow and sleet, and the weather has been too cold to do anything. Average thermometer 47, highest 77 and lowest 17.

New Orleans, Louisiana.—It has rained on two days of the week, the rainfall reaching two hundredths of an inch. The thermometer has averaged 60.

Shreveport, Louisiana.—It has been cold and cloudy, with north winds, sleet and light rains during the week, the rainfall reaching seventy-one hundredths of an inch. Roads are heavy. The thermometer has ranged from 24 to 72.

Vicksburg, Mississippi.—We have had rain on two days, and the remainder of the week has been cloudy.

Columbus, Mississippi.—It has rained on three days of the week, the rainfall reaching one inch and twenty-seven hundredths.

Little Rock, Arkansas.—Telegram not received.

Memphis, Tennessee.—It has rained on six days of the week, on one day of which we had snow, and on two, sleet. The rainfall reached three inches and six hundredths. The bad weather has interfered with marketing. The thermometer has ranged from 21 to 76, averaging 37.

Nashville, Tennessee.—We have had rain on four days of the week, the rainfall reaching three inches and forty-two hundredths. The thermometer has averaged 41, the highest being 67 and the lowest 23.

Mobile, Alabama.—It has been showery on two days, and the balance of the week has been cloudy. The rainfall reached nine hundredths of an inch. The thermometer has averaged 61, ranging from 46 to 76.

Montgomery, Alabama.—We have had showers on three days of the week, the rainfall reaching six hundredths of an inch. The thermometer has ranged from 40 to 77, averaging 61.

Selma, Alabama.—The thermometer has averaged 57, ranging from 37 to 79.

Madison, Florida.—The weather has been warm and dry all of the week. Competition for labor is running up the rate of wages. The thermometer has ranged from 62 to 76, averaging 66.

Macon, Georgia.—It has rained on two days of the week. Average thermometer 61, highest 79 and lowest 32.

Columbus, Georgia.—We have had no rain during the week. The thermometer has averaged 65, the highest being 75 and the lowest 50. During the month of January the rainfall reached seven inches and eighteen hundredths.

Savannah, Georgia.—It has rained on three days of the week, and the remainder of the week has been cloudy. The rainfall reached sixty-six hundredths of an inch. Average thermometer 65, highest 78, lowest 50.

Augusta, Georgia.—It has rained on five days of the week, the rainfall reaching forty hundredths of an inch. Planters are marketing their crop freely. The thermometer has ranged from 48 to 79, averaging 61.

Atlanta, Georgia.—It has rained on one day of the week, the rainfall reaching ten hundredths of an inch. The thermometer has averaged 51, ranging from 33 to 74.

Charleston, South Carolina.—We have had no rain during the week. The thermometer has averaged 56, the highest being 76 and the lowest 45.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock February 8, 1883, and February 9, 1882.

		Feb. 8, '83.		*Feb. 9, '82.*	
		Feet.	*Inch.*	*Feet.*	*Inch.*
New Orleans	Below high-water mark	6	5	2	3
Memphis	Above low-water mark.	23	0	35	2
Nashville	Above low-water mark.	32	1	30	9
Shreveport	Above low-water mark.	16	2	28	2
Vicksburg	Above low-water mark.	31	10	43	7

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

Mr. Ellison's Annual Circular.—In the transmission of Mr. Ellison's circular last week by cable, there was a strange mixture made of ordinary bales with those weighing the average of 400 lbs., and consequently some of our deductions were inaccurate. Furthermore, in sending the estimated stocks Sept 30, 1883 the estimated stocks in the mills were omitted, while the mill stocks on Jan. 1, 1883 were included in the supply figures, and hence our conclusion on that point was also inaccurate. We now give below a revised statement of Mr. Ellison's estimated supply and consumption up to Sept. 30 as follows.

From January 1 to October 1, 1883.	*Ordinary bales.*
Supply from America	3,180,000
Supply from India	1,150,000
Supply from Egypt	191,000
Supply from Brazil	288,000
Supply sundries	87,000
Total	4,896,000
Stock at ports December 31, 1882	992,000
Making total from all sources	5,888,000
Consumption in Europe	4,836,000
Leaving stocks at ports September 30, 1883	1,052,000

These stocks at ports are the same as our cable gave them, but as all the above figures are ordinary bales instead of bales of the average of 400 lbs. weight, the estimated consumption allowed for (4,836,000 bales) equals 5,225,000 bales of 400 lbs. each, or a weekly consumption of 134,000 bales of 400 lbs.

In our editorial columns will be found the greater portion of Mr. Ellison's circular, which we have this week received by mail.

European Cotton Consumption to February 1.—We have received by cable to-day Mr. Ellison's cotton figures brought down to February 1. The revised totals for last year have also been received, and we give them for comparison. The takings by spinners in *actual* bales and pounds have been as follows:

From Oct. 1 to Feb. 1.	*Great Britain.*	*Continent.*	*Total.*
For 1882-3.			
Takings by spinners...bales	1,190,820	1,103,430	2,294,250
Average weight of bales....	440	438	439
Takings in pounds	523,960,800	483,302,340	1,007,263,140
For 1881-2.			
Takings by spinners...bales	1,174,430	914,290	2,088,720
Average weight of bales....	442	438	440
Takings in pounds.....	519,098,060	400,459,020	919,557,080

According to the above, the average weight of the deliveries in Great Britain is 440 pounds per bale to February 1, against 442 pounds per bale during the same time last season. The Continental deliveries average 438 pounds, against 438 pounds last year, and for the whole of Europe the deliveries average 439 pounds per bale, against 440 pounds during the same period last season. In the following table we give the stock held by the mills, their takings and their consumption, each month since October 1, all reduced to bales of 400 pounds each for this season and last season. It is a very convenient and useful summary.

Oct. 1 to Feb. 1. Bales of 400 lbs. each. 000s omitted.	1882-3.			1881-2.		
	Great Britain.	*Continent.*	*Total.*	*Great Britain.*	*Continent.*	*Total.*
Spinners' stock Oct 1.	82.	139,	221,	25,	240.	265,
Takings in October...	233,	149,	382.	336,	133.	469,
Total supply.....	315,	288,	603.	361,	373.	734,
Consumption in Oct..	284,	244.	528,	280.	232,	512,
Spinners' stock Nov. 1	31.	44,	75.	81,	141,	222,
Takings in November	387,	320,	707,	438.	362,	800,
Total supply.....	418,	364,	782,	519,	503,	1,022,
Consumption in Nov .	355,	305,	660,	350,	290,	640,
Spinners' stock Dec. 1	63,	59,	122,	169,	213,	382,
Takings in December.	301,	397,	698,	263,	253,	516,
Total supply.....	364,	456,	820,	432,	466,	898,
Consumption in Dec..	284,	244,	528,	280.	232,	512,
Spinners' stock Jan. 1	80,	212,	292,	152,	234,	386,
Takings in January..	389,	342,	731,	261,	253,	514,
Total supply.....	469,	554,	1,023,	413,	487,	900,
Consumption in Jan..	288,	248,	536,	280,	232,	512,
Spinners' stock Feb. 1	181,	306.	487.	133.	255.	388,

The comparison with last year is made more striking by bringing together the above totals and adding the average weekly consumption up to the present time for the two seasons.

Oct. 1 to Feb. 1. Bales of 400 lbs. each, 000s omitted.	1882-3. Great Britain	Continent.	Total.	1881-2. Great Britain	Continent.	Total.
Spinners' stock Oct. 1.	82,	139,	221,	25,	240,	265,
Takings to Feb. 1.....	1,310,	1,208,	2,518,	1,298,	1,001,	2,299,
Supply.....	1,392,	1,347,	2,739,	1,323,	1,241,	2,564,
Consumption.....	1,211,	1,041,	2,252,	1,190,	986,	2,176,
Spinners' stock Feb. 1.	181,	306,	487,	133,	255,	388,
Weekly Consumption. 000s omitted.						
In October.....	71,0	61,0	132,0	70.0	58,0	128,0
In November.....	71,0	61,0	132,0	70,0	58,0	128,0
In December.....	71,0	61,0	132,0	70,0	58,0	128.0
In January	72,0	62,0	134,0	70,0	58.0	128.0

The foregoing shows that the weekly consumption in Europe is now 134,000 bales of 400 pounds each, against 132,000 bales of the same weight in December. The mills, both in Great Britain and on the Continent, hold larger stocks than last year, the excess being now 99,000 bales.

Our cable further adds that Mr. Ellison estimates the stock unconsumed in the world as 198,000 bales greater than at the same date of last year and 668,000 bales larger than at the same date the previous year.

JUTE BUTTS, BAGGING, &C.—Bagging has not shown much animation, and trade continues of a jobbing description. Prices are showing more firmness, however, and holders are not disposed to accept anything below present figures, and are more inclined to hold stocks until after the meeting of manufacturers, which takes place on the 23d, as it is thought that higher prices will be named. At the close parcels can be had at 6¾c. for 1¼ lbs., 7½c. for 1¾ lbs., 8¼c. for 2 lbs., and 9c. for standard grades. Butts are dull, and only small parcels are being placed for present wants, scarcely any inquiry being reported for large lots. Prices continue steady, sellers asking 2⅛@2¼c. for paper grades and 2½c. for bagging quality.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to February 8.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week. Great Brit'n.	Continent	Total.	Shipments since Jan. 1. Great Britain	Continent.	Total.	Receipts. This Week.	Since Jan. 1.
1883	8,000	14,000	22,000	47,000	81,000	128,000	46,000	211,000
1882	27,000	4,000	31,000	109,000	61,000	170,000	47,000	235,000
1881	1,000	39,000	40,000	27,000	61,000	88,000	26,000	139,000
1880	5,000	5,000	10,000	26,000	38,000	64,000	27,000	116,000

According to the foregoing, Bombay appears to show a *decrease* compared with last year in the week's receipts of 1,000 bales, and a *decrease* in shipments of 9,000 bales, and the shipments since January 1 show a *decrease* of 42,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week. Great Britain.	Continent.	Total.	Shipments since January 1. Great Britain.	Continent.	Total
Calcutta—						
1883.....	4,000	2,500	6,500	29,000	5,000	34,000
1882.....	3,100	9,100	12,200	39,100	15,200	54,300
Madras—						
1883.....	1,000	.....	1,000	3,000	.....	3,000
1882.....	200	.....	200	2,600	.....	2,600
All others—						
1883.....	500	600	1,100	2,500	1,400	3,900
1882.....	100	.....	100	2,800	200	3,000
Total all—						
1883	5,500	3,100	8,600	34,500	6,400	40,900
1882.....	3,400	9,100	12,500	44,500	15,400	59,900

The above totals for the week show that the movement from the ports other than Bombay is 3,900 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883. This week.	Since Jan. 1.	1882. This week.	Since Jan. 1.	1881. This week.	Since Jan. 1.
Bombay.....	22,000	125,000	31,000	170,000	40,000	88,000
All other p'rts.	8,600	40,900	12,500	59,900	6,500	68,500
Total	30,600	168,900	43,500	229,900	46,500	156,500

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, February 8.	1882-83.		1881-82.		1880-81.	
Receipts (cantars*)—						
This week....	80,000		50,000		70,000	
Since Sept. 1	2,026,000		2,577,550		2,360,000	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)—						
To Liverpool.....	11,000	178,000	9,000	185,000	5,000	165,000
To Continent	4,000	56,000	11,526	116,612	10,416	67,498
Total Europe	15,000	234,000	20,526	301,612	15,416	232,498

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Feb. 8 were 80,000 cantars and the shipments to all Europe were 15,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is quiet with limited business, and steady, but idle at the close. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1882-83. 32s Cop. Twist.		8¼ lbs. Shirtings.				Cott'n Mid. Uplds	1881-82. 32s Cop. Twist.		8¼ lbs. Shirtings.			Cott'n Mid. Uplds
	d.	d.	s.	d.	s.	d	d	d.	d.	s.	d.	s.	d.
Dec. 8	8 7/8	@ 9½	6	3	@7	9	5 15/16	9 3/8	@10 1/8	6	6	@8	1½	6 9/16
" 15	8 7/8	@ 9½	6	3	@7	7½	5 15/16	9¼	@10	6	6	@8	0	6 9/16
" 22	8 7/8	@ 9½	6	1½	@7	7½	5 13/16	9 3/8	@10	6	6	@8	0	6 11/16
" 29	8 13/16	@ 9 7/16	6	1½	@7	7½	5¾	9 3/8	@10	6	6	@8	0	6 11/16
Jan. 5	8¾	@ 9 3/8	6	1	@7	7	5 11/16	9 3/8	@10	6	6	@8	0	6 9/16
" 12	8 5/8	@ 9¼	6	0	@7	6	5 11/16	9 3/8	@10	6	6	@8	0	6 11/16
" 19	8 5/8	@ 9¼	6	0	@7	4½	5 5/8	9½	@10	6	7½	@8	0	6¾
" 26	8¾	@ 9¾	6	1	@7	6	5 5/8	9½	@10	6	7½	@8	0	6 5/8
Feb. 2	8¾	@ 9 5/8	6	0	@7	6	5 11/16	9 3/8	@10	6	6	@8	0	6 5/8
" 9	8¾	@ 9 5/8	6	0	@7	6	5 11/16	9 3/8	@10	6	6	@8	0	6½

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—a comparison of the port movement by weeks is not accurate As the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows:

Monthly Receipts.	Year Beginning September 1. 1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Sept'mb'r	326,656	429,777	458,478	333,643	288,845	98,491
October..	930,581	853,195	968,318	888,492	689,269	578,533
Novemb'r	1,024,647	974,043	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,484	893,664	900,119
January .	752,827	437,727	571,701	647,140	618,727	689,610
Total year	4,267,300	3,741,549	4,025,800	3,763,011	3,269,740	3,089,246
Per'c'tage of tot. port receipts Jan. 31.	79·27		68·53	75·34	73·52	71·08

This statement shows that up to Jan. 31 the receipts at the ports this year were 525,751 bales more than in 1881-82 and 241,500 bales more than at the same time in 1880-81. By adding to the above totals to Jan. 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82	1880-81	1879-80.	1878-79.	1877-78.
Tot. Jn.31	4,267,300	3,741,549	4,025,800	3,763,011	3,269,740	3,089,246
Feb. 1....	21,924	12,592	22,962	8.	36,301	28,495
" 2....	30,723	11,049	18,075	22,580	8.	19,795
" 3....	20,977	22,348	21,769	20,354	23,729	8.
" 4....	8.	10,059	27,978	15,208	38,564	35,541
" 5....	35,832	8.	26,031	15,582	23,999	20,000
" 6....	26,636	16,637	8.	21,929	23,378	24,343
" 7....	18,808	14,970	20,763	11,289	25,634	16,653
" 8 ...	23,038	12,207	23,187	8.	21,127	22,803
" 9 ...	40,547	13,350	18,721	34,413	8	15,100
Total.....	4,185,815	3,854,321	4,205,541	3,909,391	3,469,525	3,269,979
Percentage of tota port rec'ts Feb. 9		81·6	71·53	73·11	--	77·25

This statement shows that the receipts since Sept. 1 up to to-night are now 630,994 bales more than they were to the same day of the month in 1882 and 280,271 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to February 9 in each of the years named.

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 11,086 bales, against 8,837 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1882.

Exported to—	Week ending— Jan. 18.	Jan. 25.	Feb. 1.	Feb. 8.	Total since Sept. 1.	Same period previ'us year.
Liverpool	10,200	11,115	7,795	8,968	295,700	205,233
Other British ports	.....	.....	.....	.....	3,426	5,456
TOTAL TO GREAT BRITAIN	10,200	11,115	7,795	8,968	299,126	210,689
Havre	250	792	241	273	19,896	16,945
Other French ports	.....	.....	.....	.....	100	.....
TOTAL FRENCH	250	792	241	273	19,996	16,945
Bremen and Hanover	16	350	400	1,096	31,864	22,508
Hamburg	350	200	....	.....	23,453	12,597
Other ports	549	1,938	201	749	41,759	3,927
TOTAL TO NORTH. EUROPE	915	2,488	601	1,845	97,076	39,032
Spain, Op'rto, Gibralt'r, &c	.....	.....	.....	.....	2,442	837
All other	.....	256	200	.....	4,690	200
TOTAL SPAIN, &c	.....	256	200	.....	7,132	1,037
GRAND TOTAL	11,365	14,651	8,837	11,086	423,330	267,703

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York. This week.	New York. Since Sept. 1.	Boston. This week.	Boston. Since Sept. 1.	Philadelphia. This week.	Philadelphia. Since Sept. 1.	Baltimore. This week.	Baltimore. Since Sept. 1.
N. Orl'ans	7,285	111,130	.....	2,193	.....	.....	.....	.....
Texas	4,689	119,605	1,971	8,479	.....	.....	.....	.....
Savannah	5,872	165,774	3,912	52,771	105	11,888	3,158	64,735
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	398	8,233	.....	.....	.....	.....	.....	.....
S. Car'lina	5,132	122,951	896	896	171	6,598	.....	15,038
N. Car'lina	59	38,058	.....	.....	.....	418	13,938	
Virginia	5,068	152,511	1,497	39,817	587	32,661	1,296	79,737
North. pts	.....	.....	1,362	90,085	.....	.....	.....	205
Tenn., &c.	5,375	1 0,896	4,268	101,362	836	42,567	650	32,809
Foreign	199	1,730	.....	.....	.....	.....	.....	.....
This year	34,608	850,889	13,819	298,903	1,699	93,634	5,522	206,462
Last year	28,720	892,149	7,836	286,285	1,471	63,927	5,518	162,317

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 163,736 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Alaska, 1,338....Catalonia, 2,981.....Egypt, 1,929.....Halley, 662.....Lake Champlain, 1,243....Nevada, 815	8,968
To Havre, per steamer St. Laurent, 273	273
To Bremen, per steamer Saller, 1,096	1,096
To Amsterdam, per steamers Leerdam, 112....Stella, 111	223
To Antwerp, per steamer Belgenland, 500	500
To Copenhagen, per steamer Island, 26	26
NEW ORLEANS—To Liverpool, per steamers Borinquen, 2,530 .....Emiliano, 4,475.....Hankow, 8,725.....Klug Cerdic, 4,233....Milanese, 5,980	25,943
To Bremen, per bark Kragero, 1,740	1,740
To Genoa, per bark Vincenzo Pirrotta, 2,002	2,002
CHARLESTON—To Liverpool, per barks Hermod, 1,725 Upland ....Orontes, 2,300 Upland	4,025
To Gottenburg, per bark Han Thos, 1,215 Upland	1,215
To Barcelona, per bark Rio de la Plata, 750 Upland	750
SAVANNAH—To Amsterdam, per bark Diana, 1,475 Upland	1,475
To Genoa, per bark Tigri, 2,000 Upland	2,000
TEXAS—To Liverpool, per steamer Victoria, 5,864....per barks Cortez, 1,088.....Duchess of Lancaster, 1,156.....Glen Grant, 2,594....Mustang, 1,200....Schiller, 1,446	13,352
To Bremen, per steamer Armathwaite, 3,735....per bark A. E. Vidal, 1,050	4,785
To Sebastopol, per steamer Horton, 4,250	4,250
WILMINGTON—To Liverpool, per barks Jona, 2,850 ...Ystuva, 2,37	5,220
NORFOLK—To Liverpool, per steamer Rhine, 3,52....per barks Arklow, 2,914...Maria Stonemann, 3,778...Navarch, 3,799	13,846
To Barcelona, per steamer Standard, 4,751	4,751
BALTIMORE—To Liverpool, per steamer Hibernian, 57 (additional)	57
BOSTON—To Liverpool, per steamers Iberian, 1,091....Missouri, 3,232	4,323
PHILADELPHIA—To Liverpool, per steamers British Crown, 2,000 ....Pennsylvania, 800	2,800
SAN FRANCISCO—To Liverpool, per ship British Merchant, 86 (foreign)	86
Total	103,736

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen.	Amsterdam & Antwerp.	Gothenburg & Sebastopol.	Barcelona.	Genoa.	Total.
New York	8,968	273	1,096	723	.....	.....	.....	11,036
N. Orleans	25,943	.....	1,740	.....	.....	.....	2,002	29,685
Charleston	4,025	.....	.....	.....	1,215	750	.....	6,020
Savannah	.....	.....	.....	1,475	.....	.....	2,000	3,475
Texas	13,352	.....	4,785	.....	4,250	.....	.....	22,387
Wilmington	5,220	.....	.....	.....	.....	.....	.....	5,220
Norfolk	13,846	.....	.....	.....	.....	4,751	.....	18,597
Baltimore	57	.....	.....	.....	.....	.....	.....	57
Boston	4,323	.....	.....	.....	.....	.....	.....	4,323
Philadelp'a	2,800	.....	.....	.....	.....	.....	.....	2,800
San Fran	86	.....	.....	.....	.....	.....	.....	86
Total	78,620	273	7,621	2,198	5,495	5,501	4,002	103,736

Included in the above totals are, from New York to Copenhagen, 26 bales.

Below we add the clearances, this week, of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Liverpool—Feb 2—Bark Korsvei, 1,255.
For Bremen—Feb. 3—Bark Bjornstraa, 1,193....Feb. 6—Bark Solvst, 1,100.
For Vera Cruz—Feb 3—Steamer Whitney, 1,016.

NEW ORLEANS—For Liverpool—Feb. 2—Steamer Carolina, 4,300....Feb. 3—Steamers Chilian, 1,980; Glenratk, 2,000 ...Murciano, 4,550; ....Bark Persia, 5,926.
For Havre—Feb. 3—Barks Lincoln, 2,904; Roma, 3,728.
For Bremen—Feb. 2—Bark Cedar Croft, 3,56....Feb. 3—Steamer Celtic Monarch, 3,845....Feb. 5—Steamer Violet, ——.
For Antwerp—Feb. 5—Steamer Severn, ——.
For Barcelona—Feb. 2—Steamer Castilla, 2,900.
For Genoa—Feb. 2—Steamer Castilla, 1,201.
For Vera Cruz—Feb. 3—Steamer City of Mexico, 1,050.

SAVANNAH—For Bremen—Feb. 6—Bark Uranus, 1,763.
For Barcelona—Feb. 6—Brig Bella Dolores, 710....Feb. 7—Bark Ferita, 1,242.

CHARLESTON—For Liverpool—Feb. 3—Barks Alma, ——; Dio Gartenlaube, ——; Saltana, —— -....Feb. 5—Bark Waelsa, 2,471.
For Bremen—Feb. 6—Steamer F. J. Robson, 3,200.
For Barcelona—Feb. 3—Brig Nueva Suber, 629.

WILMINGTON—For Falmouth, for orders—Feb. 3—Bark Lydia Pescham, 1,393.

NORFOLK—For Liverpool—Feb. 5—Ship Wm. Law, 6,723.

BOSTON—For Liverpool—Feb. 2—Steamer Samaria, 996.....Feb. 3—Steamer Virginian, 1,288.

BALTIMORE—For Liverpool—Feb. 2—Steamer Texas, 2,098....Feb. 6—Steamer Nessmore, 2,323....Feb. 7—Steamer Caspian, 1,057.
For Havre—Feb. 1—Steamer Clayperon, 495.
For Bremen—Feb. 1—Steamer America, 1,850.

PHILADELPHIA—For Liverpool—Feb. 7—Steamer Lord Gough, 2,000.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

CELTIC MONARCH, steamer (Br.), Wilson, from New Orleans for Bremen, while going to sea from the former port, February 8, got out of the channel and grounded between two wing dams at the east end of the jetties, and is now being lightered.

EGYPT, steamer (Br.), before reported. Orders were received at the Norfolk Navy Yard on February 2, to allow the British steamer Egypt, from Charleston for Bremen, which was ashore at Watchapreague Inlet, to be placed in the dry dock for repairs as soon as the Pinta is taken out.

KNIGHT TEMPLAR, steamer (Br.), Johnson, from Charleston, December 26, arrived at Sebastopol prior to Jan. 30, with her deck started, bridge damaged, and bow plates injured, having experienced heavy weather. On arrival it was ascertained that her cargo was on fire. The fire was extinguished and the cargo discharged Feb. 2, much damaged. Vessel not materially damaged.

NETO, steamer (Br.), Brown, from Galveston for Liverpool, put into Key West, February 4, and reported that she struck a reef near Tortugas and was relieved by wreckers taking out her cargo. The Neto discharged about 200 bales into the wrecking vessels and jettisoned about 500, the most of which would probably be recovered. There were only two small wreckers on the ground when she struck. She was leaking badly in her forward water ballast tank, and also aft.

GNA, bark (Nor.), Addersen, from Charleston for Gottenburg, with cotton, arrived at Gottenburg, January 19. The master reports that during the passage fire broke out in the cabin, where part of the cargo was stowed. Twelve bales had to be taken out on deck, and salt water was used to put out the fire. The marks of those bales, the master says, are invisible.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam	d. 3/16@1/4	3/16@1/4	3/16@1/4	3/16@1/4	3/16@1/4	3/16@1/4
Do sail	d.	....	....	....	....	....
Havre, steam	c. 7/16*	7/16*	7/16*	7/16*	7/16*	7/16*
Do sail	c.	....	....	....	....	....
Bremen, steam	c. 17/32*	17/32*	17/32*	17/32*	17/32*	17/32*
Do sail	c.	....	....	....	....	....
Hamburg, steam	d. 1/2*	1/2*	1/2*	1/2*	1/2*	1/2*
Do sail	d.	....	....	....	....	....
Amst'd'm, steam	c. 9/16*	9/16*	9/16*	9/16*	9/16*	9/16*
Do sail	d.	....	....	....	....	....
Baltic, steam	d. 3/8*	3/8*	3/8*	3/8*	3/8*	3/8*
Do sail	c.	....	....	....	....	....
Barcelona, steam	c. 7/8*	7/8*	7/8*	7/8*	7/8*	7/8*
Genoa, steam	d. 3/4*	3/4*	3/4*	3/4*	3/4*	3/4*

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Jan. 19	Jan. 26.	Feb. 2.	Feb. 9.
Sales of the week.....bales.	65,000	97,000	71,000	72,000
Of which exporters took	6,000	12,000	11,500	9,000
Of which speculators took	4,700	18,000	8,100	9,800
Sales American	47,500	66,000	43,000	44,000
Actual export	7,600	7,500	6,400	5,500
Forwarded	31,000	30,500	48,000	33,000
Total stock—Estimated	814,000	821,000	851,000	862,000
Of which American—Estim'd	549,000	555,000	595,000	604,000
Total import of the week	208,000	112,000	135,000	103,000
Of which American	191,000	87,000	119,000	76,000
Amount afloat	336,000	344,000	316,000	310,000
Of which American	290,000	289,000	289,000	275,000

The tone of the Liverpool market for spots and futures each day of the week ending Feb. 9, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, 12:30 P.M.	Dull and easier.	Good demand freely met	Mod. inq. freely supplied	Steady.	Firm.	Harden'g.
Mid Upl'ds	5 5/8	5 5/8	5 5/8	5 5/8	5 5/8	5 11/16
Mid. Orl'ns	5 13/16	5 13/16	5 13/16	5 13/16	5 13/16	5 7/8
Sales	8,000	14,000	10,000	12,000	12,000	12,000
Spec. & exp.	2,000	2,000	2,000	2,000	2,000	2,000
Futures. Market, 12:30 P.M.	Steady.	Firm.	Dull and easier.	Firm.	Quiet.	Quiet.
Market, 5 P. M.	Steady.	Barely steady.	Very dull.	Steady.	Quiet.	Firm.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus: 5 32 means 5 32-64d. and 6 03 means 6 3-64d.*

	Sat., Feb. 3.				Mon., Feb. 5.				Tues., Feb. 6.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
February...	5 38	5 38	5 38	5 38	....	....	....	....	....	....	....	....
Feb.-Mar...	5 38	5 39	5 38	5 39	5 40	5 40	5 40	5 40	5 39	5 40	5 39	5 40
Mar.-April.	5 40	5 41	5 40	5 41	5 42	5 42	5 42	5 42	5 41	5 42	5 41	5 42
April-May.	5 43	5 44	5 43	5 44	5 45	5 45	5 45	5 45	5 45	5 46	5 45	5 45
May-June..	5 46	5 48	5 46	5 48	5 48	5 48	5 48	5 48	5 47	5 49	5 47	5 48
June-July..	5 50	5 52	5 51	5 52	5 52	5 53	5 52	5 52	5 51	5 51	5 51	5 51
July-Aug...	5 54	5 54	5 54	5 54	5 56	5 56	5 56	5 56	5 55	5 55	5 55	5 55
Aug.-Sept..	5 58	5 59	5 58	5 59	5 60	5 61	5 60	5 61	5 60	5 60	5 60	5 60
Sept.-Oct...	....	....	....	....	....	....	....	....	....	....	....	....

	Wednes., Feb. 7.				Thurs., Feb. 8.				Fri., Feb. 9.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
February...	....	....	....	....	5 43	5 44	5 43	5 44	5 47	5 47	5 47	5 47
Feb.-Mar..	5 41	5 42	5 41	5 42	5 43	5 45	5 43	5 45	5 47	5 47	5 45	5 47
Mar.-April..	5 43	5 45	5 43	5 44	5 45	5 47	5 45	5 47	5 49	5 49	5 47	5 49
April-May..	5 46	5 47	5 46	5 47	5 47	5 49	5 47	5 49	5 51	5 52	5 50	5 51
May-June..	5 49	5 50	5 49	5 49	5 50	5 52	5 50	5 52	5 55	5 55	5 5?	5 54
June-July..	5 53	5 54	5 53	5 53	5 54	5 56	5 54	5 54	5 58	5 58	5 56	5 58
July-Aug...	....	....	....	....	5 59	5 59	5 59	5 59	5 62	5 62	5 60	5 61
Aug.-Sept..	5 61	5 61	5 61	5 61	5 63	5 63	5 63	5 63	6 02	6 02	6 00	6 01
Sept.-Oct...	..	....	....	....	..	....	..	....	....	..	....	....
Oct. Nov....	....	....	....	....	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50

BREADSTUFFS.

FRIDAY, P. M., February 9, 1883.

Flour has been very firm at some advance, in response to an advance in wheat, but the demand has not been brisk and the supply has increased, especially that of winter wheat brands, which compose the bulk of the stock here, and this fact has militated somewhat against the features of the market favorable to holders. To-day the market was firm but quiet.

Wheat has advanced 2½ to 3c., with an unusually large speculation and a better demand for export. Storms and floods at the West have interfered with the marketing of the crop, and it is claimed that the winter wheat has suffered damage through alternate freezing and thawing and the disappearance of the snow in certain sections. Some operators contend that Europe will require all the wheat that can be spared by this country; others think that the losses of the people in certain parts of the Continent of Europe through the recent disastrous floods will tend to reduce their purchasing power to such an extent that the trade will not attain the proportions now anticipated by many. The markets at the West and in Europe have been higher, and this fact has contributed not a little to the advance here. To-day there was a decline here of ½@1c; No. 2 red sold at $1 19⅝@$1 20⅜ for February, $1 20½@$1 21⅛ for March, $1 22½@$1 23⅛ for April and $1 23½@$1 24¼ for May.

Indian corn has advanced 4 cents for options and 2 cents on the spot, with an increased foreign trade and a large speculation. Western and European markets have been much stronger, and while there have been frequent fluctuations here, and at times a feverish and unsettled tone, the general tendency has been towards higher prices, as a result not merely of the higher markets elsewhere, but of a steady demand either from bulls increasing their supplies or from shorts covering their contracts. To-day the market was irregular, cash being firm while options were ½c. to 1c. lower; No. 2 mixed sold at 72¼c. for February, 71⅞@72¼c. for March, 72@72½c. for April and 70⅞@70½c. for May, and steamer mixed at 71c. for February.

Rye has been firm but in only moderate demand. Barley has been firm but quiet. Oats have been active and higher. It is now stated that this cereal cannot be laid down here at the current prices, the Western markets being, it is averred, relatively higher than the quotations here. To-day the market was slightly lower; No. 2 mixed sold at 48¾c. for February, 49⅜@49¾c. for March, 50c. for April and 49⅝@49¾c. for May.

The following are closing quotations:

FLOUR.

No. 2 spring	₱ bbl.	$2 50	@ 3 25	City shipping extras.	$5 30	@ 5 80
No. 2 winter		2 75	@ 3 50	Southern bakers' and family brands	5 50	@ 7 00
Superfine		3 50	@ 3 85	South'n shipp'g extras.	4 60	@ 5 50
Spring wheat extras..		4 00	@ 5 25	Rye flour, superfine..	3 65	@ 4 30
do bakers'		5 00	@ 6 00	Corn meal—		
Wis. & Minn. rye mix.		5 00	@ 5 50	Western, &c.	3 20	@ 3 75
Minn. clear and str't		4 75	@ 7 00	Brandywine, &c.	3 70	@ 3 85
Winter shipp'g extras.		3 85	@ 4 50	Buckw't flour, 100 lbs.	2 50	@ 2 75
Patents, spring		6 00	@ 8 00			
Patents, winter		5 50	@ 7 50			

GRAIN.

Wheat—				Rye—Western	71	@ 74
Spring, per bush.	1 07	@1 30		State & Canada	72	@ 76
Spring No. 2	1 14	@1 15		Oats—		
Red winter	1 10	@1 25		Mixed	48½	@ 50
Red winter, No. 2	1 20	@1 21¼		White	49	@ 53
White	1 12	@1 24¼		No. 2 mixed	48⅞	@ 49
White No. 1	1 16½	@		No. 2 white	50	@ ....
Corn—West. mixed	68	@ 74		Barley—		
West. mix. No. 2	72¼	@ 73¾		Canada No. 1	1 00	@ ....
White	72	@ 75		Canada bright	1 03	@1 05
Yellow	72	@ 75		Canada No. 2	95	@ ....
Buckwheat	70	@ 72		State, 4-rowed	93	@ 95
				State, 2-rowed	85	@ 87

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Feb. 3 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48 lbs	Bush.56 lbs
Chicago	94,974	147,791	1,781,282	453,041	151,259	36,181
Milwaukee	58,350	97,208	41,460	39,250	119,631	9,380
Toledo	960	202,856	222,392	10,400	1,000	1,220
Detroit	2,042	165,287	13,006	16,214	37,640	.....
Cleveland	2,407	41,026	56,500	15,175	12,401	.....
St. Louis	33,934	240,711	715,745	129,703	49,702	5,552
Peoria	1,875	4,100	210,400	202,775	22,880	33,000
Duluth	.....	39,077	.....	.....	.....	.....
Tot. wk. '83	194,892	1,028,056	3,040,785	866,248	294,333	85,553
Same wk. '82	179,475	1,022,858	2,682,277	811,678	297,457	55,418
Same wk. '81	144,139	611,444	1,472,892	782,361	193,510	39,878
Since Aug. 1—						
1882	5,430,390	55,698,089	43,528,029	28,754,391	10,396,200	2,708,226
1881	4,100,044	29,447,646	71,643,419	20,801,033	9,241,102	2,995,915
1880	4,702,766	57,582,784	68,807,033	24,487,498	9,647,964	2,717,692

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Feb. 3, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	1,235,867	815,519	1,015,026	384,825
Wheat.....bush.	2,197,969	2,297,540	1,905,358	1,157,282
Corn	8,329,032	7,377,645	4,545,164	4,812,151
Oats	3,471,424	3,818,161	2,818,100	1,222,602
Barley	1,304,253	771,586	901,322	354,523
Rye	220,514	261,312	291,759	211,234
Total grain	15,523,192	14,526,247	10,461,707	7,757,792

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week Feb. 3.	1882. Week Feb. 4.	1881. Week Feb. 5.	1880. Week Feb. 7.
Flour.....bbls.	207,336	147,062	150,172	55,735
Wheat.....bush.	426,653	327,565	112,657	138,506
Corn	1,569,892	1,771,626	850,755	1,080,265
Oats	684,271	785,849	516,086	130,873
Barley	326,131	121,525	109,745	43,854
Rye	26,289	39,029	43,105	37,581
Total	3,033,026	3,045,594	1,632,348	1,431,079

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Feb. 4	207,336	552,890	1,640,337	684,271	326,131	26,289
Jan. 27	101,987	263,497	1,193,440	309,263	104,419	20,856
Jan. 20	172,214	324,238	1,327,961	690,488	202,245	36,877
Jan. 13	224,419	411,016	1,548,011	735,610	243,121	63,282
Tot., 4 w.	705,956	1,551,641	5,709,749	2,419,632	875,916	147,304
4 w'ks 82	562,799	1,746,726	5,954,873	3,072,953	410,383	166,712

The receipts of flour and grain at the seaboard ports for the week ended Feb. 3, follow:

At	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	201,694	299,152	505,420	195,644	42,900	20,944
Boston	58,397	102,800	140,400	57,875	2,650	1,650
Portland	12,300	102,507	3,200	1,800	.....	.....
Montreal	6,609	10,400	500	9,600	4,700	3,010
Philadelphia	20,773	101,500	224,000	19,550	15,000	.....
Baltimore	30,136	270,100	634,050	10,500	.....	2,000
New Orleans	8,665	34,000	163,831	21,273	.....	.....
Total week	341,574	920,459	1,671,421	316,242	65,250	27,604
Cor. week '82	206,954	608,100	886,980	440,690	60,550	13,750

The total receipts at the same ports for the period from Dec. 25, 1882, to Feb. 3, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	1,900,557	1,136,360	1,457,761	1,070,389
Wheat.....bush.	5,931,673	3,664,942	5,568,788	3,982,158
Corn	8,330,934	3,717,047	5,467,180	9,302,725
Oats	2,498,245	2,477,838	1,950,114	1,874,860
Barley	412,227	641,087	595,350	684,620
Rye	99,378	53,389	204,499	110,485
Total grain	17,271,557	10,554,303	13,785,931	15,954,948

The exports from the several seaboard ports for week ending Feb. 3, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	117,457	647,959	398,078	1,436	.....	2,052
Boston...	27,315	2,693	54,611	.....	.....	.....
Portland.	7,667	32,307	.....	.....	.....	17,916
Montreal.	.....	.....	.....	.....	.....	.....
Philadel..	2,015	99,498	221,983	.....	.....	.....
Baltim're	7,211	189,429	484,937	.....	.....	.....
N.Orl'ns .	.....	127,379	86,089	.....	.....	.....
Total w'k.	161,665	1,099,175	1,236,698	1,436	.....	19,968
Same time 1882. .	106,829	417,766	364,775	4,540	58,584	27,063

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, Feb. 3.	1882. Week, Feb. 4.	1883. Week, Feb. 3.	1882. Week, Feb. 4.	1883. Week, Feb. 3.	1882. Week, Feb. 4.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un.King.	126,071	76,609	529,588	228,806	1,080,259	180,878
Contin'nt	3,973	4,466	568,587	187,478	143,815	161,177
S. & C.Am	15,461	8,634	1,000	.....	4,239	6,566
W. Indies	12,538	12,285	.....	1,482	6,512	9,810
Brit. Col's	2,918	3,737	.....	.....	50	4,905
Oth.c'nt's	704	1,098	.....	.....	1,823	1,379
Total...	161,665	106,829	1,099,175	417,766	1,236,698	364,715

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to Feb. 3.	1881-82. Sept. 1 to Feb. 4.	1882-83. Sept. 1 to Feb. 3.	1881-82. Sept. 1 to Feb. 4.	1882-83. Sept. 1 to Feb. 3.	1881-82. Sept. 1 to Feb. 4.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	3,207,577	1,362,728	22 822,923	18,772,503	7,323,716	13,743,471
Continent ...	330,482	87,952	15,510,951	6,389,573	893,061	3,032,472
S. & C. Am...	333,062	301,933	88,678	3,505	92,062	242,737
West Indies.	435,391	289,183	32,329	19,706	182,835	256,678
Brit. Col'nies	295,523	253,735	7,366	.....	67,118	74,120
Oth. countr's	21,095	19,408	199,613	200,238	53,122	32,745
Total. ...	4 624 030	2,314,959	41 671,290	25,385,555	8,611,914	17,384,254

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Feb. 3, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	6,275,437	1,667,416	1,009,912	54,446	231,662
Do. afloat (est.)	150,000	80,000	.....	150,000	200,000
Albany (est.)	23,000	37,000	111 800	102,000	87,500
Buffalo.....	1,067,730	22,844	30,199	328,473	34,379
" afloat.....	.....	.....	.....	.....	75,000
Chicago..	5,520,978	3 793,931	1,567,943	212,387	510,811
" afloat.....	325,000	357,477	.....	.....	.....
Milwaukee	970,327	16,283	869	203,350	60,273
Duluth.....	1,173,180	.....	.....	.....	.....
Toledo.....	1,285,017	552,714	33 609	4,500	5.786
Detroit	677,416	56,918	16,024	15,784	905
Oswego.....	150,000	60,000	2,500	300,000	75,000
St. Louis.....	983,856	1,098,511	181,740	73,082	52,378
Boston.....	245,943	168,235	118,180	10,339	1,493
Toronto.....	297,503	.....	3,474	183,410	6,032
Montreal	204,318	5,417	65,529	13,227	29,821
Philadelphia	639,551	197,472	175.896	.....	.....
Peoria	9.625	194.141	145 389	7,728	111.759
Indianapolis.....	286 500	104,800	33,900	.....	14.000
Kansas City.....	226,858	429,954	16,297	697	22,565
Baltimore	964,821	348,803	.....	.....	.....
Down Mississippi.	126,237	70,655	.....	.....	.....
On rail.....	686.139	2,038,150	838,903	398.341	36,717
Tot. Feb. 3, '83.	22,289,436	10,700.651	4,352,164	2,057,764	1,646,084
Tot. Jan. 27, '83.	21,909,118	9,550,497	3,985,195	2,303.521	1,506,689
Tot. Jan. 20, '83.	21,770,312	9.575.797	4,419,625	2,792.300	1.494,001
Tot. Jan. 13, '83.	21,388,769	9,428,510	4,471,821	2,946.491	1,540,239
Tot. Jan. 6, '83.	21,315,550	9,229.144	4,425.588	3,004,030	1,511,978
Tot. Feb. 4, '82.	18,027,998	18,313,139	3,189,306	2,792,782	1,145,926

THE DRY GOODS TRADE.

FRIDAY, P. M., February 9, 1883.

The situation in the dry goods trade has not undergone any material change during the past week. Many Southern and Western package buyers have completed their early purchases and returned home, but others have arrived daily to take their place, and the market has, therefore, presented a fairly active appearance. The demand was spasmodic and irregular (the distribution of spring fabrics having been checked at times by unfavorable weather) and buyers continued cautious and discriminating in their purchases; but the volume of business was fairly satisfactory under the circumstances, and the outlook is regarded hopefully in commission and importing circles. Thus far the jobbing trade has not shown much activity, but retailers are beginning to arrive from some of the more remote sections of the country, and an early improvement in this branch of the business is confidently anticipated.

DOMESTIC COTTON GOODS.—The exports of domestics for the week were 3,249 packages, including 1,028 to Great Britain, 954 to China, 275 to Argentine Republic, 245 to Brazil, 177 to U. S. of Colombia, 187 to Uruguay, &c., making the total shipments since January 1, 14,184 packages, against 13,645 for the same period in 1882. There was a steady demand for brown and bleached goods, and the market has shown more firmness, some makes having been slightly advanced by manufacturers' agents. Colored cottons were in only moderate request, and cottonades and cheviots ruled quiet. Print cloths were active and dearer, closing at 3 13-16@3⅞c. for 64x64s and 3¼c. for 56x60s. Prints were in irregular demand, and ginghams were lightly dealt in.

DOMESTIC WOOLEN GOODS.—Heavy union cassimeres and worsted coatings have received rather more attention from the clothing trade, and some fair orders were placed by buyers on the spot and through the medium of traveling salesman, at prices slightly below last year's quotations. Heavy all-wool cassimeres have not been generally opened as yet, and transactions were consequantly limited in number and volume. Overcoatings were in moderate demand, and there was a fair business in heavy satinets. In light-weight clothing woolens there was no movement of importance, the demand having been restricted to small re-assortments. Wool suitings and sackings were in steady request, as were white flannels, and prices remain firm. Kentucky jeans and doeskins continued quiet and prices show little, if any, improvement.

FOREIGN DRY GOODS have been rather more active in first hands, but the demand was irregular, stormy weather having militated against the demand for light summer fabrics. Black and colored silks met with more attention, and there was a fair business in staple and fancy dress fabrics. Linen goods, white goods and embroideries met with considerable sales, but laces were mostly quiet, and hosiery and gloves were hardly as active as expected, though a fair distribution was made by a few of the leading importers.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Feb. 8, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.												
	Week Ending Feb. 9, 1882.		Since Jan 1, 1882.		Week Ending Feb. 8, 1883.		Since Jan. 1, 1883.					
Manufactures of—	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.				
Wool.....	1,015	$ 486,481	6,262	2,987,735	1,515	$ 727,196	6,227	$ 2,917,041				
Cotton	1,691	604,914	11,966	4,011,019	1,720	672,129	9,665	3,547,887				
Silk.....	1,038	708,746	6,589	4,399,953	1,121	751,333	4,861	3,260,864				
Flax.....	1,750	367,663	10,275	1,339,860	1,335	307,827	7,088	1,501,513				
Miscellaneous...	2,418	208,888	13,391	1,192,120	1,225	202,510	5,740	900,774				
Total	7,912	2,376,694	48,483	14,631,737	6,916	2,660,495	33,591	12,128,079				
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.												
Manufactures of—												
Wool.....	3,075	695,260	18,963	3,646,834	5,029	845,909	20,287	4,506,273				
Cotton.....	7,912	2,376,694	48,493	14,631,737	6,916	2,660,495	33,591	12,128,079				
Silk.....	418	169,023	1,961	857,914	509	224,692	2,249	986,330				
Flax.....	517	142,173	2,732	907,795	539	170,551	3,612	1,302,962				
Miscellaneous...	222	187,496	1,083	839,913	284	228,316	1,437	1,107,887				
	588	111,151	4,384	711,974	1,049	143,568	4,978	752,612				
	1,330	85,419	8,573	329,242	2,654	78,782	8,018	356,482				
Total	7,912	2,376,694	48,493	14,631,737	6,916	2,660,495	33,591	12,128,079				
Total on market...	10,987	3,071,954	67,446	18,278,575	11,942	3,506,404	53,878	16,634,352				
ENTERED FOR WAREHOUSE DURING SAME PERIOD.												
Manufactures of—												
Wool.....	331	149,356	2,124	902,695	646	281,861	2,842	1,189,255				
Cotton.....	256	76,800	2,871	906,491	400	127,413	3,881	1,154,864				
Silk.....	120	102,211	962	757,875	253	191,450	1,638	1,266,447				
Flax.....	591	103,347	3,890	691,384	474	93,463	3,153	604,666				
Miscellaneous...	175	43,531	5,589	306,627	397	56,745	6,587	411,427				
Total	1,476	475,245	15,436	3,655,072	2,170	750,932	18,101	4,628,660				
Ent'd forconsumpt.	7,912	2,376,694	48,483	14,631,737	6,916	2,660,495	33,591	12,128,079				
Total at the port...	9,388	2,851,939	63,919	18,196,759	9,086	3,411,427	51,692	16,756,739				

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Feb. 8, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.								
	Week Ending Feb. 9, 1882.		Since Jan 1, 1882.		Week Ending Feb. 8, 1883.		Since Jan. 1, 1883.	
Manufactures of—	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Wool.....	1,015	$ 486,481	6,262	2,987,735	1,515	$ 727,196	6,227	$ 2,917,041
Cotton	1,691	604,914	11,966	4,011,019	1,720	672,129	9,665	3,547,887
Silk.....	1,038	708,746	6,589	4,399,953	1,121	751,333	4,861	3,260,864
Flax.....	1,750	367,663	10,275	1,339,860	1,335	307,827	7,088	1,501,513
Miscellaneous...	2,418	208,888	13,391	1,192,120	1,225	202,510	5,740	900,774
Total	7,912	2,376,694	48,483	14,631,737	6,916	2,660,495	33,591	12,128,079
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.								
Manufactures of—								
Wool.....	3,075	695,260	18,963	3,646,834	5,029	845,909	20,287	4,506,273
Cotton.....	7,912	2,376,694	48,493	14,631,737	6,916	2,660,495	33,591	12,128,079
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	588	111,151	4,384	711,974	1,049	143,568	4,978	752,612
	1,330	85,419	8,573	329,242	2,654	78,782	8,018	356,482
Total	7,912	2,376,694	48,493	14,631,737	6,916	2,660,495	33,591	12,128,079
Total on market...	10,987	3,071,954	67,446	18,278,575	11,942	3,506,404	53,878	16,634,352
ENTERED FOR WAREHOUSE DURING SAME PERIOD.								
Manufactures of—								
Wool.....	331	149,356	2,124	902,695	646	281,861	2,842	1,189,255
Cotton.....	256	76,800	2,871	906,491	400	127,413	3,881	1,154,864
Silk.....	120	102,211	962	757,875	253	191,450	1,638	1,266,447
Flax.....	591	103,347	3,890	691,384	474	93,463	3,153	604,666
Miscellaneous...	175	43,531	5,589	306,627	397	56,745	6,587	411,427
Total	1,476	475,245	15,436	3,655,072	2,170	750,932	18,101	4,628,660
Ent'd forconsumpt.	7,912	2,376,694	48,483	14,631,737	6,916	2,660,495	33,591	12,128,079
Total at the port...	9,388	2,851,939	63,919	18,196,759	9,086	3,411,427	51,692	16,756,739

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Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$4,412,693 58
Premiums on Policies not marked off 1st January, 1882	1,516,844 85
Total Marine Premiums	$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90
Losses paid during the same period	$2,013,767 35
Returns of Premiums and Expenses	$823,304 5

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,974,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
Premium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

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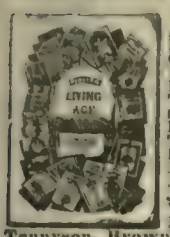
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NEW YORK.
ORDERS FOR FUTURE CONTRACTS EXECUTED IN NEW YORK AND LIVERPOOL.

Robert Tannahill & Co.,
Cotton Commission Merchants,
Cotton Exchange Building, NEW YORK
Special attention given to the purchase and sale of Future Contracts.

James F. Wenman & Co.,
COTTON BROKERS,
No. 146 Pearl Street, near Wall, N. Y.
Established (in Tontine Building) 1840.

Sawyer, Wallace & Co.,
COMMISSION MERCHANTS,
No. 47 BROADWAY.
Liberal advances made on cotton consignments. Special attention given to orders for contracts for future delivery of cotton in New York and Liverpool.

Geo. Brennecke & Co.,
COTTON BROKERS,
No. 110 Pearl Street, New York.
FUTURE CONTRACTS A SPECIALTY.

WARREN EWEN, JR. JOHN M. EWEN.
Ewen Brothers,
COTTON BROKERS,
Nos. 31 & 33 Broad Street,
NEW YORK.

HYMANS & DANCY,
NORFOLK, VA.
Dancy, Hyman & Co.,
COTTON COMMISSION MERCHANTS,
97 Pearl St., New York.
Special attention given to the purchase and sale of contracts for future delivery.

William H. Beede & Co.
COTTON BROKERS,
No. 114 PEARL STREET.
Special attention given to orders for the buying and selling of COTTON FOR FUTURE DELIVERY.

Cotton.

INMAN, SWANN & Co
COTTON MERCHANTS,
COTTON EXCHANGE BUILDING,
New York.
LOANS MADE ON
SOUTHERN SECURITIES.

GEO. STABER,
ALBERT KROHN, Special.
54 STONE STREET, NEW YORK.
COTTON
Strictly Brokerage and Commission.

LEHMAN, ABRAHAM & Co., New Orleans, La. LEHMAN, DURR & Co Montgomery, Ala.
LEHMAN BRO'S,
COTTON FACTORS
AND
COMMISSION MERCHANTS,
No. 40 EXCHANGE PLACE,
UP-TOWN OFFICE, Nos. 39 & 41 WALKER STREET.
New York.
Orders executed at the Cotton Exchanges in New York and Liverpool and advances made on Cotton and other produce consigned to us, or to our correspondents in Liverpool, Messrs. B. Newgass & Co and Messrs. L Rosenheim & Sons

John C. Graham & Co.,
(Successors to R. M. WATERS & CO.),
COTTON COMMISSION MERCHANTS,
No. 18 William Street, New York.
SELMA, ALA., PHŒNIX BUILDING.
MONTGOMERY, ALA., MORRIS BANK BUILDING
Orders for Future Contracts Executed in New York and Liverpool.

A. B. GWATHMEY. J. O. BLOSS.
Gwathmey & Bloss,
COTTON MERCHANTS,
No. 123 Pearl Street, New York.
Special attention given to the execution of orders for the purchase and sale of contracts for future delivery in New York and Liverpool.

Fielding & Gwynn,
COTTON FACTORS
AND
COMMISSION MERCHANTS
16 & 18 Exchange Place,
POST BUILDING. NEW YORK.

J. P. Billups & Co.,
COTTON
COMMISSION MERCHANTS,
Nos. 16 & 18 Exchange Place,
POST BUILDING, NEW YORK.
Special attention given to the Purchase and Sale of Contracts for future delivery of Cotton.

JOHN H. CLISBY & CO.,
COTTON BUYERS,
MONTGOMERY, ALA.
PURCHASE ONLY ON ORDERS, FOR A COMMISSION

Miscellaneous.

Walter T. Hatch. *Henry P. Hatch.*
Nath'l W. T. Hatch. *Arthur M. Hatch.*
W. T. Hatch & Sons,
BANKERS,
14 NASSAU STREET, NEW YORK.
BRANCH OFFICES { 132 Church Street, N. Y. / 286 Chapel St., New Haven
Personal attention given at the EXCHANGES the purchase and sale of STOCKS and BONDS for cash or on margin.
DEPOSITS RECEIVED—subject to check at sight—with interest upon balances.
Special attention paid to INVESTMENTS and accounts of COUNTRY BANKERS.

Cumming & Baily,
COTTON FACTORS
AND COMMISSION MERCHANTS,
No. 89 Pearl Street, New York.
Special attention given to the purchase and sale of contracts for future delivery on the Cotton and Produce Exchanges.

WALTER & KROHN,
COTTON BROKERS,
53 BEAVER STREET, NEW YORK.

HOME
Insurance Company
OF NEW YORK,
OFFICE, 119 BROADWAY.

CASH CAPITAL	$3,000,000 00
Reserve for Unearned Premiums	2,116,832 00
Reserve for Unpaid Losses and Claims	317,596 01
Net Surplus	1,774,061 06
Cash Assets, January 1, 1883	$7,208,489 07

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

ÆTNA
Insurance Company
OF HARTFORD.

Assets January 1, 1883	$9,054,610 58
Liabilities for unpaid losses and re-insurance fund	1,961,428 46
Capital	4,000,000 00
NET SURPLUS	$3,193,182 12

No. 2 Courtlandt St., New York.
JAS. A. ALEXANDER, Agent.

North British
& Mercantile Ins. Co
OF
LONDON AND EDINBURGH.
United States Board of Management,
NEW YORK:
SOLON HUMPHREYS, Ch'r'n, (E. D. Morgan & Co
DAVID DOWS, Esq. (David Dows & Co.)
E. P. FABBRI, Esq. (Drexel, Morgan & Co.)
HON. S. B. CHITTENDEN.
EZRA WHITE, Esq.
J. J. ASTOR, Esq.
CHAS. E. WHITE, SAM. P. BLAGDEN,
MANAGERS,
Office 54 William St., New York.

Commercial
Union Ins. Co.
(OF LONDON),
ALFRED PELL,
Resident Manager.
37 & 39 Wall Street.

THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

VOL. 36. NEW YORK, FEBRUARY 17, 1883. NO. 921

Financial.

AMERICAN
Bank Note Company,
142 BROADWAY, NEW YORK.

BUSINESS FOUNDED 1795.
Incorporated under Laws of State of New York, 1858.
REORGANIZED 1879.

ENGRAVERS AND PRINTERS OF
BONDS, POSTAGE AND REVENUE STAMPS, LEGAL TENDER & NATIONAL BANK NOTES of the UNITED STATES and for many Foreign Governments.

ENGRAVING AND PRINTING
OF BANK NOTES, STATE AND RAILROAD BONDS, SHARE CERTIFICATES, BILLS OF EXCHANGE, DRAFTS, CHECKS, STAMPS, &c. IN THE FINEST AND MOST ARTISTIC STYLE
FROM STEEL PLATES,

With special safeguards to prevent *Counterfeiting or Alterations*. Special papers manufactured exclusively for use of the Company.
Safety Tints. *Safety Papers.*
Work Executed in Fireproof Buildings.
RAILWAY PRINTING A SPECIALTY
Railway Ticke of Improved Styles,
With or without Colors, and Tickets of all Kinds

TRUSTEES:
A. G. Goodall, President, Jos. W. Drexel,
James Macdonough, Vice-Prest., T. H. Porter,
A. D. Shepard, Vice-President, P. C. Lounsbury.
Wm. Main Smillie, Vice-Prest., Chris. Meyer,
J. T. Robertson, Vice-President, A. V. Stout,
G. H. Stayner, Treasurer, G. H. Danforth,
Tl.eo. H. Freeland, Secretary.

Banque
Centrale Anversoise,
ANTWERP.

Paid-Up Capital, - - 9,000,000 Francs.

BOARD OF DIRECTORS
FELIX GRISAR, President.
ALFRED MAQUINAY (Graff & Maquinay), Vice-Pres
J. B. VON DER BECKE (Von der Becke & Marsily).
OTTO GUNTHER (Corneille-David).
EMILE DE GOTTAL.
AD. FRANK (Frank, Model & Cie.)
AUG. NOTTEBOHM (Nottebohm Freres).
FR. DHANIS (Michiels Leoni).
JOH. DAN FUHRMANN, Jr. (Joh. Dan. Fuhrmann.)
LOUIS WEBER (Ed. Weber & Cie.)
JULES RAUTENSTRAUCH (C. Schmid & Cie.)

TRANSACTS A
GENERAL BANKING BUSINESS.

ASA P. POTTER, Prest. J. J. EDDY, Cashier.
Maverick National Bank,
BOSTON,

CAPITAL, - - - - - - - $400,000
SURPLUS, - - - - - - - 400,000

Accounts of Banks and Bankers solicited.
Collections made upon favorable terms.
Government Bonds bought and sold.

Aug. T. Post, Banker,
25 NASSAU STREET,
BUYS AND SELLS
State, City and County Securities.
CORRESPONDENCE SOLICITED.

STOCK BROKER.
Lansdale Boardman,
NEW YORK, 80 BROADWAY & 5 NEW ST., Opposite Stock Exchange.
TROY, N. Y., 14 & 15 HALL BUILDING. Private Wire to Troy.
Securities carried on margin. Interest paid on balances

Financial.

DIAMONDS.

Alfred H. Smith & Co.,
182 Broadway, Cor. John St.,
IMPORTERS OF
Diamonds, Fine Rubies, Sapphires, and other Precious Stones,
EXCLUSIVELY.
LONDON, 33 HOLBORN VIADUCT.

Members N. Y. and Philadelphia Stock Exchanges.
L. H. Taylor & Co.,
BANKERS,
S. W. Cor. Third and Chestnut Sts.,
PHILADELPHIA.

Deposits received subject to check at sight, and interest allowed on daily balances.
Stocks, Bonds, &c., bought and sold on commission in Philadelphia and other cities
Particular attention given to information regarding Investment Securities.
Private wire to New York, Baltimore and other places

Hatch & Foote,
BANKERS, No. 12 Wall Street, N. Y.

We make U. S. Bonds and Investment Securities a specialty, execute orders in STOCKS and BONDS for cash or carry the same on margin. We transact a general BANKING business and ALLOW INTEREST on DEPOSITS. Branch Offices, connected by private wire, Norwich, Conn., Gloucester, Mass., and 131 Devonshire Street, Boston, Mass.

C. W. SCRANTON. H. H. BUNNELL, Member N. Y. Stock Exchange.
Bunnell & Scranton,
BANKERS AND BROKERS,
No. 64 BROADWAY, NEW YORK,
AND
216 & 218 CHAPEL ST., NEW HAVEN.

Bonds and Stocks bought and sold on Commission. Particular attention paid to Investment Securities.

J. M. Gillespie
INSURANCE SCRIP, &c.,
No. 4 HANOVER ST., NEW YORK.
Member of N. Y. Produce and Maritime Exchanges.

E. S. BAILEY,
7 PINE STREET.
DEALINGS IN
INSURANCE STOCKS
A SPECIALTY.

Cash paid at once for the above securities; or they will be sold on commission, at seller's option.

Car Trust Bonds.

WE MAKE A SPECIALTY OF THESE VERY SAFE SECURITIES, AND BUY AND SELL SAME AT MARKET PRICE.
WE OFFER A LIMITED AMOUNT OF DESIRABLE CAR TRUST ISSUES, ADDITIONALLY SECURED BY THE DIRECT OBLIGATION OF THE RAILROAD EQUIPMENT COMPANY.

POST, MARTIN & CO.,
34 PINE STREET.

Financial.

JOHN S. KENNEDY. O. H. NORTHCOTE,
J. KENNEDY TOD. ALEXANDER BARING, Member N. Y. Stock Exch.
J. S. Kennedy & Co.,
No. 63 WILLIAM STREET,
BANKERS.

Act as Agents for Banks, Bankers and Railroad Companies.
Issue commercial credits, also foreign and domestic travelers' letters of credit in pounds sterling & dollars.
Offer Investment Securities.
Buy and sell bonds, stocks and securities in all American, Canadian, British and Dutch markets, on Commission.
Collect dividends, coupons and foreign and Inland Drafts.
Sell Bills of Exchange on Mellville, Evans & Co; C. J. Hambro & Son, LONDON and on H. Oyens & Sons, AMSTERDAM.

Seaboard Bank,
Organized under the State Laws of New York.
Welles Building, 18 Broadway, N. Y.
CAPITAL $500,000.

W. A. PULLMAN ..... President.
S. G. BAYNE..... Vice-President.
S. G. NELSON ..... Cashier

DIRECTORS:
CHARLES WHEELER, D. O'DAY,
JOS. SEEP, N. MEHLEN,
W. A. ROSS, J. J. VANDERGRIFT,
L. H. SMITH, S. G. BAYNE,
W. A. PULLMAN.

Solicits deposits from banks, on which liberal interest will be paid on daily balances. Makes collections, transacts a general banking business. Makes call or time loans on Oil Certificates, Produce Receipts, Bills of Lading and other marketable securities.

Simon Borg & Co.,
No. 8 WALL STREET, NEW YORK,
DEALERS IN ALL KINDS OF
Railroad and Investment Securities.
SOUTHERN SECURITIES A SPECIALTY.

Gwynne & Day,
[Established 1854.] No. 45 Wall Street.

Transact a general banking and brokerage business in Railway Shares and Bonds and Government securities.
Interest allowed on deposits.
Investments carefully attended to.

Henry Bros. & Warfield,
BROKERS IN
STOCKS AND BONDS, UNLISTED SECURITIES AND MINING STOCKS,
52 BROADWAY.

DOUGLAS HENRY. CHARLES SETON HENRY.
Member N.Y. Stock Ex. Member N.Y. Min. Stock Ex.
DANIEL WARFIELD.

E. A. Mauriac & Co.,
BANKERS AND BROKERS,
No. 7 Wall Street.

Railroad, Mining, and other Stocks, Bonds, etc., bought and sold on Commission.
E. A. MAURIAC, Member N. Y. Stock Exchange.
SYDNEY BISHOP. M. M. HOWLAND.

Geo. H. Whipple,
No. 56 WALL STREET,
NEW YORK.
ELECTRIC LIGHT STOCKS.
EDISON, BRUSH, UNITED STATES, FULLER
STOCKS FOR SALE.

Foreign Exchange.

Drexel, Morgan & Co.,

WALL STREET,
CORNER OF BROAD, NEW YORK.

Drexel & Co., No. 34 South Third Street, **PHILADELPHIA.**

Drexel, Harjes & Co 31 Boulevard Haussmann **PARIS.**

DOMESTIC AND FOREIGN BANKERS.

Deposits received subject to Draft. Securities bought and sold on Commission. Interest allowed on Deposits. Foreign Exchange. Commercial Credits. Cable Transfers. Circular Letters for Travelers, available in all parts of the world.

ATTORNEYS AND AGENTS OF
Messrs J. S. MORGAN & CO.,
No. 22 OLD BROAD STREET, LONDON.

Brown Brothers & Co.,

No. 59 WALL ST., N. Y.,
BUY AND SELL
BILLS OF EXCHANGE
ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM, SWITZERLAND, NORWAY, DENMARK, SWEDEN AND HOLLAND.
Issue Commercial and Travelers' Credits
IN STERLING,
AVAILABLE IN ANY PART OF THE WORLD.
And in Francs, in Martinique and Guadaloupe.
MAKE TELEGRAPHIC TRANSFERS OF MONEY
BETWEEN THIS AND OTHER COUNTRIES.
MAKE COLLECTIONS OF DRAFTS drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

J. & J. Stuart & Co.,

33 NASSAU STREET.
BILLS OF EXCHANGE ON
SMITH, PAYNE & SMITH'S,
BANKERS, LONDON;
MANCHESTER & COUNTY BANK,
"LIMITED;"
MANCHESTER, PAYABLE IN LONDON;
ULSTER BANKING COMPANY,
BELFAST, IRELAND
AND ON THE
NATIONAL BANK OF SCOTLAND,
EDINBURG, AND BRANCHES;
ALSO,
CABLE TRANSFERS AND LETTERS OF CREDIT

J. & W. Seligman & Co.,

BANKERS,
No. 23 BROAD STREET,
New York.
Issue Letters of Credit for Travelers,
Payable in any part of Europe, Asia, Africa, Australia and America.
Draw Bills of Exchange and make Telegraphic Transfers of Money on Europe and California.

JOHN MUNROE & Co.,

No. 8 Wall Street, New York,
No. 4 Post Office Square, Boston.
CHEQUES AND CABLE TRANSFERS ON
MUNROE & CO., PARIS.
STERLING CHEQUES AND BILLS AT SIXTY DAYS' SIGHT ON
ALEXANDERS & CO., LONDON.

CIRCULAR NOTES AND CREDITS FOR TRAVELERS.

NEW YORK: WILLIAM HEATH, CHAS. E. QUINCEY. LONDON: W. RUSSELL WISE. PARIS: T. E. DAVIS.

William Heath & Co.,

(ESTABLISHED 1861.)
BANKERS AND BROKERS,
No. 80 BROADWAY, NEW YORK.
Members of New York Stock Exchange.
FOREIGN EXCHANGE. CABLE TRANSFERS.

William Heath & Co.,

10 Throgmorton Ave., London, Eng.
Draw Bills of Exchange and transact a general nancial commission business. Particular attention iven to American Securities.

William Heath & Co.,

No. 19 Rue Scribe, Paris.
Orders solicited for London and American markets for investment or on margin. Railway, State and City Loans negotiated.

Foreign Exchange.

August Belmont & Co.,

BANKERS,
Nos. 19 & 21 Nassau Street,
Issue Travelers' Credits, available in all parts of the world, through the
MESSRS. DE ROTHSCHILD
and their correspondents.
Also Commercial Credits and Transfers of Money on California, Europe and Havana.

Jesup, Paton & Co.,

BANKERS,
52 William Street, New York.
Accounts and Agency of Banks, Corporations, firms and individuals received upon favorable terms.
Dividends and interest collected and remitted.
Act as agents for corporations in paying coupons and dividends; also as transfer agents.
Bonds, stocks and securities bought and sold on commission, at the Stock Exchange or elsewhere.
Sterling Exchange and Cable Transfers bought and sold.
BILLS ON THE UNION BANK OF LONDON.

Kidder, Peabody & Co.,

BOSTON, MASS.,
Cor. Wall and Nassau Sts., New York.
FOREIGN BANKERS.
CABLE TRANSFERS, BILLS OF EXCHANGE AND COMMERCIAL AND TRAVELERS' CREDITS.
CORRESPONDENTS:
BARING BROTHERS & CO., London.
PERIER FRERES & CO., Paris.
MENDELSSOHN & CO., Berlin.

Schulz & Ruckgaber,

BANKERS,
16 EXCHANGE PLACE, NEW YORK
CORRESPONDENTS OF THE
International Bank of London (Limited) London.
Messrs. John Berenberg, Gossler & Co. Hamburg.
Commercial and Travelers' Credits, Bills of Exchange Cable Transfers.

J. H. GOADBY & B. E. WALKER,
JOINT AGENTS
Canadian Bank of Commerce,
16 EXCHANGE PLACE.
BUY AND SELL STERLING EXCHANGE, CABLE TRANSFERS, ETC.
ISSUE COMMERCIAL CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD

James T. Bates & Co.,

(ESTABLISHED 1868,)
BANKERS AND BROKERS,
Mills Building, New York.
Members of the New York Stock Exchange.
Checks and Cable Transfers on JAMES T. BATES & CO., Geneva, Switzerland.

J. W. Wilson & Co.,

27 & 29 BEAVER ST.,
NEW YORK.
Bills of Exchange and Letters of Credit on Mexico.

THE
Anglo-Californian Bank
(LIMITED).
LONDON, Head Office, 3 Angel Court.
SAN FRANCISCO Office, 422 California St.
NEW YORK Agents, J. & W. Seligman & Co.
BOSTON Correspond'ts, Massachusetts N. B'k.
Authorized Capital, - - $6,000,000.
Paid up and Reserve, - 1,700,000.
Transact a general banking business. Issue Commercial credits and Bills of Exchange, available in all parts of the world. Collections and orders for Bonds, Stocks, etc., executed upon the most favorable terms. FRED'K F. LOW, IGNATZ STEINHART, } Managers
P. N. LILIENTHAL, Cashier.

Foreign Exchange.

Kountze Brothers,

BANKERS,
120 Broadway (Equitable Building)
NEW YORK.
LETTERS OF CREDIT AND CIRCULAR NOTES
Issued for the use of travelers in all parts of the world.
Bills drawn on the Union Bank of London'
Telegraphic transfers made to London and to various places in the United States,
Deposits received subject to check at sight, and interest allowed on balances.
Government and other bonds and investment securities bought and sold on commission.

Foreign Bankers.

THE
Anglo-American Land Mortgage & Agency Co.
(LIMITED.)
CAPITAL, - - - - £500,000.
DIRECTORS:
C. FRASER MACKINTOSH. Esq., M. P., Chairman.
J. Dick Peddie, Esq., M.P., Law. Heyworth, Esq., J.P., Geo. Clerihew, Esq., D. Macpherson, Esq., W. H. Richards, Esq., J.G. Button Browning, Esq
BANKERS:
The City Bank, (Limited), Threadneedle Street, London, and Branches.
The Clydesdale Bank, (Limited), Glasgow, London, and Branches.
This company is prepared to act as Agents in England for Municipalities, Railway Companies and other public bodies; to negotiate Loans and Railroad Bonds and conduct a general Financial and Exchange Business. J. F. BENNETT, Secretary.
Offices, No. 58 Lombard Street,
LONDON, E. C., ENGLAND.

Nederlandsch Indische Handelsbank,

AMSTERDAM, HOLLAND.
ESTABLISHED IN 1863.
Paid-Up Capital, 12,000,000 Guilders ($4,800,000 Gold.)
HEAD OFFICE IN AMSTERDAM.
Agencies in Batavia, Soerabaya and Samarang
Correspondents in Padang.
Issue commercial credits, make advances on shipments of staple merchandise, and transact other business of a financial character in connection with the trade with the Dutch East Indies.
BLAKE BROTHERS & CO.,
AGENTS FOR NORTH AMERICA,
18 WALL STREET, NEW YORK.
28 STATE STREET, BOSTON

Bank of Australasia,

(INCORPORATED 1835.)
No. 4 Threadneedle St., London, England.
PAID-UP CAPITAL, £1,200,000.
UNDIVIDED PROFITS (including Guarantee and Reserve Funds) £453,114.
Letters of Credit and Drafts issued on the 101 branches of the Bank in the Colonies of Queensland, New South Wales, Victoria, South Australia, Tasmania, and New Zealand. Bills negotiated or sent for Collection. Telegraphic transfers made. Deposits received in London at interest for fixed periods on terms which may be ascertained at the office.
PRIDEAUX SELBY, Secretary.

Hong Kong & Shanghai
BANKING CORPORATION.
CAPITAL (paid-up)..... $5,000,000
RESERVE FUND..... 2,350,000
HEAD OFFICE, HONG KONG.
The Corporation grant Drafts, issue Letters of Credit for use of Travelers, and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon Manila, Hong Kong, Foochow, Amoy, Ningpo Shanghai, Hankow, Yokohama, Hiogo, San Francisco and London.
A. M. TOWNSEND, Agent, 47 William St

Gerhard & Hey,
REVAL.
OFFICES AT
LEIPSIC, BERLIN, MOSCOW, NIJNI-NOVGOROD, during the Fair
Commissioners & Forwarding Agents,
SHIP BROKERS.
Undertake to cash Bills, Advances and Freight-Amounts; execute all orders in the line of Banking, Commission and Forwarding Business on the most moderate terms.
Ship-owners are requested to address vessels bound for Reval unto the care of
GERHARD & HEY,
REVAL, RUSSIA.

Foreign Bankers.

The City Bank,

(LIMITED.)

LONDON, ENGLAND.

Authorized Capital, - - - - - £4,000,000
Subscribed Capital, - - - - - - 3,200,000
Paid-Up Capital, - - - - - - $800,000

Reserve Fund, £330,000.

HEAD OFFICE, THREADNEEDLE ST.

BRANCHES:

Bond Street, London, | Tottenham Court Road London,
Ludgate Hill, London, | Paddington, London.
Knightsbridge, London, | Aldgate, London.
Holborn, London, | Old Street, London.

The bank, while conducting the general business of London Bankers, gives special attention to the agency of Foreign and Colonial Banks.

A. G. KENNEDY, Manager.

Adolph Boissevain & Co.

BANKERS
AND
COMMISSION MERCHANTS,
AMSTERDAM, HOLLAND

N. Y. Correspondents—Messrs. BLAKE BROS. & Co.

Canadian Bankers.

Imperial Bank of Canada.

CAPITAL (paid up), - - - $1,300,000
RESERVE, - - - - - - - - $460,000

H. S. HOWLAND, Pres't. D. R. WILKIE, Cashier

HEAD OFFICE, TORONTO.

BRANCHES:

St. Catharines, Port Colborne, St. Thomas, Ingersoll, Welland, Fergus, Woodstock, Winnipeg, Man., Brandon.

Dealers in American Currency & Sterling Exchange.

Agents in London: BOSANQUET, SALT & CO., 73 Lombard Street.
Agents in New York: BANK OF MONTREAL, 59 Wall Street.

Promptest attention paid to collections payable in any part of Canada.

Approved Canadian business paper discounted at the Head Office on reasonable terms, and proceeds remitted by draft on New York.

Merchants Bank
OF CANADA.

Capital, - - - $5,700,000 Paid Up.

President, SIR HUGH ALLEN.
Vice-President, ROBERT ANDERSON, Esq
HEAD OFFICE, MONTREAL.
GEORGE HAGUE, General Manager.
J. H. PLUMMER, Assistant General Manager.
BANKERS:
LONDON, ENG.—The Clydesdale Bank (Limited.)
NEW YORK—The Bank of New York, N.B.A.

The New York Agency buys and sells Sterling Exchange, Cable Transfers, issues Credits available in all parts of the world, makes collections in Canada and elsewhere, and issues Drafts payable at any of the offices of the bank in Canada. Demand Drafts issued payable in Scotland and Ireland, and every description of foreign banking business undertaken

New York Agency, 48 Exchange Place.

HENRY HAGUE, JOHN B. HARRIS, JR., } Agents.

Bank of Montreal.

CAPITAL, - - - $12,000,000, Gold.
SURPLUS, - - - $5,500,000, Gold.

C. F. SMITHERS, President.
W. J. BUCHANAN, General Manager.

NEW YORK OFFICE,

Nos. 59 & 61 WALL STREET.

WALTER WATSON, ALEX'R LANG, } Agents.

Buy and sell Sterling Exchange, Francs and Cable Transfers; grant Commercial and Travelers' Credits, available in any part of the world; issue drafts on, and make collections in, Chicago and throughout the Dominion of Canada.

London Office, No. 9 Birchin Lane.

AGENCY OF THE
BANK
OF
BRITISH NORTH AMERICA,

No. 52 WALL STREET.

Buy and sell Sterling Exchange and Cable Transfers. Issue demand drafts on Scotland and Ireland, also on Canada, British Columbia, Portland, Oregon San Francisco and Chicago.

Bills collected and other banking business transacted. D. A. McTAVISH, W. LAWSON, } Agents.

Canadian Bankers.

Gzowski & Buchan,

BANKERS AND STOCK BROKERS,

TORONTO, - - - - - - - - CANADA.

Prompt attention given to Collection of Commercial Bills and Canadian Funds on all points in Canada; American and Sterling Exchange, and Stocks Bonds, etc., bought and sold.

Correspondents—Bank of New York, New York and Alliance Bank, London.

New England Bankers.

Brewster, Cobb & Estabrook,

BANKERS,

No. 35 CONGRESS STREET,

BOSTON.

MEMBERS OF THE NEW YORK AND BOSTON STOCK EXCHANGES.

ALSO,

Dealers in Municipal, State, Railroad and United States Bonds.

Perkins, Dupee & Co.,

(Formerly CHAS. A. SWEET & Co.),

BANKERS AND BROKERS,

No. 40 STATE STREET,

BOSTON, MASS.

Dealers in Municipal, State and Railroad Bonds.

Bank of Deposit,

84 Devonshire & 20 Water Sts., cor. opp. P.O.
BOSTON.

Interest on deposits subject to check.
Bonds and other investments bought and sold.
Correspondence invited.
Orders executed at Boston and New York Stock Exchanges, of which we are members.

F. A. Hawley & Co.,

BANKERS.

Parker & Stackpole,

BANKERS,

No. 60 DEVONSHIRE STREET,

BOSTON.

JOSHUA WILBOUR, BENJAMIN A. JACKSON, CHARLES H. SHELDON, JR. WILLIAM BINNEY, JR.

Wilbour, Jackson & Co.,

BANKERS AND BROKERS,

52 WEYBOSSET STREET,

PROVIDENCE, R. I.

Dealers in Commercial Paper, Government and other first-class Bonds and Securities and Foreign Exchange.

Private Telegraph Wire to New York and Boston.

C. E. Jackson & Co.,

MIDDLETOWN, CONN.,

Buy and sell Government, State, Municipal and Railroad Bonds and Stocks. Investments for Savings Banks a specialty. Correspondence solicited.

Pennsylvania Bankers.

JOS. M. SHOEMAKER. ROBERT M. JANNEY.

Jos. M. Shoemaker & Co.

BANKERS AND STOCK BROKERS,

No. 134 SOUTH THIRD STREET,

PHILADELPHIA.

Dealers in all issues of United States Bonds. Investment Securities a specialty. Correspondence invited and full information upon financial subjects furnished

A. P. Turner & Co.,

BANKERS AND BROKERS,

No. 207 WALNUT PLACE,

PHILADELPHIA.

Geo. B. Hill & Co.,

BROKERS,

PITTSBURG, PA.,

Buy and sell all classes of Western Pennsylvania Securities. Correspondence solicited.

Pennsylvania Bankers.

E. W. Clark & Co.,

BANKERS,

No. 35 South Third Street, Philadelphia.

DEALERS IN CAR TRUSTS AND OTHER INVESTMENT SECURITIES.

Stocks and Bonds bought and sold on Commission

Baltimore Bankers.

John A. Hambleton & Co

BANKERS AND BROKERS,

No. 5 SOUTH STREET,

BALTIMORE.

Connected by Special Wire with New York and Philadelphia Correspondents.

Transact a General Banking Business.

Buy and Sell on Commission in this and other cities all descriptions of Stocks, Bonds and Securities.

Special Attention given to Investments

Loans negotiated and advances made on approved collaterals.

Deposits received subject to check at sight.

Collections on all points in U. S. and Canada.

Robert Garrett & Sons,

BANKERS,

No. 7 SOUTH STREET,

BALTIMORE,

TRANSACT A GENERAL DOMESTIC AND FOREIGN BANKING BUSINESS.

J. W. MIDDENDORF, W. B. OLIVER, C. A. ALBERTI, Members Baltimore Stock Exchange.

Middendorf, Oliver & Co.

BANKERS AND BROKERS,

S. W. Corner German & South Sts.,

P. O. Box 227. **BALTIMORE, Md.**

Special attention given to the negotiation of Foreign Bills of Exchange, Collateral Loans and Commercial Paper.

INDICATORS AND TELEPHONE IN OFFICE.

Wilson, Colston & Co.,

BANKERS AND BROKERS,

BALTIMORE.

INVESTMENT and VIRGINIA SECURITIES a specialty.

Correspondence solicited and information furnished.

N. Y. Correspondents—McKim Brothers & Co.

Southern Bankers.

THE CITY BANK OF HOUSTON,
CAPITAL, $500,000,

Houston, Texas.

We give special attention to collections on all accessible points.

DIRECTORS.—Benjamin A. Botts, Pres't; F. A. Rice, C. C. Baldwin, W. B. Botts, Rob't Brewster, S. E McIlhenny, B. F. Weems.

B. F. WEEMS, Cashier. BENJ. A. BOTTS, Pres't.

E. E. BURRUSS, Pres't. A. K. WALKER, Cashier

First National Bank,

WILMINGTON, N. C.

Collections made on all parts of the United States

WM. C. COURTNEY, Pres. ERNEST H. PRINGLE, Cash

BANK OF CHARLESTON,

NATIONAL BANKING ASSOCIATION,

CHARLESTON, S. C.

SPECIAL ATTENTION GIVEN TO COLLECTIONS.

R. H. MAURY & CO.,

STOCK BROKERS,

RICHMOND, VIRGINIA,

Buy and sell Government, State, Municipal and Railroad Bonds and Stocks, &c. Virginia State Tax-Receivable Coupons bought and sold. All orders promptly attended to.

New York Correspondent, VERMILYE & CO.

MERCHANTS' NATIONAL BANK,
RICHMOND, VIRGINIA.

Collections made on all Southern points on best terms; prompt returns.

JOHN P. BRANCH, President.
JOHN F. GLENN, Cash. FRED. R. SCOTT, Vice-Pres't.

Thos. P. Miller & Co.,

BANKERS,

MOBILE, ALABAMA.

Special attention paid to collections, with prompt remittances at current rates of exchange on day of payment. Buy and sell State of Alabama and City of Mobile Bonds.

Correspondents.—Bank of the State of New York, New York; Louisiana National Bank, New Orleans; Bank of Liverpool, Limited, Liverpool.

Southern Bankers.

THOMAS BRANCH & CO.,
BANKERS AND COMMISSION MERCHANTS.
RICHMOND, VIRGINIA.

Virginia Bonds funded under the Funding Act passed by the last Legislature, for ½ per cent commission. New North Carolina 6 per cent bonds, secured by lien on the State's stock in the North Carolina Railroad, for sale.

Western Bankers.

Mortgages on Farms
AND
Kansas City Real Estate,

NETTING SEVEN PER CENT
Semi-Annual Interest to Investors.

We negotiate Loans on improved and productive farms in the best portions of Kansas and Missouri, worth from three to five times the amount loaned.

Acknowledged to be the most SAFE and PROFITABLE form of investing money known.

In an experience of many years and loaning two million dollars, not one dollar lost.

We assume the responsibility of MAKING ONLY SAFE LOANS; of collecting the interest and principal and remitting to investors, FREE OF CHARGE, and in case of any trouble or delay in making such collections, AGREEING TO STAND ALL EXPENSE and SHIELD INVESTORS FROM LOSS. TITLES GUARANTEED. ALL FUNDS PROMPTLY PLACED. Write for circular and full particulars, stating amount you would wish to invest on satisfactory evidence as to securities, titles, &c. Address,

H. P. MORGAN,
GENERAL AGENT FOR NEW ENGLAND
No. 3 Custom House Street,
PROVIDENCE, R. I.,
OR
JARVIS, CONKLIN & CO.,
LOAN BROKERS,
KANSAS CITY, MISSOURI.

Sam'l A. Gaylord,
ST. LOUIS,

DEALER IN WESTERN SECURITIES

Defaulted County, Township and City Bonds of Missouri, Kansas and Illinois bought at best rates Investment Securities for sale. Correspondence solicited.

THOS. M. THORNTON. WM. W. THORNTON, Cash
W. F. THORNTON & SON,
(Established 1859.)
BANKERS AND BROKERS,
SHELBYVILLE, ILLINOIS.

Collections made in Shelby and adjoining Counties and Proceeds remitted on Day of Payment.
REFERENCES—National Bank of Commerce, New York. Union National Bank, Cincinnati. Third National Bank, St. Louis. Traders' Bank, Chicago. Indiana Banking Company, Indianapolis.

THE WESTERN
Farm Mortgage Co.,
LAWRENCE, KANSAS,

Offers to investors the best securities in the market FIRST MORTGAGE LOANS UPON IMPROVED FARMS. Interest and principal paid on day of maturity in New York. Funds promptly placed. Large experience. No losses. Send for circular, references nd sample forms. F. M. PERKINS, President; J. T. WARNE, Vice-Prest.; L. H. PERKINS, Secretary; CHAS. W. GILLETT, Treas. N. F. HART Auditor.

C. F. PENZEL, President. { STATE BANK, Incorporated 1875. } C. T. WALKER Cashier.
German Bank,
LITTLE ROCK, ARK.

CAPITAL (Paid-in) - - - - - - - $75,000
SURPLUS, - - - - - - - - - - 25,000

Prompt attention given to all business in our line N. Y. CORRESPONDENTS—Donnell, Lawson & Co. and the Metropolitan National Bank.

ESTABLISHED 1871.
P. F. KELEHER & CO.,
305 OLIVE STREET, ST. LOUIS,
Dealers in Western Securities.

Defaulted Bonds of Missouri Kansas and Illinois a Specialty. Good Investment Securities, paying from 4½ to 10 per cent. for sale.
References in New York, by permission, Clark, Dodge & Co., 51 Wall St.; Hatch & Foote, 12 Wall St. References in St. Louis, Banks generally.

SHERMAN S. JEWETT, Pres. JOSIAH JEWETT, V-Pres
WILLIAM C. CORNWELL, Cashier.
Bank of Buffalo,
CAPITAL, - - - - - - - - - $300,000.
BUFFALO, N. Y.

This bank has superior facilities for making collections on all accessible points in the United States, Canada and Europe. Liberal terms extended to accounts of bankers and merchants.
CORRESPONDENTS.—New York, National Shoe & Leather Bank; London, Union Bank of London.

Financial.

Barker & Tinker,
BANKERS AND BROKERS,
No. 2 EXCHANGE COURT,
New York.

FORDYCE D. BARKER, Member N. Y. Stock Exch.
HENRY C. TINKER, RENSSELAER WESTON.

Howard Lapsley & Co.,
BANKERS AND BROKERS,
No. 5 WALL STREET,
New York.

A. M. Kidder & Co.
BANKERS,
No. 18 WALL STREET,
New York,

Transact a General Banking Business, including the purchase and sale of STOCKS and BONDS for cash or on margin.
Buy and Sell Investment Securities.
P. O. BOX 2,647.
A. M. KIDDER. WAYLAND TRASK. H. J. MORSE.
W. C. HILL.

Boody, McLellan & Co.
BANKERS,
58 Broadway, cor. Exchange Place, N. Y
Branch Office, 128 La Salle St., Chicago.

TRANSACT A GENERAL BANKING BUSINESS, INCLUDING THE PURCHASE AND SALE OF STOCKS AND BONDS FOR CASH OR ON MARGIN. BUY AND SELL INVESTMENT SECURITIES. INTEREST ALLOWED ON DEPOSITS SUBJECT TO CHECK AT SIGHT.
P. O. Box 447.
D. A. BOODY, C. W. MCLELLAN, JR.
REUBEN LELAND.

Collins, Bouden & Jenkins,
BANKERS.
25 PINE ST. — NEW YORK

Purchase and sell on Commission GOVERNMENT and RAILROAD BONDS and STOCKS, and all classes of Securities dealt in at the NEW YORK STOCK EXCHANGE, or all reputable Securities bought and sold in the OPEN MARKET. LOANS and COMMERCIAL PAPER negotiated. Interest paid on DEPOSITS, subject to check.

WANTED BY
Denslow, Easton & Herts.
BANKERS

Col. & Tol. RR. 1st & 2d 7s.	C. Rap. Ia. F. & N. W. 1st 7s.
Col. & Hock. RR. 1st & 2d 7s.	C. Ham. & D. RR. Con. 6s & 7s.
Ohio & West Va. 1st 7s.	Milwaukee City Water 7s.
Jeff. Mad. & Ind. 1st & 2d 7s.	Cincin'ti City 6s, 7s & 7 3-10s
Cin. Ind. St. L. & Chic. RR. 1st Con. 6s.	

Mills Building, Wall & Broad Sts., N. Y.
E. H. DENSLOW, Member N. Y. Stock Exchange.
D. A. EASTON. H. H. HERTS. S. H. NICHOLS.
P. O. BOX 1589.

P. W. Gallaudet & Co.
BANKERS,
UNITED BANK BUILDING,
Wall Street, Corner Broadway.
STOCKS, BONDS & COMMERCIAL PAPER.

Stocks and bonds bought and sold on commission at New York Stock Exchange. Advances made on business paper and other securities.

WM. D. HATCH, Member N. Y. Stock Exch. WM. B. KENDALL.
Hatch & Kendall,
No. 31 WALL STREET,
BANKERS AND BROKERS,
Refer to Messrs. FISK & HATCH.

Financial.

The New England Mortgage Security Co.
OFFERS FOR SALE
5 per cent 20-year Bonds, $1,000 each,
SECURED BY FIRST MORTGAGES ON IMPROVED FARMS.
Guaranteed, Principal and Interest, by its
CAPITAL STOCK OF $1,000,000.

Interest Coupons payable July 1 and Jan. 1.
Bonds registered to order or payable to bearer at option. These bonds are commended to the attention of the most conservative investors, as they are believed to be as perfect a security as can be obtained.
A pamphlet with full information will be sent on application to the company's office.

43 MILK STREET, BOSTON.
DIRECTORS.
HENRY SALTONSTALL, AUSTIN CORBIN,
E. ELLERTON PRATT, J. BAXTER UPHAM,
I. D. FARNSWORTH, GILMAN S. MOULTON,
CHARLES L. FLINT.
VICE-PRESIDENTS.
THOMAS WIGGLESWORTH, GEO. C. RICHARDSON,
ELISHA ATKINS, JOHN WEBSTER,
AMOS T. FROTHINGHAM.
CHARLES L. FLINT, President.
J. F. F. BREWSTER, Treasurer.

The Brooklyn Trust Co.
Cor. of Montague & Clinton sts., Brooklyn, N. Y.

This Company is authorized by special charter to act as receiver, trustee, guardian, executor, or administrator.
It can act as agent in the sale or management of real estate, collect interest or dividends, receive registry and transfer books, or make purchase and sale of Government and other securities.
Religious and charitable institutions, and persons unaccustomed to the transaction of business, will find this Company a safe and convenient depository for money. CHAS. R. MARVIN, Vice-President.
TRUSTEES:
John P. Rolfe, Chas. R. Marvin, Henry K. Sheldon,
E. F. Knowlton, Dan'l Chauncey, John T. Martin,
H. E. Pierrepont, Josiah O. Low, Edm'd W. Corlies
Alex. M. White, Alex. McCue, Fred. Cromwell.
Henry Sanger, A. A. Low,
WM. H. MALE, Secretary.

Bankers' Safe Deposit Co
UNITED BANK BUILDING,
Cor Wall Street and Broadway.
SAFES
OF MOST APPROVED CONSTRUCTION FOR
Bankers, Brokers, Merchants, &c.

DEPOSIT YOUR SECURITIES
IN THE
State Safe Deposit Vault,
Cor. William St. & Exchange Place,
Under the National Bank of the State of New York.
BURGLAR AND FIRE PROOF.

Bonds of Suretyship.
FIDELITY & CASUALTY CO.
OF NEW YORK.

Assets	$400,000 00
Capital invested in U. S. Bonds	250,000 00
On deposit with Insurance Department	100,000 00

Officials of Banks, Railroads and Transportation Companies, Managers, Secretaries and Clerks of Public Companies, Institutions and Commercial firms, can obtain security from this Company at moderate charges.
The bonds of this Company are accepted by the courts of the State of New York.
Full information as to details, rates, &c., can be obtained on application to head office, 179 Broadway, N. Y.
WM. M. RICHARDS, Prest. JOHN M. CRANE, Sec'y.
H. BLACK and W. HARVEY LEE, Inspectors.
DIRECTORS—George T. Hope, G. G. Williams, Geo. S. Coe, Charles Dennis, J. S. T. Stranahan, A. B. Hull, A. S. Barnes, S. B. Chittenden, H. A. Hurlbut, W. G. Low, David Dows, J. D. Vermilye, Alex. Mitchell, Wm. M. Richards.

Bonds of Suretyship
FOR OFFICERS AND EMPLOYEES IN POSITIONS OF TRUST.
The Guarantee Co.
OF NORTH AMERICA.

Cash Capital	$300,000
Cash Assets over	875,000
Deposit with Insurance Department	200,000

President: SIR. ALEX. T. GALT.
Managing Director: EDWARD RAWLINGS.
NEW YORK OFFICE:
No. 178 BROADWAY.

NEW YORK DIRECTORS.—Joseph W. Drexel, A. J. Hopkins, H. Victor Newcomb, John Paton, Daniel Torrance, Edw. F. Winslow, Erastus Wiman.
Transacts no other business.

Metropolitan Trust Co.,
17 Nassau St., New York.
PAID UP CAPITAL, $1,000,000.

Designated as a legal Depository by order of Supreme Court. Receive deposits of money on interest, act as fiscal or transfer agent, or trustee for corporations and accept and execute any legal trusts from persons or corporations on as favorable terms as other similar companies.
THOMAS HILLHOUSE, President.
FREDERIC D. TAPPEN, Vice-President
WALTER J. BRITTIN, Secretary.

Financial.

WM. C. NOYES,

No. 21 NASSAU STREET,

DEALER IN

CITY RAILWAY STOCKS

GAS STOCKS.

Telegraph and Cable Stocks.

TRUST COS.' STOCKS.

Bank Stocks. Insurance Stocks.

THE BUFFALO NEW YORK & PHILADELPHIA RAILROAD COMPANY.—General Office No. 242 South Third Street. PHILADELPHIA, February 14, 1883. The Board of Directors have this day declared a quarterly dividend of ONE AND ONE-HALF PER CENT on the PREFERRED stock of the Company, payable at this office on and after MONDAY, March 26, 1883, to the holders thereof, as they stand registered on the books of the Company at 3 P. M. Thursday, March 15, 1883.

To facilitate making up the dividend list, holders of the PREFERRED stock of the Buffalo New York & Philadelphia Railway Co., the Olean & Salamanca Railroad Company, the Oil City & Chicago Railroad Company, and the Buffalo Pittsburg & Western Railroad Company, are requested to exchange their certificates promptly for certificates of the Buffalo New York & Philadelphia Railroad Company, to be issued on and after Monday, February 19th, 1883, at which time the transfer books, now closed, will be reopened. All New York certificates must be presented to the Farmers' Loan & Trust Company, New York Transfer Agents, for discharge to the General Office, No. 242 South Third Street, Philadelphia, where the exchange will be made.

JOSEPH R. TRIMBLE,
Secretary.

ILLINOIS CENTRAL RR. CO.
41ST SEMI-ANNUAL CASH DIVIDEND.

The Board of Directors have declared a dividend of 3½ per cent in cash, payable March 1, 1883, to the shareholders of the Illinois Central Railroad Company, as registered at the close of business on February 10th; they have also declared an extra dividend of ½ of 1 per cent in cash, payable at the same time to said shareholders, out of the earnings of the Southern Division for the six months ending December 31, 1882. The Stock Transfer Books will be closed from and after February 10th until the morning of March 5th.

L. V. F. RANDOLPH,
New York, Jan. 18, 1883. Treasurer.

CHICAGO & ALTON RAILROAD COMPANY, CHICAGO, Feb. 7, 1883.—NOTICE—A cash dividend of FOUR PER CENT on the preferred and common stock of this company has been declared, payable on the 1st day of March next, at the office of the Company's Agents, Messrs. Jesup, Paton & Co., No. 52 William Street, New York.

The transfer books will be closed on the 14th inst. and reopened March 2 next.

C. H. FOSTER, Treasurer.

OFFICE OF THE JOCUISTITA MINING CO., No. 18 Wall St., New York, Feb. 14, 1883, DIVIDEND No. 7.

The Jocuistita Mining Company has this day declared a quarterly dividend of Fifty Thousand Dollars, being FIFTY CENTS (50c.) PER SHARE, payable at the office of Lounsbery & Haggin, No. 18 Wall Street, on the 28th inst.

Transfer books close on the 23d inst.

R. P. LOUNSBERY, President.

OFFICE OF THE HOMESTAKE MINING COMPANY, 18 WALL STREET, NEW YORK, Feb. 12, 1883.

DIVIDEND NO. 54.

The regular Monthly Dividend of Forty Cents per share has been declared for January, payable at the office of the transfer agents, Lounsbery & Haggin, 18 Wall Street, on the 26th inst.

Transfer books close on the 20th inst.

LOUNSBERY & HAGGIN, Transfer Agents.

NORTHERN PACIFIC RAILROAD COMPANY, TREASURER'S OFFICE, No. 17 Broad Street, New York, February 13, 1883.

Coupons of the Pend d'Oreille Division Bonds of this Company, due March 1 proxime, will be paid upon presentation at this office on and after that date.

ROBERT LENOX BELKNAP,
Treasurer.

OREGON IMPROVEMENT COMPANY, NEW YORK, February 15, 1883.

The Board of Directors have declared the first SEMI-ANNUAL DIVIDEND of THREE AND ONE HALF PER CENT (3½ per cent.), payable Mar. 15, 1883, at the office of the Farmers' Loan & Trust Co., to the stockholders of record March 5, 1883.

The transfer books close March 5 and re-open March 20, 1883.

T. H. TYNDALE, Secretary.

County, City & Town Bonds of West. States
Wisconsin Central RR. Old Land Grant Bonds
St. Joseph & Western RR. Stock,
St. Joseph & Pacific RR. Bonds.
City of St. Joseph Mo., Old Bonds.
International Improvement Co. Subscriptions.
Brooklyn Elevated RR. Securities.
American Cable Co. Subscriptions.
Midland Railroad of N. J. Securities.
Chicago & Grand Trunk RR. Securities.
South Carolina RR. Securities.
Grand Rapids & Indiana RR. Stock.
Cincinnati Richmond & Fort Wayne Stock,
Bought by WM. R. UTLEY,
NO 31 PINE STREET, NEW YORK

Insurance.

THIRTY-SEVENTH ANNUAL STATEMENT

OF THE

CONNECTICUT MUTUAL

Life Insurance Company

OF HARTFORD, CONN.

NET ASSETS, January 1, 1882		$42,778,093 37
RECEIVED IN 1882—		
For Premiums	$4,998,029 83	
For interest and rents	2,605,207 37	
Profit and loss	155,853 89—	7,759,091 09
		$50,537,184 46

DISBURSED IN 1882.

To POLICY-HOLDERS—		
For claims by death and matured endowments	$3,177,507 27	
Surplus returned to policy-holders	1,230,500 68	
Lapsed and surrendered policies	901,486 23	
Total to policy-holders	$5,309,494 18	
EXPENSES—		
Commissions to Agents, Salaries, Medical Examiners' fees, Printing, Advertising, Legal, Real Estate, and all other expenses	678,706 50	
Taxes	376,611 87—	$6,364,812 55
Balance Net Assets December 31, 1882		$50,172,371 91

SCHEDULE OF ASSETS.

Loans upon Real Estate, first lien		$20,482,923 43
Loans upon Stocks and bonds		366,803 28
Premium notes on policies in force		3,083,074 35
Cost of real estate owned by the Company		12,040,468 88
Cost of United States Registered Bonds		495,625 00
Cost of State Bonds		619,900 00
Cost of City Bonds		2,334,456 49
Cost of other Bonds		7,951,747 33
Cost of Bank Stock		122,761 00
Cost of Railroad Stock		26,000 00
Cash in Bank		2,624,600 40
Balance due from agents, secured		24,011 75
		$50,172,371 91
ADD—		
Interest due and accrued	$928,055 72	
Rents accrued	16,590 96	
Market value of stocks and bonds over cost	440,597 07	
Net premiums in course of collection	None.	
Net deferred quarterly and semi-annual premiums	44,807 12—	1,430,050 87
Gross Assets, December 31, 1882		$51,602,422 78
LIABILITIES—		
Amount required to re-insure all outstanding policies, net assuming 4 per cent interest	$46,848,704 00	
Additional reserve by Company's Standard, 3 per cent on policies issued since April 1, 1882	17,446 00	
All other liabilities	1,028,874 57—	47,895,024 57
Surplus by Company's Standard		$3,707,593 21
Surplus by Connecticut Standard, 4 per cent		3,724,844 21
Surplus by New York Standard, 4½ per cent	about	6,850,000 00

Ratio of expense of management to receipts in 1882 ..... 8·76 per cent.
Policies in force December 31, 1882, 63,662, insuring $157,105,751 00

JACOB L. GREENE, President.

JOHN M. TAYLOR, Secretary.

PHILIP S. MILLER,

General Agent for New York City, Long Island and New Jersey,

No. 1 WALL STREET, COR. BROADWAY, NEW YORK CITY.

Insurance.

THIRTY-EIGHTH ANNUAL REPORT

OF THE

New-York Life Insurance Co.

OFFICE, Nos. 346 and 348 BROADWAY.

JANUARY 1, 1883.

Amount of Net Cash Assets, January, 1, 1882.....$45,130,006.86

REVENUE ACCOUNT.

Premiums	$9,604,788.38	
Less deferred premiums January 1, 1882	452,161.00—	$9,152,627.38
Interest and rents (including realized gains on real estate sold)	3,089,273.21	
Less interest accrued January 1, 1882	291,254.80—	2,798,018.41—$11,950,645.79
		$57,080,652.65

DISBURSEMENT ACCOUNT.

Losses by death, including Reversionary additions to same	$1,955,292.00	
Endowments matured and discounted, including Reversionary additions to same	427,258.95	
Annuities, dividends, and returned premiums on cancelled policies	3,827,758.76	
Total paid Policy-holders	$6,210,309.71.	
Taxes and re-insurances	234,678.27	
Commissions, brokerages, agency expenses and physicians' fees	1,332,038.38	
Office and law expenses, salaries, advertising, printing, &c	385,111.18—	$8,162,137.54
		$48,918,515.11

ASSETS.

Cash in bank, on hand, and in transit (since received)	$1,276,026.67	
Invested in United States, New York City and other stocks, (market value, $19,953,956.52)	18,072,074.81	
Real Estate	4,133,065.13	
Bonds and mortgages, first lien on real estate, (buildings thereon insured for $17,950,000.00 and the policies assigned to the Company as additional collateral security)	19,306,940.16	
Temporary loans, (secured by stocks, market value, $5,191,139.50)	4,313,000.00	
*Loans on existing policies, (the reserve held by the Company on these policies amounts to $2,690,961)	494,032.23	
*Quarterly and semi-annual premiums on existing policies, due subsequent to January 1, 1883	540,555.91	
*Premiums on existing policies in course of transmission and collection.	334,395.19	
Agents' balances	62,424.95	
Accrued interest on investments January 1, 1883	326,000.06—	$48,918,515.11
Excess of market value of securities over cost		1,881,881.71

A detailed schedule of these items will accompany the usual annual report filed with the Insurance Department of the State of New York.

CASH ASSETS, January 1, 1883..... $50,800,396.82

Appropriated as follows:

Adjusted losses, due subsequent to January 1, 1883	$351,451.21	
Reported losses, awaiting proof, &c	138,970.23	
Matured endowments, due and unpaid, (claims not presented)	53,350.43	
Annuities, due and unpaid (uncalled for)	6,225.86	
Reserved for re-insurance on existing policies; participating insurance at 4 per cent. Carlisle net premium; non-participating at 5 per cent. Carlisle net premium	43,174,402.78	
Reserved for contingent liabilities to Tontine Dividend Fund, January 1, 1882, over and above a 4 per cent. reserve on existing policies of that class	$2,054,244.03	
Addition to the Fund during 1882 for surplus and matured reserves	1,109 966.00	
	$3,164,210.03	
DEDUCT— Returned to Tontine policy-holders during the year on Matured Tontines	1,072,837.87	
Balance of Tontine Fund January 1, 1883	2,091,372.16	
Reserved for premiums paid in advance	35,782.36	
		$45,851,555.03
Divisible Surplus at 4 per cent		**4,948,841.79**
Surplus by the New York State Standard at 4½ per ct., estimated at		**10,000,000.00**

From the undivided surplus of $4,948,841 the Board of Trustees has declared a Reversionary dividend to participating policies in proportion to their contribution to surplus, available on settlement of next annual premium.

During the year 12,178 policies have been issued, insuring $41,325,520.

Number of Policies in force	Jan. 1, 1879, 45,005. Jan. 1, 1880, 45,705. Jan. 1, 1881, 48,548. Jan. 1, 1882, 53,927. Jan. 1, 1883, 60,150.	Amount at risk	Jan. 1, 1879, $125,232,144. Jan. 1, 1880, 127,417,763. Jan. 1, 1881, 135,726,916. Jan. 1, 1882, 151,760,824. Jan. 1, 1883, 171,415,097.
Death-claims paid	1878, $1,687,676. 1879, 1,569,854. 1880, 1,731,721. 1881, 2,013,203. 1882, 1,955,292.	Income from Interest	1878, $1,948,665. 1879, 2,033,650. 1880, 2,317,889. 1881, 2,432,654. 1882, 2,798,018.
Divisible Surplus at 4 per cent.	Jan. 1, 1879, $2,811,436. Jan. 1, 1880, 3,120,371. Jan. 1, 1881, 4,295,096. Jan. 1, 1882, 4,827,036. Jan. 1, 1883, 4,948,841.		

TRUSTEES:

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The Chronicle.

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FUTURE BOND CALLS.

The late call of the Secretary of the Treasury for 15 millions of bonds, which was so much of a surprise to the public, has given new interest to the question of future calls. As recent developments have unsettled the conclusions of a few months back on that point, it seems desirable to review old estimates and see how far, if at all, they need now to be modified.

It will be remembered that the present fiscal year opened with the actual available balance in the Treasury smaller than at that date for any year since the resumption of specie payments. This is an important fact, as it promotes a belief that for bond calls the Secretary will probably confine himself wholly, this year, to surplus revenue. That was not the case during the previous twelve months, for although the surplus for the year ending June 30, 1882, was only 145¼ millions, the debt redemptions reached 166¼ millions, the cash balance having been drawn down during the year 20¾ millions. We find in the Finance Report no data out of which we have been able to figure the available balance June 30, 1882, but the monthly Treasury statement of July 1 (the day after the Government accounts closed and after the deduction had apparently been made for interest due and payable on that day), gave it at 119½ millions.

It is to be said, however, that the inclination of Mr. Folger evidently is to run the department on a smaller actual balance than his predecessors in that office have thought necessary to keep, a fact that ought not to be lost sight of in this discussion. For it will be noticed, in the table we furnished last week, that the actual Treasury balance on January 2, 1883, was only $111,463,911; so that if Mr. Folger should think it wise to carry over into next July no larger amount than he held in January last, he could redeem bonds to the extent of 8 million dollars by thus encroaching on his reserve, in addition to using for that purpose his surplus revenues.

With regard to the policy of that course we are not arguing now. But in estimating what is a safe balance, it should not be forgotten that the available funds in the Treasury are in one particular always in excess of the actual balance. That is, there are items which are carried along in the account from month to month as demand obligations and deducted from the available cash on hand, which will never be presented. Take for instance a part of the outstanding overdue debt which on the first of January was reported, principal and interest, at about 15 millions—probably 4 millions of that amount will never be heard from. Then, again, there are 38¾ millions legal tenders held for the redemption of National Bank notes. When we remember that this fund covers a large amount of notes which have been in circulation twenty years, and further that to some extent it is the residuum of deposits made for the purpose of retiring notes during those years, we must acknowledge that although it correctly stands as a demand liability, it is only nominally so, for a very considerable portion will never be needed.

These thoughts enter into this discussion, since in view of Judge Folger's policy hitherto, they suggest the possible contingency of bond payments in excess of surplus income, by a further reduction of reserve the current year. Passing that point, however, brings us to the question of receipts and disbursements. It appears to be admitted now on all sides, that for the twelve months expenditures will be 15 millions short of the estimates, because the requirements of the Pension Bureau were overstated to that extent. Another item on the same side of the account in which there will also be a gain to the Treasury, is that of interest on the public debt. Mr. Folger estimated his needs at 59½ millions. Probably he will save not less than five millions of that sum. We suppose also that the "civil and miscel-"laneous expenses, including public buildings," together

with "river and harbor improvements"—which two items covered appropriations about 12 millions in excess of the previous year—will come short of the appropriations at least another five millions. Thus altogether we have a saving in expenditures compared with the estimates for the fiscal year ending with June 30 of about 25 million dollars.

As to revenue, the present outlook does not encourage one to anticipate a result quite up to Mr. Folger's expectations in October. To show what his figures then were, we give the following, covering the actual results for the fiscal year 1881–2, with the estimates for 1882–3, and the differences.

FOR YEAR END'G JUNE 30.	1882. *Actual.*	1883. *Estimated.*	*Increase and Decrease.*
Receipts from—	$	$	$
Customs	220,410,730	235,000,000	Inc. 14,589,270
Internal revenue	146,497,595	145,000,000	Dec. 1,497,595
Miscellaneous sources	36,616,925	35,000,000	Dec. 1,616,925
Total	403,525,250	415,000,000	Inc. 11,474,750

There can be little doubt now of the failure to realize a part of the expected 14½ millions increase from the customs revenue. Up to the 1st of February the receipts from this source were 4½ millions larger than the receipts for the same months of the previous year, but all of the addition was secured previous to November, the imports, and consequently the customs payments, having fallen off since then. For the subsequent five months of 1882 (February to June, both inclusive) our foreign imports were extremely large, and for the four months from March to June they averaged the enormous total of 66½ millions per month. We cannot, therefore, anticipate, under the conditions of trade and credit existing here to-day, that the country will consume or take within many millions of the same amounts of foreign merchandise that it did a year ago; and still it is of course possible, for our currency is in such a wretched condition by reason of silver coinage and certificates, that any disturbance in our trade relations with foreign countries would not surprise us. It is reasonable, however, to conclude that the Treasury will come short at least 10 million dollars of its estimate of receipts from customs.

The other two of above items (internal revenue and miscellaneous sources) may make good a part of this loss. Up to the 1st of February together they showed a loss compared with last year of only about $700,000, against a total estimated loss, as above, of $3,114,520. It is possible that internal revenue receipts will fall off very decidedly between now and the end of the fiscal year if Congress should pass the Senate tariff bill, which is, as is known, a part of the old revenue bill. In view of the tax remission on July 1st, which it would effect, the manufacture of the articles relieved, would most likely be contracted during the months previous to that date within the narrowest limits practicable. Still that is a matter for future consideration, the contingency of any revenue bill being passed being just now so doubtful; and besides, the receipts from the large stock of whiskey in bond may show a gain. Hence as the matter stands to-day it looks as if the Treasury would realize probably two millions more from these two sources than was expected, thus making the total revenue come within 8 million dollars of the above estimate.

The conclusion from the foregoing facts seems to be that instead of a surplus income of 120 millions, as anticipated by Mr. Folger, he will have at his command for redeeming debt about 137 millions—that is, an addition of 25 millions from a decrease in expenditures less 8 millions decreased receipts. Should he also let his balance fall off in any amount, just to that extent of course this surplus fund would be added to. As to his obligations up to this time on account of bond calls, he has either already paid or agreed to pay—including the late call and the offer maturing February 28—$114,693,200 out of this year's net income. Of the offer maturing February 28 for 10 millions, probably at the date of its expiration not over 6 millions will have accepted it, so that 4 millions may be deducted on that account, making the total calls and redemptions up to the present time 110½ millions, and leaving about 27 millions more to be called and paid out of this year's income without encroaching further upon the reserve. Of course if Congress fails to pass any bill decreasing the revenue, there will be still another call made necessary this year maturing early next year.

THE FINANCIAL SITUATION.

There has been no improvement in the situation the past week. The truth is that just now there are so many circumstances favoring the indulgence of vague fears, it is not surprising the public should be a little nervous and unsettled. Still, the attitude at the moment by no means amounts to actual distrust as to the future, but rather a disposition to await the development of disturbing influences, which it is hoped, and, aside from currency irregularities, is generally believed, will be but temporary.

As to the action of Congress on revenue matters, the same uncertainty exists which has hung over the business community so many weeks. In fact, the situation is aggravated in this particular somewhat, since any solution of the problem before the 4th of March seems now almost impossible; and yet the need for action is becoming daily more apparent. This special necessity grows out of the immense surplue income we shall be left with for the next fiscal year, if there is no reduction in taxation, the rapid payment of Government debt it will make necessary, and the serious interference with our bank circulation which will be likely to result. In a previous column we have shown the probabilities as to bond redemptions during the remainder of this fiscal year, and find the presumable surplus for that purpose larger than has been generally anticipated. But if the revenue laws remain unchanged after July 1st, the prospect is, with the decreased appropriations likely to be made, that there will be a considerably increased surplus during the next fiscal year, while of course there is no way to dispose of it except by calling in bonds, the most of which are now held by banks as security for circulation.

This situation, it is also further feared, might make the calling of an extra session almost unavoidable. Congress, in a commercial or financial way, scarcely ever acts on the community like a soothing syrup, and in this instance could not, even if it tried, as its chief work would consist in opening anew the present discussions as to changes in the revenue laws, and that in turn must disturb in a measure all industries to be affected. Under such circumstances it is no wonder that enterprise drags and business prospects are somewhat uncertain, especially as the new Congress could not be got together for some time, and then action on the measures discussed would necessarily be prolonged. In the meantime Government revenues must go on at the old rate, bond calls must continue only in increased amounts, and the merchants and manufacturers of the country must hang upon the telegraphic reports of the daily discussions at Washington, about as eagerly as the put and call speculator watches the too slow movements of the tape.

But the anxiety has been aggravated this week by the floods which have lately become so very destructive

along the line of the Ohio river. This influence acts unfavorably in a double way, first because of its immediate effect through the losses incurred and the interference with business and railroad traffic resulting, and further by reason of the fears it excites of floods in the Mississippi valley, not so much now as later on when the snows in the Northwest melt, at which time more harm can be done to the crops in the Southern section. The winter has been unusually severe and the snow-fall large in the districts which naturally contribute to swell the Mississippi in the spring, and as that river will start with this early flood, it is feared that the later ones may be very extensive and harmful. At all events, for the time being the traffic of the railroads is interfered with, and the movement of produce over the turnpike roads is delayed, and all this affects railroad earnings and hence the value of railroad properties.

Besides these and other general influences, the week has been fruitful in special events of more or less importance in their bearing upon Wall Street markets. Prominent among them was the lease by the Western Union of the Mutual Union Telegraph Company. This would naturally be looked upon as a stimulating movement, but it did not appear to be so interpreted. Probably the cause of the adverse effect, was in part the fact that this lease only took away one of the opposition lines, and leaves three more in existence (besides that innumerable unborn host still ensconced in the womb of the future) to tempt the insatiable appetite and try the ostrich-like digestion of the Western Union. There are yet left the Bankers' & Merchants' now in operation between New York and Washington with western extensions contemplated, the Baltimore & Ohio which renews the promise of a cable to Europe besides other facilities, and the Rapid system which if not thus far grown into large proportions certainly gives proof of being very active. Still another unfavorable development was the circumstance that this lease does not seem to put an end to the litigation against the Western Union; it has rather furnished the occasion or provocation for a new legal proceeding. Most likely this fact, and to some extent also the illness and subsequent death of ex-Governor Morgan, who is reported to have been one of the largest holders of the stock, helped the downward tendency.

Erie bonds and stocks have in like manner been under a cloud this week. The special cause which has acted against this property has been the decision last week of the managers to issue a collateral trust mortgage. This is coming of late quite in fashion, as a method for providing for a floating debt which has perhaps grown a little troublesome. We can see no room for adverse criticism upon this practice, so long as the arrangement is open and it is well understood what securities are pledged and where they come from. There is nothing like secrecy in such matters to excite suspicion and disturb confidence. It is, however, a perfectly legitimate thing—a natural outgrowth of the general tendency to acquire connecting or adjoining properties—for a company to borrow money on the securities it has paid money for and holds, of roads the possession of which it thus wishes to retain. The Union Pacific and the Louisville & Nashville have both done this, and it is now said that the St. Paul is to obtain a similar loan. This method is much less inconvenient and troublesome than carrying a floating debt, but investors would like to be informed of the details of the transaction, and certainly the holders of the securities of the company have a right to know them.

Another influence working against the market has been the continued decrease in earnings on the roads in the extreme Northwest. This, however, as we explained last week, is probably wholly temporary, due to storms and snow. The Ohio flood has also been made of special use to affect the values of Louisville & Nashville and the stocks of other roads in that section of the country. So far as property is actually destroyed by this cause, of course that is a loss, but the interruption to traffic must be of brief duration. On the other hand, the Union Pacific, the Wabashes, Hannibals, and, indeed, all the Southwestern roads were in the early part of the week favorably affected by indefinite rumors with regard to a conference of the managers of these roads at which something of importance would be decided. One story was that a joint lease of the Hannibal by the Chicago Burlington & Quincy and the Wabash & Pacific would be arranged. The meeting was held on Tuesday, and after a protracted discussion was adjourned to yesterday, when another meeting was held and another adjournment made until to-day. So far as we are at present informed nothing decisive has been agreed upon, but it is probable that all differences between the roads west of the Mississippi River will speedily be harmonized and permanently settled. After the adjournment of the meeting on Tuesday the Wabashes declined, and the other Southwestern stocks were more or less active as the result of manipulation; but on Thursday and Friday the whole market fell off under the influence of the unfavorable news regarding the freshets on the Ohio. One of the strongest stocks in the middle of the week was Illinois Central, which advanced on the announcement of a 17 per cent scrip dividend.

It is almost needless to say that the presence of non-professionals is not discernible in the market, and outside buying either for investment, except in a very limited way, or even for speculation, cannot be expected while the future is involved in so much uncertainty. There is a large short interest, but the leaders appear content to prevent any serious decline, and this course will doubtless be pursued until the suspense regarding some of the matters above discussed is ended.

Money has been in good supply again this week. Business is no active, speculation is dormant, and consequently the banks have a plethora of funds, and this condition of affairs is expected to prevail until there is a change in trade and speculation revives. The Treasury operations for the week have resulted in a gain, which is a loss to the banks, of $2,151,109. The following will show the interior movement, which has been influenced this week by a fall in the rates of exchange at Chicago and St. Louis on New York.

Receipts at and Shipments from N. Y.	*Received.*	*Shipped.*
Currency	$1,295,000	$1,753,000
Gold	18,000	.....
Total	$1,313,000	$1,753,000

Last week's bank statement doubtless very nearly reflected the actual condition of the institutions, and the following will indicate the character of this week's return.

	Into Banks.	*Out of Banks*	*Net Loss.*
Sub-Treasury operations, net...	$.....	$2,151,109	$2,151,109
Interior movement.....	1,313,000	1,753,000	440,000
Total.....	$1,313,000	$3,904,109	$2,591,109

The market for foreign exchange remains firm in consequence of the scarcity of commercial bills, and at one time during the week some of these ruled at prices a fraction higher than bankers'. The demand is steady without being very urgent, and the tone is extremely dull. Our grain markets have been stimulated this week by the reports that the seed planted in Great Britain and on the Continent last fall has rotted, and that there is a prospect of a short crop in Europe. The advance in price

has completely checked the export demand, and agents of foreign houses do not look for a renewal of the inquiry until the rates in our markets decline. The European, and especially the Continental, grain centres are said to be well supplied, and some claim that the stocks on hand are sufficient to last until the next harvest; but if the reports now current of damage to the crop of winter wheat in Europe are confirmed, and if the weather continues unfavorable for spring sowing, there may follow such an urgent inquiry for our cereals as will start a free export movement and give us a steady supply of bills. Whatever is done in securities between here and London, generally results in a movement hither and this will account for the firm tone for exchange. The following shows relative prices of stocks and bonds in New York and London at the opening each day.

	Feb. 12.		Feb. 13.		Feb. 14.		Feb. 15.		Feb. 16.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices
U.S.4s,c.	119·55	119⅜	119·68	119½	119·68	119½	119·55	119⅜	119·80	119⅞
U.S.3½s	102 99	103	103·24	103¼	103·48	103¼	103·48	103¾	103·48	103¾
Erie.....	37·74	37⅝	36·64	36¼	36 64	36¼	36·64	36½	36·28	36⅛
2d con.	96·91	96	96·42	94½	96·06	95	95·45	94½	95·93	94¼
Ill. Cent.	146·10	‡143	147·80	‡143⅜	‡144·63	144½	144·76	145¼	144·51	143
N. Y. C..	126·37	125¾	126·88	125¼	125·76	125¼	126·37	125⅛	125·76	125
Reading	27·51†	55	27·27†	54⅜	27·15†	54¼	27·15†	53⅞	26·78†	53
Ont.W'n	26·17	25⅞	26·29	26	26·05	25¾	26·05	25⅛	25·93	25⅛
St. Paul.	102·51	102	101·78	100½	101·29	100⅛	101·53	100¾	100·93	100⅜
Exch'ge, cables.	4·87		4·87		4·87		4·87		4·87	

* Expressed in their New York equivalent.
† Reading on basis of $50, par value.
‡ Ex-dividend.

The Bank of England rate of discount was reduced this week to 3½ per cent from 4, at which it has stood since January 25. The Bank gained £210,000 bullion during the week, but the proportion of reserve to liabilities has been reduced 1 3-16 per cent. The Bank of France reports an increase of 5,875,000 francs gold and of 612,500 francs silver, and the Bank of Germany, since the last return, shows a gain of 3,823,000 marks. The following indicates the amount of bullion in each of the principal European banks this week and at the corresponding date last year.

	Feb. 15, 1883.		Feb. 16, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England.....	22,605,705	.....	20,737,213	.....
Bank of France.....	39,307,689	43,326,926	32,649,758	45,115,787
Bank of Germany	7,545,787	22,637,363	6,860,750	20,582,250
Total this week.....	69,459,181	65,964,289	60,247,721	65,693,037
Total previous week.....	68,966.394	65.796,426	58.311,428	65.611,959

The Assay Office paid $84,269 through the Sub-Treasury for domestic bullion, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Feb. 9...	$557,089 36	$20,000	$24,000	$417,000	$96,000
" 10...	433,660 13	11,000	23,000	352,000	47,000
" 12...	682,835 38	13,000	40,000	546,000	83,000
" 13...	660,553 35	15,000	47,000	526,000	73,000
" 14...	293,292 37	11,000	26,000	219,000	37,000
" 15...	197,047 73	9,000	10,000	158,000	20,000
Total.	$2,824,478 32	$79,000	$170,000	2,218,000	$356,000

HIGH DUTIES AND BUSINESS DEPRESSION.

Mr. Hewitt, in his letter to Representative Cox, which was read in the House early in this month, touches a point that is too frequently overlooked, and yet it is so practical and important that it cannot be made too prominent in tariff discussions. In speaking of the depression in the iron trade he says in substance that it is due to the fact that domestic production has outstripped consumption, and that the localities where iron cannot be made cheaply are therefore yielding to the superior advantages of others where the conditions of production are more favorable. The chief interest in this suggestion lies in its wide application, as it furnishes in part the explanation and suggests a remedy for the want of buoyancy which has prevailed not only in iron but in many other trades during late months.

One can see how widely this condition now extends, if he will read the complaints which appear almost anywhere in the evidence taken before the Tariff Commission, or if he will follow, however briefly, the debates on this subject in Congress. A Senator last week while speaking in favor of increasing the duty on wool, said the present decline in wool—an article, by the way, that has maintained its price with greater regularity than most others and at the expense of the woolen manufacturer, or at least when his industry was languishing—this Senator stated that the "present decline in wool was owing to the "fact that protection has increased its production until "competition has been produced among ourselves." That is, production had outstripped consumption, even in that favored industry, for protection had stimulated its growth more rapidly than spindles could be made to profitably work it up into goods.

The truth then that Mr. Hewitt's remark suggests, stated a little broader than his language gives it, is that under a policy of protection industries are so encouraged that they spring up while prices are high, in places and under conditions positively shutting out the possibility of a profitable business, so that the first depression in the market distresses them, and if prolonged cannot but strand them. Often also the wide margin for profit the protective duty makes, begets the idea that any one is skillful enough to manage, or that even the slackest supervision will suffice for, a given business, and that it can prosper regardless of high rates of interest, poor machinery and a reckless cash account. These ideas prevail, and perhaps especially the latter, even without a tariff to encourage them, but the more nearly an industry is shut out from the world's competition the greater chance there is for forcing this kind of growth.

Hence with us manufacturing of all kinds has its short beats. In the normal state of the trade only the finest makes of foreign goods come into the country, such styles as our skill has only partially reached; then as enterprise revives, consumption quickens, prices rise and profits become large, until every district, where any of the conditions for production exist, rushes into the business. The next stage is the highest grade of prices which can be attained, coupled with an advance in wages and of other ingredients entering into and enhancing the cost of the manufactured material; at this point production has overtaken or outstripped consumption, and with the increase in cost, even foreign goods can to an extent compete. Then follows a partial check to enterprise, an obstinate decline in values, depression, liquidation, failures, lower wages and a general return to the normal state. In this latter process the mill or furnace with less favored surroundings, whether of materials or management, has to succumb or temporarily stop. And thus our manufacturing enterprises go from the lowest level to the highest then back again to the lowest in a never-ending but quickly-revolving circle, under the action of profits which are too great, when prices are in their ordinary state, for healthful development. Similar changes are of course experienced in every commercial country, but with this difference that under a protective policy they not only are greater, more sudden and unexpected, but also do

not require for their recurrence a general commercial disturbance—that is, the circuit from the highest to the lowest point is shorter. We had one such drop in the comparatively prosperous year of 1868, besides the one that came with the general collapse of 1873; and now, while in general the commercial conditions are more than ordinarily favorable, we have, as we have seen, come pretty near another manufacturing nadir.

These facts make it evident that the remedy for the existing depression does not lie in, but that the situation will become more involved by, increasing duties. The depression has been brought about after unusual activity in a perfectly natural way, and will similarly cure itself through a decline in both the extent and cost of production, continued until consumption once more absorbs the full outcome of the furnace and the mill. Then again these suggestions also account in part for the increased import of protected goods in active years, and show the inaccuracy of Congressmen who cite the movement of those years as an argument in favor of an increased duty. With abnormally high prices and high cost of production in the United States, this influx is made possible and becomes a check upon a development here which if allowed to proceed could only end in greater disappointment. Finally, these suggestions only bring us by another route to the old conclusion as to the ineffectualness of high duties; and hence reversely they show the wisdom of enacting some law which will give us a start towards freer trade.

THE CHICAGO AND NORTHWESTERN'S PRESENT NET EARNINGS.

There is at the moment more than the usual inquiry for information about the Chicago & Northwestern Railroad. Last summer, under the assurance of good crops and the belief that a scrip dividend was to be made, the common stock reached 150 and the preferred stock 175. Now the former rules at about 130 and the latter at about 145, a decline of 20 and 30 points respectively. The annual report (covering the fiscal year ended May 31, 1882) was issued in August last. At that time we showed that although, according to the balance sheet, the company's surplus was only $7,234,581, yet included under the head of liabilities were $22,883,150 of the stocks of various companies owned or operated by the Northwestern (acquired through advances made on account of their construction), every share of which was held in its own treasury, and which therefore constituted an asset and not a liability, swelling the actual surplus to over 30 million dollars. Here was certainly a plausible basis for a stock distribution; nevertheless, the management did not deem it advisable to make one, and since the purchase in its interest of the Chicago St. Paul Minneapolis & Omaha, and the supposition that either stock or bonds must be issued to provide for that purchase, the idea of a stock dividend seems to have lost much of its influence. Attention is consequently again directed to what should always be the controlling consideration in purchasing stocks, namely actual earning capacity from year to year, and to throw light upon this point we have obtained the returns which appear in this article.

The company's fiscal year ends, as said above, with May 31, so that eight months of the current year have already elapsed. As to the gross earnings, we know from the statements that have been given out at the company's office, that the results in that period this year and those in that of the previous one do not differ materially, though the several sources of revenue have not all contributed in like degree in the two periods. Thus while the total gross earnings for the eight months aggregate $16,788,643 in 1882–3 against $16,757,861 in 1881–2, an increase of $30,782, freight earnings show a decrease in the large sum of $745,516, which was overcome by an increase in passenger earnings in the equally large sum of $725,366, and by an increase of $50,932 in various other items. This is very satisfactory as far as gross earnings go; but in times like these, when all railroad securities are more or less out of public favor, gross earnings alone are not considered sufficient as an evidence of prosperity. It is net earnings that are wanted. Especially is this true of the Northwest, which is known to be operating a mileage about 500 miles greater than a year ago, of course entailing an increased expense in working the road. The company formerly in a measure met this desire for net figures by issuing a statement at the end of the first six months, showing just how the road had fared in that period, but last year the practice was discontinued and it has not been resumed this year. We are enabled, however, to supply the omission, having obtained from an unquestioned source the earnings and expenses for each of the seven months from June to December inclusive; the expenses for January, the eighth month, we may say, are not yet made up, so that we can not include that in our exhibit. The figures for the other seven months are given below, in comparison with those of the corresponding months in 1881.

Month.	1882.			1881.		
	Gross Earnings.	*Operating Expenses.*	*Net Earnings.*	*Gross Earnings.*	*Operating Expenses.*	*Net Earnings.*
	$	$	$	$	$	$
June...	2,043,516 26	1,187,456 15	856,060 11	2,306,440 45	1,146,586 73	1,159,853 73
July....	2,039,952 90	1,068,219 58	971,703 32	1,983,031 64	1,002,399 57	980,632 07
Aug....	2,211,622 50	1,288,692 73	922,929 77	2,315,164 03	1,165,430 22	1,149,733 81
Sept....	2,553,041 20	1,200,449 28	1,352,591 92	2,292,676 79	972,999 80	1,319,776 99
Oct.....	2,601,445 35	1,189,950 65	1,411,494 70	2,341,097 80	1,047,955 50	1,293,142 30
Nov.....	2,109,432 69	1,159,352 42	950,080 27	2,012,037 94	893,781 11	1,123,256 83
Dec.....	1,826,928 63	1,031,848 06	795,080 57	1,855,476 54	934,412 19	921,064 35
Total	15,405,939 53	8,145,998 87	7,259,940 66	15,112,925 19	7,165,465 21	7,947,459 98

This statement shows us that while gross earnings during these seven months increased $293,014, expenses increased $980,533, leaving net earnings actually $687,519 smaller than a year ago. This illustrates forcibly how unreliable net earnings alone are. The exhibit, however, is not so unfavorable as at first sight appears; for while net earnings are $687,519 below 1881, they are $699,756 above the seven months of 1880, which is an important fact, the gain in 1881 having been exceedingly heavy. Then it is to be remembered that during these seven months in the present fiscal year, the company suffered greatly on account of the deficient crops of 1881—especially in the case of corn. In Iowa, where the Northwest has almost a thousand miles of road, the reduction in the yield of this cereal in that year amounted to as much as 87 million bushels. This told seriously on the company's freight business during the last few months of 1882, for while supplies from the crop of 1881 had long before been exhausted, the crop of 1882 did not go forward until December, and only sparingly then. But the point of greatest interest at this time is, the effect this decrease in net earnings will have upon the company's net results for the year, when joined to reasonable prospects for the remaining five months. Before attempting to answer this inquiry it will be useful to observe what has been the showing in years recently passed. We consequently give the following table of mileage, gross and net earnings, interest charges, and net income, for the last four years. The column next to the last shows, not the dividends actually paid in each year, but the dividends at present being paid, the object being to show how far the income of past years would go to meet this year's requirements for that purpose.

Year end'g May 31—	Av'ge Miles Oper-ated.	Earnings. Gross.	Earnings. Net.	Interest, Sink. Funds and Rentals.	Net Income.	Amount Required on Stock.*	Remainder.
		$	$	$	$	$	$
1879	2,129	14,580,921	6,873,272	4,585,644	2,287,628	2,835,104	—547,476
1880	2,216	17,349,349	8,917,749	4,837,581	4,080,168	2,835,104	+1,245,064
1881	2,644	19,334,072	8,908,251	5,130,749	3,777,502	2,835,104	+942,398
1882	3,033	23,681,658	11,045,022	5,666,947	5,378,075	2,835,104	+2,542,971

* This is on the basis of 7 per cent on $15,117,656 common stock and 8 per cent on $22,210,845 preferred stock now out. The latter of course has a preference of 7 per cent, which is important where the income is insufficient to pay a dividend on both classes of stock. In each of the years above, full 7 per cent was paid on the preferred, but in 1878-9 the common received only 4 per cent, leaving a balance of $181,760 to carry forward; in 1879-80 and 1880-1 it received 6 per cent, with the surplus for the year respectively $1,674,647 and $1,357,229, and in 1881-2 it received dividends at the rate of 6 per cent for the first half of the year and 7 per cent for the last half, while the preferred had at the rate of 7 for nine months and at the rate of 8 for the last three, with the actual surplus above these payments $2,791,437.

In the fiscal year 1881–2, it will thus be observed, the company could have distributed 14·40 per cent on both common and preferred stock. It is paying at present 7 per cent on the former and 8 per cent on the latter, calling together for $2,835,104 per annum, and leaving on the basis of the late fiscal year a margin of over 2½ millions to exhaust before dividends would be encroached upon. For the seven months to the first of January we have seen, from the figures first above given, that the company fell $687,519 behind last year, to that extent diminishing the 2½ millions surplus. Further we must allow for some increase in interest charges on 1881–2. In that year the total paid for interest and rentals was $5,666,947, including about $100,000 for sinking funds. Under the laws of Wisconsin the company is compelled to make returns for the calendar year to the State authorities, and through the kindness of the Commissioner, Mr. N. P. Haugen, we have been put in possession of the figures for the year 1882, showing a payment for interest and rentals of $5,711,543. If we add on $100,000 for the sinking fund, which we presume is not included in this total, we get a grand aggregate of $5,811,543 for the calendar year, or about $150,000 above what was paid for the same purpose in the late fiscal year. As the amount of interest included in this aggregate of $5,811,543, is $4,200,513, or somewhat less than the sum called for on the debt outstanding at the end of May ($64,248,000), and as this debt had on the 1st of January (according to the report to Wisconsin) increased to $67,246,000, and as it is necessary to make allowance for some further increase in the debt on account of new mileage, &c., we may assume that the augmentation in the charge for interest, rentals, and sinking fund, which for the calendar year is $150,000 on the fiscal year, will for the current business year reach, say, twice that sum. Hence, to the loss of $687,519 in net for the seven months, we must add $300,000 for increased requirement on the debt, &c., giving a total loss somewhat less than a million dollars, against a surplus, as said, in the late fiscal year of 2½ millions—this if the remaining five months should be as favorable as were the same five months in 1882.

Now, what are the prospects for these five months? We know that January shows a decrease in gross earnings of $262,330, and that in the first week of February there was a decrease of $120,400. But we also know that in great part, if not entirely, this is due to snow blockades and other interruptions to traffic. That being so, traffic is only delayed, and will come forward in increased quantities later on, swelling to that extent receipts in succeeding periods beyond what they otherwise would be. Still, no one can say just what aggregate will be reached for the five months. In view of the quietude of general trade in all sections of the country, it would not be surprising to find a falling off in the quantity of miscellaneous freight moving, which it is possible might be offset, as heretofore, by gains in passenger earnings. As far as the crops go, certainly there is no reason to expect that the Northwest will suffer any loss on that account, as compared with the previous year. The company's lines lie in five States—Illinois, Iowa, Minnesota, Wisconsin and Michigan—and we give below the product of wheat and corn in each of those States in 1882 and 1881, as estimated by the Department of Agriculture, prefacing the figures with the remark that in Illinois and Michigan the yield is not of so much consequence to it, since its mileage in those States covers only a small section of the State in each case, viz. the northern part.

State.	Wheat. 1882.	Wheat. 1881.	Corn. 1882.	Corn. 1881.
Iowa.....bushels	25,487,200	18,248,000	178,487,600	173,289,000
Minnesota.....	37,030,500	35,952,000	21,127,600	16,252,000
Wisconsin.....	20,145,400	17,987,000	30,201,600	29,040,000
Total.....	82,663,100	72,187,000	229,816,800	218,581,000
Illinois.....	52,302,900	26,822,000	187,336,900	176,733,000
Michigan.....	33,315,460	21,220,000	30,081,600	25,068,000
Total.....	168,281,400	120,229,000	447,235,300	420,382,000

With such figures as these, there would appear to be no doubt but what the road will have as large a volume of agricultural products to carry as in the previous year, and possibly get an increase sufficient to wipe out any loss of earnings on account of a falling off in general traffic, leaving the gross result about the same as in 1882. The question of expenses, however, has also to be considered: What will it cost to run the road this year? On this point it can be affirmed that all indications at present favor the theory that expenses will be heavier in the five months of 1883 than in those of 1882. There is a larger mileage, there have been very heavy snows and ice, while last year there were scarcely any impediments of this description, and as the result of the snows, some of the company's officers apprehend floods and freshets later on, as in 1881;—all this tends to swell expenses, and there is nothing to offset the increase, except it be that the price of materials has gone down.

We may, however, compare with the five months of 1881, when the conditions partook somewhat of the nature of those now prevailing. Then the road contended with the severest winter weather ever known, so that that period may safely be taken as the extreme limit of unfavorable results under such influences. The five months this year can scarcely prove any worse, while they are likely to prove considerably better. As far as gross earnings are concerned, these *are* better—up to this time at least. The January earnings, though $262,000 below 1882, are $140,000 above 1881; and the first week of February though it exhibits, as said above, the large decrease of $120,000 on 1882, is yet $28,000 ahead of 1881. And as far as net earnings are concerned, we need only mention how small these were in 1881 to convince the reader that they are not likely to be any smaller this year—on a larger mileage. In February of that year net earnings were less than a thousand dollars—exactly $982—virtually all the earnings having been eaten up by expenses; and in the three months ended March 31, though the company earned $3,382,667 gross, its net earnings were only $429,265. That is, more than 87 per cent of earnings were consumed in operating the road. In the next two months it earned net $1,915,594—or more than four times as much as during the first three months—and that brought the net earnings for the five months up to $2,344,859, which is what they would be in the present year if we assume that the company does as badly as then.

Since these net earnings were $752,704 below what they proved to be in the five months of 1882, there would in

that contingency be this further sum to be deducted from the surplus that we had remaining after allowing for the present dividends on the stock. In other words, we would have an actual loss of $687,519 in net during the first seven months, an assumed loss of $752,704 during the last five, and a probable increase of $300,000 in fixed charges for the whole year—together say $1,750,000. Yet even in this case, with every element as unpropitious as it well can be, the company would be able to pay full dividends on its stock, and carry forward, besides, a surplus balance of about $800,000. Here is how the exhibit would stand.

Net earnings fiscal year 1881-2		$11,045,022
Loss in seven months of 1882-3	$687,519	
Loss in remaining five months, if road earns no more net than in 1881	752,704	— 1,440,223
Net earnings in current fiscal year (say)		$9,600,000
Charge for interest, rentals and sink'g b'ds (approximate)		5,950,000
Net income (= to 9¾ per cent on both classes of stock)		$3,650,000
Amount required on basis of 7 per cent on common and 8 per cent on preferred		2,850,000
Surplus		$800,000

If the company should make as much net as during the five months of 1882, in that case the exhibit would stand as follows.

Net earnings fiscal year 1881-2		$11,045,022
Loss first seven months of 1882-3	$687,519	
Loss next five months	*nil*	— 687,519
Net for current year (say)		$10,350,000
Interest charge, rentals, etc		5,950,000
Net income (= to 11¾ per cent on stocks)		$4,400,000
Amount required		2,850,000
Surplus		$1,550,000

We ourselves incline to the opinion that in net earnings the five months of 1883 will be neither as favorable as in 1882, nor as unfavorable as in 1881, and that the surplus for the year ended May 31 will be above a million, and possibly above a million and a quarter—always provided that the St. Paul & Omaha purchase does not come in to upset all calculations.

THE PHŒNIX PARK ASSASSINS

It may now, we think, be fairly taken for granted that the British Government has at last secured the murderers of Lord Cavendish and Mr. Burke. So many months had elapsed without any evidence that the efforts of the Government to discover the criminals had been attended with even the slightest success, the public had come to the conclusion that one of the most atrocious crimes of modern times had been committed with impunity. The evidence given by Farrell was the first indication that justice after all might not be defeated; and the startling evidence since furnished by the car-man Kavanagh, with the corroborative testimony which has accompanied it, leaves little further room to doubt that the Government is fairly on the way not only to the discovery of the actual perpetrators of the crime, but to the unearthing of the secret organization of which the Phœnix Park murderers were the agents.

Every one who feels any true interest for Ireland and the Irish people will heartily rejoice over this discovery, for the Dublin assassinations were as foolish as they were wicked. What is wanted now in Ireland is confidence—a full sense of security. There has been since the commencement of 1880 a reign of terror there. The mass of the people, especially in the rural districts, have been living in a state of fear, not of the Government, but of each other. They have been trembling for their lives because, in spite of Government protection, the concealed assassin was everywhere; and what was so discouraging was the inability of the Government to prevent crime—to make life and property secure. They could legislate grievances out of existence; they could alter the land law for the benefit of the farmer and the peasant; but they could not make a man safe in his own household. So long as this state of insecurity continued, the most beneficent legislation would be powerless for good; and to this insecurity there could be no end so long as crimes of the most atrocious kind could be committed with impunity. Hence the discovery of the murderers and the breaking up of the conspiracy shows that the Government is not only vigilant and persevering, but has the will and is strong enough to make property and life secure, so that capital can now again make ventures there and industry be resumed.

It is fortunate for Mr. Gladstone and the Liberals that events should have taken this favorable turn at this particular time. These disclosures will serve further to weaken the opposition. Mr. Gladstone was never so strong as he is now. It is reasonable, we think, to conclude that if health is spared him, he will be able to carry out out his proposed programme. Ireland has had her full share of attention; and it is but just that the other portions of the empire should receive some consideration at the hands of the Imperial Parliament.

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Jan. 27.			*EXCHANGE ON LONDON.*		
On—	*Time.*	*Rate.*	*Latest Date.*	*Time.*	*Rate.*
Amsterdam	3 mos.	12·4¾ @12·5¼	Jan. 27	Short.	12·07
Amsterdam	Short.	12·1½ @12·2½	.....	.....	.....
Hamburg	3 mos.	20·58 @20·62	Jan. 27	Short.	20·40
Berlin	"	20·59 @20·63	Jan. 27	"	20·37½
Frankfort	"	20·59 @20·63	Jan. 27	"	20·40
Vienna	"	12·15 @12·17½	Jan. 27	3 mos.	.....
Antwerp	"	25·47½@25·52½	Jan. 27	Short.	25·24½
St. Petersb'g	"	22 15/16@23 1/16	Jan. 27	"	23 11/16
Paris	Checks	25·20 @25·25	Jan. 27	Checks	25·20½
Paris	3 mos.	25·45 @25·50	Jan. 27	3 mos.	25·21½
Genoa	"	25·76 @25·80	....	....	.....
Madrid	"	46 @46⅛	Jan. 27	3 mos.	47·20
Lisbon	"	51⅞@52	....	....	.....
Alexandria	....	.....	Jan. 24	3 mos.	95⅞
New York	....	.....	Jan. 27	Short.	4·82
Bombay	60 days	1s. 7¼d.	Jan. 27	4 mos.	1s. 7 9/32d.
Calcutta	60 days	1s. 7¼d.	Jan. 27	"	1s. 7 9/32d.
Hong Kong	----	.....	Jan. 27	"	3s. 8d
Shanghai	....	.....	Jan. 27	"	5s. 1d

[From our own correspondent.]

LONDON, Saturday, January 27, 1883.

As had been anticipated, the Bank of England rate of discount has been reduced this week from 5 to 4 per cent. There is now more harmony between the official and unofficial quotations for money, and any return to so considerable a discrepancy between the two rates seems to be somewhat improbable. Since the change was agreed to on Thursday the value of money in the open market, though tending downwards, has not varied to any great extent. For three months' bank bills the quotation is 3¼ to 3⅜ per cent, and there does not appear to be any prospect of further change of importance. It is admitted, however, that the supply of bills in existence is below the average, and an increase in it is doubtful, as the trade of the country is far from being animated. The recent failures continue to exercise a cautious influence on trade in general, and unfavorable weather has also had an adverse effect. The foreign exchanges keep favorable to us, and there are no movements of importance in the market for the precious metals. A period of ease in the money market may therefore be regarded as certain.

This week's bank statement is very satisfactory. The total reserve is now £12,377,065, against £10,976,165 last year. The stock of bullion reaches a total of £21,807,705, which compares with £20,400,920 in 1882. The proportion of reserve to liabilities has risen to 44½ per cent, and is 5½ per cent higher than at this period last year, while the Bank rate is 1 per cent, and the open market rate is 1¼ per cent, easier. The position of the Bank is now so satisfactory that it should, and we think will, give confidence, more especially as there is a prospect of fur-

ther improvement. The state of political affairs in France is, however, a cause for some anxiety, and it is said that, as usual when disturbances might arise, money is being sent to London for investment or employment. The price of Consols continues to rise, and the quotation is now 102¼, which is a very high point, considering that the half-yearly dividend has not long been paid. At this period last year the quotation for the same security was a fraction under par. On the other hand, the value of French Rentes declines, the present quotation being 77f. 40c., against 82f. 35c. in 1882. The unsettled state of things in France will naturally have the effect of increasing the ease in the London money market, since it checks active trade there and tends, as stated, to augment the supply of loanable capital here. How long France will remain in its present state is a question impossible to determine, but that country seems, since Gambetta's death, to lack a statesman who can inspire confidence, and French news is awaited therefore with much anxiety.

Money during the week has been in very moderate request, and the quotations for discount in the free market are about three-quarters per cent below the official minimum. The downward movement seems to be checked for the moment, the quotations being as follows:

	Per cent.		*Per cent.*
Bank rate	4	Open market rates—	
Open-market rates—		4 months' bank bills	3¼@3⅜
30 and 60 days' bills	3¼	6 months' bank bills	3¼@3⅜
3 months' bills	3¼@3⅜	4 & 6 months' trade bills	4 @4½

The joint-stock banks and discount houses have lowered their rates of interest for deposits, and now allow the following:

	Per cent.
Joint-stock banks	3
Discount houses at call	3
Do with 7 and 14 days' notice	3¼

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the average quotation for English wheat, the price of consols, the price of middling upland cotton, No. 40 mule twist, fair 2d quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
	£	£	£	£
Circulation	25,150,640	25,174,753	26,013,240	26,738,169
Public deposits	3,747,102	4,233,855	5,670,664	4,275,617
Other deposits	23,906,482	23,747,290	24,748,953	30,132,775
Govermn't securities	12,585,167	12,711,986	14,353,3 0	17,804,788
Other securities	20,798,115	22,437,585	20,551,582	18,238,132
Res've of notes & coin	12,377,065	10,976,165	13,673,002	16,519,941
Coin and bullion in both departments	21,807,705	20,400,920	24,686,242	28,258,101
Proportion of reserve to liabilities	44·40	39	44½	47⅝
Bank rate	4 p. c.	5 p. c.	3½ p. c.	3 p. c
Consols	102	100	98⅞	98⅜
Eng. wheat, av. price	40s.	46s. 1d.	42s. 1d.	45s. 7d
Mid. Upland cotton	5⅜d.	6 5/8d.	6 11/16d.	7 1/16d.
No. 40 mule twist	9⅜d.	10½d.	10⅜d.	11¼d.
Clearing-House ret'n.	100,981,000	99,637,000	88,375,000	88,375,000

Considerable amounts of India Council bills continue to be disposed of, the average rate being about 1s. 7¼d. the rupee. Between April 1 and January 23 the Council sold rupees 12,17,69,093 of bills and telegraphic transfers, which realized £9,924,336.

Silver has been sold this week at 50⅜d. for fine bars, and Mexican dollars have realized 49⅛d. per ounce.

Tenders will be received at the Bank of England on February 6 for £1,820,000 Treasury bills, in the usual amounts.

A prospectus has been issued of the Montana Company, limited, with a capital of £600,000 in £2 shares, the object being to purchase and work the Drum-Lummon silver and gold mine in Montana Territory, United States.

A new Brazilian loan for £4,000,000 has been introduced by Messrs. Rothschild and has been fully subscribed. The loan bears interest at 4½ per cent per annum, and the price of emission is 89 per £100 bond.

The weather continues to be far from satisfactory, and during the last two days we have had heavy winds and much rain. The slightly improved condition of the soil has in consequence disappeared, and much disappointment has been occasioned, as farmers are still unable to work their land. To a considerable extent agricultural work is at a standstill, and dry weather is very much needed. British farmers are delivering rather more wheat at the various markets of the Kingdom, but owing to the bad weather a large proportion of it is in poor condition. Our imports, however, are liberal, and it is estimated that nearly 52,000,000 cwt. of wheat and flour have been placed on the British markets since harvest. In the same period of last year the quantity offered was barely 46,000,000 cwt. The trade for wheat in this country is still firm. A steady business for consumption is in progress, and some disposition is shown to hold superior qualities of produce. These have changed hands at rather more money, but the upward movement is a slow one. A good wheat crop next harvest can scarcely be expected, as the season is now advanced for wheat planting, and the amount of work done in that direction has been under very discouraging circumstances.

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first twenty-one weeks of the season, compared with the corresponding period in the three previous seasons:

IMPORTS.

	1882-83.	1881-82.	1880-81.	1879-80.
Wheat.....cwt.	27,837,962	25,909,729	25,293,218	29,153,800
Barley	8,496,799	6,105,363	6,853,435	7,718,459
Oats	6,309,895	1,013,543	5,055,224	6,604,781
Peas	929,206	849,960	1,208,066	1,109,621
Beans	880,633	698,374	1,022,461	1,288,394
Indian corn	5,287,962	10,211,908	14,847,881	9,486,552
Flour	6,515,274	3,124,310	5,524,936	5,113,800

SUPPLIES AVAILABLE FOR CONSUMPTION.

	1882-83.	1881-82.	1880-81.	1879-80.
Imports of wheat...cwt.	27,837,962	25,909,729	25,293,218	29,153,800
Imports of flour	6,515,274	3,124,310	5,524,936	5,113,800
Sales of home-grown produce	17,438,000	16,825,600	14,619,830	10,343,320
Total	51,791,236	45,859,639	45,437,984	41,610,920
Av'ge price of English wheat for season..qrs.	41s. 2d.	47s. 0d.	43s. 7d.	47s. 4d.
Visible supply of wheat in Unit'd St's	21,400,000	17,400,000	28,600,000	31,000,000
Supply of wheat and flour afloat to the Un'd Kingd'm..bush.	2,300,700	2,892,000	2,429,000	.....

The annexed returns show the stocks of the principal descriptions of grain at 15 ports of the United Kingdom on the closing day of last year:

	Wheat.	*Barley.*	*Oats.*	*Maize.*	*Flour.*
	Qrs.	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*
London	380,346	51,369	571,718	6,116	207,000
Liverpool	617,884	20,895	17,607	27,104	266,000
Gloucester	81,400	82,800	24,300	100	.....
Bristol	77,103	99,515	7,155	850	16,000
Hull	130,000	50,000	23,500	2,500	.....
Newcastle	16,829	7,409	14,243	220	39,332
Hartlepool	5,915	22,216	15,496	184	.....
Glasgow	63,177	30,662	22,106	5,797	115,000
Leith	6,764	33,872	22,982	.....	26,962
Dublin	200,000	.....	.....	10,000	.....
Belfast	59,136	.....	.....	.....	.....
Londonderry	17,750	.....	.....	9,500	750
Galway	100,000	.....	.....	.....	.....
Cork	100,000	.....	.....	1,000	.....
Newry	13,300	.....	3,000	1,400	.....
Total	1,779,604	398,738	722,107	64,171	680,041

The following were the stocks at 13 principal ports in the United Kingdom in previous years:

	1881.	1880.	1879.
Wheat.....qrs.	1,091,099	824,050	1,679,692
Indian corn.....qrs.	649,258	467,349	502,209

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending February 16:

London.	*Sat.*	*Mon.*	*Tues.*	*Wed.*	*Thurs.*	*Fri.*
Silver, per oz.....*d.*	50 7/16	50¼	50 7/16	50 7/16	50 7/16	50 7/16
Consols for money	102⅜	102⅜	102 3/16	102⅜	102⅜	102 7/16
Consols for account	102¼	102¼	102 7/16	102⅝	102⅝	102 9/16
Fr'ch rentes (in Paris) fr.	79·37½	79·42½	79·22½	79·15	79·20	79·37½
U. S. 5s ext'n'd into 3½s	105⅞	106	106¼	106	106¼	106¼
U. S. 4½s of 1891	116⅝	116⅝	116⅝	x 115¼	115½	115¾
U. S. 4s of 1907	122¾	122¾	122⅞	122⅞	122⅞	123
Chic. Mil. & St. Paul	105¼	105½	104¼	104	104⅛	103¾
Erie, common stock	38¾	38⅞	37⅜	37¾	37½	37⅜
Illinois Central	150¼	150	151¼	x 148¾	150	148½
N. Y. Ontario & West'n.	26¾	26⅞	26⅞	26¾	26¾	26½
Pennsylvania	62	62	61⅜	61½	61⅝	61¼
Philadelphia & Reading	27⅞	28¼	28	27⅞	28	27⅝
New York Central	130¼	130	129	129⅜	129½	129⅛

Liverpool.	*Sat.*	*Mon.*	*Tues.*	*Wed.*	*Thurs.*	*Fri.*
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Flour (ex. State)..100 lb.	12 6	12 6	12 6	12 6	12 6	12 6
Wheat, No. 1, wh. "	9 1	9 1	9 3	9 3	9 4	9 4
Spring, No. 2, n. "	9 3	9 3	9 5	9 5	9 6	9 6
Winter, West., n "	9 6	9 6	9 7	9 7	9 8	9 8
Cal. white "	9 3	9 3	9 4	9 3	9 5	9 5
Corn, mix., West. "	6 10	6 10	6 10	6 11	7 0	6 11
Pork, West. mess..₱ bbl.	80 0	80 0	80 0	80 0	80 0	80 0
Bacon, long clear, new	48 6	48 6	48 0	48 0	48 0	48 0
Beef, pr. mess, new, ₱ to.	91 0	91 0	87 0	87 0	87 0	87 0
Lard, prime West. ₱ cwt.	56 6	56 6	56 6	56 3	56 6	57 0
Cheese, Am. finest	66 0	66 0	66 0	66 0	66 0	66 0

Commercial and Miscellaneous News

National Banks.—The following national banks have lately been organized:

2,872—The Central National Bank of Cambridge, Ohio. Capital, $60,000. Andrew J. Hutchinson, President; W. E. Boden, Cashier.

2,873—The National Bank of Troy, N. Y. Capital, $200,000. Thomas Coleman, President; George H. Morrison, Cashier.

2,874—The City National Bank of Dayton, Ohio. Capital, $200,000. Simon Gebhart, President; G. S. Harman, Cashier.

2,875—The Freeport National Bank, Illinois. Capital, $120,000. O. B. Bidwell, President; A. H. Barshinger, Cashier.

2,876—The First National Bank of Yakima, Washington Territory. Capital, $50,000. Joseph R. Lewis, President; Edward Whitson, Cashier.
2,877—The National Bank of Oshkosh, Wis. Capital, $200,000. S. M. Hay, President; Charles Schriber, Cashier.
2,878—The Peoria National Bank, Illinois. Capital, $150,000. Charles P. King, President; George H. McIlvaine, Cashier.
2,879—The First National Bank of Wellington, Kans. Capital, $50,000. George W. Baird, President; George M. Miller, Cashier.
2,880—The Utah National Bank of Ogden, Utah. Capital, $100,000. John W. Guthrie, President; Richard M. Dooly, Cashier.
2,881—The First National Bank of Mexico, Mo. Capital, $50,000. R. W. Tureman, President; R. R. Arnold, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and in general merchandise. The total imports were $10,019,397, against $8,382,881 the preceding week and $11,400,553 two weeks previous. The exports for the week ended Feb. 13 amounted to $6,157,092, against $7,771,094 last week and $7,344,715 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Feb. 8 and for the week ending (for general merchandise) Feb. 9; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$2,336,319	$2,733,247	$2,851,939	$3,411,427
Gen'l mer'dise..	5,870,927	3,495,516	6,874,377	6,607,970
Total	$8,207,246	$6,228,763	$9,726,316	$10,019,397
Since Jan. 1.				
Dry goods	$16,179,523	$14,590,472	$18,196,759	$16,756,739
Gen'l mer'd se..	36,319,406	27,882,057	37,539,138	36,321,780
Total 6 weeks	$52,498,929	$42,472,529	$55,735,897	$53,078,519

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending February 13, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week...	$6,925,443	$7,399,102	$5,820,543	$6,157,092
Prev. reported..	29,478,738	35,816,329	32,855,578	36,047,931
Total 6 weeks.	$36,304,181	$43,215,431	$38,676,121	$42,205,023

The following table shows the exports and imports of specie at the port of New York for the week ending Feb. 10, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	$.....	$.....	$.....	$.....
France	.....	.....	.....	.....
Germany	.....	.....	190	190
West Indies	.....	.....	16,413	382,147
Mexico	.....	.....	.....	.....
South America	12,865	32,865	2,000	36,193
All other countries	.....	1,285	.....	6,235
Total 1883	$12,865	$34,150	$18,633	$424,765
Total 1882	810,000	4,227,340	21,776	284,604
Total 1881	.....	115,960	21,882	4,617,295
Silver.				
Great Britain	$128,000	$1,496,579	$.....	$.....
France	.....	61,745	.....	.....
Germany	.....	.....	11,436	17,762
West Indies	.....	.....	6,654	37,630
Mexico	.....	.....	27,808	193,001
South America	.....	.....	750	10,742
All other countries	.....	1,206	2,400	2,400
Total 1883	$128,000	$1,559,530	$49,048	$264,535
Total 1882	125,500	1,524,680	44,779	194,133
Total 1881	258,920	1,204,735	69,139	287,813

Of the above imports for the week in 1883, $3,430 were American gold coin and $15,732 American silver coin. Of the exports for the same time $3,000 were American gold coin.

FOREIGN TRADE OF NEW YORK—MONTHLY STATEMENT.—In addition to the foregoing tables, made up from weekly returns, we give the following figures for the full months, also issued by our New York Custom House. The first statement covers the total imports of merchandise.

IMPORTS INTO NEW YORK.

Months.	1883.			1882.		
	Dry Goods.	General Merchandise.	Total.	Dry Goods.	General Merchandise.	Total.
	$	$	$	$	$	$
January	13,345,312	27,915,300	41,260,612	12,326,440	29,545,834	41,872,274

EXPORTS FROM NEW YORK.

Months.	Total Merchandise.	
	1883.	1882.
	$	$
January	28,891,932	27,848,940

CUSTOMS RECEIPTS.

Months.	At New York.	
	1883.	1882.
	$	$
January	12,574,838	13,387,516

Rome Watertown & Ogdensburg.—In the suit in the Supreme Court by Amasa T. Kingman, a stockholder, against the Rome Watertown & Ogdensburg RR. Company, to restrain the payment of a dividend of 3 per cent upon its income bonds, Judge Donohue gave a decision denying a motion to continue a preliminary injunction. These bonds, which were issued in extinguishment of certain liabilities of the company, were to draw interest from July 1, 1882, the interest to be computed from the end of each fiscal year and to be payable Jan. 1 thereafter. The directors declared a dividend in December last, payable on Jan. 20, 1883. The injunction was asked upon the ground that the dividend had not been earned in the fiscal year that closed Sept. 30, 1882, and that such interest should not be paid out of the earnings of the current fiscal year. The motion to continue the injunction was denied, as the directors contradicted in their affidavits the plaintiff's statement.

Subsequently a new suit was commenced in the Superior Court with another plaintiff, who purchased his stock before January, 1883, and another preliminary injunction was there obtained.

Richmond & Danville.—The following is an official statement for January:

	1883.	1882.
Richmond & Danville	$259,757	$289,627
Charlotte Columbia & Augusta	70,617	61,774
Virginia Midland	96,950	76,020
Western North Carolina	20,090	13,042
Total	$147,416	$110,165
Richmond & Danville net earnings	$117,724	$79,640
Charlotte Columbia & Augusta net earnings	31,270	19,115
Virginia Midland net earnings	26,790	6,356
Western North Carolina net earnings	5,021	def. 468
Total	$183,806	$105,044

—The thirty-eighth annual report of the New York Life Insurance Company is conspicuous in many respects. It shows a total income of nearly twelve million dollars and payments to policy-holders of over six millions. Interest income nearly 6 per cent on average net assets for the year, nearly 7 per cent on average reserve fund, and over $800,000 in excess of losses by death.

Market value of securities nearly two million dollars in excess of their cost; due and unpaid interest on same only $129,000, or less than three tenths of 1 per cent.

Liabilities, both actual and contingent, provided for, and a divisible surplus for other than Tontine policies of nearly $5,000,000 on a four per cent reserve.

The growth of the New York Life has been rapid and constant, even during the trying times following the panic of 1873, as the following figures show. Interest rates have fallen off very sharply on government securities during the last ten years, but the assets of the New York Life have been invested with such skill as to produce about five and three fourths per cent interest. Its death losses of eighteen million dollars in eleven years have been more than paid by the earnings of invested assets. The figures of these two items are as follows:

Year.	Assets.	Ins. in Force.	Int. Received.	Death-Clm's Paid.
1872	$18,595,817	$113,154,809	$1,206,506	$1,408,519
1873	21,533,062	118,622,605	1,418,094	1,446,123
1874	24,342,452	123,072,386	1,645,106	1,469,686
1875	27,179,395	122,835,123	1,870,658	1,524,814
1876	30,305,122	126,132,119	1,906,949	1,547,648
1877	33,163,715	127,748,473	1,867,457	1,638,128
1878	34,787,610	127,901,887	1,948,665	1,687,675
1879	36,837,295	125,232,145	2,033,650	1,569,854
1880	38,996,952	127,417,762	2,317,888	1,731,721
1881	43,183,934	135,726,916	2,432,654	2,013,203
1882	47,228,782	151,760,824	2,798,018	1,955,292
1883	50,800,396	171,415,097	.....	.....

—The banking house of J. S. Kennedy & Co., which has recently been distinguished for its connection with some of the heaviest financial transactions in this market, has acquired further strength by the admission of two new members to the firm. These gentlemen are Messrs. Oliver H. Northcote, son of Sir Stafford Northcote, and Alexander Baring, of the well-known family of Baring Brothers, London. Messrs. J. S. Kennedy & Co. are now members of the New York Stock Exchange, and they also draw exchange on C. J. Hambro & Son, London, and issue travelers' and commercial credits, available in all parts of the world. Their card will be found on the first page of the CHRONICLE.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son:

Shares.
200 Chic. & Can. So. R'y Co.. 2½
100 Irving Nat. Bank..133¼-133½
65 Jefferson Ins. Co.....131½
200 Brooklyn Fire Ins. Co....172
100 U. S. Fire Ins. Co.....128
15 Clinton Fire Ins. Co.....125
10 Commercial Fire Ins. Co. 96½
50 Nat. Fire Ins. Co 91¼
22 Franklin and Emporium Fire Ins. Co.....114-115
44 Knickerbocker Fire Ins. Co..... 70
37 Sterling Fire Ins. Co..... 54½
27 Relief Fire Ins. Co..... 60
40 Mercantile Fire Ins. Co.. 64
33 Metropolitan Ins. Co. for $11
200 Flint Steel R.Min'g Co. for $2
100 Central American Transit Co.....for $170
25 Forty-second St. & Grand St. Ferry RR. Co.....255
10 Mercantile Nat. Bank....116¼
20 Mutual Gas-Light Co.....115¼
24 Peoria & Bureau Valley RR. Co. guar. 8 per ct..141-
100 Hamilton Fire Ins. Co....116
20 Mercantile Fire Insur'ce Co. (Hypothecated)..... 60½
20 Irving Ins. Co. (Hypothecated 60

Shares.
50 Peter Cooper Fire Ins. Co.160
35 Manhattan Fire Insur'ce Co. (Hypothecated) ...4½-5¾
4 New York Fire Ins. Co.... 77
5 Star Fire Ins. Co..... 73½
30 Consumer's Coal Co...for $16
100 The Financier Associat'n (Hypothecated) .....for $10
70 Suspens'n Car Truck Mfg. Co. (Hypothecated) for $750

Bonds.
$12,000 N. Y. City 7s consol. stock, registered, due Nov. 1, 1891.....129¾ and int.
$8,000 N.Y. City 7s registered Dock Bonds, due Nov. 1, 1901.....139 and int.
$10,000 City of Brooklyn 7s Public Park reg. bond, due July 1, 1915..... 141¼ and int.
$15,000 Hoboken City, N. J., Park Improvement 7s coup. bds., due 1884-101 & int.
$2,000 City of St. Paul 6s coupon bonds, due Dec. 15, 1900.....105½
$2,164 50 Jefferson Ins. Co. scrip..... 51¼
$130 20 Jefferson Ins. Co. scrip..... 55¼

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Buff. N. Y. & Phila. pref., (quar.).	1½	Mch. 26	Mch. 16 to ———
Chicago Burl. & Quincy (quar.)....	2	Mch. 15	Mch. 1 to Mar. 17
Delaware & Bound Brook (quar.).	1¾	Feb. 14	.....
Illinois Central (in certificates)...	17	July	.....
N. Y. Ontario & West. pref.....	12	Mch. 1	Feb. 21 to ———
North Pennsylvania (quar.)	1¾	Feb 26	Feb. 15 to Feb. 19
Miscellaneous.			
Delaware Division Canal	$1	Feb. 15	Feb. 11 to Feb. 19
Oregon Improvement Co.....	3½	Mch. 15	Mch. 6 to Mch. 19

NEW YORK, FRIDAY, FEB. 16, 1883—5 P. M.

The Money Market and Financial Situation. — There has been little change in the financial situation since last week, and in addition to the circumstances then noted the floods in the West have contributed to make the tone in business circles a shade less cheerful. But it is to be remarked that nearly all of the clouds hanging over the commercial world are of a light and temporary character, and the period is close at hand when they must blow away. Congress will adjourn; the snow-banks of the Northwest will melt; the floods in the West and Southwest will subside; and unless there is some new drawback, it should naturally follow that the situation at the Stock Exchange will improve.

There have been some important changes of a practical sort in corporation affairs, all tending towards harmony and consolidation in management, as opposed to conflict and violent competition. The Western Union Telegraph has finally absorbed the Mutual Union by a perpetual lease at 1½ per cent per annum on the M. U. stock. The Hannibal & St. Joseph Railroad is likely to be leased to, or put under a close working contract with, C. B. & Q. and the Wabash companies. A meeting of Northern Pacific and Union Pacific managers has been held to provide for an apportionment of business as the Oregon Short Line of the U. P. Company builds further into the Northern Pacific territory. The Morgan's Louisiana & Texas road has been absorbed by the Southern Pacific. Thus in every quarter is seen the tendency towards consolidation, to avoid competition for business, which would reduce rates; indeed, the havoc produced by a war in rates was so thoroughly shown in 1881 and 1882 that it brought forth some remarkable fruits in the purchase of the Nickel-Plate stock by the Vanderbilts, and the Omaha stocks in the same interest, and both of them at prices much higher than those at which the stocks are now selling.

The money market is still very easy, and stock borrowers have no trouble in obtaining call money at 3@5 per cent, with few transactions higher than 4 per cent. Government bond dealers pay 2@3 per cent. Prime commercial paper sells at 5 @5½ per cent.

The Bank of England weekly statement on Thursday showed a gain of £210,000 in specie, and the percentage of reserve to liabilities was 44 15-16, against 46⅛ last week; the discount rate was reduced to 3½ per cent, from 4 per cent. The Bank of France gained 5,875,000 francs gold and 612,500 francs silver.

The New York City Clearing-House banks in their statement of Feb. 10 showed a decrease of $1,420,350 in their surplus reserve, the total surplus being $6,419,700, against $7,840,050 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883. Feb. 10.	Differ'nces fr'm previous week.	1882. Feb. 11.	1881. Feb. 12.
Loans and dis.	$321,491,200	Inc. $5,030,400	$327,913,500	$317,139,100
Specie	62,402,500	Inc. 797,300	63,229,500	67,800,600
Circulation...	16,463,700	Dec. 181,500	19,940,100	18,352,300
Net deposits.	311,110,400	Inc. 3,928,200	310,651,300	307,924,300
Legal tenders.	21,794,800	Dec. 1,235,600	18,484,500	15,546,000
Legal reserve.	$77,777,600	Inc. $982,050	$77,662,825	$76,981,075
Reserve held.	84,197,300	Dec. 438,300	81,714,000	83,346,600
Surplus.....	$6,419,700	Dec. $1,420,350	$4,051,175	$6,365,525

Exchange.—Foreign exchange remains quite firm, and prices are a trifle above last week's. To-day business was dull and the actual rates for prime bankers' 60-days' sterling were about 4 83¼; demand, 4 86¼; cables, 4 87. Continental bills were as follows, viz.: Francs, 5 21⅞@5 21¼ and 5 18⅛; reichsmarks, 94⅝@94¾ and 95⅛@95¼; guilders, 39⅞ and 40⅛.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

February. 16.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 82¾@4 84	4 85¾@4 87
Prime commercial	4 81¾@4 82¼	4 84½@4 85
Documentary commercial	4 81¼@4 81⅝	4 84 @4 84½
Paris (francs)	5 21⅞@5 20	5 18¾@5 16¼
Amsterdam (guilders)	39¾@ 39⅞	40 @ 40¼
Frankfort or Bremen (reichmarks).....	94⅝@ 95⅛	95⅛@ 95⅞

United States Bonds.—The market for government bonds has been dull and without special feature in the investment demand. Much will depend upon the action of Congress in passing laws which will reduce the revenue, and if such reduction takes place the 3 and 3½ per cent bonds will be in larger demand.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Feb. 10.	Feb. 12.	Feb. 13.	Feb. 14	Feb. 15.	Feb. 16.
5s, continued at 3½..	Q.-Feb.	*103	*103	*103¼	*103¼	*103½	*103¾
4½s, 1891.....reg.	Q.-Mar.	*112½	112¾	*112⅝	112¾	*112¾	112⅞
4½s, 1891..... coup.	Q.-Mar.	*113½	*113⅝	*113⅝	*113⅝	*113¾	*113⅞
4s, 1907.....reg.	Q.-Jan.	*119⅜	*119⅜	*119½	*119½	*119¾	*119⅞
4s, 1907.....coup.	Q.-Jan.	119½	*119⅜	119⅝	*119½	120	*119⅞
3s, option U. S.....reg.	Q.-Feb.	*103⅝	*103¾	*104	104	104	*104
6s, cur'cy, 1895..reg.	J. & J.	*128	*128	*128	*128	*128	*128
6s, cur'cy, 1896..reg.	J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1897..reg.	J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1898..reg.	J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1899..reg.	J. & J.	*130	*131	*130	*130	*130	*130

*This is the price bid at the morning board; no *sale* was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
Feb. 10..	1,071,824 31	871,199 91	117,495,180 21	6,257,152 74
" 12..	1,922,371 97	949,243 48	118,532,713 10	6,192,748 34
" 13..	2,251,496 81	1,305,038 64	119,411,860 03	6,260,059 58
" 14..	816,186 70	890,024 66	119,351,609 27	6,246,470 38
" 15..	960,323 75	1,067,407 05	119,340,278 64	6,150,719 71
" 16..	581,627 94	921,331 08	119,170,126 72	5,981,168 49
Total	7,603,831 48	6,004,244 82	.....	.....

State and Railroad Bonds.—The business in State bonds has been near a minimum, and there have hardly been sales enough to make actual prices. To-day the Arkansas 7s, Memphis & Little Rock issue, sold at 50.

Railroad bonds have been rather more active on an investment inquiry, and bonds have usually shown easier prices. In fact, there are now quite a number of bonds selling between 90 and 110 which seem to offer some inducement for investment purchases.

Railroad and Miscellaneous Stocks.—The stock market has been dragging along without animation, and at the close prices generally show a decline of greater or less importance, compared with last week. There has not been anything particularly new to depress prices, but, on the other hand, there has been nothing strong enough to start them up—for in the present temper of speculation it takes more force to get prices up 1@2 per cent than it would have required in 1880 to advance them 10 per cent. In some directions the stock situation is of the strongest—for instance, the earnings of the Southwestern roads in moving the great crops of Texas have been almost phenomenal; then the Western Union lion has just lain down with the Mutual Union lamb, and is now digesting it; while the tendency to compromise and consolidate wherever competition is threatened between different corporations is referred to above. On the other hand, we have obtained this week the report of Chicago & Northwestern earnings (given at length on another page) for the seven months ending Dec. 31, 1882, which show a decrease of $687,519 in net earnings, while the gross earnings were nearly the same as in the previous year. This may be a disappointment to some persons, as the gross earnings only had been published, and again we urge the importance of having railroad companies report both the gross and net earnings monthly. The Richmond & Danville earnings for January were particularly good.

The Norfolk & Western preferred stock declines on the report that the quarterly dividends will be suspended for a time and the net income applied to the liquidation of floating debt. A private dispatch from Indiana reports that Judge Gresham, of the U. S. Circuit Court, has decided against the Wabash St. Louis & Pacific Railroad Company in the old suit of the holders of Wabash equipment bonds.

The general market was weak to-day, with a little flush of strength just towards the close of business.

RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR WEEK ENDING FEB. 16, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, Feb. 10.	Monday, Feb. 12.	Tuesday, Feb. 13.	Wednesday, Feb. 14.	Thursday, Feb. 15.	Friday, Feb. 16.	Sales of the Week (Shares).	Range Since Jan. 1, 1883. Lowest.	Highest.	For Full Year 1882. Low.	High
RAILROADS											
Boston & N. Y. Air-Line, pref.	81½ 81½	....	81 81½	....	....	81 81	80	79 Jan. 3	82 Jan. 17	60	80½
Burlington Cedar Rap. & No..	*82 84	....	82 82	*80 83	80½ 80½	*81 83	205	80½ Feb. 15	83 Jan. 5	67	85½
Canadian Pacific	....	61¼ 61½	60 60	59¾ 60	59¾ 59¾	59¾ 59¾	4,800	59¾ Feb. 14	61½ Feb. 12	.....	.....
Canada Southern	68 68¼	67 67⅜	66⅜ 67⅛	66¾ 67⅜	66 66⅞	65⅛ 66⅛	18,650	65 Jan. 3	71⅜ Jan. 19	44	73
Cedar Falls & Minnesota	....	....	....	12⅛ 12½	....	12⅛ 12½	300	12⅛ Feb. 14	15 Jan. 3	14	30
Central Iowa	....	....	....	....	....	....	.....	25 Jan. 9	28 Jan. 3	27	37¼
Central of New Jersey	73 73½	72½ 73¼	71½ 72⅜	71¾ 72½	71½ 72⅜	71 71⅝	33,680	68¼ Jan. 3	76½ Jan. 18	63¼	97½
Central Pacific	82 83¼	81½ 83¼	80 81¼	79½ 80⅜	79⅞ 80½	79¼ 80⅛	53,634	79 Feb. 7	88 Jan. 5	82⅜	97½
Chesapeake & Ohio	22½ 22¾	23 23	*21½ 23	*21¾ 23	*20½ 23	*20⅜ 21½	300	20¾ Feb. 8	23¾ Jan. 20	19½	57
Do 1st pref	*30½	31⅞ 31⅞	*30 31½	31 31	30 30	30 30	510	30 Feb. 7	35½ Jan. 20	27¼	41½
Do 2d pref	24⅞ 25⅛	24½ 24½	23¾ 24	23 23	*23 25½	*23 25	615	23 Feb. 9	27 Jan. 22	21	29
Chicago & Alton	135½ 135⅝	*135½ 136	135½ 135½	*134½ 136	*120½ 132	130⅛ 131	242	130⅛ Feb. 16	137¼ Jan. 22	127½	145½
Do pref	140 140	*140 145	*140 145	†141 145	*135 142	....	79	140 Feb. 10	145 Feb. 14	130	146
Chicago Burlington & Quincy	118¾ 119½	118 119¼	117¾ 119¼	118⅛ 119	118 118⅝	117¾ 118⅜	27,762	117¼ Feb. 8	125⅞ Jan. 18	120⅝	141
Chicago Milwaukee & St. Paul	101⅞ 102⅜	100¾ 102⅛	100¼ 101⅞	100½ 101⅛	100½ 101	99⅞ 100½	173,360	99⅞ Feb. 7	108½ Jan. 20	96½	128¼
Do pref	118½ 118¾	118 118	*117½ 118	....	118 118	117½ 117½	1,600	116⅜ Feb. 7	122 Jan. 9	114½	144¼
Chicago & Northwestern	131 132	130⅜ 131¼	129½ 130⅜	130 130½	129½ 130¼	129⅛ 129⅝	36,085	128¼ Feb. 2	136¼ Jan. 4	124	150¾
Do pref	145½ 145⅞	144¾ 145¼	144¼ 144¾	143⅝ 144⅛	143½ 144	143½ 144	4,725	143½ Feb. 15	151½ Jan. 5	136	175
Chicago Rock Isl. & Pacific	123½ 123½	123 123	122½ 122½	121½ 122½	121 121½	120 121	6,132	120 Feb. 16	127¼ Jan. 5	122	140¼
Chicago St. Paul Minn. & Om.	46⅝ 47⅜	46 46½	45½ 46	45¾ 46½	45¾ 46½	45½ 45⅞	23,650	45½ Feb. 7	55 Jan. 18	29¾	58¼
Do pref	105 105⅜	103¾ 104¾	103 103¾	103½ 103⅞	103⅜ 104	103½ 103¾	7,855	102⅞ Feb. 8	113¼ Jan. 5	97½	117
Cleveland Col. Cin. & Ind.	77½ 77½	77½ 77½	*76½ 78	74 76	74 74⅜	73½ 73½	1,900	73½ Feb. 16	84 Jan. 5	65½	92¾
Cleveland & Pittsburg guar	....	*141	*141	*141	*141	*141	.....	139 Jan. 11	142 Jan. 26	133	146
Columbus Chic. & Ind. Central	4½ 5	5 5	5⅜ 5½	5½ 5½	*5 6	5 5	1,130	3¼ Jan. 20	5½ Feb. 13	3½	21⅞
Delaware Lackawanna & West	121½ 122¼	120¾ 121⅞	119 120½	118½ 119¾	118½ 119⅝	118⅛ 118¾	245,234	118½ Feb. 16	129¼ Jan. 4	116¼	150¼
Denver & Rio Grande	42⅞ 44	43½ 44⅜	43⅛ 44	43⅛ 44	43¼ 43⅞	43¼ 44¾	91,880	39⅞ Jan. 2	51½ Jan. 20	38¼	74⅝
Dubuque & Sioux City	....	*87 90	*87 90	*87 90	*85 88	....	.....	89 Jan. 15	89½ Jan. 12	77	96½
East Tennessee Va. & Ga	9 9⅛	*9 9¼	9 9	9⅛ 9⅛	8½ 9	8½ 8¾	4,200	8½ Feb. 15	10¼ Jan. 2	8	16
Do pref	16¾ 16¾	*15 17	16 16	....	*15½	15½ 15½	1,200	15½ Feb. 16	18¼ Jan. 2	15½	26½
Evansville & Terre Haute	72¼ 72¼	70 70	....	....	....	....	400	70 Feb. 12	75 Jan. 29	68	86¾
Fort Worth & Denver City	....	30¾ 31⅛	....	....	....	....	200	30 Jan. 2	33⅞ Jan. 19	29½	42⅝
Green Bay Winona & St. Paul	....	....	....	....	....	....	.....	5 Feb. 9	6½ Jan. 19	6	16
Hannibal & St. Joseph	*40 45	*40 43	....	....	42½ 44	42 42	400	40 Feb. 5	46¾ Jan. 17	45	110
Do pref	83¼ 85	84 84	83 84½	84½ 84½	84¼ 86	84 86½	4,268	72 Jan. 3	87¾ Jan. 30	72	111¼
Houston & Texas Central	*73 79	*73 79	*73 80	*73 79	*73 80	*72 78	.....	75 Jan. 4	79 Jan. 16	61	92½
Illinois Central	146¼ 146⅜	x143 144⅝	143⅝ 144½	143¾ 145	144¼ 145¼	142½ 143¼	23,650	141⅝ Jan. 3	147 Jan. 30	127¾	150½
Do leased line	....	....	....	....	78½ 78½	....	50	78 Jan. 25	81 Jan. 22	.....	.....
Indiana Bloom'n & Western	*30 31	30 30½	29½ 29½	28½ 29½	28½ 28½	27 27	2,240	27 Feb. 16	35 Jan. 9	10	49½
Lake Erie & Western	29½ 29½	28¾ 29⅜	28¼ 28¼	28 28	28 28¼	26 26¼	1,315	26 Feb. 16	33¼ Jan. 18	23½	45
Lake Shore	110 110½	109 110	108⅛ 108⅞	108¼ 108¾	107¾ 108⅞	106⅝ 107½	42,245	106⅝ Feb. 16	114⅞ Jan. 18	84	120⅜
Long Island	*62 63	....	62 62	62 62	61½ 61½	62½ 62½	450	60 Jan. 2	65 Jan. 18	49½	65
Louisville & Nashville	55¾ 56⅜	54½ 55⅞	53¾ 54½	53⅞ 54½	52⅜ 54⅛	51¾ 52⅜	75,545	51⅝ Jan. 2	58½ Jan. 20	46½	100¾
Louisville New Albany & Chic	62 62	....	62 62	....	60 60	....	284	60 Feb. 3	68 Jan. 5	57	78
Manhattan	52 53½	*52¼ 53½	*50 52	*47 53	50 50	47 49	7,050	46 Feb. 6	53⅞ Feb. 9	40	60⅛
Dc 1st pref	*85 90	*87 90	*85 90	*85 90	*87 90	*87 90	.....	84¾ Jan. 3	90 Jan. 18	82	98½
Do common	53 53	*52 53	*50 52	*47 53	*50 51	*46 48½	100	50 Jan. 30	53 Feb. 10	40	56
Manhattan Beach Co	16½ 16½	17 17	*16¾ 18	*16	*16½	16½ 16½	400	16½ Feb. 10	19 Jan. 6	15	37
Memphis & Charleston	42 45	42 44½	41½ 42	40 41½	38 38	38 38	7,700	38 Feb. 15	55 Jan. 8	42¼	82⅜
Metropolitan Elevated	84¼ 84¼	*80 84	*80 85	83½ 83½	84 84	*80 85	300	80 Jan. 26	85 Jan. 8	77	93
Michigan Central	95⅞ 96½	95 95⅞	94¼ 94¾	94¼ 94¾	93½ 94½	92⅜ 93¾	17,530	92⅜ Feb. 16	100⅜ Jan. 19	77	105
Milwaukee L. Sh. & Western	*..... 16¾	....	*..... 17	*..... 16¾	*..... 17	*..... 16¾	.....	17¼ Jan. 3	18 Jan. 4	13	21
Do pref	45 45½	....	*..... 46	*..... 46	*..... 46	43 44	500	43 Feb. 16	48½ Jan. 20	41¾	58¼
Minneapolis & St. Louis	27¼ 27¼	26¼ 26¼	26 26	25¼ 26¼	25¼ 25¼	24¼ 25	900	24¼ Feb. 16	30¾ Jan. 18	19	36¾
Do pref	60⅞ 61¾	60½ 60½	60¼ 60¼	*60 61	*60 61	59 59	1,050	59 Feb. 7	68½ Jan. 18	59	77
Missouri Kansas & Texas	31½ 31⅞	31 32	30⅝ 31⅜	30½ 30⅞	29¾ 30⅜	29¾ 30⅜	35,999	29½ Feb. 5	34⅞ Jan. 18	26¾	42½
Missouri Pacific	102½ 103⅛	102½ 103⅝	101⅞ 102⅜	101¼ 102¾	100⅞ 101⅞	100⅛ 101	42,600	100⅛ Feb. 16	105⅝ Jan. 19	86⅝	112½
Mobile & Ohio	18 18	*17 18½	*15½ 17½	17 17¼	16 16	15 15	1,100	15 Feb. 16	19½ Jan. 5	12	35¾
Morris & Essex	....	....	122¼ 122¼	....	120 122	....	120	120 Feb. 15	124 Jan. 9	119¾	128
Nashville Chattanooga & St. L.	60 60	*61 62	59⅛ 59⅛	59 59	57 58	56 57¼	4,620	55⅝ Jan. 3	64⅞ Jan. 22	47	87½
New York Central & Hudson	126⅛ 126½	125⅝ 126⅛	124⅞ 125⅝	125⅛ 125⅝	125⅛ 125¾	124¼ 125⅛	34,602	124¼ Feb. 3	128¾ Jan. 18	123⅝	138
New York Chic. & St. Louis	11 11	10⅞ 11	11 11⅛	10¾ 10⅞	10½ 10¾	10½ 10⅝	3,736	10 Feb. 2	15½ Jan. 5	10½	17¾
Do pref	24⅞ 25½	24⅝ 25	24 24½	24⅛ 24⅜	25½ 25½	24 24½	4,000	23 Feb. 7	35 Jan. 4	27	37⅝
New York Elevated	*100	*100	*100	*100	*100 107	105 105	100	101 Jan. 13	105 Feb. 16	100	109½
New York Lake Erie & West	37½ 37¾	36¼ 37¾	35⅞ 36½	36⅛ 36⅝	36 36½	34¾ 36⅛	131,750	34¾ Feb. 16	40⅞ Jan. 18	33¼	43¾
Do pref	....	78½ 78½	....	....	*..... 77	*..... 76	40	78½ Feb. 12	83 Jan. 5	57	88¼
New York & New England	48 48	....	....	....	....	....	100	45½ Feb. 3	52¼ Jan. 9	45	60½
New York New Haven & Hart.	....	172 172	*170	172 172	....	....	60	169 Jan. 16	175 Jan. 10	168	186
New York Ontario & Western	*25⅝ 26	25⅞ 25⅞	25¾ 26	25½ 25¾	25½ 25⅝	25½ 26	2,600	25½ Feb. 8	27⅛ Jan. 15	20½	31⅞
Norfolk & Western	....	....	....	....	....	....	.....	18 Jan. 8	18 Jan. 8	16	24
Do pref	41¾ 42	41½ 42	38¾ 41	39⅞ 40¼	40 40¼	38¾ 40⅜	8,947	38¾ Feb. 13	49¾ Jan. 20	44¼	60
Northern Pacific	48⅜ 48⅝	47⅝ 48⅝	47¼ 47¾	48⅝ 47⅝	46⅝ 47⅛	45⅝ 46¾	39,889	45⅝ Feb. 16	51⅜ Jan. 20	28¾	54⅜
Do pref	83½ 83¾	82⅝ 83⅝	82¼ 82¾	82 82⅝	81⅞ 82⅜	81 81¾	22,018	81 Feb. 16	87⅜ Jan. 18	66¾	100⅜
Ohio Central	11¾ 11⅞	11¾ 11⅞	11½ 12	11⅛ 11⅜	9½ 11⅜	9⅛ 9¾	7,559	9⅛ Feb. 16	13⅞ Jan. 18	11⅜	25⅝
Ohio & Mississippi	....	....	....	29 31	31½ 31½	31¼ 31¼	370	29 Feb. 14	34½ Jan. 4	27	42
Ohio Southern	....	....	....	....	....	....	.....	10 Feb. 2	13¾ Jan. 18	11	23½
Oregon & Trans-Continental	84½ 85¼	83⅞ 84⅞	83½ 84	83 84	82¾ 83	82⅛ 82⅞	15,900	82⅛ Feb. 16	89 Jan. 19	40	98¾
Peoria Decatur & Evansville	*23½	23¼ 23¼	22¾ 23¾	22 22½	*21¾ 22½	20 22	1,620	20 Feb. 16	28 Jan. 18	23	39¾
Philadelphia & Reading	53⅞ 55	54⅜ 55	53⅝ 54⅜	53¾ 54¼	53⅛ 53⅞	51¼ 53⅛	46,020	51¼ Feb. 16	58½ Jan. 18	46¾	67½
Pittsburg Ft. Wayne & Chic	....	135 135	*135 137	....	....	*135 136	94	135 Jan. 2	138 Jan. 16	130	139
Rensselaer & Saratoga	....	....	....	....	....	....	.....	139½ Jan. 3	142 Feb. 7	131½	144
Rich. & Allegh., st'k trust ctfs.	12⅝ 12⅝	....	12 12	11⅞ 11⅞	11⅛ 11½	11 11	820	11 Feb. 16	15 Jan. 6	13	40
Richmond & Danville	55½ 56	....	55 55½	54½ 55	52½ 53¾	51 53	2,350	47 Jan. 13	60 Jan. 18	52	250
Richmond & West Point	26 26	26 26	25 25	25 25¼	24 24½	21 22½	4,250	21 Feb. 16	29 Jan. 30	23	283
Rochester & Pittsburg	19⅞ 20⅜	19¾ 20¼	19⅝ 19⅞	18 19½	17½ 18½	16¾ 17⅝	30,035	16¾ Feb. 16	22 Jan. 5	17½	36¼
Rome Watertown & Ogdensb.	....	....	....	....	....	....	.....	32 Jan. 5	32½ Jan. 10	20	40
St. Louis Alton & Terre Haute	67 68½	66¼ 68	65 65	67 67½	66 67¾	66 66	3,305	48 Jan. 3	71 Jan. 30	20½	50
Do pref	97¾ 98	98 98	....	....	97 97	*95 98	600	90 Jan. 3	100¾ Jan. 30	55	94½
St. Louis & San Francisco	31¼ 31¾	30⅞ 30⅞	*30 31	*30 32	29¾ 30	30 30	2,200	29¾ Feb. 15	34⅞ Jan. 12	31	46⅞
Do pref	51½ 51¾	50 51⅜	50¼ 50½	50 50	*49¾ 50½	49 49½	2,050	49 Feb. 16	54⅞ Jan. 12	43	66½
Do 1st pref	*93 95	*92 94	*90 93	*91½ 93	*91¾ 92	*91 92	.....	91⅞ Feb. 6	100½ Jan. 11	79¾	106½
St. Paul & Duluth	*383¼ 40	....	....	*38 40	35 35	36 36	125	35 Feb. 15	40⅞ Jan. 9	26	42¾
Do pref	*93 96	....	....	95 95	95 95	*91 94	5	93 Feb. 8	97½ Jan. 4	68	99¼
St. Paul Minneap. & Manitoba	141 141	140½ 140½	140 140	139¾ 140⅛	139 139¾	135⅞ 139	4,331	135⅞ Feb. 16	147¼ Jan. 18	108½	168½
Texas & Pacific	39½ 40¼	39⅜ 40⅜	38⅝ 39½	38¾ 39¼	38½ 39¼	38 38⅝	66,000	36¾ Jan. 3	43 Jan. 18	34	55
Union Pacific	94½ 95⅝	93⅛ 95¼	92⅜ 93¾	92¾ 93½	92⅞ 93¼	93 93¼	302,455	91¼ Feb. 7	104¾ Jan. 18	98½	119¾
Wabash St. Louis & Pacific	31⅝ 32½	31⅜ 32½	30¾ 31¾	30 31⅝	29½ 30⅝	28⅛ 29⅛	23,355	28⅛ Feb. 16	36¼ Jan. 18	23⅝	39⅞
Do pref	52 52⅞	51⅜ 52⅜	50¾ 51¾	50½ 51½	49½ 51	48 49½	48,270	48 Feb. 16	57½ Jan. 18	45⅞	71¾
MISCELLANEOUS.											
American Tel. & Cable Co	66½ 66½	66¾ 68¼	68 69	....	x65½ 66¼	....	1,695	65½ Feb. 15	69½ Jan. 15	65	74
Bankers' & Merchants' Tel	....	....	....	....	....	....	.....	128 Jan. 29	133 Jan. 3	125	132
Colorado Coal & Iron	28¾ 28¾	30 33⅝	33 33⅜	31¼ 33½	31 32½	31 31	10,900	28¼ Feb. 7	33⅝ Feb. 12	25	53⅞
Delaware & Hudson Canal	108½ 108¾	108 108½	105⅜ 108	105⅞ 106⅜	105¾ 106	106 106¼	8,255	105⅜ Feb. 13	109½ Jan. 5	102¾	119¾
Mutual Union Telegraph	21½ 22	22⅜ 23⅛	22½ 22½	21 21	20 21¼	....	2,200	20 Feb. 15	25 Jan. 17	19⅞	30¼
New Central Coal	*13 15	14 14	*14 17	*14 16	*15 17	*13 16	110	14 Jan. 4	14 Jan. 4	13½	23
Ontario Silver Mining	18 20	....	....	30 30	....	20 22	795	18 Feb. 10	35½ Jan. 8	33	40
Oregon Railway & Nav. Co	....	....	....	....	....	....	.....	135 Feb. 3	144 Jan. 18	128	163⅜
Pacific Mail	41⅞ 42¾	41⅛ 42¼	41 42¼	41⅛ 42	41⅛ 41½	41 41¼	5,060	39 Jan. 25	43⅜ Jan. 18	32¾	48¾
Pullman Palace Car	121 121¾	122 122	*121 122	121 122	121½ 121¾	*120 122	668	120 Feb. 5	126 Jan. 20	117	145
Quicksilver Mining	*8¼ 9½	*8¼ 10	*8¼ 10	*8¼ 10	8¼ 8¼	*8 10	100	8 Feb. 1	8¼ Feb. 15	8	14¼
Do pref	*42 44	*42 44	*40 44	*40 44	41 41	*40 44	100	37½ Jan. 26	41 Feb. 15	40	62½
Western Union Telegraph	83⅜ 84⅛	82 84	81⅜ 82⅛	81⅛ 81¾	80½ 81⅝	80¼ 81	187,216	79¼ Feb. 5	85½ Jan. 18	76½	93⅜
Sutro Tunnel	....	....	....	¼ ¼	....	....	5,000	¼ Jan. 3	¼ Jan. 3	⅛	1
EXPRESS.											
Adams	135 135	*134 136	135 135	*134 136	*134 135	135 135	52	133 Jan. 5	135 Jan. 5	133	149½
American	90½ 91½	91½ 91½	*91 92	*90½ 91½	90⅛ 90½	90½ 90¾	575	90⅛ Feb. 15	93 Jan. 5	90	97⅜
United States	*61 64	62 62	*61 65	*61½ 64	*61 65	63 63	35	61½ Feb. 9	65½ Jan. 6	62	80¼
Wells, Fargo & Co	*122 125	*122 125	*122 125	*..... 125	*122 124	124½ 124½	5	123 Feb. 8	126 Jan. 8	125	132
COAL AND MINING.											
Consolidation Coal	....	*25 30	*25 30	*25	*25	*25 30	.....	27½ Jan. 10	27⅝ Jan. 19	27½	36⅞
Homestake Mining	....	....	....	....	....	....	44	17⅛ Feb. 9	19 Jan. 19	15⅜	19¾
Little Pittsburg Mining	....	....	....	....	....	....	.....	.....	.....	1½	2¼
Mariposa Land & Mining	....	....	....	....	....	....	.....	.....	.....	1¼	2¼
Maryland Coal	*15 18	*16 19	*15 18	*15 18	*15 18	*15 18	.....	17 Jan. 15	17 Jan. 15	13	24
Pennsylvania Coal	....	....	....	....	....	....	.....	270 Feb. 2	270 Feb. 2	240	245
Standard Consol. Mining	....	....	....	....	....	....	.....	5¾ Jan. 27	6½ Jan. 8	4½	19¾
Cameron Coal	....	....	....	....	....	....	.....	17½ Jan. 26	18 Jan. 3	18	37¼
Central Arizona Mining	....	....	....	....	....	....	.....	⅝ Jan. 29	½ Jan. 12	½	15
Deadwood Mining	....	....	....	....	....	....	.....	.....	.....	4	62½
Excelsior Mining	....	....	....	....	....	....	.....	.....	.....	¼	2⅞
Robinson Mining	....	....	....	....	....	....	.....	.....	.....	1	4
Silver Cliff Mining	....	....	....	....	....	....	.....	.....	.....	2	2¾
Stormont Mining	....	....	....	....	....	....	.....	.....	.....	1½	1½

* These are the prices bid and asked; no sale was made at the Board. † Lowest price is ex-dividend.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama—		
Class A, 3 to 5, 1906	82	85
Class A, 3 to 5, small	84	.....
Class B, 5s, 1906	.....	100
Class C 4s, 1906	83	.....
6s, 10-20s, 1900	100	.....
Arkansas—		
6s, funded, 1899-1900	.....	.....
7s, L. Rock & Ft. S. iss.	45	.....
7s, Memp.& L. Rock RR	50	51
7s, L. R. P. B. & N.O. RR	40	50
7s, Miss. O. & R. R. RR.	40	.....
7s, Arkansas Cent. RR.	17	23
Connecticut—6s, 1883-4	102	.....
Georgia—6s, 1886	103	.....
7s, new, 1880	.....	107
7s, endorsed, 1886	.....	107
7s, gold, 1890	114	.....
Louisiana—		
7s, consol., 1914	73	73½
7s, small	68	70
Louisiana—Continued—		
Ex-matured coupon	64½	66
Michigan—		
7s, 1890	115	.....
Missouri—		
6s, due 1883	100	.....
6s, due 1886	106½	.....
6s, due 1887	107	.....
6s, due 1888	109	112
6s, due 1889 or 1890	110	.....
Asyl'm or Univ., due '92	112½	.....
Funding, 1894-95	116	.....
Hannibal & St. Jo., '86	.....	112
Do do '87	.....	112
New York—		
6s, gold, reg., 1887	.....	.....
6s, gold, coup., 1887	.....	.....
6s, loan, 1891	.....	.....
6s, loan, 1892	.....	.....
6s, loan, 1893	.....	.....
N. Carolina—6s, old, J.&J.	80	.....
6s, old, A.&O.	30	.....
N. Carolina—Continued—		
No. Carolina RR., J.&J.	155	.....
Do A.&O.	155	.....
Do coup. off, J.&J.	130	.....
Do coup. off, A.&O.	130	.....
Funding act, 1866-1900	10	12
Do 1868-1898	10	12
New bonds, J.&J., '92-8	15	.....
Do A.&O.	15	.....
Chatham RR	5	6½
Special tax, class 1, '93-9	6	.....
Do class 2	6	.....
Do to W. N. C. RR	7	9
Do Western RR.	6½	8
Do Wil.C.&Ru.R.	6½	8
Do W'n. & Tar R.	.....	8
Consol. 4s, 1910	78	.....
Small	78	80
Ohio—		
6s, 1886	107½	.....
Rhode Island—		
6s, coupon, 1893-99	115	.....
South Carolina—		
6s, Act Mar. 23, 1869 } non-fundable, 1888 }	.....	7
Brown consol'n 6s, 1893	102½	103¾
Tennessee—6s, old, 1892-8	.....	.....
6s, new, 1892-8-1900	41	42½
6s, new-series, 1914	41	43
Comp'mise, 3-4-5-6s, 1912	41	44¾
Virginia—6s, old	34	40
6s, new, 1866	34	.....
6s, new, 1867	34	.....
6s, consol. bonds	62	.....
6s, ex-matured coupon	50½	.....
6s, consol., 2d series	48	.....
6s, deferred	12	14
District of Columbia—		
3-65s, 1924	.....	.....
Small bonds	.....	.....
Registered	.....	.....
Funding 5s, 1899	.....	.....
Do small	.....	.....
Do registered	.....	.....

RAILROAD BONDS.

Railroad Bonds. (Stock Exchange Prices.)		
Ala.Central—1st, 6s, 1918	.....	.....
Alleg'y Cen.—1st, 6s, 1922	.....	100
Atch. T. & S. Fe—4½, 1920	.....	.....
Sinking fund, 6s, 1911	.....	.....
Atl. & Pac.—1st, 6s, 1910	93½	.....
Balt. & O.—1st, 6s, Prk. Br.	114	117
Bost. Hartf. & E.—1st, 7s	.....	50
Guaranteed	.....	.....
Bur. C. Rap. & No.—1st, 5s	100	100½
Minn. & St. L.—1st, 7s, gu	*120	.....
Iowa C. & West.—1st, 7s	112	.....
C. Rap. Ia. F. & N.—1st, 6s	.....	108
1st, 5s, 1921	.....	.....
Central Iowa—1st, 7s, '99	108	110
Char. Col. & Aug.—1st, 7s	*108	.....
Ches. & Ohio—Pur. m'y'fd.	113	.....
6s, gold, series A, 1908	.....	107½
6s, gold, series B, 1908	90	90⅛
6s, currency, 1918	52	52⅛
Mortgage 6s, 1911	99¾	100½
Chicago & Alton—1st, 7s	117½	119
Sinking fund, 6s, 1903	.....	114
La. & Mo. Riv.—1st, 7s	113	117¼
2d, 7s, 1900	.....	110
St. L. Jack. & Chic.—1st	117¼	.....
1st, guar. (564), 7s, '94	.....	.....
2d (360), 7s, 1898	.....	.....
2d, guar. (188), 7s, '98	.....	.....
Miss. R. Br'ge—1st, s.f. 6s	.....	.....
C. B. & Q.—Consol. 7s, 1903	126	126⅔
6s, sinking fund, 1901	*100	106
Ia. Div.—S. F., 5s, 1919	*105	106
S. F., 4s, 1919	87¼	88
Denver Div.—4s, 1922	82	83½
4s, 1921	*80	82
C. R. I. & P.—6s, cp., 1917	124	125
6s, reg., 1917	123¾	125
Keo. & Des M.—1st, 5s	*.02	.....
Central of N. J.—1st, '90,	114	.....
1st consol. assented, '99	110¼	110½
Conv., assented, 7s, 1902	110	.....
Adjustment, 7s, 1903	*106	106¼
Leh. & W. B.—Con. g'd. as	.....	105
Am. D'k & Imp.—5s, 1921	87½	.....
C. M. & St. P.—1st, 8s, P. D.	130½	133
2d, 7 3-10, P. D., 1898	*120¼	120⅞
1st, 7s, $ g., R. D., 1902	127	.....
1st, LaC. Div., 7s, 1893	117	118½
1st, I. & M., 7s, 1897	118	120
1st, I. & D., 7s, 1899	118	.....
1st, C. & M., 7s, 1903	118	.....
Consol. 7s, 1905	120¼	123
2d, 7s, 1884	103¾	.....
1st, 7s, I. & D. Ext., 1908	*120	.....
S. W. Div., 1st, 6s, 1909	108	109
1st, 5s, LaC. & Dav., 1919	94	.....
1st, S. Minn. Div. 6s, 1910	105½	106
1st, H. & D., 7s, 1910	115½	118
Ch. & Pac. Div., 6s, 1910	108½	.....
1st, Chic. & P. W., 5s, 1921	91½	91⅞
Min't Pt. Div., 5s, 1910	*90	.....
C. & L. Sup. Div., 5s, 1921	.....	.....
Wis. & Min. D., 5s, 1921	.....	.....
C. & N'west.—S. f. d., 7s, '85	*101½	.....
Interest bonds, 7s, 1883	103⅜	103¾
Consol. bonds, 7s, 1915	130	131
Extens'n bonds, 7s, '85	*100	.....
1st, 7s, 1885	104¼	105⅛
Coupon, gold, 7s, 1902	124½	126
Reg., gold, 7s, 1902	*124	.....
Sinking fund, 6s, 1929	.....	112
Sinking fund, reg	108	110
Sinking fund, 5s, 1929	100⅞	101
Sinking fund, reg	*.....	101¼
Escan'a & L. S.—1st, 6s	.....	.....
Des M. & Min's—1st, 7s	130	133
Iowa Midland—1st, 8s	120	.....
Peninsula—1st, conv. 7s	119	.....
Chicago & Mil.—1st, 7s	106½	108
Win. & St. P.—1st, 7s, '87	121	125
2d, 7s, 1907	.....	115
Mil. & Mad.—1st, 6s, 1905	120	.....
C. C. C. & Ind's—1st, 7s, s. f.	121½	.....
Consol. 7s, 1914	106	107
C. St. P. M. & O.—Consol., 6s	112½	115
C. St. P. & M.—1st, 6s, 1918	*108	.....
N. Wis.—1st, 6s, 1930	111	112
St. P. & S. C.—1st, 6s, 1919	.....	100
Chic. & E. Ill.—1st, s.f., cur.	*95	.....
Col. & Green.—1st, 6s, 1916	.....	.....
2d, 6s, 1926	.....	.....
Col. H. Val. & Tol.—1st, 5s	80	85
Del. L. & W.—7s, conv., '92	116	119
Mortgage 7s, 1907	*128	.....
Syr. Bing. & N. Y.—1st, 7s	.....	130
Morris & Essex.—1st, 7s	135⅛	.....
2d, 7s, 1891	*112	.....
Bonds, 7s, 1900	*110	.....
7s of 1871, 1901	121	122
1st, consol., guar., 7s	121	122½
Del. & H.—1st, 7s, 1884	.....	103½
7s, 1891	*.....	114½
1st, ext., 7s, 1891	*.....	115
Coup., 7s, 1894	115¼	.....
Reg., 7s, 1894	.....	118½
1st, Pa. Div., cp., 7s, 1917	126	.....
Pa. Div., reg., 7s, 1917	.....	.....
Del. & H.—Continued—		
Alb. & Susq.—1st, 7s	*110	.....
2d, 7s, 1885	*.....	107½
1st, cons., guar. 7s, 1906	.....	.....
Rens. & Sar.—1st, coup.	135	.....
1st, reg., 1921	.....	.....
Denv. & Rio Gr.—1st, 1900	107½	109¼
1st consol., 7s, 1910	87	88
Denv. So. P. & Pac.—1st, 7s	.....	97¾
Det. Mac. & Marq.—1st, 6s	.....	91
Land grant, 3½s, S. A.	.....	.....
E. T. Va. & G.—1st, 7s, 1900	116	118
1st, cons., 5s, 1930	72	72½
Divisional 5s, 1930	92	.....
Eliz. C. & N.—S. f., deb. c. 6s	.....	.....
1st, 6s, 1920	.....	.....
Eliz. Lex. & Big S.—6s	94	95
Erie—1st, extended, 7s	.....	127
2d, extended, 5s, 1919	108	.....
3d, 7s, 1883	.....	103¼
4th, extended, 5s, 1920	104	.....
5th, 7s, 1888	*.....	109½
1st cons., gold, 7s, 1920	129	130
1st cons., fd. coup., 7s	.....	.....
Reorg., 1st lien, 6s, 1908	.....	.....
Long Dock b'ds, 7s, '93	118¾	120
Buff. N. Y. & E.—1st, 1916	130	.....
N. Y. L. E. & W.—New 2d 6	94	96½
2d, consol., fd. cp., 5s	*.....	96
Buf. & S. W.—M. 6s, 1908	.....	.....
Ev. & T. H.—1st, cons., 6s	.....	96½
Flt & P. M'rq.—M. 6s, 1920	.....	114
Gal. Har. & S. Ant.—1st, 6s	.....	104
2d, 7s, 1905	107	108
Mex. & Pac.—1st, 5s	.....	.....
2d, 6s, 1931	.....	.....
Gr'n Bay W. & S. P.—1st, 6s	78	.....
Gulf Col. & S. Fe—7s, 1909	111	111⅞
Han. & St. Jos.—8s, conv.	108	108½
Consol. 6s, 1911	.....	108
Hous. & T. C.—1st, M. L., 7s	107½	108
1st, West. Div., 7s	.....	106
1st, Waco & N., 7s	110	.....
2d consol., main line, 8s	120⅛	.....
2d, Waco & No., 8s, 1915	.....	.....
General, 6s, 1921	.....	.....
Hous. E. & W. Tex.—1st, 7s	.....	.....
Ill. Cent.—Sp. Div.—Cp. 6s	.....	.....
Middle Div.—Reg., 5s	.....	.....
C. St. L. & N. O.—Ten. l., 7s	*113	.....
1st consol., 7s, 1897	.....	117
2d, 7s, 1907	.....	120
Gold, 5s, 1951	103½	104¼
2d Div., 7s, 1894	.....	.....
Ced. F. & Minn.—1st, 7s	*.....	114
Ind. Bl. & W.—1st prf. 7s	114½	116½
1st, 4-5-6s, 1909	87	88
2d, 4-5-6s, 1909	73	77
East'n Div., 6s, 1921	.....	92⅜
Indianap. D. & Spr.—1st, 7s	101	102
2d, 5s, 1911	.....	.....
Int. & Gt. No.—1st, 6s, gold	105¾	106
Coupon, 6s, 1909	85	85¼
Kent'ky Cen.—M., 6s, 1911	.....	.....
Lake Shore & Mich. So.—		
Mich. S. & N. I.—S. fd., 7s	106½	.....
Cleve. & Tol.—Sink. fd.	105	106¾
New bonds, 7s, 1886	107½	108
Cleve. P. & Ash.—7s	113	.....
Buff. & Erie—New bds.	120	.....
Kal. & W. Pigeon—1st.	100	.....
Det. M. & T.—1st, 7s, 1906	*122	.....
Lake Shore—Div. bonds	122	125
Consol., coup., 1st, 7s	124	125¾
Consol., reg., 1st, 7s	125	125¾
Consol., coup., 2d, 7s	*120	121½
Consol., reg., 2d, 7s	.....	121½
Long Isl. R.—1st, 7s, 1898	117¾	.....
1st consol., 5s, 1931	97¾	98
Louisv. & N.—Cons. 7s, '98	116	.....
2d, 7s, gold, 1883	100	.....
Cecilian Br'ch—7s, 1907	105¼	.....
N. O. & Mob.—1st, 6s 1930	.....	90
E. H. & N.—1st, 6s, 1919	95¾	.....
General, 6s, 1930	92⅜	93¼
Pensac'la Div.—6s, 1920	.....	.....
St. L. Div.—1st, 6s, 1921	*95	.....
2d, 3s, 1980	*45	.....
Nashv. & Dec.—1st, 7s	*113	.....
S. & N. Ala.—S. f., 6s, 1910	.....	.....
Loban'n-Knox—6s, 1931	.....	.....
Louisv. C. & L.—6s, 1931	.....	.....
L. Erie & W.—1st, 6s, 1919	.....	99¼
Sandusky Div.—6s, 1919	.....	.....
Laf. Bl. & M.—1st, 6s, 1919	98½	.....
Louisv. N. Alb. & C.—1st, 6s	102	.....
Manhat. B'chCo.—7s, 1909	.....	90
N. Y. & M. B'h—1st, 7s, '97	.....	.....
Marietta & Cin.—1st, 7s, 1st, sterling	.....	.....
Metr'p'lit'n El.—1st, 1908	97½	97¾
2d, 6s, 1899	87	88
Mex. Cen.—1st, 7s, 1911	*71	.....
Mich. Cen.—Con., 7s, 1902	124½	125½
Consolidated 5s, 1902	.....	.....
Equipm't bds., 8s, 1883.	.....	.....
6s, 1909	.....	.....
Coupon, 5s, 1931	101	.....
Registered, 5s, 1931	*102	.....
Jack. Lan. & Sag.—6s, '91	.....	.....
Mil. & No.—1st, 6s, 1910	91	.....
Mil. L. S. & W.—1st, 6s, 1921	.....	99
Minn. & St. L.—1st, 7s, 1927	118⅞	.....
Iowa Ext.—1st, 7s, 1909	111⅞	.....
2d, 7s, 1891	*100	.....
S'thw. Ext.—1st, 7s, 1910	110⅛	111
Pac. Ext.—1st, 6s, 1921	101⅛	102
Missouri Kan. & Tex.—		
Gen. con., 6s, 1920	79	79½
Cons. 7s, 1904-5-6	.....	105
Cons. 2d, income, 1911	53¼	54¼
H. & Cent. Mo.—1st, '90	*103	.....
Mobile & Ohio.—New, 6s.	107¼	.....
Collat. Trust, 6s, 1892	*.....	106
Morgan's La. & T.—1st, 6s	.....	.....
Nash. Chat. & St. L.—1st, 7s	116	.....
2d, 6s, 1901	.....	.....
N. Y. Central—6s, 1883	101¾	.....
6s, 1887	.....	107¾
6s, real estate, 1883	101¾	.....
6s, subscription, 1883	101¾	.....
N. Y. C. & H.—1st, cp., 7s	128	130
1st, reg., 1903	128	.....
Huds. R.—7s, 2d, s.f., '85	106¾	.....
Can. So.—1st, int. g'ar. 5s	94½	94¾
Harlem—1st, 7s, coup.	130	133
1st, 7s, reg., 1900	129	130
N. Y. Elev'd—1st, 7s, 1906	115	116½
N. Y. Pa. & O.—Pr. l'n, 6s, '95	.....	.....
N. Y. C. & N.—Gen., 6s, 1910	46	.....
Trust Co., receipts	46	.....
N. Y. & New Eng.—1st, 7s	.....	.....
1st, 6s, 1905	.....	.....
N. Y. C. & St. L.—1st, 6s, 1921	96⅜	96⅝
N. Y. W. Sh. & Buff.—Cp. 5s	76⅜	76½
Nevada Cent.—1st, 6s	.....	103
N. Pac.—G. l. g., 1st, cp. 6s	103½	103⅝
Registered, 6s, 1921	.....	.....
N. O. Pac.—1st, 6s, g., 1920	87⅞	88
Norf. & W.—G'l, 6s, 1931.	.....	101½
Ohio & Miss.—Consol. s. f.	116⅜	116½
Consolidated 7s, 1898	.....	116½
2d consolidated 7s, 1911	*119	.....
1st, Springfield Div., 7s	117¼	117½
Ohio Central—1st, 6s, 1920	.....	90
1st Ter'l Tr., 6s, 1920	*.....	90
1st Min'l Div., 6s, 1921	.....	.....
Ohio So.—1st, 6s, 1921	80½	83
Oreg'n & Cal.—1st, 6s, 1921	*91	.....
Or. & Trans'l—6s, '82-1922	93¼	93¾
Panama—S. f., sub. 6s, 1910	.....	105
Peoria Dec. & Ev.—1st, 6s	99⅓	.....
Evans. Div., 1st, 6s, 1920	102	102⅞
Pac. RRs.—Cen. P.—G., 6s	113½	113⅞
San Joaquin Branch	110	.....
Cal. & Oregon—1st, 6s	.....	.....
State Aid bds., 7s, '84	.....	.....
Land grant bonds, 6s.	101½	.....
West. Pac.—Bonds, 6s	110¼	111
So. Pac. of Cal.—1st, 6s.	104¼	.....
Union Pacific—1st, 6s.	113⅞	114
Land grants, 7s, '87-9.	109	.....
Sinking funds, 8s, '93.	118⅜	.....
Registered 8s, 1893.	.....	119
Collateral Trust, 6s.	.....	103
Kans. Pac.—1st, 6s, '95	108½	109
1st, 6s, 1896	108⅛	109
Den. Div., 6s, as'd, '99	107	108
1st consol., 6s, 1919.	.....	98½
C. Br. U. P.—F. c., 7s, '95	*100	.....
At. C. & P.—1st, 6s, 1905	.....	90¼
At. J. Co. & W.—1st, 6s	.....	90
Oreg. Short L.—1st, 6s	94	95
Ut. So.—Gen., 7s, 1909	.....	103
Exten., 1st, 7s, 1909	100	.....
Mo. Pac.—1st, cons., 6s.	102	.....
3d, 7s, 1906	110¾	112
Pacific of Mo.—1st, 6s	105⅛	105¼
2d, 7s, 1891	110¾	.....
St. L. & S. F.—2d, 6s, cl. A	97	.....
4-6s, class C, 1906	93⅜	.....
4-6s, class B., 1906	93	93¾
1st, 6s, Peirce C. & O.	.....	.....
Equipment, 7s, 1895	*.....	103
Gen. mort., 6s, 1931.	.....	.....
So. Pac. of Mo.—1st	*102¾	.....
Tex. & Pac.—1st, 6s, 1905	106	.....
Consol., 6s, 1905	93½	.....
Income & Ld. gr., reg.	57½	58¼
1st, Rio G. Div., 6s, 1930	80	80
Pennsylvania RR.—		
Pa. Co's gu'r. 4½s, 1st c.	95	95¼
Registered, 1921	.....	94¾
Pitt. C. & St. L.—1st, c. 7s	.....	.....
1st, reg., 7s, 1900	.....	.....
2d, 7s, 1913	.....	.....
Pitts. Ft. W. & Ch.—1st	136	137
2d, 7s, 1912	133	.....
3d, 7s, 1912	129	131
Clev. & Pitts.—Cons. s. f.	124¼	126
4th, sink. fd., 6s, 1892.	110	.....
Col. C. & I. C.—1st, consol.	.....	.....
2d consol., 7s, 1909	.....	.....
1st, Tr'st Co. ctfs., ass'd	116	.....
2d, Tr'st Co. ctfs., ass'd	.....	.....
1st, Tr't Co. ctfs. suppl.	*115	.....
St. L. V. & T. H.—1st, g., 7s	.....	.....
2d, 7s, 1898	.....	.....
2d, guar., 7s, 1898	*.....	115
Pitts. B. & B.—1st, 6s, 1911	*75	.....
Rome W. & Og.—Con. 1st.	72	73
Roch. & Pitt.—1st, 6s, 1921	104¾	105
Rich. & Al.—1st, 7s, 1920	.....	78
Rich. & Danv.—Cons. g., 6s	.....	93¾
Debenture 6s, 1927	59⅜	60¼
Atl. & Ch.—1st, p., 7s, '97	.....	.....
Incomes, 1900	.....	.....
Scioto Val.—1st, cons., 7s	.....	.....
St. L. & Iron Mt.—1st, 7s	*112¾	114
2d, 7s, 1897	107½	108
Arkansas Br.—1st, 7s	107	109
Cairo & Fulton—1st, 7s	.....	109¼
Cairo Ark. & T.—1st, 7s	.....	110
Gen. ry & l. gr., 5s, 1931	76½	77¼
St. L. Alton & T. H.—1st,		
2d, pref., 7s, 1894	*107½	109
2d, income, 7s, 1894	105	.....
Bellev. & S. Ill.—1st, 8s	.....	.....
St. P. Minn. & Man.—1st, 7s	108¾	109
2d, 6s, 1909	*.....	112
Dakota Ext.—6s, 1910	108	109
Min's Un.—1st, 6s, 1922	108	110
St. P. & Dul.—1st, 5s, 1931	100	.....
So. Car. Ry.—1st, 6s, 1920	102	104
2d, 6s, 1931	92	95
Tex. Cen.—1st, s.f., 7s, 1909	105	.....
1st mort., 7s, 1911	105	.....
Tol. Del. & Bur.—Main, 6s	52	56
1st, Dayt. Div., 6s, 1910	.....	.....
1st, Ter'l trust, 6s, 1910	.....	.....
Va. Mid.—M. inc., 6s, 1927	.....	56
Wab. St. L. & P.—Gen'l, 6s	.....	78
Chic. Div.—5s, 1910	80¼	80½
Hav. Div.—6s, 1910	.....	.....
Tol. P. & W.—1st, 7s, 1917	.....	107½
Iowa Div.—6s, 1921	*.....	91
Ind'polis Div.—6s, 1921	.....	.....
Detroit Div.—6s, 1921	.....	.....
Cairo Div.—5s, 1931	79½	82¼
Wabash—M., 7s, 1909	.....	97
Tol. & W.—1st, ext., 7s	105¾	107
1st, St. L. Div., 7s, '89	102	.....
2d, ext., 7s, 1893	100	.....
Equip. b'ds, 7s, 1883	50	.....
Consol. conv., 7s, 1907	97½	98
Gt. West.—1st, 7s, '88	104½	.....
2d, 7s, 1893	100	100¾
Q. & T.—1st, 7s, 1890.	*99	103
Han. & Naples—1st, 7s	.....	.....
Ill. & So. Ia.—1st Ex., 6s	.....	.....
St. L. K. C. & N.—R. e. 7s	*108½	109
Om. Div.—1st, 7s	109¾	.....
Clar'da Br.—6s, 1919	.....	.....
St. Chas. Br.—1st, 6s	90	95
No. Missouri—1st, 7s.	*119¼	119⅝
West. Un. Tel.—1900, cp.	*117	.....
1900, reg.	.....	117
N. W. Telegraph—7s, 1904	.....	.....
Mut. Un. T.—S. F., 6s, 1911	85½	86½
Spring Val. W. W.—1st, 6s	.....	.....
Oregon RR. & N.—1st, 6s	106¼	107¼
INCOME BONDS.		
(Interest payable if earned.)		
Ala. Cent.—Inc. 6s, 1918.	.....	.....
Alleg'y Cent.—Inc., 1912.	.....	.....
Atl. & Pac.—Inc., 1910.	.....	.....
Central of N. J.—1908.	80	.....
Col. C. & I. C.—Inc. 7s, '90	*48	.....
Reorga'n Tr'st Co. Cert.	61	62
Cent. Ia.—Coup. debt ctfs.	*.....	60
Ch. St. P. & M.—L. g. inc., 6s	.....	.....
Chic. & E. Ill.—Inc., 1907	.....	.....
Des M. & Ft. D.—1st, inc., 6s	.....	.....
Det. Mac. & Marq.—Inc.	.....	.....
E. T. V. & Ga.—Inc., 6s, 1931	.....	36
El. C. & No.—2d, inc., 1970	*.....	40
G. Bay W. & St. P.—2d, inc.	11	25
Ind. Bl. & W.—Inc., 1919	.....	.....
Consol., Inc., 6s, 1921.	40	43½
Ind's Dec. & Spr'd—2d inc	.....	.....
Trust Co. certificates	.....	.....
Leh. & Wilkesb. Coal—'88	80	.....
Lake E. & W.—Inc. 7s, '99	*31	43½
Sand'ky Div.—Inc., 1920	*30	.....
Laf. Bl. & Mun.—Inc. 7s, '99	*40	.....
Mil. L. S. & W.—Incomes	76	.....
Mob. & O.—1st prf. deben.	82	85
2d pref. debentures	.....	50
3d pref. debentures	33	36
4th pref. debentures	*.....	34
N. Y. Lake E. & W.—Inc. 6s	*.....	96
N. Y. P. & O.—1st inc. ac., 7s	52	.....
Ohio Cent.—Income, 1920	25½	26
Min'l Div.—Inc. 7s, 1921	.....	.....
Ohio So.—2d inc., 6s, 1921	.....	30
Ogdens. & L. C.—Inc., 1920	.....	.....
Small	.....	.....
Peoria D. & Ev.—Inc., 1920	45	65
Evans. Div.—Inc., 1920	.....	50
Roch. & Pitts.—Inc., 1921	42	45½
Rome W. & Og.—Inc., 7s.	*.....	43
So. Car. Ry.—Inc., 6s, 1931	55	57
St. Louis I. Mt. & So.—		
1st, 7s, pref., int. accum.	118	.....
2d, 6s, int. accum'lative	117	.....
St'g L. & Ry.—Ser. B., inc. '94	.....	.....
Plain incomes, 6s, 1896.	*.....	37
Sterling & Mt. Ry.—Inc., '95	.....	.....
St. L. A. & T. H.—Div. bds.	.....	71
Tol. Del. & B.—Inc., 6s, 1910	*.....	15
Dayton Div.—6s, 1910.	.....	15
Tex. & st. L.—L. g., inc. 1920	.....	.....

* No price Friday—these are latest quotations made this week.

New York Local Securities.

Bank Stock List.

COMPANIES. Marked (thus *) are not National.	Par.	PRICE. Bid.	Ask.
America*	100	150	155
Amer. Exchange	100	.....	130
Bowery	100	.....	....
Broadway	25	270	....
Butchers' & Drov's	25	.....	.....
Central	100	126	.....
Chase	100	.....	.....
Chatham	25	136	150
Chemical	100	.....	.....
Citizens'	25	117	.....
City	100	.....	.....
Commerce	100	150	151
Continental	100	120	120½
Corn Exchange*	100	.....	.....
East River	25	.....	.....
Eleventh Ward*	25	.....	.....
Fifth	100	.....	.....
Fifth Avenue*	100	.....	.....
First	100	.....	.....
Fourth	100	123¾	.....
Fulton	30	.....	.....
Gallatin	50	164	.....
German American*	75	.....	95½
German Exchange*	100	.....	.....
Germania*	100	.....	.....
Greenwich*	25	.....	.....
Hanover	100	135	.....
Imp. & Traders'	100	.....	265
Irving	50	.....	.....
Island City*	50	.....	.....
Leather Manuf'rs'	100	.....	.....
Manhattan*	50	.....	.....
Marine	100	.....	.....
Market	100	.....	.....
Mechanics'	25	145	150
Mechanics' & Trads'	25	.....	.....
Mercantile	100	115	117
Merchants'	50	.....	.....
Merchants' Exch	50	.....	99
Metropolis*	100	.....	.....
Metropolitan	100	.....	.....
Murray Hill*	100	.....	.....
Nassau*	100	.....	.....
New York	100	145	.....
N. Y. Nat. Exch	100	.....	.....
Ninth	100	120	120½
North America*	70	.....	102
North River*	30	.....	.....
Oriental*	25	135	.....
Pacific*	50	150	.....
Park	100	159	160
People's*	25	.....	.....
Phenix	20	.....	100
Produce*	50	.....	.....
Republic	100	.....	.....
St. Nicholas*	100	.....	.....
Seventh Ward	100	.....	.....
Second	100	.....	.....
Shoe & Leather	100	.....	.....
State of New York*	100	.....	.....
Third	100	.....	.....
Tradesmen's	40	.....	116
Union	50	150	.....
United States	100	.....	150
Wall Street	50	.....	.....
West Side*	100	.....	.....

Insurance Stock List.

[Prices by E. S. Bailey, 7 Pine St.]

COMPANIES.	Par.	PRICE. Bid.	Ask.
American	50	145	150
Amer. Exchange	100	105	110
Bowery	25	160	180
Broadway	25	170	172
Brooklyn	17	160	173
Citizens'	20	140	150
City	70	110	117
Clinton	100	120	125
Commercial	50	90	97
Continental	100	230	240
Eagle	40	210	220
Empire City	100	70	80
Exchange	30	90	100
Farragut	50	117	125
Firemen's	17	70	80
Firemen's Trust	10	90	100
Franklin & Emp.	100	115	120
German-American	100	180	190
Germania	50	135	143
Globe	50	110	120
Greenwich	25	250	280
Guardian	100	60	65
Hamilton	15	110	117
Hanover	50	134	140
Hoffman	50	70	80
Home	100	140	146
Howard	50	70	78
Importers' & Trad's'	50	75	80
Irving	100	60	70
Jefferson	30	130	135
Kings C'nty (Bkn.)	20	180	210
Knickerbocker	40	75	80
Lamar	100	70	75
Long Isl'd (B'klyn)	50	110	112½
Lorillard	25	53	60
Manufac. & Build.	100	107	113
Manhattan	100	4	10
Mech. & Traders'	25	120	130
Mechanics' (Bklyn)	50	130	140
Mercantile	50	60	70
Merchants'	50	100	110
Montauk (Bklyn.)	50	105	110
Nassau (Bklyn.)	50	140	150
National	37½	90	95
N. Y. Equitable	35	145	150
N. Y. Fire	100	70	80
N. Y. & Boston	100	5	10
New York City	100	60	65
Niagara	50	150	160
North River	25	103	108
Pacific	25	160	170
Park	100	110	118
Peter Cooper	20	158	165
People's	50	108	116
Phenix	50	140	145
Relief	50	55	60
Republic	100	75	85
Rutgers'	25	120	140
Standard	50	100	105
Star	100	70	74
Sterling	100	50	60
Stuyvesant	25	120	126
Tradesmen's	25	80	90
United States	25	125	130
Westchester	10	120	126
Williamsburg City	50	220	260

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date. *	Bid.	Ask.
		$		p.c.			
Brooklyn Gas-Light	25	2,000,000	Var's	5	Nov., '82	112	115
Citizens' Gas-L. (Bklyn.)	20	1,200,000	Var's	3	Jan., '83	73	75
Bonds	1,000	315,000	A. & O.	3½	Oct., '82	105	110
Harlem	50	1,850,000	F. & A	3	Aug., '82	98	100
Jersey City & Hoboken	20	750,000	J. & J.	7½	Jan., '83	155	160
Manhattan	50	4,000,000	J. & J.	5	Dec., '82	240	250
Metropolitan	100	2,500,000	M. & S.	8	Feb., '83	188	192
Bonds	500	750,000	F. & A.	3	.....	105	110
Mutual (N. Y.)	100	3,500,000	Quar.	2½	Jan., '83	113	115
Bonds	1,000	1,500,000	M. & N.	6	1982	103	105
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '82	50	55
Scrip	Var's	700,000	M. & N.	3½	Nov., '82	90	95
New York	100	4,000,000	M. & N.	5	Nov., '82	120	125
People's (Bklyn.)	10	1,000,000	J. & J.	3½	Jan., '76	47	50
Bonds	1,000	375,000	M. & N.	3½	Nov., '82	105	106
Bonds	Var's	125,000	Var's	3	Oct., '82	87	92
Central of New York	50	466,000	F. & A.	3	Aug., '82	80	90
Williamsburg	50	1,000,000	Quar.	1½	Feb., '82	60	70
Bonds	1,000	1,000,000	A. & O.	3	Oct., '82	100	102
Metropolitan (Bklyn.)	100	1,000,000	M. & N.	3	Jan., '83	80	82
Municipal	100	3,000,000	.....	5	Feb., '83	180	183
Bonds	.....	750,000	M. & N.	6	1888	106	110
Fulton Municipal	100	1,500,000	.....	.....	.....	60	70

[Quotations by H. L. Grant, Broker, 145 Broadway.]

					*			
Bl'cker St. & Fult. F.—Stk	100	900,000	J. & J.	¾	Jan., '83	24	27
1st mort	1,000	694,000	J. & J.	7	July, 1900	107	112
Br'dway & 7th Av.—St'k	100	2,100,000	Q.—J.	2	Jan., '83	144	146
1st mort	1,000	1,500,000	J. & D.	7	June, '84	102	103
Brooklyn City—Stock	10	2,000,000	Q.—F.	3½	Feb., '83	210	216
1st mort	1,000	300,000	M. & N.	7	.....	102	110
Br'dway (Bkln.)—Stock	100	200,000	Q.—J.	6	Jan., '83	190	200
Bklyn. Crosstown—Stock	100	400,000	Q.—J.	6	Jan., '83	150	.....
1st mort. bonds	1,000	300,000	Q.—J.	7	1888	105	112
Bushw'k Av. (Bkln)—St'k	100	500,000	J. & J.	6	Jan., '83	150	.....
Cent. Pk. N. & E. Riv.—Stk	100	1,800,000	Q.—J.	6	Jan., '83	143½	145½
Consol. mort. bonds	1,000	1,200,000	J. & D.	7	Dec., 1902	115	117
Christ'ph'r & 10th St—Stk	100	650,000	F. & A.	2½	Feb., '83	108	112
Bonds	1,000	250,000	J. & J.	7	1898	106	112
Dry Dk. E. B. & Bat'y—Stk	100	1,200,000	Q.—F.	4	Feb., '83	250	262½
1st mort., consol	500&c.	900,000	J. & D.	7	June, '93	115	117
Eighth Av.—Stock	100	1,000,000	Q.—J.	3	Jan., '83	250	.....
1st mort	1,000	03,000	J. & J.	7	June, '84	100	110
42d & Grand St. Fry—Stk	100	748,000	M. & N.	6	Nov., '82	250	.....
1st mort	1,000	236,000	A. & O.	7	April, '93	110	115
Central Crosstown—Stk	100	600,000	.....	.....	.....	78	82½
1st mort	1,000	200,000	M. & N.	7	Nov., 1904	103	108
Houst. W. St. & P. Fy—Stk	100	250,000	.....	.....	.....	80	.....
1st mort	500	500,000	J. & J.	7	July, '94	110	115
Second Av.—Stock	100	1,199,500	J. & J.	5	Jan., '83	177½	182½
3d mort	1,000	150,000	A. & O.	7	April, '85	103	.....
Consol. conv	1,000	1,050,000	M. & N.	7	Nov., '88	104	108
Extension	500&c.	200,000	M. & S.	7	Sept., '83	100	.....
Sixth Av.—Stock	100	750,000	M. & N.	5	Nov., '82	240	250
1st mort	1,000	500,000	J. & J.	7	July, '90	110	115
Third Av.—Stock	100	2,000,000	Q.—F.	5	Feb., '82	270	.....
1st mort	1,000	2,000,000	J. & J.	7	July, '90	110	113
Twenty-third St.—Stock	100	600,000	F. & A.	4	Feb., '83	155	162
1st mort	1,000	250,000	M. & N.	7	May, '93	113½	115

* This column shows last dividend on *stocks*, but date of maturity of *bonds*.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.	Bid.	Ask.
BOSTON.		
Atch. & Topeka—1st, 7s	.....	.....
Land grant, 7s	112	112½
Atlantic & Pacific—6s	92	.....
Income	18	.....
Boston & Maine—7s	.....	.....
Boston & Albany—7s	.....	.....
6s	.....	.....
Boston & Lowell—7s	.....	.....
6s	.....	.....
Boston & Providence—7s	.....	.....
Burl. & Mo.—Ld. gr., 7s	116	.....
Nebraska, 6s	113	113½
Nebraska, 6s	103	104
Nebraska, 4s	.....	81½
Chic. Burl. & Q.—D. Ex	83	.....
Conn. & Passumpsic—7s	.....	.....
Connotton Valley—6s	84	.....
5s	81¾	.....
California Southern—6s	.....	60
East'rn, Mass.—4½s, new	109¾	110
Fort Scott & Gulf—7s	112	112¾
Hartford & Erie—7s	.....	.....
K. City Lawr. & So.—5s	.....	.....
K. City St. Jo. & C. B.—7s	.....	113¼
Little R. & Ft. S.—7s, 1st	.....	91
Mass. Central—6s	20	23
Mexican Central—7s	71⅝	72
N. Y. & N. England—6s	105¾	106
7s	115	.....
N. Mexico & So. Pac.—7s	112½	113
Ogdensb. & L. Ch.—Con 6s	.....	.....
Income	.....	45
Old Colony—7s	.....	.....
6s	.....	.....
Pueblo & Ark. Val.—7s	113	113½
Rutland—6s, 1st	96	.....
Sonora—7s	.....	104½
T. Conn. & St. L.—1st, 6s	.....	.....
Income	11¼	11¾
Dayton Division	.....	12⅞
Main line	.....	.....
STOCKS.		
Atchison & Topeka	80	80⅛
Boston & Albany	175¼	175½
Boston Clinton & Fitchb.	.....	.....
Boston & Lowell	97	98
Boston & Maine	155¼	156
Boston & Providence	160	.....
Cheshire, preferred	59½	60¼
Chic. & West Michigan	.....	58
Conn. Sandusky & Cleve.	.....	23
Concord	101	101½
Connecticut River	163½	.....
Conn. & Passumpsic	.....	90
Connotton Valley	.....	.....
Eastern, Mass.	46	.....
Eastern, New Hampsh.	.....	.....
Fitchburg	118	119
Flint & Pere Marquette	25¼	26½
Preferred	98½	99¾
Fort Scott & Gulf—Pref.	120	121
Common	.....	.....
Iowa Falls & Sioux City	87½	.....
Little Rock & Ft. Smith	33	34
Maine Central	.....	.....
Manchester & Lawrence	.....	.....
Marq. Hought'n & Onton	61⅛	64
Preferred	.....	.....
Nashua & Lowell	150	.....
N. Y. & New England	46	.....
Northern of N. Hampsh.	111	.....
Norwich & Worcester	157½	.....
Ogdensb. & L. Champlain	.....	.....
Old Colony	133	136½
Portland Saco & Portsm.	112¼	.....
Pullman Palace Car	*121	122
Rutland—Preferred	16½	.....
Revere Beach & Lynn	.....	.....
Tol. Cinn. & St. Louis	4	4½
Verm't & Massachusetts	.....	131
Worcester & Nashua	.....	.....
Wisconsin Central	18½	19
Preferred	.....	30
PHILADELPHIA.		
RAILROAD STOCKS. †		
Allegheny Valley	2	5
Buffalo Pittsb. & West'n	16⅛	16¼
Preferred	24	25
Camden & Atlantic	.....	.....
Preferred	.....	50
Catawissa	22	.....
1st preferred	50	.....
2d preferred	54	.....
Delaware & Bound Brook	130	140
East Pennsylvania	.....	.....
Elmira & Williamsport	40	.....
Preferred	58	58½
Har. P. Mt. Joy & Lanc'r	70	.....
Huntingd'n & Broad Top	12	14½
Preferred	29	29½
Lehigh Valley	64¾	65
Preferred	.....	.....
Little Schuylkill	58¾	59
Minehill & Sch. Haven	63	.....
Nesquehoning Valley	53½	54
Norfolk & West'n—Com.	39⅜	40
Preferred	55	55¼
Northern Central	65	67
North Pennsylvania	59½	59⅝
Pennsylvania	19	20
Philadelphia & Erie	105	107
Phila. Ger. & Norristown	.....	.....
Phila. Newtown & N.Y.	26⅞	27
Phila. & Reading	.....	.....
Phila. & Trenton	61½	.....
Phila. Wilm. & Balt	.....	.....
Pittsb. Cin. & St. L.—Com.	38	40
St. Paul & Duluth—Com.	.....	.....
Preferred	189¾	191
United N. J. Companies	.....	.....
West Chester—Cons. pref.	.....	.....
West Jersey	49½	.....
West Jersey & Atlantic	32	.....
CANAL STOCKS.		
Lehigh Navigation	38⅝	39⅛
Pennsylvania	.....	.....
Schuylkill Navigation	.....	.....
Preferred	14	14½
RAILROAD BONDS.		
Allegh. Val.—7 3-10s, '96	122½	124½
7s, E. ext., 1910	120	.....
Inc. 7s. end., coup., '94	47	.....
Belvid'e Del.—1st, 6s, 1902	120	121½
2d, 6s, 1885	104	.....
3d, 6s, 1887	105½	.....
Cam. & Amboy—6s, c., '89	105	.....
Mort., 6s, 1889	113	113
Cam. & All.—1st, 7s, g., '93	.....	120
2d, 6s, 1904	102	.....
Cons., 6 p. c.	.....	.....
Cam. & Burl. Co.—6s, '97	107½	.....
Catawissa—1st, 7s, con. c.	.....	.....
Chat. M., 10s, 1883	.....	.....
New 7s, reg. & coup	110	.....
Chart'rs V.—1st, 7s, 1901	.....	.....
Connect'g 6s, cp., 1900-04	118	121
Delaware—6s, rg. & cp., V	.....	.....
Del. & Bound Br.—1st, 7s	124	.....
East Penn.—1st, 7s, 1888	.....	.....
Easton & Amb'y—6s, 1920	105	107½
Et. & Wmsp't-1st, 6s, 1910	115	.....
6s, perpetual	.....	110
Harrisb'g—1st, 6s, 1883	.....	100
H. & B. T.—1st, 7s, g., 1890	.....	.....
Cons. 5s, 1895	.....	87
Ithaca & Ath.—1st, gld., 7s	.....	.....
Junction—1st, 6s, 1882	.....	.....
2d, 6s, 1900	110	.....
Lehigh V.—1st, 6s, reg., '98	121	.....
1st, 6s, coup., 1898	121	.....
2d, 7s, reg., 1910	133	.....
Cons. 6s, reg., 1923	123	123¼
Cons. 6s, cp., 1923	122	.....
N. O. Pac.—1st, 6s, 1920	.....	88½
No. Penn.—1st, 6s, cp., '85	103⅜	.....
2d, 7s, cp. 1896	120	.....
Gen., 7s, reg., 1903	.....	125
Gen., 7s, cp., 1903	125	.....
Debenture 6s, reg	104	.....
Norfolk & West.—Gen., 6s	101¼	101½
Oil Creek—1st, 6s, coup.	104	.....
Pennsylv.—Gen., 6s, reg.	125	.....
Gen., 6s, cp., 1910	123	124
Cons., 6s, reg., 1905	119½	120
Cons., 6s, coup., 1905	119	119½
Cons., 5s, reg., 1919	.....	.....
Pa. & N. Y. C.—7s, 1896	.....	121
7, 1906	123	126
Perkiomen—1st, 6s, cp. '87	102½	103
Phil. & Erie—2d, 7s, cp., '88	112	112½
Cons., 6s, 1920	111¾	.....
Cons., 5s, 1920	104½	.....
Phila. Newt. & N.Y.—1st	.....	.....
Phil. & R.—1st, 6s, 1910	.....	121½
2d, 7s, coup., 1893	120	122
Cons., 7s, reg., 1911	125	126
Cons., 7s, coup., 1911	124½	125½
Cons., 6s, g., I.R.C. 1911	.....	.....
Imp., 6s, g., coup., 1897	.....	.....
Gen., 6s, g., coup., 1908	95	95½
Gen., 7s, coup., 1908	101	101¼
Income, 7s, coup., 1896	.....	94
Cons. 5s, 1st ser., c., 1922	83¾	84½
Cons. 5s, 2d ser., c., 1933	67	68
Conv. Adj. Scrip, '85-88	86¾	87¾
Debenture coup., 1893‡	75	78
Deb. coup. off, 1893	.....	.....
Scrip, 1882	108	.....
Conv., 7s, R. C., 1893 ‡	.....	.....
Conv. 7s, coup. off, 1893	75	76
Conv. 7s, cp. off, Jan., '85	52	.....
Phil. Wil. & Balt.—4s, tr. ct	93½	94
Pitts. Cin. & St. L.—7s, reg	120	121
7s, coup., 1900	.....	.....
Pitts. Titus. & B.—7s, cp	92¾	93¾
Rich. & Dan.—Cons. int. 6s	.....	.....
Shamokin V. & Potts.—7s	121½	.....
Sunbury & Erie—1st, 7s	.....	.....
Sunb. Haz. & W.—1st, 5s	88	95
2d, 6s, 1938	28	29½
Syr. Gen. & Corn.—1st, 7s	.....	.....
Texas & Pacific—1st, 6s, g.	106	108
Rio Gr. Div.—1930	79¼	81½
Cons, 6s, gold, 1905	94½	94¾
Inc. & L. Gr., 7s, 1915	.....	95
Union & Titusv.—1st, 7s	94	.....
United N. J.—Cons. 6s, '94	110½	111½
Warren & F.—1st, 7s, '96	116	.....
West Chester—Cons. 7s	.....	.....
West Jersey—6s, deb. cp.	.....	.....
1st, 6s, coup., 1896	115	.....
1st, 7s, 1899	122	.....
Cons. 6s, 1909	.....	.....
W. Jersey & Atl.—1st, 6s, C.	110	110½
Western Penn.—6s, coup.	105	.....
6s, P. B., 1896	.....	106
Gen., 7s, coup., 1901	.....	.....
CANAL BONDS.		
Ches. & Del.—1st, 6s, 1886	.....	85
Lehigh Nav.—6s, reg., '84	102½	103
Mort. RR., reg., 1897	116	.....
Cons., 7s, reg., 1911	117¾	.....
Greenw'd Tr., 7s, reg.	.....	.....
Morris—Boat Loan rg., '85	.....	.....
Pennsylv.—6s, cp., 1910	82	86½
Schuylk. Nav.—1st, 6s, rg.	106	107
2d, 6s, reg., 1907	89	89¾
BALTIMORE.		
RAILR'D STOCKS. Par		
Baltimore & Ohio.....100	200	
1st pref	129	129⅞
2d pref	125	.....
Wash. Branch.....100	.....	.....
Parkersburg Br.....50	7	.....
Northern Central.....50	55	55½
Western Maryland.....50	15	15½
Central Ohio—Com.....50	49	50½
Pittsburg & Connellsville	.....	.....
RAILROAD BONDS.		
Atlanta & Charl.—1st	106	106½
Inc.	75¾	.....
Balt. & Ohio—6s, '85, A. & O	103	.....
Columbia & Greenv.—1sts	101½	101⅝
2ds	74¼	74¾
N.W. Va.—3d, guar., J. & J.	103	.....
Pittsb. & Con'ells.—7s J. & J	122	122¾
No. Central—6s, '85, J. & J.	103½	103¾
6s, 1900, A. & O.	.....	.....
6s, gold, 1900, J. & J.	114	114½
Cen. Ohio.—6s, 1st, M. & S.	110¼	111
W. Md.—6s, 1st, g., J. & J.	.....	112½
1st, 1890, J. & J.	.....	.....
2d, guar., J. & J.	.....	.....
2d, pref.	110	.....
2d, guar. by W. Co., J. & J.	.....	.....
6s, 3d, guar., J. & J.	.....	.....
Mar. & Cin.—7s, '91, F. & A.	132	133
2d.....M & N	103¾	101
8s, 3d, J. & J.	54¼	54½
Richm. & Danv.—Gold, 6s	93¾	94
Union RR.—1st, gua. J. & J	117½	118
Canton endorsed	108⅝	109½
Virginia & Tenn.—6s	100⅞	101¼
8s	124½	125¼
Wil. & Weldon—Gold, 7s	.....	.....
Wilm. C. & Aug.—6s	109	.....

* Ex-dividend. † Per share. ‡ In default. § Ex-rights.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below.

Roads.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo	1883.	1882.	1883.	1882.
		$	$	$	$
Ala.Gt.Southern	January...	84,131	60,574	84,131	60,574
Bur.Ced.R.& No.	1st wk Feb	34,962	62,540	232,364	315,363
Cent.Br.Un.Pac.	1st wk Feb	19,305	13,846	130,927	78,920
Central Iowa....	January...	77,309	93,031	77,309	93,031
Central Pacific.	January..	1,718,000	1,829,469	1,718,000	1,829,469
Charl.Col.&Aug.	1st wk Feb	†16,550	†11,317	87,168	73,092
Chesap. & Ohio.	January...	244,142	208,746	244,142	208,746
Chicago & Alton	1st wk Feb	128,793	128,595	766,687	714,425
Chic. & East. Ill.	1st wk Feb	25,256	35,789	165,197	181,253
Chic.& Gr.Trunk	Wk. Jan.27	40,566	31,865	189,844	115,549
Chic. Mil.&St. P.	1st wk Feb	214,000	352,643	1,573,000	1,787,179
Chic. & Northw.	1st wk Feb	257,000	377,400	1,639,700	2,022,330
Ch.St.P.Min.&O	1st wk Feb	46,200	73,600	348,900	401,000
Chic. & W. Mich.	4th wk Jan	29,160	36,372	96,695	106,128
Cin.Ind.St.L.&C.	January...	191,826	218,599	191,826	218,599
Clev.Akron& Col	1st wk Feb	6,488	8,469	43,521	40,491
Columb.&Green.	1st wk Feb	†18,387	†13,915	89,464	84,483
Col. Hock.V.&T.	1st wk Feb	44,058	44,015	266,205	265,022
Denv. & Rio Gr.	2d wk Feb.	109,000	97,900	622,800	686,600
Des Mo.& Ft. D.	3d wk Jan.	4,379	8,939	14,455	24,626
Det. Lan. & No..	4th wk Jan	34,460	39,447	106,655	112,839
Dub. & Sioux C.	3d wk Jan.	16,820	26,582	49,894	67,660
Eastern	January....	245,282	224,625	245,282	224,625
E.Tenn.Va.&Ga.	1st wk Feb	73,215	56,483	366,125	299,390
Eliz. Lex. & B.S.	January...	47,330	28,710	47,330	28,710
Evansv. & T. H.	1st wk Feb	13,163	15,718	66,234	71,934
Flint & P. Marq.	4th wk Jan	61,875	52,276	190,554	166,036
Ft.W. & Denver.	4th wk Jan	6,500	.....	25,000	.....
Grand Trunk....	Wk.Feb.3..	313,016	289,151	1,568,958	1,380,135
Gr.Bay W.&St.P.	1st wk Feb	3,147	7,766	26,973	33,267
GulfCol&San.Fe	January...	162,015	100,936	162,015	100,936
Hannibal& St.Jo	1st wk Feb	43,259	38,171	222,850	163,772
Hous.E.& W.Tex	January...	24,848	18,286	24,848	18,286
Illinois Cen.(Ill.)	January...	531,262	588,261	531,262	588,261
Do (Iowa)	January...	119,948	138,483	119,948	156,483
Do So. Div.	January...	407,410	272,709	407,410	272,709
Ind.Bloom.& W	1st wk Feb	51,435	54,109	299,577	249,933
Int. & Gt. North.	1st wk Feb	59,223	38,399	401,361	273,622
K.C.Ft.S. & Gulf	2d wk Jan.	34,800	28,087	67,432	60,301
L. Erie & West'n	1st wk Feb	20,436	30,807	152,132	157,510
L. R. & Ft.Smith	January...	55,371	37,613	55,371	37,613
L.Rk.M.Riv.&T.	January...	35,407	22,600	35,407	22,600
Long Island....	1st wk Feb	35,177	28,371	164,433	149,964
Louisv.& Nashv	1st wk Feb	269,225	240,132	1,384,225	1,204,659
Memp. & Charl.	January...	112,996	101,115	112,996	101,115
Mexican Cent..	3d wk Jan.	29,773	.....	95,209	.....
Do No.Div	4th wk Jan	3,950	.....	15,617	.....
Mil. L.Sh.& West	1st wk Feb	13,910	16,435	79,291	81,728
Mo. Kan. & Tex.	1st wk Feb	111,162	87,592	665,211	487,758
Missouri Pacific	1st wk Feb	127,053	119,223	859,594	671,899
Mobile & Ohio..	January...	216,608	159,676	216,608	159,676
N. Y.& N. Engl'd	January...	258,266	213,841	258,266	213,841
Norfolk & West.	3 wks Jan.	113,268	98,349	113,268	98,349
Northern Pacific	1st wk Feb	78,630	67,200	470,666	312,569
Ohio Central....	4th wk Jan	25,504	23,882	75,582	90,854
Ohio Southern.	1st wk Feb	9,882	7,661	46,935	39,711
Oregon R.&N.Co	January,..	378,600	393,389	378,600	393,389
Peo. Dec. & Eve.	1st wk Feb	9,590	18,559	60,073	86,314
Richm.& Danv.	1st wk Feb	†67,100	†55,300	326,857	339,928
St. L.Alt. & T.H.	1st wk Feb	25,921	25,538	149,375	132,766
Do (brchs.)	1st wk Feb	12,850	14,865	83,010	81,815
St. Louis & Cairo	4th wk Jan	9,353	9,284	30,375	32,452
St.L.Iron Mt.&S.	1st wk Feb	121,807	89,633	787,065	606,002
St.L.&San Fran.	1st wk Feb	53,375	63,567	331,696	320,351
St. Paul & Dul..	1st wk Feb	13,697	13,551	85,195	79,143
St. P. Minn.& M.	1st wk Feb	90,132	114,562	579,895	510,023
Scioto Valley...	1st wk Feb	8,560	8,927	47,175	44,680
Texas & Pacific	1st wk Feb	89,979	51,836	624,508	375,823
Tol. Cin. & St. L	January...	80,002	69,433	80,002	69,433
Union Pacific...	9 days Feb	430,000	597,000	2,162,000	2,560,000
Vicksb'rg& Mer.	January...	51,138	47,309	51,138	47,309
Va. Midland....	1st wk Feb	†15,534	†7,593	112,484	83,614
Wab.St.L.& Pac.	4th wk Jan	372,015	342,046	1,307,783	1,229,965
West No. Car...	1st wk Feb	†3,743	†1,475	23,833	14,517
Wisconsin Cent.	1st wk Jan	21,896	15,926	21,896	15,926

Roads.	Latest Earnings Reported			Jan. 1 to Latest Date.	
	Week or Mo	1882.	1881.	1882.	1881.
		$	$	$	$
Atch.Top.& S.Fe	November.	1,331,470	1,303,385	13,296,823	11,125,736
Buff.Pittsb&W.*	December.	57,305	55,535	767,435	598,968
Central of Ga...	December.	410,172	462,627	.....	.....
Chic. Bur. & Q..	November.	2,199,421	1,816,133	19,523,744	19,270,965
Cincinnati South	December.	208,814	236,599	2,543,356	.....
Connotton Val..	December.	20,612	.....	.....	.....
Danbury & Nor.	December.	12,724	15,190	.....	.....
Denv.& R.Gr.W.	December.	31,900	.....	.....	.....
Hous.& Tex.Cen	December.	430,182	376,877	3,175,389	3,748,655
Louisa. & Mo. R.	November.	59,102	42,041	499,022	446,702
Mar.Hough.& O.	December.	23,000	19,000	1,197,426	903,519
Mexican Nat'l..	December.	67,204	.....	.....	.....
Minn.& St. Louis	December.	147,761	126,594	.....	.....
Nashv.Ch.& St.L.	December.	186,352	173,127	1,933,047	2,075,258
N.Y.L.E.& West.	November.	1,818,824	1,715,469	.....	.....
Northern Cent..	December.	490,003	476,623	5,800,176	5,443,700
Ohio & Miss....	December.	348,488	355,622	.....	.....
Oregon & Cal...	November.	112,000	.....	.....	.....
Oregon Imp. Co.	December.	271,209	238,676	.....	.....
Pennsylvania ..	December.	4,157,169	3,731,751	49,079,826	44,124,178
Philadelp.& Erie	December.	335,512	282,772	4,011,413	3,454,309
Phila.& Reading	December.	1,795,371	1,850,889	21,834,598	20,776,101
Do Coal & Ir.	December.	1,069,829	1,380,788	15,099,085	14,096,941
St.Johnsb.&L.C.	November.	24,584	19,489	241,132	198,105
South Carolina.	December.	149,610	126,061	1,313,746	1,245,285
Utah Central ...	December.	117,245	156,742	1,508,666	.....
West Jersey	December.	72,931	.....	1,106,979	988,526

* Not including Oil City & Chicago Road.

† Freight earnings only.

Coins.—The following are quotations in gold for various coins:

Sovereigns	$4 83	@$4 87	
Napoleons	3 83	@ 3 87	
X X Reichmarks	4 73	@ 4 77	
X Guilders	3 96	@ 4 00	
Span'h Doubloons	15 55	@15 75	
Mex. Doubloons	15 50	@15 65	
Fine silver bars	1 10	@ 1 10⅞	
Fine gold bars	par	@¼ prem.	
Dimes & ½ dimes.	— 99⅝	@ par	

Silver ¼s and ⅛s.	— 99¾	@ par.	
Five francs	— 92	@ — 95	
Mexican dollars	— 86	@ — 86½	
Do uncommerc'l.	— 85	@ — 86	
English silver	4 75	@ 4 83	
Prus. silv. thalers.	— 68	@ — 70½	
U. S. trade dollars	— 99¼	@ — 99⅝	
U. S. silver dollars	— 99¾	@ par	

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Feb. 10:

Banks.	Capital.	Average amount of—				
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
	$	$	$	$	$	$
New York	2,000,000	9,620,000	1,807,000	520,000	9,172,000	495,000
Manhattan Co	2,050,000	7,008,000	1,191,000	330,000	5,681,000	.....
Merchants	2,000,000	6,842,300	811,700	695,700	5,423,900	359,800
Mechanics'	2,000,000	7,715,000	1,948,000	783,000	6,752,000	.....
Union	1,500,000	4,267,800	1,464,700	312,700	4,312,400	.....
America	3,000,000	9,725,500	782,400	447,900	7,216,200	1,100
Phœnix	1,000,000	2,747,000	577,000	128,000	2,446,000	267,600
City	1,000,000	7,123,800	4,078,700	422,000	9,200,500	.....
Tradesmen's	1,000,000	3,218,500	398,400	90,000	2,073,800	775,500
Fulton	600,000	1,606,500	397,400	91,900	1,293,300	.....
Chemical	300,000	12,683,300	3,511,600	514,400	12,673,100	.....
Merch'nts' Exch.	1,000,000	3,564,300	412,800	314,800	3,158,700	281,700
Gallatin Nation'l	1,000,000	4,159,900	668,200	129,700	2,358,200	768,300
Butchers'&Drov.	300,000	1,740,500	319,200	127,600	1,658,800	234,300
Mechanics' & Tr.	300,000	914,000	160,000	88,000	902,000	128,000
Greenwich	200,000	989,200	213,400	168,200	993,200	2,600
Leather Man'f'rs	600,000	3,030,100	447,200	240,800	2,350,300	530,000
Seventh Ward	300,000	1,161,000	230,000	126,600	1,287,700	21,300
State of N. York	800,000	4,362,800	874,000	105,500	4,484,200	.....
American Exch	5,000,000	11,610,000	2,199,800	702,000	9,637,000	.....
Commerce	5,000,000	15,101,200	2,791,300	670,000	9,389,700	937,800
Broadway	1,000,000	5,572,600	611,400	268,900	4,070,600	900,000
Mercantile	1,000,000	6,403,500	801,800	754,800	6,180,600	799,400
Pacific	422,700	2,438,900	224,800	158,400	2,302,300	.....
Republic	1,500,000	5,145,100	936,100	184,200	3,480,700	960,500
Chatham	450,000	3,594,100	681,100	230,500	3,905,000	45,000
People's	200,000	1,548,500	102,700	89,300	1,696,100	2,400
North America	700,000	3,001,100	285,000	203,000	3,044,000	.....
Hanover	1,000,000	8,494,000	1,289,100	738,300	8,859,100	180,000
Irving	500,000	3,399,900	587,300	346,400	3,417,500	436,000
Metropolitan	3,000,000	12,729,000	2,106,000	1,045,000	10,414,000	2,186,000
Citizens'	600,000	2,415,300	433,100	275,100	2,631,400	270,000
Nassau	500,000	2,201,100	233,100	231,000	2,509,500	.....
Market	500,000	2,803,000	517,200	87,000	2,110,800	423,900
St. Nicholas	500,000	2,392,800	178,800	104,100	2,037,800	.....
Shoe & Leather	500,000	2,813,000	572,000	218,000	3,130,000	4,000
Corn Exchange	1,000,000	4,461,800	391,900	180,000	3,305,500	4,600
Continental	1,000,000	5,607,400	1,760,300	247,100	6,630,500	434,700
Oriental	300,000	2,113,100	86,000	379,700	1,953,300	.....
Marine	400,000	3,412,000	749,000	192,000	3,937,000	270,000
Importers' & Tr.	1,500,000	19,599,900	5,120,500	561,300	21,750,600	1,308,400
Park	2,000,000	18,754,500	4,820,800	1,474,800	23,349,400	45,000
Wall St. Nation'l	500,000	1,631,100	347,700	145,400	1,721,100	.....
North River	240,000	1,548,000	16,000	214,000	1,494,000	.....
East River	250,000	1,247,100	68,700	156,900	1,041,600	221,000
Fourth National	3,200,000	16,600,400	4,738,200	646,800	17,982,500	539,900
Central Nat	2,000,000	7,116,000	1,052,000	1,231,000	7,860,000	297,000
Second Nation'l	300,000	3,405,000	505,000	489,000	3,980,000	90,000
Ninth National	750,000	6,370,700	1,308,400	393,800	6,581,100	581,300
First National	500,000	15,328,700	3,471,400	431,100	16,117,000	41,900
Third National	1,000,000	5,983,000	815,000	769,400	6,323,700	.....
N. Y. Nat. Exch.	300,000	1,415,400	113,500	146,700	1,090,400	267,800
Bowery National	250,000	1,919,400	231,500	242,600	1,884,500	220,450
N. York County	200,000	1,720,600	18,900	491,800	1,815,000	180,000
Germ'n Americ'n	750,000	2,420,500	195,300	72,500	1,926,400	.....
Chase National	300,000	5,217,500	1,086,900	547,500	6,058,000	45,000
Fifth Avenue	100,000	1,939,800	429,000	135,800	2,124,400	.....
German Exch	200,000	1,712,700	51,000	112,000	1,842,500	.....
Germania	200,000	1,610,100	133,800	190,100	1,819,500	.....
U. S. Nat	500,000	4,717,300	919,600	216,600	4,895,500	450,000
Lincoln Nat	300,000	1,447,500	242,700	154,300	1,590,700	45,000
Total	60,962,700	321,491,200	62,402,500	21,704,800	311,110,400	16,483,700

The deviations from returns of previous week are as follow-

Loans and discounts	Inc.	$5,030,400	Net deposits ..... Inc'. $3,928,200
Specie	Inc.	797,300	Circulation Dec. 181,500
Legal tenders	Dec.	1,235,600	

The following are the totals for three weeks:

	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
1883.	$	$	$	$	$	$
Jan. 27	316,905,400	63,037,700	23,351,400	309,126,100	16,955,800	738,061,941
Feb. 3	316,460,800	61,605,200	23,030,400	307,182,200	16,845,200	733,749,830
" 10	321,491,200	62,402,500	21,704,800	311,110,400	16,483,700	857,489,845

Boston Banks.—Following are the totals of the Boston banks.

	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Clear.
1883.	$	$	$	$	$	$
Jan. 29..	150,547,400	7,051,900	5,314,300	94,407,800	29,723,900	68,897,941
Feb. 5..	151,008,600	7,425,800	5,263,900	94,686,700	29,768,500	68,958,173
" 12..	150,821,200	6,611,800	4,883,600	93,699,200	29,911,300	70,684,277

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

	Loans.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
1883.	$	$	$	$	$
Jan. 29	74,615,037	19,940,623	67,418,238	9,750,478	51,787,302
Feb. 5	74,728,573	20,199,710	68,125,762	9,719,541	54,898,089
" 12	75,342,721	19,417,440	66,491,944	9,757,016	50,691,150

Unlisted Securities.—Following are quoted at 38 New Street:

	Bid.	Asked.
Atch. Col. & Pacific	....	15
Atl. & Pac.—6s, 1st	91	97
Incomes	17	....
Cent. Branch	75	84
Cent. Br. Incomes	18	....
Bost.H.& E.—New st'k	⅛	¾
Old	⅜	⅝
B'klyn El.—Ass't paid	10	20
Scrip stock do	9	20
1st mort do	27½	....
Buff. N. Y. & Ph	36	....
Preferred	55	60
1st mort	95½	96
Cal. & Chi. Ca'l & Dk	....	29⅜
Chic & Atl.—1st mort.	95	....
Chic.&Can.South	2¼	3½
Denver & N. Orleans	....	50
Den.& R.G.R'y—Cons.	85	87
Denver &Rio. Gr.West	22	26
1st mort	69	71⅛
Edison Elec. Light	450	500
Ga. Pac. R'y., 1st m	....	82
Gal. Har. & S. Ant	25	38
Ind. Dec. & Springf	2	7
1st mort. fund	....	99
Intern'l Imp. 80 p. c.	48	....
Mex. Or. Interocan's & Internat. scrip	4	6
Keely Motor	6	8
Lehigh & Wilkesb. Co.	8	19
Mexican. Nat	9	10¼
Preferred	28	35
1st mort	49¼	49⅞
Subsidy scrip	....	45
M.U.St'k Trust Certs	16½	20
M. K. & T. inc scrip.	35	....
Newb. D'tch & Conn	1	....
Pref	2½	5
Incomes	15	20
N. Y. Loan & Imp	40	50
N. J. & N. Y	2	....
Pref	20	....
1st mort	....	105
N.Y.W.Sh.&Buff.—Stk		
del.wh.iss.on old sub	31	33
5s	76¼	76⅝
Subs. O. & W.. 85 p.c	76	76¾
N.Y. & Scranton cons., 100 p.c,ex-b: & st'ck.	25	....
N.Y. Sus. & West.—Stk	5	7½
Preferred	10	17
N.Y.Chic&St.L. equip.	101	....
N.Y.L.&W.—5p.c.g.stk	83⅝	84
Guar. 1st	110	110½
North Pac. div. bonds.	89¾	90
No. Riv. Const.—90p.c	105	106½
Ohio C.—Riv. Div. 1st.	63½	64¼
Incomes	13¼	13½
Oregon Improvem't	86	89
1st mort	91½	91¾
Oregon Sh. Line—		
Subs. 80 p. c	105	....
Subs. ex-bd. & stk	42	50
$10,000 Blocks ex-bonds & stock	42	....
Or.Trans-C.—Sh. 80p.c.	93	94¼
Pensac. & Atl.—1st	78	80¼
Rich.&D.Ext.subs.70%	50	58
Roch.&Pitts. cons.,1st	87½	89
San Ant	25	38
St. Jo. & West	5	....
Tex.&Col.Imp.—60p.c	95	....
Tex.&St.1st,M &A.Div	65	72
U. S. Elec. Light	130	150
Valley RR. of O.—1st.	....	105
Vicksb'g & Meridian	3	3½
Pref	10	....
1st mort	92½	96
2d mort	53	61
Incomes	25	31½

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* CHRONICLE. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Delaware & Hudson Canal.

(*For the year ending December* 31, 1882.)

The brief annual report of this company, just issued, for the year 1882, has the following:

"Coal produced at the mines of the company, 3,203,168 tons; transported for others, 516,154 tons—total, 3,719,322 tons. The gross receipts were, $15,573,927; expenses, $10,422,324; net, $5,151,602; less taxes, interest and rentals, $3,313,401; leaving surplus, $1,838,201, or about 9 2-10 per cent on the capital stock.

"Under the policy of restriction, the mines were closed forty-eight days during the year, and a nearly uniform price for coal was maintained. There was a large increase in the gross earnings of the railroads. Owing, however, to unusual expenditures on the permanent way, the expenses were likewise larger. Thirty-nine hundred and sixteen tons of steel rails and four hundred and thirty-one thousand five hundred ties have been placed in the tracks, which are now in first-class condition. Notwithstanding this large expenditure, the lines have been self-sustaining. The great advantage of the possession of the leased lines is evidenced by the fact that the total tonnage and sales upon them and their branches in 1872 was only 116,283 tons, while in 1882 they were 750,855 tons, the profits upon which are added to the revenues of the company, and there is every reason to believe that the future will show a further increase.

"To meet the increased business on the Albany & Susquehanna Road, that portion of it between Quaker Street and Ninevah, 93 miles, is being double tracked. Eighteen miles, making a total of fifty miles, were completed during the year. There has also been added to equipment in 1882 twelve locomotives, nine passenger cars and one thousand coal and box cars.

"It must be noted that the bonds of 1884 fall due in July of that year. In accordance with the resolution of stockholders at their last meeting in reference to the retirement of bonds, the following plan for their redemption is suggested by your managers, and will be submitted to the stockholders at the annual meeting in May. This plan proposes an increase of the capital stock to thirty millions, such increase to be offered to the stockholders *pro rata* at par, and with the condition that, if authorized, it shall be used only to retire bonds as they mature; that is to say, three millions five hundred thousand to be issued in 1884, one million to be issued in 1887, and five millions five hundred thousand in 1891. Under this plan the bonded debt of the company will be reduced to ten millions, and as the rate of interest now paid upon the bonds to be retired is seven per cent, it follows that such charge will be appropriated to dividends upon the stock, so greatly adding to its investment value, and at the same time strengthening the financial position of the company."

The statistics of income, &c., for four years, compiled in the usual form for the CHRONICLE, make the following exhibit:

INCOME ACCOUNT.

	1879.	1880.	1881.	1882.
Receipts—	$	$	$	$
Sales of coal	5,764,477	7,210,524	9,328,763	8,993,540
Canal tolls	41,025	42,810	58,400	60,007
Miscellaneous profits	91,408	93,516	243,537	187,363
Coal on hand (Dec. 31)	535,264	727,283	345,075	492,924
Railroad earnings in Penn.	595,663	561,948	805,914	812,455
Profit on leased lines	.....	.....	.....	8,465
Interest on investments	326,635	312,243	301,858	249,497
Balance	630,643	.....	.....	.....
Total	7,985,118	8,948,327	11,083,547	10,804,251
Disbursements—	$	$	$	$
Coal on hand Jan. 1	673,651	535,264	727,284	345,075
Mining coal	3,003,893	3,171,369	3,985,304	4,422,243
Coal transportation, &c.	641,951	596,827	755,331	798,701
Canal freight and exps.	1,764,195	1,568,245	1,737,979	1,680,192
Interest	1,234,449	1,343,973	1,374,784	1,312,083
Taxes and miscellaneous	350,916	366,578	400,401	407,756
Loss on leased railroads	316,059	14,642	.....	.....
Balance	.....	1,351,429	2,102,464	1,838,201
Total	7,985,118	8,948,327	11,083,547	10,804,251

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1879.	1880.	1881.	1882.
Assets—	$	$	$	$
Canal, &c.	6,339,210	6,339,210	6,339,210	6,339,210
Railroad and equipment	6,220,669	6,414,759	6,456,258	6,581,070
Real estate	8,795,657	8,846,316	9,027,804	9,044,178
Mines and fixtures	2,699,590	2,713,957	2,729,311	2,751,236
Coal-yard, barges, &c.	720,487	746,791	690,397	683,185
Lack. & Susquehanna RR.	1,022,293	1,022,938	1,022,938	1,022,938
Albany & Susquehanna	.....	.....	1,074,808	1,008,787
New York & Canada RR.	3,597,074	3,597,074	3,597,074	3,597,074
Cherry Val. & Sharon RR.	300,000	300,000	300,000	300,000
Meehan. & Ft. Edward RR	.....	.....	16,146	48,296
Schen. & Meehan. RR	.....	.....	200,773	210,922
Coal on hand Dec. 31	535,264	727,283	345,075	492,924
Advances to leased lines	368,773	608,894	400,015	637,605
Advances on coal royalties	605,326	613,181	615,514	625,073
Miscellaneous assets	4,480,701	4,294,706	2,985,349	*3,658,129
Telegraph and Car Co.	69,110	69,410	69,410	69,410
Supplies on hand	878,000	962,130	1,148,322	1,408,449
Cash and bills receivable	3,140,116	3,785,656	3,884,088	2,609,203
Profit and loss	1,208,726	.....	.....	.....
Total assets	40,981,301	41,041,614	40,902,484	41,087,986
Liabilities—	$	$	$	$
Stock	20,000,000	20,000,000	20,000,000	20,000,000
Bonds	19,837,000	19,837,000	18,843,000	18,763,000
Miscellaneous accounts	1,144,301	1,003,827	823,053	836,899
Profit and loss	.....	200,786	1,236,431	1,488,087
Total liabilities	40,981,301	41,041,614	40,902,484	41,087,986

* These miscellaneous assets include the following: Jefferson RR. bonds (85), $85,000; Albany & Susquehanna consols (1,701), $1,701,000; sundry bonds $64,538; 8,340 shares Albany & Susquehanna, $854,000; 8,241 shares Rensselaer & Saratoga, $824,100; sundry stocks, $129,791.

Norfolk & Western Railroad Company.

(*For the year ending Dec.* 31, 1882.)

The annual report of this company states that "the earnings of the road, although in excess of the year previous, have been diminished by two causes. First, the drought, which prevailed during a large portion of the latter months of 1881, destroyed to a great extent the agricultural products of the country tributary to your road and its connections, and thus very largely diminished its revenue from that source. This failure of the crops was felt during the entire season until the latter part of the past year. Second, by insufficient equipment. The revenues of the company would have been greatly increased after the opening of the autumn business had it possessed a more abundant supply of rolling stock." * * *

"Improvements of a permanent nature have not only exhausted the 'Improvement and Construction' fund which was provided, but have caused an excess of expenditure amounting Nov. 30 to $195,433. Finding the need of money for this and other purposes, the company negotiated the $500,000 general mortgage bonds which had been reserved, and in January, 1882, placed the proceeds in the treasury of the company." * * *

"In the first annual report of this company reference is made to dividends, and the board of directors report that at the commencement of the past fiscal year there remained in the treasury a sum amounting to $530,589, the net result of the operations of the company to Dec. 31, 1881. After due consideration it was deemed advisable to commence the payment, on the 15th of March, of quarterly dividends, at the rate of $1 per share. Of these dividends four have been declared and paid, amounting to $600,000. * * * The amount to the credit of dividend fund remaining Dec. 31, 1882, is $371,782.

"In order to provide additional means for the purchase of rolling stock, your company negotiated a car trust known as the 'Norfolk & Western Car Trust' (The Fidelity Insurance Trust & Safe Deposit Co. being the trustees) for the sum of $500,000, the principal and interest being divided into payments running through a period of 72 months, notes being payable monthly. On account of this, notes amounting to $27,620 have already been paid by your company, in addition to 10 per cent upon the cost price of the property purchased, and so far delivered under this trust." * * *

"It was believed that the New River Division would be completed and in full operation before the making of this report, but difficulties were encountered in the construction of the line that have very considerably delayed the work. Upon the 31st ultimo the entire line was graded, track was laid upon fifty-eight miles, and thirty-eight miles were fully ballasted and ready for operation. Most of the necessary stations and buildings are under way or fully completed. The line has been constructed in a most thorough and substantial manner, with the view not only of accommodating its own heavy traffic, but of ultimately forming a connection with lines of railway, which are now contemplated or in course of construction, from the Ohio River to the terminus of the New River Division of your road at Pocahontas, thus forming a through line to the West and Northwest. Such a connection would prove valuable to your company, as it would furnish for transportation grain, provisions, &c., for foreign shipment at Norfolk." * * *

"The Legislature, at its last session, granted a charter incorporating the 'Norfolk Terminal Company.' Under it an organization was duly effected. Although it is a separate and distinct organization, yet the control and ownership is in the interest of your company. The charter authorizes the ownership of land, the construction and operation of a line of railroad, the building and operating of wharves, storehouses, cotton presses, grain elevators, chartering of vessels, &c., &c."

The consolidation with the N. & W. company of those which comprise the New River Division was effected, by virtue of acts of the Virginia and West Virginia legislatures, on the 9th day of May, 1882. "Your company, by the terms of this consolidation, may increase its capital stock to $29,000,000, of which there has been issued, in addition to the original issue of your company at its organization, 30,000 shares of preferred stock. This additional issue was made in exchange for a like amount of the preferred stock of the New River Railroad Company.

"Your company being the owner of the entire amount of stock of all these companies, the Norfolk & Western Railroad Company became possessed of these 30,000 shares of preferred stock, and they now remain in the treasury of your company to be used or disposed of as may be deemed best for the interests of the company."

The following statement will fully explain the present capitalization of the company:

STOCK STATEMENT JANUARY 1, 1883.

Capital stock limited to	$29,000,000
Preferred stock created on organization of company	$15,000,000
In treasury of company	3,000,000
Common stock created on organization of company	3,000,000
Authorized—subscription to which is payable in stock S. V. R. R. Co.	4,000,000
Amount which may hereafter be created	4,000,000
	$29,000,000

"After consolidation of these companies was perfected, the execution of a mortgage upon the new roads and property thus acquired, to the amount of $2,000,000, was authorized, with the right in addition thereto to issue $25,000 of bonds for each mile in excess of the first eighty miles constructed or acquired, and by subsequent agreement with the Fidelity Insurance Trust and Safe Deposit Company, trustees, the whole amount to be issued under the said mortgage was limited to $4,000,000." * * *

SHENANDOAH VALLEY R R.

A close traffic contract for exchange of business was executed with this company on Dec. 29, 1882.

"For the purpose of enabling the Norfolk & Western Railroad Company to protect itself fully in the performance of this contract, the Norfolk & Western Railroad Company accepted from the stockholders of the Shenandoah Valley Railroad Company a subscription for thirty thousand shares of its common stock, and agreed to accept payment therefor in twenty thousand shares of the stock of the Shenandoah Valley Railroad Company, provided a fund of at least $900,000 should be raised by the Shenandoah Valley Railroad Company, in accordance with the terms of the traffic contract of December 29, 1882. It was also agreed that further subscription could be made to the common stock of the Norfolk & Western Railroad Company on behalf of the holders of the present issue of shares of the stock of the Shenandoah Valley Railroad Company, payable in the stock of the Shenandoah Valley Railroad Company share for share. This subscription to the common stock will place in the hands of the company at least twenty thousand shares out of thirty-seven thousand six hundred and seventy-four shares, the total capital stock of the Shenandoah Valley Railroad Company."

The following shows the miles operated and the equipment in 1881 and 1882:

	1881.	1882
Miles owned and operated	428	466
Locomotives	85	82
Passenger, mail and express cars	42	49
Freight and all other cars	1,793	1,730

The earnings and expenses for four years past were:

	1879.	1880.	1881.	1882.
Total gross earnings.	$1,749,614	$2,064,194	$2,267,289	$2,429,740
Operating expenses..	986,737	1,097,684	1,163,233	1,322,577
Net earnings	$762,877	$966,510	$1,104,056	$1,107,163

The income account for 1882 and the general balance at the close of 1881 and 1882 were as follows:

INCOME ACCOUNT.

Receipts—	1882.
Net earnings	$1,107,163
Other receipts	63,389
Total income	$1,170,552
Disbursements—	
Interest on debt	$729,359
Dividends	600,000
Total disbursements	$1,329,359
Balance, deficit	*$158,807

* The surplus December 31, 1881, was $530,590; deducting the deficit for 1882 leaves net surplus December 31, 1882, $371,783.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—	1881.	1882.
Railroad, real estate, b'ld'gs, equip., &c.	$28,805,138	$30,677,197
Stocks and bonds owned, cost	514,600	*3,680,670
Car trust	.....	552,400
Materials, fuel, &c.	88,015	239,760
Cash on hand	232,028	327,722
Other property and assets	106,214	267,332
Current accounts	98,592	179,413
Total	$29,850,587	$35,924,494
Liabilities—		
Stock, common	$3,000,000	$3,000,000
Stock, preferred, paid in	15,000,000	*18,000,000
Funded debt (see SUPPLEMENT)	10,778,600	12,778,600
Bills payable	50,000	647,691
Current accounts	740,094	331,517
Interest payable	150,349	243,103
Lease warrants on rolling stock	.....	552,400
Miscellaneous	93,057	.....
Profit and loss	538,488	371,783
Total liabilities	$29,850,587	$35,924,494

* Includes $3,000,000 unissued preferred stock.

Ohio & Mississippi.

(For the year ending Dec. 31, 1882.)

Mr. John M. Douglas, the Receiver, has filed the following report to the United States Circuit Court:

"My receivership of the Ohio & Mississippi Railway commenced upon the 7th of October, A. D. 1881.

"The preceding summer, upon the line of this road, had been one of great drought and heat. Not only had the harvest failed, so that the country along the railway was destitute of wheat and corn, but, in the parched condition of the land, fires had swept away fences, orchards and meadows, and claims for damages were pending against the company on account of fires set by engines. These claims were, on some parts of the line, large in number and amount, and as we were liable for damages arising in this way, large sums of money were expended in settlement of them.

"Our gross earnings were diminished by the failure of our staple crops, and our operating expenses increased by the payment of these claims, both arising from the unprecedented drought along our line.

"In the month of November, 1881, we purchased on credit fifteen new passenger coaches, at $5,000 each, and three new postal cars, at $3,800 each. We purchased also 100 new coal cars, at $512 50 each. These cars were all delivered and paid for and the amount charged in expenses of the early part of 1882.

"The disastrous floods of February, 1882, in the Ohio and other streams along our line, caused us damages which I estimate at about $40,000, in addition to the loss of traffic, which was large.

"The gross and net earnings for the following months are here presented, influenced by the extraordinary causes mentioned:

	Earnings.	*Expenses.*	*Net.*
October, 1881	$363,320	$248,446	$114,874
November, 1881	338,000	265,226	72,773
December, 1881	355,622	241,436	114,185
January, 1882	280,950	243,350	37,600
February, 1882	246,339	226,794	19,544
March, 1882	330,736	270,495	60,240
April, 1882	296,711	274,343	22,368
May, 1882	305,944	253,683	22,261
June, 1882	295,690	236,911	58,778

"The payments of interest on the bonds of the company accruing during the above period were made at maturity." * *

"Our traffic improved in July, 1882; the harvest was a good one; wheat and corn were both large crops upon our line.

"I give below the earnings from July to December, 1882, as realized each month:

	Earnings.	*Expenses.*	*Net.*
July, 1882	$364,116	$254,833	$109,283
August, 1882	443,833	277,986	165,847
September, 1882	462,779	291,388	171,390
October, 1882	457,335	296,692	160,642
November, 1882	392,574	283,430	109,143
December, 1882	348,487	253,927	94,560

The earnings and expenses for the past two years ending Dec. 31, were as follows:

	1882.	1881.
Earnings	$4,225,499	$4,074,407
Expenses	3,163,836	3,115,354
Net earnings	$1,061,663	$959,053

"We have purchased during the year 1882 4,852 tons of steel rails, at a cost of $239,112 33, the price ranging from $60 to $43 50 per ton. These rails have been laid principally in the track on the main line and Louisville branch. In operating the line we have been singularly exempt from accidents. The old claims and local indebtedness of the property have been paid up, enabling us now to pay promptly for all purchases. The accruing interest for 1882, amounting to $888,520, has been promptly paid; we have also paid one of the deferred coupons on Springfield Division bonds, being the coupon which fell due May 1, 1878. Our gross earnings during the year 1882 amounted to $4,225,499, and our net to $1,061,663. These results are creditable in view of the failure in crops, which affected our traffic for the first six months of 1882. With ordinary good harvests, I see no reason why this line cannot earn five millions of dollars per year gross—my experience during the past year leaves this impression upon my mind. We have the money and are now paying (February 12, 1882), the deferred coupon upon second mortgage bonds which fell due October 1, 1877, being for $134,000. This payment leaves deferred coupons unpaid amounting to $683,000, which amount can probably be paid during the present year with good harvests, thus leaving the line nearly free from debt, except its first, second and Springfield mortgage bonds.

"Our motive power and rolling stock have been kept in good repair during the year, and the track is in better condition than it was at the beginning of 1882. We have placed two hundred and fifty thousand (250,000) new cross ties on the track during 1882. Our yard room at Louisville being insufficient for the transaction of our business, we purchased real estate for the enlargement of our grounds there at a cost of ninety-two thousand ($92,000) dollars, which has been paid for and charged in the accounts of 1882. The prices of wheat and corn upon the line have been so much higher than the prices in New York and Baltimore, with expense of transportation added, that our shipments to tide-water have been small, and our traffic has been almost exclusively local; however, better prices for our products in the East will probably move the grain upon our line soon."

Schuylkill Navigation Co.

(For the year ending Dec. 31, 1882.)

At the annual meeting held in the city of Philadelphia, Feb. 13, a communication to the following effect was received from Mr. Gowen of the Philadelphia & Reading Company, regarding the conversion of Schuylkill Navigation into Philadelphia & Reading stock. "In lieu of making a proposition direct to your company, I have to submit a request that at your annual meeting to-day a committee of shareholders may be appointed to confer with our Board of Managers upon this subject, with a view of agreeing upon such terms as may have the approval of such committee of your company before it is presented for ratification. If this proposition is regarded with favor by your company and the committee appointed, I have also to suggest that the meeting of your shareholders adjourn to meet at your call in order to receive the report of such committee as I have herein suggested shall be appointed." A committee was accordingly appointed. The annual report of the directors gave the receipts for 1882 at $451,903, of which

$357,085 was on account of rent from the Reading receivers under the lease of the Canal Company; $33,483 for sales of loans, and $46,000 for temporary loans. The payments, including interest on loans, office expenses, taxes and loans purchased, were $441,723, leaving a balance on hand of $10,180. The Philadelphia & Reading Railroad Company under the arrangement made in the year 1877, by which they offered to fund five years' interest on the coupon mortgage loan of 1895 in 6 per cent scrip, have settled $5,700 since last report, making in all $314,700 out of $360,000 settled for up to Jan. 1, 1883. No dividends on the stocks payable in scrip were settled since the last report. "Under the arrangement by which the receivers of the Philadelphia & Reading Railroad Company offered to purchase the dividends on the preferred and common stocks of the company, at the rate of one dollar a share per annum on the preferred stock and fifty cents a share per annum on the common stock, dividends amounting to $246,152 35 are reported as having been purchased to Jan. 1, 1883. The receivers also continued to purchase the interest due on the boat loans, improvement bonds and the coupon bonds of 1895, at the rate of 5 per cent per annum, and report as having purchased to Jan. 1, 1883, $110,895 of 6 per cent boat loan out of $113,497 50; $97,989 50 of 7 per cent boat loan out of $109,917 50; $27,885 of improvement bonds out of $34,200; $22,860 of coupon bonds of 1895 out of $36,000."

GENERAL INVESTMENT NEWS.

Buffalo New York & Philadelphia.—The board of directors of this new consolidated company met and organized in Philadelphia on Feb. 14. A quarterly dividend of 1½ per cent was declared on the preferred stock, which aggregates $6,600,000, of which about $690,000 is in the treasury of the company. The various roads in the system will hereafter be known as follows: The River Division, from New Castle, Pa., to Olean, N. Y.; Pittsburg Division, from Oil City to Buffalo, Titusville to Union City, and Mayville to Fairpoint, N. Y.; Buffalo Division, from Buffalo to Emporium and Larabee's Pa., to Clermont; Rochester Division, from Olean, N. Y., to Rochester and from Nunda, N. Y., to Swain's, N. Y.; Narrow Gauge Division, from Olean, N. Y., to Kinzua, Pa., and from Eldred, Pa., to Bradford.

Camden & Burlington County, N. J.—Arrangements are reported as pending by which the Camden & Burlington County, the Pemberton & Seashore and the Philadelphia & Long Branch railroads will be consolidated into one company, whose track will extend from the junction of the first named road with the old Camden & Amboy Railroad, two miles east of Camden, east to the seashore, and then north to Point Pleasant, where it will connect with the New York & Long Branch Railroad. The new company will be known as the Philadelphia & Long Branch Railroad. Under the terms of the proposed plan of consolidation, the stock of the Camden & Burlington County Railroad will be made preferred stock of the new corporation.

Chicago Milwaukee & St. Paul Railway.—The Wisconsin & Minnesota Division 5 per cent bonds dated July 1, 1881, payable in forty years, Nos. 1 to 3,335 inclusive, $3,335,000, have been listed at the Stock Exchange. The application says:

This company have constructed a line of double track road between the cities of St. Paul and Minneapolis, of about ten miles, including an iron bridge over the Mississippi River, at a cost of over $600,000. They have also constructed a road from the River division, at or near Hastings, to Stillwater, of twenty-five and a half miles. Also from the River division, on the opposite side of the Mississippi River, to a point near the Hastings & Dakota division at Northfield, a distance of thirty-two and a half miles. They have also purchased of the Chippewa Valley & Superior Railroad the line of road from Eau Claire and Chippewa Falls to a point on the Mississippi River, near the mouth of the Chippewa River, being seventy-five miles of completed railroad, and a bridge across the Mississippi River to a point near Wabasha on the River division, for which $1,575,000 have been paid in the 5 per cent bonds of this company, known as the "Wisconsin & Minnesota Division Bonds.

Cincinnati Indianapolis St. Louis & Chicago.—This company and the Chesapeake & Ohio, the Chicago *Tribune* notes, have opened an office in that city, and announce that they are now prepared to receive and bill freight via the Chesapeake & Ohio to Newport News and Europe, and that the rates to Newport News will be the same as to New York. The Chesapeake & Ohio has now in the course of construction in England several first-class steamers, which will do its ocean business, and for their accommodation expensive and commodious docks have been built at Newport News. The new route is but little longer than via the New York trunk lines, and in many respects has the advantage over the latter. It runs through a country that is almost entirely free from snow during the winter months, and will therefore be able to carry on its business when the other routes are blockaded. Besides, it will not find it necessary to charge heavy lighterage and terminal charges, the road running right to the steamers, which are owned and controlled by this company, which will be a saving to shippers of about three cents per bushel, even if it does maintain the same rates to Newport News as the trunk lines charge to New York.

Connotton Valley.—In Boston the Connotton Valley Railway Company issued, Feb. 15, a circular soliciting subscriptions to the amount of $760,000, to be applied to the purchase of more rolling stock, the establishment of improved terminal facilities at Cleveland, and to an extension from Coshocton to Zanesville. For these purposes there are to be organized, first, "The Boston Car Trust Association," with an issue of 14,000 shares of $10 each, with an annual dividend of 8 per cent, payable semi-annually; second, "The Cleveland Terminal Trust Association," with an issue of 21,000 shares of $10 each, with a like dividend; third, "The Coshocton Southern Railway Company," which corporation it is proposed to organize with 3,000 shares of full-paid stock at $10 each, 1,000 bonds of $500 each, at 76 per cent, a total of $410,000, and secured by a mortgage upon the property of the Coshocton & Southern Railway Company, and by a lease in perpetuity of the Coshocton & Southern Road to the Connotton Valley Company, by the terms of which an annual rental of 35 per cent of the gross earnings is to be paid to the Connotton Valley Company.

Georgia Pacific.—This company has its road in progress and about 200 miles already completed, as an extension of the Richmond & Danville system. An official statement recently issued gives the following information: From Atlanta to Anniston is 103 miles. Of this there have been laid 100 miles, leaving a gap of 3 miles, the grading of which is done, and the steel rails for which have gone forward. From Anniston to the Coosa River is 23 miles, of which 20 miles are graded, and the balance will soon be done. From the Coosa River to Birmingham is 41 miles, of which 11 miles have been graded, and upon the balance of which large forces of laborers are engaged. It is expected that trains will run through from Atlanta to Birmingham by November 1, 1883. From Birmingham to Columbus is 125 miles. No work has yet been entered upon from Birmingham west; but from Columbus east 43½ miles have been laid and 8½ miles have been graded; 18 miles additional are under contract, to be completed in April, on which the grading is well advanced. From Columbus to Johnsonville, on the Sunflower River, surveys have been made, but no work has been done. Between Columbus and Aberdeen, and Bexar Lake and Aberdeen, surveys have been made and some little grading has been done—this work, however, being now suspended. From Aberdeen west to Grenada surveys have been made, but no work has been done.

There is a narrow-gauge road (formerly the Greenville Columbus & Birmingham RR.) of 52 miles—say, 29½ miles from Johnsonville to Greenville, and a branch of 22½ miles from Stoneville to Sharkey. Ten and one-half miles of this branch (from Arcola to Sharkey) were built by this company since its purchase of the bonds and stock of the Greenville Columbus & Birmingham RR. Company. The old mortgage bonds on this road have been taken up and canceled by the Richmond & Danville Extension Company, and the property is covered by the Georgia Pacific mortgage. There is also a connecting road between the "Atlanta & Charlotte Air Line" and the Georgia Pacific of say, 4 miles, running around Atlanta.

RECAPITULATION—MILES.

Sections.	*Dist'ce.*	*Laid.*	*Sections.*	*Dist'ce.*	*Laid.*
Atlanta to Anniston.....	103	100	Birmingham, westward	60	....
Connect'g road Atlanta.	4	1½	Columbus, eastward...	65	43½
Anniston to Birmingh'm	61	....	Greenville road.....	52	52
				348	197

The total cost of road and equipment, 348 miles, is estimated at $7,035,000, of which $3,985,000 has already been expended by the Richmond & Danville Extension Company. The following summary is appended:

Atlanta to Birmingham, 171 miles, cost per mile equipped...	$20,921
Birmingham to Columbus, Miss., 125 miles, cost per mile equipped.....	18,793
Total issue 6 per cent first mortgage bonds, interest payable 1st January and July, principal due January 1, 1922, on 348 miles railroad, as above, @ $10,000 per mile.....	$3,480,000
Yearly interest required	$208,800
Deduct from Greenville Road (N. G.), 52 miles, now earning net per annum, $510 per mile.....	26,520
Balance chargeable to 296 miles, Atlanta and Connecting Road to Columbus, only $615 81 per mile.....	$182,180

The Richmond & Danville Extension Company—having a capital of $5,000,000, of which only $3,500,000 has been called—is bound for the interest on these bonds during the period of construction of the road. A traffic contract has been made with the Richmond & Danville Railroad Company, under the terms of which 20 per cent of "the entire gross earnings received" by said company from an interchange of business with the Georgia Pacific Railway Company, is set aside and paid, monthly, into the hands of the Central Trust Company of New York, trustee as a guarantee fund for the payment of any deficiencies in th interest on these bonds. The bonds are earned by the Richmond & Danville Extension Company, and are delivered to by the Central Trust Company of New York, trustee, only the road is completed in sections of 10 miles, thus rendering it certain that their proceeds will go into the work of construction and equipment.

Hannibal & St. Joseph.—In regard to a lease or contract with C. B. & Q and the Wabash Company it is stated that the most feasible plan that presented itself was a joint lease of the Hannibal & St. Joseph, by which the road would be operated in the interest of both systems connecting with it from Chicago. In addition the project was broached of an extension of the Hannibal & St. Joseph from Quincy to a connection with the Wabash at Havana, Ill., in an air line, a distance of about 75 miles. A conference was held at No. 71 Broadway to consider the subject. Mr. Gould appeared for the Wabash, Mr. Perkins for the Chicago Burlington & Quincy, and Wm Dowd, the President, and Mr. Carson, for the Hannibal & St. Joseph. Mr. Sidney Dillon, the President of the Union Pacific, was also present. The conference lasted for several hours, but nothing definite was done, and they adjourned to meet on Friday.

Illinois Central.—The Illinois Central directors have declared an extra dividend of 17 per cent, payable July next in the shares of the Chicago St. Louis & New Orleans Company, or seventeen shares of the latter company for every 100 of Illinois

Central. The Illinois Central Company took, on January 1, 1883, possession of the C. St. L. & N. O. Company (which owns the railway from Cairo to New Orleans) under a lease dated June 13, 1882, for 400 years. By that lease the Illinois Central agrees to pay the interest on the bonded debt of the C. St. L. & N. O. Co. and 4 per cent annually on its $10,000,000 of share capital. Those shares now sell in the market at about 80. By the foreclosure mortgage sale and reorganization of the C. St. L. & N. O. Co., the Illinois Central Company became the owner of some five millions of the 5 per cent bonds of the former company and 55,700 of its shares.

Memphis & Charleston.—It is now reported that the negotiations with the lessee have failed, and that the representatives of the Memphis & Charleston Company have decided to apply to the courts for the appointment of a receiver to protect the interests of the stockholders, and, following this, steps are to be taken to set aside the present lease on the ground that it was obtained illegally and that the management of the lessee road has been such as to deprive the stockholders of dividends and earnings to which they are properly entitled.

Milwaukee & Lake Winnebago.—This company has had its stock and bonds listed at the Stock Exchange as follows: Common stock, $520,000; preferred stock, 6 per cent cumulative, $780,000; and first mortgage bonds, $1,430,000. Besides the above, $520,000 in income bonds were placed on the free list. The first mortgage bonds bear 6 per cent, and are payable July 1, 1912. The incomes bear 5 per cent cumulative interest, payable July 1, 1912. Interest and principal are to be paid in full before any surplus of net earnings is applicable to stock. The application states that:

The Milwaukee & Lake Winnebago Railroad Company is a corporation formed under the General Railroad Law of Wisconsin. It owns about sixty-five miles of railroad running from the depot grounds of the Wisconsin Central in Neenah to Schleisingerville on the Chicago Milwaukee & St. Paul. It has from Schleisingerville a trackage lease for twenty years from the Chicago Milwaukee & St. Paul Railway Company, for the use of about thirty-three miles of track thence into Milwaukee. Its whole line from Neenah to Milwaukee is well equipped, and is now in full operation as the trunk line of the Wisconsin Central Railroad, and is leased for ninety-nine years to John A. Stewart and Edwin H. Abbot, trustees in possession of the Wisconsin Central Railroad, and the Wisconsin Central Railroad Company. It has been built during the year 1882, in the interest of the Wisconsin Central for, and as, its outlet to Milwaukee and points beyond. It is laid with steel rails and is furnished with necessary side tracks and all conveniences for handling and moving freight and passengers. The lessees pay, as rental, 37½ per cent of the gross earnings made between Neenah and Milwaukee, until the annual rental so paid amounts to the sum of $175,000 per annum; but, whenever the net rental in any one year exceeds that sum, the excess is to be divided equally between lessor and lessees. The lessees also pay all taxes, insurance and operating expenses, and maintain the property in first-class good order and condition; and send over it all their business to and from Milwaukee and points beyond, and use it as their permanent trunk line for the term of the lease.

Morgan's Louisiana & Texas—Southern Pacific.—The recent purchase of Morgan's Louisiana & Texas Railroad by the Central Pacific (Southern Pacific?) Railroad Company comprises 144 miles of standard-gauge track from New Orleans to Vermillionville, Louisiana—branches, 105; total, 249. It also included 16 iron steamships, 5 of which ply between New York and New Orleans, 9 between Morgan City and Louisiana and various Texas and Mexican ports, and 2 between New Orleans, Florida and Havana ports. The bargain was closed for $7,500,000, a deposit of $50,000 being put up. Jay Gould was asked to join the purchase, which he declined to do.—*Evening Post, Feb.* 16.

New York West Shore & Buffalo.—This company has had its first mortgage bonds placed on the Stock Exchange list. The application says:

"This company, organized under the laws of the States of New York and New Jersey, has undertaken the construction and operation of a double track, low grade railway from Weehawken, in the State of New Jersey, directly opposite the City of New York, along the west shore of the Hudson River, via Haverstraw, West Point, Newburg, Kingston, Catskill and Athens, to South Schenectady, and thence along the Erie Canal on the south side of the Mohawk River to Utica, and thence via Oneida and Syracuse to Lake Erie at Buffalo, with a branch from Cornwall on the main line to Middletown, and with branches to the cities of Albany and Rochester.

	Miles.
Main line, double track: Weehawken, N. J., to Buffalo, N. Y.	425
Branches, single track: Albany; Coeymans, N. Y., to Albany, N. Y.	13
Middletown; Cornwall, N. Y., to Middletown, N. Y.	25
Other branches	9
Total branches	47
Total length of road	472

With ample sidings.

* * * * * * * *

"The entire line is under contract for completion in August next, and the construction is progressing as rapidly as the season permits. 320 miles of track are now laid, and the work between New York and Syracuse is so far advanced as to insure the completion of that section, comprising, with its branches, 300 continuous miles of road, in March next. The first train from Middletown was run January 8, to West Point and through the tunnel at that place. The 77 miles from Weehawken to Middletown are leased to the New York Ontario & Western Railway Company for 99 years, subject to the right of the West Shore Company to run its trains over the 52 miles of road from Weehawken to Cornwall. The Ontario Company pays the West Shore Company as rental 25 per cent of its gross earnings from the road leased, which rental is guaranteed not to be less than $500,000 net per annum. * * *

"The equipment, now partially completed and to be included in the property covered by the mortgage, amounts to a cash value of $6,000,000. * * The amount of cash thus far actually expended for construction and in equipment between Weehawken and Buffalo amounts to about $30,000,000. The cash subscriptions to securities, now subject to call as required for construction, are ample to provide for the completion of this road from Weehawken to Buffalo.

"The capital stock authorized, in shares of $100 each, is limited to $40,000,000, of which about $10,000,000 will be issued during the current year and distributed to the 200 or more different parties whose subscriptions will entitle them thereto.

"The total amount of bonds authorized is $50,000,000, all of which are secured by a first and only mortgage covering the railway and all its equipment, franchises and property of every description, now owned or hereafter acquired. The bonds are dated August 5, 1881; are payable July 1, 1931; and bear interest at the rate of 5 per cent per annum, payable semi-annually, January 1 and July 1; both principal and interest payable in the city of New York, in gold coin of the United States of the present standard of weight and fineness, or at the option of the bearer of the coupon bonds, their principal and interest are payable at the agency of the company in the city of London in sterling money of Great Britain. The coupon bonds are of $1,000, or £200 sterling, each, and are convertible in the city of New York into registered certificates of $1,000, $5,000 and $10,000 each, the principal and interest of which are payable in New York in gold coin of the United States. The United States Trust Company of New York is the trustee for the bondholders. By reference to the trustee's certificate hereto attached, it is shown that $30,250,000 of these bonds have been issued and sold to subscribers up to this date." * * * BUTCE

Directors.—Horace Porter, R. T. Wilson, John W. Ellis, Charles Paine, H. Victor Newcomb, Frederick Billings, Henry K. McHarg, Henry Villard, Charles Lanier, C. F. Woerishoffer, John J. McCook, George M. Pullman, Theodore Houston.

President—Horace Porter. Principal Offices—Mills Building, New York City.

Northern Pacific—Union Pacific.—For the past few days there have been several meetings in this city of the officers of the Northern Pacific Railway Company and the Oregon Railway & Navigation Company on the one side, and the Union Pacific Railway Company on the other, with the view of arranging through rates, and arrangements dividing territory and harmonizing interests in the various commercial territories jointly reached by the two systems. A final meeting yesterday resulted in a satisfactory arrangement to both companies, covering a term of years, the chief points of which are substantially as follows:

First—Upon completion of the Northern Pacific Railroad to Little Blackfoot, Montana Ter., a point about forty-eight miles west of Helena, where it intersects the Utah Northern, and which point will be reached some time in July, the Northern Pacific Railroad will lay a third rail between Helena and Little Blackfoot. The Utah Northern will also lay a third rail between Little Blackfoot and Butte City, thus giving to each line a through rail connection to the most important cities of Montana.

The distance from Chicago to Helena by the way of the Northern Pacific Railroad will be	1,563 miles.
By the Union Pacific	1,931 "
The distance from Chicago to Butte by the Northern Pacific will be	1,648 "
By the Union Pacific	1,858 "

Second—The Oregon Short Line will be extended to Snake River, where it will be met by the Oregon Railway & Navigation Company, and where business of the Pacific Coast will be interchanged.

Third—Upon the junction of the Oregon Short Line with the Oregon Railway & Navigation Company at Snake River, freight between the Pacific Coast and Salt Lake will be interchanged by the new route.

Fourth—Freight between Colorado and the Pacific Coast will also be interchanged by the new route.

Fifth—Rates between all Eastern points and Portland, Oregon, will be the same as between the same Eastern points and San Francisco.

Sixth—Rates of freight between Pacific Coast and points in Montana will be the same as rates from St. Paul.

The opening of the Northern Pacific Road into Montana will make a large reduction in the rates of freight and fare to all important points in that Territory. There will also be a large saving in distance, and consequently a corresponding saving in time.—*Evening Post, Feb.* 16.

Ohio & Mississippi.—John M. Douglas, Receiver of the O. & M. Railroad, has filed with the United States Court his report for the month of January, 1883. It is as follows:

RECEIPTS.	1883.	1882.
Cash on hand January 1	$284,148	$304,101
From station agents	432,874	350,235
Conductors	9,800	6,729
Individuals, railroad companies, &c	56,529	41,147
Express companies	912	1,871
General Post-office Department	25,031	21,645
Total	$813,297	$725,730

DISBURSEMENTS.		
Vouchers prior to Nov. 18, 1876	$	$7,855
New equipment		62,650
Vouchers subsequent to Nov. 17, 1876	299,303	240,804
Coupon account	240,000	230,088
Interest	1,200	
Pay-rolls	152,897	139,783
Arrearages	471	460
Cash on hand February 1	119,425	44,088
Total	$813,297	$725,730

Philadelphia & Reading.—A decree was made by the United States Circuit Court in Philadelphia, Feb. 14, for the eventual discharge of the receivership of the Philadelphia & Reading Railroad upon the application of the managers and receivers of the company, which met with no opposition. This was simply the inauguration of the proceedings. The petition upon which the order was made asked permission to create a car trust of $2,000,000 to be vested in the new Union Trust Company as trustee, and further, when the proceeds of this trust liquidated the outstanding receiver's certificates, amounting to $2,054,457, that then the receivership might be terminated. The rolling stock to be transferred to the car trust is valued at $2,276,784, and the car trust certificates are to be redeemable $200,000 annually for ten years, the annual rate of interest being six per cent. The plaintiffs in the original suits, the Farmers & Mechanics' Bank and the heirs of Moses Taylor, deceased, announced their concurrence in the proceeding, and that if the petition was granted they would discontinue their respective suits. The essential part of the order was as follows:

"It is ordered, adjudged and decreed that the receivers surrender, transfer and hand over to the trustee named by the said corporation in its petition, the locomotives, cars, rolling stock and equipments described and enumerated in the schedule annexed to the petition, to be held by the said trustee upon the terms, conditions, limitations and trusts therein set forth, in the form of car trust herewith submitted, upon the amount due upon the said outstanding receivers' certificates being provided for either by the surrender of the said certificates to the receivers or by the deposit with the receivers of the cash due upon them, or partly in one way and partly in another.

"And thereupon, and on further provisions being made adequate and satisfactory to said receivers for their protection against all contingent and outstanding liabilities, the said receivers are further ordered and decreed to surrender, transfer and hand over to the said Philadelphia & Reading Railroad Company and to the said Philadelphia & Reading Coal & Iron Company all the property of the said companies, real and personal, now in their possession or under their control, except such as is transferred to the trustee in the said car trust as aforesaid, and the said corporations defendants are ordered to pay and discharge all lawful debts incurred by the said receivers in operating the said railroad and leased lines of the Philadelphia & Reading Railroad Company, and in conducting the mining operations of the said coal and iron company, and to indemnify and save harmless the said receivers against all claims, demands or liabilities lawfully incurred by them in the administration of the trust; and for the purpose of completing the settlement of the accounts of the current business down to the time of transfer, and of enforcing, if necessary, the payment of the debts and charges hereby ordered to be paid, the Court retains jurisdiction of these causes until the further order of the Court, and the filing of the report by the Master as to the completion of said surrender and transfer of possession, and any question arising in connection with the winding up of said trust may be brought summarily to the attention of the Court by the said corporations defendants or the receivers, by petition as heretofore.

"It is further ordered that the injunction herefore granted against the said corporations be and the same is hereby dissolved."

Railroad Construction (New.)—The latest information of the completion of track on new railroad is as follows:

Georgia Pacific.—The track from Anniston, Ala., has been extended east 7 miles. Track is laid also on the Air Line connection near Atlanta, Ga., 4 miles.

Meherrin Valley.—Completed from Margarettsville, N. C., northwest to Warrens, Va., 4 miles.

Natchez Red River & Texas.—Extended west to Cross Bayou, La., 3½ miles.

Norfolk & Western.—The New River division is completed to a point 68 miles northwest from New River, Va., an extension of 9 miles.

Pensacola & Atlantic.—Completed by laying track from Ponce de Leon, Florida, east to the Choctawhatchie River, 8 miles, and from Marianna, Fla., west 17 miles.

Union Pacific.—Track on the Oregon Short Line is extended from Kinama, Idaho, west to Shoshone, 32 miles.

This is a total of 84½ miles, making 163 miles thus far reported for 1883, against 311 miles reported at the corresponding time in 1882 and 173 miles in 1881. The weather thus far this year has not been favorable for tracklaying.—*Railroad Gazette.*

St. Louis & San Francisco.—This company has had listed on the Board, its general mortgage, fifty years 6 per cent gold bonds, payable in 1931, Nos. 1 to 5,000, $5,000,000. The application says that:

By the terms of the instruments the amount of the bonds intended to be secured thereby is designated at $30,000,000; although for the time being an issue thereunder in excess of $25,000,000 is not authorized. It is expressly provided that $17,261,000 of the bonds shall be set apart, appropriated and used for the purpose of retiring or providing for, by exchange or otherwise, other and prior bonded indebtedness for which the company is liable. The $5,000,000 of bonds now listed are for the purposes of construction and equipment designated in the mortgage as follows: (1) Extension of main line from Pacific to and into St. Louis, a distance of thirty-five miles, and to Carondelet, including the purchase and acquisition of a large amount of real estate in St. Louis for necessary station, depot and terminal facilities; the appropriation of bonds for these purposes being in the aggregate not to exceed $3,500,000; (2) the line from Fayetteville to Fort Smith, Ark., a distance of about sixty-five miles, the appropriation of bonds for this purpose being not to exceed $1,950,000, or at the rate not to exceed $30,000 per mile; (3) the line from Joplin, Mo., to Galena, Kansas, a distance of ten miles, the appropriation of bonds for this purpose being in the aggregate $150,000, or at the rate of $15,000 per mile; (4) a line from Springfield, Mo., on our main line, in a southerly direction for a distance, at this time, of about thirty-five miles. This work was undertaken subsequent to the date of the mortgage, and is known and designated as the White River Branch.

Western Union Telegraph.—Mutual Union.—The difficulties between these companies have been settled by the formal execution of a lease of the property of the Mutual Union to the Western Union. The Western Union has power to lease and there remains only the formality of submitting the lease to the approval of the Mutual Union stockholders. The officers of the company say, however, that this is a mere matter of form, as the approval is assured. The terms of the contract, as announced from official sources, are substantially as follows: The Western Union Company assumes virtually a perpetual lease of the property of the Mutual Union Company. The term mentioned in the contract is 999 years. In consideration the lessor company promises to pay to the Mutual Union sums amounting to $500,000 a year. Of this amount $300,000 is to be devoted to the payment of six per cent interest on the $5,000,000 mortgage bonds of the Mutual Union, $50,000 is to be placed every year in a sinking fund to be used in taking up these bonds as they fall due, and the remaining $150,000 is to be used in paying a dividend of 1½ per cent on the $10,000,000 of Mutual Union stock. Each party to the agreement promises to withdraw whatever suits may be pending against the other, in its own name or in that of any of its stockholders. The Western Union Company assumes full control of the Mutual Union lines, promises to pay running expenses and make necessary repairs and improvements, and binds itself to carry out all the existing contracts of the Mutual Union, including those made with bankers in New York and other cities, for wires leased on several years' contracts.

—Mr. Josiah C. Reiff, a Western Union stockholder, who formally protested against the lease on the ground that it was prejudicial to the interests of that company, secured an injunction from the Superior Court restraining the consummation of the contract. The order of the Court was issued and served on the Western Union officers, but it was claimed that the transfer of the property of the leased line had been made before the service of this order.

—The fifty-fourth dividend of the Homestake Mining Company, amounting to $50,000, is announced, payable at the office of the transfer agents, Messrs. Lounsbery & Haggin, 18 Wall street.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, FEB. 16, 1883.

There is nothing especially new affecting business matters for the past week. The floods in the Ohio Valley have continued, doing great damage to property and causing some loss of life. Other tributaries to the Mississippi have risen rapidly, and a serious overflow in the Mississippi Valley is now threatened. The progress of the revised tariff bill before Congress has been slow, and final results are very doubtful. The weather is not good, and general trade remains quiet.

There has been a large speculation in lard. Pork has also been more active. All prices have been advanced in sympathy with the Chicago advices. The stormy weather at the West and the snow blockades have diminished the receipts from all interior points. To-day mess pork was quoted here at $19 25; April options realized $19 30; May $19 50. Bacon sold to-day at 10c. for long and short clear together. Beef hams ruled at $21 for Western. Beef was quiet and unchanged at $25@$27 for city extra India mess. Lard was active and higher; prime Western sold on the spot at 11·62½c. and closed at 11·65c.; refined to the Continent 11·70c.; contract Western for March sold at 11·62@11·67c.; April 11·72@11·82c.; May 11·80@11·92c.; June 11·83@11·92c.; July 11·92c.; August 11·96c. The market closed firm at 11·79c. for March, 11·89c. for April, 12c. for May, 12·02c. for June and 12·03c. for July. Butter and cheese have been less active and prices show some irregularity. Tallow was about steady at 8¼c. for prime. Stearine is quiet; prime 11⅝@11¾c.; oleomargarine 10c.

Rio coffee has been active on speculation at irregular prices, now advancing sharply and now declining quite as noticeably. The closing prices are 85 to 90 points under those of a week ago. March sold to-day at 7c., April at 7·10c., May at 7·20c., June at 7·25c., July at 7·45c. and November at 7·75c. Little trade has been done on the spot, and fair cargoes, after being quoted as high as 9¾c., have fallen to 8¾c. at the close, and this price merely a nominal one in the absence of business. Mild grades have been much less active and more or less depressed. The floods in the West have had a bad effect on the jobbing trade in coffee. Spices have still been quiet. Foreign fruits have been quiet and without marked change in dried, though green fruits are plentiful and rather weak. Tea has been steady at the auction sales, and has sold to a fair extent at private sale at prices showing no material change. Molasses has been rather quiet as a rule, but New Orleans was in better demand to-day, and firm, especially for the better grades, which were scarce. Raw sugar has been firmer, owing to an advance in refined, and at one time fair refining was quoted at as high as 7c., but at the close, with the market dull, that grade was quoted at nominally 6 15-16c. Refined sugar has been in better demand at an advance, but closed quiet; crushed was quoted to-day at 9⅛c., powdered at 8⅞@9c., granulated at 8¾c. and standard "A" at 8⅝c.

Kentucky tobacco has been fairly active. Sales for the week 220 hhds. for export and 122 hhds. for consumption—total, 342 hhds. Prices are unchanged: lugs, 5½@6¾c.; leaf, 7@10½c. Seed leaf has remained dull; sales for the week are only 800 cases, as follows: 100 cases 1881 crop New England 13@25c.; 100 cases 1831 crop State private terms; 250 cases 1880 crop Pennsylvania 6½@18c., and 350 cases 1880–81 crops Ohio 5⅛@6¼c.; also, 400 bales Havana 88c.@$1 15

Rosins have had a large export movement to the Continental ports, owing entirely to the reduced rates for freight room; fully 10,000 bbls. have been shipped, mainly to Amsterdam, at 1s. 6d.; strained is quoted at $1 65; good do. $1 70. Spirits turpentine is weaker at 53½c. for Southerns in yard. Refined petroleum for export is quiet at 7¾c. for 110, and 7⅞c. for 70, test; crude certificates have been depressed, but recovered at the close from $1 00½ to $1 02⅞ and then fell off to $1 01⅝@$1 01¾. Ingot copper quiet at 18c. for Lake; Arizona 17c.; Baltimore 16½c. Hops are reported steady at 90@95c. for the best new State; a country dealer was here to-day and bought 125 bales at 90c.

Ocean freight room has been quiet for berth tonnage and rates are irregular and slightly weak at the close. Charter room, as a rule, has remained steady. Grain to Liverpool by steam quoted 6@6¼d.; flour was taken at 20s. per ton; provisions 30@35s.; cheese 35@40s.; cotton 11-64@3-16d.; grain to London by steam quoted 6d.; do. to Glasgow by steam 6½d.; do. to Avon-Mouth by steam 6½d.; do. to Antwerp 5d.; do. to Amsterdam 9c.; do. to Rotterdam 11c.; do. to Havre 14c; grain to Cork for orders by sail quoted 5s. 4½d. per qr.; refined petroleum to Antwerp taken at 3s. 1½d.; do. to Hamburg 3s. 6d.; crude do. to Bremen 3s. 4½d.; residuum to the United Kingdom 3s. 9d.

COTTON.

FRIDAY, P. M., February 16, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Feb. 16) the total receipts have reached 146,130 bales, against 165,868 bales last week, 171,316 bales the previous week and 136,400 bales three weeks since; making the total receipts since the 1st of September, 1882, 4,631,945 bales, against 3,946,348 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 685,597 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	1,903	2,716	2,197	4,795	1,531	4,073	17,265
Indianola, &c.	....	....	....	....	....	135	135
New Orleans	4,439	7,739	12,936	4,845	8,607	7,684	46,250
Mobile	793	923	1,437	2,203	508	564	6,428
Florida	....	....	....	....	....	609	609
Savannah	2,723	3,000	1,611	3,809	2,853	2,356	16,352
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	2,325	3,163	1,890	1,798	2,674	1,167	13,017
Pt. Royal, &c.	....	....	....	....	....	200	200
Wilmington	732	890	772	788	535	322	4,039
Moreh'd C., &c	....	....	....	....	....	1,450	1,450
Norfolk	3,351	4,069	2,905	3,294	3,000	3,000	19,619
West Point, &c	....	....	....	....	....	6,668	6,668
New York	1,090	1,091	1,751	979	431	475	5,820
Boston	988	874	597	550	796	1,073	4,878
Baltimore	....	....	....	....	....	1,321	1,321
Philadelp'a, &c.	386	679	503	89	215	207	2,079
Totals this week	18,730	25,147	26,599	23,150	21,200	31,301	146,130

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last year.

Receipts to Feb 16	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883.	1882.
Galveston	17,265	637,882	5,466	365,008	84,260	74,128
Indianola, &c.	135	15,139	105	12,972	.....	.....
New Orleans	46,250	1,263,439	21,241	1,042,524	335,727	368,956
Mobile	6,428	275,391	3,465	224,912	48,025	39,439
Florida	609	13,573	252	25,024	.....	2,226
Savannah	16,352	683,917	8,836	646,631	84,368	86,611
Brunsw'k, &c	.....	5,508	.....	6,824	.....	.....
Charleston	13,017	483,576	6,219	437,771	78,421	61,237
Pt. Royal, &c.	200	14,273	1,371	20,785	1,510	3,512
Wilmington	4,039	113,045	1,400	122,213	17,440	6,648
M'head C., &c	1,450	17,377	838	21,305	.....	.....
Norfolk	19,619	623,065	12,299	503,923	67,033	52,374
West Point, &c	6,668	179,767	2,603	166,257	.....	.....
New York	5,820	106,716	3,199	127,461	164,243	348,557
Boston	4,878	115,147	4,025	155,456	4,650	9,827
Baltimore	1,321	36,116	60	17,918	30,063	33,038
Philadelp'a, &c.	2,079	47,984	649	49,314	9,603	18,156
Total	146,130	4,631,945	72,031	3,946,348	925,343	1,109,709

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	17,400	5,571	19,109	9,984	15,534	8,671
New Orleans.	46,250	21,244	57,779	46,864	55,979	44,860
Mobile	6,428	3,465	7,323	7,497	8,048	11,096
Savannah	16,352	8,836	13,847	15,626	12,191	9,708
Charl'st'n, &c	13,217	7,590	16,402	8,094	8,890	7,812
Wilm'gt'n, &c	5,489	2,238	1,751	991	2,039	2,328
Norfolk, &c.	26,287	11,902	16,966	15,543	14,374	12,282
All others	14,707	8,185	13,362	10,708	17,223	12,979
Tot. this w'k.	146,130	72,031	146,539	115,307	134,328	109,736
Since Sept. 1.	4631,945	3946,348	4396,806	4093,825	3726,517	3484,705

Galveston includes Indianola; Charleston includes Port Royal, &c. Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c

The exports for the week ending this evening reach a total of 102,051 bales, of which 59,167 were to Great Britain, 10,538 to France and 32,346 to the rest of the Continent, while the stocks as made up this evening are now 925,343 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Feb. 16. Exported to—				From Sept. 1, 1882, to Feb. 16, 1883. Exported to—			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	11,965	.....	5,886	17,851	243,360	30,506	100,413	374,279
New Orleans	23,639	9,513	7,818	41,000	561,102	189,352	251,629	1,002,033
Mobile	.....	.....	.....	.....	15,240	3,000	.....	18,240
Florida	.....	.....	.....	.....	.....	.....	.....	.....
Savannah	2,509	.....	7,662	10,171	88,939	25,658	191,383	305,980
Charleston*	.....	.....	6,661	6,661	104,154	22,472	136,428	263,054
Wilmington	.....	.....	.....	.....	41,891	.....	1,500	43,391
Norfolk†	4,903	.....	2,700	7,603	308,675	.....	10,239	318,902
New York	8,195	995	2,219	11,403	307,321	20,991	104,427	434,739
Boston	3,801	.....	.....	3,801	98,538	.....	343	98,881
Baltimore	2,060	.....	.....	2,060	109,361	1,789	31,807	142,957
Philadelp'a, &c	2,595	.....	.....	2,595	48,595	.....	1,688	50,283
Total	59,167	10,538	32,346	102,051	1,927,174	293,768	831,847	3,052,789
Total 1881-82	58,793	536	10,389	69,918	1,389,924	245,798	526,352	2,162,078

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

Feb. 16, at—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans	24,457	14,411	34,183	1,112	74,163	261,564
Mobile	8,300	2,300	1,200	1,500	13,300	34,725
Charleston	6,405	1,825	8,957	900	18,087	60,334
Savannah	2,100	3,100	11,500	3,200	19,900	64,468
Galveston	9,283	1,479	13,909	8,821	33,492	50,768
Norfolk	15,325	None.	1,600	1,600	18,525	48,508
New York	4,900	200	1,050	None.	6,150	158,093
Other ports	3,000	None.	1,000	None.	4,000	59,266
Total 1883	73,770	23,315	73,399	17,133	187,617	737,726
Total 1882	64,732	5,708	66,914	6,010	143,364	966,345
Total 1881	95,491	30,315	59,028	10,023	194,857	648,692

The speculation in cotton for future delivery has been only moderately active the past week. The tendency of values on Saturday and Tuesday was downward, and Monday and Wednesday they were only slightly dearer. But on Thursday the indications of a serious overflow of the Mississippi River caused a demand to cover contracts and generally an improved tone, in the face of dull foreign advices and comparatively free receipts at the ports. To-day the market was quiet and weak. Cotton on the spot declined 1-16c. on Wednesday and recovered it on Thursday. There has been a fair business for home consumption, and an increased quantity taken for speculation. To-day there was no change, middling uplands closing at 10¼c.

The total sales for forward delivery for the week are 310,000 bales. For immediate delivery the total sales foot up this week 4,350 bales, including —— for export, 3,090 for consumption, 1,260 for speculation and —— in transit. Of the above, 1,475 bales were to arrive. The following are the official quotations for each day of the past week.

Feb. 10 to Feb. 16.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y.	7 9/16	7 9/16	7 9/16	7 7/8	7 7/8	7 7/8	7 7/8	7 7/8	7 7/8
Strict Ord.	8	8	8	8 5/16	8 5/16	8 5/16	8 5/16	8 5/16	8 5/16
Good Ord.	8 13/16	8 13/16	8 13/16	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8
Str. G'd Ord	9 1/4	9 1/4	9 1/4	9 9/16	9 9/16	9 9/16	9 9/16	9 9/16	9 9/16
Low Midd'g	9 3/4	9 3/4	9 3/4	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16
Str. L'w Mid	10 1/16	10 1/16	10 1/16	10 5/16	10 5/16	10 5/16	10 5/16	10 5/16	10 5/16
Middling	10 1/4	10 1/4	10 1/4	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Good Mid.	10 9/16	10 9/16	10 9/16	10 13/16	10 13/16	10 13/16	10 13/16	10 13/16	10 13/16
Str. G'd Mid	10 13/16	10 13/16	10 13/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16
Midd'g Fair	11 5/16	11 5/16	11 5/16	11 9/16	11 9/16	11 9/16	11 9/16	11 9/16	11 9/16
Fair	12 1/16	12 1/16	12 1/16	12 5/16	12 5/16	12 5/16	12 5/16	12 5/16	12 5/16

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y.	7 1/2	7 9/16	7 9/16	7 13/16	7 7/8	7 7/8	7 13/16	7 7/8	7 7/8
Strict Ord.	7 15/16	8	8	8 1/4	8 5/16	8 5/16	8 1/4	8 5/16	8 5/16
Good Ord.	8 3/4	8 13/16	8 13/16	9 1/16	9 1/8	9 1/8	9 1/16	9 1/8	9 1/8
Str. G'd Ord	9 3/16	9 1/4	9 1/4	9 1/2	9 9/16	9 9/16	9 1/2	9 9/16	9 9/16
Low Midd'g	9 11/16	9 3/4	9 3/4	10	10 1/16	10 1/16	10	10 1/16	10 1/16
Str. L'w Mid	10	10 1/16	10 1/16	10 1/4	10 5/16	10 5/16	10 1/4	10 5/16	10 5/16
Middling	10 3/16	10 1/4	10 1/4	10 7/16	10 1/2	10 1/2	10 7/16	10 1/2	10 1/2
Good Mid.	10 1/2	10 9/16	10 9/16	10 3/4	10 13/16	10 13/16	10 3/4	10 13/16	10 13/16
Str. G'd Mid	10 3/4	10 13/16	10 13/16	11	11 1/16	11 1/16	11	11 1/16	11 1/16
Midd'g Fair	11 1/4	11 5/16	11 5/16	11 1/2	11 9/16	11 9/16	11 1/2	11 9/16	11 9/16
Fair	12	12 1/16	12 1/16	12 1/4	12 5/16	12 5/16	12 1/4	12 5/16	12 5/16

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary	7 3/16	7 3/16	7 3/16	7 1/2	7 3/16	7 3/16
Strict Good Ordinary	8	8	8	7 15/16	8	8
Low Middling	8 11/16	8 11/16	8 11/16	8 5/8	8 11/16	8 11/16
Middling	9 1/2	9 1/2	9 1/2	9 7/16	9 1/2	9 1/2

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Ex-port.	Con-sump.	Spec-ul'tn	Tran-sit.	Total.	Sales.	Deliv-eries.
Sat.	Quiet	....	625	....	....	625	74,200	300
Mon.	Quiet and easy	....	617	....	....	617	43,200	500
Tues.	Dull and easier	....	516	2 0	....	716	37,700	300
Wed.	Quiet at 1/16 dec.	....	528	500	....	1,028	61,200	300
Thurs	Firm at 1/16 adv.	....	446	360	....	806	52,100	400
Fri.	Quiet	....	358	200	....	558	41,600	400
Total		....	3 090	1,260	....	4 350	310.000	2,200

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

Towns.	Movement to Feb. 16, 1883. Receipts. This week.	Since Sept. 1, '82.	Shipm'ts. This week.	Stock Feb. 16	Movement to Feb. 17, 1882. Receipts. This week.	Since Sept. 1, '81.	Shipm'ts. This week.	Stock Feb. 17.
Augusta, Ga.	4,931	155,527	4,719	24,968	2,068	149,044	2,151	27,734
Columbus, Ga.	2,177	96,731	2,461	16,170	848	96,360	2,612	18,748
Macon, Ga.	1,067	53,356	1,425	6,724	422	57,406	614	9,249
Montgomery, Ala.	1,729	123,321	2,448	9,713	389	91,251	487	11,281
Selma, Ala.	1,332	92,155	1,287	8,855	402	69,823	939	7,290
Memphis, Tenn.	1,369	40,037	11,929	29,678	3,865	296,985	5,149	90,312
Nashville, Tenn.	1,107	37,124	1,655	7,718	634	48,594	191	18,168
Dallas, Tex.	604	34,532	1,556	140	140	24,388	112	1,352
Jefferson, Tex.	110	22,882	120	11	11	12,624	43	1,291
Shreveport, La.	2,166	74,923	2,074	1,029	1,029	56,019	1,434	11,958
Vicksburg, Miss.	4,177	90,347	4,364	9,007	2,542	123,148	3,792	7,712
Columbus, Miss.	496	35,141	1,483	4,080	231	26,320	637	5,845
Eufaula, Ala.	856	30,916	1,020	5,964	408	46,566	933	5,484
Griffin, Ga.	926	24,437	777	1,168	215	30,200	263	3,346
Atlanta, Ga.	2,662	125,367	2,915	25,937	1,394	112,276	1,721	3,097
Rome, Ga.	2,372	72,869	3,076	16,048	866	75,117	328	500
Charlotte, N. C.	1,689	30,768	1,989	1,200	328	22,555	5,888	5,209
St. Louis, Mo.	5,385	348,435	10,304	62,108	3,585	314,672	3,635	79,078
Cincinnati, O.	1,405	242,440	2,174	5,948	8,385	271,254	8,232	9,317
Total, old towns	42,660	2,119,603	57,884	295,001	27,591	1,923,607	42,014	336,911
Newberry, S. C.	515	19,003	515	200	250	13,579	280	548
Raleigh, N. C.	919	39,575	962	2,974	298	49,515	451	4,940
Petersburg, Va.	650	18,132	2,562	2,562	368	23,304	93	5,209
Louisville, Ky.	712	25,711	497	603	251	23,959	184	7,167
Little Rock, Ark.	969	42,060	5,606	5,606	256	23,206	37	2,721
Brenham, Tex.	237	29,476	3,133	688	43	20,959	520	574
Houston, Tex.	12,332	606,550	213	1,460	4,983	355,822	4,127	13,784
Total, new towns	16,334	780,507	17,896	14,420	6,349	510,343	5,687	42,014
Total, all	58,994	2,900,115	75,782	326,796	33,940	2,433,950	47,701	372,454

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 15,224 bales, and are to-night 41,910 bales *less* than at the same period last year. The receipts at the same towns have been 15,069 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 466,165 bales *more* than for the same time in 1881-2.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Feb. 16), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	886,000	700,000	718,000	463,000
Stock at London.....	75,600	43,000	47,300	33,519
Total Great Britain stock	961,600	743,000	765,300	496,519
Stock at Hamburg.....	4,300	2,400	3,500	3,000
Stock at Bremen.....	38,000	39,200	29,100	19,620
Stock at Amsterdam.....	19,000	16,600	30,000	25,400
Stock at Rotterdam.....	1,600	516	1,080	1,002
Stock at Antwerp.....	800	1,100	884	600
Stock at Havre.....	159,000	151,000	137,000	43,670
Stock at Marseilles.....	4,100	3,040	4,580	1,182
Stock at Barcelona.....	43,000	38,000	29,300	18,784
Stock at Genoa.....	8,100	3,500	3,000	1,500
Stock at Trieste.....	4,200	4,330	3,910	917
Total continental stocks...	282,100	259,686	242,354	115,675
Total European stocks...	1,243,700	1,002,686	1,007,654	612,194
India cotton afloat for Europe.	169,000	234,000	144,000	97,725
Amer'n cotton afloat for Eur'pe	322,000	408,000	553,000	528,091
Egypt, Brazil, &c., afit for E'r'pe	56,000	47,000	28,000	39,442
Stock in United States ports ..	925,343	1,109,709	843,549	978,017
Stock in U. S. interior towns..	295,001	336,911	278,768	327,084
United States exports to-day..	14,000	5,800	22,000	17,000
Total visible supply.....	3,225,044	3,144,106	2,876,971	2,599,553
Of the above, the totals of American and other descriptions are as follows:				
American—				
Liverpool stock.....	633,000	497,000	556,000	348,000
Continental stocks.....	185,000	158,000	199,000	103,000
American afloat for Europe....	522,000	408,000	553,000	528,091
United States stock.....	925,343	1,109,709	843,549	978,017
United States interior stocks..	295,001	336,911	278,768	327,084
United States exports to-day..	14,000	5,800	22,000	17,000
Total American.....	2,574,344	2,515,420	2,445,317	2,301,192
East Indian, Brazil, &c.—				
Liverpool stock.....	253,000	203,000	162,000	115,000
London stock.....	75,600	43,000	47,300	33,519
Continental stocks.....	97,100	101,686	50,354	12,675
India afloat for Europe.....	169,000	234,000	144,000	97,725
Egypt, Brazil, &c., afloat..	56,000	47,000	28,000	39,442
Total East India, &c	650,700	628,686	431,654	298,361
Total American.....	2,574,344	2,515,420	2,445,317	2,301,192
Total visible supply.....	3,225,044	3,144,106	2,876,971	2,599,553
Price Mid. Upl., Liverpool	5⅝d.	6 7/16d.	6 7/16d.	7 9/16d.

☞ The imports into Continental ports this week have been 29,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 80,938 bales as compared with the same date of 1882, an *increase* of 348,073 bales as compared with the corres-

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.
Saturday, Feb. 10—	Easier.	Aver. 10·24	Aver. 10·35	Aver. 10·48	Aver. 10·62	Aver. 10·76	Aver. 10·88	Aver. 11·00	Aver. —·—	Aver. 10·33	Aver. 10·20	Aver. —·—	Aver. —·—
Sales, total.....	74,200	1,800	10,300	12,900	22,000	13,600	4,100	7,200	300	2,000	—	—	—
Prices paid (range)	10 20@11 02	10·22@10·25	10·33@10·36	10·47@10·50	10·61@10·64	10·73@10·78	10·87@10·90	10·98@11·02	— @ ——	10·32@10·34	10·20@ —	— @ ——	— @ ——
Closing.....	Quiet.	10·24—10·25	10·35— —	10·48—10·49	10·62—10·63	10·76—10·77	10·89—10·90	11·00—11·01	10·66—10·70	10·32—10·34	10·18—10·20	— @ ——	— @ ——
Monday, Feb. 12—	Quiet.	Aver. 10·20	Aver. 10·34	Aver. 10·46	Aver. 10·60	Aver. 10·75	Aver. 10·88	Aver. 10·98	Aver. —·—	Aver. 10·34	Aver. 10·18	Aver. —·—	Aver. —·—
Sales, total.....	43,200	400	3,600	6,100	6,400	6,200	200	4,200	900	100	900	— @ ——	— @ ——
Prices paid (range)	10 18@11 01	10·20@ —	10·32@10·36	10·44@10·49	10·57@10·63	10·72@10·77	10·86@10·90	10·97@11·01	— @ ——	— @10·34	10·18@10·20	— @ ——	— @ ——
Closing.....	Steady.	10·23—10·26	10·36—10·37	10·49—10·50	10·63— —	10·77— —	10·90— —	11·01— —	10·67—10·70	10·32—10·34	10·19—10·20	— @ ——	— @ ——
Tuesday, Feb. 13—	Lower.	Aver. 10·21	Aver. 10·34	Aver. 10·47	Aver. 10·60	Aver. 10·74	Aver. 10·87	Aver. 10·98	Aver. —·—	Aver. 10·34	Aver. 10·18	Aver. —·—	Aver. —·—
Sales, total.....	37,700	200	3,700	9,300	8,300	6,000	3,000	5,800	300	100	1,000	— @ ——	— @ ——
Prices paid (range)	10 17@11 01	— @10 21	10·31@10·36	10·44@10·46	10·57@10·63	10·72@10·77	10·85@10·90	10·96@11·01	— @10·67	— @10·29	10·17@10·20	— @ ——	— @ ——
Closing.....	Dull.	10·20—10·21	10·30—10·31	10·43—10·44	10·57—10·58	10·71—10·72	10·84—10·85	10·95—10·96	10·62—10·65	10·27—10·29	10·15—10·17	— @ ——	— @ ——
Wednesd'y, Feb. 14—	Variable.	Aver. 10·21	Aver. 10·29	Aver. 10·43	Aver. 10·57	Aver. 10·71	Aver. 10·85	Aver. 10·95	Aver. 10·60	Aver. 10·28	Aver. 10·15	Aver. —·—	Aver. —·—
Sales, total.....	61,200	500	11,300	20,200	12,800	4,800	3,200	4,200	500	100	1,700	— @ ——	— @ ——
Prices paid (range)	10 15@10 97	10·19@10·22	10·28@10·31	10·42@10·45	10·55@10·58	10·69@10·73	10·83@10·86	10·93@10·97	10·60@ —	10·28@ —	10·15@10·17	— @ ——	— @ ——
Closing.....	Firmer.	10·22—10·24	10·31—10·32	10·44—10·45	10·58—10·59	10·72—10·73	10·85—10·86	10·96—10·97	10·62—10·65	10·29—10·30	10·16—10·20	— @ ——	— @ ——
Thursday, Feb. 15—	Firmer.	Aver. 10·26	Aver. 10·35	Aver. 10·45	Aver. 10·62	Aver. 10·76	Aver. 10·90	Aver. 11·01	Aver. 10·66	Aver. 10·33	Aver. 10·20	Aver. —·—	Aver. —·—
Sales, total.....	52,100	500	3,900	14,300	12,200	8,000	2,600	5,200	100	500	5,500	— @ ——	— @ ——
Prices paid (range)	10 19@11 03	10·27@10·30	10·34@10·36	10·47@10·50	10·60@10·64	10·74@10·79	10·89@10·91	10·98@11·03	— @10·68	10·32@10·34	10·19@10·21	— @ ——	— @ ——
Closing.....	Steady.	10·27—10·28	10·34—10·35	10·47—10·48	10·61—10·62	10·75—10·76	10·89—10·90	11·00— —	10·67— —	10·33— —	10·20— —	— @ ——	— @ ——
Friday, Feb. 16—	Dull.	Aver. 10·24	Aver. 10·33	Aver. 10·45	Aver. 10·60	Aver. 10·74	Aver. 10·89	Aver. 10·98	Aver. 10·69	Aver. 10·34	Aver. 10·20	Aver. —·—	Aver. —·—
Sales, total.....	41,600	1,200	6,300	6,700	13,900	7,100	2,400	2,600	300	400	700	— @ ——	— @ ——
Prices paid (range)	10 19@11 00	10·22@10·28	10·31@10·34	10·44@10·47	10·53@10·62	10·72@10·75	10·86@10·89	10·96@11·00	10·63@10·67	10·33@10·35	10·19@10·20	— @ ——	— @ ——
Closing.....	Lower.	10·21—10·22	10·30—10·31	10·41— —	10·58— —	10·72—10·73	10·85—10·86	10·96— —	10·63—10·67	10·30—10·32	10·17—10·19	— @ ——	— @ ——
Total sales this week.	310,000	1,294,000	1,811,300	1,313,000	1,550,200	805,700	380,800	419,000	3,300	12,700	23,500	.....	.....
Average price, week.	12·947,900	10 23	10·33	10·46	10·60	10·74	10·98	10·98	10·66	10·32	10·19	.....	.....
Sales since Sep. 1, '82.		4,300	33,200	60,600	92,200	53,900	21,500	29,800	1,200	1,500	11,800	.....	.....

* Includes sales in September, 1882, for September 500,200; September-October for October, 815,600; September-November for November, 731,000; September-December for December, 1,097,400; September-January for January, 2,070,200.

Transferable Orders—Saturday, 10·25c.; Monday, 10·30c.; Tuesday 10·30c.; Wednesday, 10·25c.; Thursday, 10·30c.; Friday, 10·25c.
Short Notices for February—Saturday, 10·22c.

☞ We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week.

·13 pd. to exch. 2,000 Mar. for Apr.
·02 pd. to exch. 100 Feb. s. n. for regular.
·36 pd. to exch. 100 Feb. for May.
·28 pd. to exch. 300 April for June.
·14 pd. to exch. 100 Apr. for May.
·27 pd. to exch. 1,000 Mar. for May
·09 pd. to exch. 100 Feb. for Mar.
·14 pd. to exch. 100 Apr. for May.
·27 pd. to exch. 500 Mar. for May

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and

ponding date of 1881 and an *increase* of 625,491 bales as compared with 1880.

Quotations for Middling Cotton at Other Markets.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending Feb. 16.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	*Mon.*	*Tues.*	*Wednes.*	*Thurs.*	*Fri.*
Galveston....	10	10	10	10	10	10
New Orleans.	9 15/16	9 15/16	9 7/8	9 7/8	9 7/8	9 7/8
Mobile.....	9¾	9¾	9¾	9¾	9¾	9¾
Savannah....	9¾	....	....	9¾	9¾	9¾
Charleston...	10	10	10	10	10	10
Wilmington..	9¾	9¾	9¾	9¾	9¾	9¾
Norfolk.....	9 15/16	9 7/8	9 7/8	9 13/16	9 13/16	9 13/16
Boston.....	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Baltimore ..	10	10 1/8	10 1/8	10 1/16	10 1/16	10 1/8
Philadelphia.	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Augusta.....	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8
Memphis....	9¾	9¾	9¾	9¾	9¾	9¾
St. Louis.....	9¾	9¾	9¾	9¾	9¾	9¾
Cincinnati...	9 7/8	9 7/8	....	....	....	....
Louisville....	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8

Receipts from the Plantations.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	*Receipts at the Ports.*			*St'k at Interior Towns.*			*Rec'pts from Plant'ns*		
	'80-'81.	'81-'82.	'82-'83.	'80-'81.	'81-'82.	'82-'83.	'80-'81.	'81-'82.	'82-'83.
Dec. 1.....	218,341	222,170	255,097	287,717	393,080	375,700	211,582	242,196	271,622
" 8.....	243,137	238,844	247,017	303,003	415,599	391,376	258,423	261,357	262,693
" 15.. ..	238,490	241,570	262,015	336 852	447.539	399,528	272,319	271,513	270,167
" 22. ...	237,080	203,855	258,170	353,487	457,024	386,993	254,635	218,343	295,635
" 29.....	193,435	200,624	251,923	383,025	466,566	379,855	205,973	210,186	294,7-5
Jan. 5.....	110,735	152,429	224,937	337,664	453,659	383,647	85,374	139,502	228 789
" 12	129,604	114,868	175,382	309,550	435,050	380,248	101,490	96,259	171,983
" 19.....	133,879	99,990	150,390	300,232	419,043	367,967	138,591	83,083	133,109
" 26.....	125,070	92,081	136,400	306,321	400,986	350,749	122,129	74,024	119,182
Feb. 2.	147,129	95,057	171,316	317,866	390,019	347,523	158,674	84.090	168,090
" 9.....	133,723	88,779	165,368	313,837	389,528	343,584	129,694	77,288	161,929
" 16.....	146,539	72,031	146,130	312,555	372,451	326,796	145,252	63,957	129.343

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 4,942,256 bales; in 1881-82 were 4,273,377 bales; in 1880-81 were 4,670,518 bales.

2. That, although the receipts at the out-ports the past week were 146,130 bales, the actual movement from plantations was only 129,342 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 63,957 bales and for 1881 they were 145,252 bales.

Amount of Cotton in sight February 16.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to February 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to Feb. 16	4,631,945	3,946,348	4,396,806	4,098,825
Interior stocks on Feb. 16 in excess of September 1.....	310,311	327.029	273,712	333,437
Tot. receipts from plantat'ns	4,942.256	4,273,377	4,670,518	4,432,262
Net overland to February 1...	472,320	337,278	374,919	400,534
Southern consumpt'n to Feb. 1	160,000	125,000	110,000	100,000
Total in sight February 16 ..	5,574,576	4,735,655	5,155,437	4,932,796

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 838,921 bales, as compared with 1880-81 is 419,139 bales and with 1879-80, 641,780 bales.

Weather Reports by Telegraph.—In Texas conditions are still somewhat unfavorable, but elsewhere the weather has in general been favorable. The Mississippi is within three feet of the danger line at Memphis.

Galveston, Texas.—We have had drizzles on two days of the week, but as the week closes there is a favorable change in the weather. The rainfall reached five hundredths of an inch. The ground is too wet and the roads too bad to do anything anywhere in the State. Average thermometer 58, highest 73, lowest 42.

Indianola, Texas.—It has rained (drizzles) on three days of the week, the rainfall reaching eleven hundredths of an inch. The thermometer has ranged from 35 to 77, averaging 62.

Dallas, Texas.—We have had rain on three days of the week, the rainfall reaching one inch. The thermometer has averaged 55, ranging from 34 to 75.

Brenham, Texas.—It has been showery on two days of the week, the rainfall reaching fifteen hundredths of an inch. The thermometer has averaged 62, the highest being 81 and the lowest 42.

Palestine, Texas.—We have had hard rain on six days of the week, the rainfall reaching one inch and seventy hundredths. The roads are impassable and work is impossible. The thermometer has ranged from 37 to 77, averaging 57.

Huntsville, Texas.—We have had no rain during the week, but it is still too cloudy and wet for work. Average thermometer 61, higest 80 and lowest 41.

Weatherford, Texas.—It has rained on three days of the week, the rainfall reaching one inch. The ground is boggy and slushy. Average thermometer 54, highest 75 and lowest 34.

Belton, Texas.—We have had hard showers on two days of the week; dry weather is wanted. The thermometer has averaged 57, the highest being 76 and the lowest 38, and the rain fall reached one inch.

Luling, Texas.—We have had drizzles on two days of the week, but there is a favorable change at the close. The rainfall reached ten hundredths of an inch. The thermometer has ranged from 41 to 78, averaging 60.

New Orleans, Louisiana.—We have had no rain during the week. The thermometer has averaged 64.

Shreveport, Louisiana.—The weather has been cloudy during the week, with almost incessant light rains, the rainfall reaching two inches and fifty-eight hundredths. But little cotton is coming in, owing to the heavy condition of the roads. The thermometer has ranged from 46 to 77.

Vicksburg, Mississippi.—We have had warm, cloudy, sultry and wet weather during the week, with rain on two days.

Columbus, Mississippi.—It has rained on three days of the week, the rainfall reaching one inch and fifty-two hundredths.

Little Rock, Arkansas.—Telegram not received.

Memphis, Tennessee.—The weather has been warm, sultry and wet during the week, rain having fallen on every day. The rainfall reached two inches and fifty hundredths. The roads are almost impassable, and marketing during the greater part of the week was virtually suspended. The river is now but about three feet below the danger line at this point, and a serious overflow is threatened in the valley. The thermometer has averaged 50, the highest being 77 and the lowest 32.

Nashville, Tennessee.—We have had rain on four days of the week, the rainfall reaching one inch and fifty-one hundredths. The thermometer has ranged from 33 to 75, averaging 49.

Mobile, Alabama.—With the exception of a shower on one day the weather has been pleasant during the week. The rainfall reached but three hundredths of an inch. The thermometer has ranged from 47 to 77, averaging 66.

Montgomery, Alabama.—It has been warm and dry, but cloudy, during the week. The weather has been splendid for preparing lands. The thermometer has averaged 65, ranging from 48 to 79.

Selma, Alabama.—The weather has been warm and dry during the past week. The thermometer has ranged from 52 to 76, averaging 64.

Madison, Florida.—Telegram not received.

Macon, Georgia.—The weather has been warm and muggy during the week, with rain on one day. The thermometer has averaged 61, the highest being 74 and the lowest 44.

Columbus, Georgia.—We have had warm and dry weather all of the week. Average thermometer 68, highest 79 and lowest 55.

Savannah, Georgia.—It has rained on two days, and the remainder of the week has been pleasant. The rainfall reached one inch and twenty-one hundredths. The thermometer has averaged 56, the highest being 78 and the lowest 52.

Augusta, Georgia.—The weather has been warm during the week, with light rain on two days. The rainfall reached ten hundredths of an inch. The crop is being marketed freely. The thermometer has averaged 58, ranging from 48 to 77.

Atlanta, Georgia.—The weather has been warm and spring-like during the week, with rain on one day, the rainfall reaching fifty hundredths of an inch. Average thermometer 55, highest 74, lowest 42.

Charleston, South Carolina.—It has rained on one day of the week, the rainfall reaching forty-nine hundredths of an inch. The thermometer has ranged from 47 to 74, averaging 57.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock February 15, 1883, and February 16, 1882.

	Feb. 15, '83.		*Feb. 16, '82.*	
	Feet.	*Inch.*	*Feet.*	*Inch.*
New Orleans.....Below high-water mark	5	1	2	1
Memphis.....Above low-water mark.	30	7	35	2
Nashville.....Above low-water mark.	41	4	35	5
Shreveport.....Above low-water mark.	17	6	29	7
Vicksburg.....Above low-water mark.	35	7	44	0

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to February 15.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain	Continent.	Total.	This Week.	Since Jan. 1.
1883	5,000	19 000	24,000	52,000	100,000	152,000	55,000	266,000
1882	24,000	13.000	37,000	133.000	74,000	207,000	50.000	285.000
1881	13,000	3,000	16,000	40,000	64.000	104,000	30.000	169.000
1880	8,000	15,000	23.000	34,000	53,000	87,000	36,000	152,000

According to the foregoing, Bombay appears to show an *increase* compared with last year in the week's receipts of 5,000 bales, and a *decrease* in shipments of 13,000 bales, and the shipments since January 1 show a *decrease* of 55,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total
Calcutta—						
1883.....	7,000	2 000	9,000	36.000	7,000	43.000
1882.....	3,900	1,000	4,900	43,000	16,200	59,200
Madras—						
1883.....	1,000	.....	1,000	4,000	.....	4,000
1882.....	.....	2,000	2,000	2,600	2,000	4,600
All others—						
1883.....	1,500	.....	1,500	4,000	1,400	5,400
1882.....	5,300	4,100	9,400	8,100	4,300	12,400
Total all—						
1883	9.500	2,000	11,500	44,000	8.400	52,400
1882.....	9,200	7,100	16,300	53,700	22.500	76,200

The above totals for the week show that the movement from the ports other than Bombay is 4,800 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	24,000	152,000	37,000	207,000	16,000	104,000
All other p'rts.	11,500	52,400	16,300	76,200	17,000	85.500
Total.....	35,500	204,400	53,300	283,200	33,000	189.500

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, February 15.	1882-83.	1881-82.	1880-81.
Receipts (cantars*)—			
This week....	55,000	40,000	70,000
Since Sept. 1	2,081,000	2,572,000	2,430,000

	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1
Exports (bales)—						
To Liverpool.....	8,000	186,000	15,000	200,000	.....	165,000
To Continent	3,000	59,000	8,016	124,658	5,579	73,077
Total Europe.....	11,000	245,000	23,016	324,658	5,579	238,077

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Feb. 15 were 55,000 cantars and the shipments to all Europe were 11,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is quiet with limited business, at a slight reduction in prices for sheetings. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1882-83.					1881-82.				
	32s Cop. Twist.	8¼ lbs. Shirtings.			Cott'n Mid. Uplds	32s Cop. Twist.	8¼ lbs. Shirtings.			Cott'n Mid. Uplds
	d.	s.	d.	s.	d.	d.	s.	d.	s.	d.
Dec. 15	8 7/8 @ 9 1/2	6	3	@7	7 1/2	5 15/16	9 1/4 @10	6	6	@8	0	6 9/16
" 22	8 7/8 @ 9 1/2	6	1 1/2	@7	7 1/2	5 13/16	9 3/8 @10	6	6	@8	0	6 11/16
" 29	8 13/16 @ 9 7/16	6	1 1/2	@7	7 1/2	5 3/4	9 3/8 @10	6	6	@8	0	6 11/16
Jan. 5	8 3/4 @ 9 3/8	6	1	@7	7	5 11/16	9 3/8 @10	6	6	@8	0	6 9/16
" 12	8 5/8 @ 9 1/4	6	0	@7	6	5 11/16	9 3/8 @10	6	6	@8	0	6 11/16
" 19	8 5/8 @ 9 1/4	6	0	@7	4 1/2	5 5/8	9 1/2 @10	6	7 1/2	@8	0	6 3/4
" 26	8 3/4 @ 9 3/8	6	1	@ 7	6	5 5/8	9 1/2 @10	6	7 1/2	@8	0	6 5/8
Feb. 2	8 3/4 @ 9 5/8	6	0	@7	6	5 11/16	9 3/8 @10	6	6	@8	0	6 5/8
" 9	8 3/4 @ 9 5/8	6	0	@7	6	5 11/16	9 3/8 @10	6	6	@8	0	6 1/2
" 16	8 3/4 @ 9 1/2	5	11	@7	4 1/2	5 5/8	9 3/8 @ 9 7/8	6	5	@7	10 1/2	6 7/16

EXTENT OF COTTON CROP.—The following, from the Agricultural Department, was made public yesterday. It appears to figure up a result for the year of 6,835,000 bales, and from the present outlook we judge that that may now be taken as a minimum.

The Department of Agriculture reports the results of statistical returns relating to the comparative quality of the present cotton crop, progress of marketing, average date of close of picking, injuries by the caterpillar and boll worm, and quantity of product.

The returns of product in bales make an aggregate of over 6,800,000, distributed in thousands of bales as follows: Virginia, 24; North Carolina, 452; South Carolina, 616; Georgia, 920; Florida, 61; Alabama, 784; Mississippi, 1,042; Louisiana, 539; Texas, 1,326; Arkansas, 687; Tennessee, 337; Missouri, 25; other territory, 22.

The unusual length of the season for maturing is given very generally as an important factor of increasing production.

Late growth was so vigorous in portions of the area cultivated that much immature cotton was destroyed by the frost, notwithstanding the lateness of the season.

The returns are nearly unanimous in declaring the staple longer than usual, whiter and comparatively free from trash. A few report shorter staple. In parts of Georgia there was some loss of quality from storms, and the late picking of the Southwest was injured by frost and rain.

The quantity of lint produced in proportion to seed is reported greater than usual in half to two thirds of all returns, excepting in Virginia and Missouri, where a majority report the usual average yield. In very few counties is the rate of yield less than average.

The marketing of the crop is most advanced in Florida, Georgia and South Carolina, but one sixth remaining on hand at the end of 1882; in Alabama, Mississippi and Texas one fourth; in Louisiana and Arkansas, Tennessee and Missouri the proportion was somewhat greater.

From these returns it is probable that about 17 per cent of the crop still remains in farmers' hands. The date of finishing the harvest, reported for each county, varies from November to February. The average for each State is: Florida, December 7; Georgia, December 5; South Carolina, December 11; Alabama, December 12; Tennessee, December 17; Mississippi, December 18; North Carolina, December 22; Louisiana, January 4; Texas, January 6; Arkansas, January 9.

The caterpillar was present in three fourths of the counties of Texas and Louisiana, and in two thirds of those of Mississipi, Alabama and Florida.

The destruction was less general in Georgia and Arkansas. The injury was everywhere slight; with few exceptions was not appreciable in Virginia, North Carolina, Tennessee or Missouri. The loss is calculated at about 3 per cent in Louisiana, 2 in Texas, 1½ in Mississippi, Alabama and Florida, and 1 in Georgia. It probably amounts to 80,000 or 90,000 bales in all.

JUTE BUTTS, BAGGING, &c.—The market presents no new features of interest, and business has not increased. Orders continue to come to hand quite freely, but they are for small lots, scarcely any inquiry being reported for large parcels. Prices are firm, however, and holders are not willing to accept anything below present figures, which are 6¾c. for 1½ lbs., 7½c. tor 1¾ lbs., 8¼c. for 2 lbs. and 9c. for standard grades. Butts have been in better demand, though the business is still moderate. There is an easier feeling among sellers, and sales are reported of 2,500 bales at 2c. and 2,000 bales at 2¼c., and at the close paper grades are quoted at 2c., while bagging qualities are held at 2¼c.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows:

Monthly Receipts.	Year Beginning September 1.					
	1882-83	1881 82.	1880-81.	1879-80.	1878-79.	1877-78.
Sept'mb'r	326,656	429,777	458,478	333,643	288,848	98,491
October..	980,584	853,195	968,318	888,492	689,264	578,533
Novemb'r	1,024,637	974,043	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,664	900,119
January .	752,827	487,727	571,701	647,140	618,727	689,610
Total year	4,267,300	3,741,549	4,025,800	3,768,011	3,269,740	3,089,246
Perc'tage of tot. port receipts Jan. 31. .		79·27	68·53	75·34	73·52	71·08

This statement shows that up to Jan. 31 the receipts at the ports this year were 525,751 bales more than in 1881-82 and 241,500 bales more than at the same time in 1880-81. By adding to the above totals to Jan. 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Jn. 31	4,267,300	3,741,549	4,025,800	3,763,011	3,269,740	3,089,246
Feb. 1....	21,924	12,592	22,962	8.	36,304	28,495
" 2....	30,723	11,049	18,075	22,580	8.	19,795
" 3....	20,977	22,348	21,769	20,354	23,729	8.
" 4....	8.	10,059	27,938	15,208	38,564	35,541
" 5....	35,832	8.	26,031	15,582	23,999	20,000
" 6....	26,666	15,697	8.	21,929	23,378	22,343
" 7....	18,808	14,970	20,763	11,289	25,634	16,653
" 8....	23,038	12,207	23,485	8.	24,175	22,806
" 9....	40,547	13,350	18,721	34,438	8.	15,100
" 10....	18,730	19,496	17,049	12,915	34,478	8.
" 11....	8.	10,622	27,674	18,057	19,174	26,965
" 12....	25,147	8.	29,688	17,632	22,370	23,264
" 13....	26,599	15,440	8.	25,523	21,048	20,075
" 14....	23,150	10,750	28,391	20,967	29,598	14,800
" 15....	21,200	9,647	10,070	8.	16,652	19,886
" 16....	31,304	9,389	18,579	23,239	8.	13,249
Total.....	4,631,945	3,930,165	4,336,995	4,027,724	3,603,841	3,388,218
Percentage of total port rec'pts Feb. 16	83·26	73·83	80·53	81·15	77 97	

This statement shows that the receipts since Sept. 1 up to to-night are now 701,780 bales more than they were to the same day of the month in 1882 and 294,950 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to February 16 in each of the years named.

The Exports of Cotton from New York this week show an increase, as compared with last week, the total reaching 11,409 bales, against 11,086 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year

Exports of Cotton (bales) from New York since Sept. 1. 1882.

Exported to—	Week ending— Jan. 25.	Feb. 1.	Feb. 8.	Feb. 15.	Total since Sept. 1.	Same period previous year.
Liverpool	11,115	7,795	8,968	8,195	303,895	209,037
Other British ports	.....	.....	.....	.....	3,426	5,456
Total to Great Britain	11,115	7,795	8,968	8,195	307,321	214,493
Havre	792	241	273	995	20,891	17,501
Other French ports	.....	.....	.....	.....	100	.....
Total French	792	241	273	995	20,991	17,501
Bremen and Hanover	350	400	1,096	700	32,564	24,335
Hamburg	200	.....	.....	.....	23,453	12,597
Other ports	1,938	201	749	1,419	43,178	4,129
Total to North. Europe	2,438	601	1,845	2,119	99,195	41,361
Spain, Op'rto, Gibralt'r, &c	.....	.....	.....	.....	2,442	837
All other	256	200	.....	100	4,790	200
Total Spain, &c	256	200	.....	100	7,232	1,037
Grand Total	14,651	8,837	11,086	11,409	434,739	274,392

The Following are the Gross Receipts of Cotton at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York. This week.	New York. Since Sept. 1.	Boston. This week.	Boston. Since Sept. 1.	Philadelphia. This week.	Philadelphia. Since Sept. 1.	Baltimore. This week.	Baltimore. Since Sept. 1
N. Orl'ans	8,250	149,380	2,403	4,896	.....	.....	.....	.....
Texas	.....	119,605	2,300	10,779	.....	.....	.....	.....
Savannah	4,326	170,100	2,293	55,064	55	11,943	3,760	68,504
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	391	8,624	.....	.....	.....	.....	.....	.....
S. Car'lina	4,565	127,516	.....	696	595	7,193	1,225	16,263
N. Car'lina	913	38,971	.....	.....	.....	.....	1,096	15,034
Virginia	5,083	157,594	3,682	43,499	869	33,530	2,314	82,081
North. pts	.....	.....	4,249	94,334	.....	.....	.....	205
Tenn., &c.	5,820	106,716	5,277	109,639	1,971	44,478	1,936	34,795
Foreign	.....	1,730	.....	.....	.....	.....	.....	.....
This year.	29,348	880,236	20,204	319,107	3,490	97,144	10,420	216,882
Last year.	24,127	916,276	8,833	295,725	2,852	66,779	2,970	165,287

Shipping News.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 131,504 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the Chronicle last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
New York—To Liverpool, per steamers Adriatic, 815....Arizona, 25....Britannic, 2,066....Egypt, (additional) 128....Gallia, 1,860....Venetian, 3,301	8,195
To Havre, per steamer Labrador, 995	995
To Bremen, per steamer General Werder, 700	700
To Amsterdam, per steamers Castor, 569....Leerdam, (additional) 400	969
To Antwerp, per steamer Switzerland, 450	450
To Genoa, per steamer Vincenzo Florio, 100	100
New Orleans—To Liverpool, per steamers Buenaventura, 3,756....Carolina, 4,300....Chilian, 4,980....Glenarth, 2,000 Murciano, 4,550....per ships Melmerby, 5,326....Wm. Tapscott, 4,950....per bark Persia, 5,926	35,782
To Havre, per ship Thos. Lord, 4,252....per barks Lincoln, 2,904....Roma, 3,728	10,884
To Bremen, per steamers Celtic Monarch, 3,845....Violet, 2,597....per bark Cedar Croft, 3,565	10,007
To Antwerp, per steamer Severn, 1,240	1,240
To Barcelona, per steamer Castilla, 2,900	2,900
To Genoa, per steamer Castilla, 1,201	1,201
To Vera Cruz, per steamer City of Mexico, 1,050	1,050
Mobile—To Liverpool, per ship Friga, 3,644	3,644
Charleston—To Liverpool, per barks Alma, 1,700 Upland and 273 Sea Island....Die Gautenlaube, 1,350 Upland... Sultana, 2,263 Upland and 105 Sea Island....Wacissa, 2,274 Upland and 200 Sea Island	8,165
To Bremen, per steamer T. J. Robson, 3,200 Upland	3,200
To Barcelona, per brigs Nueva Suber, 629 Upland....Temeraria, 526 Upland	1,155
Savannah—To Liverpool, per barks Caspian, 3,520 Upland.... Konoma, 3,100 Upland	6,629
To Bremen, per bark Uranos, 1,763 Upland	1,763
To Barcelona, per barks Ellen, 1,200 Upland....Terita, 1,242 Upland....per brig Bella Dolores, 740 Upland	3,182
Texas—To Liverpool, per barks Korsver, 1,255....Liana, 1,070	2,325
To Bremen, per barks Bjorntraa, 1,193....Lizette, 1,108.... Solyst, 1,100	3,401
To Genoa, per brig Azha, 1,025	1,025
To Vera Cruz, per steamer Whitney, 1,016	1,016
Wilmington—To Falmouth, for orders, per bark Lydia Peschau, 1,393	1,393
Norfolk—To Liverpool, per ship Wm. Law, 6,723	6,723
Baltimore—To Liverpool, per steamers Caspian, 1,180.... Guillermo, 1,085....Nessmore, 2,323....Texas, 2,098	6,686
To Havre, per steamer Clayperon, 495	495
To Bremen, per steamer America, 1,850	1,850
Boston—To Liverpool, per steamers Samaria, 996....Virginian, 1,288	2,284
Philadelphia—To Liverpool, per steamer Lord Gough, 2,000	2,000
San Francisco—To Liverpool, per ship Lake Superior, 95 (foreign)	95
Total	131,504

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen.	Amsterdam & Antwerp.	Barcelona.	Genoa.	Vera Cruz.	Total.
New York..	8,195	995	700	1,419	.....	100	.....	11,409
N. Orleans.	35,782	10,884	10,007	1,240	2,900	1,201	1.050	63.064
Mobile	3,644	.....	.....	.....	.....	.....	.....	3.644
Charleston.	8,165	.....	3,200	.....	1,155	.....	.....	12,520
Savannah..	6.629	.....	1,763	.....	3,182	.....	.....	11.574
Texas	2,325	.....	3,401	.....	.....	1,025	1,016	7,767
Wilmington	.....	.....	.....	.....	.....	.....	.....	1,393
Norfolk	6,723	.....	.....	.....	.....	.....	.....	6,723
Baltimore..	6,686	495	1,850	.....	.....	.....	.....	9,031
Boston	2,284	.....	.....	.....	.....	.....	.....	2,284
Philadelp'a	2,000	.....	.....	.....	.....	.....	.....	2,000
San Fran..	95	.....	.....	.....	.....	.....	.....	95
Total...	82,528	12,374	20,921	2,659	7,237	2,326	2,066	131,504

Included in the above totals are, from Wilmington to Falmouth, for orders, 1,393 bales.

Below we add the clearances, this week, of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

Galveston—For Liverpool—Feb. 10—Steamer Australian, 6,137; bark Zanrak, 1,923.
For Bremen—Feb. 10—Steamer Tunis, 3,400.
For Genoa—Feb. 10—Brig Success, 1,123.
New Orleans—For Liverpool—Feb. 9—Steamers Andean, 3,870; Catalan, 2,912; Counsellor, 4,162; Explorer, 3,230....Feb. 10—steamers Good Hope, 3,675; Puertoriqueno, 3,875....Feb. 13—Ship Saturnis,
For Havre—Feb. 10—Ship Riverside, 4,475....Feb. 12—Bark St. Julien, 3,867.
For Rouen—Feb. 10—Steamer Palm Branch, 1,001.
For Barcelona—Feb. 13—Barks Joven Narcissa, ——; Sincero, ——
For Genoa—Feb. 14—Bark Ergo, 2,052.
For Trieste—Feb. 10—Bark Ebenezer, 1,940.
For Vera Cruz—Feb. 10 Steamer Chase, 1,100.
Savannah—For Bremen—Feb. 9—Steamer Elsie, 7,662.
For Barcelona—Feb. 13—Bark Christina, 1,560.
Norfolk—For Liverpool—Feb. 10—Ship Northumbria, 4,903.
For Genoa—Feb. 14—Bark Alice, 2,700.
Boston—For Liverpool—Feb. 7—Steamer Norseman, 1,634.....Feb. 8—Stamer Palestine, 1,667.
Baltimore—For Liverpool—Feb. 15—Steamer Juana, ——.
Philadelphia—For Liverpool—Feb. 9—Steamer Illinois, 1,000....Feb. 13—Steamer British Queen, 1,500.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

Joshua Nicholson, steamer (Br.), Pottinger, from Baltimore Jan. 24, for Rotterdam, grounded at Marshus, Feb. 12, but was gotten off same day after discharging a portion of her cargo.

Neto, steamer (Br.), from Galveston for Liverpool, before reported, which put into Key West, Feb. 4, in distress, struck near Tortugas Jan. 30, and was assisted by smacks Emma Lowe and Mazep pa.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	$\frac{3}{16}$@$\frac{1}{4}$	$\frac{3}{16}$@$\frac{1}{4}$	$\frac{11}{64}$@$\frac{1}{4}$	$\frac{11}{64}$@$\frac{1}{4}$	$\frac{11}{64}$@$\frac{1}{4}$	$\frac{11}{64}$@$\frac{1}{4}$
Do sail...d.	....	....	$\frac{11}{64}$-$\frac{15}{64}$	$\frac{11}{64}$-$\frac{15}{64}$	$\frac{11}{64}$-$\frac{15}{64}$	$\frac{11}{64}$-$\frac{15}{64}$
Havre, steam....c.	$\frac{7}{16}$*	$\frac{7}{16}$*	$\frac{7}{16}$*	$\frac{7}{16}$*	$\frac{7}{16}$*	$\frac{7}{16}$*
Do sail....c.	....	....	....	....	....	....
Bremen, steam...c.	$\frac{17}{32}$*	$\frac{17}{32}$*	$\frac{17}{32}$*	$\frac{17}{32}$*	$\frac{17}{32}$*	$\frac{17}{32}$*
Do sail.....c.	....	....	....	....	....	....
Hamburg, steam.d.	$\frac{1}{2}$*	$\frac{1}{2}$*	$\frac{1}{4}$*	$\frac{1}{4}$*	$\frac{1}{4}$*	$\frac{1}{4}$*
Do sail...d.	....	....	....	....	....	....
Amst'd'm, steam.c.	$\frac{9}{16}$*	$\frac{9}{16}$*	$\frac{1}{4}$@$\frac{9}{32}$*	$\frac{1}{4}$@$\frac{9}{32}$*	$\frac{1}{4}$@$\frac{9}{32}$*	$\frac{1}{4}$@$\frac{9}{32}$*
Do sail...d.	....	....	....	....	....	....
Baltic, steam....d.	$\frac{3}{8}$*	$\frac{3}{8}$*	$\frac{3}{8}$*	$\frac{3}{8}$*	$\frac{3}{8}$*	$\frac{3}{8}$*
Do sail.....c.	....	....	....	....	....	....
Barcelona, steam.c.	$\frac{7}{8}$*	$\frac{7}{8}$*	$\frac{13}{16}$@$\frac{7}{8}$*	$\frac{13}{16}$@$\frac{7}{8}$*	$\frac{13}{16}$@$\frac{7}{8}$*	$\frac{13}{16}$@$\frac{7}{8}$*
Genoa, steam ...d.	$\frac{3}{4}$*	$\frac{3}{4}$*	$\frac{3}{4}$*	$\frac{3}{4}$*	$\frac{3}{4}$*	$\frac{3}{4}$*

* Compressed.

Liverpool.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Jan. 26.	Feb. 2.	Feb. 9.	Feb. 16
Sales of the week.....bales.	97,000	71,000	72 000	53,000
Of which exporters took	12,000	11,500	9,000	9,400
Of which speculators took..	18,000	8,100	9,800	6,100
Sales American	66,000	43,000	44,000	34,500
Actual export.....	7,500	6,400	5,500	10,000
Forwarded.....	30,500	48,000	33,000	30,000
Total stock -Estimated.....	821,000	851,000	862,000	886,000
Of which American—Estim'd	555,000	595,000	604,000	633,000
Total import of the week.....	112,000	135,000	103,000	102,000
Of which American.....	87,000	119,000	76,000	83,000
Amount afloat.....	344,000	346,000	340,000	354,000
Of which American.....	289,000	289,000	275,000	285,000

The tone of the Liverpool market for spots and futures each day of the week ending Feb. 16, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thurs'd'y.	Friday.
Market, 12:30 P.M.	Mod. inq. freely supplied	Easier, but not quotably lower.	Easier.	Dull and easier.	Fair demand freely met.	Mod. inq. freely supplied.
Mid Upl'ds	$5\frac{11}{16}$	$5\frac{11}{16}$	$5\frac{11}{16}$	$5\frac{11}{16}$	$5\frac{5}{8}$	$5\frac{5}{8}$
Mid. Orl'ns	$5\frac{7}{8}$	$5\frac{7}{8}$	$5\frac{7}{8}$	$5\frac{7}{8}$	$5\frac{13}{16}$	$5\frac{13}{16}$
Sales.....	8,000	10,000	10,000	8,000	12,000	10,000
Spec. & exp.	2,000	2,000	2,000	1,000	2,000	2,000
Futures. Market, 12:30 P.M.	Dull.	Dull.	Dull but steady.	Flat.	Steady.	In buyers' favor.
Market, 5 P. M.	Barely steady.	Dull.	Barely steady.	Dull.	Barely steady.	Dull and easier.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d. and 6 03 means 6 3-64d.*

	Sat., Feb. 10.				Mon., Feb. 12.				Tues., Feb. 13.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
February...	5 45	5 45	5 44	5 44	5 43	5 43	5 41	5 41	....	....	....	....
Feb.-Mar...	5 45	5 45	5 44	5 44	5 43	5 43	5 41	5 41	5 41	5 42	5 41	5 42
Mar.-April..	5 46	5 46	5 45	5 45	5 45	5 45	5 43	5 43	5 43	5 43	5 43	5 43
April-May .	5 49	5 49	5 48	5 48	5 48	5 48	5 46	5 46	5 46	5 46	5 46	5 46
May-June..	5 52	5 52	5 51	5 51	5 50	5 50	5 48	5 48	5 49	5 49	5 49	5 49
June-July..	5 56	5 56	5 51	5 51	5 51	5 54	5 52	5 52	5 53	5 53	5 53	5 51
July-Aug...	5 60	5 60	5 58	5 58	5 55	5 58	5 56	5 56	5 57	5 57	5 56	5 56
Aug.-Sept..	5 63	5 63	5 62	5 62	5 62	5 62	5 59	5 60	5 60	5 60	5 60	5 60
Sept.-Oct...	....	....	....	....	....	....	....	....	....	....	....	....
Oct.-Nov....	5 50	5 50	5 50	5 50	5 47	5 47	5 47	5 47	....	....	....	....

	Wednes., Feb. 14.				Thurs., Feb. 15.				Fri., F b. 16.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
Febru ry...	....	....	....	....	....	....	....	....	....	....	....	....
Feb.-Mar...	5 41	5 41	5 40	5 40	....	....	....	....	....	....	....	....
Mar.-April..	5 42	5 42	5 41	5 41	5 43	5 45	5 43	5 44	5 44	5 44	5 44	5 44
April-May..	5 45	5 45	5 44	5 44	5 45	5 47	5 45	5 47	5 47	5 47	5 46	5 46
May-June..	5 48	5 48	5 48	5 48	5 49	5 50	5 49	5 50	5 50	5 50	5 49	5 50
June-July..	5 52	5 52	5 51	5 51	5 52	5 54	5 52	5 53	5 53	5 53	5 52	5 52
July-Aug...	5 56	5 56	5 55	5 55	5 56	5 56	5 56	5 56	5 57	5 57	5 57	5 57
Aug.-Sept..	5 59	5 59	5 59	5 59	5 60	5 61	5 60	5 61	5 61	5 61	5 60	5 60
Sept.-Oct...	..	....	....	....	...	....	...	....	....	....	....	....
Oct.-Nov....	....	....	....	..	5 48	5 50	5 48	5 50	....	....	....	....

BREADSTUFFS.

FRIDAY, P. M., February 16, 1883.

Flour has advanced this week materially for the commoner brands, while all grades have been very firm, owing to the advance in wheat. There has been a fair business, but the firmness of holders has acted as a check on any very large transactions. To-day, however, there was a brisk demand for the lower grades, and the market continued strong.

Wheat has risen five cents per bushel, and has been unusually active on speculation, the sales of options on Thursday involving something over 9,000,000 bushels, being the largest transactions on record for a single day, while the total sales for future delivery during the week have approximated 30,000,000 bushels. This speculative activity was largely due to the floods in the Ohio Valley; the reports in regard to the condition of winter wheat have also been unfavorable, not only from Ohio, but from Illinois, Indiana and Kentucky. Ohio, one of the largest winter wheat States, according to the Government's statistics, had last year 2,902,000 acres in wheat, and raised 33,520,000 bushels. The news from that State, especially, has had therefore no slight influence on the quotations here. An advance, moreover, both at the West and in Europe has also contributed to the rise here, and the export demand, it may be added, has noticeably increased. To-day there was a slight decline in the early transactions, and there was less activity, but later on there was some recovery; No. 2 red sold at $1 24¾@$1 25 for February, $1 24½@$1 25¼ for March, $1 26½@$1 27⅛ for April, $1 27⅞@$1 28⅛ for May and $1 27½$1 27⅞ for June.

Indian corn has advanced 2 to 3 cents on a brisk speculation and higher prices at the West, the usual sympathy with wheat also being noticeable. There has been only a fair export trade. To-day the market was less active and slightly lower; No. 2 mixed sold at 73¼c. for February, 73⅜c. for April, 72¼c@72⅜c. for May and 71¼c. for June.

Rye has been fairly active at an advance. Barley has been firm but rather quiet. Oats have been active and higher; to-day there was less business though prices showed no material change; No. 2 mixed sold at 49⅞c. for February, 49⅞@50c. for March, 50¾@51c. for April and 50½@50⅝c. for May.

The following are closing quotations:

FLOUR.

No. 2 spring...₰ bbl.	$2 85@	3 50	City shipping extras. $3 60@ 6 00
No. 2 winter	3 00@	3 65	Southern bakers' and family brands ..... 5 60@ 7 15
Superfine.....	3 75@	4 00	South'n skip'g extras. 4 75@ 5 65
Spring wheat extras..	4 25@	5 50	Rye flour, superfine.. 4 00@ 4 30
do bakers'.....	5 00@	6 50	Corn meal—
Wis. & Minn. rye mix.	5 25@	5 75	Western, &c..... 3 25@ 3 75
Minn. clear and str't	5 00@	7 00	Brandywine, &c.... 3 75@ 3 85
Winter shipp'g extras.	3 95@	4 50	Buckw't flour, 100 lbs. 2 60@ 2 80
Patents, spring.....	6 50@	8 00	
Patents, winter.....	6 00@	7 50	

GRAIN.

Wheat—			Rye—Western ..... 74 @ 77
Spring, per bush.	1 10 @	1 37	State & Canada.. 76 @ 78
Spring No. 2.....	1 16 @	1 18	Oats—
Red winter	1 18 @	1 30	Mixed..... 48 @ 50
Red winter, No. 2	1 24½@	1 25	White..... 49¾ @ 54
White.....	1 10 @	1 25½	No. 2 mixed. .... 49¼ @ 49½
White No. 1.... ..	1 19 @	....	No. 2 white ..... 50¾ @ 50⅞
Corn—West. mixed	71 @	75	Barley—
West. mix. No. 2.	74 @	75¼	Canada No. 1.... 1 60 @ ....
White	74 @	80	Canada bright... 1 03 @ 1 05
Yellow.....	74 @	76	Canada No. 2.... 98 @ ....
Buckwheat..... ..	70 @	72	State, 4-rowed... 95 @ 97
			State, 2-rowed... 86 @ 88

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Feb. 10 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48 lbs	Bush.56 lbs
Chicago.....	93,724	377,957	1,050,280	228,137	117,588	22,183
Milwaukee..	46,150	52,899	9,900	22,400	77,036	7,350
Toledo.....	175	82,295	59,238	4,457	.....	.....
Detroit... ..	2,688	132,776	9,042	9,593	30,209	.....
Cleveland....	1,538	51,500	102,500	25,200	500	.....
St. Louis	23,015	116,503	509,415	60,291	25,400	2,200
Peoria.	670	4,350	117,100	145,625	13,200	16,500
Duluth	.....	30,310	.....	.....	.....	... ..
Tot. wk. '83	172,960	848,590	1,847,475	495,706	263,903	48,233
Same wk. '82	179,682	929,026	2,293,764	731,300	307,425	63,273
Same wk. '81	139,183	585,547	1,181,658	529,999	137,832	35,208
Since Aug. 1—						
1882.....	5,603,350	56,548,679	45,875,504	22,250,097	10,660,103	2,846,459
1881.....	4,580,526	30,376,672	73,937,183	21,535,333	9,548,527	3,059,183
1880.....	4,841,959	58,168,331	60,983,691	25,017,488	9,775,846	2,752,900

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Feb. 10, 1883, inclusive, for four years, show as follows:

	1882-83	1881-82.	1880-81.	1879-80.
Flour... ....bbls.	1,385,375	965,805	1,130,415	453,355
Wheat ..... bush.	2,603,525	2,549,063	2,035,103	1,441,589
Corn.....	9,796,116	9,240 062	5,254,520	6,230,228
Oats.....	3,862,675	4,445,528	3,424,030	1,399,115
Barley	1,495,104	881,813	993,297	450,937
Rye	231,950	301,187	334,460	233,590
Total grain ..	17,994,670	17,417,656	12,101,410	9,755,459

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week Feb. 10.	1882. Week Feb. 11.	1881. Week Feb. 12.	1880. Week Feb. 14.
Flour.....bbls.	149,508	150,296	115,889	68,530
Wheat.. .....bush.	384,536	251,526	189,745	284,307
Corn....	1,400,884	1,496,598	709,352	1,418,077
Oats....	391,251	612,579	605,930	176,530
Barley.....	190,851	110,227	91,975	96,414
Rye.....	11,436	39,875	42,701	22,356
Total.....	2,378,978	2,510,805	1,639,703	1,977,667

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Feb. 10...149,508		410,536	1,467,384	391,251	190,851	11,436
Feb. 3...207,336		552,890	1,640,337	684,271	326,131	26,289
Jan. 27...101,957		263,497	1,193,440	309,263	104,419	20,856
Jan. 20...172,214		324,238	1,327,961	690,488	202,345	36,877
Tot., 4 w.	631,015	1,551,181	5,629,122	2,075,273	823,646	95,458
4 w'ks 82..574,349		1,332,612	6,702,169	3,091,742	439,505	167,585

The receipts of flour and grain at the seaboard ports for the week ended Feb. 10, follow:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	141,400	280,802	469,421	149,920	54,450	14,400
Boston.....	69,020	138,525	157,000	71,845	1,500	.....
Portland	11,892	67,600	2,950	2,000	.....	.....
Montreal.....	5,437	3,800	.....	2,630	1,900	1,500
Philadelphia...	21,571	75,500	180,300	16,200	14,400	.....
Baltimore.....	21,850	287,400	418,350	15,500	.....	2,000
New Orleans...	7,667	.....	209,234	17,447	.....	.....
Total week...	278,837	853,627	1,437,255	275,522	72,250	17,900
Cor. week '82..	212,437	602,877	1,182,700	480,054	111,300	17,450

The total receipts at the same ports for the period from Dec. 25, 1882, to Feb. 10, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	2,179,394	1,348,797	1,654,949	1,177,541
Wheat.....bush.	6,785,300	4,267,819	6,270,083	4,239,612
Corn	9,767,239	4,899,747	6,318,188	11,060,258
Oats	2,773,767	2,957,992	2,238,109	2,135,999
Barley	484,477	752,387	723,500	767,470
Rye	117,278	70,839	237,245	128,637
Total grain	19,928,111	12,948,694	15,787,130	18,331,976

The exports from the several seaboard ports for week ending Feb. 10, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	173,055	218,521	478,403	2,858	53,384	14,030
Boston	27,238	111,443	57,757	.....	.....	.....
Portland	10,640	67,600	.....	.....	.....	29,384
Montreal	.....	.....	.....	.....	.....	.....
Philadel	4,530	28,500	147,600	.....	.....	.....
Baltim're	17,351	433,107	366,415	.....	.....	.....
N.Orl'ns	1,545	67,046	125,238	5	.....	.....
Total w'k.	233,157	926,217	1,175,413	2,863	53,384	43,414
S'me time 1882..	115,877	422,076	464,302	9,956	.....	51,394

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, Feb. 10.	1882. Week, Feb. 11.	1883. Week, Feb. 10.	1882. Week, Feb. 11.	1883. Week, Feb. 10.	1882. Week, Feb. 11.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. King.	195,731	87,602	492,209	384,364	1,042,402	339,988
Contin'nt	5,851	420	434,008	37,408	88,896	108,392
S.& C.Am	14,393	17,781	.....	250	1,200	2,614
W. Indies	12,800	6,969	.....	54	42,120	8,288
Brit. Col's	4,164	2,875	.....	.....	.....	5,000
Oth.c'nt's	218	230	.....	.....	795	20
Total...	233,157	115,877	926,217	422,076	1,175,413	464,302

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to Feb. 10.	1881-82. Sept. 1 to Feb. 11.	1882-83. Sept. 1 to Feb. 10.	1881-82. Sept. 1 to Feb. 11.	1882-83. Sept. 1 to Feb. 10.	1881-82. Sept. 1 to Feb. 11.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	3,403,308	1,450,330	23,315,132	19,156,867	8,366,118	14,083,459
Continent	336,333	88,372	18,958,959	6,426,981	981,957	3,140,864
S. & C. Am	348,355	319,714	88,678	3,755	93,262	245,381
West Indies	448,161	296,152	32,329	19,760	224,955	268,966
Brit. Col'nies	299,687	256,630	7,806	.....	67,118	79,120
Oth. countr's	21,313	19,638	199,603	200,268	53,917	32,766
Total.....	4,857,187	2,430,836	42,597,507	25,807,631	9,787,327	17,848,556

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Feb. 10, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	6,160,294	998,766	929,062	71,795	236,330
Do. afloat (est.)	125,000	.....	.....	125,000	246,000
Albany (est.)	24,000	61,500	107,000	139,500	97,000
Buffalo	979,736	16,224	30,199	332,874	29,051
" afloat	.....	.....	.....	.....	65,000
Chicago	5,564,060	3,916,722	1,560,577	203,793	526,322
" afloat	325,000	357,477	.....	.....	.....
Milwaukee	984,287	19,826	1,541	193,542	6,147
Duluth	1,193,999	.....	.....	.....	.....
Toledo	1,330,840	517,376	33,936	4,500	6,187
Detroit	708,578	14,961	9,068	14,644	905
Oswego	140,000	55,000	2,200	300,000	75,000
St. Louis	1,017,877	1,286,670	202,749	59,965	47,665
Boston	304,107	95,923	108,450	4,364	1,224
Toronto	338,188	.....	3,474	157,279	6,088
Montreal	204,318	5,417	65,529	13,227	29,824
Philadelphia	732,664	199,614	131,010	.....	.....
Peoria	8,920	119,644	170,556	9,010	122,622
Indianapolis	305,500	110,700	38,700	.....	14,600
Kansas City	198,932	479,027	15,690	.....	26,237
Baltimore	946,941	306,723	.....	.....	.....
Down Mississippi	26,000	66,500	.....	.....	.....
On rail	568,853	1,948,663	619,341	299,561	20,199
Tot. Feb. 10, '83.	22,188,094	10,576,733	4,029,082	1,929,054	1,556,401
Tot. Feb. 3, '83.	22,289,436	10,700,651	4,352,164	2,057,764	1,646,084
Tot. Jan. 27, '83.	21,909,118	9,550,497	3,985,195	2,303,521	1,506,689
Tot. Jan. 20, '83.	21,770,312	9,575,797	4,419,625	2,792,300	1,494,001
Tot. Jan. 13, '83.	21,388,769	9,423,510	4,471,821	2,946,491	1,540,239
Tot. Feb. 11, '82	18,134,223	17,887,770	2,933,208	2,671,880	1,167,792

THE DRY GOODS TRADE.

FRIDAY, P. M., February 16, 1883.

The dry goods trade has been unfavorably influenced the past week by stormy weather here and disastrous floods in some parts of the West. Operations on the part of package buyers were continued on a strictly moderate scale, and, while actual requirements were supplied without hesitancy, there was very little disposition to anticipate future wants, and the volume of business done by commission houses and importers was by no means as large as expected. The jobbing trade was also quiet as regards the demand by personal selection, but a fair distribution of staple and department goods was made by a few of the leading houses in execution of orders received through the medium of traveling salesmen.

DOMESTIC COTTON GOODS.—The exports of cotton goods were 1,449 packages, including 564 to Great Britain, 383 to Argentine Republic, 226 to Venezuela, 82 to Mexico, &c. The demand for plain cottons has been of very fair proportions, and the best makes of brown and bleached goods, wide sheetings, &c., are in such moderate supply that prices are firmly maintained. Blue denims and colored ducks were in fair request by converters and the trade, but brown denims and tickings continued sluggish, and cheviots and cottonades ruled quiet in first hands. Grain bags were in good demand, and some makes have advanced ½c. Quilts and white goods were fairly active and very firm, at ruling rates. Print cloths were quieter, but prices remain steady (because of the limited supply) at 3 13-16c. for 64x64s, and 3¼c. for 56x60s. Prints were mostly quiet and steady, and ginghams were in irregular demand and somewhat unsettled in price.

DOMESTIC WOOLEN GOODS.—There was a further, though not very marked, improvement in the demand for heavy clothing woolens. Fair-sized orders were placed by the clothing trade for cotton warp and all wool cassimeres and suitings, and worsted coatings were more active in some quarters. Despite the advancing tendency of wool and yarns, both cassimeres and worsted coatings have been opened at rather less than last year's prices, but some makes of the latter have already been marked up by agents, and the tone of the market is firm. Overcoatings were in moderate demand, and there was a light business in cloakings. Kentucky jeans were a trifle more active, and fair sales of satinets were reported in some quarters, though the general demand lacked spirit. Wool suitings and sackings, also worsted dress fabrics, continued in steady request, and a fairly satisfactory distribution of carpets was made by agents and leading jobbers.

FOREIGN DRY GOODS.—There was a slightly improved demand for certain lines of imported goods, but business generally was rather quiet in this branch of the trade, and buyers are operating cautiously because of the uncertainty in regard to legislation upon the tariff. Dress goods were in fair demand, and plain silks were rather more sought for. Woolens, linens and white goods were severally in light request, but a fair business was done in Hamburg embroideries, gloves and hosiery.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Feb. 15, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.																							
	Week Ending Feb. 16, 1882.				Since Jan 1, 1882.				Week Ending Feb. 15, 1883.				Since Jan. 1, 1883.											
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.								
Manufactures of—		$		$		$		$		$		$		$		$								
Wool	1,359	622,713	7,621	3,610,468	1,507	694,958	7,744	3,611,999																
Cotton	1,919	646,717	13,855	4,657,736	2,026	689,202	11,691	4,237,089																
Silk	1,116	756,153	7,705	5,156,138	1,144	738,277	6,005	3,999,141																
Flax	1,271	284,150	11,546	2,325,010	1,302	305,117	18,390	1,806,630																
Miscellaneous	2,917	251,564	15,703	1,443,684	7,593	248,714	13,333	1,149,488																
Total	7,982	2,561,299	56,465	17,193,036	13,572	2,676,268	47,163	14,804,347																
	WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.																							
Manufactures of—																								
Wool	433	194,411	2,394	1,052,225	506	221,819	2,755	1,208,149																
Cotton	403	118,038	3,145	1,025,533	579	182,303	4,191	1,485,265																
Silk	166	121,614	1,229	961,527	252	226,586	1,689	1,334,473																
Flax	625	116,039	4,909	828,018	566	104,368	5,542	857,180																
Miscellaneous	1,795	59,075	10,668	388,317	4,848	97,927	12,861	454,409																
Total	3,422	609,177	22,395	4,256,015	6,751	833,203	27,038	5,339,476																
Ent'd for consumpt.	7,982	2,561,299	56,465	17,193,036	13,572	2,676,268	47,163	14,804,347																
Total on market	11,404	3,170,476	78,860	21,449,051	20,323	3,509,471	74,201	20,143,823																
	ENTERED FOR WAREHOUSE DURING SAME PERIOD.																							
Manufactures of—																								
Wool	378	155,023	2,502	1,057,718	757	325,442	3,589	1,514,697																
Cotton	312	94,034	3,183	1,000,525	704	205,790	4,595	1,360,654																
Silk	84	56,815	1,046	814,690	322	237,936	1,960	1,506,384																
Flax	318	67,536	4,203	758,920	543	88,190	3,696	692,856																
Miscellaneous	577	35,779	6,166	342,406	12,091	133,973	18,678	545,400																
Total	1,669	409,237	17,103	3,974,259	14,417	991,331	32,518	5,619,991																
Ent'd for consumpt.	7,982	2,561,299	56,465	17,193,036	13,572	2,676,268	47,163	14,804,347																
Total at the port	9,651	2,970,536	73,570	21,167,295	27,989	3,667,599	79,681	20,424,338																

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Death Losses Paid - - 6,876,901 76
Dividends Paid - - - 3,996,441 27
13,725 Policies in force, insuring $24,083,551.

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SEVEN MILLION DOLLARS,
And for Dividends,
NEARLY FOUR MILLIONS.

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OFFICE OF THE

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NEW YORK, January 25, 1883.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1882:

Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$4,412,693 58
Premiums on Policies not marked off 1st January, 1882	1,516,844 85
Total Marine Premiums	$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90
Losses paid during the same period	$2,013,767 35
Returns of Premiums and Expenses	$823,304 50

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,974,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
Premium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

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J. D. Jones,	Horace Gray,
Charles Dennis,	Edmund W. Co
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Lewis Curtis,	Adolph Lemoyn
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James Low,	Charles H. Marshall,
David Lane,	George W. Lane,
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Wm. Sturgis,	Samuel Willetts.
Benjamin H. Field,	Charles D. Leverich,
Josiah O. Low,	William Bryce,
William E. Dodge,	William H. Fogg,
Royal Phelps,	Thomas B. Coddington
Thomas F. Youngs,	Horace K. Thurber,
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John D. Hewlett,	John L. Riker.
William H. Webb,	N. Denton Smith,
Charles P. Burdett.	

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Reserve for Unearned Premiums	2,1 6,832 00
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Net Surplus	1,774,061 06
Cash Assets, January 1, 1883	$7,208,489 07

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ÆTNA
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Liabilities for unpaid losses and re-insurance fund	1,961,428 46
Capital	4,000,000 00
NET SURPLUS	$3,193,182 12

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J. Dick Peddie, Esq., M.P., Law. Heyworth, Esq., J.P., Geo. Clerihew, Esq., D. Macpherson, Esq., W. H. Richards, Esq., J.G. Button Browning, Esq
BANKERS:
The City Bank, (Limited), Threadneedle Street, London, and Branches.
The Clydesdale Bank, (Limited), Glasgow, London, and Branches.
This company is prepared to act as Agents in England for Municipalities, Railway Companies and other public bodies; to negotiate Loans and Railroad Bonds and conduct a general Financial and Exchange Business.
J. F. BENNETT, Secretary.
Offices, No. 58 Lombard Street,
LONDON, E. C., ENGLAND.

Nederlandsch Indische Handelsbank,
AMSTERDAM, HOLLAND.
ESTABLISHED IN 1863.
Paid-Up Capital, 12,000,000 Guilders ($4,800,000 Gold.)
HEAD OFFICE IN AMSTERDAM.
Agencies in Batavia, Soerabaya and Samarang
Correspondents in Padang.
Issue commercial credits, make advances on shipments of staple merchandise, and transact other business of a financial character in connection with the trade with the Dutch East Indies.
BLAKE BROTHERS & CO.,
AGENTS FOR NORTH AMERICA,
18 WALL STREET, NEW YORK.
28 STATE STREET, BOSTON

Bank of Australasia,
(INCORPORATED 1835.)
No. 4 Threadneedle St., London, England.
PAID-UP CAPITAL, £1,200,000.
UNDIVIDED PROFITS (including Guarantee and Reserve Funds) £453,114.
Letters of Credit and Drafts issued on the 107 branches of the Bank in the Colonies of Queensland, New South Wales, Victoria, South Australia, Tasmania, and New Zealand. Bills negotiated or sent for Collection. Telegraphic transfers made. Deposits received in London at interest for fixed periods on terms which may be ascertained at the office.
PRIDEAUX SELBY, Secretary.

Hong Kong & Shanghai
BANKING CORPORATION.
CAPITAL (paid-up)..... $5,000,000
RESERVE FUND..... 2,350,000
HEAD OFFICE, HONG KONG.
The Corporation grant Drafts, issue Letters of Credit for use of Travelers, and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon Manila, Hong Kong, Foochow, Amoy, Ningpo Shanghai, Hankow, Yokohama, Hiogo, San Francisco and London.
A. M. TOWNSEND, Agent, 47 William St

Gerhard & Hey,
REVAL.
OFFICES AT
LEIPSIC, BERLIN, MOSCOW, NIJNI-NOVGOROD, during the Fair
Commissioners & Forwarding Agents,
SHIP BROKERS.
Undertake to cash Bills, Advances and Freight-Amounts; execute all orders in the line of Banking, Commission and Forwarding Business on the most moderate terms.
Ship-owners are requested to address vessels bound for Reval unto the care of
GERHARD & HEY,
REVAL, RUSSIA.

Foreign Bankers.

The City Bank,

(LIMITED.)

LONDON, ENGLAND.

Authorized Capital, - - - - - £4,000,000
Subscribed Capital, - - - - - - 3,200,000
Paid-Up Capital, - - - - - - 800,000
Reserve Fund, £330,000.

HEAD OFFICE, THREADNEEDLE ST.

BRANCHES:

Bond Street, London.
Ludgate Hill, London,
Knightsbridge, London.
Holborn, London,
Tottenham Court Road London.
Paddington, London.
Aldgate, London.
Old Street, London.

The bank, while conducting the general business of London Bankers, gives special attention to the agency of Foreign and Colonial Banks.

A. G. KENNEDY, Manager.

Adolph Boissevain & Co.

BANKERS
AND
COMMISSION MERCHANTS

AMSTERDAM, HOLLAND

N. Y. Correspondents—Messrs. BLAKE BROS. & Co.

Canadian Bankers.

Imperial Bank of Canada.

CAPITAL (paid up), - - - $1,300,000
RESERVE, - - - - - - - $460,000

H. S. HOWLAND, Pres't. D. R. WILKIE, Cashier

HEAD OFFICE, TORONTO.

BRANCHES:

St. Catharines, Port Colborne, St. Thomas, Ingersoll, Welland, Fergus, Woodstock, Winnipeg, Man., Brandon.

Dealers in American Currency & Sterling Exchange.

Agents in London: BOSANQUET, SALT & Co., 73 Lombard Street.
Agents in New York: BANK OF MONTREAL, 59 Wall Street.

Promptest attention paid to collections payable in any part of Canada.

Approved Canadian business paper discounted at the Head Office on reasonable terms, and proceeds remitted by draft on New York.

Merchants Bank
OF CANADA.

Capital, - - - $5,700,000 Paid Up.

President, SIR HUGH ALLEN.
Vice-President, ROBERT ANDERSON, Esq
HEAD OFFICE, MONTREAL.
GEORGE HAGUE, General Manager.
J. H. PLUMMER, Assistant General Manager.
BANKERS:
LONDON, ENG.—The Clydesdale Bank (Limited.)
NEW YORK—The Bank of New York, N.B.A.

The New York Agency buys and sells Sterling Exchange, Cable Transfers, issues Credits available in all parts of the world, makes collections in Canada and elsewhere, and issues Drafts payable at any of the offices of the bank in Canada. Demand Drafts issued payable in Scotland and Ireland, and every description of foreign banking business undertaken.

New York Agency, 48 Exchange Place.

HENRY HAGUE, JOHN B. HARRIS, JR. } Agents.

Bank of Montreal.

CAPITAL, - - - $12,000,000, Gold.
SURPLUS, - - - $5,500,000, Gold.

C. F. SMITHERS, President.
W. J. BUCHANAN, General Manager.

NEW YORK OFFICE,

Nos. 59 & 61 WALL STREET.

WALTER WATSON, ALEX'R LANG, } Agents.

Buy and sell Sterling Exchange, Francs and Cable Transfers; grant Commercial and Travelers' Credits, available in any part of the world; issue drafts on, and make collections in, Chicago and throughout the Dominion of Canada.

London Office, No. 9 Birchin Lane.

AGENCY OF THE

BANK
OF
BRITISH NORTH AMERICA,

No. 52 WALL STREET.

Buy and sell Sterling Exchange and Cable Transfers. Issue demand drafts on Scotland and Ireland, also on Canada, British Columbia, Portland, Oregon, San Francisco and Chicago.

Bills collected and other banking business transacted.

D. A. McTAVISH, W. LAWSON, } Agents.

Canadian Bankers.

Gzowski & Buchan,

BANKERS AND STOCK BROKERS,

TORONTO, - - - - - - - - CANADA.

Prompt attention given to Collection of Commercial Bills and Canadian Funds on all points in Canada; American and Sterling Exchange, and Stocks Bonds, etc., bought and sold.

Correspondents—Bank of New York, New York and Alliance Bank, London.

New England Bankers.

Brewster, Cobb & Estabrook,

BANKERS,

No. 35 CONGRESS STREET,

BOSTON.

MEMBERS OF THE NEW YORK AND BOSTON STOCK EXCHANGES.

ALSO,

Dealers in Municipal, State, Railroad and United States Bonds.

Perkins, Dupee & Co.,

(Formerly CHAS. A. SWEET & CO.),

BANKERS AND BROKERS,

No. 40 STATE STREET,

BOSTON, MASS.

Dealers in Municipal, State and Railroad Bonds.

Bank of Deposit,

84 Devonshire & 20 Water Sts., cor. opp. P.O.
BOSTON.

Interest on deposits subject to check.
Bonds and other investments bought and sold.
Correspondence invited.
Orders executed at Boston and New York Stock Exchanges, of which we are members.

F. A. Hawley & Co.,

BANKERS.

Parker & Stackpole,

BANKERS,

No. 60 DEVONSHIRE STREET,

BOSTON.

JOSHUA WILBOUR, BENJAMIN A. JACKSON, CHARLES H. SHELDON, JR. WILLIAM BINNEY, JR.

Wilbour, Jackson & Co.,

BANKERS AND BROKERS,

52 WEYBOSSET STREET,

PROVIDENCE, R. I.

Dealers in Commercial Paper, Government and other first-class Bonds and Securities and Foreign Exchange.

Private Telegraph Wire to New York and Boston.

C. E. Jackson & Co.,

MIDDLETOWN, CONN.,

Buy and sell Government, State, Municipal and Railroad Bonds and Stocks. Investments for Savings Banks a specialty. Correspondence solicited.

Pennsylvania Bankers.

JOS. M. SHOEMAKER. ROBERT M. JANNEY.

Jos. M. Shoemaker & Co.

BANKERS AND STOCK BROKERS.

No. 134 SOUTH THIRD STREET,

PHILADELPHIA.

Dealers in all issues of United States Bonds. Investment Securities a specialty. Correspondence invited and full information upon financial subjects furnished

A. P. Turner & Co.,

BANKERS AND BROKERS,

No. 207 WALNUT PLACE,

PHILADELPHIA.

Geo. B. Hill & Co.,

BROKERS,

PITTSBURG, PA.,

Buy and sell all classes of Western Pennsylvania Securities. Correspondence solicited.

Pennsylvania Bankers.

E. W. Clark & Co.,

BANKERS,

No. 35 South Third Street, Philadelphia.

DEALERS IN CAR TRUSTS AND OTHER INVESTMENT SECURITIES.

Stocks and Bonds bought and sold on Commission

Baltimore Bankers.

J. W. MIDDENDORF, W. B. OLIVER, C. A. ALBERTI, Members Baltimore Stock Exchange.

Middendorf, Oliver & Co.

BANKERS AND BROKERS.

S. W. Corner German & South Sts.,
P. O. Box 227. **BALTIMORE, Md.**

Special attention given to the negotiation of Foreign Bills of Exchange, Collateral Loans and Commercial Paper.

INDICATORS AND TELEPHONE IN OFFICE.

John A. Hambleton & Co

BANKERS AND BROKERS,

No. 5 SOUTH STREET,

BALTIMORE.

Connected by Special Wire with New York and Philadelphia Correspondents.

Transact a General Banking Business.

Buy and Sell on Commission in this and other cities all descriptions of Stocks, Bonds and Securities.

Special Attention given to Investments

Loans negotiated and advances made on approved collaterals.

Deposits received subject to check at sight.

Collections on all points in U. S. and Canada.

Robert Garrett & Sons,

BANKERS,

No. 7 SOUTH STREET,

BALTIMORE,

TRANSACT A GENERAL DOMESTIC AND FOREIGN BANKING BUSINESS.

Wilson, Colston & Co.,

BANKERS AND BROKERS.

BALTIMORE.

INVESTMENT and VIRGINIA SECURITIES a specialty.

Correspondence solicited and information furnished.

N. Y. Correspondents—McKim Brothers & Co.

Southern Bankers.

THE CITY BANK OF HOUSTON,
CAPITAL, $500,000,

Houston, Texas.

We give special attention to collections on all accessible points.

DIRECTORS.—Benjamin A. Botts, Pres't; F. A. Rice, C. C. Baldwin, W. B. Botts, Rob't Brewster, S. S. McIlhenny, B. F. Weems.

B. F. WEEMS, Cashier. BENJ. A. BOTTS, Pres't.

E. E. BURRUSS, Pres't. A. K. WALKER, Cashier

First National Bank,

WILMINGTON, N. C.

Collections made on all parts of the United States

WM. C. COURTNEY, Pres. ERNEST H. PRINGLE, Cash

BANK OF CHARLESTON,

NATIONAL BANKING ASSOCIATION,

CHARLESTON, S. C.

SPECIAL ATTENTION GIVEN TO COLLECTIONS.

R. H. MAURY & CO.,

STOCK BROKERS,

RICHMOND, VIRGINIA.

Buy and sell Government, State, Municipal and Railroad Bonds and Stocks, &c. Virginia State Tax-Receivable Coupons bought and sold. All orders promptly attended to.

New York Correspondent, VERMILYE & CO.

MERCHANTS' NATIONAL BANK,

RICHMOND, VIRGINIA.

Collections made on all Southern points on best terms; prompt returns.

JOHN P. BRANCH, President.

JOHN F. GLENN, Cash. FRED. R. SCOTT, Vice-Pres't.

Thos. P. Miller & Co.,

BANKERS,

MOBILE, ALABAMA.

Special attention paid to collections, with prompt remittances at current rates of exchange on day of payment. Buy and sell State of Alabama and City of Mobile Bonds.

Correspondents.—Bank of the State of New York, New York; Louisiana National Bank, New Orleans; Bank of Liverpool, Limited, Liverpool.

Southern Bankers.

THOMAS BRANCH & CO.,
BANKERS AND COMMISSION MERCHANTS.
RICHMOND, VIRGINIA.

Virginia Bonds funded under the Funding Act passed by the last Legislature, for ½ per cent commission. New North Carolina 6 per cent bonds, secured by lien on the State's stock in the North Carolina Railroad, for sale.

Western Bankers.

Mortgages on Farms
AND
Kansas City Real Estate,

NETTING SEVEN PER CENT
Semi-Annual Interest to Investors.

We negotiate Loans on improved and productive farms in the best portions of Kansas and Missouri, worth from three to five times the amount loaned.
Acknowledged to be the most SAFE and PROFITABLE form of investing money known.
In an experience of many years and loaning two million dollars, not one dollar lost.
We assume the responsibility of MAKING ONLY SAFE LOANS; of collecting the interest and principal and remitting to investors, FREE OF CHARGE, and in case of any trouble or delay in making such collections, AGREEING TO STAND ALL EXPENSE and SHIELD INVESTORS FROM LOSS. TITLES GUARANTEED. ALL FUNDS PROMPTLY PLACED. Write for circular and full particulars, stating amount you would wish to invest on satisfactory evidence as to securities, titles, &c. Address,

H. P. MORGAN,
GENERAL AGENT FOR NEW ENGLAND
No. 3 Custom House Street,
PROVIDENCE, R. I.,
OR
JARVIS, CONKLIN & CO.,
LOAN BROKERS,
KANSAS CITY, MISSOURI.

Sam'l A. Gaylord,
ST. LOUIS,
DEALER IN WESTERN SECURITIES

Defaulted County, Township and City Bonds of Missouri, Kansas and Illinois bought at best rates Investment Securities for sale. Correspondence solicited.

THOS. M. THORNTON. WM. W. THORNTON, Cash
W. F. THORNTON & SON,
(Established 1859.)
BANKERS AND BROKERS,
SHELBYVILLE, ILLINOIS.

Collections made in Shelby and adjoining Counties and Proceeds remitted on Day of Payment.
REFERENCES—National Bank of Commerce, New York. Union National Bank, Cincinnati. Third National Bank, St. Louis. Traders' Bank, Chicago. Indiana Banking Company, Indianapolis.

THE WESTERN
FARM MORTGAGE CO.,
LAWRENCE, KANSAS,

Offers to investors the best securities in the market FIRST MORTGAGE LOANS UPON IMPROVED FARMS. Interest and principal paid on day of maturity in New York. Funds promptly placed. Large experience. No losses. Send for circular, references and sample forms. F. M. PERKINS, President; J. T. WARNE, Vice-Prest.; L. H. PERKINS, Secretary; CHAS. W. GILLETT, Treas. N. F. HART Auditor.

C. F. PENZEL, President. { STATE BANK, Incorporated 1875. } C. T. WALKER Cashier.
German Bank,
LITTLE ROCK, ARK.
CAPITAL (Paid-in) - - - - - - - $75,000
SURPLUS, - - - - - - - - - - 25,000

Prompt attention given to all business in our line N. Y. CORRESPONDENTS—Donnell, Lawson & Co. and the Metropolitan National Bank.

ESTABLISHED 1871.
P. F. KELEHER & CO.,
305 OLIVE STREET, ST. LOUIS,
Dealers in Western Securities.

Defaulted Bonds of Missouri Kansas and Illinois a Specialty. Good Investment Securities, paying from 4½ to 10 per cent. for sale.
References in New York, by permission, Clark, Dodge & Co., 51 Wall St.; Hatch & Foote, 12 Wall St. References in St. Louis, Banks generally.

SHERMAN S. JEWETT, Pres. JOSIAH JEWETT, V-Pres
WILLIAM C. CORNWELL, Cashier.
Bank of Buffalo,
CAPITAL, - - - - - - - - - $300,000.
BUFFALO, N. Y.

This bank has superior facilities for making collections on all accessible points in the United States, Canada and Europe. Liberal terms extended to accounts of bankers and merchants.
CORRESPONDENTS.—New York, National Shoe & Leather Bank; London, Union Bank of London.

Financial.

Barker & Tinker,
BANKERS AND BROKERS,
No. 2 EXCHANGE COURT,
New York.

FORDYCE D. BARKER, Member N. Y. Stock Exch.
HENRY C. TINKER, RENSSELAER WESTON.

Howard Lapsley & Co.,
BANKERS AND BROKERS,
No. 5 WALL STREET,
New York.

A. M. Kidder & Co.
BANKERS,
No. 18 WALL STREET,
New York,

Transact a General Banking Business, including the purchase and sale of STOCKS and BONDS for cash or on margin.
Buy and Sell Investment Securities.
P. O. BOX 2,647.
A. M. KIDDER. WAYLAND TRASK. H. J. MORSE.
W. C. HILL.

Boody, McLellan & Co.
BANKERS,
58 Broadway, cor. Exchange Place, N. Y
Branch Office, 128 La Salle St., Chicago.

TRANSACT A GENERAL BANKING BUSINESS, INCLUDING THE PURCHASE AND SALE OF STOCKS AND BONDS FOR CASH OR ON MARGIN. BUY AND SELL INVESTMENT SECURITIES. INTEREST ALLOWED ON DEPOSITS SUBJECT TO CHECK AT SIGHT.
P. O. Box 447.
D. A. BOODY, C. W. MCLELLAN, JR.
REUBEN LELAND.

COLLINS, BOUDEN & JENKINS,
BANKERS.
25 PINE ST. — NEW YORK

Purchase and sell on Commission GOVERNMENT and RAILROAD BONDS and STOCKS, and all classes of Securities dealt in at the NEW YORK STOCK EXCHANGE, or all reputable Securities bought and sold in the OPEN MARKET. LOANS and COMMERCIAL PAPER negotiated. Interest paid on DEPOSITS, subject to check.

WANTED BY
DENSLOW, EASTON & HERTS.
BANKERS

Col. & Tol. RR. 1st & 2d 7s.	C. Rap. Ia. F. & N. W. 1st 7s.
Col. & Hock. RR. 1st & 2d 7s.	C. Ham. & D. RR. Con. 6s & 7s.
Ohio & West Va. 1st 7s.	Milwaukee City Water 7s.
Jeff. Mad. & Ind. 1st & 2d 7s.	Cincin'ti City 6s, 7s & 7 3-10s

Cin. Ind. St. L. & Chic. RR. 1st Con. 6s.

Mills Building, Wall & Broad Sts., N. Y.
E. H. DENSLOW, Member N. Y. Stock Exchange.
D. A. EASTON. H. H. HERTS. S. H. NICHOLS.
P. O. BOX 1580.

P. W. Gallaudet & Co.
BANKERS,
UNITED BANK BUILDING,
Wall Street, Corner Broadway.
STOCKS, BONDS & COMMERCIAL PAPER.

Stocks and bonds bought and sold on commission at New York Stock Exchange. Advances made on business paper and other securities.

WM. D. HATCH, Member N. Y. Stock Exch. WM. B. KENDALL.
Hatch & Kendall,
No. 31 WALL STREET,
BANKERS AND BROKERS,
Refer to Messrs. FISK & HATCH.

Financial.

Albert E. Hachfield,
17 NASSAU STREET.
Bonds and Investment Securities
WANTED:
Indianapolis & St. Louis 1sts.
Joliet & Northern Indiana 1sts.
Cincinnati Hamilton & Dayton Bonds.
Central American Transit Stock.
Mexican (Corlies) Bonds.

WM. C. NOYES,
No. 21 NASSAU STREET,
DEALER IN
CITY RAILWAY STOCKS
GAS STOCKS.
Telegraph and Cable Stocks.
TRUST COS.' STOCKS.
Bank Stocks. Insurance Stocks.

REED & HURLBUT,
52 WILLIAM STREET.
FIRST-CLASS
Investment Bonds.

Stewart Brown's Sons.
WM. HARMAN BROWN. DAVISON BROWN
GEO. ALEXANDER BROWN, Memb. N. Y. Stock Exch
No. 38 PINE STREET,
NEW YORK.
Government Securities, Stocks & Bonds
BOUGHT AND SOLD ON COMMISSION.

J. P. WINTRINGHAM.
GAS, INSURANCE, BANK STOCKS, &c.
SECURITIES BOUGHT AT THE AUCTION SALES.
36 PINE STREET, N. Y.
See advertisement in the *Journal of Commerce.*

Schuyler N. Warren & Co
51 Exchange Place.
INVESTMENT SECURITIES.

City, Railroad. Gas, Electric Light and Miscellaneous Stocks and Bonds.

J. D. PRINCE, JAS WHITELY, H. CRUGER OAKLEY
HARRY C. LOGAN, MAYNARD C. EYRE.
W. R. TRAVERS, Special Partner.
Prince & Whitely,
No. 64 BROADWAY, NEW YORK.
(Branch Office, 180 Fifth Ave.)

All classes of Railway and Mining Stocks bought and sold on Commission.
Private Telegraph Wires to Philadelphia, Wilmington, Baltimore, Washington, Boston, Bridgeport and New Haven.

H. L. Grant,
No. 145 BROADWAY
NEW YORK.
CITY RAILROAD STOCKS & BONDS
BOUGHT AND SOLD.
See quotations of City Railroads in this paper.

To Investors.
BROOKLYN AND NEW YORK SECURITIES.

FRANK B. BEERS,
16 Court St, BROOKLYN.
31 Pine St., NEW YORK.
CITY BONDS, GAS STOCKS, RAILROAD STOCKS

County, City & Town Bonds of West. States
Wisconsin Central RR. Old Land Grant Bonds
St. Joseph & Western RR. Stock.
St. Joseph & Pacific RR. Bonds.
City of St. Joseph Mo., Old Bonds.
International Improvement Co. Subscriptions.
Brooklyn Elevated RR. Securities.
American Cable Co. Subscriptions.
Midland Railroad of N. J. securities.
Chicago & Grand Trunk R.R. securities.
South Carolina RR. Securities.
Grand Rapids & Indiana RR. Stock.
Cincinnati Richmond & Fort Wayne Stock.
Bought by WM. R. UTLEY,
NO 31 PINE STREET, NEW YORK

Insurance.

EQUITABLE

Life Assurance Society,

120 BROADWAY, NEW YORK.

Items from the Twenty-Third Annual Statement.

ASSETS	$48,025,750 86
LIABILITIES	37,367,076 39
SURPLUS	$10,658,674 47
INCOME	$11,897,171 41
PAID POLICY-HOLDERS in 1882	$5,977,541 56
NEW ASSURANCE written in 1882	$62,262,272 00

The new assurance written is the largest business ever transacted by any company in a single year.

Its aggregate amount of new assurance for 16 years is larger than of any other company in the world.

Every Policy three years old becomes

INCONTESTABLE.

Incontestable Policies are payable, not after three months delay, but

IMMEDIATELY,

and not less a discount, but are

PAID IN FULL.

The Equitable has

NO CONTESTED CLAIMS ON ITS BOOKS.

The attention of the public is directed to the

TONTINE SAVINGS FUND SYSTEM,

under which full assurance is provided in case of death, while surviving policy-holders reap the largest cash returns.

The business of the Society is conducted on the

CASH BASIS

and on the

PURELY MUTUAL SYSTEM.

Dividends are declared annually on ordinary policies, and at the end of fixed periods on Tontine policies.

The affairs of the Society are managed by a Board of fifty-two Directors, divided into committees, whose meetings are held regularly from week to week, to invest the funds; to review contracts; to examine applications for assurance; to sanction the payment of policies; to authorize expenditures; to examine vouchers; to count securities, and to inspect the records.

The uninterrupted progress of the Society during the past twenty-three years gives the best possible guarantee that a *present* investment with the Equitable will prove of more value than with any other company.

H. B. HYDE, PRESIDENT.

VICE-PRESIDENTS.

JAS. W. ALEXANDER, SAMUEL BORROWE.

WILLIAM ALEXANDER, SECRETARY.

E. W. SCOTT, SUPERINTENDENT OF AGENCIES

Insurance.

THIRTY-SEVENTH ANNUAL STATEMENT

OF THE

CONNECTICUT MUTUAL

Life Insurance Company

OF HARTFORD, CONN.

NET ASSETS, January 1, 1882		$42,773,093 37
RECEIVED IN 1882—		
For Premiums	$4,998,029 83	
For interest and rents	2,605,207 37	
Profit and loss	155,853 89	7,759,091 09
		$56,537,184 46

DISBURSED IN 1882.

TO POLICY-HOLDERS—		
For claims by death and matured endowments	$3,177,507 27	
Surplus returned to policy-holders	1,230,500 68	
Lapsed and surrendered policies	901,486 23	
Total to policy-holders	$5,309,494 18	
EXPENSES—		
Commissions to Agents, Salaries, Medical Examiners' fees, Printing, Advertising, Legal, Real Estate, and all other expenses	678,706 50	
Taxes	376,611 87	$6,364,812 55
Balance Net Assets December 31, 1882		$50,172,371 91

SCHEDULE OF ASSETS.

Loans upon Real Estate, first lien		$20,482,923 43
Loans upon Stocks and bonds		366,803 28
Premium notes on policies in force		3,083,074 35
Cost of real estate owned by the Company		12,040,468 88
Cost of United States Registered Bonds		495,625 00
Cost of State Bonds		619,900 00
Cost of City Bonds		2,334,456 49
Cost of other Bonds		7,951,747 33
Cost of Bank Stock		122,761 00
Cost of Railroad Stock		26,000 00
Cash in Bank		2,624,600 40
Balance due from agents, secured		24,011 75
		$50,172,371 91
ADD—		
Interest due and accrued	$928,035 72	
Rents accrued	16,590 96	
Market value of stocks and bonds over cost	440,597 07	
Net premiums in course of collection	None.	
Net deferred quarterly and semi-annual premiums	44,807 12	1,430,050 87
Gross Assets, December 31, 1882		$51,602,422 78
LIABILITIES—		
Amount required to re-insure all outstanding policies, net assuming 4 per cent interest	$46,843,704 00	
Additional reserve by Company's Standard, 3 per cent on policies issued since April 1, 1882	17,446 00	
All other liabilities	1,028,874 57	47,895,024 57
Surplus by Company's Standard		$3,707,398 21
Surplus by Connecticut Standard, 4 per cent		3,724,844 21
Surplus by New York Standard, 4½ per cent	about	6,850,000 00

Ratio of expense of management to receipts in 1882 ..... 8·75 per cent.

Policies in force December 31, 1882, 63,662, insuring $157,105,751 00

JACOB L. GREENE, President.

JOHN M. TAYLOR, Secretary.

PHILIP S. MILLER,

General Agent for New York City, Long Island and New Jersey,

No. 1 WALL STREET, COR. BROADWAY, NEW YORK CITY.

Insurance.

THIRTY-EIGHTH ANNUAL REPORT
OF THE
New-York Life Insurance Co.
OFFICE, Nos. 346 and 348 BROADWAY.
JANUARY 1, 1883.

Amount of Net Cash Assets, January 1, 1882.....$45,130,006.86

REVENUE ACCOUNT.

Premiums	$9,604,788.38	
Less deferred premiums January 1, 1882	452,161.00—	$9,152,627.38
Interest and rents (including realized gains on real estate sold)	3,089,273.21	
Less interest accrued January 1, 1882	291,254.80—	2,798,018.41—$11,950,645.79
		$57,080,652.65

DISBURSEMENT ACCOUNT.

Losses by death, including Reversionary additions to same	$1,955,292.00	
Endowments matured and discounted, including Reversionary additions to same	427,258.95	
Annuities, dividends, and returned premiums on cancelled policies	3,827,758.76	
Total paid Policy-holders	$6,210,309.71.	
Taxes and re-insurances	234,678.27	
Commissions, brokerages, agency expenses and physicians' fees	1,332,038.38	
Office and law expenses, salaries, advertising, printing, &c	385,111.18—	$8,162,137.54
		$48,918,515.11

ASSETS.

Cash in bank, on hand, and in transit (since received)		$1,276,026.67
Invested in United States, New York City and other stocks, (market value, $19,953,956.52)		18,072,074.81
Real Estate		4,133,065.13
Bonds and mortgages, first lien on real estate, (buildings thereon insured for $17,950,000.00 and the policies assigned to the Company as additional collateral security)		19,306,940.16
Temporary loans, (secured by stocks, market value, $5,191,139.50)		4,313,000.00
*Loans on existing policies, (the reserve held by the Company on these policies amounts to $2,690,961)		494,032.23
*Quarterly and semi-annual premiums on existing policies, due subsequent to January 1, 1883		540,555.91
*Premiums on existing policies in course of transmission and collection		394,395.19
Agents' balances		62,424.95
Accrued interest on investments January 1, 1883		326,000.06— $48,918,515.11
Excess of market value of securities over cost		1,881,881.71

**A detailed schedule of these items will accompany the usual annual report filed with the Insurance Department of the State of New York.*

CASH ASSETS, January 1, 1883..... $50,800,396.82

Appropriated as follows:

Adjusted losses, due subsequent to January 1, 1883		$351,451.21
Reported losses, awaiting proof, &c		138,970.23
Matured endowments, due and unpaid, (claims not presented)		53,350.43
Annuities, due and unpaid (uncalled for)		6,225.86
Reserved for re-insurance on existing policies; participating insurance at 4 per cent. Carlisle net premium; non-participating at 5 per cent. Carlisle net premium		43,174,402.78
Reserved for contingent liabilities to Tontine Dividend, Fund, January 1, 1882, over and above a 4 per cent. reserve on existing policies of that class	$2,054,244.03	
Addition to the Fund during 1882 for surplus and matured reserves	1,109 966.00	
	$3,164,210.03	
DEDUCT— Returned to Tontine policy-holders during the year on Matured Tontines	1,072,837.87	
Balance of Tontine Fund January 1, 1883		2,091,372.16
Reserved for premiums paid in advance		35,782.36
		$45,851,555.03
Divisible Surplus at 4 per cent		**4,948,841.79**
Surplus by the New York State Standard at 4½ per ct., estimated at		**10,000,000.00**

From the undivided surplus of $4,948,841 the Board of Trustees has declared a Reversionary dividend to participating policies in proportion to their contribution to surplus, available on settlement of next annual premium.

During the year 12,178 policies have been issued, insuring $41,325,520.

Number of Policies in force	Jan. 1, 1879, 45,005. Jan. 1, 1880, 45,705. Jan. 1, 1881, 48,548. Jan. 1, 1882, 53,927. Jan. 1, 1883, 60,150.	Amount at risk	Jan. 1, 1879, $125,232,144. Jan. 1, 1880, 127,417,763. Jan. 1, 1881, 135,726,916. Jan. 1, 1882, 151,760,824. Jan. 1, 1883, 171,415,097.
Death-claims paid	1878, $1,687,676. 1879, 1,569,854. 1880, 1,731,721. 1881, 2,013,203. 1882, 1,955,292.	Income from Interest	1878, $1,948,665. 1879, 2,033,650. 1880, 2,317,889. 1881, 2,432,654. 1882, 2,798,018.
Divisible Surplus at 4 per cent.	Jan. 1, 1879, $2,811,436. Jan. 1, 1880, 3,120,371. Jan. 1, 1881, 4,295,096. Jan. 1, 1882, 4,827,036. Jan. 1, 1883, 4,948,841.		

TRUSTEES:

MORRIS FRANKLIN, WM. H. APPLETON, WILLIAM BARTON, WILLIAM A. BOOTH, H. B. CLAFLIN, JOHN M. FURMAN, DAVID DOWS, HENRY BOWERS, LOOMIS L. WHITE, ROBERT B. COLLINS, S. S. FISHER, CHAS. WRIGHT, M.D., WILLIAM H. BEERS, EDWARD MARTIN, JOHN MAIRS, HENRY TUCK, M.D., ALEX. STUDWELL, R. SUYDAM GRANT, ARCHIBALD H. WELCH.

THEODORE M. BANTA, Cashier.
D. O'DELL, Superintendent of Agencies.
CHARLES WRIGHT, M.D., HENRY TUCK, M.D., } Medical Examiners.

MORRIS FRANKLIN, President.
WILLIAM H. BEERS, Vice-President and Actuary.

Financial.

February Investments.

Iowa Falls & Sioux City (Ill. Cent.), 1st, 7s, 1917.
Clev. & Pittsburg Con. and Equip. 7s, 1913.
Jeff. Madison & Indianapolis RR. 1st, 7s, 1906.
St. L. Vandalia & Terre Haute guar. 2d, 7s, 1898.
Chicago & Grand Trunk 1st, 6s, due 1900.
Grand Rapids & Ind. Guar. Land Grant 1st 7s, 1899
Columbus & Hocking Valley 1st, 7s, 1897.
Columbus & Hocking Valley 2d 7s, 1892.
Cincinnati, Ohio, 7-30s, due 1902.
Columbus, Ohio, 4s, due 1901.
St. Louis Gold 6s, various dates.

CHAS. T. WING,
No. 18 WALL STREET.
(With A. M. Kidder & Co., Bankers.)

ILLINOIS CENTRAL RR. CO.
41ST SEMI-ANNUAL CASH DIVIDEND.

The Board of Directors have declared a dividend o 3½ per cent in cash, payable March 1, 1883, to the shareholders of the Illinois Central Railroad Company, as registered at the close of business on February 10th; they have also declared an extra dividend of ½ of 1 per cent in cash, payable at the same time to said shareholders, out of the earnings of the Southern Division for the six months ending December 31, 1882. The Stock Transfer Books will be closed from and after February 10th until the morning of March 5th. L. V. F. RANDOLPH,
New York, Jan. 18, 1883. Treasurer.

OFFICE OF THE JOCUISTITA MINING CO., No. 18 Wall St., New York, Feb. 14, 1883, DIVIDEND No. 7.

The Jocuistita Mining Company has this day declared a quarterly dividend of Fifty Thousand Dollars, being FIFTY CENTS (50c.) PER SHARE, payable at the office of Lounsbery & Haggin, No. 18 Wall Street, on the 28th inst.
Transfer books close on the 23d inst.
R. P. LOUNSBERY, President.

NORTHERN PACIFIC RAILROAD COMPANY, TREASURER'S OFFICE, No. 17 Broad Street, New York, February 13, 1883.

Coupons of the Pend d'Oreille Division Bonds of this Company, due March 1 proximo, will be paid upon presentation at this office on and after that date. ROBERT LENOX BELKNAP,
Treasurer.

OREGON IMPROVEMENT COMPANY, NEW YORK, February 15, 1883.

The Board of Directors have declared the first SEMI-ANNUAL DIVIDEND of THREE AND ONE HALF PER CENT (3½ per cent), payable Mar. 15, 1883, at the office of the Farmers' Loan & Trust Co., to the stockholders of record March 5, 1883.
The transfer books close March 5 and re-open March 20, 1883.
T. H. TYNDALE, Secretary.

TEXAS & ST. LOUIS RAILWAY CO. IN MISSOURI AND ARKANSAS.

Coupons due March 1 upon the bonds of this company will be paid at the National Bank of Commerce in New York. J. W. PARAMORE,
President.

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WORTH THREE TIMES THE LOAN.

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Philadelphia, 132 So. Third St., C. F. Fox.
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Saratoga, N. Y., Grand Union Hotel.

THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

[Entered, according to act of Congress, in the year 1883, by WM. B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

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The Chronicle.

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JOHN G. FLOYD. } 79 & 81 William Street, NEW YORK.
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OUR WHEAT SURPLUS AND FUTURE EXPORTS.

So much importance attaches at the present time to our foreign trade movement that we give special prominence to the statement of breadstuffs exports for January, which has been issued this week by the Bureau of Statistics. It will be found very interesting in itself in the condensed form in which we have stated it below, as we add similar returns for previous years. But at this time we propose to use it, with the help of other data, chiefly for drawing certain inferences as to the wheat surplus now remaining in the country and the amount probably left for future foreign shipments.

It seems that up to the 1st of February we had shipped only about 107¼ million bushels of wheat (including flour reduced to wheat), against over 120¾ million bushels to Feb. 1, 1881; but that corn has now begun to pass out freely, the January movement of that cereal reaching nearly 4½ million bushels, valued at nearly 3 million of dollars, almost double the December movement and a half larger than the shipments in January of the abundant year of 1881. The details are as follows.

EXPORTS OF BREADSTUFFS FOR JANUARY AND FOR FIRST SEVEN MONTHS OF THREE FISCAL YEARS.

	1882-83.		1881-82.		1880-81.	
	January.	*7 Months.*	*January.*	*7 Months.*	*January.*	*7 Months.*
QUANTITIES—						
Wheat.....*bush.*	6,980,077	82,618,153	6,772,511	66,731,515	8,220,390	99,429,175
Wheat flour.*bbls*	935,486	5,409,470	482,731	3,326,975	749,441	4,752,633
Total wheat & flour in bush..	11,198,784	107,230,768	8,944,800	81,702,902	11,592,874	120,516,023
VALUES—	$	$	$	$	$	$
Wheat & flour..	12,935,825	125,388,145	10,588,380	100,336,781	12,962,15[illegible]	136,394,306
Corn and meal..	2,914,812	7,399,396	1,284,017	23,027,605	1,832,836	30,161,709
Rye	19,379	619,585	81,760	446,480	120,988	1,325,515
Oats.....	8,385	100,694	11,078	189,561	8,447	111,653
Barley.....	5,885	189,022	12,289	121,013	4,984	516,397
Tot. value bread. stuffs..... . .	15,874,286	133,696,842	11,977,524	124,121,439	14,929,406	168,509,580

As to further shipments of wheat, it looks now as if the world would need our contribution however large it may be, unless prices are run up to a figure which restricts consumption and forces out the last bushel from all other sources of supply. As it is not wise, and, furthermore, cannot be profitable, to carry on a speculation that produces either result, and moreover, as the foreign exchange market depends so largely upon future shipments of this staple, the question as to the surplus remaining is of special interest to every one. Of course, however, only an approximate answer can in any case be reached, the actual crop—the first element in the problem—being only matter of estimate. The Agricultural Department, we have no doubt, does the best it can; but it is a very large subject and does not admit of exact results. In fact, its estimate at the close of the year is almost always changed at a later date, before the annual volume is published, and even subsequent to that issue, at times. This is no disparagement of the Department, but is only additional proof of its desire to be accurate. In a country where production covers such an extensive field, it is impossible to draw exact conclusions, and opportunity must always be afforded for revising and varying such estimates as the marketing progresses.

So far as the figures of shipments to foreign ports during former years are concerned, an analysis of them offers no absolute guide as to the comparative rapidity of the movement in any subsequent year. They permit and perhaps authorize a conclusion when all other conditions are similar; but in general it may be said that early exports and a large production do not bear a corresponding relation to one another. Still, the movement of former crops must always be the basis for judging of the current one, conclusions to be modified where differences in the conditions can be suggested. For the purpose, therefore, of seeing how the marketing has progressed in former seasons, we give the following statement showing

the foreign exports of wheat for the first seven months and last five months of each fiscal year for several seasons, with percentages of the movement after February 1st. It may be a little surprising to see with how much regularity the percentages run.

WHEAT AND FLOUR EXPORTS FIRST SEVEN MONTHS AND LAST FIVE MONTHS.

Years.	Exports First Seven Months.	Exports Last Five Months.	Total Exports.	Percentage of Exports after February 1.
	Bushels.	Bushels.	Bushels.	
1874-75	49,456,935	23,455,882	72,912,817	32·17
1875-76	44,242,067	30,508,615	74,750,682	40·81
1876-77	42,342,590	14,701,346	57,043,936	25·77
1877-78	62,470,124	30,669,172	93,139,296	32·93
1878-79	101,380,591	46,307,058	147,687,649	31·35
1879-80	119,937,915	60,366,261	180,304,176	33·42
1880-81	121,620,810	64,710,804	186,331,614	34·70
1881-82	83,590,417	38,301,972	121,892,389	31·42

Of the above the year 1880–81 as to production bears the nearest resemblance to this season. If we were authorized to take the movement subsequent to February 1 of that year and apply it to the present season, our total exports for the twelve months ending the first of next July would be about 165 millions or say about 58 millions for the five months beginning with the first of February. But are there not circumstances which should make the marketing slower this year than in 1880-1? Price must always influence the movement, and low values following a season of very high values are especially disappointing. We may see what has been the ruling difference in this particular by a little statement of the average quotation at London near the close of each of the late months for four seasons.

GAZETTE AVERAGE PRICE PER QUARTER AT LONDON NEAR CLOSE OF EACH MONTH.

Near close of	1882.	1881.	1880.	1879.
September ..	42s. 1d.	51s. 1d.	43s. 3d.	48s. 2d.
October.....	40s. 3d.	47s. 1d.	40s. 1d.	47s. 1d.
November ..	40s. 11d.	45s. 4d.	45s. 7d.	50s. 4d.
December...	41s. 6d.	44s. 4d.	44s. 5d.	46s. 7d.
	1883.	1882.	1881.	1880.
January... ..	40s. 0d.	46s. 3d.	42s. 4d.	41s. 11d.
February ...	40s. 4d.	45s. 7d.	42s. 6d.	45s. 3d.

The foregoing indicates a considerably smaller return to the producer than for any year during the four. Such a fact certainly suggests that our export movement not unlikely bears a less proportion to the movement for the whole year than it did in 1880–81. That is to say, other things being equal, we are authorized to draw that conclusion—a conclusion which finds additional support in the fact that our last crop was so very short and prices were so very high that farmers would be more than usually influenced by price in holding or marketing their produce.

But passing this feature of the inquiry, and looking directly at the marketing now in progress at the West, we find further encouragement to the idea that farmers now hold a larger surplus than usual. For, according to the latest returns, it seems that, notwithstanding the snows and storms, wheat has of late weeks been coming into the Western river and lake ports as it seldom has come in before. Since the 25th of December the total receipts at the eight cities which are included in the usual statistical tables have been as follows for the last five years.

RECEIPTS AT WESTERN LAKE AND RIVER PORTS.

	1882-83.	1881-82.	1880-81.	1879-80.	1878-79.
Flour .. bbls.	1,487,008	1,272,433	1,221,930	757,862	888,062
Wheat..bush.	8,196,191	6,107,165	5,206,673	6,373,638	9,694,128
Flour....bush.	6,691,536	5,725,948	5,498,685	3,410,379	3,996,279
Total.	14,887,727	11,833,113	10,705,358	9,784,017	13,690,407

These are certainly very surprising results, for they have been reached under a smaller inducement than in former years, prices this season until after the snow blockade and floods, having all the time been lower than they were even in 1880–81. The ruling price here in December was only about $1 10 for No. 2 Red Winter and about $1 12 in January, until the latter part of the month when it reached $1 17, an average of fully 5 cents per bushel less than in the season of 1880–81 until the latter part of January and then still keeping below that season until the scare the floods produced. Such facts as these are worth considering in estimating the year's yield. Furthermore they bear out all the opinions and anticipations expressed with regard to the crop during the summer and early fall. Even the Agricultural Bureau down to as late a date as October 15 estimated the crop at 520,000,000 bushels and many good judges even now put it higher than that.

But without attempting to determine that point definitely, it seems to us that the facts already cited warrant the belief that the crop is considerably larger than that of 1880-81. One other question remains however,—for granting this, a marvelous difference of opinion still exists as to our home wants. We know no better way to obtain a solution of that doubt than through an examination of the figures as to the disposition of the crops during former years, and as we have now one crop reported by the census, and as the other estimates have been modified and fixed on the basis of the census returns, there does not appear to be much room left for dispute. We have therefore prepared the following statement which brings out this fact very clearly. The visible supply we have made up from the returns of about July 1st, adding the Produce Exchange figures of San Francisco to those of New York so as to include the whole country. The figures in full faced type are millions, the last three figures being omitted in all columns except the last.

DISPOSITION OF THE PRODUCTION OF WHEAT.

Fisc'l Year.	Visible Supply Beginning Year.	Crop Accord-ing to Agricult'l Bureau.	Total Year's Supp'y.	Exp't'd During Year.†	Visible Supply End of Year.	Total Acc'nted for.	Leaving for Consumpt'n.	Popu-lation in United States.	Consumpt'n Per Capita.
	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bu.
'78-79	**5**,318	**420**,122	**425**,440	**147**,687	**13**,609	**161**,296	**264**,144	**47**,000	5·6
'79-80	**13**,609	**459**,479	**473**,088	**180**,304	**12**,725	**193**,029	**280**,059	**48**,500	5·8
'80-81	**12**,725	**498**,549	**511**,274	**186**,321	**29**,022	**215**,343	**295**,931	**50**,000	5·9
'81-82	**29**,022	**380**,280	**409**,302	**121**,892	**13**,566	**135**,458	**273**,844	**52**,000	5·3
'82-83	**13**,566	*525,000	**538**,566	**189**,566	**25**,000	**214**,566	**324**,000	**54**,000	6·0

* This is our own estimate.
† Including flour reduced to bushels.

This statement is certainly a very useful and interesting exhibit. It shows in the final column a steady increase in the consumption per head as it should, the area of production constantly widening and the amount wanted for seed constantly enlarging. Besides as the country grows in wealth, it is natural that a freer use should be made of this necessary of life. The figures in the last line of the above table—the one covering 1882-83—are of course our own estimates. We give the visible supply at the end of the year at 25 millions, not supposing the full amount of that total will be in sight, but part of it will go to make good the deficiency which the high prices of last year left in farmers' stocks. If, therefore, our deductions are correct, the remaining five months of the current fiscal year will allow of the export of 82 million bushels, instead of the 58 millions given above on the basis of the percentage that was exported during same months of 1881.

THE FINANCIAL SITUATION.

The changes in the conditions affecting commercial affairs, so far as any have occurred during the week, have all been of a favorable character. This is true both as to influences wholly domestic in their nature, and also of those which relate to our trade with the outside world·

As a result, general business is recovering tone and its volume increasing. Such quick response as the country makes to every favorable impulse, only indicates how sound on the whole the commercial situation really is.

Quite a sensible feeling of relief manifested itself at the unexpected passage by the Senate of the tariff and revenue bill. This is not a measure up to the people's desires, but if it could get through the House, it would at least serve to prevent an extra session, while decreasing the revenue enough to make bond calls less frequent, and thus quieting the fears felt of a disturbance to our bank note currency. It is, however, by no means certain that any further progress will be made with the bill; in fact as we write, the reports indicate non-action by the House. But still, as the period for new work by this Congress is so brief now, views of policy change very quickly, and under the clear demand of the country for some revenue legislation, it would be no surprise to hear of the sudden taking up and passing of the Senate bill without amendment. We think some such belief prevails here, in spite of the rather discouraging aspect of party caucuses up to this time.

Another circumstance which has afforded relief is the rapid subsidence of the Western floods, the resumption of traffic throughout the agricultural districts, and the very large movement of produce which has again begun. This latter circumstance shows how strikingly differently the situation is from a year ago. Then the roads were hauling in the mere remnants of crops everywhere short; now they are drawing upon surplus property, still everywhere apparent and abundant. This encourages the belief that the railroads in the agricultural districts will continue to make favorable exhibits through the summer, and especially if the fears lately expressed of harm to the winter wheat should prove unfounded, as anticipated. With a good early spring prospect as to this year's crops, these surpluses would be quickly marketed, and active business not only for the railroads but also for the merchant be the result.

Still another encouraging feature in the situation has been the dull, weak, lower and declining market for foreign exchange. The immediate cause for this turn in the rates was the pressure of bills drawn against outgoing securities. The fall in sterling was so sudden that the market became demoralized, and for the moment it was difficult to sell commercial bills. Probably the principal block of security bills came from the negotiation in London of the Winnipeg loan for about one million dollars. This offering, however, was followed by moderately large amounts drawn against some of the trunk-line stocks, bought at the late decline on European account, the decline, it is said, being regarded as speculative and not justified by the conditions, present or prospective, of the properties. Furthermore, the disturbed feeling was aided by the expectation of an increase of cotton bills from the South and the belief that with the subsidence of the flood and the resumption of the movement of grain, prices of wheat would fall and the active shipment of that staple be renewed.

Bearing upon the question of foreign exchange, we have this week the breadstuffs figures for January of the Bureau of Statistics, which show how very favorable our foreign trade must have continued during that month. The provision figures have also been issued, and these with our own cotton record point to a trade balance in our favor for January of probably more than 27 millions, making the total for the three months from November to January both inclusive about 86 millions. This statement is sufficient to explain the expectation we so often expressed of an influx of gold in January; and had it not been for the very considerable movement this way of governments and of maturing railroad bonds, it would have been realized. The decline this week in exchange is the evidence of the favorable position of our foreign trade, for it shows that notwithstanding a partial, temporary check in the movement of produce, how small a supply of security bills is required to change the whole aspect of the market. Of course it is late in the season now to anticipate a movement of gold this way, and yet, with a renewal of the shipments of wheat, and with the large surplus that we still have to go forward not only of that cereal but of all our other productions, a close money market here might at any time find relief in that way.

So far as stocks are concerned, the general influences noted above have made little impression. There is, as the week closes, a somewhat less unsettled feeling, and perhaps the tendency upward yesterday, if no untoward event happens, may develop a more permanent character than such movements have shown of late. Still, the ghosts of Wall Street are not all down yet. Furthermore, uncertainties still surround some of the leading stocks, which help to depress other values. We referred to a few of these last week. The Governor has reached no decision with regard to the law cutting down the fare of the Elevated railroads to five cents. The Legislature seems to be following up that senseless measure with other similar proposals. This week the plan to lower the fares on the Long Island road has received further attention, and that has been succeeded by a like attempt with regard to the Harlem, and with another proposition applying to the Black River road. We suppose none of these latter efforts will make much progress, but they show the disposition of a considerable class in the Legislature to follow popular clamor even at the risk of bringing a railroad on to a non-paying basis, as threatens to be the result of their action with reference to the Elevated system. Perhaps these sage law-makers may some day remember the case of the horse that was so cruel as to die when his owner had just comfortably got him down to one straw a day. The Elevated roads will not die, but if the management finds it cannot afford, with the reduction in fares, to keep up the condition of the property, it would be better for the community if they did.

The news that the negotiations for the purchase by the Chicago Burlington & Quincy of the control in the Hannibal & St. Joseph had been broken off, had a depressing effect, especially on the stock of the former road. Last week it was supposed the matter was progressing favorably; but it came to a sudden halt by the refusal of the holders of the Hannibal & St. Joseph to sell the common stock at 42 and interest, to be paid in Chicago Burlington & Quincy 4 per cent bonds at par. The stop in the negotiations was coupled with the announcement that arrangements would soon be made by the Hannibal & St. Joseph for the construction of an extension from Quincy to Chicago. On Wednesday the Wabashes were pressed for sale, the ostensible reason being the decision adverse to the company in the suit of the equipment bondholders, coupled with a report that the floating debt is large and troublesome. These, and discussions about Erie's new trust loan, were prominent among the many depressing circumstances of the week.

The report of the Delaware Lackawanna & Western was made public on Tuesday. It shows—what indeed has been shown before by the company, but is nevertheless a remarkable fact in these days of stock watering and heavy capitalization—gross earnings larger than total stock outstanding. These gross earnings are $27,006,267 in 1882, against $27,396,526 in 1881, a decrease of about $390,000, but expenses decreased about $400,000, so that

net earnings reached $7,774,890, or $11,026 more than in the previous year. The charge for interest and rentals (mostly the latter, since its own bonded debt is very small, being but about 4 million dollars,) was $3,620,709, leaving as the balance for the year $4,154,181, out of which the company spent $931,701 for new cars, locomotives, tracks, &c., so that the actual surplus remaining for the stockholders was $3,222,480, equivalent to over 12 per cent. Only 8 per cent however was distributed. At the meeting this week the lease of the New York Lackawanna & Western (Buffalo extension) was finally ratified, according to which the Delaware Lackawanna & Western guarantees five per cent on that company's stock and the interest on its bonds, involving a total additional charge of $1,220,000 yearly. It is interesting to observe that even if the new line contributes nothing to net earnings (and it ought to contribute something at the very outset, and quite a considerable sum in later years, when it becomes firmly established) the Delaware Lackawanna & Western will, on the basis of last year's results, fall but little short of the amount needed to meet the full additional charge and yet maintain the present rate of distribution on its stock. Eight per cent on the $26,200,000 capital calls for $2,096,000; add this to the $1,220,000 called for by the New York Lackawanna & Western, and we have a total requirement of $3,316,000, against the $3,222,480 remaining in the late year, and this too after $931,000 had been deducted for new equipment, &c.

There seems to be a possibility now that money may soon be less abundant than it has been for months past although for the present it remains in good supply, notwithstanding a liberal movement of funds to the Western centres. The reason for this ease is the comparatively light inquiry for commercial purposes and the steady liquidation in the stock market, which lessens the demand at the Stock Exchange. A revival of business and a steady upward movement in stocks would naturally tend to make money active; but, unless this season proves an exception, such activity may not be greatly prolonged. Last year the maximum surplus reserve of the banks for the first quarter was $9,674,375, and was recorded in the week ending January 21. There was a rapid fall to a deficiency of $2,618,050 by the week ending March 4, but this was caused by the drain of about 6½ millions gold to Europe, and thereafter there was a recovery to a surplus of $3,338,100 by the last week in March. In 1881 the maximum surplus reserve for the same quarter was $8,146,725, and was recorded in the week ending January 21, and the minimum was a deficiency of $1,014,625 in the week ending February 25. Then followed a recovery to a surplus of $2,310,300 by the week ending March 18. This year the maximum surplus was $10,007,575 in the week ending January 27. Since then the decline has been constant and is likely to continue, although the payment of $2,812,500 interest on the 4½s, March 1, may arrest the reduction. The Sub-Treasury has paid nothing for bonds this week, and its operations appear to have resulted in a gain, which is a loss to the banks, of $1,458,899. The following shows the interior movement, which has been largest to the grain centres where the rates of exchange rule strongly against this city.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency	$909,000	$1,145,000
Gold	14,000	2,545,000
Total	$923,000	$3,690,000

Last week's bank return was made up on declining averages. Considering this fact, the following will indicate the character of this week's statement.

	In to Banks.	Out of Banks	Net Loss.
Sub-Treasury operations, net...	$.....	$1,458,899	$1,458,899
Interior movement.....	923,000	3,690,000	2,767,000
Total.....	$923.000	$5,148,899	$4,225,899

The following shows relative prices in London and New York of leading securities, at the opening each day, indicating the margin of profit on cable transactions.

	Feb. 19.		Feb. 20		Feb. 21.		Feb. 22.	Feb. 23.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.		Lond'n prices.*	N.Y. prices.
U.S.4s,c.	119·55	119⅝	119·67	119¾	119·67	119⅝	Holiday in New York.	119·55	119⅝
U.S.3½s	103·37	103¾	103·37	103¾	103 27	103¾		103·39	103¾
Erie.....	35·59	35¼	35·11	34⅜	34·74	34⅛		35·23	35⅛
2d con.	95·25	94⅛	94·74	94⅛	93·79	93¾		93·79	93⅝
Ill. Cent.	144·09	143¼	143·12	143	143·24	142½		143·12	142½
N. Y. C..	125·14	125	125·14	124¾	125 38	125		125·38	124¾
Reading	26·00†	51⅛	25·02†	49⅝	25·27†	51¼		25·63†	51
Ont.W'n	25·87	25¾	25·39	25¼	25·27	25		25·27	25¼
St. Paul.	100·60	100⅛	98·65	98⅛	99·14	99		98·90	98¾
Exch'ge, cables.	4·86		4·86		4·86			4·86	

* Expressed in their New York equivalent.
† Reading on basis of $50, par value.

The Bank of England return for the week shows a gain of £370,000 bullion. The Bank of France reduced its rate of discount from 3½ to 3 per cent and reports an increase of 7,800,000 francs gold and of 1,900,000 francs silver, and the Bank of Germany, since last return, indicates a gain of 7,060,000 marks. The following exhibits the amount of bullion in the principal European banks this week and at the corresponding date in 1882.

	Feb. 22, 1883.		Feb. 23, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England.....	22 976,046	.....	21,200,220	.....
Bank of France.....	39,619,769	43,402,732	33,033,240	15,287,327
Bank of Germany	7,706,250	23,118.750	6,916,750	20,750,250
Total this week.....	70,302.065	66,521,482	61,150,210	66,037,577
Total previous week.....	69.459,181	65,964,289	60,247,721	65.693.037

The Assay Office paid through the Sub-Treasury $51,003 for domestic bullion, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Feb. 16...	$188,107 42	$7,000	$9.000	$136,000	$35,000
" 17...	177,761 91	4,000	8.000	147,000	20.000
" 19 ..	573,491 12	15,000	28,000	456,000	73,000
" 20...	708,520 39	30,000	31,000	542,000	106,000
" 21...	663,213 11	36,000	32,000	490,000	105,000
" 22...	.....	.....	Holiday	.....	.....
Total.	$2,311,093 95	$92,000	$108,000	1,771,000	$339,000

THE ERIE'S TRUST LOAN.

The New York Lake Erie & Western has this week published its earnings and expenses for December and for the first three months of its current fiscal year, showing that the company's business is slowly but steadily increasing. For December there is a gain of $120,000 gross and $60,000 net, and for the three months ended December 31 a gain of $227,000 gross and $195,000 net. Notwithstanding this favorable exhibit—which was foreshadowed by the earlier returns for October and November—the price of the stock and of the second consolidated bonds has continued weak and lower, and it is evident that there are some influences at work tending to depress the securities.

We do not think that a lack of confidence in the management is one of these influences, for the present directory has been eminently successful in its work thus far. Nor do we think that the heavy increase in indebtedness during the last ten or twelve years, which is so glibly cited by those operating for a decline, has occasioned alarm, for

the money has been put to very profitable use in extending and enlarging the property, so that now in its physical condition the Erie ranks with the best of the trunk lines, and is able to command its just share of the business. It is rather the uncertainty about the proposed trust loan lately negotiated, the active discussion and unfavorable comment to which it has given rise, and the manifest disinclination of the company's officers to let the public into the particulars, which are the inciting cause for the present weakness in the securities.

A "trust loan" in itself need not be looked upon with suspicion; though to some, no doubt, it conveys the idea—at present, at least, while such form of security is comparatively novel—that the company resorting to it could not borrow in the ordinary way. The operation, as we said last week, is clearly legitimate. A company finds in the course of its business that control of certain connecting lines, or of certain pieces of property ensuring a large traffic, is essential to continued prosperity, and proceeds to complete negotiations for securing the same. But for this purpose money is needed, and it has to be obtained in one way or another. The former course was to place an additional mortgage upon the whole line, but in that case the thing purchased became general property connected with the road, and thus subject to the prior mortgages. The collateral trust loan obviates this by securing the bonds directly upon the property for which they are issued. In this way, too, the funds needed are raised with less difficulty, for it is clear that investors are more ready to advance money, with a specific piece of property as first security, than they are with an eleventh or twelfth mortgage upon the whole property as their only reliance.

Hence there is no ground for regarding the loan itself as the cause of the disturbance in market values. The real reason, we think, is the indefinite character of the information given out with regard to the transaction. We refer particularly to the matter now, because one or two attempts that have been made to clear up the subject seem to us scarcely successful. The latest is a reported interview had with Mr. Jewett, which appeared in the Herald of Wednesday. It was of course known that the Erie had been making large investments in coal properties and connecting lines, and in supplying new feeders; but it was supposed that as far as the past was concerned, this had all been settled up and that the new loan was merely to provide the necessary means for continuing the same policy in the future. Instead of that, the Herald representative reports the President as saying that the loan is exclusively for the purpose of providing for last year's purchases, and it is that statement which attracts chief attention.

We can, of course, readily believe that Mr. Jewett has been only partly or imperfectly reported, or that he has good reasons for not furnishing full details—as would be the case should he have in contemplation the execution of certain projects and plans, whose disclosure just now might thwart his efforts to perfect them—but still the public is quick to see discrepancies, apparent or real, between different statements, and in the present instance this is aggravated by rumored difficulties (totally without foundation, we are sure) in the company's affairs.

"The object of the collateral trust bonds," says Mr. Jewett, "is not to acquire money for anything in the "future, but the company had bought the Blossburg coal "property at a cost of about $2,000,000; it had extended "its Bradford branch at a cost of about an equal sum; it "had expended a large amount of money upon its Weehawken dock property, &c. It (the collateral loan) was "to return into the Erie treasury the money which we "had disbursed on those accounts." Turning to page 4 of the last annual report, we find that during the fiscal year ended September 30, 1882, the company sold $603,816 consolidated mortgage bonds, $2,466,396 prior lien bonds, also the Grand Opera property for $715,000, its Cleveland Columbus Cincinnati & Indianapolis stock for $231,763, the premises held in Twenty-third street for $20,000, and it had besides a balance remaining from the fund advanced for construction of "N. Y. Lake Erie & "Western Coal & Railroad" and other improvements, of $624,129, giving altogether $4,661,104. All this property was sold—why? The report furnishes the answer in the disposition that it says was made of the money received from the same. It was applied, we are told, (together with $1,166,642 surplus) to improvements of road and property, to the acquisition of necessary equipment and real estate, "to the purchase of the capital "stock of the Blossburg Coal Company" (which on a subsequent page is stated to have cost $2,000,000) and to the purchase of the "stock of other companies in which it was "advisable for this company to have a controlling interest." Now if the Blossburg coal property, among other purchases, was provided for by the sale of the Grand Opera House and various bonds previously unissued, as the report says it was, it is evident that the company does not require to issue other bonds now for the same purpose, and it must be that in the interview Mr. Jewett was misunderstood.

The conflict between the two statements is probably susceptible of an easy explanation. But at present the difference is certainly unexplained, and so long as this remains the case those adverse to the Erie will give it the worst construction possible. We trust, therefore, that the company's officials will deem it not incompatible with the Erie's interests to clear up the mystery. It is certain that the money is not wanted to meet interest charges or expenses, for the earnings, as said at the outset, are steadily increasing, and in the late fiscal year were sufficient to meet all annual requirements, pay 6 per cent upon the preferred stock, and carry forward besides a balance of nearly three quarters of a million to surplus income account.

Another point worthy of notice is whether the new loan will impair or in any way diminish the value of the property mortgaged to the second consolidated bondholders. It is charged that some of the securities pledged under this second consolidated mortgage have been withdrawn, and are now pledged against the new trust loan. Mr. Jewett, in response to a question, said that this was so, that some of the securities now held by the trustees of the new loan were formerly in the possession of the trustees of the second consols, and he is made to say that among these there are the Blossburg Coal Company shares and the bonds of the Buffalo Bradford & Pittsburg Railroad. Reference to the mortgage—which gives the property embraced in it with much detail—discloses the fact that though mention is made of an interest in the Buffalo Bradford & Pittsburg, diligent search fails to reveal any mention of the Blossburg Coal shares, and as these were not acquired until 1882, and the mortgage bears date 1878, this is not strange. Evidently, therefore, there is a slip here, and this stregthens the belief that in other respects Mr. Jewett may have been misunderstood or misquoted.

The claim that the company cannot dispose of any of the property originally included in the second consol mortgage, does not seem to be sustained. The right to sell or exchange—for one purpose or another, as from time to time may be deemed advantageous or necessary—such parts of it as are "not inseparably connected" with the line of road or its operation, is expressly reserved in the mort-

gage. For instance, if the Erie directors consider it advisable to exchange the company's interest in the Buffalo Bradford & Pittsburg for some other piece of property they have the undoubted right to do so, the only condition being that the trustee, the Farmers' Loan and Trust Company, shall give its approval, which it is bound to give unless it "shall discover just cause for withholding "the same." But it is also provided that where a sale or disposition of any of the property is made, the security created by the mortgage shall not be impaired, but the proceeds "employed in the payment "or reduction of the interest or principal of the indebted- "ness secured hereby, or in the improvement of the "premises hereby conveyed." This phraseology apparently admits of but one construction: whenever the company withdraws any of the property secured by the mortgage, it must give an equivalent either in money, in property, or in improvements. And the latter we presume it proposes to do.

THE COMING CORONATION AND THE PEACE OF EUROPE.

It is now nearly two years since the assassination of the Emperor of Russia. It was not altogether unexpected, for the warnings had been numerous and the threats often repeated; but it was universally lamented, not alone because of the brutal act itself, but also because of the proof it gave that the vast Empire of Russia was helplessly at the mercy of lawless bands of secret assassins. The taking away of the Emperor, as the agitators might have foreseen, checked rather than hastened reforms. But it struck terror into the Government, and for the time being made the imperial seat the least comfortable, and in some respects the most undesirable position, in the Empire. The vacant place was filled; but the fear of giving the Nihilists another murderous opportunity has been sufficient to delay those ceremonials which are deemed necessary to the confirmation of royal and imperial authority.

At the end, then, of two years, and early next month, unless some untoward event interferes, St. Petersburg will witness a scene which, for military pomp and external splendor and magnificence generally, will surpass anything of the kind which has been seen in the present century. To us the event is interesting chiefly because it seems to encourage the hope of continued peace. It is very satisfactory to know that Russia is seeing better times; and it will be all the more a source of joy if the coronation shall be accompanied with the announcement of much needed reforms and of a more liberal domestic policy. It will be well, too, if this shall be associated with a foreign policy which works for peace, and thus permits the other governments of Europe to give their thoughts to other questions than those connected with self-preservation or with foreign conquest. In spite of existing discontent in certain quarters, and in spite also of certain possible changes in the form of government on the part of some of her neighbors, the time seems opportune for a new departure. Russia has no immediate cause of quarrel with any of the adjoining nations; nor do any of them seek a quarrel with her. It is also hardly possible to doubt that there is a real improvement in the internal condition of the country.

Besides all this, outside circumstances seem to encourage such a hope. It is true that we have had of late, and indeed, any time during these last two years, all kinds of disquieting rumors. Scarcely a month has gone without its "scare." The substitution of the treaty of Berlin for that of San Stefano has proved a rich mine to the manufacturers of war alarms. Russia had been outwitted; Russia was dissatisfied; and Russia was but biding her time to take her revenge. It was not difficult for these people to find the suitable time; and the public has again and again been notified that it had come. It had come when England was at war with Afghanistan. It had come when M. Gambetta became Prime Minister of the French Republic. It had come when France entered and occupied Tunis. It had come when England threatened to put down the rebellion in Egypt. It had come again when England had put down the rebellion, and did not immediately withdraw her troops and leave Egypt in a worse plight than she found it. It had come once more when M. de Giers made his not well understood visits to Berlin and Rome. And it was but yesterday that the wildest rumors were again set afloat by the visit of the same statesman to the Court of Francis Joseph. M. de Giers, however, is home again; and the most warlike news we hear from the Russian capital is that preparations are being hurried forward with a view to the early coronation of the Emperor. Thus opportunity after opportunity has passed away, and the situation is still peaceful, and more so in its general aspect than ever.

Nor is the situation less promising if we fix our attention on any of the other nations of Europe. There has been much ill founded rumor about a difficulty between Russia and Austria. It may be true that Russia was anxious to renew the triple alliance, and that she wished to carry Germany and Austria with her in regard to certain projected movements in the East. It may be true that she was somewhat mortified at the manner in which her proposals were received. However that may be, it is now certain that Russia has no immediate intention to attack Austria and that Austria has as little intention to attack Russia. The dual alliance remains; and so long as it continues, it is a good guarantee for the peace of Europe in one direction.

There is but one other possibility of war disturbance. The feeling is not yet kindly between France and Germany. So long as Gambetta lived there was the possibility of a war of revenge. Gambetta, however, has been removed from the list of the motive forces of the time; and it is doubtful if there is any living Frenchman, competent to measure the risks of such a venture, who would at this time counsel another test of strength with Germany. France may have some domestic difficulties to overcome; but we do not look upon her as a possible early disturber of the peace of Europe. Altogether then, in spite of local disturbances, as we said above, the outlook is peace.

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Feb. 10.			*EXCHANGE ON LONDON,*		
On—	*Time.*	*Rate.*	*Latest Date.*	*Time.*	*Rate.*
Amsterdam	3 mos.	12·43¾ @12·51¼	Feb. 10	Short.	12·00
Amsterdam	Short.	12·11½ @12·21½	.....	.....	.....
Antwerp	3 mos.	25·47½@25·52½	Feb. 10	Short.	25·24
Hamburg	"	20·62 @20·66	Feb. 10	"	20·43
Berlin	"	20·62 @20·66	Feb. 10	"	20·43
Frankfort	"	20·62 @20·66	Feb. 10	"	20·43
Copenhagen	"	18·40 @18·45	....	....	.....
St. Petersb'g	"	23¼@23⅜	....	....	.....
Paris	Short.	25·20 @25·27½	Feb. 10	Short.	25·21
Paris	3 mos.	25·42½@25·47½	Feb. 10	Checks	25·22½
Vienna	"	12·10 @12·12½	Feb. 10	Short.	11·95
Madrid	"	46 @46⅛	....	....	.....
Genoa	"	25·70 @25·75	....	....	.....
Lisbon	"	51 13/16@51 15/16	....	....	.....
New York	"	.....	Feb. 10	Short.	4·82½
Alexandria	....	.....	Feb. 7	3 mos.	96⅞
Bombay	60 days	1s. 7 5/16d.	Feb. 10	4 mos.	1s. 7 5/16d.
Calcutta	....	1s. 7 5/16d.	Feb. 10	"	1s. 7 9/32d.
Hong Kong	....	.....	Feb. 10	"	3s. 8⅛d.
Shanghai	....	.....	Feb. 10	"	5s. 1d.

[From our own correspondent.]

LONDON, Saturday, February 3, 1883.

There has been rather more demand for money this week, and the rates of discount have somewhat improved, but the quotation for three months' bank bills is not more than 3¼ per cent. The weekly Bank of England statement is very satisfactory, the proportion of reserve to liabilities having risen to the somewhat high point of nearly 48 per cent. The note circulation has fallen off, while the supply of bullion has been augmented by $308,341. The Bank rate remains at 4 per cent, and there is certainly more prospect of its being lowered than of an early return to higher quotations.

The foreign exchanges keep favorable to us, and the supply of mercantile paper in existence is still under the average. At this time last year the money market was in an excited condition, the supply of bullion having fallen to £18,772,387 and the total reserve to £9,175,182. The Bank rate had, in consequence, been raised to 6 per cent. At the present time matters are very quiet, both in mercantile circles and on the Stock Exchange, and there is every reason for believing that a cautious policy will be observed for some time to come. The situation cannot be said to be one of complete confidence. Recent failures still exercise some influence, notwithstanding that the tin plate trade is one of small dimensions, or, rather, is carried on only by a few firms. The leading characteristic of last year's mercantile operations was that it was attended by small profits, though the aggregate business done was larger than in 1881. The extent of our trade will no doubt suffer no diminution in the current year; but competition being keen, profits are not likely to be augmented. The period of large profits has evidently passed away, and it is doubtful if it ever returns. Short credits or cash payments are becoming more the rule; but they should tend to promote a more healthy condition of things, as heavy risks are less likely to be incurred. The following are the present quotations for money:

	Per cent.		Per cent.
Bank rate	4	Open-market rates—	
Open-market rates—		4 months' bank bills	3¼ @3⅜
30 and 60 days' bills	3¼@—	6 months' bank bills	3¼ @3⅜
3 months' bills	3¼@3⅜	4 & 6 months' trade bills	4 @4½

The following rates of interest are allowed by the joint-stock banks and discount houses for deposits:

	Per cent.
Joint-stock banks	3
Discount houses at call	3
Do with 7 or 14 days' notice of withdrawal	3¼

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
	£	£	£	£
Circulation	25,190,175	25,115,355	25,895,520	24,771,335
Public deposits	5,787,202	6,803,119	8,618,112	5,972,599
Other deposits	22,049,000	22,931,026	24,981,851	26,951,664
Governm't securities	11,883,372	12,510,343	14,351,714	16,481,713
Other securities	21,230,231	25,543,659	22,214,935	18,091,395
Res've of notes & coin	12,955,652	9,935,710	15,231,061	16,542,770
Coin and bullion in both departments	22,395,827	19,301,065	26,126,534	28,314,105
Proportion of reserve to liabilities	46·15	33½	45	49¾
Bank rate	4 p. c.	6 p. c.	3½ p. c.	3 p. c.
Consols	102⅛	99⅝	98¾d.	98½
Eng. wheat, av. price	40s. 6d.	46s. 1d.	42s. 7d.	44s. 2d
Mid. Upland cotton	5⅝d.	6 9/16d.	6⅜d.	7½d
No. 40 Mule twist	9⅜d.	10¼d.	10½d.	4d.
Clear'g-house return	108,685,000	104,396,000	97,886,000	92,811,000

The following are the current rates for money at the leading foreign centres:

	Bank rate. Pr. ct.	Open Market. Pr. ct.		Bank rate. Pr. ct.	Open Market. Pr. ct.
Paris	3½	3⅜	Brussels	4	3⅝
Berlin	4	3½	Madrid and other Spanish cities	4½	4½
Frankfort	....	3¼	Vienna	4½	4¼
Hamburg	....	3	N. Y. call money	....	2@3
Amsterdam	5½	5¼			

The Bank of Bengal rate of discount has been reduced to 5 per cent, and the Indian exchanges are weaker. The rate for telegraphic transfers is 1s. 7 5-16d. in Calcutta and 1s. 7 11-32d. in Bombay. The silver market is also dull, and the quotation for fine bars is not more than 50 9-16d. per ounce. Mexican dollars have been disposed of at 49d.@49⅞d. per ounce, but 49¼d.@49⅜d. is now required. India Council bills were sold at the Bank of England on Wednesday at 1s. 7 ⅜d. per ounce. Since the 1st of April last the sale of these drafts has reached a total of £10,808,829.

Rather more than ten months of the financial year have now elapsed, and the forthcoming budget will be awaited with some anxiety; but it is doubtful if the Chancellor of the Exchequer will be able to relieve the taxpayers to any material extent. Up to the present time the receipts into the Exchequer show only a small increase over last year, notwithstanding the increased income tax. The expenditure has, however, been augmented, there being an increase of nearly £2,000,000 for the army and navy. The expenditure going on in those services, and especially in the latter, is very heavy, but it has probably been justified by the recent events in connection with Egypt.

The weather continues unpropitious for the farming interests, and it is impossible to proceed with the usual agricultural work. It is said, however, that in spite of the fickle weather, autumn-sown wheat looks well in certain localities. Farmers have been threshing wheat rather more freely of late, but the operation is impeded by the weather, and the condition of the produce is still far from satisfactory. Choice wheats are in consequence held with much firmness, and are somewhat rising in price; but it is difficult to establish any material advance.

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first twenty-two weeks of the season, compared with the corresponding period in previous seasons:

IMPORTS.

	1882-3.	1881-2.	1880-1.	1878-9.
Wheat.....cwt.	28,757,926	26,843,456	25,750,295	30,252,239
Barley	8,304,676	6,561,092	6,923,881	7,989,323
Oats	6,561,816	1,150,623	5,093,183	6,936,906
Peas	981,139	864,209	1,229,992	1,163,640
Beans	998,318	728,048	1,037,153	1,302,987
Indian corn	5,649,053	10,611,230	15,188,576	9,978,673
Flour	6,820,816	3,340,150	5,739,564	5,282,463

SUPPLIES AVAILABLE FOR CONSUMPTION.

	1882-3.	1881-2.	1880-1.	1878-9.
Imports of wheat.cwt.	28,757,926	26,843,456	25,750,295	30,252,239
Imports of flour	6,820,816	3,340,150	5,739,564	5,282,463
Sales of home-grown produce	18,522,000	17,690,400	15,214,280	10,973,820
Total	54,100,742	47,874,006	46,704,139	46,508,522
Av'ge price of English wheat for season, qr.	41s. 1d.	47s. 0d.	42s. 8d.	47s. 3d.
Visible supply of wheat in the U. S. bush.	21,900,000	17,800,000	28,400,000	30,750,000

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending February 23:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	50 7/16	50½	50 9/16	50 9/16	50 13/16	50⅝
Consols for money	102⅜	102⅜	102⅜	102⅜	102⅝	102⅝
Consols for account	102½	102⅝	102½	102½	102 7/16	102 7/16
Fr'ch rentes (in Paris) fr.	79·55	79·72½	80·00	80·22½	80·25	80·15
U. S. 5s ext'n'd into 3½s	106¼	106¼	106¼	106¼	106¼	106⅜
U. S. 4½s of 1891	115⅜	115⅝	115⅞	115⅞	115⅞	115⅜
U. S. 4s of 1907	123	123	123⅛	123⅛	123⅛	123
Chic. Mil. & St. Paul	103⅝	103½	101½	102	.....	101 13/16
Erie, common stock	36⅜	36⅛	36⅛	36	36¼	36 5/16
Illinois Central	147¾	147¾	147¼	147¼	147	147¼
N. Y. Ontario & West'n.	26½	26½	26⅛	26⅛	.....	26
Pennsylvania	61½	61½	60⅞	61⅛	61⅛	61¼
Philadelphia & Reading	26⅝	26½	25⅞	26	26⅜	26 7/16
New York Central	129	129	128⅞	128⅞	.....	129

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State)..100 lb.	12 6	12 6	12 6	12 6	12 6	12 6
Wheat, No. 1, wh. "	9 4	9 5	9 5	9 5	9 5	9 4
Spring, No. 2, n. "	9 6	9 6	9 6	9 6	9 6	9 6
Winter, West., n "	9 8	9 9	9 9	9 9	9 9	9 9
Cal. white "	9 5	9 5	9 6	9 6	9 6	9 6
Corn, mix., West. "	6 11	6 11	6 10½	6 10½	6 10½	6 9½
Pork, West. mess..₱ bbl.	80 0	80 0	80 0	80 0	80 0	80 0
Bacon, long clear, new	48 0	49 0	49 0	49 0	49 6	49 0
Beef, pr. mess, new, ₱ tc.	87 0	87 0	87 0	86 0	86 0	86 0
Lard, prime West. ₱ cwt.	57 0	57 6	57 6	57 6	57 6	57 0
Cheese, Am. finest	66 0	66 0	66 0	66 0	65 0	65 6

Commercial and Miscellaneous News

NATIONAL BANKS.—The following national banks have lately been organized:

2,882—The First National Bank of Felicity, Ohio. Capital, $50,000. David H. Hoover, President; Samuel F. Waterfield, Cashier.

2,883—The Traders' National Bank of San Antonio, Texas. Capital, $100,000. John M. Brownson, President; James S. Thornton, Cashier.

2,884—The First National Bank of Marshall, Mo. Capital, 100,000. James W. Goodwin, President; A. S. Van Anglen, Cashier.

2,885—The Delphos National Bank, Ohio. Capital, $60,000. Theodore Wrocklage, President; Joseph Boehmer, Cashier.

2,886—The Valley National Bank of Des Moines, Iowa. Capital, $150,000. J. J. Town, President; William D. Lucas, Cashier.

2,887—The Hot Springs National Bank, Arkansas. Capital, $50,000. Andrew Bruon, President; R. E. Jackson, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in dry goods and a decrease in general merchandise. The total imports were $9,719,967, against $10,019,397 the preceding week and $8,382,881 two weeks previous. The exports for the week ended Feb. 20 amounted to $6,963,690, against $6,157,092 last week and $7,771,094 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Feb. 15 and for the week ending (for general merchandise) Feb. 16; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$2,868,726	$3,056,963	$2,970,536	$3,667,599
Gen'l mer'dise	6,401,274	5,765,937	6,577,368	6,052,368
Total	$9,273,000	$8,820,900	$9,547,904	$9,719,967
Since Jan. 1.				
Dry goods	$19,048,249	$17,647,435	$21,167,295	$20,424,328
Gen'l mer'dise	42,723,680	33,645,991	44,116,506	42,374,148
Total 7 weeks	$61,771,929	$51,293,429	$65,283,801	$62,798,486

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending February 20, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week	$6,147,184	$6,728,609	$6,611,935	$6,963,600
Prev. reported	36,304,181	43,215,431	38,676,121	42,205,023
Total 7 weeks	$42,451,665	$49,944,040	$45,288,056	$49,168,623

The following table shows the exports and imports of specie at the port of New York for the week ending Feb. 17, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	$.....	$.....	$.....	$.....
France	.....	.....	.....	.....
Germany	.....	.....	.....	190
West Indies	.....	.....	7,169	389,316
Mexico	.....	.....	.....	.....
South America	.....	32,865	19,301	55,494
All other countries	.....	1,285	265	6,500
Total 1883	$.....	$34,150	$26,735	$451,500
Total 1882	1,076,658	5,303,998	7,287	291,891
Total 1881	.....	115,960	91,392	4,708,687
Silver.				
Great Britain	$215,975	$1,712,554	$.....	$.....
France	26,600	88,345	.....	.....
German	.....	.....	.....	17,762
West Indies	.....	.....	326	37,956
Mexico	.....	.....	45,882	241,383
South America	.....	.....	2,868	13,610
All other countries	.....	1,206	.....	2,400
Total 1883	$242,575	$1,802,105	$49,076	$313,611
Total 1882	251,500	1,776,180	19,842	213,975
Total 1881	405,835	1,610,370	223,040	510,853

Of the above imports for the week in 1883, $11,639 were American gold coin and $3,517 American silver coin.

Ogdensburg & Lake Champlain.—This company's $3,500,000 6 per cent bonds authorized in 1880, but not heretofore issued, are now offered to the public. These bonds are a first consolidated mortgage, due in 1920, interest payable in April and October. Friends of the road believe that the construction of the new road from Swanton to Rouses Point by Mr. Vanderbilt will insure a prosperous future for the Ogdensburg and the St. Johnsbury roads.

Railroad Construction (New.)—The latest information of the completion of track on new railroad is as follows:

Pennsylvania.—The Western Pennsylvania division is extended from Blairsville, Pa., east 5 miles.

This is a total of 5 miles, making 168 miles thus far reported for 1883, against 419 miles reported at the corresponding time in 1882 and 173 miles in 1881. The weather thus far this year has not been favorable for track-laying.—*Railroad Gazette.*

Southern Pacific—Morgan's Louisiana & Texas—Houston & Texas Central.—The recent purchase of the securities held by the estate of Com. Morgan, from the heirs, by the Southern Pacific Railroad syndicate, consists of the entire capital stock of Morgan's Louisiana & Texas Railroad and Steamship Company, the par value of which is $5,000,000. The company owns 250 miles of railroad in Louisiana, terminating at New Orleans, and a fleet of sixteen steamships, most of them of iron, six of them of large tonnage plying between New York and New Orleans; the others ply between Morgan City and Galveston, Galveston and Indianola, Galveston and Corpus Christi, Galveston to Vera Cruz, New Orleans to Florida and Havana.

The Morgan road has $5,000,000 mortgage bonds upon it, in addition to $1,000,000 upon the Alexandria extension. The purchase price is understood to have been at the rate of $150 per share, or $7,500,000 for the whole. The 144 miles between New Orleans and Vermillionville constitutes the eastern end of the Southern Pacific through line, and, with the terminal facilities on both banks of the Mississippi River, makes New Orleans the initial point of the Southern Pacific system, and will enable it by the steamer lines to carry freight from New York to San Francisco under the same ownership and control.

The peculiar significance of this transaction arises, however, from the fact that Com. Morgan in his lifetime purchased the controlling interest in the Houston & Texas Central Railroad, one of the oldest of Texas roads, with a valuable land grant of 5,500,000 acres. This control is represented by $4,400,000 of its stock, which was owned by the Morgan Company as an asset. The Houston & Texas Central, in its turn, is the owner of a controlling interest in the Texas Central, a tributary line leading from Waco northwest; also of a controlling interest in the Texas Central & Northeastern, under construction to the northern boundary of Texas, near Paris, where it will connect with an extension of the St. Louis & San Francisco southward through the Indian Territory, so as to form one line from St. Louis to Houston, Texas. The Morgan Company also owns almost the entire capital of the Gulf West Texas & Pacific Railroad, extending from Indianola northwestward 70 miles; also a short road between Houston and Clinton, on Galveston Bay; thus controlling altogether about 850 miles of road in Texas, or 1,100 miles in Louisiana and Texas.

It has been reported that Mr. Gould was asked to join in the purchase, but declined to do so, for the reason that his interest extended to St. Louis rather than to New Orleans. The Texas Central road has heretofore been in antagonism with the Gould roads in Texas, but the transfer to the Southern Pacific syndicate is probably satisfactory to him, as the Atlantic & Pacific and St. Louis & San Francisco are owned jointly by the Missouri Pacific and Southern Pacific managers, and the competitive through business of the Texas Pacific and Southern Pacific is pooled under agreement. There is every reason to suppose, therefore, that the Texas Central and its feeders will be worked in harmony with the rest of these two great Southwest systems, which now divide between them that great triangular section of the United States, of which St. Louis, New Orleans and El Paso form the salient angles—in the common Wall Street phrase they have a "corner" on that district.

Schuylkill & Lehigh.—It is reported that foreclosure proceedings will soon be commenced on account of the coupons of November last being unpaid. The road extends from Reading, Pa., to Slatington, 41 miles, and is worked by the Philadelphia & Reading Co., the rental being the net earnings of the road. There are $1,500,000 first mortgage bonds.

Union Pacific.—A report of the Government directors has been submitted for the year 1882, which contains little information pertaining to the operations of the road. The following is a statement of the floating debt on the 29th of November, 1882, as submitted by the company's officers:

Bills payable		$2,980,963
Pay-rolls and vouchers		2,002,840
Accounts payable		3,741,302
Floating debt in the opinion of the U. S. Commissioner of Railroads		$8,725,107
To which should be added the following other debts:		
Interest on 1st mortgage bonds (including Dec. 1, 1882, coupons)	$353,770	
Interest on 1st mort. bonds accrued, not yet due	782,313	
Interest on other bonds	70,409	
Interest on other bonds accrued, not yet due	537,753	
Dividends unpaid	68,889	
Dividends accrued, namely, two-thirds of Jan., 1883, dividend	710,131	
Called bonds not presented for payment	61,000	2,564,271
Gross amount of floating or unfunded debts		$11,289,378

Against which the resources of the company, excluding investment accounts and bonds and stock of other companies, applicable thereto were as follows:

Cash	$502,549
Accounts receivable	1,829,822
Company's stock and bonds owned by the company	2,362,942
Sinking funds with trustees to pay called bonds	61,000
Bills receivable	112,367
Due from other companies on account of traffic balance	231,649
Fuel, materials and stores on hand	3,007,886
Total	$8,198,218
Net floating debt November 29, 1882	$3,091,160

In preparing the above statement, the company's officers pursued the same plan as in the one of July 1, 1882, making deductions of the same items as proper offsets. It leaves the debt at $3,091,160.

—Below is an official statement of earnings and expenses in 1881 and 1882 on the whole system of roads:

	1881.	1882.	*Increase.*	*Decrease*
Earnings	$30,034,096	$30,363,927	$329,831	.....
Expenses	16,812,668	16,061,950	.....	750,718
Net earnings	$13,221,427	$14,301,977	$1,080,549	

Vermont & Massachusetts.—A special meeting of the stockholders of the Vermont & Massachusetts Railroad was held in Boston, and a vote was passed authorizing the issue of $1,000,000 five per cent twenty-year bonds on the first of May next. The proceeds of these bonds are to be used in payment of the $550,000 mortgage sixes, which reach maturity next July, and to pay the Fitchburg Railroad for double-tracking forty miles of the road.

—The Equitable Life Assurance Society publish in another column items from their twenty-third annual statement. The amount of new assurance written during the year 1882) some sixty-two million dollars), the amount paid policy holders during the year) nearly seven million dollars, and the fact that the company has no contested claims on its books are items which indicate not only the standing of the Equitable Company in the community, but go far to commend it to those seeking this class of investment.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son:

Shares.		*Shares.*	
20	Morris Canal and Bank'g Co., consolidated	53¼	12 Nat. Bank of Commerce	130⅛
1	Newport Casino	$100	18 Peoria & Bureau Valley RR. Co., guaran'd 8s	135
1	Right N.Y. Soc'y Library	$3	40 Bank of America	151
22	Merch'ts' Ex. Nat. Bank	95	12 Home Insurance Co.	144
31	Merch'ts' Nat. Bank	129	100 Watkins Autom'ic Signal Telegraph Co.	$4 75 ₰ share
21	Am. Exc'e Nat. B'k	127 a 128½	*Bond.*	
5	St Nicholas Bank	130¼	$3,000 Knickerb'r Ice Co., 7s bonds, due 1890	105½
51	Phœnix National Bank	100		
5	Hanover National Bank	141½		

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Boston & Albany (quar.)	2	Mch. 31	Mch. 2 to ———
Georgia RR. & Bkg Co. (quar.)	2½	April 15	
Iowa Falls & Sioux City (quar.)	1¾	Mch. 1	
Miscellaneous.			
Del. & Hudson Canal (quar.)	1¾	Mch. 10	Feb. 20 to Mch. 11

NEW YORK, FRIDAY, FEB. 23, 1883—5 P. M.

The Money Market and Financial Situation.—The events of the week have in some respects been rather favorable for the encouragement of a better feeling in business circles. The United States Senate has passed an internal revenue and tariff bill, and some of the best-informed correspondents at Washington, who are inclined to view all sides of a question, feel very confident that this bill, either as it is or with modifications, will pass both Houses before the close of the session. Should this be the case—and it is well known that difficulties apparently insurmountable often melt away just at the close of the session—the main cause for uncertainty in commercial affairs would be removed, and merchants of all classes would again begin to put their business in motion and adjust their sails to meet the requirements of the new law.

The monetary ease in England and on the Continent is another feature of no little significance in view of the fact that we have a good supply of stocks and bonds always ready for those markets, and even this week it is reported by the bankers here that the demand from abroad for our securities, both of the investment and of the speculative sort, has been considerably above the average of previous weeks in the current year. This has its influence on exchange and there is little doubt that a firm and healthy market in New York would soon stimulate this demand from European customers.

The account of railroad construction in the United States during 1882 has now been compiled by the *Railway Age*, with more precision on the later details of information received, and the total even exceeds the first estimates. The summary shows that the construction in forty-five States and Territories on 342 lines of road amounted to 11,343 miles, or about 2,000 miles more than in 1881. The construction is divided as follows: In five New England States, 53 miles; in four Middle States, 1,315 miles; in five Middle Western States, 2,077 miles; in eleven Southern States, 1,490 miles; in four States in the Missouri River belt, 2,063 miles; in five States in the Kansas belt, 2,157 miles; in five States in the Colorado belt, 1,165 miles, and in six States in the Pacific belt, 1,020 miles.

This is a grand record of industrial enterprise in a single year, and it suggests the rather practical thought in connection with a bankers' and stock brokers' business, that there must have been created something like $567,000,000 of new stock and bonds, based on this new mileage of railroads.

The money market has shown a trifle more firmness this week, and while the rates for call loans to borrowers on stock collateral are not positively advanced, there is more business done at the higher rates in the range quoted, which is about 3½@5 per cent. Government bond dealers still pay 2@3 per cent for call money, but the short revenue bonds of New York city issued at 3½ per cent draw off some of the savings banks and trust money. Prime commercial paper is quoted at 5@5½ per cent.

The Bank of England weekly statement on Thursday showed a gain of £370,000 in specie for the week, and the percentage of reserve to liabilities was 44 1-16, against 44 15-16 last week; the discount rate remains at 3½ per cent. The Bank of France gained 7,800,000 francs gold and 1,900,000 francs silver. The rate of discount has been reduced to 3 from 3½ per cent.

The New York City Clearing-House banks in their statement of Feb. 17 showed a decrease of $2,741,875 in their surplus reserve, the total surplus being $3,674,825, against $6,419,700 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883 Feb. 17	Differences fr'm previous week.	1882. Feb. 18.	1881. Feb. 19.
Loans and dis	$323,352,100	Inc. $1,860,900	$328,659,300	$320,807,300
Specie	59,930,300	Dec. 2,103,200	59,479,900	65,849,600
Circulation	16,543,000	Inc. 79,300	19,975,000	18,259,500
Net deposits	310,712,700	Dec. 397,700	305,887,100	307,718,100
Legal tenders	21,353,700	Dec. 441,100	18,065,000	14,887,200
Legal reserve	$77,678,175	Dec. $99,425	$76,471,775	$76,929,525
Reserve held	81,353,000	Dec. 2,844,300	77,544,000	80,736,800
Surplus	$3,674,825	Dec. $2,744,875	$1,072,225	$3,807,275

Exchange.—Foreign exchange has been perceptibly weaker and the supply of bills against securities shipped is believed to be on the increase. The demand for exchange is relatively small. To-day, actual rates on bankers' prime 60-days' bills were 4 82¼; demand, 4 85¼; cables, 4 86. Continental bills were as follows, viz: Francs 5 22½@5 21⅞ and 5 20 and 5 18¾; reichsmarks, 94⅝@94¾ and 95⅛@95¼; guilders 39⅞@40⅛.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

February. 23.	Sixty Days.	Demand.
Prime bankers' sterling bills on London	4 82½@4 83	4 85¼@4 86
Prime commercial	4 81¼@4 81⅜	4 84 @4 84½
Documentary commercial	4 80⅜@4 81¼	4 83½@4 84
Paris (francs)	5 22½@5 20	5 20 @5 16¼
Amsterdam (guilders)	39⅜@ 40	40 @ 40¼
Frankfort or Bremen (reichsmarks)	94½@ 95⅛	95 @ 95¾

Coins.—The following are quotations in gold for various coins:

Sovereigns	$4 83½@$4 87	Silver ⅛s and ¼s	— 99¾@ par.
Napoleons	3 83 @ 3 87	Five francs	— 92 @ — 95
X X Reichmarks	4 73 @ 4 77	Mexican dollars	— 86½@ — 87
X Guilders	3 96 @ 4 00	Do uncommerc'l	— 85 @ — 86
Span'h Doubloons	15 55 @15 75	English silver	4 75 @ 4 83
Mex. Doubloons	15 50 @15 65	Prus. silv. thalers	— 68 @ — 70½
Fine silver bars	1 10¾@ 1 1	U. S. trade dollars	— 99¼@ — 99⅝
Fine gold bars	par@¼ prem	U. S. silver dollars	— 99¾@ par
Dimes & ½ dimes	— 99⅝@ par		

United States Bonds.—The government bond market has been variable and unsatisfactory, owing to the great uncertainty hanging over the action of Congress in regard to the revenue and tariff bills. If the bill is passed, and the government income materially reduced, the low-interest bonds redeemable at pleasure will advance in favor.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Feb. 17.	Feb. 19.	Feb. 20.	Feb. 21.	Feb. 22.	Feb. 23
5s, continued at 3½	Q.-Feb.	*103⅜	*103⅜	*103⅜	*103⅜	Holiday	*103¾
4½s, 1891	reg. Q.-Mar.	*112¾	112⅞	*112⅜	112⅜		*112¾
4½s, 1891	coup. Q.-Mar.	113⅞	*113⅜	*114	113⅞		113⅜
4s, 1907	reg. Q.-Jan.	119⅝	*119⅝	119⅜	*119⅝		*119⅝
4s, 1907	coup. Q. Jan.	*119⅝	*119⅝	119⅞	*119⅝		*119⅝
3s, option U. S.	reg. Q.-Feb.	*104	*104	104⅛	104		*103⅞
6s, cur'cy, 1895	reg. J. & J.	*128	*128	*128	*128		*128
6s, cur'cy, 1896	reg. J. & J.	*129	*129	*129	*129		*129
6s, cur'cy, 1897	reg. J. & J.	*130	*130	*130	*130		*130
6s, cur'cy, 1898	reg. J. & J.	*130	*130½	*130	*130		*130
6s, cur'cy, 1899	reg. J. & J.	*130	*131	*130	*130		*130

*This is the price bid at the morning board; no *sale* was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
Feb. 17	1,757,866 95	904,214 28	119,648,308 24	6,356,630 66
" 19	1,389,190 40	1,342,081 95	119,606,602 45	6,445,454 90
" 20	1,145,419 01	683,718 56	120,174,539 55	6,339,217 25
" 21	1,066,202 92	630,062 83	120,593,885 30	6,356,011 50
" 22	.....	Holiday	.....	.....
" 23	1,553,023 86	1,730,132 18	120,607,247 58	6,165,540 99
Total	6,911,703 14	5,290,209 78	.....	.....

State and Railroad Bonds.—The dealings in State bonds have been small, and even the Arkansas bonds have shown few transactions. To-day the Louisiana consols sold "seller 30" at 72¾@73, Tennessee 6s old at 43, and Tennessee compromise bonds at 43.

In railroad bonds there has been a very fair business at prices no stronger than heretofore, and sometimes at lower figures. It seems probable that the first revival of activity at the Stock Exchange will be accompanied by an advance in the prices of good bonds on those railroads having an established business and tolerably certain income.

Railroad and Miscellaneous Stocks.—The week has been broken by the occurrence of a holiday on Thursday, and up to the close on Wednesday the market showed but little healthy animation. To-day there was a better tone and more business, and, as all things go by comparison, it was one of the strongest days that has been experienced in the dulness of the past fortnight. One failure of a respectable firm of stock-brokers was announced to-day, but it had no general significance, as the misfortune occurred through the embezzlements some time ago of a clerk. The annual reports now coming out from week to week are naturally looked for with much interest, as having a decided bearing upon the long value of stocks. The Vanderbilt stocks close stronger, and Omaha was conspicuous in to-day's advance. Lackawanna has been firmer since the publication of the report for 1882. The Hannibal & St. Joseph negotiations are reported to have come to an end, because the C. B. & Q. would give only a 4 per cent bond in payment for the Hannibal common stock. The Wabash stocks have recovered a part of their decline, but the full text of the decision in favor of the equipment bondholders has not yet come to hand. Missouri Pacific has been weaker than the rest of the market, and, in spite of the heavy earnings, closes below par. The Southern roads show good earnings as a rule, but in the Northwest the spring months are looked forward to for an increase in traffic, as merchandise kept back now must then move. The sale of the Morgan's roads and steamships, including Houston & Texas Central, to the Southern Pacific, is probably an accomplished fact, notwithstanding the contradictions.

RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR WEEK ENDING FEB. 23, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, Feb. 17.	Monday, Feb. 19.	Tuesday, Feb. 20.	Wednesday Feb. 21.	Thursday, Feb. 22.	Friday, Feb. 23.	Sales of the Week (Shares).	Range Since Jan. 1, 1883. Lowest.	Highest.	For Full Year 1882. Low.	High
RAILROADS											
Boston & N. Y. Air-Line, pref.	....	80½ 80½	....	81 81		....	150	79 Jan. 3	82 Jan. 17	60	80½
Burlington Cedar Rap. & No.	*80 82	81⅜ 81⅜	*80 82	....		*80	200	80½ Feb. 15	83 Jan. 5	67	85⅛
Canadian Pacific	59¾ 59¾	59¾ 59¾	59⅜ 59⅜	59 59		5¼ 58¼	2,200	58¼ Feb. 23	61½ Feb. 12	.....	.....
Canada Southern	65⅜ 66⅜	63¾ 65½	63⅞ 64¾	64¼ 65⅛		64⅝ 66⅛	23,250	63¾ Feb. 19	71¾ Jan. 19	44	73
Cedar Falls & Minnesota	....	....	....	....		....	.....	12⅛ Feb. 14	15 Jan. 3	14	30
Central Iowa	....	....	....	....		....	.....	25 Jan. 9	28 Jan. 3	27	37¼
Central of New Jersey	71 72¼	68¾ 71⅛	68¼ 69⅜	68⅜ 69⅜		68¾ 71¼	68,050	68¼ Jan. 3	76½ Jan. 18	63¼	97½
Central Pacific	79⅞ 80¾	79⅜ 80⅛	79¼ 80	79⅜ 80⅛		79⅞ 80¾	27,270	79 Feb. 7	88 Jan. 5	82⅜	97⅛
Chesapeake & Ohio	*20½ 21½	21 21	21 21	21 21		20½ 20½	500	20½ Feb. 23	23¾ Jan. 20	19½	27
Do 1st pref	*30 30½	30 30	30 30	30½ 32½		30 30	413	30 Feb. 7	35½ Jan. 20	27¼	41½
Do 2d pref	*23 25	*23 25	....	23⅜ 23⅜		22¾ 23¼	700	22¾ Feb. 23	27 Jan. 22	21	29
Chicago & Alton	*130½ 131½	130½ 132	130 130	130 130		130 130	636	130 Feb. 20	137¼ Jan. 22	127½	145½
Do pref	....	*135	*133	....		....	.....	140 Feb. 10	145 Feb. 14	130	146
Chicago Burlington & Quincy	118⅛ 118½	116½ 118¼	115¾ 117	116⅛ 117		116¾ 118	18,106	115⅜ Feb. 20	125⅞ Jan. 18	120½	141
Chicago Milwaukee & St. Paul	100¼ 101⅜	98⅛ 100⅛	97⅞ 98⅞	98⅜ 99		98⅜ 100⅛	193,655	97⅞ Feb. 20	108½ Jan. 20	96½	128¼
Do pref	*117½ 118	117½ 117½	117 117	117⅜ 117⅜		117½ 117½	900	116⅜ Feb. 7	122 Jan. 9	114½	144¼
Chicago & Northwestern	129¼ 130¼	128¾ 129⅝	128½ 129⅜	128½ 129⅛		129¼ 130¾	43,120	128⅛ Feb. 2	136¼ Jan. 4	124	150¾
Do pref	144 144⅝	143⅝ 143¾	143 143½	*143 143⅝		143⅝ 144¾	2,710	143 Feb. 20	151⅛ Jan. 5	136	175
Chicago Rock Isl. & Pacific	121¼ 122	121⅜ 121¾	119⅜ 121¼	118 120⅜		119¼ 121½	17,660	118 Feb. 21	127¼ Jan. 5	122	140¼
Chicago St. Paul Minn. & Om.	45¼ 46¼	44¾ 45¾	44¾ 45⅝	45¼ 45⅝		45⅝ 48⅜	20,950	44¾ Feb. 19	55 Jan. 18	29¾	58¼
Do pref	101 101¾	102¾ 103¾	102¾ 103½	103½ 104		104½ 107⅝	15,830	102⅝ Feb. 19	113¼ Jan. 5	97½	117
Cleveland Col. Cin. & Ind.	70 73¾	70 70	68¾ 69½	69¼ 70		70 70	2,580	68¾ Feb. 20	84 Jan. 5	65½	92¾
Cleveland & Pittsburg guar.	*141	*141	....	....		*x139	.....	139 Jan. 11	142 Jan. 26	133	140
Columbus Chic. & Ind. Central	5 5	5 5½	5 5	5⅛ 5⅛		5¼ 5¼	1,000	3¼ Jan. 20	5½ Feb. 13	3⅞	21⅞
Delaware Lackawanna & West	118¾ 120⅜	118¼ 119¼	118½ 119⅝	119⅛ 120		119½ 121⅝	228,578	118⅜ Feb. 16	129¼ Jan. 4	116¼	150¼
Denver & Rio Grande	44¼ 45⅛	43⅜ 44½	43⅜ 44¼	43½ 44½		43¾ 44¾	57,090	39⅞ Jan. 2	51⅛ Jan. 20	38¼	74⅝
Dubuque & Sioux City	*86 90	*85 88	*85 88	87½ 87½		*86 88	30	87½ Feb. 21	89½ Jan. 12	82	96½
East Tennessee Va. & Ga.	8⅝ 8¾	8¼ 8⅝	8¼ 8¼	8⅛ 8¼		8¼ 8⅜	5,350	8⅛ Feb. 21	10¼ Jan. 2	8	16
Do pref	*15 15½	15 15	14¾ 15½	15⅛ 15⅜		15 15¼	2,300	14⅜ Feb. 20	18¼ Jan. 2	15½	26½
Evansville & Terre Haute	....	....	....	....		....	.....	70 Feb. 12	75 Jan. 29	68	86¾
Fort Worth & Denver City	....	30 30	....	....		....	100	30 Jan. 2	33⅞ Jan. 19	29½	42⅝
Green Bay Winona & St. Paul	....	 6	6 6	....		....	100	5 Feb. 9	6½ Jan. 19	6	16
Hannibal & St. Joseph	*40 43	*41 43	*41 42	 42		....	.....	40 Feb. 5	46¾ Jan. 17	45	110
Do pref	83 84	81 82½	81 81¾	81½ 82		81 81¼	3,900	72 Jan. 3	87¾ Jan. 30	72	111¼
Houston & Texas Central	73 73	*70 72	*70 75	....		*70 74	100	73 Feb. 17	79 Jan. 16	61	92½
Illinois Central	143 143½	142½ 143¼	142½ 143	141⅝ 142½		142⅜ 143	6,036	141⅝ Jan. 3	147 Jan. 30	127⅜	150½
Do leased line	77 79	....	....	....		....	57	77 Feb. 17	81 Jan. 22	.....	.....
Indiana Bloom'n & Western	27 27½	27½ 28⅝	27⅛ 27¼	27½ 27¾		27¾ 28⅞	4,075	27 Feb. 16	35 Jan. 9	30	49½
Lake Erie & Western	26 26¾	25 26⅜	26 26¼	26 26⅜		26½ 27¼	2,850	26 Feb. 16	33¼ Jan. 18	23½	45
Lake Shore	107 108	106¾ 107¼	106⅞ 107⅝	107⅜ 107¾		107½ 109⅛	49,270	106⅝ Feb. 16	114⅞ Jan. 18	98	120⅛
Long Island	61½ 61½	*61¼ 61¼	61 61⅛	60¾ 61⅛		61⅛ 61⅛	1,640	60 Jan. 2	65 Jan. 18	49½	65
Louisville & Nashville	51⅞ 53⅛	51⅜ 52¾	51⅜ 52	51⅞ 52⅝		52⅛ 53½	58,525	51⅜ Feb. 19	58½ Jan. 20	46½	100¾
Louisville New Albany & Chic	*55 65	*..... 64	*50 60	*..... 60		....	.....	60 Feb. 3	68 Jan. 5	57	78
Manhattan	48 48	46 46⅛	*45 47	*45 47		*45½ 47	700	46 Feb. 6	53⅞ Feb. 9	40	60⅛
Do 1st pref	*87 90	*87 90	*85 90	*85 88		*85 87	.....	84¾ Jan. 8	90 Jan. 18	82	98½
Do common	*46½ 49	*46½ 50	*45 47	*45 47		*45½ 47	.....	50 Jan. 30	53 Feb. 10	40	56
Manhattan Beach Co.	16½ 16½	15½ 15½	*16 18	15 15		17 17	230	15 Feb. 21	19 Jan. 6	15	37
Memphis & Charleston	38 38	36 36⅞	36 36	36 36		37 37	2,800	36 Feb. 19	55 Jan. 8	42¼	82⅜
Metropolitan Elevated	*80 84	*80 84	*80 85	*80 85		*80 85	.....	80 Jan. 26	85 Jan. 8	77	93
Michigan Central	91½ 94	90⅝ 92⅜	90 91	90½ 91⅝		90¾ 93	29,028	90 Feb. 20	100⅛ Jan. 19	77	105
Milwaukee L. Sh. & Western	....	*..... 163¾	*..... 163¼	*..... 163¼		....	.....	17¼ Jan. 3	18 Jan 4	13	21
Do pref	....	43½ 43¾	42⅞ 42⅞	42¾ 43		42½ 43⅛	900	42½ Feb. 23	48½ Jan. 20	41¾	58¼
Minneapolis & St. Louis	25 25	*24½ 26	22⅞ 24	23½ 23½		24 25	2,050	22⅞ Feb. 20	30¾ Jan. 18	19	36¾
Do pref	*58½ 60½	58 58	52 56	54¼ 55		56½ 56½	800	52 Feb. 20	64½ Jan. 18	59	77
Missouri Kansas & Texas	30 30⅝	29⅜ 30⅛	29¼ 29⅞	29⅞ 30⅛		29⅜ 30⅝	27,250	29¼ Feb. 20	34⅞ Jan. 18	26⅜	42½
Missouri Pacific	100⅝ 101⅜	99½ 100⅞	99½ 100¼	99¼ 100⅜		98¼ 100⅛	59,070	98¼ Feb. 23	105⅜ Jan. 19	86⅞	112½
Mobile & Ohio	16 15½	....	15 15	*15 17		....	400	15 Feb. 16	19½ Jan. 5	12	35¾
Morris & Essex	....	121 121	120 120	120 120		....	395	120 Feb. 15	124 Jan. 9	119¾	128
Nashville Chattanooga & St. L.	*57½ 58½	57 57	*56½ 57½	56½ 57		57½ 57⅞	5,400	55⅝ Jan. 3	61⅞ Jan. 22	47	87½
New York Central & Hudson	124½ 125⅝	124½ 125⅛	124⅝ 125⅛	124⅝ 125⅛		121⅝ 125⅝	31,705	121¼ Feb. 3	128¾ Jan. 18	123⅝	138
New York Chic. & St. Louis	10½ 10⅜	10½ 10⅝	10 10½	10⅛ 10¼		10⅛ 10⅝	3,698	10 Feb. 2	15½ Jan. 5	10½	17¾
Do pref	24¼ 24¾	24 24	24 24⅛	24½ 24½		24½ 24½	1,010	23 Feb. 7	35 Jan. 4	27	37⅝
New York Elevated	*100	*100 107	*99 107	*100 107		*100 107	.....	101 Jan. 13	105 Feb. 16	100	109½
New York Lake Erie & West	35 35⅞	34⅞ 35⅜	34⅜ 35⅛	34½ 35⅛		35⅛ 36	82,506	34⅜ Feb. 20	40⅞ Jan. 18	33¼	43¾
Do pref	*..... 76	75 75½	75 75	....		....	1,010	75 Feb. 19	83 Jan. 5	67	88¼
New York & New England	....	....	....	....		....	.....	45½ Feb. 3	52¼ Jan. 9	45	60½
New York New Haven & Hart.	172 172	172 173	173 173	....		....	111	169 Jan. 16	175 Jan. 10	168	186
New York Ontario & Western	25½ 25¾	25½ 25¾	25 25¼	25 25¼		25 25¼	3,765	25 Feb. 20	27⅛ Jan. 15	20½	31⅞
Norfolk & Western	....	....	....	....		....	.....	18 Jan. 8	18 Jan. 8	16	24
Do pref	40 40¼	39¾ 39¾	39 39⅜	39¼ 39½		39½ 40¼	3,485	38¾ Feb. 13	49¾ Jan. 20	44¼	60
Northern Pacific	46¼ 47	45⅜ 46⅜	44⅞ 46	45¼ 45⅞		45¾ 48¾	70,804	44⅞ Feb. 20	51⅜ Jan. 20	28¾	54⅜
Do pref	81⅛ 81⅞	80¼ 81¼	79⅜ 80⅜	80¼ 81		80¼ 83⅝	38,901	79⅜ Feb. 20	87½ Jan. 18	66¾	100⅜
Ohio Central	9¼ 9¾	9¾ 10¼	9½ 10¼	10 10¾		9⅞ 10¾	6,541	9⅛ Feb. 16	13⅞ Jan. 18	11⅜	25⅝
Ohio & Mississippi	....	31⅛ 31⅜	31¼ 31¼	32 32		30½ 31	1,000	29 Feb. 14	34½ Jan. 4	27	42
Ohio Southern	....	....	....	....		13 13	20	10 Feb. 2	13¾ Jan. 18	11	23½
Oregon & Trans-Continental	82⅛ 82¾	81 82½	79 81	79¾ 80½		80 82½	36,230	79 Feb. 20	89 Jan. 19	60	98¾
Peoria Decatur & Evansville	20 20⅝	19⅝ 20	19¾ 20¼	20¼ 20¼		20 20	2,805	19⅝ Feb. 19	28 Jan. 18	23	39¾
Philadelphia & Reading	51½ 52⅝	49¾ 51⅝	49⅝ 50¾	50⅜ 51¼		51 52⅞	86,200	49⅝ Feb. 20	58½ Jan. 18	46¾	67½
Pittsburg Ft. Wayne & Chic.	....	*135 137	135 135	135 135		....	230	135 Jan. 2	138 Jan. 16	130	139
Rensselaer & Saratoga	....	....	....	....		....	.....	139½ Jan. 3	142 Feb. 7	131½	144
Rich. & Allegh., st'ck trust ctfs.	....	11 11	10 10	....		....	227	10 Feb. 20	15 Jan. 6	13	40
Richmond & Danville	49½ 50¼	51⅜ 51½	50½ 51	50½ 51		51 52¼	1,600	47 Jan. 13	60 Jan. 18	52	250
Richmond & West Point	21 21½	21½ 21½	*21 22	*21 23		21¼ 22½	1,100	21 Feb. 16	29 Jan. 30	23	263
Rochester & Pittsburg	17⅝ 18⅞	17⅝ 18⅝	17¾ 18½	18⅛ 18¾		18⅛ 18⅞	20,080	16¾ Feb. 16	22 Jan. 5	17½	36½
Rome Watertown & Ogdensb.	....	....	....	....		....	.....	32 Jan. 5	32½ Jan. 10	20	40
St. Louis Alton & Terre Haute	66½ 66½	64½ 65	64 64	65 65		67 67	1,165	48 Jan. 3	71 Jan. 30	20½	50
Do pref	....	*95 97	92 92	95 95		97 98	635	90 Jan. 3	100¾ Jan. 30	55	94½
St. Louis & San Francisco	*29½ 30½	*29½ 32	*29 30	*29 30		*29 30	.....	29¾ Feb. 15	34⅞ Jan. 12	31	46⅞
Do pref	*48½ 49	48¼ 48½	*48 49	*48 49		48 48	400	48 Feb. 23	54⅞ Jan. 12	43	66½
Do 1st pref	*91 92	91 91	90 90½	*89½ 90½		*89 90	440	90 Feb. 20	100½ Jan. 11	79¾	106½
St. Paul & Duluth	*34 36	....	*33 36	....		*33 35	.....	35 Feb. 15	40⅞ Jan. 9	26	42¾
Do pref	95 95	....	91 93	....		*91 93	446	91 Feb. 20	97½ Jan. 4	68	99¼
St. Paul Minneap. & Manitoba	137¼ 137¼	136 137	133 135½	131½ 135		135 136	6,400	133 Feb. 20	147¼ Jan. 18	108⅝	166½
Texas & Pacific	38⅜ 39⅞	37¾ 38½	37⅝ 38⅛	37⅞ 38¼		37¼ 38½	39,120	36¾ Jan. 3	43 Jan. 18	34	55
Union Pacific	93¼ 95	92¾ 94¼	92¾ 94	93⅛ 94½		93⅜ 94½	192,355	91¼ Feb. 7	104¾ Jan. 18	98⅛	119¾
Wabash St. Louis & Pacific	28⅜ 29½	28¼ 28¾	28¼ 28⅞	28¾ 29		27¼ 28¾	25,780	26¾ Feb. 21	36¼ Jan. 18	23⅝	39⅞
Do pref	48¼ 49¾	46⅝ 48½	46⅝ 47¼	45¼ 47⅞		45¾ 47¾	77,335	45¼ Feb. 21	57½ Jan. 18	45⅞	71⅝
MISCELLANEOUS.							540				
American Tel. & Cable Co.	65 65	....	65 65	65 65		....		65 Feb. 17	69½ Jan. 15	65	74
Bankers' & Merchants' Tel.	....	....	....	....		....	.....	128 Jan. 29	133 Jan. 3	125	132
Colorado Coal & Iron	32 32	30 30	30 30	30⅜ 30¾		30½ 31½	1,800	28¼ Feb. 7	33⅝ Feb. 12	25	53⅞
Delaware & Hudson Canal	106¾ 107	105 106¼	106 106⅛	105½ 106⅜		106⅛ 108	5,353	105⅜ Feb. 13	109½ Jan. 5	102⅜	119¾
Mutual Union Telegraph	....	19½ 19½	20⅛ 21½	20 21¼		*20 21	840	19½ Feb. 19	25 Jan. 17	19⅞	30¼
New Central Coal	*13 17	....	*12 16	....		....	.....	14 Jan. 4	14 Jan. 4	13½	23
Ontario Silver Mining	....	23 23	21 21	....		....	365	18 Feb. 10	35½ Jan. 8	33	40
Oregon Railway & Nav. Co.	136 136	134 134½	132 132	132 133		39⅞ 41¼	727	132 Feb. 20	144 Jan. 18	128	163⅛
Pacific Mail	41⅛ 41⅝	40½ 41¼	39½ 40¼	40 40⅜		117 119¼	4,450	39 Jan. 25	43⅜ Jan. 18	32¾	48⅜
Pullman Palace Car	121 121¾	120 120	119¼ 119⅞	118¾ 120		*8 10	2,668	117 Feb. 23	126 Jan. 20	117	145
Quicksilver Mining	*8 10	*8 9½	*8 10	*8 10		....	.....	8 Feb. 1	8¼ Feb. 15	8	14¼
Do pref	*40 44	*40 43	*39 44	*38 44		41½ 41¾	200	37½ Jan. 26	41¾ Feb. 23	40	62¼
Western Union Telegraph	80⅜ 81⅛	80 80⅞	80 80¾	80⅜ 81		80⅝ 81½	68,486	79¼ Feb. 5	85⅛ Jan. 18	76⅛	93⅜
Sutro Tunnel	....	....	....	....		¼ ¼	500	¼ Jan. 3	¼ Jan. 3	⅛	½
EXPRESS.											
Adams	133½ 134	*133 135	135 135	*133 135		135 135	130	133 Jan. 5	135 Jan. 5	133	149½
American	91 91	91 91	90¼ 91¼	90¼ 91		90¼ 91½	234	90⅛ Feb. 15	93 Jan. 5	90	97½
United States	63½ 63½	*60 64	62 62	62½ 63		*61 65	165	61½ Feb. 9	65½ Jan. 6	62	80¼
Wells, Fargo & Co	*..... 124	122 123	*120 124	*120 124		*120 124	125	122 Feb. 19	126 Jan. 8	125	132
COAL AND MINING.											
Consolidation Coal	*25 30	27½ 27½	27 27	*25 30		*26 30	300	27 Feb. 20	27⅝ Jan. 19	27½	36⅞
Homestake Mining	....	....	....	....		x16½ 16½	200	16½ Feb. 23	19 Jan. 19	15⅝	19¾
Little Pittsburg Mining	....	....	....	....		....	.....	....	....	1⅛	2¼
Mariposa Land & Mining	....	....	....	....		....	.....	....	....	1¼	2½
Maryland Coal	....	....	*14 18	*14 18		*15 18	.....	17 Jan. 15	17 Jan. 15	13	26
Pennsylvania Coal	....	....	....	....		....	.....	270 Feb. 2	270 Feb. 2	240	245
Standard Consol. Mining	5½ 5½	....	....	5½ 5½		....	300	5½ Feb. 17	6½ Jan. 8	4½	19¾
Cameron Coal	....	....	....	....		....	.....	17½ Jan. 26	18 Jan. 3	18	37⅛
Central Arizona Mining	....	....	....	....		....	.....	⅜ Jan. 29	½ Jan. 12	½	1⅝
Deadwood Mining	....	....	....	....		....	.....	....	....	4	6¾
Excelsior Mining	....	....	....	....		....	.....	....	....	¼	2⅞
Robinson Mining	....	....	....	....		....	.....	....	....	1	4
Silver Cliff Mining	....	....	....	....		....	.....	....	....	2	2¾
Stormont Mining	....	....	....	....		....	.....	....	....	1½	1½

HOLIDAY

* These are the prices bid and asked; no sale was made at the Board.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama -		
Class A, 3 to 5, 1906	81½	83½
Class A, 3 to 5, small	84	.....
Class B, 5s, 1906	.....	100
Class C, 4s, 1906	83	.....
6s, 10 20s, 1900	104	.....
Arkansas -		
6s, funded, 1899-1900	.....	25
7s, L. Rock & Ft. S. 1888	45	.....
7s, Memp. & L. Rock RR	40	.....
7s, L. R. P. & N. O. RR	38	55
7s, Miss. O. & R. R. RR.	37	51
7s, Arkansas Cen'l RR.	1½	25
Connecticut—6s, 1883-4	102	.....
Georgia—6s, 1886	101	.....
7s, new, 1886	10 ¼	108
7s, endorsed, 1886	10 ¼	108
7s, gold, 1890	114	.....
Louisiana -		
7s, consol., 1914	73	73½
7s, small	.....	.....
Louisiana—Continued—		
Ex matured coupon	65	66
Michigan—		
7s, 1890	115	.....
Missouri—		
6s, due 1883	100½	.....
6s, due 1886	107	.....
6s, due 1887	107½	.....
6s, due 1888	109½	.....
6s, due 1889 or 1890	110	.....
Asylum or Univ., due '92	113	.....
Funding, 1894-95	116	.....
Hannibal & St. Jo., '86	109	.....
Do do '87	109	.....
New York—		
6s, gold, reg., 1887	.....	.....
6s, gold, coup., 1887	.....	.....
6s, loan, 1891	.....	.....
6s, loan, 1892	.....	.....
6s, loan, 1893	.....	.....
N. Carolina—6s, old, J. & J.	31	.....
6s, old, A. & O.	31	.....
N. Carolina—Continued—		
No. Carolina RR., J. & J.	155	.....
Do A. & O	155	.....
Do comp. off, J. & J	130	.....
Do comp. off, A. & O.	130	.....
Funding act, 1866 1900	10	12
Do 1868-1898	10	12
New bonds, J. & J., '92-8	15	.....
Do A. & O	15	.....
Chatham RR	5	7
Special tax, class 1, '98-9	6½	10
Do class 2	6½	10
Do to W. N. C. RR	6½	.....
Do Western RR.	6½	.....
Do Wil. C. & Ru. R.	6	8
Do W'n. & Tar R.	6	.....
Consol. 4s, 1910	78¾	80
Small	78	80
Ohio—		
6s, 1886	108	.....
Rhode Island—		
6s, coupon, 1893-99	115	.....
South Carolina—		
6s, Act Mar. 23, 1869	.....	7
non-fundable, 1888		
Brown consol'n 6s, 1893	102	104
Tennessee—6s, old, 1892-8	41	45
6s, new, 1892-8 1900	41	.....
6s, new series, 1914	41	.....
Comp'mise, 3 4 5 6s, 1912	41	43
Virginia—6s, old	34	.....
6s, new, 1866	34	.....
6s, new, 1867	34	.....
6s, consol. bonds	60	.....
6s, ex-matured coupon	50	.....
6s, consol., 2d series	48	.....
6s, deferred	.....	12
District of Columbia—		
3 65s, 1924	.....	.....
Small bonds	.....	.....
Registered	.....	.....
Funding 5s, 1899	.....	.....
Do small	.....	.....
Do registered	.....	.....

RAILROAD BONDS.

Railroad Bonds. (Stock Exchange Prices.)		
Ala. Central—1st, 6s, 1918	.....	.....
Alleg'y Cen.—1st, 6s, 1922	.....	.....
Atch. T. & S. Fe—4½, 1920	.....	.....
Sinking fund, 6s, 1911	.....	.....
Atl. & Pac.—1st, 6s, 1910	93½	99
Balt. & O.—1st, 6s, Prk. Br.	*114	117
Bost. Hartf. & E.—1st, 7s	.....	50
Guaranteed	.....	.....
Bur. C. Rap. & No.—1st, 5s	100¼	101
Minn. & St. L.—1st, 7s, gu	120	.....
Iowa C. & West.—1st, 7s	.....	.....
C. Rap. Ia. F. & N.—1st, 6s	*	108
1st, 5s, 1921	.....	.....
Central Iowa—1st, 7s, '99	108	110
Char. Col. & Aug.—1st, 7s	108	.....
Ches. & Ohio—Pur. m'y fd.	*113	.....
6s, gold, series A, 1908	.....	107
6s, gold, series B, 1908	90	90⅛
6s, currency, 1918	.....	52½
Mortgage 6s, 1911	100	103
Chicago & Alton—1st, 7s	*117½	.....
Sinking fund, 6s, 1903	.....	114
La. & Mo. Riv.—1st, 7s	114	.....
2d, 7s, 1900	.....	110
St. L. Jack. & Chic.—1st	117¼	.....
1st, guar. (564), 7s, '94	*117	.....
2d (360), 7s, 1898	.....	.....
2d, guar. (188), 7s, '98	.....	.....
Miss. R. Br'ge—1st, s.f. 6s	.....	.....
C. B. & Q.—Consol. 7s, 1903	125¼	126
5s, sinking fund, 1901	103	.....
Ia. Div.—S. F. 5s, 1919	.....	.....
S. F., 4s, 1919	87⅜	.....
Denver Div.—4s, 1922	82	83
4s, 1921	.....	85
C. R. I. & P.—6s, cp., 1917	123½	.....
6s, reg., 1917	.....	125
Keo. & Des M.—1st, 5s	102½	105
Central of N. J.—1st, '90	.....	113
1st consol. assented, '99	109½	110½
Conv., assented, 7s, 1902	110½	.....
Adjustment, 7s, 1903	.....	105⅜
Leh. & W. B.—Con. g'd. as	101½	104
Am. D'k & Imp.—5s, 1921	88½	.....
C. M. & St. P.—1st, 8s. P. D.	*130½	133
2d, 7 3-10, P. D., 1898	120	121½
1st, 7s, $ g., R. D., 1902	125	127¾
1st, La C. Div., 7s, 1893	117½	119
1st, I. & M., 7s, 1897	119	122
1st, I. & D., 7s, 1899	119	.....
1st, C. & M., 7s, 1903	124	.....
Consol. 7s, 1905	122	123½
2d, 7s, 1884	103½	105
1st, 7s, I. & D. Ext., 1908	120¼	.....
S. W. Div., 1st, 6s, 1909	108	109½
1st, 5s, La C. & Dav., 1919	*96	.....
1st, S. Minn. Div. 6s, 1910	105½	106¼
1st, H. & D., 7s, 1910	116	118
Ch. & Pac. Div., 6s, 1910	109½	110
1st, Chic. & P. W., 5s, 1921	91¼	.....
Min't Pt. Div., 5s, 1910.	90	91½
C. & L. Sup. Div., 5s, 1921	.....	.....
Wis. & Min. D., 5s, 1921	.....	91½
C. & N'west.—S. fd., 7s, '85	*105	.....
Interest bonds, 7s, 1883	103¼	103⅞
Consol. bonds, 7s, 1915	131	132
Extens'n bonds, 7s, '85.	.....	104⅞
1st, 7s, 1885	105	.....
Coupon, gold, 7s, 1902	125	126
Reg., gold, 7s, 1902	124½	125½
Sinking fund, 6s, 1929	111	112
Sinking fund, reg.	109½	110
Sinking fund, 5s, 1929	101⅛	101⅜
Sinking fund, reg.	.....	.....
Escan'a & L. S.—1st, 6s	.....	.....
Des M. & Min's—1st, 7s	.....	.....
Iowa Midland—1st, 8s	.....	133
Peninsula—1st, conv. 7s	120	.....
Chicago & Mil.—1st, 7s	120	124
Win. & St. P.—1st, 7s, '87	106½	108
2d, 7s, 1907	121	123
Mil. & Mad.—1st, 6s, 1905	*	116
C. C. C. & Ind's—1st, 7s, s.f.	120	.....
Consol. 7s, 1914	121½	.....
C. St. P. M. & O.—Consol., 6s	106	106½
C. St. P. & M.—1st, 6s, 1918	113	.....
N. Wis.—1st, 6s, 1930	*108	.....
St. P. & S. C.—1st, 6s, 1919	111	.....
Chic. & E. Ill.—1st, s.f., cur.	*96	99⅞
Col. & Green.—1st, 6s, 1916	*101	.....
2d, 6s, 1926	75⅜	.....
Col. H. Val. & Tol.—1st, 5s	*80	85
Del. L. & W.—7s, conv., '92	116	119
Mortgage 7s, 1907	1 84½	.....
Syr. Bing. & N. Y.—1st, 7s	120	.....
Morris & Essex.—1st, 7s	135	138
2d, 7s, 1891	.....	.....
Bonds, 7s, 1900	.....	.....
7s of 1871, 1901	.....	122½
1st, consol., guar., 7s	*121⅞	122
Del. & H.—1st, 7s, 1884	.....	103¾
7s, 1891	*114	114¼
1st, ext., 7s, 1891	.....	.....
Coup., 7s, 1894	115	.....
Reg., 7s, 1894	116	.....
1st, Pa. Div., cp., 7s, 1917	126	.....
Pa. Div., reg., 7s, 1917	.....	.....
Del. & H.—Continued—		
Alb. & Susq.—1st, 7s	108½	.....
2d, 7s, 1885	106½	107½
1st, cons., guar. 7s, 1906	.....	.....
Rens. & Sar.—1st, coup.	138	.....
1st, reg., 1921	.....	.....
Denv. & Rio Gr.—1st, 1900	108	109⅜
1st consol., 7s, 1910	87½	88
Denv. So. P. & Pac.—1st, 7s	.....	96
Det. Mac. & Marq.—1st, 6s	.....	91
Land grant, 3½s, S. A.	.....	.....
E. T. Va. & G.—1st, 7s, 1900	117	118
1st, cons., 5s, 1930	.....	76
Divisional 5s, 1930	92	.....
Eliz. C. & N.—S. f., deb. c. 6s	.....	.....
1st, 6s, 1920	.....	.....
Eliz. Lex. & Big S.—6s	94	95
Erie—1st, extended, 7s	*	127
2d, extended, 5s, 1919	108	.....
3d, 7s, 1883	103¼	103½
4th, extended, 5s, 1920	104	.....
5th, 7s, 1888	*108	.....
1st cons., gold, 7s, 1920	128½	129½
1st cons., fd. coup., 7s	.....	.....
Reorg., 1st lien, 6s, 1908	.....	.....
Long Dock b'ds, 7s, '93	117	120
Buff. N. Y. & E.—1st, 1916	130	.....
N. Y. L. E. & W.—New 2d 6	.....	.....
2d, consol., fd. cp., 5s	.....	.....
Buf. & S. W.—M. 6s, 1908	.....	.....
Ev. & T. H.—1st, cons., 6s	96	[redacted]
Fl't & P. M'rq.—M. 6s, 1920	.....	114
Gal. Har. & S. Ant.—1st, 6s	.....	106
2d, 7s, 1905	107	108
Mex. & Pac.—1st, 5s	.....	.....
2d, 6s, 1931	.....	.....
Gr'n Bay W. & S. P.—1st, 6s	77	79
Gulf Col. & S. Fe—7s, 1909	111	111⅝
Han. & St. Jos.—8s, conv.	*108	108½
Consol. 6s, 1911	*	108
Hous. & T. C.—1st, M. L., 7s	107⅜	108
1st, West. Div., 7s	105	.....
1st, Waco & N., 7s	110	.....
2d consol., main line, 8s	120	125
2d, Waco & No., 8s, 1915	.....	.....
General, 6s, 1921	.....	.....
Hous. E. & W. Tex.—1st, 7s	.....	.....
Ill. Cent.—Sp. Div.—Cp. 6s	.....	.....
Middle Div.—Reg., 5s	.....	.....
C. St. L. & N. O.—Ten. l., 7s	.....	.....
1st consol., 7s, 1897	.....	.....
2d, 7s, 1907	.....	.....
Gold, 5s, 1951	.....	104½
2d Div., 7s, 1894	.....	.....
Ced. F. & Minn.—1st, 7s	.....	.....
Ind. Bl. & W.—1st prf. 7s	118	.....
1st, 4-5-6s, 1909	.....	88
2d, 4-5-6s, 1909	73	74
East'n Div.—6s, 1921	90	92½
Indianap. D. & Spr.—1st, 7s	100	.....
2d, 5s, 1911	.....	.....
Int. & Gt. No.—1st, 6s, gold	105½	106
Coupon, 6s, 1909	.....	85
Kent'ky Cen.—M., 6s, 1911	.....	.....
Lake Shore & Mich. So.—		
Mich. S. & N. I.—S. fd., 7s	106½	.....
Cleve. & Tol.—Sink. fd.	.....	108
New bonds, 7s, 1886	107½	109½
Cleve. P. & Ash.—7s	113	.....
Buff. & Erie—New bds.	120	.....
Kal. & W. Pigeon—1st.	100	.....
Det. M. & T.—1st, 7s, 1906	*122	.....
Lake Shore—Div. bonds	121¾	.....
Consol., coup., 1st, 7s	124½	.....
Consol., reg., 1st, 7s	125	126
Consol., coup., 2d, 7s	.....	121¼
Consol., reg., 2d, 7s	.....	.....
Long Isl. R.—1st, 7s, 1898	116	.....
1st consol., 5s, 1931	97¾	98
Louisv. & N.—Cons. 7s, '98	117	.....
2d, 7s, gold, 1883	*101¼	.....
Cecilian Br'ch—7s, 1907	105	.....
N. O. & Mob.—1st, 6s 1930	.....	90
E. H. & N.—1st, 6s, 1919	99	.....
General, 6s, 1930	*92	.....
Pensac'la Div.—6s, 1920	.....	.....
St. L. Div.—1st, 6s, 1921	*100	.....
2d, 3s, 1980	*45	.....
Nashv. & Dec.—1st, 7s	*	115½
S. & N. Ala.—S. f., 6s, 1910	.....	.....
Leban'n-Knox—6s, 1931	.....	.....
Louisv. C. & L.—6s, 1931	.....	.....
L. Erie & W.—1st, 6s, 1919	97	98
Sandusky Div.—6s, 1919	*	95
Laf. Bl. & M.—1st, 6s, 1919	97	100½
Louisv. N. Alb. & C.—1st, 6s	102	102¾
Manhat. B'ch Co.—7s, 1909	.....	89
N. Y. & M. B'h—1st, 7s, '97	.....	.....
Marietta & Cin.—1st, 7s.	.....	.....
1st, sterling	.....	.....
Metr'p'lit'n El.—1st, 1908	97	98
2d, 6s, 1899	.....	83
Mex. Cen.—1st, 7s, 1911.	.....	.....
Mich. Cen.—Con., 7s, 1902	124⅜	125½
Consolidated 5s, 1902	.....	.....
Equipm't bds., 8s, 1883.	.....	.....
6s, 1909	.....	.....
Coupon, 5s, 1931	101¼	.....
Registered, 5s, 1931	*102	.....
Jack. Lan. & Sag.—6s, '91	.....	.....
Mil. & No.—1st, 6s, 1910.	91	.....
Mil. L. S. & W.—1st, 6s, 1921	*	98½
Minn. & St. L.—1st, 7s, 1927	118½	.....
Iowa Ext.—1st, 7s, 1909	111⅝	.....
2d, 7s, 1891	100	103
S'thw. Ext.—1st, 7s, 1910	110⅜	111
Pac. Ext.—1st, 6s, 1921	101⅜	102
Missouri Kan. & Tex.—		
Gen. con., 6s, 1920	78⅛	78½
Cons. 7s, 1904-5-6	104	.....
Cons. 2d, income, 1911	54	56
H. & Cent. Mo.—1st, '90	*104	.....
Mobile & Ohio.—New, 6s	107	.....
Collat. Trust, 6s, 1892	.....	.....
Morgan's La. & T.—1st, 6s	.....	106
Nash. Chat. & St. L.—1st, 7s	.....	116
2d, 6s, 1901	.....	.....
N. Y. Central—6s, 1883	101⅞	.....
6s, 1887	*107¾	.....
6s, real estate, 1883	101⅞	.....
6s, subscription, 1883	101⅞	.....
N. Y. C. & H.—1st, cp., 7s	129	130
1st, reg., 1903	.....	130
Huds. R.—7s, 2d, s.f., '85	106⅝	108½
Can. So.—1st, int. g'ar. 5s	94⅛	94¼
Harlem—1st, 7s, coup.	*	130
1st, 7s, reg., 1900	129¾	130
N. Y. Elev'd—1st, 7s, 1906	115⅝	116½
N. Y. Pa. & O.—Pr. l'n, 6s, '95	.....	.....
N. Y. C. & N.—Gen., 6s, 1910	*	49
Trust Co., receipts	*	49
N. Y. & New Eng.—1st, 7s	.....	.....
1st, 6s, 1905	.....	.....
N. Y. C. & St. L.—1st, 6s, 1921	95⅛	95¼
N. Y. W. Sh. & Buff.—Cp. 5s	75⅛	76
Nevada Cent.—1st, 6s	.....	103
N. Pac.—G. l. g., 1st, cp. 6s	103⅜	103½
Registered, 6s, 1921	*	103⅝
N. O. Pac.—1st, 6s, g., 1920	.....	87¾
Norf. & W.—G'l, 6s, 1931.	101	101½
Ohio & Miss.—Consol. s. f.	116	116½
Consolidated 7s, 1898	.....	116
2d consolidated 7s, 1911	120½	.....
1st, Springfield Div., 7s	.....	119
Ohio Central—1st, 6s, 1920	.....	89¾
1st Ter'l Tr., 6s, 1920	.....	90
1st Min'l Div., 6s, 1921	.....	.....
Ohio So.—1st, 6s, 1921	.....	80
Oreg'n & Cal.—1st, 6s, 1921	.....	.....
Or. & Trans'l—6s, '82-1922	93	93½
Panama—S. f., sub. 6s, 1910	*	105
Peoria Dec. & Ev.—1st, 6s	100	.....
Evans. Div., 1st, 6s, 1920	*101	102½
Pac. RRs.—Cen. P.—G., 6s	113½	.....
San Joaquin Branch	110	.....
Cal. & Oregon—1st, 6s	103½	.....
State Aid bds., 7s, '84	.....	.....
Land grant bonds, 6s.	105	105¾
West. Pac.—Bonds, 6s	110	111½
So. Pac. of Cal.—1st, 6s.	104¾	.....
Union Pacific—1st, 6s	113⅞	114
Land grants, 7s, '87-9.	109	110¾
Sinking funds, 8s, '93.	118	119
Registered 8s, 1893	*	118½
Collateral Trust, 6s	.....	105
Kans. Pac.—1st, 6s, '95	109	.....
1st, 6s, 1896	107½	.....
Den. Div., 6s, as'd, '99	107½	108
1st consol., 6s, 1919.	98⅜	.....
C. Br. U. P.—F. c., 7s, '95	.....	.....
At. C. & P.—1st, 6s, 1905	*90	91
At. J. Co. & W.—1st, 6s	.....	80
Oreg. Short L.—1st, 6s	94	94
Ut. So.—Gen., 7s, 1909	.....	103
Exten., 1st, 7s, 1909	*	101
Mo. Pac.—1st, cons., 6s.	102¼	102¾
3d, 7s, 1906	111	112
Pacific of Mo.—1st, 6s	105	105½
2d, 7s, 1891	111¾	.....
St. L. & S. F.—2d, 6s, cl. A	.....	99
4-6s, class C, 1906	93½	.....
4-6s, class B., 1906	93½	.....
1st, 6s, Peirce C. & O.	.....	.....
Equipment, 7s, 1895	.....	100
Gen. mort., 6s, 1931.	99	.....
So. Pac. of Mo.—1st	103	.....
Tex. & Pac.—1st, 6s, 1905	106	.....
Consol., 6s, 1905	.....	.....
Income & Ld. gr., reg.	56¼	57
1st, Rio G. Div., 6s, 1930	79⅝	79⅞
Pennsylvania RR.—		
Pa. Co's gu. r. 4½s, 1st c.	94½	.....
Registered, 1921	*	95
Pitt. C. & St. L.—1st, c. 7s	*	118
1st, reg., 7s, 1900	.....	.....
2d, 7s, 1913	.....	.....
Pitts. Ft. W. & Ch.—1st	136⅛	136½
2d, 7s, 1912	*133	.....
3d, 7s, 1912	129	131
Clev. & Pitts.—Cons. s. f.	.....	126
4th, sink. fd., 6s, 1892.	110	.....
Col. C. & I. C.—1st, consol.	130	.....
2d consol., 7s, 1909	.....	.....
1st, Tr'st Co. ctfs., ass'd	.....	.....
2d, Tr'st Co. ctfs., ass'd	.....	.....
1st, Tr't Co. ctfs. suppl.	116	.....
St. L. V. & T. H.—1st, g., 7s	.....	.....
2d, 7s, 1898	.....	.....
2d, guar., 7s, 1898	.....	.....
Pitts. B. & B.—1st, 6s, 1911	.....	.....
Rome W. & Og.—Con. 1st,	.....	74
Roch. & Pitt.—1st, 6s, 1921	104	105
Rich. & Al.—1st, 7s, 1920	75	78
Rich. & Danv.—Cons. g., 6s	93	93½
Debenture 6s, 1927	58	59
Atl. & Ch.—1st, p., 7s, '97	.....	.....
Incomes, 1900	75½	.....
Scioto Val.—1st, cons., 7s.	.....	95¼
St. L. & Iron Mt.—1st, 7s	.....	.....
2d, 7s, 1897	108	.....
Arkansas Br.—1st, 7s	108½	110
Cairo & Fulton—1st, 7s.	.....	107½
Cairo Ark. & T.—1st, 7s	108½	109½
Gen. r'y & l. gr., 5s, 1931	75¼	75½
St. L. Alton & T. H.—1st.	.....	.....
2d, pref., 7s, 1894	.....	.....
2d, income, 7s, 1894	.....	106
Bellev. & S. Ill.—1st, 8s	.....	122½
St. P. Minn. & Man.—1st, 7s	.....	108¾
2d, 6s, 1909	108⅞	.....
Dakota Ext.—6s, 1910	.....	109
Min's Un.—1st, 6s, 1922.	*	110
St. P. & Dul.—1st, 5s, 1931	*100	.....
So. Car. Ry.—1st, 6s, 1920	.....	102¾
2d, 6s, 1931	.....	84
Tex. Cen.—1st, s.f., 7s, 1909	104¾	.....
1st mort., 7s, 1911	105	.....
Tol. Del. & Bur.—Main, 6s	*	54
1st, Dayt. Div., 6s, 1910	.....	.....
1st, Ter'l trust, 6s, 1910	.....	.....
Va. Mid.—M. inc., 6s, 1921	47	50
Wab. St. L. & P.—Gen'l, 6s	75½	.....
Chic. Div.—6s, 1910	77	79
Hav. Div.—6s, 1910	.....	90
Tol. P. & W.—1st, 7s, 1917	107	.....
Iowa Div.—6s, 1921	*	91
Ind'polis Div.—6s, 1921	.....	.....
Detroit Div.—6s, 1921.	.....	.....
Cairo Div.—5s, 1931.	79½	82¼
Wabash—M., 7s, 1909.	.....	93
Tol. & W.—1st, ext., 7s	105½	.....
1st, St. L. Div., 7s, '89	102	.....
2d, ext., 7s, 1893	.....	101
Equip. b'ds, 7s, 1883	77	100
Consol. conv., 7s, 1907	.....	97½
Gt. West.—1st, 7s, '88	104	104½
2d, 7s, 1893	.....	100½
Q. & T.—1st, 7s, 1890.	.....	103
Han. & Naples—1st, 7s	.....	.....
Ill. & So. Ia.—1st Ex., 6s	.....	.....
St. L. K. C. & N.—R. c. 7s	.....	109
Om. Div.—1st, 7s	108¾	109¼
Clar'da Br.—6s, 1919	.....	.....
St. Chas. Br.—1st, 6s	.....	95
No. Missouri—1st, 7s.	*	120
West. Un. Tel.—1900, cp.	117	.....
1900, reg.	115	116¾
N. W. Telegraph—7s, 1904	.....	.....
Mut. Un. T.—S. F., 6s, 1911	85	85½
Spring Val. W. W.—1st, 6s	.....	.....
Oregon RR. & N.—1st, 6s	107	107½

INCOME BONDS.

(Interest payable if earned.)

Ala. Cent.—Inc. 6s, 1918.	.....	.....
Alleg'y Cent.—Inc., 1912.	.....	.....
Atl. & Pac.—Inc., 1910.	.....	.....
Central of N. J.—1908	.....	80
Col. C. & I. C.—Inc. 7s, '90	.....	.....
Reorga'n Tr'st Co. Cert.	60½	65
Cent. Ia.—Coup. debt ctfs.	*	60
Ch. St. P. & M.—L. g. inc., 6s	.....	.....
Chic. & E. Ill.—Inc., 1907	.....	.....
Des M. & Ft. D.—1st, inc., 6s	.....	.....
Det. Mac. & Marq.—Inc.	.....	.....
E. T. V. & Ga.—Inc., 6s, 1931	.....	35¾
El. C. & No.—2d, inc. 1970	.....	.....
G. Bay W. & St. P.—2d, inc.	*11	.....
Ind. Bl. & W.—Inc., 1919	.....	.....
Consol., Inc., 6s, 1921.	40	45
Ind's Dec. & Spr'd—2d inc	.....	.....
Trust Co. certificates	.....	.....
Leh. & Wilkesb. Coal—'88	*80	.....
Lake E. & W.—Inc. 7s, '99	30	35
Sand'ky Div.—Inc., 1920	30	.....
Laf. Bl. & Mun.—Inc. 7s, '99	37½	.....
Mil. L. S. & W.—Incomes	*76	.....
Mob. & O.—1st prf. deben.	80	86
2d pref. debentures	*	50
3d pref. debentures	34	.....
4th pref. debentures	30	.....
N. Y. Lake E. & W.—Inc. 6s	*60	80
N. Y. P. & O.—1st inc. sc., 7s	52	.....
Ohio Cent.—Income, 1920	22	26
Min'l Div.—Inc. 7s, 1921	.....	.....
Ohio So.—2d inc., 6s, 1921	24	30
Ogdens. & L. C.—Inc., 1920	.....	.....
Small	.....	.....
Peoria D. & Ev.—Inc., 1920	.....	[redacted]
Evans. Div.—Inc., 1920	*	65
Roch. & Pitts.—Inc., 1921	*43	44½
Rome W. & Og.—Inc., 7s.	39¾	40¼
So. Car. Ry.—Inc., 6s, 1931	55	57
St. Louis I. M. & So.—		
1st, 7s, pref., int. accum.	*118	.....
2d, 6s, int. accum'lative	*116	.....
St'g l. & Ry.—Ser. B., inc. '94	.....	.....
Plain incomes, 6s, 1896.	.....	37
Sterling Mt. Ry.—Inc., '95	.....	.....
St. L. A. & T. H.—Div. bds	.....	71
Tol. Del. & B.—Inc., 6s, 1910	*	15
Dayton Div.—6s, 1910.	*	15
Tex. & St. L.—L. g., inc. 1920	.....	.....

* No price Friday—these are latest quotations made this week.

New York Local Securities.

Bank Stock List.

COMPANIES. Marked thus (*) are not National.	Par.	PRICE. Bid.	Ask.
America*	100	151	155
Amer. Exchange	100		129½
Bowery	100		
Broadway	25	230	
Butchers' & Drov's'	25		
Central	100	125	
Chase	100	180	
Chatham	25	136	150
Chemical	100		
Citizens'	25		
City	100		
Commerce	100	150¾	
Continental	100		120
Corn Exchange*	100		
East River	25		
Eleventh Ward*	25		
Fifth	100		
Fifth Avenue*	100		
First	100		
Fourth	100	124	125
Fulton	30		
Gallatin	50		
German American*	75		96
German Exchange*	100		
Germania*	100		
Greenwich*	25		
Hanover	100	136	
Imp. & Traders'	100	260	265
Irving	50		
Island City*	50		
Leather Manuf'rs'	100		
Manhattan*	50		
Marine	100		
Market	100		
Mechanics'	25	143	150
Mechanics'& Trads'	25		
Mercantile	100	115	
Merchants'	50		
Merchants' Exch	50		97
Metropolis*	100		
Metropolitan	100		166
Murray Hill*	100		
Nassau*	100	130	
New York	100		
N. Y. Nat. Exch	100		
Ninth	100	120	
North America*	70		
North River*	30		
Oriental*	25	135	
Pacific*	50	155	
Park	100		160
People's*	25		
Phenix	20		101
Produce*	50		
Republic	100		
St. Nicholas*	100		136
Seventh Ward	100	100	
Second	100		
Shoe & Leather	100		
State of New York*	100		
Third	100		
Tradesmen's	40		116
Union	50		
United States	100		150
Wall Street	66		125
West Side*	100		

Insurance Stock List.

[Prices by E. S. Bailey, 7 Pine St.]

COMPANIES.	Par.	PRICE. Bid.	Ask.
American	50	145	150
Amer. Exchange	100	105	110
Bowery	25	160	170
Broadway	25	174	180
Brooklyn	17	160	173
Citizens'	20	140	150
City	70	110	117
Clinton	100	120	125
Commercial	50	90	97
Continental	100	230	240
Eagle	40	210	220
Empire City	100	70	80
Exchange	30	85	100
Farragut	50	117	125
Firemen's	17	70	80
Firemen's Trust	10	85	95
Franklin & Emp	100	115	120
German-American	100	180	195
Germania	50	135	143
Globe	50	110	120
Greenwich	25	250	280
Guardian	100	60	65
Hamilton	15	110	117
Hanover	50	134	140
Hoffman	50	70	80
Home	100	140	146
Howard	50	70	78
Importers'& Trad's'	50	75	80
Irving	100	60	70
Jefferson	30	130	135
Kings C'nty (Bkn.)	20	180	210
Knickerbocker	40	75	80
Lamar	100	70	75
Long Isl'd (B'klyn)	50	110	112½
Lorillard	25	53	60
Manufac. & Build	100	107	113
Manhattan	100	4	10
Mech. & Traders'	25	120	130
Mechanics' (Bklyn)	50	130	140
Mercantile	50	60	70
Merchants'	50	100	110
Montauk (Bklyn.)	50	105	110
Nassau (Bklyn.)	50	140	150
National	37½	90	95
N. Y. Equitable	35	145	150
N. Y. Fire	100	70	80
N. Y. & Boston	100	5	10
New York City	100	60	65
Niagara	50	150	160
North River	25	103	108
Pacific	25	160	170
Park	100	110	118
Peter Cooper	20	158	165
People's	50	108	116
Phenix	50	140	145
Relief	50	55	60
Republic	100	75	85
Rutgers'	25	120	140
Standard	50	100	105
Star	100	70	74
Sterling	100	50	60
Stuyvesant	25	120	126
Tradesmen's	25	65	70
United States	95	198	185
Westchester	10	190	120
Williamsburg City	50	220	260

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date. *	Bid.	Ask.
		$		p.c.			
Brooklyn Gas-Light	25	2,000,000	Var's	5	Nov., '82	114	116
Citizens' Gas-L. (Bklyn.)	20	1,200,000	Var's	3	Jan., '83	73½	77
Bonds	1,000	315,000	A. & O.	3½	Oct., '82	105	110
Harlem	50	1,850,000	F. & A	3	Aug., '82	98	100
Jersey City & Hoboken	20	750,000	J. & J.	7½	Jan., '83	155	160
Manhattan	50	4,000,000	J. & J.	5	Dec., '82	245	253
Metropolitan	100	2,500,000	M.& S.	8	Feb., '83	188	192
Bonds	500	750,000	F. & A.	3		105	110
Mutual (N. Y.)	100	3,500,000	Quar.	2½	Jan., '83	115	116
Bonds	1,000	1,500,000	M.&N.	6	1982	103	105
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '82	52	57
Scrip	Var's	700,000	M.&N.	3½	Nov., '82	90	95
New York	100	4,000,000	M.&N.	5	Nov., '82	124	125
People's (Bklyn.)	10	1,000,000	J. & J.	3½	Jan., '76	50	55
Bonds	1,000	375,000	M.&N.	3½	Nov., '82	105	108
Bonds	Var's	125,000	Var's	3	Oct., '82	87	92
Central of New York	50	456,000	F. & A.	3	Aug., '82	80	90
Williamsburg	50	1,000,000	Quar.	1½	Feb., '82	60	70
Bonds	1,000	1,000,000	A. & O.	3	Oct., '82	100	105
Metropolitan (Bklyn.)	100	1,000,000	M.&N.	3	Jan., '83	80	82
Municipal	100	3,000,000		5	Feb., '83	180	183
Bonds		750,000	M.&N.	6	1888	106	110
Fulton Municipal	100	1,500,000				70	75

[Quotations by H. L. Grant, Broker, 145 Broadway.]

					*			
Bl'cker St.& Fult.F.—Stk	100	900,000	J. & J.	¾	Jan., '83	24	26
1st mort	1,000	694,000	J. & J.	7	July, 1900	107	112
Br'dway & 7th Av.—St'k	100	2,100,000	Q.—J.	2	Jan., '83	144	146
1st mort	1,000	1,500,000	J. & D.	7	June, '84	102	103
Brooklyn City—Stock	10	2,000,000	Q.—F.	3½	Feb., '83	210	216
1st mort	1,000	300,000	M.&N.	7		102	110
Br'dway (Bkln.)—Stock	100	200,000	Q.—J.	6	Jan., '83	190	200
Bklyn. Crosstown—Stock	100	400,000	Q.—J.	6	Jan., '83	150	
1st mort. bonds	1,000	300,000	Q.—J.	7	1888	105	112
Bushw'k Av. (Bkln)—St'k	100	500,000	J. & J.	6	Jan., '83	150	
Cent. Pk.N.& E.Riv.—Stk	100	1,800,000	Q.—J.	6	Jan., '83	143½	145½
Consol. mort. bonds	1,000	1,200,000	J. & D.	7	Dec., 1902	115	118
Christ'ph'r&10th St—Stk	100	650,000	F. & A.	2½	Feb., '83	108	112
Bonds	1,000	250,000	J. & J.	7	1898	106	112
Dry Dk.E.B.& Bat'y—Stk	100	1,200,000	Q.—F.	4	Feb., '83	250	265
1st mort., consol	500&c.	900,000	J. & D.	7	June, '93	115	117
Eighth Av.—Stock	100	1,000,000	Q.—J.	3	Jan., '83	220	
1st mort	1,000	603,000	J. & J.	7	June, '84	100	110
42d & Gr'nd St.F'ry—Stk	100	748,000	M.&N.	6	Nov., '82	250	
1st mort	1,000	236,000	A. & O.	7	April, '93	110	115
Central Crosstown—Stk.	100	600,000				78	82½
1st mort	1,000	200,000	M.&N.	7	Nov., 1904	103	108
Houst.W.St.& P.F'y—Stk	100	250,000				80	
1st mort	500	500,000	J. & J.	7	July, '94	110	115
Second Av.—Stock	100	1,199,500	J. & J.	5	Jan., '83	175	181
3d mort	1,000	150,000	A. & O.	7	April, '85	103	
Consol. conv	1,000	1,050,000	M.&N.	7	Nov., '83	108	108
Extension	500&c.	200,000	M.& S.	7	Sept., '83	125	
Sixth Av.—Stock	100	750,000	M.&N.	5	Nov., '82	240	250
1st mort	1,000	500,000	J. & J.	7	July, '90	110	115
Third Av.—Stock	100	2,000,000	Q.—F.	5	Feb., '82	270	
1st mort	1,000	2,000,000	J. & J.	7	July, '90	110	
Twenty-third St.—Stock	100	600,000	F. & A.	4	Feb., '83	155	162
1st mort	1,000	250,000	M.&N.	7	May, '93	113	114

* This column shows last dividend on *stocks*, but date of maturity of *bonds*.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.	Bid.	Ask.
BOSTON.		
Atch. & Topeka—1st, 7s		121
Land grant, 7s		113½
Atlantic & Pacific—6s	92	
Income	18	
Boston & Maine—7s		
Boston & Albany—7s		
6s		
Boston & Lowell—7s		
6s		
Boston & Providence—7s		
Burl. & Mo.—Ld. gr., 7s	116	
Nebraska, 6s	113	
Nebraska, 6s	103	104
Nebraska, 4s		82
Chic.Burl.& Q.—D.Ex	82⅝	83
Conn. & Passumpsic—7s		
Connotton Valley—6s	34	
5s	31	
California Scu hern—6s		60
East'n, Mass.—1st, new		109½
Fort Scott & Gulf—7s	112	112⅞
Hartford & Erie—7s		
K. City Lawr. & So.—6s	104½	
K. City St. Jo. & C. B.—7s		
Little R. & Ft. S.—7s, 1st	90	
Mass. Central—6s	20	
Mexican Central—7s	72	
N. Y. & N. England—6s	105⅞	106
7s	114⅞	
N. Mexico & So. Pac.—7s		113
Ogdensb.& L.Ch.—Con 6s		
Income		45
Old Colony—7s		
6s		
Pueblo & Ark. Val.—7s	113	113½
Rutland—6s, 1st	96	
Sonora—7s	103	104
T. Cinn. & St. L—1st, 6s		
Income	11½	12¼
Dayton Division		
Main line		
STOCKS.		
Atchison & Topeka	79	79¼
Boston & Albany	175	175½
Boston Clinton & Fitchb		60
Boston & Lowell	96	
Boston & Maine	154	155½
Boston & Providence	160	
Cheshire, preferred		60
Chic. & West Michigan		57
Cinn. Sandusky & Cleve.		23
Concord	101	101½
Connecticut River	163½	
Conn. & Passumpsic	90	
Connotton Valley		
Eastern, Mass.	45	
Eastern, New Hampsh.		
Fitchburg		
Flint & Pere Marquette	24½	
Preferred	98	99½
Fort Scott & Gulf—Pref.		121
Common		
Iowa Falls & Sioux City		85½
Little Rock & Ft. Smith	32	34
Maine Central		
Manchester & Lawrence	165	
Marq. Hought'n & Ontop	61	61¾
Preferred	112½	
Nashua & Lowell	150	
N. Y. & New England	45½	
Northern of N. Hampsh.	111	120
Norwich & Worcester		100
Ogdensb. & L. Champlain		
Old Colony		136
Portland Saco & Portsm.	112¼	
Pullman Palace Car	119	119½
Rutland—Preferred	16	17
Revere Beach & Lynn		
Tol. Cinn. & St. Louis	3¾	3⅞
Verm't & Massachusetts	130	
Worcester & Nashua		58¼
Wisconsin Central	19	19½
Preferred		26
PHILADELPHIA.		
RAILROAD STOCKS. †		
Allegheny Valley	2	5
Buffalo Pittsb. & West'n	15⅛	15½
Preferred		
Camden & Atlantic		
Preferred		50
Catawissa	22	
1st preferred	56	
2d preferred	54	
Delaware & Bound Brook	130	135
East Pennsylvania		
Elmira & Williamsport	40	
Preferred	58	
Har. P. Mt. Joy & Lanc'r	70	
Huntingd'n & Broad Top	12	14½
Preferred	27	29
Lehigh Valley	64	65
Preferred		
Little Schuylkill	58½	60
Minehill & Sch. Haven	63	
Nesquehoning Valley	53½	54
Norfolk & West'n—Com.		
Preferred	39⅝	40
Northern Central	54	55
North Pennsylvania	65	67
Pennsylvania	58⅞	59
Philadelphia & Erie	19	20
Phila. Ger. & Norristown	105½	107
Phila. Newtown & N.Y.		
Phila. & Reading	25⅜	25½
Phila. & Trenton		
Phila. Wilm. & Balt.	61½	
Pittsb. Cin. & St. L.—Com.		
St. Paul & Duluth—Com.	38	40
Preferred		
United N. J. Companies	190	191½
West Chester—Cons. pref.		
West Jersey	49½	
West Jersey & Atlantic	31	
CANAL STOCKS.		
Lehigh Navigation	38½	39
Pennsylvania		
Schuylkill Navigation		
Preferred	13	13⅞
RAILROAD BONDS.		
Allegh. Val.—7 3-10s, '96	122½	124½
7s, E. ext., 1910	120	
Inc. 7s. end., coup., '94	45	47
Belvid'e Del.—1st, 6s, 1902	120	121½
2d, 6s, 1885	104	
3d, 6s, 1887	105½	
Buff. N.Y. & Phil.—1st, 6s		
2d, 7s, 1908		
Cons. 6s, 1921		
1st, Tr. 6s, 1922		

SECURITIES.	Bid.	Ask.
Buff. Pitts. & W.—Gen., 6s		
Cam. & Amboy—6s, c., '89	105	
Mort., 6s, 1889	112	113
Cam. & Atl.—1st, 7s, g., '93	119	120
2d, 6s, 1904	102	
Cons., 6 p. c.		
Cam. & Burl. Co.—6s, '97	107½	
Catawissa—1st, 7s, con. c.		
Chat. M., 10s, 1888		
New 7s, reg. & coup.	119	
Chart'rs V.—1st, 7s, 1901		
Connect'g 6s, cp., 1900-04	118	121
Delaware—6s, rr.& cp., V		
Del. & Bound Br.—1st, 7s	124	125
East Penn.—1st, 7s, 1888		
Easton&Amb'y—5s, 1920	105	107½
El. & Wmsp't—1st, 6s, 1910	115	
5s, perpetual	100	
Harrisb'g—1st, 6s, 1883		100
If. & B.T.—1st, 7s, g., 1890		
Cons. 5s, 1895		87
Ithaca & Ath.—1st, gld., 7s		
Junction—1st, 6s, 1882		
2d, 6s, 1900	110	112½
Leh. V.—1st, 6s, C. & R., '98	121½	
2d, 7s, reg., 1910	133	
Cons. 6s, C. & R., 1923	124	
N. O. Pac.—1st, 6s, 1920	87	88
No. Penn.—1st, 6s, cp., '85	103½	
2d, 7s, cp 1896	120	
Gen., 7s, reg., 1903		125
Gen., 7s, cp., 1903	125	
Debenture 6s, reg.	104	
Norfolk & West.—Gen., 6s	101¼	101½
Oil City & Chic.—1st, 6s		
Oil Creek—1st, 6s, coup.	104	
Pennsylv.—Gen., 6s, reg.	125	126
Gen., 6s, cp., 1910	123	125
Cons., 6s, reg., 1905	119½	120
Cons., 6s, coup., 1905	119	119½
Cons., 5s, reg., 1919	106	
Pa. & N. Y. C.—7s, 1896		121
7, 1906	123	126
Perkiomen—1st, 6s, cp. '87	102¼	
Phil. & Erie—2d. 7s, cp., '88	112	112½
Cons., 6s, 1920	111¾	
Cons., 5s, 1920	104½	105
Phila. Newt. & N.Y.—1st		121
Phil. & R.—1st, 6s, 1910	120	121
2d, 7s, coup., 1893	125	
Cons., 7s, reg., 1911		125½
Cons., 7s, coup., 1911	112	
Cons., 6s, g., I.R.C.1911		
Imp., 6s, g., coup., 1897		
Gen., 6s, g., coup., 1908	96½	
Gen., 7s, coup., 1908	102	102
Income, 7s, coup., 1896		94½
Cons. 5s, 1st ser., c., 1922	83¾	85
Cons. 5s, 2d ser., c., 1933	67	67¾
Conv. Adj. Scrip, '85-88		87
Debenture coup., 1893		
Deb. coup. off, 1893		
Scrip, 1882	103	
Conv., 7s, R. C., 1893		
Conv. 7s, coup. off, 1893	75	76
Conv. 7s, cp. off, Jan., '85	52	60
Phil. Wil. & Balt.—4s, tr. ct	93½	93¾
Pitts. Cin. & St. L.—7s, reg	120	121
Pitts. Titus. & B.—7s, cp.	93¼	93¾
Rich. & Dan.—Cons. int. 6s		
Shamokin V. & Potts.—7s	122	
Sunbury & Erie—1st, 7s		
Sunb. Haz. & W.—1st, 5s	88	95
2d, 6s, 1938	30	39
Syr. Gen. & Corn.—1st, 7s		
Texas & Pacific—1st, 6s, g.	106	108
Rio Gr. Div.—1930	79½	81½
Cons, 6s, gold, 1905	94½	95
Inc. & L. Gr., 7s, 1915		
Union & Titusv.—1st, 7s	94	95
United N. J.—Cons. 6s, '94		
Warren & F.—1st, 7s, '96	110½	111½
West Chester—Cons. 7s	118	
West Jersey—6s, deb. cp.		
1st, 6s, coup., 1896	115	
1st, 7s, 1899	122	
Cons. 6s, 1909		
W. Jersey & Atl.—1st, 6s, C.	110	110½
Western Penn.—6s, coup.	105	
6s, P. B., 1896		106
Gen., 7s, coup., 1901		
CANAL BONDS.		
Ches. & Del.—1st, 6s, 1886		85
Lehigh Nav.—6s, reg., '84	102½	103
Mort. RR., reg., 1897	116	
Cons., 7s, reg., 1911	118	118½
Greenw'd Tr., 7s, reg.		
Morris—Boat Loan rg., '85		
Pennsylv.—6s, cp., 1910	85	87
Schuylk. Nav.—1st, 6s, rg.	106	107
2d, 6s, reg., 1907	89¼	89½
BALTIMORE.		
RAILR'D STOCKS. Par		
Baltimore & Ohio....100	199	
1st pref	129	130
2d pref	125	
Parkersburg Br....50	7½	10
Northern Central....50	54½	55
Western Maryland....50	12	
Central Ohio—Com....50	50	51
Pittsburg & Connellsville		
RAILROAD BONDS.		
Atlanta & Charl.—1st	106⅛	107
Inc.	76	
Balt. & Ohio—6s, '85, A. & O	104¾	
Columbia & Greenv.—1sts	101¼	101½
2ds	75½	76
N.W.Va.—3d, guar., J. & J.		
Pittsb. & Con'ells.—7s, J. & J	121½	123
No. Central—6s, '85, J. & J.	103¾	104½
6s, 1900, A. & O.	114½	115
6s, gold, 1900, J. & J.	114¾	
Cen. Ohio.—6s, 1st, M. & S.	110½	111
W. Md.—6s, 1st, g., J. & J.		113½
1st, 1890, J. & J.		
2d, guar., J. & J.		
2d, pref.	110	
2d, guar. by W.Co. J. & J.		115
6s, 3d, guar., J. & J.		
Mar. & Cin.—7s, '91, F. & A.	132	133
2d M & N	103⅝	103¾
8s, 3d, J. & J.	53¾	54⅛
Richm. & Danv.—Gold, 6s		
Union RR.—1st, gua. J. & J	117½	118
Canton endorsed	108½	110
Virginia & Tenn.—6s	100⅞	101¾
8s	121⅜	125
Wil. & Weldon—Gold, 7s	120	
Wilm. C. & Aug.—6s	110	110½

* Ex-dividend. † Per share. ‡ In default. § Ex-rights.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "January 1 to latest date" furnish the gross earnings from January 1 to, and including, the period mentioned in the second column.

Roads.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo	1883.	1882.	1883.	1882.
		$	$	$	$
Ala.Gt.Southern	January...	84,131	60,574	84,131	60,574
Bur.Ced R.&No.	2d wk Feb.	50,286	60,516	282,650	375,879
Cent.Br. Un Pac	2d wk Feb	25,998	14,317	156,925	93,237
Central of Ga...	January...	311,200	332,786	311,200	332,786
Central Iowa....	January...	77,309	93,031	77,309	93,031
Central Pacific	January.	1,718,000	1,829,460	1,718,000	1,829,460
Charl.Col.& Aug	2d wk Feb	†19,700	†14,580	106,868	87,672
Chesap. & Ohio	January...	244,142	208,716	244,142	208,716
Chicago & Alton	2d wk Feb	148,211	144,350	914,898	858,775
Chic. & East. Ill	2d wk Feb.	29,045	32,250	194,242	213,303
Chic.& Gr.Trunk	Wk.Feb.10	38,843	37,353	273,755	185,939
Chic. Mil.& St. P.	2d wk Feb.	320,000	361,820	1,902,000	2,148,899
Chic. & Northw.	3d wk Feb	373,700	373,700	1,944,700	2,396,040
Chi.St.P.Min.&O.	2d wk Feb	78,600	82,700	427,500	483,700
Chic. & W. Mich	4th wk Jan	29,166	36,375	96,695	106,129
Cin.Ind.St.L.& C.	January...	191,826	218,593	191,826	218,593
Clev.Akron&Col	2d wk Feb	8,011	7,594	51,532	48,085
Columb.&Green	2d wk Feb.	†19,769	†14,969	109,233	99,152
Col. Hock.V.&T	2d wk Feb.	54,749	43,632	320,954	308,651
Denv. & Rio Gr	3d wk Feb.	111,100	99,900	733,900	786,500
Denv.& R.Gr.W.	January...	28,100	.....	28,100	.....
Des Mo.& Ft. D	2d wk Jan.	4,379	8,939	14,155	24,626
Det. Lan. & No.	4th wk Jan	34,460	39,447	106,655	112,839
Dub. & Sioux C	1st wk Feb	10,786	24,455	75,932	120,550
Eastern	January...	245,282	221,625	245,282	221,625
E.Tenn.Va.&Ga	2 wks Feb.	158,299	112,538	481,540	367,140
Eliz. Lex. & B.S	January...	47,330	28,710	47,330	28,710
Evansv. & T. H.	1st wk Feb	13,163	15,718	66,234	71,954
Flint & P. Marq	2d wk Feb.	41,979	40,050	269,081	249,050
Ft.W. & Denver	4th wk Jan	6,500	.....	28,000	.....
Grand Trunk...	Wk.Feb.3..	313,016	289,151	1,568,958	1,380,135
Gr.Bay W.&St.P.	2d wk Feb.	5,196	7,317	32,469	40,584
Gulf Col.& San.Fe	1st wk Feb	31,900	21,909	193,915	122,815
Hannibal & St Jo	2d wk Feb.	47,353	38,171	270,203	201,943
Hous.E.& W.Tex	January...	24,818	18,256	24,818	18,256
Illinois Cen.(Ill.)	January...	531,262	588,261	531,262	588,261
Do (Iowa)	January...	119,948	158,483	119,948	158,483
Do So. Div.	January...	407,410	274,709	407,410	272,709
Ind.Bloom.& W	2d wk Feb.	52,197	46,467	351,774	296,100
Int. & Gt. North.	2d wk Feb.	71,581	58,396	472,942	332,018
K.C.Ft.S. & Gulf	2d wk Jan.	31,800	28,687	67,432	60,301
L. Erie & West'n	2d wk Feb.	31,679	26,821	183,811	184,331
L. R. & Ft.Smith	2 wks Feb.	18,208	18,340	73,579	55,953
L.Rk.M.Riv.& T	2 wks Feb.	13,960	11,318	49,367	33,918
Long Island....	2d wk Feb.	35,457	30,111	199,890	180,375
Louisv.& Nashv	2d wk Feb.	243,325	243,000	1,627,550	1,447,659
Memp. & Charl.	January...	112,996	101,115	112,996	101,115
Mexican Cent.	January...	145,688	.....	145,688	.....
Do No.Div	4th wk Jan	3,950	.....	15,617	.....
Mex.Ican Nat'l..	January...	54,387	.....	54,387	.....
Mil.L.Sh.& West	2d wk Feb.	15,315	17,795	94,809	99,523
Mo. Kan. & Tex.	2d wk Feb.	117,837	92,916	783,048	580,674
Missouri Pacific	2d wk Feb.	157,316	113,911	1,016,940	785,813
Mobile & Ohio..	January...	216,608	159,676	216,608	159,676
Nash.Ch.& St.L.§	January...	197,388	170,753	197,388	170,753
N. Y.& N. Engl'd	January...	258,266	213,841	258,266	213,841
Norfolk & West	3 wks Feb.	78,875	65,579	.....	.....
Northern Pacific	2d wk Feb.	102,374	67,200	573,010	379,789
Ohio Central....	1st wk Feb	16,911	16,409	92,493	107,263
Ohio Southern	2d wk Feb.	7,327	6,679	54,262	46,390
Oregon R.&N.Co	January,..	378,690	393,389	378,690	393,389
Peo. Dec. & Evc.	2d wk Feb.	11,626	13,896	71,699	100,210
Phila. & Read..	January...	1,608,775	1,503,075	1,608,775	1,503,075
Do C. & Iron	January...	951,219	948,391	951,219	948,391
Richm. & Danv..	2d wk Feb.	†74,800	†67,200	491,657	407,128
St. L.Alt. & T.H.	2d wk Feb	29,719	25,538	179,094	158,304
Do (brchs.)	2d wk Feb.	18,180	16,812	101,190	98,627
St. Louis & Cairo	1st wk Feb	6,446	8,305	36,815	40,757
St.L.Iron Mt.&S	2d wk Feb.	141,058	135,895	928,123	741,897
St.L.&San Fran.	2d wk Feb.	59,399	62,680	391,095	383,031
St. Paul & Dul..	2d wk Feb.	16,231	13,550	101,426	92,693
St. P. Minn.& M.	2d wk Feb.	91,402	115,921	671,297	625,944
Scioto Valley..	2d wk Feb.	4,863	9,123	52,038	53,803
Texas & Pacific	2d wk Feb.	103,459	81,855	727,967	457,678
Tol. Cin. & St. L	January...	80,002	69,433	80,002	69,433
Union Pacific...	9 days Feb	430,000	597,000	2,162,000	2,560,000
Vicksb'rg& Mer.	January...	51,138	47,309	51,138	47,309
Va. Midland....	2d wk Feb.	†16,300	†11,073	128,784	94,687
Wab.St.L.& Pac	2d wk Feb.	309,000	334,000	.....	.....
West No. Car...	2d wk Feb.	†5,922	†2,548	29,755	17,065
Wisconsin Cent	1st wk Jan	21,896	15,926	21,896	15,926

Roads.	Latest Earnings Reported			Jan. 1 to Latest Date.	
	Week or Mo	1882.	1881.	1882.	1881.
		$	$	$	$
Atch.Top.& S.Fe	November.	1,331,470	1,303,385	13,296,823	11,125,736
Buff.Pittsb&W.*	December.	57,305	55,535	767,435	598,968
Chic. Bur. & Q..	November.	2,199,421	1,816,133	19,523,744	19,270,965
Cincinnati South	December.	208,814	236,599	2,543,356	.....
Connotton Val..	December.	20,612	.....	.....	.....
Danbury & Nor.	December.	12,724	15,190	.....	.....
Hous.& Tex.Cen	December.	430,182	376,677	3,175,389	3,748,655
Louisa. & Mo. R.	November.	59,102	42,041	499,022	446,702
Mar.Hough.& O.	December.	23,000	19,000	1,197,426	903,519
Minn.& St. Louis	December.	147,761	126,594	.....	.....
N.Y.L.E.& West.	December.	1,691,404	1,571,208	.....	.....
Northern Cent..	December.	490,003	476,623	5,800,176	5,443,700
Ohio & Miss....	December.	348,498	355,622	.....	.....
Oregon & Cal...	November.	112,000	.....	.....	.....
Oregon Imp. Co	December.	271,209	238,676	.....	.....
Pennsylvania ..	December.	4,157,169	3,731,751	49,079,828	44,124,178
Philadelp.& Erie	December.	335,512	282,772	4,011,413	3,454,309
St.Johnsb.& L. C.	November.	24,384	19,489	241,132	198,105
South Carolina	December.	149,610	126,061	1,313,746	1,245,285
¶So. Pac.Cal....	November.	98,037	.....	.....	.....
Do So. Div. .	November.	$16,923	.....	.....	.....
So. Pac. of Ariz.	November.	$ 09,176	.....	.....	.....
Do of N.Mex	November.	$54,845	.....	.....	.....
Utah Central ...	December.	117,245	158,742	1,508,666	.....
West Jersey	December.	72,931	.....	1,105,879	988,526

‡ Included in Central Pacific earnings. ¶ Northern Division.
* Not including Oil City & Chicago Road.
† Freight earnings only. § All lines included.

New York City Banks.

The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Feb. 17:

Banks.	Capital.	Average amount of—				
		Loans and discounts.	Specie.	Legal Tenders.	Net Dep'ts other than U. S	Circulation.
	$	$	$	$	$	$
New York.....	2,050,000	9,841,000	1,870,600	550,000	9,885,000	406,000
Manhattan Co..	2,050,000	7,013,000	874,000	300,000	5,111,000	.....
Merchants.....	2,000,000	6,715,100	1,053,100	542,000	5,566,200	860,800
Mechanics'.....	2,000,000	7,553,000	0,000	744,000	6,477,000	.....
Union.....	1,200,000	4,102,000	717,800	314,000	3,018,000	.....
Amer'ca.....	3,000,000	9,578,000	778,000	455,000	6,013,000	1,100
Phœnix.....	1,000,000	2,717,000	4,000	81,000	2,201,000	267,600
City.....	1,000,000	8,053,000	4,201,800	421,000	10,342,000	.....
Tradesmen's....	1,000,000	3,000,000	492,500	93,800	2,048,000	779,100
Fulton.....	600,000	1,517,300	159,000	90,000	1,278,700	.....
Chem'cal.....	300,000	12,911,300	3,034,100	454,200	12,747,800	.....
Merch'nts' Exch.	1,000,000	3,554,300	331,500	344,500	3,114,800	281,700
Gallatin Nation'l	1,000,000	4,271,900	411,500	122,200	2,241,100	783,200
Butchers'&Drov.	300,000	1,741,100	268,700	123,500	1,635,500	244,400
Mechanics' & Tr.	200,000	1,222,000	190,000	111,000	930,000	128,000
Greenwich.....	200,000	1,046,000	19,500	150,400	1,100,000	2,000
Leather Man'f'rs	600,000	2,020,000	404,500	245,200	2,310,100	522,900
Seventh Ward...	300,000	1,160,000	230,000	140,200	1,333,800	21,300
State of N. York	850,000	4,530,400	373,100	125,100	4,105,100	.....
American Exch .	5,000,000	12,018,000	2,456,000	778,000	9,171,000	.....
Commerce.....	5,000,000	14,027,100	2,100,000	0,013,200	8,583,100	925,300
Broadway.....	1,000,000	5,312,900	1,141,000	265,000	4,316,700	9,000
Mercantile.....	1,000,000	6,431,000	853,000	714,000	6,222,000	800,000
Pacific.....	422,700	2,323,700	211,400	100,800	2,311,000	.....
Republic.....	1,500,000	6,036,800	992,100	205,500	3,871,400	960,300
Chatham.....	450,000	3,337,200	847,000	184,000	3,021,000	45,000
People's.....	200,000	1,514,700	125,300	99,500	1,759,400	5,400
North America..	700,000	2,967,000	112,000	200,000	2,798,500	.....
Hanover	1,000,000	8,118,900	1,733,100	693,200	8,991,100	180,600
Irving.....	500,000	3,520,400	0,333,300	348,300	3,551,900	4,472,700
Metropolitan	3,000,000	12,711,000	2,047,000	930,000	10,184,000	2,250,000
Citizens'.....	100,000	2,403,600	348,800	265,500	2,581,400	165,900
Nassau	500,000	2,157,500	196,100	236,300	2,170,800	.....
Market.....	500,000	2,877,900	417,800	91,800	2,147,700	434,000
St. Nicholas.....	500,000	2,426,300	103,100	83,400	1,956,500	.....
Shoe & Leather..	500,000	2,0 5,700	517,000	215,000	2,920,100	4,0,000
Corn Exchange..	1,000,000	4,438,000	1,008,300	184,000	3,228,000	4,000
Continental.....	1,000,000	6,284,100	1,307,400	105,400	6,737,900	450,000
Oriental.....	300,000	2,129,000	89,300	387,100	2,008,000	.....
Marine	400,000	3,371,000	868,000	227,000	4,033,000	270,000
Importers' & Tr..	1,500,000	19,612,000	5,044,100	578,100	22,291,700	1,321,300
Park	2,000,000	18,713,000	3,305,100	1,422,000	22,805,000	45,000
Wall St. Nation'l	500,000	1,582,300	277,400	144,400	1,649,000	.....
North River.	240,000	1,537,000	20,000	230,000	1,542,000	.....
East River	250,000	1 2 5,000	76,500	106,100	1,028,600	223,500
Fourth National.	3,200,000	16,718,200	4,552,300	626,100	17,814,700	539,900
Central Nat.....	2,000,000	7,285,000	469,000	1,367,000	7,019,000	297,000
Second Nation'l	300,000	3,367,000	673,000	333,000	3,960,000	90,000
Ninth National..	750,000	6,357,100	1,1 5,500	433,500	6,350,300	278,200
First National..	500,000	15,315,200	3,569,900	408,900	10,160,000	44,900
Third National..	1,000,000	5,872,300	949,800	709,900	6,234,400	.....
N. Y. Nat. Exch..	300,000	1,432,200	172,500	111,600	1,127,200	267,000
Bowery National	250,000	2,014,200	215,600	278,100	1,895,500	226,000
N. York County..	200,000	1,754,100	29,700	509,100	1,985,500	180,000
Germ'n Americ'n	750,000	2,589,100	261,000	71,300	2,207,200	.....
Chase National..	300,000	5,244,300	1,418,500	483,400	4,388,000	45,000
Fifth Avenue....	100,000	2,032,800	319,900	157,200	2,028,300	.....
German Exch. ..	200,000	1,703,700	50,000	107,000	1,828,000	.....
Germania.....	250,000	1,607,800	115,200	185,800	1,779,500	.....
U. S. Nat.	500,000	4,781,200	1,142,000	143,400	5,104,200	444,600
Lincoln Nat.....	300,000	1,470,900	216,300	169,000	1,601,400	45,100
Total.....	60,962,700	323,352,100	59,992,300	21,553,700	330,712,700	16,543,000

The deviations from returns of previous week are as follows:

Loans and discounts.....Inc.	$1,850,950	Net deposits ....Dec.	$597,700
Specie..... .....Dec.	2,403,200	Circulation.....Inc.	79,300
Legal tenders.... .....Dec	441,100		

The following are the totals for three weeks:

1883.	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
	$	$	$	$	$	$
Feb. 3 ...316,460,800		61,605,200	23,030,400	307,182,200	16,645,200	733,749,830
" 10...321,491,300		62,402,700	21,724,900	311,119,400	16,463,700	857,438,845
" 17...323,352,100		59,992,300	21,553,700	310,712,700	16,543,000	731,434,948

Boston Banks.

Following are the totals of the Boston banks.

1883.	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Clear.
	$	$	$	$	$	$
Feb. 5..	151,038,600	7,425,800	5,203,000	94,886,700	29,769,500	68,958,173
" 12..	150,821,200	6,611,800	4,883,600	93,699,200	29,911,300	70,184,277
" 19..	151,511,000	5,952,300	3,943,700	92,413,900	29,867,200	77,642,274

* Including the item " due to other banks."

Philadelphia Banks.

The totals of the Philadelphia banks are as follows:

1883.	Loans.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
	$	$	$	$	$
Feb. 5.	74,728,573	20,199,710	68,125,782	9,719,541	51,998,060
" 12.... ..	75,342,721	19,417,449	66,491,944	9,757,016	50,691,150
" 19...	75,565,199	18,106,331	66,365,037	9,731,891	51,342,120

Unlisted Securities.

Following are quoted at 38 New Street:

	Bid.	Asked.
Am. Bank Note Co..	.....	86
Atl. & Pac.—6s, 1st....	.....	.....
Blocks.....	102	.....
Cent. Branch.....	.....	.....
Bost.H.& E.—New st'k	1/2	5/8
Old	5/8	5/8
B'klyn El.—Ass't paid.	....	....
Scrip stock do	9	....
1st mort .....do	....	....
Buff. N. Y. & Ph.....	31	....
Preferred.....	48	51
1st mort.....	96	96 1/4
Cal. & Chi. Ca'l & Dk...	....	....
Cent. & So. Am. Tel ..	90	102
Chic & Atl.—1st mort.	15	....
Chic.&Can.South.....	....	....
Contin't'l Cons.—85 p c	....	52
Denver & N. Orleans.	....	....
Den.& R.G.R'y—Cons.	85	87
Denver &Rio. Gr.West	21	27
1st mort.....	70 1/8	71
Edison Elec. Light....450		512 1/2
Ga. Pac. R'y., 1st m...	....	82
Gal. Har. & S. Ant....	32	....
Ind. Dec. & Springf....	3	7
1st mort. fund	....	100
Mex. Or. Interocean's & Internat. scrip..	....	....
Keely Motor	7	8 1/2
Lehigh & Wilkesb. Co.	....	....
Mex'can. Nat.....	8 7/8	10 3/4
Preferred.....	28	33
1st mort.....	49 1/8	49 1/2
Subsidy scrip.....	....	....
Mich.&O.—Subs.55 p.c	....	100
M.U.St'k Trust Certs..	16 1/2	20
M. K. & T. Inc scrip.	....	....
Newb. D'tch & Conn..	....	....
Pref.....	....	....
Incomes	15	....
N. J. & N. Y.....	2	....
Pref.....	20	....
1st mort	....	....
N.Y.Chic&St.L. equip.	....	....
N.Y.W.Sh.&Buff.—Stk		
del.wh.iss.on old sub	23 1/2	31 1/2
5s	75	75 1/2
Subs. O. & W..85 p.c	....	....
N.Y. & Scranton cons., 100 p.c,ex-h. & st'k.	....	....
N.Y. Sus. & West.—Stk	5	9
Preferred.....	....	....
1st mort.....	70	73
N.Y.& Gr L.—1st inc.	25	....
N.Y.L.&W.—5p.c.g.stk	84 3/8	84 7/8
Guar. 1st.....	111 1/2	....
North Pac. div. bonds.	89 1/2	89 7/8
No. Riv. Const.—90p.c	104	105
Ohio C.—Riv. Div. 1st.	64	64 7/8
Incomes.....	13 1/4	13 5/8
Oregon Improvem't...	86	88
1st mort.....	90	91 1/4
Oregon Sh. Line—		
Subs. 80 p. c.....	....	....
Subs. ex-bd. & st'k...	....	....
$10,000 Blocks ex-bonds & stock.....	45	....
Or.Trans-C.—Sh. 80p c.	....	....
Pensac. & Atl.—1st....	....	80
Pitts. & Western.....	....	22
1st mort.....	....	61 1/2
Rich.&D.Ext.subs.70%	40	56
Roch.&Pitts.cons.,1st	....	90
St. Jo. & West.....	....	13
Tex.&Col.Imp.—ex-bd	10	14
Tex.&St.1st.M &A.Div		....
Tol. Cin. & St. Louis..	7	9
U. S. Elec. Light 130		....
Vicksb'g & Meridian..	2 3/4	....
1st mort.....	94	95 1/2

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* CHRONICLE. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Chicago & Alton Railroad.

(*For the year ending December* 31, 1882.)

In the statement of bonds outstanding Dec. 31, 1882, the income bonds amounting to $1,083,000, due Jan. 1, 1883, are excluded, having been nearly all paid by the application of funds provided for that purpose before the close of the year 1882. The remainder of the mortgage bonds of the Joliet & Chicago Railroad Company, assumed by the company under the terms of the lease of the Joliet & Chicago Railroad—amounting to $306,000, on which the company has heretofore paid interest at the rate of 8 per cent per annum—matured July 1, 1882, and were redeemed and canceled. Sixty-nine thousand dollars of the 6 per cent sinking fund gold bonds of the company have been redeemed and canceled on account of sinking fund during the year. The total amount of mortgage bonds redeemed and canceled during the year, including the income bonds above referred to, is $1,458,000. The total amount of Chicago & Alton common stock issued and sold to shareholders during the year is $1,323,200.

The report says: "The replacement of iron rails with steel rails of sixty and seventy pounds per yard on all our main lines, including first, second, third and fourth main tracks, has been completed. Our company has now only 129 miles of branch lines tracks laid with iron rails.

"The construction of a new line of railway from Godfrey to Milton, passing through Upper Alton, which was in progress at the date of our last annual report, has been completed, and was opened for traffic on the 15th of July last. This is what is commonly called a 'loop line,' 7 40-100 miles in length with maximum grades of less than 32 feet per mile. The old line between the same points is nine miles in length and embraces a grade of 90 feet per mile for a distance of about 2½ miles. This exceptionally steep grade has for many years been the source of increased cost in operating the Alton Division of our road. The two lines are now operated as a double track, and not only avoid the necessity for helping engines heretofore used, but also facilitate the prompt and safe passage of trains. A new iron bridge, 600 feet in length, upon stone abutments and piers, has been built over the Kankakee River on the line of the Illinois River Railroad, to replace a structure of wood. At other points on our lines twelve spans of iron have been erected to replace wooden bridges."

LEASED LINES.

The rent paid for the use of the Joliet & Chicago Railroad is fixed, and no separate account of earnings on that line is kept.

The following tabular statement shows the earnings of the other leased lines for the years 1881 and 1882:

	1881.	1882.
Kansas City St. Louis & Chicago RR.	$1,263,643	$1,407,688
Louisiana & Missouri Riv. RR. (main line).	444,820	499,848
Louisiana & Missouri Riv. RR. (South Br.).	50,524	49,711
St. Louis Jacksonville & Chicago RR.	1,032,396	1,102,696
Total.	$2,791,385	$3,059,945

"The earnings from traffic on these lines, and the line from Roodhouse to Louisiana, including the bridge over the Mississipi River owned by our company, amounts to 43 55-100 per cent of the entire gross earnings during the year 1882." * * *

"Less than 20 per cent of the gross earnings from freight traffic during the last two years has been received from transporting farm products of all kinds shipped at local stations. The increased traffic of the last year has been derived mainly from increased local shipments resulting from better crops in Missouri, and from through traffic to and from Kansas and other States west of the Missouri River."

The statistics of traffic, earnings, income, &c., have been fully compiled for four years for the CHRONICLE as follows:

ROAD AND EQUIPMENT.

	1879.	1880.	1881.	1882.
Miles owned	389	389	395	399
Miles leased	451	451	451	451
Total operated	840	840	846	850
Locomotives	187	207	213	213
Pass., mail & exp. cars	107	121	124	124
Freight cars, all kinds	4,218	5,383	6,043	6,044

OPERATIONS AND FISCAL RESULTS.

Operations—	1879.	1880.	1881.	1882.
Passengers carried	843,429	1,203,549	1,495,606	1,666,991
Passenger mileage	54,219,072	78,270,565	92,847,464	101,150,959
Rate p. pass. p. mile.	2·419 cts.	2·076 cts.	1·828 cts.	1·951 cts.
Freight (tons) moved	2,634,177	3,071,788	3,275,004	3,522,840
Fr'ght (tns) mileage*.	402,234,396	481,474,730	447,009,977	474,823,908
Av. rate p. ton p. m.*.	1·054 cts.	1·206 cts.	1·241 cts.	1·261 cts.
Passenger	1,311,708	1,624,668	1,697,542	1,973,100

Earnings—	1879.	1880.	1881.	1882.
Freight	$ 4,242,791	$ 5,808,484	$ 5,546,869	$ 5,948,123
Mail, express, &c.	201,178	254,073	313,329	294,271
Total gross earns.	5,755,677	7,687,225	7,557,740	8,215,494
Operating expenses—	$	$	$	$
Maint'ce of way, &c.	806,141	1,170,338	1,190,933	1,273,125
Maint'ce of cars	268,768	379,148	344,368	509,362
Motive power	914,368	1,149,531	1,121,018	1,221,417
Transportat'n exps.	905,146	1,168,375	1,261,139	1,265,862
Miscellaneous	155,098	194,432	232,225	216,115
Total	3,049,521	4,061,824	4,149,713	4,485,881
Net earnings	2,706,156	3,625,401	3,408,027	3,729,613
P.c. of op. ex. to earn.	52·98	52·82	54·90	54·60

* Does not include company's freight.

INCOME ACCOUNT.

Receipts—	1879.	1880.	1881.	1882.
Net earnings	$ 2,706,156	$ 3,625,401	$ 3,408,027	$ 3,729,613
Other receipts	33,000	269,505	306,791	332,547
Total income	2,739,156	3,894,906	3,714,818	4,062,160
Disbursements—	$	$	$	$
Rentals paid	754,913	1,067,991	1,096,295	1,127,534
Construction	*102,175	.....	431,644	71,221
Interest on debt	561,279	771,360	762,001	761,122
Taxes	155,961	147,418	171,682	198,621
Dividends	765,776	854,359	1,077,976	1,083,080
Miscellaneous	60,237	132,743	232,510	97,940
Jol. & Ch. bds. red'md	.....	.....	.....	†306,000
Tot. disbursem'ts.	2,400,341	2,973,871	3,772,788	3,645,518
Balance, sur. or def.	sur.338,815	sur.921,035	def.57,970	sur.416,642

* Kan. C. St. L. & C. net earnings, which were devoted to construction, in accordance with agreement.

† $1,323,200 new stock was issued for the purpose of redeeming these Jol. & Chic. bonds and the incomes due Jan. 1, 1883, since paid of.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—	1879.	1880.	1881.	1882.
Railroad, buildings, equipment, &c.	$ 19,095,603	$ 20,222,701	$ 20,222,701	$ 20,222,701
Construction acct.	3,008,765	3,009,379	3,152,517	3,330,746
Stocks owned, cost	301,000	459,721	491,800	458,600
Bonds owned, cost.	3,273,621	3,346,600	3,313,551	*3,293,758
Advances	361,540	111,732	109,943	89,374
Bills & accts. rec'ble	372,670	682,129	800,222	†884,502
Materials, fuel, &c.	528,395	728,577	827,979	605,037
Cash on hand	106,444	931,495	29,260	‡2,105,148
James Robb, Rec'r.	40,000	40,000	40,000	40,000
T. B. Blackstone	147,600	147,600	127,600	.....
Tilden & Meyer, Tr.	60,439	60,439	60,439	60,439
Miscellaneous	.....	.....	7,317	12,733
Total	27,296,078	29,740,373	29,183,329	31,103,038
Liabilities—	$	$	$	$
Stock, common	10,065,472	11,181,913	11,181,472	12,504,600
Stock, preferred	2,425,400	2,425,400	2,425,400	2,425,400
Bonds (see SUP'M'T)	11,627,850	11,566,850	11,501,850	11,432,850
All oth'r dues & accts	631,720	950,045	827,141	1,058,400
Bonds canceled	600,000	661,000	726,000	795,000
L. & M. Riv. bond ac.	439,100	439,100	439,100	439,100
K.C.St.L.& C. con.ac.	828,022	973,991	534,010	517,038
Miscellaneous	99,141	41,864	105,835	71,569
Profit and loss	579,373	1,560,410	1,442,441	1,859,081
Total liabilities.	27,296,078	29,740,373	29,183,329	31,103,038

* Includes $3,000,000 Kan. C. St. Louis & Chic. bonds deposited with U. S. Trust Co. as security for same amount of Chicago & Alton bonds issued on that line.

† Includes notes of La. & Mo. R. RR., $311,187.

‡ Including $1,083,000 to redeem income bonds.

Delaware Lackawanna & Western.

(*For the year ending Dec.* 31, 1882.)

This company never issues an annual report in pamphlet form. The very brief statement of income account and the balance sheet published officially are given below, in comparison with the figures for previous years:

	1879.	1880.	1881.	1882.
	$	$	$	$
Gross receipts, all sources.	20,226,708	21,656,604	27,396,526	27,006,267
Operating expenses	16,416,256	15,753,134	19,632,662	20,163,078
Net earnings	3,810,452	5,903,470	7,763,864	6,843,189

INCOME ACCOUNT.

	1879.	1880.	1881.	1882.
	$	$	$	$
Net earnings	3,810,452	5,903,470	7,763,864	6,843,189
Interest and rentals	3,624,431	3,627,381	3,558,494	3,620,708
Balance, surplus	186,021	2,276,089	4,205,370	3,222,481
Dividends*	.....	786,000	1,768,500	2,096,000
Balance after dividends	186,021	1,490,089	2,436,870	1,126,481

* In 1880, 3 per cent; in 1881, 6¾; in 1882, 8.

GENERAL BALANCE AT THE CLOSE OF EACH FISCAL YEAR.

Assets—	1879.	1880.	1881.	1882.
Railroad, buildings, equipment, coal lands, &c.	$ 29,426,681	$ 30,278,732	$ 30,873,357	$ 32,072,860
St'ks and b'ds owned, cost.	4,480,257	4,697,520	6,265,521	5,763,146
Cash & net current acc'ts.*	788,805	788,731	769,469	377,851
Materials, fuel, &c.	1,049,694	1,264,344	1,121,850	1,342,820
Total	35,745,437	37,026,327	39,030,197	39,556,677
Liabilities—	$	$	$	$
Stock	26,200,000	26,200,000	26,200,000	26,200,000
Funded debt	5,887,100	5,677,900	4,044,900	4,044,900
Balance on bonds retired.	.....	.....	1,200,000	600,000
Surplus account	3,658,337	5,148,427	7,585,297	8,711,777
Total liabilities	35,745,437	37,026,327	39,030,197	39,556,677

* An itemized statement of the "accounts receivable" and "accounts payable" December 31, 1882, is given as follows:

Accounts receivable—	
Cash on hand	$1,175,081
Coal on hand (less than market value)	614,272
Advances to leased roads	2,133,209
Advances on coal to be delivered, &c.	1,027,399
Coal bills and sundry accounts due	1,473,723
Assets N. Y. Lackawanna & Western Railway	883,730
	$7,337,416

Accounts payable—	
Past due dividends, interest and rentals	$102,216
Dividends, interest and rentals payable after Jan. 1, including Del. Lack. & West. dividend, payable Jan. 20	2,078,717
State taxes payable after Jan. 1	337,867
December pay-rolls, payable in January	523,094
Bonds and mortgages	277,504
Unadjusted items of N. Y. Lack. & Western Railway	737,924
Vouchers due and payable after Jan. 1	1,225,174
Sundry accounts payable after Jan. 1	1,272,727
Sundry transfer accounts	304,002
	$6,950,361
Balance of accounts receivable	$377,915

Lehigh Coal & Navigation Co.

(For the year ending Dec. 31, 1882.)

The annual report of Mr. Joseph S. Harris, President, has the following:

"Our revenues from all sources aggregate $1,939,211, an increase over 1881 of $63,619. The fixed and interest charges increased $18,250, leaving the net revenue $659,292, which is $45,367 in advance of that of the previous year. Two dividends each of one dollar per share were paid, amounting to $446,101; depreciation on coal improvements and the sinking fund contribution of ten cents per ton for coal mined, amounting to $149,179 were deducted, and the remaining $64,011 was carried to the credit of the dividend fund." * * *

"The stockholders of the Delaware Division Canal Company have during the past year largely exercised their option of converting their stock into that of this company, and in this way 19,168 shares out of a total of 32,667 shares were exchanged up to the close of the year. * * This company purchased in January, 1882, for $62,000, 1,240 shares, being about one quarter of the stock, of the Old Bangor Slate Company, to enable it to control the tonnage of its slate quarries which are among the largest in the State, and produce slate of superior quality." * *

"The Spring Brook Railroad Company, owning about nine miles of railroad which develops a large timber district near Scranton, being unable to pay the principal or interest of a loan made by this company in 1874 for the purpose of aiding them to extend their railroad, have leased their property to us. By this agreement we can apply the net earnings of their road to the payment of their indebtedness, and by having possession of this feeder we can throw a large amount of business on our main lines of railroad.

"During the year an opportunity occurred of purchasing a coal property known as the Kentucky Bank Lands, situated about five miles west of Tamaqua, containing coal of fine quality, and of as great amount per acre as our Summit lands. Estimating their productive capacity at the same rate per acre as that taken for adjoining tracts in Mr. Harris' report on the Reading coal lands, made in 1880, they will more than replace all the coal taken from our property since it was first opened. The purchase covered 884 acres, which cost $222,089, about the amount which our sinking fund receives in three and a half years from the charge of ten cents per ton of coal mined. By the operation of this charge the valuation of our coal lands, which stood on our books January 1, 1873, at $5,874,196, being at the rate of $816 per acre for 7,201 acres, has been reduced, so that, including the Kent and McLean purchase in 1874 of 175 acres, and the Kentucky Bank Lands, and deducting 207 acres as worked out, which is a full allowance for the lands exhausted by mining in the last ten years we had January 1, 1883, 8,053 acres of equally valuable land charged at $5,816,058, or $722 per acre.

"In order to secure for the Lehigh & Susquehanna Railroad the coal tonnage from the Lehigh Luzerne Coal Company's lands, which was about to pass under the control of another railroad company, a loan of $75,000 was made, secured by the transfer of eleven thousand shares of stock, being 55 per cent of the total issue. The loan is for three years, but the tonnage from these lands is perpetually bound by contract to pass to market over our lines of railroad." * * *

"During the past year the extended debenture loan of $106,197, the convertible debenture loan of $41,550, and the Greenwood first mortgage loan of $140,000, amounting in all to $287,740, were paid at maturity. These payments, and the purchases and loans above recited necessitated some increase of the floating debt, which, after deducting cash assets, now amounts to about $1,000,000; against which this company holds $740,000 of its consolidated seven per cent bonds, $306,000 Del. Div. Canal Co's. bonds, and 18,901 shares of its own stock

"The control of additional freight-producing territory, by the purchases and loans above recited, has so strengthened our position with regard to the coal trade, which, on account of the geographical position of our railroads, must always be our chief source of revenue, that it is not thought necessary to make further investments in that direction. We have reason to look for a steady increase of business and of net earnings from the region now tributary to our roads, and this should enable us to fund our floating debt and refund such part of the loans maturing this year and next as we may desire by the sale of stock, or the issue of bonds at a lower rate of interest. The conversion of these loans and of the stock of the Nesquehoning Valley Railroad Company will effect a great reduction in our fixed charges, and will strengthen very much the position of our stock as a reliable dividend-paying investment."

Comparative statistics for three years are as follows:

Receipts—	1880.	1881.	1882.
Revenue from railroads and Nesquehoning Tunnel	$1,157,909	$1,429,468	$1,445,190
Revenue from Lehigh Canal	109,666	55,830	55,699
Revenue from wat'r p'rs Lehigh Can'l	$105,756	$148,947	$221,065
Revenue from Delaware Div. Canal	99,176	71,045	47,486
Net profit on Lehigh Coal	185,626	210,743	325,666
Royalty on coal mined by lessees	6,077	7,574	7,209
Revenue from rents	33,728	35,669	31,973
Miscellaneous receipts	7,738	13,316	4,824
Total receipts	$1,609,676	$1,875,592	$1,939,212
Disbursements—			
General and legal expenses	$51,793	$59,101	$62,892
Rent and taxes Nesq. Valley RR.	97,050	97,050	97,050
Rent and taxes Del. Div. Canal	125,438	120,330	102,356
Taxes	81,153	70,148	74,048
Interest account	932,231	915,039	942,973
Total disbursements	$1,287,665	$1,261,668	$1,279,919
Balance of earnings	$322,011	$613,924	$659,293
Less sink'g f'd of 10 p. c. p. ton on coal.	$55,317	$64,815	$70,612
Less deprec'n on coal, impr'v'm'ts, &c.	72,458	65,333	78,568
Total	$127,775	$130,148	$149,180
Surplus for year	$194,236	$483,776	$510,113
Bal'nce to credit of div'd fund Jan. 1.	.....	194,236	471,445
Total	$.....	$678,012	$981,558
Dividends	.....	(2) 206,567	(4) 446,101
Bal'nce to credit of div'd fund Dec. 31.	$194,236	$471,445	$535,457

The gross receipts of the company's railroads, and the coal tonnage on the Lehigh & Susquehanna RR. and the Lehigh Canal, during 1882, as compared with 1881 and 1880, were as follows:

	1880.	1881.	1882.
Passengers and mails	$144,376	$164,287	$183,695
Freight and express	465,398	540,777	616,887
Coal	2,804,272	3,517,454	3,464,480
Total	$3,414,046	$4,222,518	$4,295,062
Lehigh Coal & Nav. Co.'s proportion.	$1,138,015	$1,407,506	$1,431,687
Coal tonnage	3,905,393	4,704,692	4,665,851

Northern Central Railway.

(For the year ending Dec. 31, 1882.)

The report remarks that, in comparison with the year 1881, there was an increase in gross earnings of $356,476, equal to 6 55-100 per cent, and in expenses of $54,877, or 1 45-100 per cent. The increase in net earnings was $301,598, or 18 21-100 per cent. In addition to the net earnings, as above stated ($1,957,852), there was received from dividends and interest $203,156; net royalty on coal mined (Shamokin Division), $80,812; total net receipts, $2,241,822.

"The coal tonnage of the main line in 1881 was 1,555,045 tons, and in 1882, 1,736,196 tons. There was an increase of trade going on to the Pennsylvania Railroad at Marysville of 112,813 tons. There was an increase of 3,619 tons to points on the Cumberland Valley Railroad. The total tonnage to Baltimore was 488,793 tons, an increase of 30,068 tons in 1882. The coal tonnage of the Shamokin Division in 1852 was 1,228,808 tons; in 1881, 1,147,781 tons, showing an increase of 81,027 tons. The coal tonnage of the Elmira Division in 1882 was 1,058,887 tons, and in 1881, 1,012,617 tons, an increase of 46,270 tons. The decrease from the McIntyre mines, near Ralston, was 27,805 tons. In the north-bound anthracite trade there was an increase of 5,185 tons. The coal tonnage of the Chemung Division was increased from 717,214 tons in 1881 to 724,806 in 1882, a gain of 7,592 tons. On the Canandaigua Division the coal tonnage of 1881 was 639,732 tons, in 1882, 639,532 tons, a decrease of 200 tons. There was an increase of 8,851 tons in shipments to Coal Point, at Watkins, New York, and a decrease of 9,051 tons in shipments to other stations." * * *

"The aggregate movement of bituminous coal was 1,141,891 tons, an increase of 156,523 tons, principally from the Snow Shoe and Blossburg regions to points in New York and New England, and from the Clearfield region to points south. The tonnage of both classes amounted to 3,218,002 tons, as against 2,900,707 for the preceding year, being an increase of 317,295 tons in the actual aggregate of coal transported, irrespective of the number of divisions over which it was moved." * * *

"The amount of grain transported over your lines shows a large decrease as compared with the preceding year, due mainly to the falling off in the foreign demand. There were carried over your lines to Baltimore, in 1882, 10,332,853 bushels of grain; in 1881, 17,911,677 bushels; a decrease of 7,578,824 bushels." * * * *

"The passenger business for the year shows a continued improvement, the passenger mileage increasing 6 86-100 per cent, and the revenue received therefrom, $77,235, or 9 55-100 per cent. There was a net profit per passenger per mile of 2 44-100 mills, as compared with a profit in 1881 of 1 85-100 mills.

"The real estate account was increased $513,091 during the year, the details of which are shown by the following statement:

Paid for additional property purchased		$116,031
Amount of mortgages and ground rents payable, capitalized		440,812
		$556,843
Deduct receipts for property sold	$34,000	
Mortgages and ground rents receivable, capitalized	9,752—	43,752
Net increase		$513,091

"The various mortgages and ground rents for which your company had become liable in the purchases of property heretofore made have, as stated above, been capitalized, and the amount thereof, $440,812, charged to real estate account and credited to mortgages and ground rents payable." * *

"In accordance with the announcement made in your last annual report, your board purchased at par the entire share capital of the Union Railroad Company, of Baltimore, costing $600,000. Under the terms of the contract only a portion of the amount was required to be paid in cash, but it was deemed advisable to anticipate the payment of the notes given for the balance of the purchase-money, all of which have now been paid. To provide the means therefor, and in accordance with the authority given at your last annual meeting, the share capital was increased during the past year from $5,842,000 to $6,500,000. The stockholders having been offered the privilege of subscribing for 10 per cent of their holdings at par, availed themselves thereof to the extent of 6,008 shares, leaving 7,152 shares in your treasury, which were sold at $56 dollars a share, yielding a profit of $42,912 to be carried to the credit of profit and loss. The Union Railroad was transferred to the management of your company March 1st, 1882, and its acquisition has proved even more valuable to your interests than was anticipated, and you cannot be too strongly congratulated on securing its control.

"During the past year a connecting line was built between your road at Dauphin and the Pennsylvania Railroad at Rockville, at a cost of $175,000, the funds for which were provided by the Pennsylvania Railroad Company, and a contract made between the two companies by which your company operates the line for a fixed compensation." * * *

"It is proper to state that the following amounts, which may be classified as extraordinary expenses, have been included in the regular operating expenses, and form a part of the cost per ton per mile and per passenger per mile, as shown in the tables :"

Amount expended on account of new freight cars	$192,449
Amount expended on account of new locomotives	119,438
Amount expended for new tracks, &c., Baltimore and Canton.	35,919
Amount expended for extension second and third tracks, sidings, crossings and stations on the line of the road	108,324
	$456,130

The comparative statistics for four years have been compiled for the CHRONICLE as follows :

ROAD AND EQUIPMENT.

	1879.	1880.	1881.	1882.
Miles owned	152	152	152	152
Miles leased & cont'd*	170	170	170	170
Total operated	322	322	322	322

* Uses also 40 miles of Philadelphia & Erie road

OPERATIONS AND FISCAL RESULTS.

Operations—	1879.	1880.	1881.	1882.
Passengers carried	1,550,879	1,913,734	2,430,162	2,590,582
Passenger mileage	25,888,514	29,880,642	34,370,948	36,727,724
Rate ₩ pass. ₩ mile	2·426 cts.	2·327 cts.	2·352 cts.	2·412 cts.
Freight (tons) moved	7,920,866	9,460,229	10,527,706	11,057,355
Freight (tons) mil'ge	404,192,761	461,904,456	506,180,310	502,363,778
Av. rate ₩ ton ₩ mile	0·810 cts.	0·894 cts.	0·869 cts.	0·897 cts.
Earnings—	$	$	$	$
Passenger	627,927	695,430	808,554	885,789
Freight	3,272,302	4,131,008	4,396,187	4,567,098
Mail, exp. & miscel	267,720	223,949	238,959	407,288
Total gross earn'gs.	4,167,949	5,050,387	5,443,700	5,860,175
Operating expenses—	$	$	$	$
Maint'nce of way, &c.	715,619	698,296	718,532	785,446
Motive power	816,200	934,167	1,048,088	1,135,225
Maint'nce of cars	308,365	437,737	777,270	632,861
Transportat'n exp'ns	956,021	1,121,252	1,183,150	1,218,797
Miscellaneous	65,736	63,817	60,405	69,994
Total	2,861,941	3,255,268	3,787,446	3,842,323
Net earnings	1,246,008	1,795,119	1,656,254	1,957,852

INCOME ACCOUNT.

Receipts—	1879.	1880.	1881.	1882.
	$	$	$	$
Net earnings	1,246,008	1,795,119	1,656,254	1,957,552
Interest	148,339	132,512	151,570	203,156
Other receipts	200,961	163,797	109,630	80,812
Total income	1,595,308	2,091,423	1,917,454	2,241,820
Disbursements—	$	$	$	$
Rent'ls, P's'd lines, &c*	457,742	452,097	472,093	477,256
Interest on debt	895,140	898,060	895,730	880,875
Dividends	.....	(2) 146,048	(6) 350,517	(7) 444,272
Miscellaneous	63,260	113,834	54,218	154,270
Balt. & Potomac int.	.....	196,494	37,177	.....
Tot. disbursem'nts.	1,416,142	1,806,533	1,809,935	1,956,673
Balance, surplus	179,166	284,895	107,519	285,147

* Includes rent of roads and interest on equipment.

South Carolina Railway.

(*For the year ending December* 31, 1882.)

An official statement for the late fiscal year has been issued in circular form, from which the following extracts are made :

EARNINGS AND EXPENSES.

Earnings—	1881.	1882.
From passengers	$261,889	$296,104
From freight	949,030	982,155
From U. S. Mail	20,462	19,534
From freight car service	11,385	12,769
From miscellaneous sources	2,509	3,256
Total	$1,245,286	$1,313,820
Expenses—		
Maintaining road	$175,089	$218,047
Repairs of machinery	127,146	157,365
Operating road	442,099	437,217
Total operating expenses	$744,335	$812,630
Net earnings	$500,951	$501,190

The following expenditures, resulting in permanent improvements, are included in the cost of maintaining road for 1882, and are the chief cause of the increase in this item over 1881 : Labor of laying 3,000 tons steel rails, $9,076 ; cost of three-fourths of a mile of Wateree trestle rebuilt, $14,347 ; cost of rebuilding culverts, $5,946 ; excess of cross-ties used, $33,406; total, $89,488.

The further increase is fully accounted for by the increased cost of provisions furnished laborers, due in great part to the larger number employed by reason of above improvements.

BALANCE SHEET, DEC. 31, 1882.

Dr.		*Cr.*	
Railroad and other property	$12,673,735	Mortgage debt	$5,962,402
Cash	95,458	Income bonds	2,538,000
Charleston office	147,305	Capital stock	4,201,160
N. Y. and Charleston Warehouse and Steam Navigation Co. stock	100,000	Interest accrued	262,251
Barnwell Railway	62,816	Bills payable	75,000
		Profit and loss	21,173
		New York and Charleston Warehouse and Steam Navigat'n Co.	16,328
Total	$13,079,316	Total	$13,079,316

The company has in its treasury, first consolidated mortgage bonds, $50,000 ; second consolidated mortgage bonds, $483,000 ; income mortgage bonds, $462,000. It is the sole owner of the New York & Charleston Warehouse & Steam Navigation Company, which has constructed 500 feet front of new wharf on the Cooper River, a fertilizer warehouse with a capacity of 8,000 tons, and three freight sheds, all of which are being used to their full capacity. It also owns the Barnwell Railway, nine miles long, now in operation and doing a paying business. Of the 205 miles of main line, 125 are laid with steel rails, and the remainder, excepting about 12 miles now being relaid with steel rails, is in excellent order. The Camden Branch, 38 miles, and the Barnwell Railway, are in satisfactory condition. Two thousand tons of steel rails have been bought and will be laid in 1883. This will leave less than 60 miles of iron rails in the main line, none more than slightly worn, and thereafter purchases of rails will be very light.

The trustees of the first consolidated mortgage bonds hold for the sole purpose of taking up prior liens, first consolidated mortgage bonds, $1,447,000 ; second consolidated mortgage bonds, $170,000. These prior liens mature semi-annually until January, 1888, and are canceled as fast as they can be paid.

Sioux City & Pacific.

(*For the year ending Dec.* 31, 1882.)

The following statement of the business of the Sioux City & Pacific Railroad Company, and balance sheet at the close of the year 1882, has just been received :

REVENUE AND EXPENSES FOR THE YEAR ENDING DEC. 31, 1882.

Revenue—	
Freight earnings	$537,867
Passenger earnings	266,125
Mail earnings	26,701
Express earnings	12,166
Miscellaneous	14,726
Drawback, account leased lines	9,336
All other sources	6,699
Total revenue	$873,562
Expenses—	
Operating expenses and taxes	$740,444
Rental	97,388
Interest on first mortgage bonds	97,680
On U. S. bonds (accrued, not yet due)	97,699
On other debt	10,994
Dividends on preferred stock	11,830
Total expenses	$1,066,036
Deficit	$192,473

BALANCE SHEET DEC. 31, 1882.

Assets—		
Construction and equipments accounts		$5,991,453
Company's bonds owned by Co		500
Material and fuel on hand		70,176
Cash		27,718
Accounts receivable		280,472
Profit and loss (balance, or net loss to date)		1,512,809
		$7,883,131
Liabilities—		
Capital stock, common	$1,899,400	
Preferred	169,000	$2,068,400
First mortgage bonds	1,628,000	
U. S. Government subsidy bonds	1,628,320	3,256,320
Interest accrued on 1st mort. bonds, unclaimed	16,755	
Do do do extended	131,235	147,990
Interest on Government bonds, accrued, not yet due		1,363,566
Vouchers, notes and accounts payable		1,046,854
		$7,883,131

Fremont Elkhorn & Missouri Valley Railroad.

(*For the year ending December* 31, 1882.)

The following statement of the business of this company for 1882, and the balance sheet at close of the year, has just been received :

RECEIPTS AND EXPENSES FOR THE YEAR ENDING DEC. 31, 1882.

Receipts—		
From rental of road		$94,776
From connecting roads		81,708
From interest and profit and loss account		3,684
From donations on account of extensions		17,000
From town lot sales		2,800
Total receipts		$199,949
Expenses—		
For salaries and general expenses	$1,043	
For interest on bonds	191,665	192,708
Balance to income account		$7,240

BALANCE SHEET, DEC. 31, 1882.

Assets—		
Construction accounts		$5,085,214
Cash in hands of Treasurer and Ass't Treasurer	$34,321	
Cash in hands of trustees	81,712	

Accounts receivable	$51,524	
Precinct bonds (in hands of trustees)	17,000—	$191,557
Profit and loss (balance net loss to date)		196,308
		$5,473,140
LIABILITIES.		
Capital stock		$1,924,000
First mortgage bonds	$3,116,000	
Income bonds	317,082—	3,433,082
Accrued interest on bonds		116,057
		$5,473,140

GENERAL INVESTMENT NEWS.

Alleghany Central.—The Rochester *Democrat & Chronicle* has information that the Alleghany Central will merge with the Lackawanna & Pittsburg, which company has entered into a satisfactory contract with the Delaware Lackawanna & Western by which the new line of road from Perkinsville, on the Delaware Lackawanna & Western, to Belfast, on the Rochester division of the Buffalo New York & Philadelphia, will consist of 22 miles of new road and the same distance of the present line of the Alleghany Central, and will be standard gauge.

Atlantic & North Carolina.—A press dispatch from Raleigh, Feb. 21, says: "Judge Phillips, of the Superior Court of this county, decided this morning to appoint a receiver to manage the Atlantic & North Carolina Railroad, running from Morehead to Goldsboro. This is a virtual decision that the terms of the lease by W. J. Best and his Boston syndicate have been violated, and that it is necessary for the protection of all parties in interest that a receiver shall be appointed. There are three parties to the suit—the State, Appleton Oak Smith and the Midland Company, and W. J. Best and associates.

Chesapeake & Ohio Railway.—Comparative statement of earnings and expenses for the years 1881 and 1882:

	1881.	1882.	Increase.
Earnings	$2,705,443	$3,334,976	$629,633
Expenses	2,267,403	2,302,448	35,045
Net earnings	$137,939	$1,032,528	$594,588
Int. charges for the year 1882	.....	$831,000	.....

Hannibal & St. Joseph.—The negotiations for the disposition of the Hannibal & St. Joseph Railroad, which developed into a plan to sell the stock purchased from Mr. Duff at 42 to the Chicago Burlington & Quincy, seems to have come to an end. Mr. C. E. Perkins, the President of the Burlington, offered to pay 42 and the interest from September last, when Mr. Gould and his associates bought the stock, but to pay it in the 4 per cent bonds of his road at par. Mr. Perkins declined to give a bond at a higher rate of interest and the deal terminated. Mr. William Dowd, the President of the Hannibal & St. Joseph, said that the extension from Quincy to Chicago, a distance of 247 miles, would be built. He estimated the cost at $20,000 a mile and with equipment, $25,000. He said that the road, which is surveyed, could be built in a year.

Iron and Steel Rail Production.—The Secretary of the American Iron and Steel Association reports that returns have been received from all the mills in the United States which rolled iron and steel railway bars in 1882. The total production of iron and steel rails last year was 1,683,794 net tons, being a falling off as compared with 1881 of 153,306 tons. Of the entire out-put 1,438,155 tons were Bessemer steel rails, 227,874 tons iron rails, and 22,765 tons open hearth steel rails. The five leading rail-making States were Pennsylvania, which produced 850,908 tons; Illinois, 362,250 tons; Ohio, 113,806 tons; New York, 155,021 tons; and Missouri, 85,528 tons.

Memphis City Debt.—The Baltimore *Sun* reports that a committee of gentlemen from Memphis, Tenn, authorized to offer to the creditors of that city terms for a compromise of its debt, met Baltimore holders of those securities this week. The Memphis committee were Hon. D. P. Hadden, President of that taxing district; Judge H. T. Ellett, Wm. M Sneed and Wm. M. Farrington. Mr. Sneed, on behalf of the Memphis committee, explained the provisions of a bill pending in the Tennessee Legislature "embodying the proposed settlement of the debt of the city of Memphis and taxing district of Shelby County." The plan is substantially that of the Flippin compromise of 1877, which was to fund the debt at 50 per cent of the principal and 6 per cent interest. The interest for the first three years shall be 3 per cent, and for the next three years 4 per cent, but the difference to make up 6 per cent is to be capitalized and added to the principal debt, which will make each $1,000 represent about $140 more. Interest due to January 1, 1883, shall be computed and treated as part of the principal. The bonds shall be payable in thirty years, but redeemable at par after six years.

Mr. Farrington said the local government is ready to accept the settlement and will be prepared to pay the obligations. "We will create no other debt, and this old debt will not be a first mortgage simply, but the only mortgage. There is a prosperous future before us which warrants us to say this. We cannot ask you to take anything else than the Flippin compromise, which you accepted in 1877." He explained that the taxable basis is about $14,000,000. The debt under the settlement will be less than $3,000,000. The Baltimore creditors listened attentively to the statements. It was moved "that it is the sense of this meeting that the proposition be accepted." This was adopted unanimously.

Mobile & Alabama Grand Trunk.—The Chancery Court at Mobile, Ala., has ordered a decree of foreclosure and sale entered against this road unless the company shall redeem it by March 15, by payment of the principal of $1,240,000 bonds, with interest accrued since April 1, 1874. Failing such redemption—which is not at all likely to be made—the road is to be sold at public sale on proper notice. The road has track laid from Mobile to Bigbee Bridge, 59 miles, but it has not been operated for six or seven years, and must be in a very bad condition. Several plans have been proposed for the extension of the road to Birmingham, Ala., but none of them have been successful.—*Railroad Gazette.*

Nashville Chattanooga & St. Louis.—The following official statement of earnings and net income is made for the month of January and the seven months of the fiscal year from July 1 to January 31:

JANUARY.

	1883. Gross earnings.	1883. Net earnings.	1882. Gross earnings.	1882. Net earnings.
Main Stem	$178,627	$76,758	$156,993	$55,010
Lebanon Branch	5,286	3,262	5,300	3,773
McMinnville Branch	3,376	1,990	2,932	855
Fayetteville Branch	4,840	2,815	2,523	632
Centrev. Br., nar. gauge	2,281	Loss 189	1,159	169
D. R. Val. RR., nar. gauge	2,975	680	1,843	Loss 835
Total	$197,387	$85,317	$170,752	$59,604
Interest and taxes	.....	54,561	.....	53,532
Balance net income	.....	$30,756	.....	$6,072

SEVEN MONTHS ENDING JANUARY 31.

	1883. Gross earnings.	1883. Net earnings.	1882. Gross earnings.	1882. Net earnings.
Main Stem	$1,224,928	$529,013	$1,153,027	$448,789
Lebanon Branch	46,733	33,457	37,331	23,178
McMinnville Branch	27,457	13,409	25,189	5,320
Fayetteville Branch	38,705	23,149	22,329	5,770
Centrev. Br., nar. g'e.	16,722	4,502	7,222	276
D. R. Val. RR., nar. g'e.	24,373	9,05	18,911	Loss 2,676
Total	$1,378,921	$613,232	$1,264,011	$480,658
Interest and taxes	.....	379,399	.....	367,813
Balance net income	.....	$233,833	.....	$112,845

New York Lake Erie & Western.—In regard to the new loan for $5,000,000 negotiated on collateral trust bonds there has been a claim made that some of the securities thus put in trust were covered by the second consolidated mortgage. The New York *Herald* says: "The list of collaterals back of the new loan is headed with the 10,000 shares constituting the capital stock of the Blossburg Coal Company—$1,000,000, par. In his last annual report President Jewett notes the purchase of this property on behalf of the Erie company, 'after considerable negotiation,' for the sum of $2,000,000. Of this amount $1,285,000 was paid in cash, and the Grand Opera House property was put in at a valuation of $715,000. This Blossburg purchase is understood to have been made virtually from Mr. Gould, who owned all or nearly all the shares." * * * Of the fifteen lots of securities named as collateral for the new loan eight are those of properties named in the second consolidated mortgage—namely, Hillside Coal & Iron Company (10,000 shares), Long Dock Company (8,000 shares), Buffalo New York & Erie (5,759 shares), Northwestern Mining & Express Company (5,000 shares), Paterson & Newark (499,000 shares), Newburg & N. Y. R R. (169,000 shares), Newark & Hudson River ($250,000 bonds), Buffalo Bradford & Pittsburg ($185,000 bonds)."

Mr. Jewett stated that the company has a right to use these stocks and bonds as collateral in trust for this loan, and that the mortgage gives that right.

—The following is the official statement for December and for the three months October 1 to December 31:

MONTH OF DECEMBER.

	1881	1882.	
Gross earnings	$1,571,208	$1,691,403	Inc. $120,195
Working expenses	1,189,826	1,249,664	Inc. 59,838
Net earnings	$381,382	$441,738	Inc. $60,356
OCTOBER—DECEMBER, INCLUSIVE.			
Gross earnings	$5,101,543	$5,329,237	Inc. $227,694
Working expenses	3,454,900	3,486,964	Inc. 32,063
Net earnings	$1,646,642	$1,842,273	Inc. $195,630

Philadelphia & Reading.—The gross receipts from the railroads, canals, steam colliers and coal barges in January were $1,608,775 and the net receipts $675,343; for the fiscal year since Nov. 30, 1882, the gross receipts have been $3,404,146 and the net receipts $1,513,952. The gross receipts of the Philadelphia & Reading Coal & Iron Co. in January were $951,219 and net loss $10,465; since Nov. 30 gross receipts have been $2,021,048, and net loss, $5,291. The total receipts of both companies together for each month of the fiscal year have been as follows:

	Gross Receipts. 1881-82.	Gross Receipts. 1882-83.	Net Receipts. 1881-82.	Net Receipts. 1882-83.
December	$3,231,677	$2,865,201	$937,542	$843,783
January	2,451,466	2,559,994	646,913	664,877
Total 2 months	$5,683,143	$5,425,195	$1,594,455	$1,508,660

The coal tonnage has been as follows, viz.: Carried on the railroad in January, 576,211 tons, against 508,147 tons in January, 1882. Mined by the Coal & Iron Co. and by tenants, 365,695 tons, against 330,138 tons in 1882.

—The Union Trust Company of Philadelphia on Monday began paying off the Receivers' certificates of the Philadelphia & Reading Railroad and Coal & Iron companies with the proceeds of the $2,000,000 car trust loan which it took.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, FEB. 23, 1883.

Business in the past week has been interrupted by a close holiday—Washington's Birthday. The weather is still wintry cold, but storms have ceased, the floods are abating, railroad transportation is being resumed, and the long-delayed opening of active spring trade seems to be at hand. The Senate has passed a bill making moderate reductions in import duties and abolishing many stamp and excise charges. At the moment it is very doubtful what, if anything, the House will do with it. Speculative staples have generally declined.

The speculation in lard has been liberal and generally at advanced prices. Toward the close, however, and especially to-day, an irregular and easy feeling was noticed, the direct result of a realizing movement and better weather reports from the West. Mess pork was quoted on the spot at $19 25@$19 50; the options were dull and entirely nominal. Bacon was firm at 9⅞ @10c. for long clear; long and short clear together 10·10@10·15c. Beef steady and quiet; city extra India mess $25@$27. Beef hams firm at $21@$22. Lard opened steady but soon fell off, and at one time looked very unsteady; toward the close there was an improvement; prime Western was sold on the spot at 11·70@11·73c. and refined for the Continent at 11·70c.; South America 11·85c.; contract Western for March sold at 11·71@ 11·75c.; April 11·86@11·87c.; May 11·94@11·98c.; June 11·96@ 11·98c.; July 11·98@12c., closing steady. Tallow was easy at 8⅛@8¼c. Stearine dull at 11¾c. for prime. Butter and cheese have a fair trade at about steady figures.

Rio coffee has been quiet on the spot at a decline to 8½c. for fair cargoes, but the close was firmer at 8½@8¾c., with a better demand; options have been less active at some decline, but close at some recovery with sales of No. 7 at 6·70c. for March, 6·90c. for April, 7·10c. for May, 7·20 for June, 7·30 for July and 7·55c. for October; mild grades have most of the time been quiet, though Laguayra sold quite freely a few days ago, and to-day there was more demand for Maracaibo. Rice has been in good demand and firm. Molassses has been steady but quiet; Cuba refining has sold at 30c. for 50 deg. test. Spices have been quiet. Tea has been quiet but steady. Foreign fruits have been moderately active and steady. Raw sugar has been firmer and to-day large sales of centrifugal were made; the Cuban markets have been quite firm, and this fact, together with an advance in refined, has given importers increased confidence; fair refining closed at 7c., and 96 deg. test centrifugal at 7⅝@ 7 11-16c. Refined has advanced to 9⅛c. for powdered, 9c. for granulated and 8½@8⅝c. for standard "A."

There has been a fair business in Kentucky tobacco, and for Spanish account 877 hhds. of low grades were taken at a private price; further than this, 250 hhds. were sold for home account; prices rule firm at 5½@6½c. for lugs and 7@10½c. for leaf. Seed leaf has had a moderate sale at well-sustained figures; sales 400 cases 1881 crop Pennsylvania, private terms; 150 cases 1881 crop New England, 15@28c.; 300 cases 1880 crop Pennsylvania, 6¼@15c.; 112 cases 1881 crop Wisconsin Havana, private terms; 500 cases 1881 crop Ohio, 5¼@6c., and 100 cases sundries, 3½@18c.; also 450 bales Havana at 88c.@$1 15.

Naval stores have been quiet and while rosins have remained steady at $1 65@$1 72½ for ordinary to good strained, spirits turpentine has declined to 52@52½c. Refined petroleum is steady although the export demands are slow at the moment; 110 test, 7⅞c.; 70 test, 8c.; crude certificates close irregular and easy, with the speculation much smaller, at 98⅞@99c., after selling at $1⅛@99¾c. Ingot copper is easy and quiet; Lake sold at 17⅞@18c. and Baltimore at 16@16½c. Oils were firm and wool continues in demand at firmer prices. Hops remain very dull and prices quite nominal.

Ocean freight room was active early in the week at good rates; latterly and at the close the feeling is weaker, and business dull. Charter room is also a trifle lower. Grain to-day to Liverpool by steam 5¼d.; cotton 11-64d.; flour 17s. 6d.@20s.; bacon 30s.@32s. 6d.; cheese 32s. 6d.@35s.; grain to Hull by steam 6¼d.; do. to London quoted 7d.; do. to Glasgow 6½d.; do. to Bristol 6¾@7d.; do. to Antwerp 4½d.; do. to Newcastle 6½d.; do. to Amsterdam and Rotterdam 9c.; do. to Havre 12c.; refined petroleum to Antwerp or Bremen 3s.; grain by steam from Baltimore to Cork for orders (March) 5s. 3d.; do. by sail from Philadelphia to Lisbon 13⅜c.

COTTON.

FRIDAY, P. M., February 23, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Feb. 23) the total receipts have reached 134,448 bales, against 146,130 bales last week, 165,868 bales the previous week and 171,316 bales three weeks since; making the total receipts since the 1st of September, 1882, 4,766,393 bales, against 4,006,508 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 759,885 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	2,911	3,082	1,040	4,401	1,782	2,443	15,659
Indianola, &c.	....	....	....	....	....	188	188
New Orleans	3,419	10,605	7,281	4,215	3,934	7,691	37,145
Mobile	1,504	1,226	817	501	2,111	1,896	8,055
Florida	....	....	....	....	....	344	344
Savannah	2,419	3,115	3,219	2,190	2,188	2,439	15,570
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	1,421	2,376	1,669	2,075	1,459	2,080	11,080
Pt. Royal, &c.	....	....	....	....	....	4,329	4,329
Wilmington	466	592	503	358	231	639	2,789
Moreh'd C., &c	....	....	....	....	....	640	640
Norfolk	3,057	3,655	3,851	2,438	2,480	3,723	19,204
West Point, &c	....	....	....	....	....	6,879	6,879
New York	....	220	628	235	340	229	1,652
Boston	956	1,992	907	876	791	....	5,522
Baltimore	....	....	....	....	....	541	541
Philadelp'a, &c.	978	891	944	450	....	1,588	4,851
Totals this week	17,131	27,754	20,859	17,739	15,316	35,649	134,448

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last year.

Receipts to Feb. 23.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883.	1882.
Galveston	15,659	653,541	4,378	369,386	82,629	70,420
Indianola, &c.	188	15,327	69	13,041	.....	.....
New Orleans	37,145	1,300,584	16,341	1,058,865	340,846	370,310
Mobile	8,055	283,446	3,408	228,320	44,776	33,232
Florida	344	13,917	215	25,239	.....	.....
Savannah	15,570	699,517	6,942	653,623	86,012	76,742
Brunsw'k, &c	.....	5,508	.....	6,824	.....	.....
Charleston	11,080	494,656	5,580	443,351	75,078	60,111
Pt. Royal, &c.	4,329	18,602	756	21,541	3,955	3,764
Wilmington	2,789	114,834	1,064	123,277	12,190	7,691
M'head C., &c	640	17,017	499	21,804	.....	.....
Norfolk	19,204	642,269	8,914	512,837	77,428	49,270
West Point, &c	6,879	186,646	1,828	168,085	.....	.....
New York	1,652	108,368	3,315	130,770	176,828	343,347
Boston	5,522	121,669	5,086	160,542	4,650	9,827
Baltimore	541	36,657	38	17,936	32,437	36,356
Philadelp'a, &c	4,851	53,835	1,727	51,041	10,208	17,719
Total	134,448	4,766,393	60,160	4,006,508	947,037	1,078,789

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	15,847	4,447	17,664	9,812	13,954	7,082
New Orleans.	37,145	16,341	46,930	45,186	46,353	38,016
Mobile	8,055	3,408	10,578	4,831	7,565	7,967
Savannah	15,570	6,942	15,505	12,550	8,513	11,362
Charl'st'n, &c	15,409	6,336	12,064	6,754	6,081	7,131
Wilm'gt'n, &c	3,429	1,563	2,141	1,107	2,610	3,460
Norfolk, &c.	26,083	10,712	19,366	11,658	10 384	6,905
All others	12,910	10,381	14,091	11,097	14,587	12,423
Tot. this w'k.	134,448	60,160	138,359	102,995	110,047	94,349
Since Sept. 1.	4766,393	4006,508	4535,135	4201,820	3836,564	3579,054

Galveston includes Indianola; Charleston includes Port Royal, &c. Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c

The exports for the week ending this evening reach a total of 86,595 bales, of which 46,225 were to Great Britain, 15,038 to France and 25,332 to the rest of the Continent, while the stocks as made up this evening are now 947,037 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Feb. 23. Exported to—				From Sept. 1, 1882, to Feb. 23, 1883. Exported to—			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	.....	1,371	3,481	4,852	243,361	31,877	103,891	379,131
New Orleans	18,440	8,911	5,240	32,591	574,542	198,293	259,869	1,034,704
Mobile	2,252	2,423	.....	4,675	17,492	5,423	.....	22,915
Florida	.....	.....	.....	.....	.....	.....	.....	.....
Savannah	.....	.....	7,070	7,070	88,939	25,478	193,453	313,050
Charleston*	3,140	2,303	4,230	9 673	107,294	24,775	140,658	272,727
Wilmington	3,887	.....	.....	3,887	45 778	.....	1,500	47,278
Norfolk†	.....	.....	.....	.....	308 675	.....	10,239	318,902
New York	9.348	.....	2,811	12,159	316 669	20,991	109 238	446,898
Boston	3 979	.....	.....	3,979	102 517	.....	343	102,860
Baltimore	3,579	.....	2,500	6,079	111 438	1,789	34,307	147,534
Philadelp'a, &c	1,600	.....	.....	1,600	50,195	.....	1,688	51,883
Total	46,225	15 038	25,332	86,595	1,971,897	308,826	857,179	3,137,982
Total 1881-82	62,295	187	6,871	79 993	1,452,223	245 928	543 223	2 241 374

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

FEB. 23, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans....	26,129	12,962	49,901	576	89,568	231,278
Mobile.....	6,450	2,200	1,200	1,350	11,200	33,576
Charleston	7,373	None.	8,750	1,280	17,405	57,673
Savannah.....	3,800	3,100	12,000	3,200	22,100	63 912
Galveston.....	19,074	912	15,714	3,552	39,252	43.377
Norfolk	19,852	None.	2,100	2,396	21,348	53,080
New York.....	4,000	None.	850	None.	4,850	171.978
Other ports.....	4,000	None.	700	None.	4,700	58.740
Total 1883.	90,680	19,174	91,215	12,354	213,423	733.614
Total 1882	87,505	7,907	71,614	5,717	172,743	906.046
Total 1881	97,731	29,946	69,889	17,542	215,108	649,833

The downward tendency of prices for cotton for future delivery, noted at the close of our last report, continued throughout Saturday and Monday. There was nothing to support values. The receipts at the ports remained large, there was better weather for field work at the South, the floods in the great tributaries to the Mississippi River had began to abate, and foreign advices were not encouraging. But on Tuesday the approach of a close holiday, together with the considerable decline that had taken place from the highest figure of the previous week, prompted a demand to cover contracts upon which there was a slight advance. But on Wednesday leading operators for the rise were reported to be selling to close up accounts and offerings were materially increased, under which the improvement of Tuesday was more than lost. Yesterday was a holiday and our Cotton Exchange was closed. To-day the opening was slightly lower, in sympathy with Liverpool accounts, but this decline was recovered, and at the close, in the absence of free offerings, there was some advance. Cotton on the spot has met with very little demand except from home spinners. Quotations were reduced 1-16c. on Monday. To-day the market was dull. Middling uplands closing at 10 3-16c.

The total sales for forward delivery for the week are 375,800 bales. For immediate delivery the total sales foot up this week 2,243 bales, including —— for export, 1,615 for consumption, 628 for speculation and —— in transit. Of the above, 600 bales were to arrive. The following are the official quotations for each day of the past week.

Feb. 17 to Feb. 23.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. ₰ lb	7 9/16	7 1/2	7 1/2	7 7/8	7 13/16	7 13/16	7 7/8	7 13/16	7 13/16
Strict Ord..	8	7 15/16	7 15/16	8 5/16	8 1/4	8 1/4	8 5/16	8 1/4	8 1/4
Good Ord..	8 13/16	8 3/4	8 3/4	9 1/8	9 1/16	9 1/16	9 1/8	9 1/16	9 1/16
Str. G'd Ord	9 1/4	9 3/16	9 3/16	9 9/16	9 1/2	9 1/2	9 9/16	9 1/2	9 1/2
Low Midd'g	9 3/4	9 11/16	9 11/16	10 1/16	10	10	10 1/16	10	10
Str. L'w Mid	10 1/16	10	10	10 5/16	10 1/4	10 1/4	10 5/16	10 1/4	10 1/4
Middling...	10 1/4	10 3/16	10 3/16	10 1/2	10 7/16	10 7/16	10 1/2	10 7/16	10 7/16
Good Mid..	10 9/16	10 1/2	10 1/2	10 13/16	10 3/4	10 3/4	10 13/16	10 3/4	10 3/4
Str. G'd Mid	10 13/16	10 3/4	10 3/4	11 1/16	11	11	11 1/16	11	11
Midd'g Fair	11 5/16	11 1/4	11 1/4	11 9/16	11 1/2	11 1/2	11 9/16	11 1/2	11 1/2
Fair.....	12 1/16	12	12	12 5/16	12 1/4	12 1/4	12 5/16	12 1/4	12 1/4

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. ₰ lb	7 1/2	...	7 1/2	7 13/16	...	7 13/16	7 13/16	...	7 13/16
Strict Ord..	7 15/16	...	7 15/16	8 1/4	...	8 1/4	8 1/4	...	8 1/4
Good Ord..	8 3/4	...	8 3/4	9 1/16	...	9 1/16	9 1/16	...	9 1/16
Str. G'd Ord	9 3/16	...	9 3/16	9 1/2	...	9 1/2	9 1/2	...	9 1/2
Low Midd'g	9 11/16	...	9 11/16	10	...	10	10	...	10
Str. L'w Mid	10	...	10	10 1/4	...	10 1/4	10 1/4	...	10 1/4
Middling...	10 3/16	...	10 3/16	10 7/16	...	10 7/16	10 7/16	...	10 7/16
Good Mid..	10 1/2	...	10 1/2	10 3/4	...	10 3/4	10 3/4	...	10 3/4
Str. G'd Mid	10 3/4	...	10 3/4	11	...	11	11	...	11
Midd'g Fair	11 1/4	...	11 1/4	11 1/2	...	11 1/2	11 1/2	...	11 1/2
Fair.....	12	...	12	12 1/4	...	12 1/4	12 1/4	...	12 1/4

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary.....₰ lb.	7 3/16	7 1/8	7 1/8	7 1/8	Holi-day.	7 1/8
Str ct Good Ordinary.....	7 15/16	7 15/16	7 15/16	7 15/16		7 15/16
Low Middling.....	8 11/16	8 5/8	8 5/8	8 5/8		8 5/8
Middling.....	9 1/2	9 7/16	9 7/16	9 7/16		9 7/16

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Ex-port.	Con-sump.	Spec-ul'n	Tran-sit.	Total.	Sales.	Deliveries.
Sat..	Dull and easier..	....	239	500	....	739	47,100	300
Mon.	Quiet at 1/16 dec.	....	427	....	....	427	110,600	500
Tues.	Quiet	....	295	....	....	295	54,500	300
Wed.	Dull.....	....	303	28	....	331	90,800	300
Thurs	.....	....	Holi day..		....	.....	.....	.....
Fri..	Dull.....	....	340	100	....	440	72,800	400
Total	.....	....	1,615	628	....	2,243	375 800	1,800

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.
Saturday, Feb. 17—	Lower.	Aver ..10 15	Aver ..10 26	Aver ..10 39	Aver ..10 53	Aver ..10 68	Aver ..10 80	Aver ..10 91	Aver ..——	Aver ..10 25	Aver ..10 13	Aver ..——	Aver ..——
Sales, total.....	1,100	200	3,400	12,100	12,100	7,800	5,800	3,200	——	1,300	900	——	——
Prices paid (range)	10 12@10 94	10 16@10 20	10 24@10 38	10 37@10 42	10 51@10 56	10 63@10 70	10 78@10 83	10 89@10 94	—@——	10 23@10 28	10 12@10 15	—@——	—@——
Closing.....	Weak.	10 15@10 17	10 24@10 25	10 37@10 38	10 51@10 52	10 63@10 66	10 79@10 80	10 90@——	10 57@10 60	10 23@10 25	10 12@10 13	—@——	—@——
Monday, Feb. 19—	Lower.	Aver ..10 12	Aver ..10 21	Aver ..10 34	Aver ..10 48	Aver ..10 63	Aver ..10 76	Aver ..10 87	Aver ..18 58	Aver .. 10 23	Aver ..10 11	Aver ..——	Aver ..——
Sales, total.....	110,600	2,800	19,600	14,600	27,700	27,700	6,200	9,800	1,600	500	1,600	——	——
Prices paid (range)	10 10@10 91	10 11@10 16	10 19@10 24	10 32@10 38	10 46@10 52	10 60@10 66	10 75@10 79	10 86@10 91	10 58@—	10 20@10 26	10 10@10 14	—@——	—@——
Closing.....	Steady.	10 10@10 12	10 20@10 21	10 33@10 34	10 47@10 48	10 62@10 63	10 75@10 78	10 87@—	10 57@10 60	10 21@10 22	10 11@10 12	—@——	—@——
Tuesday, Feb. 20—	Stronger.	Aver ..10 12	Aver ..10 21	Aver ..10 35	Aver ..10 49	Aver ..10 64	Aver ..10 78	Aver ..10 89	Aver ..10 62	Aver ..10 26	Aver ..10 14	Aver ..——	Aver ..——
Sales, total.....	54,500	200	6,500	8,000	16,500	11,600	4,000	5,900	100	400	1,200	——	——
Prices paid (range)	10 11@10 91	10 12@—	10 19@10 24	10 33@10 37	10 47@10 52	10 62@10 66	10 75@10 79	10 87@10 91	—@10 62	10 22@10 28	10 11@10 16	—@10 16	—@——
Closing.....	Firm.	10 14@10 17	10 23@10 24	—@10 37	10 51@10 52	10 66@—	10 79@10 80	10 90@10 91	10 62@10 64	10 27@10 28	10 15@10 17	—@——	—@——
Wednesd'y, Feb. 21—	Lower.	Aver ..10 11	Aver ..10 20	Aver ..10 34	Aver ..10 47	Aver ..10 63	Aver ..10 74	Aver ..10 87	Aver ..10 57	Aver ..10 23	Aver ..10 12	Aver ..——	Aver ..——
Sales, total.....	90,800	700	15,600	17,000	21,600	23,400	3,900	5,900	100	700	1,900	——	——
Prices paid (range)	10 09@10 90	10 09@10 14	10 17@10 23	10 31@10 36	10 44@10 51	10 59@10 61	10 72@10 77	10 84@10 90	10 57@—	10 20@10 25	10 10@10 14	—@——	—@——
Closing.....	Steady.	10 11—10 12	10 19—10 20	10 32— —	10 45—10 46	10 60—10 61	10 74— —	10 85— —	10 53—10 57	10 20—10 21	10 10—10 12	—@——	—@——
Thursday, Feb. 22—													
Sales, total.....													
Prices paid (range)													
Closing.....													
Friday, Feb. 23—	Variable.	Aver ..10 14	Aver ..10 16	Aver ..10 32	Aver ..10 46	Aver ..10 60	Aver ..10 74	Aver ..10 84	Aver ..10 54	Aver ..10 18	Aver ..10 09	Aver ..——	Aver ..——
Sales, total.....	72,800	700	14,100	10,500	16,200	13,500	6,200	8,900	200	900	1,800	——	——
Prices paid (range)	10 09@10 89	10 12@10 17	10 15@10 22	10 29@10 35	10 43@10 48	10 58@10 61	10 70@10 77	10 82@10 89	10 54@—	10 18@10 23	10 09@10 13	—@——	—@——
Closing.....	Firmer.	10 13—10 19	10 20—10 21	10 33—10 34	10 47—10 48	10 62—10 63	10 76—10 77	10 87—10 88	10 57—10 60	10 24—10 26	10 13—10 16	—@——	—@——
Total sales this week	375,800	4,600	59,200	62,500	84,100	84,000	26,100	33,700	500	3,800	7,200	100	.....
Average price, week.	13.323.700	10 13	10 21	10 35	10 49	10 64	10 76	10 88	10 59	10 23	10 12	10 16	.....
Sales since Sep. 1, '82		1,295,600	1,870,500	1,375,500	1,644,300	979,700	406,900	452,700	3,800	16,500	30,700	100	.....

* Includes sales in September, 1882, for September, 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400; September-January for January, 2,070,200.

Transferable Orders—Saturday, 10·20c.; Monday, 10·15c.; Tuesday, 10·20c.; Wednesday, 10·15c.; Thursday, 10·15c.; Friday, 10·20c.
Short Notices for February—Monday, 10·11@10·06c.

☞ We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week.

·14 pd. to exch. 100 Apr. for May.	·55 pd. to exch. 1,500 Mar. for July.
·49 pd. to exch. 300 Feb. for June.	·13 pd. to exch. 100 Mar. for April.
·11 pd. to exch. 100 July for Aug.	·15 pd. to exch. 100 May for June.
·67 pd. to exch. 800 Mar. for Aug.	·28 pd. to exch. 300 Mar. for May.
·50 pd. to exch. 300 Feb. for June.	·13 pd. to exch. 2,000 Mar. for Apr.
·27 pd. to exch. 200 Mar. for May.	·53 pd. to exch. 200 Apr. for Aug.
·42 pd. to exch. 200 Mar. for June.	·42 pd. to exch. 200 Apr. for July.
·13 pd. to exch. 3,000 Mar. for Apr.	·73 pd. to exch. 500 Nov. for Aug.
·56 pd. to exch. 200 Mar. for July.	·67 pd. to exch. 400 Mar. for Aug.

At the Interior Towns the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

Towns.	Movement to Feb. 23, 1883. Receipts. This week.	Since Sept. 1, '82.	Shipm'ts This week.	Stock Feb. 23.	Movement to Feb. 24, 1882. Receipts. This week.	Since Sept. 1, '81.	Shipm'ts This week.	Stock Feb. 24.
Augusta, Ga.	3,498	159,025	5,639	22,827	1,065	150,129	1,738	27,081
Columbus, Ga.	1,876	98,607	2,623	15,423	948	97,395	2,035	17,661
Macon, Ga.	904	54,160	745	6,883	189	58,595	542	8,846
Montgomery, Ala.	1,703	124,021	1,320	9,332	324	91,575	969	10,636
Selma, Ala.	941	93,099	1,530	8,479	345	70,174	542	7,116
Memphis, Tenn.	11,007	419,044	7,530	83,146	3,467	300,432	5,950	88,529
Nashville, Tenn.	833	37,957	1,675	6,876	575	49,252	917	17,816
Dallas, Tex.	582	35,114	6.3	6,883	160	24,438	150	1,170
Jefferson, Tex.	125	23,007	165	100	31	12,655	80	1,242
Shreveport, La.	1,731	80,654	1,533	8,127	868	56,887	656	12,170
Vicksburg, Miss.	4,514	94,861	5,176	9,435	2,316	125,464	2,289	7,739
Columbus, Miss.	671	35,963	1,148	3,774	264	26,614	2,810	3,409
Eufaula, Ala.	403	24,840	1,743	4,893	285	30,416	425	2,944
Griffin, Ga.	2,476	127,743	2,756	25,657	1,640	114,157	2,360	2,944
Atlanta, Ga.	2,509	74,878	5,202	13,355	832	75,949	856	5,864
Rome, Ga.	1,292	41,060	992	1,500	774	28,329	574	700
Charlotte, N. C.	8,200	356,635	11,187	59,121	3,387	320,043	6,526	75,939
St. Louis, Mo.	8,126	250,566	1,732	12,342	5,816	277,070	5,584	9,549
Cincinnati, O.								
Houston, Tex.	167	7,943			53			
Brenham, Tex.	1,397				5,062			
Little Rock, Ark.	1,410							
Louisville, Ky.*	700							
Petersburg, Va.	1,049							
Raleigh, N. C.	1,152							
Newberry, S. C.	824							
Total, new towns	13,245	793,752	1,362	29,643	2,094	514,673	1,183	40,017
Total, old towns	52,216	2,171,824	54,310	292,907	23,493	1,949,455	32,774	327,630
Total, all	65,461	2,965,576	70,983	321,424	29,993	2,464,128	40,017	367,430

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 2,094 bales, and are to-night 34,723 bales *less* than at the same period last year. The receipts at the same towns have been 28,723 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 501,448 bales *more* than for the same time in 1881-2.

The Visible Supply of Cotton to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Feb. 23), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	960,000	742,000	713,000	511,000
Stock at London.....	79,300	51,500	46,000	29,655
Total Great Britain stock	1,039,300	793,500	759,000	540,655
Stock at Hamburg.....	4,200	2,600	5,000	3,500
Stock at Bremen.....	38,000	39,100	28,800	15,210
Stock at Amsterdam.....	21,000	18,200	31,900	28,300
Stock at Rotterdam.....	1,500	412	1,080	1,002
Stock at Antwerp.....	800	1,400	884	420
Stock at Havre.....	153,000	158,000	129,000	48,500
Stock at Marseilles.....	3,400	3,670	4,580	1,182
Stock at Barcelona.....	46,000	39,000	29,300	28,747
Stock at Genoa.....	8,200	4,500	3,000	1,500
Stock at Trieste.....	4,100	4,330	3,910	846
Total continental stocks...	280,200	271,212	237,454	129,207
Total European stocks...	1,319,500	1,064,712	996,454	669,862
India cotton afloat for Europe.	148,000	246,000	148,000	118,763
Amer'n cotton afloat for Eur'pe	429,000	353,000	578,000	510,728
Egypt, Brazil, &c., afit for E'r'pe	46,000	51,000	34,000	46,335
Stock in United States ports..	947,037	1,078,789	864,941	965,486
Stock in U. S. interior towns..	292,907	327,630	284,155	316,972
United States exports to-day..	1,600	14,500	16,000	16,000
Total visible supply.....	3,184,044	3,135,631	2,921,550	2,644,146
Of the above, the totals of American and other descriptions are as follows:				
American—				
Liverpool stock.....	696,000	526,000	556,000	382,000
Continental stocks.....	182,000	179,000	185,000	128,000
American afloat for Europe....	429,000	353,000	578,000	510,728
United States stock.....	947,037	1,078,789	864,941	965,486
United States interior stocks..	292,907	327,630	284,155	316,972
United States exports to-day..	1,600	14,500	16,000	16,000
Total American.....	2,548,544	2,477,919	2,484,096	2,319,186
East Indian, Brazil, &c.—				
Liverpool stock.....	264,000	216,000	157,000	129,000
London stock.....	79,300	51,500	46,000	29,655
Continental stocks.....	98,200	93,212	52,454	1,207
India afloat for Europe.....	148,000	246,000	148,000	118,763
Egypt, Brazil, &c., afloat.....	46,000	51,000	34,000	46,335
Total East India, &c.....	635,500	657,712	437,454	324,960
Total American.....	2,548,544	2,477,919	2,484,096	2,319,186
Total visible supply.....	3,184,044	3,135,631	2,921,550	2,644,146
Price Mid. Upl., Liverpool....	5 5/8d.	6 7/16d.	6 3/8d.	7 5/16d.

☞ The imports into Continental ports this week have been 84,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 48,413 bales as compared with the same date of 1882, an *increase* of 262,494 bales as compared with the corresponding date of 1881 and an *increase* of 539,898 bales as compared with 1880.

Quotations for Middling Cotton at Other Markets.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending Feb. 23.	Closing Quotations for Middling Cotton on—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston....	10	10	10	9 1/16	.....	9 3/4
New Orleans.	9 3/4	9 3/4	9 3/4	9 3/4	.....	9 11/16
Mobile.....	9 3/4	9 5/8	9 5/8	9 5/8	.....	9 5/8
Savannah....	9 3/4	9 3/4	9 3/4	9 11/16	.....	9 5/8
Charleston..	10	10	10	10	.....	10
Wilmington..	9 13/16	9 3/4	9 3/4	9 3/4	.....	9 5/8
Norfolk.....	9 3/4	9 3/4	9 3/4	9 3/4	.....	9 3/4
Boston.....	10 3/8	10 3/8	10 3/8	10 3/8	.....	10 3/8
Baltimore...	10 1/8	10 1/8	10 1/8	10 1/8	.....	10 1/8
Philadelphia.	10 1/2	10 1/2	10 1/2	10 1/2	.....	10 1/2
Augusta.....	9 3/8	9 3/8	9 3/8	9 3/8	.....	9 3/8
Memphis.....	9 3/4	9 3/4	9 5/8	9 5/8	.....	9 5/8
St. Louis.....	9 3/4	9 3/4	9 3/4	9 5/8	.....	9 5/8
Cincinnati...	.....	9 7/8	9 7/8	9 7/8	.....	9 3/4
Louisville....	9 7/8	9 7/8	9 7/8	9 7/8	.....	9 7/8

Receipts from the Plantations.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the crop which finally reaches the market through the out-ports.

Receipts from Plantations.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns		
	'80-'81.	'81-'82.	'82-'83.	'80-'81.	'81-'82.	'82-'83	'80-'81.	'81-'82	'82-'83.
Dec. 8.....	243,137	238,814	247,017	303,003	415,539	291,376	258,423	231,357	262,693
" 15.....	238,490	241,576	262,015	336 852	445,534	299,528	272,319	271,518	270,167
" 22.....	237,930	206,855	258,170	358,437	457,024	336,993	254,635	218,343	295,635
" 29.....	196,495	200,624	251,723	348,025	466,516	379,855	205,973	210,186	294,765
Jan. 5.....	110,735	152,429	224,907	337,614	473,629	383,647	85,374	139,502	228,789
" 12.....	129,604	114,868	175,332	309,55	435,950	380,248	101,490	96,259	171,983
" 19.....	138,879	99,990	150,330	309,262	419,043	367,067	138,791	83,683	133,109
" 26.....	125,070	92,031	136,400	306,321	400,986	350,749	122,129	74,024	119,182
Feb. 2.....	147,129	95,057	171,316	317,966	390,019	347,523	158,674	84 099	168,090
" 9.....	133,723	81,779	165,308	313,837	380,528	343,584	129,891	77,288	161,929
" 16.....	146,529	72,631	146,130	312,55?	372,454	326,706	145,252	63,937	129,342
" 23.....	133,359	60,160	134,448	317,588	362 450	321,424	143,397	50,136	1-9 076

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,071,332 bales; in 1881-82 were 4,323,513 bales; in 1880-81 were 4,813,915 bales.

2. That, although the receipts at the out-ports the past week were 134,448 bales, the actual movement from plantations was only 129,076 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 50,136 bales and for 1881 they were 143,397 bales.

Amount of Cotton in sight February 23.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to February 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to Feb. 23	4,766,393	4,006,508	4,535,165	4,201,320
Interior stocks on Feb. 23 in excess of September 1.....	304,939	317,005	278,750	326,024
Tot. receipts from plantat'ns	5,071,332	4,323,513	4,813,915	4,527,844
Net overland to February 1...	472,320	337,278	374,919	400,534
Southern consumpt'n to Feb. 1	160,000	125,000	110,000	100,000
Total in sight February 23..	5,703,652	4,785,791	5,298,834	5,028,378

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 917,861 bales, as compared with 1880-81 is 404,818 bales and with 1879-80, 675,274 bales.

Weather Reports by Telegraph.—The weather during the week has been wet and cold in Texas, and is still somewhat of a hindrance to any crop operations there, but elsewhere it has in general been fairly favorable. The Mississippi River continues to rise, and at Memphis is now thirteen inches above the danger line.

Galveston, Texas.—It has been showery on four days of the week, the rainfall reaching eighty-nine hundredths of an inch. Dry weather is wanted badly. The thermometer has averaged 53, ranging from 32 to 74.

Indianola, Texas.—We have had showers on four days of the week, the rainfall reaching fifty-five hundredths of an inch. We had killing frost and ice on two nights of the week. Average thermometer 52, highest 76 and lowest 29.

Dallas, Texas.—It has been showery on two days of the week, the rainfall reaching thirty-five hundredths of an inch. The cold weather hinders work, but some crop preparations are in progress. Considerable cotton remains unpicked and will probably never be picked. The thermometer has ranged from 19 to 79, averaging 48.

Brenham, Texas.—We have had hard rain on four days of the week, the rainfall reaching one inch and twenty-one hundredths. The roads are in bad condition and very little work doing. Average thermometer 53, highest 79, lowest 27.

Palestine, Texas.—It has rained hard on four days of the week, the rainfall reaching one inch and twenty-four hundredths. There is not much doing, and very little prospect of ever picking the remnant of cotton in the fields. The thermometer has averaged 48, the highest being 72 and the lowest 23.

Huntsville, Texas.—We have had hard rain on four days of the week, the rainfall reaching one inch and twenty-five hundredths. We need dry weather very much. The thermometer has ranged from 25 to 65, averaging 45.

Weatherford, Texas.—It has rained on two days of the week, the rainfall reaching thirty-five hundredths of an inch. We had killing frost and ice on three nights during the week. Everything is hindered by the bad roads and cold weather. The thermometer has averaged 47, the highest being 79 and the lowest 18.

Belton, Texas.—We have had no rain during the week, but unseasonably cold weather. Some plowing is progressing, but very little picking is being done. The thermometer has ranged from 21 to 77, averaging 49.

Luling, Texas.—We have had showers on two days of the week, the rainfall reaching ten hundredths of an inch. The ground is rather wet to plow, but some is being done. Average thermometer 47, highest 66, lowest 28.

New Orleans, Louisiana.—It has rained on three days of the week, the rainfall reaching ninety hundredths of an inch. The thermometer has averaged 57.

Shreveport, Louisiana.—The weather was clear from the 18th to the 20th inclusive, but the remainder of the week has been cloudy, with rain and sleet. The rainfall reached two inches and forty-seven hundredths. The thermometer has ranged from 25 to 77.

Vicksburg, Mississippi.—It has rained on one day of the week. We had heavy sleet on Saturday.

Columbus, Mississippi.—We have had rain on one day of the week, the rainfall reaching forty-six hundredths of an inch.

Little Rock, Arkansas.—The weather has been clear on three days, and the remainder of the week has been cloudy. The rainfall reached one inch and fifty hundredths. Average thermometer 41, highest 68 and lowest 17. We had cloudy weather all of last week, with rain on four days, the rainfall reaching one inch and seventy-seven hundredths. The thermometer ranged from 35 to 70, and averaged 50.

Memphis, Tennessee.—It has rained on three days of the week, on one of which we also had sleet and snow. The rainfall reached one inch and twenty-eight hundredths. The weather at present is cloudy and threatening rain. The river is now thirteen inches above the danger line, and is still rising. The thermometer has ranged from 22 to 79, averaging 43.

Nashville, Tennessee.—We have had rain on four days of the week, the rainfall reaching two inches and two hundredths. The thermometer has averaged 45, the highest being 77 and the lowest 22.

Mobile, Alabama.—It has rained severely on one day and has been showery on one day of the week, the rainfall reaching one inch and twelve hundredths. To-day is rainy. The thermometer has averaged 55, ranging from 37 to 78.

Montgomery, Alabama.—We have had rain on three days of the week and the remainder of the week has been pleasant. The rainfall reached one inch and sixteen hundredths. It is raining to-day. The thermometer has ranged from 38 to 81, averaging 55.

Selma, Alabama.—It has rained on two days of the week and the remainder of the week has been pleasant. The rainfall reached one inch and sixty-five hundredths. Average thermometer 65, highest 77 and lowest 34.

Madison, Florida.—Telegram not received.

Macon, Georgia.—The weather has been warm and dry during the week. It is now raining. The thermometer has ranged from 34 to 76, averaging 56.

Columbus, Georgia.—We have had rain on one day of the week, the rainfall reaching seventy hundredths of an inch. The thermometer has averaged 58, ranging from 41 to 74.

Savannah, Georgia.—It has rained on two days of the week, and the remainder of the week has been pleasant. The rainfall reached forty hundredths of an inch. The thermometer has ranged from 39 to 80, averaging 59.

Augusta, Georgia.—We have had light rain on one day, and the remainder of the week has been pleasant. Average thermometer 57, highest 82 and lowest 35.

Atlanta, Georgia.—Telegram not received.

Charleston, South Carolina.—We have had rain on one day of the week, the rainfall reaching seven hundredths of an inch. The thermometer has averaged 57, ranging from 39 to 78.

The following statement we have also received by telegraph showing the height of the rivers at the points named at 3 o'clock February 22, 1883, and February 23, 1882.

		Feb. 22, '83.		Feb. 23, '82.	
		Feet.	Inch.	Feet.	Inch.
New Orleans	Below high-water mark	4	1	1	11
Memphis	Above low-water mark	34	3	34	11
Nashville	Above low-water mark	27	2	31	10
Shreveport	Above low-water mark	18	9	31	3
Vicksburg	Above low-water mark	40	0	41	5

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to February 22.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week. Great Brit'n.	Shipments this week. Continent.	Shipments this week. Total.	Shipments since Jan. 1. Great Britain	Shipments since Jan. 1. Continent.	Shipments since Jan. 1. Total.	Receipts. This Week.	Receipts. Since Jan. 1.
1883	14,000	.....	14,000	66,000	100,000	166,000	66,000	332,000
1882	22,000	.....	22,000	155,000	74,000	229,000	59,000	344,000
1881	.....	5,000	5,000	40,000	69,000	109,000	35,000	204,000
1880	13,000	14,000	27,000	47,000	67,000	114,000	38,000	190,000

According to the foregoing, Bombay appears to show an *increase* compared with last year in the week's receipts of 7,000 bales, and a *decrease* in shipments of 8,000 bales, and the shipments since January 1 show a *decrease* of 63,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin Kurrachee and Coconada.

	Shipments for the week. Great Britain.	Shipments for the week. Continent.	Shipments for the week. Total.	Shipments since January 1. Great Britain.	Shipments since January 1. Continent.	Shipments since January 1. Total.
Calcutta—						
1883.....	2,000	1,000	3,000	38,000	8,000	46,000
1882.....	3,500	2,500	6,000	46,500	18,700	65,200
Madras—						
1883.....	.....	800	800	4,000	800	4,800
1882.....	900	.....	900	3,500	2,000	5,500
All others—						
1883.....	.....	600	600	4,000	2,000	6,000
1882.....	.....	.....	.....	8,100	4,300	12,400
Total all—						
1883.....	2,000	2,400	4,400	46,000	10,800	56,800
1882.....	4,400	2,500	6,900	58,100	25,000	83,100

The above totals for the week show that the movement from the ports other than Bombay is 2,500 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883. This week.	1883. Since Jan. 1.	1882. This week.	1882. Since Jan. 1.	1881. This week.	1881. Since Jan. 1.
Bombay.....	14,000	166,000	22,000	229,000	5,000	109,000
All other p'rts	4,400	56,800	6,900	83,100	13,000	98,500
Total.....	18,400	222,800	28,900	312,100	18,000	207,500

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, February 22.	1882-83.		1881-82.		1880-81.	
Receipts (cantars*)—						
This week....	40,000		45,000		60,000	
Since Sept. 1	2,121,000		2,617,000		2,190,000	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)—						
To Liverpool.....	13,000	199,000	1,500	201,500	8,000	173,000
To Continent.....	2,000	61,000	12,180	136,838	8,361	81,438
Total Europe.....	15,000	260,000	13,680	338,338	16,361	254,438

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Feb. 22 were 40,000 cantars and the shipments to all Europe were 15,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is dull and depressed at slightly lower prices. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1882-83. 32s Cop. Twist.	1882-83. 8¼ lbs. Shirtings.	1882-83. Cott'n Mid. Uplds	1881-82. 32s Cop. Twist.	1881-82. 8¼ lbs. Shirtings.	1881-82. Cott'n Mid. Uplds
	d. d.	s. d. s. d	d	d. d.	s. d. s. d.	d
Dec. 22	8⅞ @ 9½	6 1½@7 7½	5 11/16	9⅜ @10	6 6 @8 0	6 11/16
" 29	8 13/16- 9 7/16	6 1½@7 7½	5¾	9⅜ @10	6 6 @8 0	6 11/16
Jan. 5	8¾ @ 9⅜	6 1 @7 7	5 11/16	9⅜ @10	6 6 @8 0	6 11/16
" 12	8⅝ @ 9¼	6 0 @7 6	5 11/16	9⅜ @10	6 6 @8 0	6 11/16
" 19	8⅝ @ 9⅜	6 0 @7 4½	5⅝	9½ @10	6 7½@8 0	6⅝
" 2	8¾ @ 9⅜	6 1@ 7 6	5⅝	9½ @10	6 7½@8 0	6⅝
Feb. 2	8¾ @ 9⅝	6 0 @7 6	5 11/16	9⅝ @10	6 6 @8 0	6⅝
" 9	8¾ @ 9⅝	6 0 @7 6	5 11/16	9⅝ @10	6 6 @8 0	6⅝
" 16	8¾ @ 9⅝	5 11 @7 4½	5⅝	9⅝ @ 9⅞	6 5 @7 10½	6 11/16
" 23	8⅝ @ 9⅝	5 10 @7 3	5⅝	9⅝ @ 9⅞	6 5 @7 10½	6 11/16

INDIA COTTON SUPPLY IN 1882.—It is with great gratification that we are able to call attention to the accuracy of our weekly report of the India cotton movement. Our readers know the difficulty we have had in perfecting this service, and this week we have received mail returns for all the ports during 1882, which show such a close agreement with our report, as to encourage us to believe that we have attained what neither Europe nor America has before secured, a perfect weekly record of India's cotton shipments. Our report for the year we published in the CHRONICLE of January 6, and we now reproduce it that it may be compared with Messrs. Wallace & Co.'s report, which was not published in Bombay until January 19 and has only been received here this week. The following was the CHRONICLE'S annual statement given, as stated, January 6, page 34.

Exported from	Exports to—		
	Gt. Britain.	Continent.	Total.
BOMBAY—			
1882 (bales)	801,000	652,000	1,453,000
1881 (bales)	376,000	617,000	993,000
CALCUTTA—			
1882 (bales)	118,000	40,000	158,000
1881 (bales)	117,000	36,400	153,400
MADRAS—			
1882 (bales)	69,800	8,500	78,300
1881 (bales)	26,700	3,000	29,700
ALL OTHERS—			
1882 (bales)	60,000	20,000	80,000
1881 (bales)	26,600	9,400	36,000
ALL PORTS—			
1882 (bales)	1,048,800	720,500	1,769,300
1881 (bales)	546,300	665,800	1,212,100

Messrs. Wallace & Co., under date of Bombay, January 19, publish the following covering the same facts:

Exported from	1882.			1881.		
	Great Britain.	Continent.	Total.	Great Britain	Continent.	Total.
Bombay	796,556	663,368	1,459,924	373,175	629,588	1,002,763
Kurrachee	22,982	3,968	26,950	12,850	542	13,392
Carwar	.....	.....	.....	.....	.....	.....
Calcutta	120,332	35,040	155,372	116,970	36,380	153,350
Rangoon	243	80	323	.....	60	60
Madras	72,477	7,696	80,173	26,674	3,012	29,686
Tuticorin	17,002	2,400	19,402	7,444	.....	7,444
Coconada and Masulipatam	13,029	21,263	34,292	6,325	8,799	15,124
Total bales.	1,042,621	733,815	1,776,436	543,438	678,381	1,221,819

It will be seen, by comparing these two statements, that our total for 1882 for all India is within 7,000 bales of the mail reports; that Calcutta differs only 2,628 bales; that Madras differs only 1,873 bales; and in the total movement from India ports other than Bombay the two statements vary only 262 bales.

JUTE BUTTS, BAGGING, &c.—Bagging has continued to be taken in small parcels to a fair extent, but large orders are still lacking, and though a fair amount of stock is being disposed of the market has a quiet appearance. Prices are pretty steady and holders are asking 6¾c. for 1½ lbs., 7½c. for 1¾ lbs., 8¼c. for 2 lb., and 9c. for standard grades. Butts have gone off in price since our last, and there have been sales to the extent of 8,000 bales various grades at 1⅞@2⅛c. There seems to be a better tone at the close, and sellers are asking 2c. for paper grades, while bagging qualities are held at 2¼c.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows:

Monthly Receipts.	Year Beginning September 1.					
	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Sept'mb'r	326,656	429,777	458,478	333,643	288,848	98,491
October	980,584	853,195	968,318	888,492	689,264	578,533
Novemb'r	1,024,637	974,043	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,661	900,119
January	752,827	487,727	571,701	647,140	618,727	689,610
Total year	4,267,300	3,741,549	4,025,800	3,768,011	3,269,740	3,089,246
Perc'tage of tot. port receipts Jan. 31.		79·27	68·53	75·34	73·52	71·08

This statement shows that up to Jan. 31 the receipts at the ports this year were 525,751 bales more than in 1881-82 and 241,500 bales more than at the same time in 1880-81. By adding to the above totals to Jan. 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Jn. 31	4,267,300	3,741,549	4,025,800	3,768,011	3,269,740	3,089,246
Feb. 1	21,924	12,592	22,962	S.	36,304	28,495
" 2	30,723	11,049	18,075	22,580	S.	19,795
" 3	20,977	22,348	21,769	20,354	23,729	S.
" 4	S.	10,059	27,938	15,208	38,564	35,541
" 5	35,832	S.	26,031	15,582	23,999	20,000
" 6	26,666	16,697	S.	21,929	23,378	22,343
" 7	18,808	14,970	20,763	11,289	25,634	16,653
" 8	23,038	12,207	23,485	S.	24,175	22,806
" 9	40,547	13,350	18,721	34,438	S.	15,100
" 10	18,730	19,496	17,049	12,915	34,478	S.
" 11	S.	10,622	27,674	18,057	19,174	26,965
" 12	25,147	S.	29,638	17,632	22,376	23,264
" 13	26,599	15,440	S.	25,323	21,048	20,075
" 14	23,150	10,750	28,391	20,967	29,598	14,800
" 15	21,200	9,647	10,070	S.	16,652	19,886
" 16	31,304	9,389	18,579	23,239	S.	13,249
" 17	17,131	16,183	20,037	18,058	33,559	S.
" 18	S.	8,707	39,774	14,386	28,820	30,281
" 19	27,754	S.	17,936	21,994	11,730	16,474
" 20	20,859	12,725	S.	16,663	19,408	14,837
" 21	17,739	13,626	26,277	20,960	24,159	14,650
" 22	15,316	5,341	15,760	S.	13,298	20,245
" 23	35,649	5,712	16,873	18,684	S.	14,219
Total	4,766,393	3,992,459	4,473,652	4,138,469	3,739,815	3,498,924
Percentage of total port rec'pts Feb. 23	84·58	76·16	82·74	84 09	80·49	

This statement shows that the receipts since Sept. 1 up to to-night are now 773,934 bales more than they were to the same day of the month in 1882 and 292,741 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to February 23 in each of the years named.

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 12,159 bales, against 11,409 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1882.

Exported to—	Week ending—				Total since Sept. 1.	Same period previ'us year.
	Feb. 1.	Feb. 8.	Feb. 15.	Feb. 22.		
Liverpool	7,795	8,968	8,195	9,348	313,243	222,877
Other British ports	.....	.....	.....	.....	3,426	5,987
TOTAL TO GREAT BRITAIN	7,795	8,968	8,195	9,348	316,669	228,864
Havre	241	273	995	.....	20,891	17,631
Other French ports	.....	.....	.....	.....	100	.....
TOTAL FRENCH	241	273	995	.....	20,991	17,631
Bremen and Hanover	400	1,096	700	1,200	33,764	26,479
Hamburg	....	.....	.....	1,136	24,589	13,355
Other ports	201	749	1,419	400	43,578	4,479
TOTAL TO NORTH. EUROPE	601	1,845	2,119	2,736	101,931	44,313
Spain, Op'rto, Gibralt'r, &c	.....	.....	.....	75	2,517	837
All other	200	.....	100	.....	4,790	200
TOTAL SPAIN, &c	200	.....	100	75	7,307	1,037
GRAND TOTAL	8,837	11,086	11,409	12,159	446,898	291,845

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orl'ans	7,826	157,206	.....	4,896	.....	.....	.....	.....
Texas	4,874	124,479	1,450	12,229	.....	.....	.....	.....
Savannah	5,333	175,433	1,779	56,843	156	12,099	2,133	70,642
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	183	8,807	.....	.....	.....	.....	.....	.....
S. Car'lina	6,603	134,119	.....	896	428	7,621	604	16,867
N. Car'lina	1,028	39,999	.....	.....	.....	.....	560	15,594
Virginia	8,871	166,465	2,335	45,834	2,111	35,641	2,277	84,358
North. pts	.....	.....	5,152	99,486	.....	.....	.....	205
Tenn., &c.	1,652	108,368	4,286	113,925	1,269	45,747	1,321	36,116
Foreign	191	1,921	.....	.....	.....	.....	.....	.....
This year.	36,561	916,797	15,002	334,109	3,964	*	6,900	223,782
Last year.	19,882	936,158	10,224	306,009	578	67,357	3,285	168,572

* 101,108

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 101,782 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we

Include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Adriatic (additional) 346....City of Berlin, 2,250....Herschel, 1,009....Lake Huron, 1,695....Pavonia, 4,054	9,348
To Bremen, per steamer Elbe, 1,200	1,200
To Hamburg, per steamer Polaria, 1,136	1,136
To Antwerp, per steamer Waesland, 400	400
To Oporto, per brig Cydaline Bernard, 75	75
NEW ORLEANS—To Liverpool, per steamers Andean, 3,870.... Catalan, 2,912....Counsellor, 4,162....Explorer, 3,250.... Good Hope, 3,675.....Puertoriqueno, 3,875.....per ship Saturius, 2,473	24,217
To Havre, per ship Riverside, 4,475....per bark St. Julien, 3,867	8,342
To Rouen, per steamer Palm Branch, 1,001	1,001
To Dunkirk, per steamer Ingram, 200	200
To Barcelona, per barks Joven Narcisa, 1,227....Sincero, 1,599	2,826
To Genoa, per bark Ergo, 2,052	2,052
To Trieste, per bark Ebenezer, 1,840	1,840
To Vera Cruz, per steamer Chase, 1,100	1,100
CHARLESTON—To Sebastopol, per steamer Coventina, 4,501 Upland	4,501
To Barcelona, per bark Cristina, 1,560 Upland	1,560
SAVANNAH—To Liverpool, per bark Boritely, 2,509 Upland	2,509
To Bremen, per steamer Elsie, 7,662 Upland	7,662
TEXAS—To Liverpool, per steamer Australian, 6,137....per barks Agder, 1,507....Stavanger, 2,398....Zanrak, 1,923.	11,965
To Bremen, per steamer Tunis, 3,400	3,400
To Cronstadt, per bark Mizpah, 1,363	1,363
To Genoa, per bark Success, 1,123	1,123
NORFOLK—To Liverpool, per ship Northumbria, 4,903	4,903
To Genoa, per bark Alice, 2,700	2,700
BALTIMORE—To Liverpool, per steamer Juana, 558	558
BOSTON—To Liverpool, per steamers Norseman, 1,634....Palestine, 1,667	3,301
PHILADELPHIA—To Liverpool, per steamers British Queen, 1,500 ....Illinois, 1,000	2,500
Total	101,782

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Rouen & Dunkirk.	Bremen and Hamburg.	Sebastopol & Cronstadt.	Barcelona.	Genoa.	Total
New York..	9,348	.....	.....	2,336	.....	.....	.....	12,159
N. Orleans.	24,217	8,342	1,201	.....	.....	2,826	2,052	41,578
Charleston.	.....	.....	.....	.....	4,501	1,560	.....	6,061
Savannah..	2,509	.....	.....	7,662	.....	.....	.....	10,171
Texas.....	11,965	.....	.....	3,400	1,363	.....	1,123	17,851
Norfolk.....	4,903	.....	.....	.....	.....	.....	2,700	7,603
Baltimore..	558	.....	.....	.....	.....	.....	.....	558
Boston.....	3,301	.....	.....	.....	.....	.....	.....	3,301
Philadelp'a	2,500	.....	.....	.....	.....	.....	.....	2,500
Total...	59,301	8,342	1,201	13,398	5,864	4,386	5,875	101,782

Included in the above totals are, from New York to Antwerp, 400 bales and to Oporto, 75 bales; from New Orleans to Trieste, 1,840 bales, and to Vera Cruz, 1,100 bales.

Below we add the clearances, this week, of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Bremen—Feb. 16—Bark Lena, 1,450.

NEW ORLEANS—For Liverpool—Feb. 17—Steamer Governor, 5,202.... Feb. 19—Steamer Alava, 4,250....Feb. 20—Steamer Rita, 3,010. For Havre—Feb. 17—Steamer Provencia, 2,198....Feb. 19—Steamer Deronda, 2,874.
For Barcelona—Feb. 16—Barks Galofre, 500; Pedro Gusi, 400.

MOBILE—For Liverpool—Feb. 17—Bark G. S. Penry, 2,252,

SAVANNAH—For Amsterdam—Feb. 19..Steamer Norfolk, 5,700.
For Uddevalle, Sweden—Feb. 20—Bark Fudel, 1,336.

CHARLESTON—For Havre—Feb. 19—Bark Crown Jewel, 2,303.
For Barcelona—Feb. 16—Bark Hebe, 1,160 ...Feb. 19—Brig Joven Maria, 660.. Feb. 20—Brigs Frasquita, 552; Jaimie Millet, 735.

WILMINGTON—For Liverpool—Feb. 19—Brig Alaska, 1,800....Feb. 20—Bark Aurorita, 2,087.

BOSTON—For Liverpool—Feb. 15—Steamer Iowa, 1,409....Feb. 17—Steamer Victoria, 10....Feb. 19—Steamer Illyrian, 2,560....Feb. 20—Steamer Atlas, ——.

BALTIMORE—For Liverpool—Feb. 20—Steamer Circassian, 1,200....Feb. 21—Steamer Vesta, 2,379.
For Antwerp—Feb. 17—Steamer Hermann, 2,500.

PHILADELPHIA—For Liverpool—Feb. 21—Steamer British Prince, 1,600

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

KNIGHT TEMPLAR, steamer, at Sebastopol, from Charleston, before reported. The fire broke out in the lower main hold of steamer Knight Templar (Br.), containing 400 bales cotton, but the fire was got under control; cotton damaged by fire and water; ship uninjured.

MORRO CASTLE, steamer, Pennington, at Charleston, for New York, was burned at her pier at Charleston, about 2 A. M. of the 21st. The fire originated in the after part of the saloon, from what cause is not exactly known. The vessel and cargo will be a total loss. She had on board 1,200 bales of cotton, naval stores and other goods, valued at about $100,000, which were nearly all covered by insurance. The Morro Castle was built in 1864 and was 1,680 tons gross burden. She cost about $195,000 and was insured.

NETO, steamer (Br), from Galveston for Liverpool, before reported, which put into Key West, Feb. 4, after being ashore, was repairing, caulking, &c., Feb. 14; about 250 bales of jettisoned cotton from the Neto have been picked up.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam	d. 11-64@1/4	11-64@1/4	11-64@1/4	11-64@1/4	Holiday	11-64@1/4
Do sail	d. 11-64-15-64	11-64-15-64	11-64 15-64	11-64 15-64		11-64-15-64
Havre, steam	c. 7/16*	7/16*	7/16*	7/16*		7/16*
Do sail	c.	....	....	....		....
Bremen, steam	c. 17/32*	17/32*	17/32*	17/32*		17/32*
Do sail	c.	....	....	....		....
Hamburg, steam	d. 1/4*	1/4*	1/4*	1/4*		1/4*
Do sail	d.	....	....	....		....
Amst'd'm, steam	c. 1/4@9/32*	1/4@9/32*	1/4@9/32*	1/4@9/32*		1/4@9/32*
Do sail	d.	....	....	....		....
Baltic, steam	d. 3/8*	3/8*	3/8*	3/8*		3/8*
Do sail	c.	....	....	....		....
Barcelona, steam	c. 13/16@7/8*	13/16@7/8*	13/16@7/8*	13/16@7/8*		13/16@7/8*
Genoa, steam	d. 3/4*	3/4*	3/4*	3/4*		3/4*

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Feb. 2	Feb. 9.	Feb. 16	Feb. 23.
Sales of the week.....bales.	71,000	72,000	53,000	44,500
Of which exporters took....	11,500	9,000	9,400	5,700
Of which speculators took..	8,100	9,800	6,100	3,100
Sales American	43,000	44,000	31,500	29,500
Actual export	6,400	5,500	10,000	7,500
Forwarded	48,000	39,000	.....	26,000
Total stock—Estimated	851,000	862,000	846,000	960,000
Of which American—Estim'd	595,000	604,000	633,000	699,000
Total import of the week	135,000	103,000	102,000	143,000
Of which American	119,000	76,000	83,000	112,000
Amount afloat	346,000	310,000	354,000	286,000
Of which American	289,000	275,000	285,000	208,000

The tone of the Liverpool market for spots and futures each day of the week ending Feb. 23, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thurs'y.	Friday.
Market, 12:30 P.M.	Dull.	Easier.	Dull.	Dull.	Easier.	Dull and easier.
Mid Upl'ds	5 5/8	5 5/8	5 5/8	5 5/8	5 5/8	5 5/8
Mid. Orl'ns	5 13/16	5 13/16	5 13/16	5 13/16	5 3/4	5 3/4
Sales	6,000	10,000	7,000	8,000	10,000	8,000
Spec. & exp.	1,000	2,000	1,000	1,000	1,000	1,000
Futures. Market, 12:30 P.M.	Dull.	In buyers' favor.	Very dull.	Flat.	——	Flat.
Market, 5 P. M.	Dull and easier.	Easier.	Dull.	Dull.	Quiet.	Dull.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d. and 6 03 means 6 3-64d.*

	Sat., Feb. 17.				Mon., Feb. 19.				Tues., Feb. 20.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
February...	....	....	....	....	5 42	5 42	5 42	5 42	....	....	....	....
Feb.-Mar...	5 42	5 42	5 42	5 42	5 42	5 42	5 41	5 41	5 42	5 42	5 42	5 42
Mar.-April..	5 44	5 44	5 43	5 43	5 42	5 42	5 42	5 42	5 42	5 42	5 42	5 43
April-May..	5 45	5 45	5 45	5 45	5 44	5 44	5 44	5 44	5 44	5 44	5 44	5 44
May-June..	5 49	5 49	5 48	5 48	5 48	5 48	5 47	5 47	5 48	5 48	5 47	5 47
June-July..	5 52	5 52	5 51	5 51	5 51	5 51	5 50	5 50	5 51	5 51	5 50	5 50
July-Aug...	5 56	5 56	5 55	5 55	5 55	5 55	5 54	5 54	5 55	5 55	5 54	5 54
Aug.-Sept..	5 60	5 60	5 59	5 59	5 59	5 59	5 58	5 58	5 59	5 59	5 58	5 58
Sept.-Oct...	....	....	....	....	....	....	....	....	....	....	....	....
Oct.-Nov....	5 48	5 48	5 48	5 48	5 47	5 47	5 47	5 47	....	....	....	....

	Wednes., Feb. 21.				Thurs., Feb. 22.				Fri., Feb. 23.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
February...	5 42	5 42	5 42	5 42	....	....	....	....	5 40	5 40	5 40	5 40
Feb.-Mar...	5 42	5 42	5 41	5 41	....	....	....	....	5 40	5 40	5 39	5 39
Mar.-April..	5 42	5 42	5 41	5 41	5 40	5 42	5 40	5 40	5 40	5 40	5 39	5 39
April-May..	5 45	5 45	5 44	5 44	5 44	5 44	5 43	5 43	5 43	5 43	5 42	5 42
May-June..	5 47	5 47	5 47	5 47	5 47	5 47	5 46	5 46	5 46	5 46	5 45	5 45
June-July..	5 51	5 51	5 50	5 50	5 50	5 50	5 49	5 49	5 49	5 49	5 48	5 48
July-Aug...	5 54	5 54	5 54	5 54	5 53	5 53	5 53	5 53	5 53	5 53	5 52	5 52
Aug.-Sept..	5 58	5 58	5 58	5 58	5 58	5 58	5 57	5 57	5 57	5 57	5 56	5 56
Sept.-Oct...	....	....	....	....	....	....	....	....	....	....	....	....
Oct.-Nov....	....	....	....	....	....	....	....	....	5 45	5 45	5 45	5 45

BREADSTUFFS.

FRIDAY, P. M., February 23, 1883.

Flour was very firm in the fore part of the week, when wheat was advancing and holders were encouraged by quite a good demand, but later, when wheat became depressed and the demand fell off, prices showed more or less weakness. The supply is not considered excessive, however, and of some grades of both spring and winter is in fact light. To-day the market was quiet, but steady.

Wheat has been less buoyant, and has shown a decline of 1 to 2 cents. The speculation has continued on a large scale, the sales during the week approximating 32,000,000 bushels, but there has been only a fair export trade. The gradual subsidence of the floods in the Ohio Valley, and the decline in prices, both at the West and abroad, have tended to weaken the market here, though sales to realize have also contributed to this result. Cash wheat has been under better control than options, and has at times been very sparingly offered. To-day the market was 1/4@3/4c. lower; No. 2 red sold at $1 23 1/2@1 23

for February; $1 22⅝@1 23⅛ for March; $1 24¾@1 25¼ for April; $1 25¾@1 26½ for May, and $1 26⅛@1 26¾ for June.

Indian corn has declined 2 to 3 cents, and, while there have been large transactions in options, the trading for export has been moderate. The lightness of the foreign trade, however, has been largely due to the fact that the New York supply is only about a quarter of that held here at this time last year. To-day the market was ½@1½c. lower; No. 2 mixed sold at 71@71⅛c. for February, 71⅝@71½c. for March and 71@71⅛c. for June, with April quoted at 71⅝@71¾c. and May at 71¼@71½c.

Rye and barley have been firm but only moderately active. Oats have sold less freely, but this has been largely owing to the firmness of holders, who have established a still further advance, the supply here being controlled by a few houses. To-day the market was slightly higher; No. 2 mixed sold at 49¾@50c. for March, 51@51¼c. for April and 50¾@51½c. for May.

The following are closing quotations:

FLOUR.

No. 2 spring...₱ bbl.	$2 75@3 50	City shipping extras.	$3 50@6 00
No. 2 winter	3 00@3 65	Southern bakers' and family brands	6 00@7 50
Superfine.....	3 75@4 00	South'n ship'g extras.	4 85@5 90
Spring wheat extras..	4 25@5 50	Rye flour, superfine..	4 00@4 30
do bakers'.....	5 00@6 50	Corn meal—	
Wis. & Minn. rye mix.	5 50@6 00	Western, &c.....	3 25@3 75
Minn. clear and stra't	5 00@7 00	Brandywine, &c....	3 75@3 85
Winter shipp'g extras.	4 05@4 40	Buckw't flour, 100 lbs.	2 50@2 80
Patents, spring.....	6 50@8 25		
Patents, winter.....	6 00@7 50		

GRAIN.

Wheat—		Rye—Western	75@79
Spring, per bush.	1 08@1 35	State & Canada..	75@80
Spring No. 2.....	1 14@1 16	Oats—	
Red winter	95@1 25	Mixed.....	49½@52
Red winter, No. 2	1 23@1 24	White.....	51@54½
White.....	1 12@1 29	No. 2 mixed.	49¾@50
White No. 1.....	1 17@....	No. 2 white.....	52@52½
Corn—West. mixed	63@72	Barley—	
West. mix. No. 2.	71¼@72¼	Canada No. 1....	1 02@....
White.....	73@75	Canada bright...	1 05@....
Yellow.....	72@74	Canada No. 2....	98@1 00
Buckwheat.....	72@75	State, 4-rowed...	95@97
		State, 2-rowed...	85@88

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Feb. 17 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48 lbs	Bush.56 lbs
Chicago.....	81,430	124,202	1,304,436	532,549	138,605	43,813
Milwaukee..	65,434	136,010	33,310	45,430	157,734	10,400
Toledo.....	805	202,137	183,666	11,764	1,060	1,972
Detroit	2,860	211,866	7,600	5,651	44,275	.....
Cleveland....	1,984	40,000	30,500	9,000	4,316	.....
St. Louis	37,255	212,948	560,610	78,120	42,112	1,711
Peoria.	1,005	4,100	177,250	203,250	15,060	21,000
Duluth	.....	35,000	.....	.....	.....	.....
Tot. wk. '83	190,773	966,283	2,297,372	885,764	403,102	78,396
Same wk. '82	177,706	735,074	1,580,497	559,671	274,692	55,116
Same wk. '81	116,300	235,185	603,189	351,316	61,438	13,060
Since Aug. 1—						
1882.....	5,794,123	57,512,972	47,672,876	30,135,861	11,063,205	2,925,355
1881.....	4,758,232	31,111,746	75,517,680	22,095,004	9,823,219	3,114,304
1880.....	4,958,062	58,403,516	70,591,880	25,308,804	9,837,281	2,765,060

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Feb. 17, 1883, inclusive, for four years, show as follows:

	1882-83	1881-82.	1880-81.	1879-80.
Flour.....bbls.	1,560,271	1,120,322	1,258,774	546,661
Wheat.....bush.	3,026,890	2,680,467	2,236,377	1,577,230
Corn.....	11,679,957	10,831,562	5,922,479	7,822 610
Oats.....	4,587,856	4,915,792	3,940,386	1,713,457
Barley	1,823,574	967,615	1,071,295	509,349
Rye	256,245	347,235	361 294	271,323
Total grain ..	21,374,522	19,772,671	13,534,831	11 836.969

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week Feb. 17.	1882. Week Feb. 18.	1881. Week Feb. 19.	1880. Week Feb. 21
Flour... .....bbls.	174,896	155,507	122,359	93,306
Wheat.. .....bush.	406,365	131.401	141,271	135.611
Corn....	1,803,417	1,473,720	667.959	1,592,382
Oats....	725,181	476,501	516,356	314,342
Barley.....	328,470	85,802	77,998	58,412
Rye.....	21,295	46,018	29,831	40,733
Total.....	3,287,728	2,213,472	1,433.421	2,141.510

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Feb. 17...174,896		418,365	1,883,541	725,481	328.470	24.295
Feb. 10...149,508		410,556	1,467.384	391,251	190.851	11.436
Feb. 3...207,336		552,890	1,610,337	684,271	326.131	26.239
Jan. 27...101.987		263,497	1,193,140	309,263	104,419	20,856
Tot., 4 w.	633,727	1,645,308	6,184,702	2,109,966	949.871	82,876
4w'ks 82..602,471		1,101,391	7,022,907	2,745,322	435,527	176,820

The receipts of flour and grain at the seaboard ports for the week ended Feb. 17, follow:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	99,631	262.520	421,521	117,008	43,450	17,080
Boston.....	45,454	48,475	122.400	47,475	13,850	500
Portland	500	56,139	8,500	1,200	.....	.....
Montreal.....	9,773	8,750	900	2.523	9.300	3,300
Philadelphia...	16,075	53,800	232,600	17,000	12,000	.....
Baltimore.....	31,495	273,450	444,150	15,500	.....	2,000
New Orleans...	19,857	45,500	273,139	25,810	.....	.....
Total week...	222,785	748,634	1,553,210	226,516	78,600	23,380
Cor. week '82..	269,266	583,851	915,670	378,070	77,000	12,588

The total receipts at the same ports for the period from Dec. 25, 1882, to Feb. 17, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	2,402,179	1,618,063	1,915,329	1,312.958
Wheat.....bush.	7,533,934	4,854,673	7,032,758	4,773.912
Corn.....	11,320,499	5.815,417	7,727,945	12,630,092
Oats.....	3,000,283	3,335,962	3,121,953	2,435.805
Barley.....	563.077	829,987	842.544	836,415
Rye.....	140,658	83,397	250,365	145,747
Total grain	22,558,451	14,919,436	18,934,565	20,821,971

The exports from the several seaboard ports for week ending Feb. 17, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	133,216	599,309	425,328	705	67,933	525
Boston..	32,039	31,226	100,772	.....	.....	.....
Portland.	376	56,139	.....	.....	.....	372
Montreal.	.....	.....	.....	.....	.....	.....
Philadel..	5,793	51,000	22,000	1,500	.....	.....
Baltim're	24,400	385,232	496.178	.....	.....	.....
N.Orl'ns .	519	.....	179,910	.....	.....	.....
Total w'k.	196,342	1,122,906	1,224,188	2,206	67,933	897
Same time 1882. ..	106,483	856,645	748,769	5,935	41,898	22,095

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour. 1883. Week, Feb. 17.	Flour. 1882. Week, Feb. 18.	Wheat. 1883. Week, Feb. 17.	Wheat. 1882. Week, Feb. 18.	Corn. 1883. Week, Feb. 17.	Corn. 1882. Week, Feb. 18.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingd.	153,232	67,948	503,680	450,000	878,783	443,226
Contin'nt	10,321	11,208	617,426	405,717	320,255	278,009
S. & C. Am	17,592	9,736	.....	828	5,225	9,903
W. Indies	12,619	13,339	1,000	.....	2,857	16,114
Brit. Col's	1,739	3,299	.....	.....	.....	.....
Oth.c'nt's	839	992	800	.....	17,068	1,517
Total...	196,342	106,483	1,122,906	856,545	1,224,188	748,769

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour. 1882-83. Sept. 1 to Feb. 17.	Flour. 1881-82. Sept. 1 to Feb. 18.	Wheat. 1882-83. Sept. 1 to Feb. 17.	Wheat. 1881-82. Sept. 1 to Feb. 18.	Corn. 1882-83. Sept. 1 to Feb. 17.	Corn. 1881-82. Sept. 1 to Feb. 18.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	3,556,540	1,518,278	23 818,812	19.696,887	9,244,901	14,526,685
Continent ...	346,654	99,580	19,571,385	6,832,698	1,302,212	3,418,873
S. & C. Am...	365,947	329,450	88.678	4,583	98,487	255,284
West Indies.	460,810	309,491	33,329	19,760	227,812	283.080
Brit. Col'nies	301,426	259.930	7,806	.....	67,118	79,120
Oth. countr's	22,152	20,600	200,403	200,268	70,985	34,283
Total.....	5,053.529	2,537,319	43,720.413	26,864,176	11,011,515	18,597,325

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Feb. 17, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	6,031,199	913,947	782,157	75,724	221,233
Do. afloat (est.)	.....	.....	.....	84,000	210,000
Albany (est.)	26.000	65,000	106.000	130,000	97,000
Buffalo.	923,000	8,500	29.000	318.000	23.000
Do. afloat.....	.....	.....	.....	.....	50,000
Chicago	5,602.481	4 074,759	1,577,001	191,057	554,931
Do. afloat.....	325,000	357,477	.....	.....	.....
Milwaukee	955,946	30,856	691	148.895	65,040
Duluth.....	1,223,999	.....	.....	.....	.....
Toledo.....	1,331,517	423.629	36.003	4.500	5.550
Detroit	792,825	8,978	5,857	13,814	905
Oswego.....	130,000	50.000	2,000	235,186	75.000
St. Louis.....	1,116.365	1,437.295	210.040	57.816	50,683
Boston.....	273.011	71,515	86.554	5.479	1,124
Toronto.....	361,859	500	2.061	121,709	6,567
Montreal	204,318	5.417	65,529	13,227	29,824
Philadelphia	727.461	268.459	105.411	.....	.....
Peoria	8 974	103.425	192.103	9,013	136 335
Indianapolis.....	367.400	98,000	27.300	.....	14,500
Kansas City.....	231.767	502.628	15,110	.....	25,578
Baltimore	812.773	317.616	.....	.....	.....
Down Mississippi.	12 000	80.124	.....	.....	.....
On rail.....	516,213	2,292.045	855,598	392.087	23,107
Tot. Feb. 17, '83.	21,974,108	11,149.170	4,098,420	1,800,507	1,600,429
Tot. Feb. 10, '83.	22,188.094	10 576.733	4 029.082	1,929.051	1,556,401
Tot. Feb. 3, '83.	22.289.433	10.7 0.651	4,852,161	2,057,761	1,646.084
Tot. Jan. 27, '83.	21,909.118	9,550 497	3,985,195	2,303.521	1,506,689
Tot. Jan. 20, '83.	21,770,312	9 575,797	4,119,825	2,792.300	1,491,001
Tot. Feb. 18, '82.	17,260,541	17,215,218	2,811,383	2 511.911	1,145,309

The following statement, prepared by the Bureau of Statistics, will show the exports of domestic breadstuffs from the undermentioned customs districts, during the month of Jan., 1883, and for the seven months ended the same, as compared with the corresponding months of the previous year:

Customs Districts.	Barley.		Wheat.		Indian corn.		Indian corn meal.		Oats.		Rye.		Total values for the month of—		Total values for the seven months ended—	
	Bushels.	Dollars.	Bushels.	Dollars.	Bushels.	Dollars.	Barrels.	Dollars.	Bushels.	Dollars.	Bushels.	Dollars.	Jan., 1883	Jan., 1882.	Jan. 31, '83.	Jan. 31, '82.
New York	108	123	1,938,451	2,171,677	1,484,323	1,039,041	8,908	35,602	5,238	2,781	23,485	19,379	$15,874,286	$4,755,972	$53,097,823	$55,245,784
Boston	28	62	64,846	70,760	181,304	144,392	8,830	30,351	925	185	.....	.....	$6,283,589	845,543	7,623,953	8,960,117
Philadelphia	.....	.....	3,693,316	4,238,951	520,335	349,506	610	2,186	18	10	.....	.....	1,006,206	199,063	7,700,382	7,683,017
Baltimore	.....	.....	1,192,933	1,322,158	1,541,011	1,014,401	75	286	1,000	530	.....	.....	980,016	393,424	17,021,865	21,364,950
New Orleans	.....	.....	477,366	538,081	405,716	355,174	.....	.....	23	25	.....	.....	2,542,952	733,813	2,380,153	7,328,505
San Francisco	8,790	5,700	2,576,062	3,024,126	3,693	5,244	.....	.....	7,219	4,395	.....	.....	789,005	31,194	25,985,937	21,596,022
Chicago	.....	.....	5,300	5,565	37,150	21,150	9	27	.....	.....	.....	.....	56,100	3,965,727	2,867,946	2,673,946
Detroit	.....	.....	2,760	2,760	21,510	11,831	500	1,250	.....	.....	.....	.....	88,621	3,433	1,866,119	565,532
Huron	.....	.....	.....	.....	6,854	3,989	10	37	916	459	.....	.....	39,439	84,770	115,158	1,270,503
Key West	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,650	15,796	162,136
Miami	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,452,924	2,353,047
Total, Jan., 1883*	8,926	5,885	6,949,977	7,632,002	4,203,916	2,844,974	18,985	69,838	14,756	8,385	23,845	19,379	$15,874,286	$11,977,524	$111,579,783	$133,696,842
Total, Jan., 1882*	15,851	12,289	6,777,511	7,662,830	1,659,570	1,210,054	21,702	73,963	10,192	11,078	83,323	81,760	$15,283,589	$11,977,524	$133,696,842	$124,121,439
Total, 7 mos. ended Jan. 31, 1883*	263,304	189,022	82,618,153	92,457,200	9,413,681	6,825,821	145,737	573,575	180,012	100,694	822,992	619,585	.....	.....	.....	.....
Total, 7 mos. ended Jan. 31, 1882*	168,143	121,012	66,731,513	79,690,312	34,628,575	22,370,171	198,170	457,494	414,003	189,561	436,087	446,480	.....	.....	.....	.....

*Included in the foregoing totals are the reports from Milwaukee, New Haven, Portland, Richmond, Willamette and Yorktown, the details for January, 1883, being as follows:

	Milwaukee.	New Haven.	Portland.	Richmond.	Willamette.	Yorktown.
Barley—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Indian corn—						
Bushels	.....	.....	.....	.....	.....	20
Value $	.....	.....	.....	.....	.....	16
Indian corn meal—						
Barrels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Oats—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Rye—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Wheat—						
Bushels	.....	.....	.....	.....	124,298	.....
Value $	.....	.....	.....	.....	128,625	.....
Wheat flour—						
Barrels	.....	.....	8,577	27,200	27,478	.....
Value $	.....	.....	41,902	159,078	123,597	.....
Total values—						
Jan., '83 $	.....	.....	41,902	159,078	252,222	16
Jan., '82 $	.....	10,930	136,931	115,823	896,327	.....
7 months—						
1883 $	240,516	39,139	86,966	721,659	2,639,791	734,150
1882 $	379,010	50,056	199,742	1,158,578	4,241,629	.....

THE DRY GOODS TRADE.

FRIDAY, P. M., February 23, 1883.

There was no material change in the general condition of the dry goods trade the past week. The volume of business continued moderate, but a somewhat more hopeful feeling was caused by better accounts from the flooded districts in the Ohio Valley, and rather more favorable weather in this section of the country. The woolen goods branch of the trade has been stimulated to some extent by the advancing tendency of the staple, and very fair orders for heavy cassimeres, worsteds, &c., were placed in this connection by wholesale clothiers from some of the principal markets in the interior. In other respects business ruled quiet, with the domestic commission houses' transactions having been chiefly confined to making deliveries of certain fabrics in execution of former orders. The demand for foreign goods has lacked spirit, buyers having been exceedingly cautious in their selections, because of the recent dulness of the retail trade and the uncertainty in regard to legislation upon the tariff. Jobbers report a steadily growing demand, but this branch of the business has not as yet become active.

DOMESTIC COTTON GOODS.—The exports of cotton goods from this port for the week ending February 20 were 3,041 packages, including 1,589 packages to Great Britain, 1,283 to China, 197 to United States of Colombia, and the remainder in relatively small lots to other markets. There was a fair movement in plain cottons as the result of new business and on account of back orders, and leading makes are so closely sold up to production that prices remain firm. Wide sheetings were in fair request and steady in price, and some makes of corset jeans were slightly advanced. For colored cottons the demand was generally light, but quotations are unchanged. Print cloths ruled quiet and easier at 3⅝c. for 64x64s and 3¼c. for 56x60s. Prints have shown rather more animation in both first and second hands, but the demand was irregular and chiefly restricted to a few of the most popular fancy and shirting styles.

DOMESTIC WOOLEN GOODS.—There was a more active undertone in the market for men's wear woolens, with considerable transactions in heavy cassimeres, suitings and worsted coatings for future delivery. Heavy all-wool and union cassimeres are firmly held at opening prices, and the enhanced cost of wool and worsted yarns has led to a slight advance upon certain makes of worsted coatings. Overcoatings continued to move steadily on account of former orders, and a fair amount of new business was done by agents. Satinets were in moderate request, and Kentucky jeans and doeskins were more sought after by intending buyers. Flannels and blankets were lightly dealt in (as usual at this stage of the season), but prices are well sustained. Wool suitings and sackings, nuns' veilings and worsted dress fabrics were severally in fair demand, and leading makes are steadily held.

FOREIGN DRY GOODS were mostly quiet in the hands of importers, and the jobbing trade has not fairly commenced. Silks were sluggish, but a fair business was done in nuns' veilings, cashmeres and fancy dress fabrics, and there was a steady though moderate call for linens, white goods, embroideries, kid and fabric gloves, &c. Prices are without quotable change and generally steady.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Feb. 22, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883, AND 1882.					
	Week Ending Feb. 23, 1882.		Since Jan 1, 1882.		Week Ending Feb. 22, 1883.		Since Jan 1, 1883.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—		$		$		$		$
Wool	1,634	843,009	4,458,477		527	233,216	8,271	3,818,215
Cotton	2,374	854,492	5,512,228		1,080	401,882	12,781	4,697,971
Silk	1,481	1,040,413	6,238,551		709	481,013	6,711	4,440,134
Flax	2,055	437,773	2,762,785		1,770	284,726	10,160	2,006,350
Miscellaneous	8,351	350,55	1,794,234		5,099	174,346	18,431	1,324,634
Total	16,295	3,571,237	20,764,273		9,194	1,579,183	56,357	16,383,730
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.								
Manufactures of—								
Wool	325	130,701	1,183,029		476	199,301	3,231	1,407,450
Cotton	425	104,562	1,128,395		508	144,909	4,699	1,630,174
Silk	156	123,942	1,045,469		259	185,475	1,948	1,510,618
Flax	588	104,923	671,936		674	114,312	6,230	971,552
Miscellaneous	13,363	134,077	526,994		10,588	87,673	23,399	54,206
Total	14,857	600,808	4,856,823		12,405	731,700	39,497	6,071,176
Ent'd for consumption	16,295	3,571,237	20,764,273		9,194	1,579,383	56,357	16,383,730
Total on market	31,155	4,172,045	25,621,096		21,634	2,311,083	95,854	22,454,906
ENTERED FOR WAREHOUSE DURING SAME PERIOD.								
Manufactures of—								
Wool	414	161,329	2,016	1,219,047	382	163,233	3,931	1,677,920
Cotton	296	78,293	3,479	1,078,818	409	124,259	4,904	1,484,913
Silk	115	87,696	1,161	902,386	198	128,046	2,154	1,634,430
Flax	626	103,979	4,534	862,899	570	95,059	4,266	787,915
Miscellaneous	32,489	138,286	38,655	530,692	2,611	59,143	21,289	604,513
Total	33,940	619,583	51,045	4,593,842	4,170	569,740	36,688	6,189,731
Ent'd for consumpt.	16,295	3,571,237	72,763	20,764,273	9,194	1,579,383	56,357	16,383,730
Total at the port	50,238	4,190,820	123,808	25,358,115	13,364	2,149,123	93,045	22,573,461

Financial.

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1882.		1881.	
DAILY	44,678,656	DAILY	39,701,161
SUNDAY	7,414,114	SUNDAY	7,037,604
WEEKLY	3,443,260	WEEKLY	3,498,154
Total	55,536,030	Total	50,236,919

Five million more SUNS were bought and read in 1882 than in 1881. The average circulation of the several editions during the whole of the past year was:

DAILY	143,200
SUNDAY	141,810
WEEKLY	66,216

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Insurance.

OFFICE OF THE

ATLANTIC

Mutual Insurance Co.,

NEW YORK, January 25, 1883.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1882:

Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$4,412,693 58
Premiums on Policies not marked off 1st January, 1882	1,516,844 85
Total Marine Premiums	$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90
Losses paid during the same period	$2,013,767 35
Returns of Premiums and Expenses	$823,304 50

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,971,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
Premium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

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Charles Dennis,	Edmund W. Co
W. H. H. Moore,	John Elliott,
Lewis Curtis,	Adolph Lemoyn
Charles H. Russell,	Dobt. B. Minturn,
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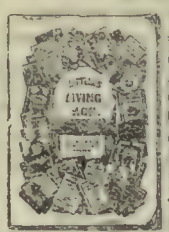


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Solicits deposits from banks, on which liberal interest will be paid on daily balances. Makes collections, transacts a general banking business. Makes call or time loans on Oil Certificates, Produce Receipts, Bills of Lading and other marketable securities.

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Special attention to business of country banks.

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Drexel & Co.,	Drexel, Harjes & Co
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Deposits received subject to Draft. Securities bought and sold on Commission. Interest allowed on Deposits. Foreign Exchange. Commercial Credits. Cable Transfers. Circular Letters for Travelers, available in all parts of the world.

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BUY AND SELL

BILLS OF EXCHANGE

ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM, SWITZERLAND, NORWAY, DENMARK, SWEDEN AND HOLLAND.

Issue Commercial and Travelers' Credits

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And in France, in Martinique and Guadaloupe.

MAKE TELEGRAPHIC TRANSFERS OF MONEY

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MAKE COLLECTIONS OF DRAFTS drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

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Issue Letters of Credit for Travelers,

Payable in any part of Europe, Asia, Africa, Australia and America.

Draw Bills of Exchange and make Telegraphic Transfers of Money on Europe and California.

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STERLING CHEQUES AND BILLS AT SIXTY DAYS' SIGHT ON

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CIRCULAR NOTES AND CREDITS FOR TRAVELERS.

NEW YORK:	LONDON:	PARIS:
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BANKERS AND BROKERS,

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Members of New York Stock Exchange.

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Draw Bills of Exchange and transact a general financial commission business. Particular attention given to American Securities.

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Issue Travelers' Credits, available in all parts of the world, through the

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Also Commercial Credits and Transfers of Money on California, Europe and Havana.

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Accounts and Agency of Banks, Corporations, firms and individuals received upon favorable terms.

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Act as agents for corporations in paying coupons and dividends; also as transfer agents.

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Anglo-Californian Bank

(LIMITED).

LONDON, Head Office, 3 Angel Court.

SAN FRANCISCO Office, 422 California St.

NEW YORK Agents, J. & W. Seligman & Co.

BOSTON Correspond'ts, Massachusetts N. B'k.

Authorized Capital, - - $6,000,000.

Paid up and Reserve, - 1,700,000.

Transact a general banking business. Issue Commercial credits and Bills of Exchange, available in all parts of the world. Collections and orders for Bonds, Stocks, etc., executed upon the most favorable terms.

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P. N. LILIENTHAL, Cashier.

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Issued for the use of travelers in all parts of the world.

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CAPITAL (paid up), - - - $1,300,000

RESERVE, - - - - - - - $460,000

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GEORGE HAGUE, General Manager.

J. H. PLUMMER, Assistant General Manager.

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The New York Agency buys and sells Sterling Exchange, Cable Transfers, issues Credits available in all parts of the world, makes collections in Canada and elsewhere, and issues Drafts payable at any of the offices of the bank in Canada. Demand Drafts Issued payable in Scotland and Ireland, and every description of foreign banking business undertaken

New York Agency, 48 Exchange Place.

HENRY HAGUE, JOHN B. HARRIS, JR., } Agents.

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CAPITAL, - - - $12,000,000, Gold.

SURPLUS, - - - $5,500,000, Gold.

C. F. SMITHERS, President.

W. J. BUCHANAN, General Manager.

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Buy and sell Sterling Exchange, Francs and Cable Transfers; grant Commercial and Travelers' Credits, available in any part of the world; issue drafts on, and make collections in, Chicago and throughout the Dominion of Canada.

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Buy and sell Sterling Exchange and Cable Transfers. Issue demand drafts on Scotland and Ireland, also on Canada, British Columbia, Portland, Oregon San Francisco and Chicago.

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Prompt attention given to Collection of Commercial Bills and Canadian Funds on all points in Canada; American and Sterling Exchange, and Stocks, Bonds, etc., bought and sold.

Correspondents—Bank of New York, New York; and Alliance Bank, London.

Foreign Bankers.

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(LIMITED.)

LONDON, ENGLAND.

Authorized Capital, - - - - - £4,000,000
Subscribed Capital, - - - - - - 3,200,000
Paid-Up Capital, - - - - - - - 800,000

Reserve Fund, £330,000.

HEAD OFFICE, THREADNEEDLE ST.

BRANCHES:

Bond Street, London,
Ludgate Hill, London,
Knightsbridge, London,
Holborn, London,
Tottenham Court Road London.
Paddington, London.
Aldgate, London.
Old Street, London.

The bank, while conducting the general business of London Bankers, gives special attention to the agency of Foreign and Colonial Banks.

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ESTABLISHED IN 1863.

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Agencies in Batavia, Soerabaya and Samarang
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Issue commercial credits, make advances on shipments of staple merchandise, and transact other business of a financial character in connection with the trade with the Dutch East Indies.

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28 STATE STREET, BOSTON

Bank of Australasia,

(INCORPORATED 1885.)

No. 4 Threadneedle St., London, England.

PAID-UP CAPITAL, £1,200,000.
UNDIVIDED PROFITS (including Guarantee and Reserve Funds) £453,114.

Letters of Credit and Drafts issued on the 107 branches of the Bank in the Colonies of Queensland New South Wales, Victoria, South Australia, Tasmania, and New Zealand. Bills negotiated or sent for Collection. Telegraphic transfers made. Deposits received in London at interest for fixed periods or terms which may be ascertained at the office.

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Hong Kong & Shanghai

BANKING CORPORATION.

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RESERVE FUND..... 2,850,000

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The Corporation grant Drafts, issue Letters of Credit for use of Travelers, and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon Manila, Hong Kong, Foochow, Amoy, Ningpo Shanghai, Hankow, Yokohama, Hiogo, San Francisco and London.

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Undertake to cash Bills, Advances and Freight-Amounts; execute all orders in the line of Banking, Commission and Forwarding Business on the most moderate terms.

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REVAL, RUSSIA.

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WILLIAM C. CORNWELL, Cashier.

Bank of Buffalo,

CAPITAL, - - - - - - - - - $300,000.

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This bank has superior facilities for making collections on all accessible points in the United States, Canada and Europe. Liberal terms extended to accounts of bankers and merchants.

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(Formerly CHAS. A. SWEET & Co.),

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BOSTON.

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BANKERS.

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THE CITY BANK OF HOUSTON,
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We give special attention to collections on all accessible points.

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E. E. BURRUSS, Pres't. A. K. WALKER, Cashier

First National Bank,

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Collections made on all parts of the United States

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NATIONAL BANKING ASSOCIATION,
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Buy and sell Government, State, Municipal and Railroad Bonds and Stocks, &c. Virginia State Tax-Receivable Coupons bought and sold. All orders promptly attended to

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Acknowledged to be the most SAFE and PROFITABLE form of investing money known.

In an experience of many years and loaning two million dollars, not one dollar lost.

We assume the responsibility of MAKING ONLY SAFE LOANS; of collecting the interest and principal and remitting to investors, FREE OF CHARGE, and in case of any trouble or delay in making such collections, AGREEING TO STAND ALL EXPENSE and SHIELD INVESTORS FROM LOSS. TITLES GUARANTEED. ALL FUNDS PROMPTLY PLACED. Write for circular and full particulars, stating amount you would wish to invest on satisfactory evidence as to securities, titles, &c. Address,

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Defaulted County, Township and City Bonds of Missouri, Kansas and Illinois bought at best rates Investment Securities for sale. Correspondence solicited.

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Collections made in Shelby and adjoining Counties and Proceeds remitted on Day of Payment.
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Offers to investors the best securities in the market FIRST MORTGAGE LOANS UPON IMPROVED FARMS. Interest and principal paid on day of maturity in New York. Funds promptly placed. Large experience. No losses. Send for circular, references and sample forms. F. M. PERKINS, President; J. T. WARNE, Vice-Pres't; L. H. PERKINS, Secretary; CHAS. W. GILLETT, Treas. N. F. HART Auditor.

C. F. PENZEL, President. } STATE BANK, Incorporated 1875. } C. T. WALKER Cashier.

German Bank,

LITTLE ROCK, ARK.

CAPITAL (Paid-in) - - - - - - - $75,000
SURPLUS, - - - - - - - - - - 25,000

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Dealers in Western Securities.

Defaulted Bonds of Missouri Kansas and Illinois a Specialty. Good Investment Securities, paying from 4½ to 10 per cent, for sale.
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BANKERS AND BROKERS,
Refer to Messrs. FISK & HATCH.

Financial.

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1864.
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A strictly commission business conducted in the purchase and sale of Stocks and Bonds on Margin or for investment.
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W. E. PEARL. DYER PEARL, Member N.Y. Stock Exch.
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Stocks and bonds bought and sold on commission. Interest allowed on deposits subject to sight draft. Letters of inquiry cheerfully answered.

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Commission Stock Brokers,
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W. E. D. VYSE, Member N. Y. Stock Exchange.
Vyse, Son & Broun,
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Stocks, Bonds and Government Securities bought and sold on commission. Interest allowed on deposits subject to check at sight.

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Toledo Depot Second Mortgage 7s.
Indianapolis, Indiana—
School 6s.
Logansport, Indiana—
Funded Loan 6s.
Miami County, Indiana—
Gravel Road 6s.
Pittsburg Fort Wayne & Chicago Railway Co.—
First Mortgage 7s, Series "C."
Second Mortgage 7s, Series "L."
Equipment Mortgage 8s.
MARCH 8.
Blackford County, Indiana—
Winter's Gravel Road 7s.
MARCH 10.
Vermillion County, Indiana—
Gravel Road 7s.
MARCH 11.
Marion, Indiana—
Township 6s.
MARCH 15.
Mitchell, Indiana—
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MARCH 18.
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2037	756	904	1160	1750	1111	1891	1374
656	1298	1002	1170	1725	297	868	343
2361	948	403	1213	2099	806	1527	519
1665	163	1811	1506	1484	453	1928	111
1233	1427	2257	968	753	2487	2132	720
1901	1435	1064	1379	28	2405	150	
1709	1381	1898	1255	1909	1604	1772	
2162	802	457	7	1072	1113	1833	
789	2074	171	723	603	157	1360	
422	2290	1100	1167	1058	50	916	

were this day designated by lot in our presence to be redeemed, together with the premium thereon, as provided in said bonds, at the London & San Francisco Bank, Limited, No. 22 Old Broad Street, London, E. C., England, or at the office of DREXEL, MORGAN & CO., in the City of New York, on the 1st day of April, 1883.

New York, Nov. 15, 1882.

J. PIERPONT MORGAN, } Trustees.
E. ATKINS, }
J. HOOD WRIGHT, of Drexel, Morgan & Co.
[L. S.] Attest. WALTER B. HORN,
Notary Public, Kings County,
Certificate filed in New York County

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VOL. 36. SATURDAY, MARCH 3, 1883. NO. 923.

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The Chronicle.

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WILLIAM B. DANA, JOHN G. FLOYD. } WILLIAM B. DANA & CO., Publishers, 79 & 81 William Street, NEW YORK. POST OFFICE BOX 958.

THE FINANCIAL SITUATION.

Ever since the new year began, and especially since the early part of February, the volume of mercantile transactions has been on the increase. The heavy snows and subsequently the destructive floods in the West, coupled with the abiding distrust felt as to Congressional action on revenue and currency questions, have to an extent suppressed the developing tendency; but the vast crops of last year only just now proving their extent, are finally, in spite of adverse influences, making their value felt by forcing activity in mercantile circles everywhere. Wheat, corn, cotton and provisions are being hurried to market—most of them as never before so late in the season—while money and goods in increasing amounts are moving from the East to meet the want they make. As a natural consequence, Wall street has become steadier in tone and values less easily influenced by every passing rumor.

The public seems to have settled down to the conviction that whatever Congress does or fails to do, will be of less harm to business interests than its continuance in session. There is scarcely a hope now of its doing anything wisely during the few hours left it. If it passes a revenue bill at all, the sections which apply to internal taxes will take off about 42 millions of Government income, but whether the tariff provisions will lessen or increase the customs is a matter of great uncertainty. That relief is seriously needed, is shown with even more emphasis than heretofore, through the Government figures of receipts for the month of February, which have been kindly furnished us. The statement for the month and for the eight months to March 1st is as follows.

Receipts from—	*February.*		*8 Mos. End'g with Mar. 1.*	
	1883.	1882.	1883.	1882.
Customs	$17,144,496	$19,498,523	$147,700,218	$145,477,285
Internal revenue	9,467,594	8,033,340	96,371,370	95,531,859
Miscellaneous	5,634,910	3,395,023	26,048,422	23,937,168
Total	$32,247,000	$30,926,886	$270,120,010	$264,946,312

Here we have an actual increase in the total revenue for February of about 1¼ millions, notwithstanding during the same time customs fell off 2¼ millions. With the adjournment of Congress the receipts from internal taxes are likely to continue to show some expansion, while probably customs duties too will soon improve again, and if no bill is passed and none of those taxes are repealed, the reader can easily imagine how bond calls will progress next year, and what influence that is likely to have in forcing a contraction of bank currency. Even now, with the large appropriations of a year ago, debt reduction is making very rapid progress. The past month, with pension disbursements alone reaching nearly 10 million dollars, the debt of all kinds, less cash in the Treasury, has been reduced $7,630,678, and since the first of July (eight months) the actual decrease in interest-bearing debt has been $108,914,650, and the decrease less cash in the Treasury, $102,638,346. That the reader may see the changes which have been made during those months and which are now making and the bonds left for call before the 3s are reached, we have prepared the following statement of the interest-bearing debt on the first of last July and the first of each of the last two months.

Funded Debt of the United States.	*July 1, 1882.*	*Feb 1, 1883.*	*March 1, 1883*
Three per cent bonds	$	$291,444,350	$297,198,600
Sixes, extended at 3½	58,957,150		
Fives, extended at 3½	401,503,900	81,328,750	54,330,850
Four and a-half per cent bonds	250,000,000	250,000,000	250,000,000
Four per cent bonds	739,349,350	739,356,950	739,357,300
Navy pension fund (3s)	14,000,000	14,000,000	14,000,000
Total	$1,463,810,400	$1,376,130,050	$1,354,893,750

But it is useless to speculate on the results of a policy which, at the moment of writing, is in doubt, but which must become fixed by the action or non-action of Congress almost as soon as, and in many cases before, this reaches

the reader's eye. The statements we have given above, however, will indicate what the country must expect or what it has escaped, according as the event may be when Congress adjourns.

In the meantime, it is gratifying to know that there are great recuperative forces at work, the outcome of the abundant production of last year, which, if followed with plenty the present summer, even the worst our legislators may do, can only partially suppress. The latest evidence of this is seen in the decided movement in foreign exchange this week, for instead of the dull and featureless market which has so long prevailed, activity and lower rates have ruled. It is reported that the comparatively firm tone which characterized the market during February was largely due to the fact that shippers of cotton to a considerable extent held their bills off the market, being unwilling to sell at the current rates. The weakness last week served to alarm the holders of these cotton drafts, and early this week they threw them upon the market in such volume as for the moment to demoralize it, and these bills were sold at a large reduction from previous rates. Then came a pressure of bankers' bills, drawn against outgoing securities, and of commercial drafts which had been bought on speculation and had become equivalent to sight. Finally, the reduction of the Bank of England rate of discount to 3 per cent, caused a further decline in short sterling, and on Thursday morning the indications pointed to still weaker exchange.

But in the afternoon of the latter day there was a steadier tone, and on Friday a little more firmness early in the day, as was natural after so sharp a fall; but later the market became weaker again. Of course, the decline revives the discussion with regard to the probability of gold imports. That event depends mainly upon our money market and the free shipment of our productions, and yet it may be wholly controlled by the movement of securities. Now this movement is in our favor; but the London stock market has followed ours so closely that a further rise here may very likely tempt sales for European account, and such sales might be in sufficient amount to absorb all produce bills offering, especially if the supply of wheat for shipment is restricted by speculation. With the Bank of England rate at 3 per cent and gold bullion at its present price, exchange should sell—to cover all charges for insurance, commissions, &c.—at about 4 80¼ for long and 4 82½ for short to make gold imports profitable. Some bankers, however, do not insure their gold, and pay no commissions for purchases on the other side; consequently they can make the transaction, even if exchange is a little less favorable. These statements suggest that there must be a further considerable drop in the rates before gold can be imported at a profit. Nevertheless, with the tone of the market heavy, and with indications of a further decline, gold might be ordered out from London on speculation even before the rates had touched the point given above.

Although, as stated, there has been a better feeling in the stock market this week, in sympathy with the improving commercial outlook, but little change for the better has taken place in values. Still, some events affecting special properties have transpired which were favorable. The decision of Judge Ingraham in the Western Union suit was so interpreted, for although he holds that the issue of new stock was unauthorized, he indicated that the only remedy now, was against the directors who consented to it, and that the stock could not be followed. The final discharge of the Reading receivers was also a favorable event, as it caused an advance in that property, and the other coal shares sympathized with it. This resumption of operations by the Reading road is a well-earned triumph for Mr. Gowen, especially as the property takes its place to-day among solvent corporations with net income increased since 1880 from 5½ to 7¼ millions, and with better prospects for new business than it ever before enjoyed. Its relations to and new connections with Mr. Vanderbilt's system of roads, so soon to be available, and a possible connection in the future with Jersey Central, open for this old corporation a wide field.

The Pennsylvania statement of earnings for January has also been issued this week, and was well received. The report shows very large gains over 1882 on the lines east of Pittsburg and Erie, exhibiting an increase of no less than $556,036 in gross and of $396,792 in net, while last year the loss in net was only $132,595, and gross earnings actually recorded a gain. We annex a comparison of January gross earnings, operating expenses and net earnings back to 1879 of the lines east of Pittsburg and Erie.

January.	1879.	1880.	1881.	1882.	1883.
Gross earnings.....	$2,543,424	$3,083,551	$3,189,215	$3,373,321	$3,929,357
Operating expenses.....	1,523,893	1,717,253	1,982,354	2,299,055	2,458,299
Net earnings	$1,019,531	$1,366,298	$1,206,861	$1,074,266	$1,471,058

Both gross and net earnings, it will thus be seen, are larger than ever before. It is interesting to observe, however, that though gross earnings have increased since 1879 almost $1,400,000, net earnings have increased but little more than $450,000, showing how much heavier expenses are now than then. The figures west of Pittsburg and Erie are not furnished in the same form, but we are simply told what excess or deficiency there is after providing for all expenses and fixed charges (including interest and rentals). For January, 1883, this item is reported as a surplus of $174,981, or $132,233 more than in January, 1882. Looking back, we find that in both 1880 and 1881 the surplus was over $300,000, so that the Western lines do not make as favorable an exhibit as the Eastern. Not having the details, we can not tell whether the decrease is due to a diminution of gross earnings, an increase of expenses, or higher interest charges, but it is probable that there was more or less loss from each of these causes.

Still another satisfactory event was Governor Cleveland's veto of the Elevated Railroad Five Cent Fare bill. As we have often said, this measure was wholly uncalled for, either by the people who use the roads or the circumstances which are connected with their operation. All who cannot afford to pay ten cents can ride at five now; and those whose habits and income permit them to take a later train, by giving the higher rate help to sustain the five cent hours and increase the facilities the public enjoy. Until it is proved beyond all doubt that the roads can be kept up to their present state of efficiency on a five cent fare, the first step towards establishing the wisdom of this proposed law has not been taken by those clamoring for such a reduction. The only argument in its favor we ever heard, was that the roads are blamable for their stock-watering operations, and to distress them now serves them right. This would perhaps be good reasoning, if in harming them we did not harm the public more.

The course of speculation in the stock market has not been influenced materially by the rates for money, for although the money market has been active this week it has been less so than was expected considering the low reserves of the banks. Dealers in commercial paper report an abundant supply of notes, but comparatively little inquiry for paper from the banks, which would indicate that the loanable funds of those institutions are now fully

employed. There appears to have been a steady demand for money from the interior this week. The inquiry from Chicago is mainly for gold coin, which cannot be obtained from the Sub-Treasury in that city for the reason that there is only a small supply there. The gold certificates in use at the Western banks are mostly redeemable at the office in this city, and some of these institutions have been obliged to send them hither to procure gold to supply the demands of banks in the interior. As food staples and hogs are now moving to the distributing centres in liberal proportions, and as cash is required for that purpose, it is probable that for the remainder of March at least the West will call for unusually large sums from this centre. There is also a good demand from Canada, where money is ruling at from 6 to 8 per cent, and this has compelled the temporary withdrawal of Canadian funds. So also the requirements for customs payments have been heavy, and in this way the Treasury is taking money from the banks, while they have been liberally parting with funds to the interior. On Thursday the payment of $2,812,500 interest on the 4½s commenced, but this sum will be widely scattered, and only a small portion of it goes into our banks. The indications therefore point to active money in the near future, and as bond redemptions are at the moment insignificant, and cannot be large even if the payment of outstanding calls is anticipated, there appears to be very little prospect of relief except, indeed, from gold imports. These will of course be stimulated by high rates for money at this centre. The Treasury operations for the week appear to have resulted in a gain, which is a loss to the banks, of $1,472,525. The interior movement was as follows.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency	$1,036,000	$1,760,000
Gold	101,000	1,902,000
Total	$1,137,000	$3,662,000

The Bank of America paid out $525,000 gold during the past week on account of the associated banks.

Last week's bank statement was doubtless made up on declining averages for specie. Considering this fact, the following will indicate the character of this week's return.

	Into Banks.	Out of Banks	Net Loss.
Sub-Treasury operations, net	$.....	$1,472,525	$1,472,525
Interior movement	1,137,000	3,662,000	2,525,000
Total	$1,137,000	$5,134,525	$3,997,525

There has been quite a trade in securities for European account during the week, and the following will show the probable profit in these transactions, the table indicating relative prices in London and New York at the opening each day.

	Feb. 26.		Feb. 27.		Feb. 28.		Mar. 1.		Mar. 2.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices
U.S.4s,c.	119·31	119⅜	119·31	119⅜	119·31	119⅜	119·06	119⅛	119·06	119⅛
U.S.3½s	103·39	103¾	103·39	103¾	103·39	103¾	103·15	103¾	103·30	103½
Erie	35·47	35¼	35·78	36	37·17	37¼	37·34	37½	37·16	36⅞
2d con.	95·25	95¼	96·22	96⅛	96·71	96¾	96·63	96⅝	97·12	96¾
Ill. Cent.	142·88	142⅝	142·88	142¾	143·85	144¼	144·65	144¼	144·77	144⅜
N. Y. C.	125·50	125¼	126·11	125¾	126·60	126⅝	126·82	126⅛	127·07	126⅜
Reading	26·00†	51⅛	26·11†	52¼	26·73†	52⅞	26·67†	53	27·28†	54¼
Ont. W'n	25·63	25¼	25·27	25	25·63	25¼	25·94	25⅛	25·70	25⅜
St. Paul	99·38	99	99·87	100	101·81	101¼	101·69	101⅜	102·09	101¾
Exch'ge. cables	4·86		4·86		4·86		4·85		4·85	

* Expressed in their New York equivalent.
† Reading on basis of $50, par value.

The Bank of England return for the week shows an increase of £167,000 bullion and a decrease of 15-16 in the proportion of reserve to liabilities. The Bank of France reports a gain of 1,800,000 francs gold and a loss of 1,050,000 francs silver, and the Bank of Germany, since the last return, shows an increase of 6,320,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date in 1882.

	March 1, 1883.		March 2, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England	23,142,922	.....	21,780,989	.....
Bank of France	39,691,362	43,360,217	33,291,625	15,330,220
Bank of Germany	7,754,000	23,262,000	6,935,500	20,806,500
Total this week	70,588,284	66,622,217	62,011,114	36,136,720
Total previous week	70,302,065	66,521,482	61,150,210	36,037,577

The Assay Office paid $332,694 through the Sub-Treasury for domestic bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Feb. 23	$696,728 54	$38,000	$30,000	$478,000	$150,000
" 24	874,511 00	55,000	43,000	628,000	148,000
" 26	687,719 69	26,000	28,000	464,000	168,000
" 27	962,994 45	33,000	49,000	746,000	136,000
" 28	391,675 37	20,000	27,000	284,000	60,000
Mch. 1	287,767 19	8,000	13,000	236,000	30,000
Total.	$3,904,396 24	$180,000	$190,000	2,836,000	$695,000

THE CENTRAL PACIFIC'S INCOME IN 1882.

A statement has this week appeared in the Boston papers, purporting to give the receipts and disbursements of the Central Pacific for the late calendar year. As the company does not issue its pamphlet report until about August or September, and as there is at the moment more than the ordinary call for information about the company's affairs, this statement is deserving of notice, especially as it bears evidences of having been prepared by some one having access to the official statistics, though without doubt it contains errors, typographical and otherwise. The exhibit, just as published, but arranged in tabular form, is as follows.

Receipts.		*Disbursements.*	
Gross earnings	$25,662,757 12	Legal expenses	$216,751 41
Earn'gs of steamer division	2,485,291 00	Civil engineering	15,479 63
Interest on sinking funds	281,260 00	Taxes	448,005 69
		Land department expenses	23,700 78
		Interest	3,443,413 32
		Co.'s sink. fund and interest paid U.S.	1,100,000 00
Total receipts	$25,964,502 41	Total	$22,679,940 24
Disbursements.		Surplus	3,284,562 17
Operat'g expenses	$16,067,183 67		
General expenses	330,646 72		

On application at the company's office in this city to have these figures corrected, we found that the company could not furnish us a complete exhibit of all the particulars at present, and therefore that they were unwilling to indicate how far the above was right. That there are errors in the figures is seen at a glance. For instance, the receipts foot up about 28¼ millions, instead of about 26 millions as given. Taking the items separately, however, we find the first one, which covers gross earnings, to be correct, as it agrees with our own totals made up from the company's monthly reports; so also in all probability is the item of interest on sinking funds, for it tallies pretty well with the amount derived from this source in previous years. The second item, on the other hand,—earnings of steamer division—is evidently anything but correct, and consequently readily accounts for the difference in the total. It is simply impossible that the company should have realized pretty nearly 2½ millions net on its steamer and barge transportation lines. In 1881 these entailed a small loss ($1,702 63) and in 1880 a small profit ($3,527 52), and the surplus or deficiency on their operation is never great. We notice that if from $2,485,291 we drop the last figure and put a cipher after the two in thousands, we get $20,485 29,

which when inserted in the table makes the total as above given correct; and that sum as the result of the steamer account for the year, is reasonable and without much doubt the exact figure.

The discrepancy in the expenses is not so easily explained. The aggregate of the items given is only $21,645,181, while the total states it at $22,679,940 24. We incline to the opinion that either some item has been omitted, or else the error is in the amount under the head of "company's sinking fund and interest paid U. S.," which looks rather small. In 1881 the company paid $948,845 on account of its own sinking funds, and $1,038,935 24 to the United States Government ($960,162 84 of the latter being paid by transportation), or together $1,987,780—being pretty nearly $900,000 more than the $1,100,000 in the table above. The accuracy of no other item, we think, will be called in question (since all agree so well with last year's figures), except possibly the first—operating expenses—and that appears right, as it agrees with the total of the monthly figures received at the New York office.

With, then, these revisions, and leaving out the item of amount paid for sinking funds, we find the results of the year's operations in 1882, compared with 1881, to be as follows.

	1882.	1881.
Gross earnings	$25,662,757	$24,094,101
Operating expenses	16,067,184	13,859,307
Net earnings	$9,595,573	$10,234,794
Interest on sinking funds	281,260	262,500
Steamer division	20,485	Loss 1,703
Total revenue	$9,897,318	$10,495,591
Less—		
General expenses	$330,647	$239,607
Legal expenses	216,751	167,895
Civil engineering	15,480	16,008
Taxes	448,006	264,083
Land department expenses	23,701	30,826
Interest	3,443,413	3,508,292
Total	$4,477,998	$4,226,711
Balance	5,419,320	6,268,880

The first three items in the above, which are known to be correct, show the course of the company's business during the year, and tell us that though gross earnings of road increased a million and a half, expenses increased over 2 1-5 millions, leaving net earnings $600,000 below those of 1881, on mileage say about 400 miles greater than in that year. The increase in expenses is ascribed to lower rates on traffic and to the larger amount required for rentals of leased roads, which rentals are included in expenses. The other items of disbursements, if reliable, give an increase of $250,000, so that the balance remaining, after all the payments mentioned, would be $5,419,320, as against $6,268,880, a diminution of $850,000. The amount required for the six per cent dividends upon the stock is $3,556,530; the balance, then, would be amply sufficient for that purpose, and leave besides a large surplus. But in that of course we do not allow for any deductions on account of sinking funds and the debt due the United States, which two items, as stated above, aggregated in 1881 $1,987,780. Should these be the same in 1882 as in 1881, the balance would fall about $125,000 short of the sum necessary for dividends.

Such shortage, however, would probably be more apparent than real, for the revenue in the table above does not, as the company's officials say, include anything on account of receipts from miscellaneous sources, which were in 1881 $612,656—$20,000 for "dividends Wells, Fargo & Co.," and $592,656 "contract with Wells, Fargo & Co., stock sold." It is possible, too, that something might be realized from the Land Department, over and beyond the amount used in bond redemptions. Further, it is not certain that the total to be paid for sinking funds and to United States, will be as large for 1882 as for 1881. The sum due the Government may not be materially changed, but the amount paid for company's sinking funds in 1881 ($948,845) is unusually large, and may have embraced something on that account for previous years; we do not, of course, know that it did, but merely throw out the suggestion for what it may be worth.

Finally, it is not by any means an established custom with railroads to use net earnings in payment of funded debt; moreover, the policy is open to the objection that present stockholders lose by the operation, while future holders must gain by it, which is, of course, scarcely fair to the former. There are some roads that adhere to the practice of providing for sinking funds in this way, but one or two of the larger companies have recently abandoned it. In the case of the Central Pacific, the debt due to the Government may perhaps be placed in a somewhat different category, but as regards the sinking funds for its own debt the company occupies precisely the same position that every other railroad does.

COTTON CONSUMPTION AND OVERLAND MOVEMENT TO MARCH 1.

By means of the telegraph we are enabled to-day to bring down our overland movement to March 1. The figures, covering as they do the first six months of the season, present a pretty safe basis upon which, within certain limits, to estimate the year's yield.

OVERLAND MOVEMENT TO MARCH 1, 1883.

Compared with the two preceding years there has been a still further increase during February in the marketing of cotton by rail, notwithstanding the interruption the flood caused during a portion of the time. The *gross* movement for the month was 113,155 bales, against 56,147 bales last season and 92,301 bales in 1881; for the six months the difference in favor of 1882–83, as compared with 1881–82, is 61,125 bales, and with the preceding season 142,866 bales. The figures of *net* also show a decided excess, the increase for the six months over the corresponding period of last season being 173,201 bales, and over 1880–81 being 111,509 bales. The details for the first six months of the season this year, and the two previous years, are as follows.

OVERLAND FROM SEPTEMBER 1 TO MARCH 1.

	1882-83.	1881-82.	1880-81.
Since September 1, shipped—			
From St. Louis	307,917	256,136	257,978
Over Illinois Central	*15,400	4,549	35,256
Over Cairo & Vincennes	164,014	121,351	64,773
Over the Mississippi River, above St. L.	*97,100	89,086	124,088
Over Evansville & Terre Haute	13,766	14,176	17,108
Over Jeffersonville Mad. & Indianapolis	40,627	68,062	58,709
Over Ohio & Mississippi Branch	50,777	13,915	29,236
Over Louisville Cincinnati & Lexington	41,619	81,099	33,659
Receipts at Cincinnati by Ohio River	23,281	45,666	27,043
Receipts at Cincinnati by Cin. South'rn	59,156	105,681	62,975
Over other routes	65,000	11,710	20,072
Shipped to mills, not included above	4,837	10,938	9,731
Total gross overland	883,494	822,369	740,628
Deduct—			
Receipts overland at N.Y., Boston, &c.	338,077	357,634	260,116
Shipments between (or South from) Western interior towns	7,241	5,013	10,282
Shipments inland (not otherwise deducted) from—			
Galveston	50	10,924	790
New Orleans	37	14,445	524
Mobile	18,443	70,200	42,081
Savannah	.....	.....	.....
Charleston	.....	.....	.....
North Carolina ports	735	3,405	3,892
Virginia ports	2,355	7,393	7,896
Total to be deducted	356,938	469,014	325,581
Leaving total net overland †	526,556	353,355	415,047

*This month's movement estimated.
† This total includes shipments to Canada by rail, which since Sept. 1, 1882, amount to 29,438 bales.

RECEIPTS, EXPORTS AND SPINNERS' TAKINGS.

As fully shown in our weekly statements, there has been a further increase in the port receipts during the month. The total for the six months is now 829,357 bales in excess of the corresponding period of last season, and 264,370 bales greater than in 1880–81, the month's receipts being 595,598 bales, against 291,992 bales in 1882 and 572,728 bales in the preceding year. The excess in foreign exports now reaches 930,696 bales, and port stocks are 105,110 bales less than last season. Our usual table of receipts, exports, &c., is given below.

Movement from Sept. 1, 1882 to March 1, 1883.	*Receipts since Sept. 1, 1882.*	*Receipts since Sept. 1, 1881.*	EXPORTS SINCE SEPT. 1, 1882, TO—				*Stocks Mar. 1.*
			Great Britain.*	*France.*	*Contt-nent.*	*Total.*	
Galveston	660,455	370,943	249,283	81,877	111,173	392,333	81,357
Indianola, &c.	15,327	13,041	.....	.....	.....	.....	.....
New Orleans	1,337,651	1,060,227	594,593	237,451	206,701	1,038,793	344,198
Mobile	285,737	230,143	21,242	5,423	.....	26,665	40,111
Florida	14,109	20,418	.....	.....	.....	.....	.....
Savannah	708,963	657,008	83,939	25,658	200,453	315,050	85,854
Brunswick, &c.	5,508	6,964	.....	.....	.....	.....	.....
Charleston	502,546	446,233	109,557	24,775	144,593	278,865	74,420
Port Royal, &c.	18,800	21,541	.....	.....	.....	.....	3,955
Wilmington	116,051	125,518	45,778	.....	1,500	47,278	14,230
Moreh'd C., &c.	17,017	25,084	.....	.....	.....	.....	.....
Norfolk	656,607	516,774	284,629	.....	10,229	294,858	79,190
West Point, &c.	189,958	170,013	29,184	.....	.....	29,184	.....
New York	109,430	132,770	323,542	22,102	110,788	456,432	188,493
Boston	125,790	159,027	103,517	.....	343	103,860	4,650
Baltimore	36,657	13,956	111,966	3,419	34,307	149,692	32,447
Philadelphia, &c.	56,200	51,281	50,195	.....	1,688	51,883	16,223
Total	4,862,898	.....	2,012,425	320,753	881,715	3,214,893	959,508
Total 1881-82	.....	4,033,541	1,486 967	246,205	550,995	2,284,197	1,064,618
Total 1880-81	.....	4,598,528	1,888,885	377,969	668,925	2,935,779	860,122

* Great Britain exports include to the Channel.

Using the facts disclosed by the foregoing statements, we shall find that the portion of the crop which has reached a market through the outports and overland, and the Southern consumption since September 1 this year and the two previous years, is as follows.

	1882–83.	1881–82.	1880–81.
Receipts at the ports to March 1....bales.	4,862,898	4,033,541	4,598,528
Net shipments overland during same time	526,556	353,355	415,047
Total receipts.....bales.	5,389,454	4,386,896	5,013,575
Southern consumption since September 1.	200,000	155,000	135,000
Total to March 1.....bales.	5,589,454	4,541,896	5,148,575

The increase in the amount of cotton marketed during the first six crop months of 1882–83 is thus seen to be 1,047,558 bales over 1881-82 and 440,879 bales over 1880-81. To determine the portion which has gone into the hands of Northern spinners during the same period, we have prepared the following.

Total receipts to March 1, 1883, as above.....bales.		5,589,454
Stock on hand commencement of year (Sept. 1, 1882)—		
At Northern ports.....	98,892	
At Southern ports.....	21,830	
At Providence, &c., Northern interior markets ..	3,510	124,232
Total supply to March 1, 1883.....		5,713,686
Of this supply there has been exported to foreign ports since Sept. 1, 1882..	3,214,893	
Less foreign cotton included	2,516	3,212,377
Sent to Canada direct from West.....		29,438
Burnt North and South.....		1,309
Stock on hand end of month (March 1, 1883)—		
At Northern ports.....bales	236,753	
At Southern ports.....	722,755	959,508
At Providence, &c., Northern interior markets..	17,853	4,220,485
Total takings by spinners since September 1, 1882.....		1,493,201
Taken by Southern spinners		200,000
Taken by Northern spinners since September 1, 1882		1,293,201
Taken by Northern spinners same time in 1881–82.....		1,212,515
Increase in takings by Northern spinners this year..bales.		80,686

The above indicates that Northern spinners had up to March 1 taken 1,293,201 bales, an increase over the corresponding period of 1881-82 of 80,686 bales, and a decrease from the same months of 1880-81 of 32,770 bales.

AMOUNT OF CROP NOW IN SIGHT.

In the foregoing we have the number of bales which have already been marketed this year and the two previous seasons. An additional fact of interest is the total of the crop which was in sight on March 1, compared with a year ago. We reach that point by adding to the above the stock remaining at that date at the interior towns, less stock held by them at the beginning of the season. In this manner we find the result for the three years on March 1 to be as follows.

	1882-83.	1881-82.	1880-81.
Total marketed, as above....bales.	5,589,454	4,541,896	5,148,575
Interior stocks in excess of Sept. 1	300,000	313,000	284,000
Total in sight.....bales.	5,889,454	4,854,896	5,432,575

This indicates that the increased movement up to this date of the present year is 1,034,558 bales as compared with 1881-82, and 456,879 bales as compared with 1880-81. The marketing, however, during the latter year has hitherto most closely compared with the present season. Hence it may be of interest to add the increase already indicated to the actual crop of that year. By doing so it appears that the total production this season would be 7,046,000 bales;—that is to say, the yield would reach that figure if there is no further increase or decrease in the movement for the remaining months of this season compared with the same months of 1880–81.

WEIGHT OF BALES.

To furnish a more exact measure of the receipts up to March 1, we give below our usual table of the weight of bales. We give for comparison the figures for the same time in the two previous seasons.

	Six Months ending March 1, 1883.			*Same peri'd in 1881-82.*	*Same peri'd in 1880-81.*
	Number of Bales.	*Weight in Pounds.*	*Average Weight.*	*Average Weight.*	*Average Weight.*
Texas	681,782	354,553,911	520·04	506·20	514·31
Louisiana	1,337,651	650,125,139	486·02	465·30	480·00
Alabama	285,737	144,011,448	504·00	495·00	512·00
Georgia*	728,582	352,087,252	483·25	471·63	482·75
South Carolina	521,436	246,493,226	472·72	462·42	479·00
Virginia	846,565	402,821,021	475·83	470·89	476·95
North Carolina	133,068	62,675,028	471·00	465·90	478·00
Tennessee, &c.	1,054,633	532,589,665	505·00	476·00	500·00
Total	5,589,454	2,745,356,693	491·17	473·83	488·62

* Including Florida.

It will be noticed that the movement up to March 1 shows an increase in the average weight as compared with the same periods of the last two years, the average this year being 491·17 lbs. per bale, against 473·83 lbs. per bale for the same time in 1881-82, and 488·62 in 1880-81.

THE COTTON GOODS TRADE IN FEBRUARY.

was of very fair proportions, though the demand was interrupted at times by the difficulties attendant upon transportation. Plain cottons were relatively more active than colored fabrics, and the best qualities were more freely distributed than the lower grades. Stocks continue in good shape, and prices are firm on all such goods as govern the market.

FEBRUARY.	1883.			1882.			1881.		
	Cott'n low middling.	*Printing cloths, 64x64*	*Sheetings, standard.*	*Cott'n low middling.*	*Printing cloths, 64x64*	*Sheetings, standard.*	*Cott'n low middling.*	*Printing cloths, 64x64*	*Sheetings, standard.*
1	9 11/16	3·69	8	11 9/16	3 13/16	8 3/4	11 13/16	4 1/4	8 1/2
2	9 11/16	3·73	8	11 9/16	3 13/16	8 3/4	11 13/16	4 1/4	8 1/2
3	9 11/16	3·75	8	11 9/16	3 13/16	8 3/4	11 7/8	4 3/16	8 1/2
4	.....	S.	.....	11 9/16	3 13/16	8 3/4	11 7/8	4 3/16	8 1/2
5	9 11/16	3·75	8	.....	S.	.....	11	4 3/16	8 1/2
6	9 11/16	3·75	8	11 9/16	3 13/16	8 3/4	.....	S.	.....
7	9 11/16	3·79	8	11 3/8	3 13/16	8 3/4	11	4 1/8	8 1/2
8	9 3/4	3·81	8	11 7/16	3 13/16	8 3/4	11	4 1/8	8 1/2
9	9 3/4	3·81	8	11 5/16	3 13/16	8 3/4	11	4 1/8	8 1/2
10	9 3/4	3·81	8	11 5/16	3 7/8	8 3/4	11	4 1/8	8 1/2
11	.....	S.	.....	11 5/16	3 3/4	8 3/4	11	4 1/8	8 1/2
12	9 3/4	3·81	8	.....	S.	.....	11	4 3/16	8 1/2
13	9 3/4	3·81	8	11 3/16	3 3/4	8 3/4	.....	S.	.....
14	9 11/16	3·81	8	11 3/8	3 3/4	8 3/4	11	4 1/4	8 1/2
15	9 3/4	3·81	8	11 3/8	3 3/4	8 3/4	11	4 1/4	8 1/2
16	9 3/4	3·81	8	11 3/16	3 3/4	8 3/4	11	4 1/4	8 1/2
17	9 3/4	3·81	8	11 3/16	3 3/4	8 3/4	11	4 1/4	8 1/2
18	.....	S.	.....	11 3/16	3 3/4	8 3/4	11	4 1/4	8 1/2
19	9 11/16	3·75	8	.....	S.	.....	11	4 3/16	8 1/2
20	9 11/16	3·75	8	11 3/16	3 3/4	8 3/4	.....	S.	.....
21	9 11/16	3·75	8	11 3/16	3 3/4	8 3/4	11	4 3/16	8 1/2
22	.....	Holiday	.....	.....	Holiday	.....	.....	Holiday	.....
23	9 11/16	3·75	8	11 3/16	3 3/4	8 3/4	11	4 1/8	8 1/2
24	9 11/16	3·75	8	11 3/16	3 3/4	8 3/4	11	4 1/8	8 1/2
25	.....	S.	.....	11 1/4	3 3/4	8 3/4	11	4 1/8	8 1/2
26	9 11/16	3·75	8	.....	S.	.....	.....	S.	.....
27	9 11/16	3·75	8	11 1/4	3 3/4	8 3/4	.....	S.	.....
28	9 11/16	3·75	8	.....	3 3/4	8 3/4	11	4 1/8	8 1/2

The above prices are—For cotton, low middling upland at New York for printing cloths, manufacturers' prices; for sheetings, agents' prices which are subject to an average discount of 5 per cent.

FINANCIAL REVIEW OF FEBRUARY, 1883.

The month of February was one of comparative depression and sluggishness in commercial and financial affairs. One of the main causes for this was found in the great cloud of uncertainty thrown over affairs by the pendency in Congress of the bill for altering the tariff and internal revenue laws, and as many branches of mercantile business would be greatly affected by changes in these laws, the uncertainty operated as an unavoidable damper on trade.

The money market worked very easily in February, and rates on call ranged at 4@6 per cent to borrowers on stock collaterals and 2@3 per cent to the large dealers in government bonds. But the city bank reserves were declining under the demand for money from the country, and the surplus reserve on February 24 was down to $1,209,000. Therefore in the last days of the month rates for money advanced and closed at 5@6 per cent on stocks.

At the Stock Exchange there was a lack of animation and generally depression. The blockades of snow in the Northwest had a bad effect on the earnings of railroads in that section, and although in other quarters the railroad prospects were good, prices of stocks did not respond, and the prevailing atmosphere at the Board was one of cloudiness and dissatisfaction by those who were carrying stocks. There was an active effort made by the bears to depress stocks, and this was more or less successful, as there was no such hearty support given by the prominent operators as would support prices under the attack of the bears. The uncertainty of commercial affairs caused by the discussions in Congress, as noted above, also had much effect in preventing any active movement in stocks, and there was a general looking forward to the spring months for a better movement in the market. In the last few days of February prices became firmer, and the month closed with a better outlook.

Foreign exchange ruled firm in the first part of February, although the exports of produce increased in volume, and the tendency was also towards a reduction of imports. It appeared as if the outward movement of stocks and bonds was smaller than usual, and there were some considerable amounts which came home from foreign markets. Towards the close of the month rates became easier.

The following summary shows the condition of the New York City Clearing-House banks, rate of foreign exchange, and prices of leading securities and articles of merchandise, on or about the 1st of March, 1881, 1882 and 1883.

STATISTICAL SUMMARY ON OR ABOUT MARCH 1, 1881, 1882 AND 1883.

	1881.	1882.	1883.
New York City Banks—			
Loans and discounts	$ 316,584,400	325,034,900	325,391,000
Specie	$ 58,074,200	55,753,800	58,504,300
Circulation	$ 16,181,600	20,066,700	16,498,700
Net deposits	$ 296,547,300	297,790,300	309,275,200
Legal tenders	$ 15,048,000	17,260,700	20,023,500
Legal reserve	$ 74,136,825	74,447,575	77,318,800
Reserve held	$ 73,122,200	73,014,500	78,527,800
Surplus reserve	$ def1,014,625	1,433,075	1,209,000
Money, Exchange, Silver—			
Call loans	4@6+1/8 p. d.	3@6+1/16 p.d.	3@8
Prime paper, sixty days	Nominal.	5 1/2@6	5 1/2@6
Silver in London, per oz	52 7/8d.	52d.	51d.
Prime sterling bills, 60 days	4 80 1/2	4 86	4 82 1/2
United States Bonds—			
3s, registered, option U. S	.....	.....	104
6s, currency, 1898	128	123	130
5s, 1881, (continued at 3 1/2)	100 3/8	102	103 3/4
4 1/2s, 1891, coupon	111 5/8	113 3/4	112 1/2
4s of 1907, coupon	112 7/8	118	119 1/8
Railroad Stocks—			
New York Central & Hud. Riv.	144 1/2	130 7/8	126 1/2
Erie (N. Y. L. E. & W.)	46 7/8	37 5/8	37 1/8
Lake Shore & Mich. Southern	124	114 3/8	109
Michigan Central	112	81 1/4	93 5/8
Chicago Rock Island & Pacific	133 1/2	131 1/2	122 1/4
Illinois Central	129 1/2	133 1/4	144 1/2
Chicago & Northwestern, com.	121 1/2	131	132 1/4
Chicago Milw. & St. Paul, com.	106 1/2	108 1/4	101 3/8
Delaware Lack. & Western	119 3/4	124 1/4	122 3/8
Central of New Jersey	103	94 1/2	71 3/4
Merchandise—			
Cotton, Middl'g Uplands. ₰ lb.	11 9/16	11 11/16	10 3/16
Wool, American XX ₰ lb.	38@45	37@45	37@47
Iron, Amer. pig, No. 1 ₰ ton.	24 50@25 50	26 00@27 00	24 50@25 50
Wheat, No. 2 red win. ₰ bush	1 19 1/8-1 20	1 32 1/2-1 33 1/2	1 23 1/4-1 24 3/4
Corn, Western mixed ₰ bush	55 1/2@57 1/2	65 1/2@69 3/4	61@71
Pork, mess ₰ bbl	16 00@16 25	17 75@.....	19 50@19 75

The statements of the New York City Clearing House banks in each week of February were as follows:

NEW YORK CITY BANK MOVEMENTS IN FEBRUARY.

N. Y. City Bank Statements.	*Feb. 3.*	*Feb. 10.*	*Feb. 17.*	*Feb. 24.*
Loans and discounts	$316,460,800	$321,491,200	$323,352,100	$325,391,000
Specie	61,605,200	62,402,500	59,999,300	58,504,300
Circulation	16,645,200	16,483,700	16,543,000	16,498,700
Net deposits	307,182,200	311,110,400	310,712,700	309,275,200
Legal tenders	23,030,400	21,794,800	21,35[illegible],700	20,023,500
Legal reserve	$76,795,550	$77,777,600	$77,678,175	$77,318,800
Reserve held	84,635,600	84,197,300	81,353,000	78,527,800
Surplus	$7,840,050	$6,419,700	$3,674,825	$1,209,000
Range of call loans	2 @5	2 @5	2@5	2@5
Rate of prime paper	5 @5 1/2	5 @5 1/2	5@5 1/2	5@5 1/2

CLOSING PRICES OF GOVERNMENT SECURITIES IN FEB., 1883.

Feb.	*5s, con-tin'd at 3 1/2*	*4 1/2s, 1891, coup.*	*4s, 1907, coup.*	*3s, opt'n U. S. reg.*	*6s, Our., 1898, reg.*	*Feb.*	*5s, con-tin'd at 3 1/2*	*4 1/2s, 1891, coup.*	*4s, 1907, coup.*	*3s, opt'n U. S. reg.*	*6s, Our., 1898, reg.*
1	x....	113 1/4	118 7/8	104 1/4	.....	18	.....	.....	..S..	.....	.....
2	103 7/8	113 1/2	.....	104 1/8	.....	19	.....	.....	.....	.....	.....
3	103 7/8	.....	119 1/4	.....	.....	20	.....	.....	119 7/8	104 1/8	.....
4	.....	.....	..S..	.....	.....	21	.....	113 7/8	.....	104	.....
5	.....	113 1/2	119 3/8	104 1/8	.....	22	.....	Holi	day..	.....	.....
6	.....	.....	119 1/2	104 1/8	.....	23	.....	113 3/4	.....	.....	.....
7	.....	.....	.....	104	.....	24	.....	.....	119 3/8	.....	.....
8	.....	.....	119 5/8	.....	.....	25	.....	.....	..S..	.....	.....
9	.....	113 3/4	119 1/2	103 3/4	.....	26	.....	.....	.....	104 1/8	.....
10	.....	.....	119 1/4	.....	.....	27	.....	113 5/8	.....	104 1/8	.....
11	.....	.....	..S..	.....	.....	28	.....	.....	119 3/8	.....	.....
12	.....	.....	.....	.....	.....						
13	.....	.....	119 5/8	.....	.....						
14	.....	.....	.....	104	.....	Open	x37 8	113 1/4	118 7/8	104 1/4	.....
15	.....	.....	120	104	.....	High	103 7/8	113 7/8	120	104 1/4	.....
16	.....	.....	.....	.....	.....	Low.	103 7/8	113 1/4	118 7/8	103 3/4	.....
17	.....	113 7/8	.....	.....	.....	Clos.	103 7/8	113 5/8	119 3/8	104 1/8	.....

CLOSING PRICES OF CONSOLS AND U. S. SECURITIES AT LONDON IN FEB.

Feb.	*Cons'ls for money.*	*5s ext. at 3 1/2.*	*4 1/2s of 1891.*	*4s of 1907.*	*Feb.*	*Cons'ls for money.*	*5s ext. at 3 1/2.*	*4 1/2s of 1891.*	*4s of 1907.*
1	102	105 7/8	116 1/4	122 1/8	19	102 3/8	106 1/4	115 5/8	123
2	102 1/16	105 7/8	116 1/4	122 1/8	20	102 3/8	106 1/4	115 7/8	123 1/8
3	102 1/8	106 1/4	116 3/8	122 3/8	21	102 3/8	106 1/4	115 7/8	123 1/8
4	.....	..S..	.....	.....	22	102 5/16	106 1/4	115 7/8	123 1/8
5	102 1/8	106 3/8	116 3/8	122 3/8	23	102 5/16	106 3/8	115 3/4	123
6	102 1/8	106 5/8	116 1/2	122 5/8	24	102 1/4	106 3/8	115 3/4	122 7/8
7	102 1/8	106 1/2	116 5/8	122 3/4	25	.....	..S..	.....	.....
8	102 1/8	106 1/2	116 1/2	122 3/8	26	102 1/4	106 3/8	115 5/8	122 3/4
9	102 3/16	105 7/8	116 5/8	122 3/4	27	102 3/16	106 5/8	115 3/4	122 3/4
10	102 1/8	105 7/8	116 5/8	122 3/4	28	102	106 3/8	115 5/8	122 3/4
11	.....	..S..	.....	.....					
12	102 1/8	106	116 5/8	122 3/4	Opening	102	105 7/8	116 1/4	122 1/8
13	102 3/16	106 1/4	116 5/8	122 7/8	Highest	102 7/16	106 5/8	116 5/8	123 1/8
14	102 3/8	106	x5 1/4	122 7/8	Lowest	102	105 7/8	115 1/4	122 1/8
15	102 3/8	106 1/4	115 1/2	122 7/8	Closing	102	106 3/8	115 5/8	122 3/4
16	102 7/16	106 1/4	115 3/4	123	S'ce Jan. 1	—			
17	102 3/8	106 1/4	115 3/4	123	Highest	102 7/16	106 3/4	116 7/8	123 3/8
18	.....	..S..	.....	.....	Lowest	100 5/8	104 1/2	115 1/4	122

The following table will show the lowest, highest and closing prices of railway and miscellaneous stocks at the N. Y. Stock Exchange during the months of January and February, 1883.

RANGE OF STOCKS IN JANUARY AND FEBRUARY.

RAILROADS.	*Dec. 30.*	*January.* Low.	High.	*Jan. 31.*	*February.* Low.	High.	*Feb. 28.*
Albany & Susquch	*125	.....	.....	.....	128	131	.....
Allegheny Central	.....	10	10	.....	.....	.....	.....
Atch. Top. & San. Fe.	.....	.....	.....	.....	78 1/2	79	.....
Bost. & N.Y. Air L. pf	.....	79	82	.....	80	81 1/2	80 1/4
Burl. Ced. Rap. & No.	*82	82	83	.....	80 1/2	82	80 3/4
Canadian Pacific	.....	.....	.....	.....	58 1/4	61 3/8	59
Canada Southern	67	65	71 3/4	68 1/2	63 3/4	68 3/4	66
Cedar Falls & Minn	.....	14	15	.....	12	14	.....
Central Iowa	.....	25	28	.....	.....	.....	.....
Central of N. Jersey	69 1/2	68 1/4	76 1/2	72 3/4	68 1/4	73 1/2	71 1/2
Central Pacific	86 3/8	§83 1/4	88	§83 3/4	79	85 5/8	81
Ches. & Ohio	*22	22	23 3/4	*23	20 1/2	23	*21
Do 1st pref.	33 1/2	30 1/2	35 1/2	*33	29 7/8	32 1/4	30
Do 2d pref.	24 3/4	23 1/2	27	24 1/2	22 1/2	25 5/8	*23 3/8
Chicago & Alton	134	134 1/4	137 1/4	135	130	137	133
Do pref.	.....	.....	.....	.....	140	145	.....
Chic. Burl. & Quincy	122	120	125 7/8	123 1/8	115 3/4	122 7/8	§116 3/4
Chic. Mil. & St. Paul	105 1/2	103 1/4	108 1/2	106 1/4	97 7/8	106 1/4	101 1/2
Do pref.	120 3/4	119 3/4	122	120 1/2	116 3/8	120 1/2	119 3/4
Chic. & Northwest	§135	130	136 1/4	131 1/2	128 1/8	133 1/8	132 1/4
Do pref.	§150 1/2	145 1/2	151 1/8	.....	143	147 1/2	145 1/2
Chic. & Rock Island	125 1/2	123	127 1/4	124	118	123 5/8	121 7/8
Chic. St. L. & N. Ori'ns	.....	80	80	.....	.....	.....	.....
Chic. St. P. Minn. & O.	52 5/8	48 3/8	55	49 1/8	44 3/4	49	48 1/8
Do pref.	113 1/2	107 5/8	113 1/4	108 1/4	102 3/4	108 5/8	107
Cin. San. & Clev.	.....	.....	.....	.....	46	46	.....
Clev. Col. Cin. & Ind.	*80	77	84	80	68 3/4	79 3/4	73
Clev. & Pittsb., guar.	*139	139	142	*140	140 1/2	141	*139
Col. & Greenv., pref.	.....	.....	.....	.....	31	34	34
Col. Chic. & Ind. Cent.	.....	3 1/4	4 7/8	*4	4	6	6
Danbury & Norwalk	.....	70 1/8	70 1/8	.....	.....	.....	.....
Del. Lack. & West'rn.	128	124 3/4	129 1/4	125 5/8	118 1/8	125 1/2	122 3/8
Denver & R. Grande	41 1/8	39 7/8	51 3/8	48	42 7/8	48 1/4	44 3/8
Dubuque & Sioux C.	.....	89	89 1/2	*86 1/2	87 1/2	87 1/2	*86
East Tenn. Va. & Ga.	10	9 1/4	10 1/4	.....	8 1/8	9 3/8	8 1/2
Do pref.	18	16 3/4	18 1/4	17	14 3/4	16 3/4	15 1/4
Evansv. & Terre H.	.....	75	75	.....	70	75	.....
Fort W. & Denver C.	.....	30	33 7/8	31	30	31 1/8	.....
Green B. Win. & St. P.	.....	6	6 1/2	.....	5	6	.....
Hannibal & St. Jo.	150	42 1/2	46 3/4	†42 1/2	40	44	†41
Do pref.	*71	72	87 3/4	86	80	86 1/2	81 1/4
Harlem	.....	193	200	.....	200	200	200
Houst. & Tex. Cent.	.....	75	79	*73	73	73	*72
Illinois Central	142 1/4	141 5/8	147	147	§141 5/8	146 3/4	§144
Do L'sed Line 4 p.c	.....	78	81	.....	77	80	.....
Indiana Bl. & W.	33 3/4	32	35	*32 1/2	27	31 1/8	29 7/8

* Prices bid. † Prices asked. ‡ Ex privilege. § Ex dividend.

RAILROADS.	Dec. 30.	January. Low.	January. High.	Jan. 31.	February. Low.	February. High.	Feb. 28
Joliet & Chicago	.....	.....	.....	.....	138	138	.....
Lake Erie & West	30⅜	29¼	33¼	29½	26	29½	27
Lake Shore	§113	110⅛	114⅞	110½	106⅝ ¶111		108⅞
Long Island	.....	60	65	.....	60¾	63½	61½
Louisville & Nashv.	53	51⅝	58½	57½	51⅜	57½	54⅛
Louisv. N. A. & Chic.	.....	63¾	68	.....	60	65	.....
Manhattan	47	47	51	*45	45	53⅞	45
Do 1st pref	*83½	84¾	90	*87	86	89	*85
Do com.	*46	50	50	*45	48	53	*44
Manhattan Beach Co.	.....	18	19	*18	15	18½	16½
Mar'tta & Chi. 1st pf	.....	.....	.....	.....	11	11	.....
Memphis & Cha'ston.	45	45	55	46	36	46	.....
Metropolitan Elev.	*83	80	85	*80	80	85	80½
Michigan Central	§98	96	100⅛	96⅝	90	96⅞	93½
Mil. L. Sh. & W	.....	17¼	18	.....	15	15	15
Do pref.	†19	16½	18½	.....	42¼	40	*42½
Minneapolis & St. L.	*28	27	30¾	29	22⅞	27¼	26
Do pref.	63½	60	68½	63	52	62	57¼
Mo. Kans. & Texas	32½	30½	34⅞	32¼	29¼	32⅜	30¾
Missouri Pacific	§101¾	100¼	105⅝	103	97¾	103⅝	100¼
Mobile & Ohio	.....	17¾	19½	*18	15	19½	*15
Morris & Essex	123	122¼	124	122½	120	122⅝	*120
Nashv. Chatt. & St. L.	57½	55⅝	64⅞	*61½	56	62	58
N. Y. Cent. & Hud. R.	§126	125⅛	128¾	126	121¼	127⅜	126½
N.Y.Chic. & St.Louis.	*14¼	12¼	15½	13	10	12¾	10⅝
Do 1 pref.	32¾	29	35	29⅛	23	29	26½
New York Elevated	*96	101	101	.....	105	105	*100
N. Y. Lake Erie & W.	38⅞	37⅞	40⅞	39⅛	34⅜	39	37⅛
Do pref.	80¼	79½	83	80¼	75	80	76
N. Y. & New Engl'd.	.....	48	52¼	48	45½	48	.....
N. Y. N. H. & Hartf'rd	.....	169	175	170	170½	174	*172
N. Y. Ontario & W.	26	25⅝	27⅛	26¼	25	26⅛	25
Norfolk & Western	.....	18	18	.....	.....	.....	.....
Do pref.	48	46¾	49¾	46¾	37½	46½	39½
Northern Pacific	47⅛	46⅜	51⅜	49¾	41⅞	49½	48¼
Do pref.	§85	83⅞	87½	85⅛	79⅜	85	83⅜
Ohio Central	13¼	12⅝	13⅞	12¾	9⅛	12¾	11
Ohio & Mississippi	*32½	31	34⅛	.....	29	33¼	33¼
Do pref.	.....	.....	.....	.....	96	96	.....
Ohio Southern	.....	11½	13¾	.....	10	13	.....
Oregon Short Line	.....	.....	.....	.....	25	25	.....
Oregon & Trans-Con.	§84⅜	82½	89	86½	79	86	82⅞
Peo. Decat. & E'ville.	26	25¾	28	26¼	19⅜	25½	21
Phila. & Reading	53⅛	52¼	58½	55½	49⅝	55¼	53⅛
Pittsb. Ft. W. & C. guar.	.....	135	138	136	135	136½	135
Do Special	.....	.....	.....	.....	133	133	.....
Rensse. & Saratoga	.....	139½	141	.....	140⅞	142	.....
Rich. & Al. st'k, tr. ct.	†20¼	14	15	.....	10	12⅝	.....
Richmond & Danville	56	47	60	57½	49½	56	52¼
Richmond & West Pt.	*23	21¼	29	*26	21	26⅝	*21½
Rochester & Pittsb.	20½	20	22	20⅝	16¾	21⅜	19
Rome Wat. & Ogd.	.....	32	32½	.....	.....	.....	.....
St. L. Alton & T. H.	47	43	71	69	60	69	*67
Do pref	§89½	90	100¾	†100	92	99½	99
St. L. & S. Francisco.	*32	31¾	34⅞	31¾	29½	32	29½
Do pref.	*51½	50½	54⅞	51⅞	48	51½	48½
Do 1st pref.	*95	§93	100½	§*92	89	93	89
St. Paul & Duluth	*39	38¾	40⅞	*39	35	39½	*34
Do pref.	*95½	94	97½	*94	91	95	*94
St. Paul Minn. & Man	143	139	147¼	*$142½	133	145	143
South Carolina	.....	25	25½	.....	.....	.....	.....
Texas & Pacific	39¾	36¾	43	40	37¼	40⅜	39
Tol. Delphos & Bur.	.....	10	10	.....	.....	.....	.....
Union Pacific	§102⅜	98¼	104⅜	99¾	91¼	99¾	94¼
United Co's of N. J.	.....	187½	187½	.....	.....	.....	.....
Virginia Midland	.....	20	28¼	28¼	.....	.....	.....
Wab. St. L. & Pacific.	34⅞	32	36¼	33¼	26½	33	28¼
Do pref.	54	52	57½	53⅝	41¾	53⅞	47⅜
Warren	.....	118	118	.....	.....	.....	.....
TELEGRAPH.							
Amer. Tel. & Cable	.....	65⅞	69½	.....	§64⅜	69	.....
American District	.....	30	40	40	31	31	.....
Bankers' & Merch'ts'	.....	128	133	.....	.....	.....	.....
Gold & Stock	.....	96½	96½	.....	96½	96½	.....
Mutual Union	*24	21	25	*22	19	23½	.....
West Union, ex otfs.	§81¼	79⅜	85⅛	82⅜	79¼	81⅜	82½
EXPRESS.							
Adams	*130	133	135	135	132	135	*132
American	§91	90½	93	91½	90	92	90¼
United States	63	62½	65½	*63	61½	65	*60
Wells, Fargo & Co.	*123	124⅜	126	*123	122	125	*120
COAL AND MINING.							
Cameron Coal	.....	17½	18	.....	14	14	.....
Cent. Arizona Min	.....	⅜	½	.....	.....	.....	.....
Colorado Coal & Iron	27½	28½	32¼	32¼	28¼	33⅝	31½
Consolidation Coal	*28	27½	27⅝	*27½	27	27½	*25
Homestake Mining	.....	17¾	19	.....	§16½	17¾	.....
Maryland Coal	16	17	17	.....	17	17	*15
New Central Coal	*14	14	14	.....	13	14	*13
Ontario Silver Min'g.	.....	34⅞	35½	.....	18	34	.....
Pennsylvania	.....	.....	.....	.....	270	270	.....
Quicksilver Mining	.....	.....	.....	*8	8	8¼	*8
Do pref.	.....	37½	39	*38	40	41¾	*42
Standard Cons. Min'g	....	5¾	6½	.....	5½	5½	.....
VARIOUS.							
Del. & Hud. Canal	109	107	109½	107½	105⅜	108¾	§106⅝
Oreg'n R'y & Nav. Co.	.....	136	144	137	132	138	136
Pacific Mail	41½	39	43⅜	*40½	39½	42⅜	41
Pullman Palace Car	123¼	122	126	.....	117	122	119¾
Sutro Tunnel	.....	¼	¼	.....	¼	¼	.....

* Prices bid. †Asked. ‡Ex priv. §Ex div. ¶ Sold under the rule.

BANKERS' STERLING EXCHANGE (POSTED RATES) FOR FEB., 1883.

Feb.	60 days.	Demand.	Feb.	60 days.	Demand.	Feb.	60 days.	Demand.
1	4 83½	4 87	12	4 83½	4 87	23	4 83	4 86
2	4 83½	4 87	13	4 83½	4 87	24	4 83½	4 86½
3	4 83½	4 87	14	4 83½	4 87	25	..... S.	.....
4	..... S.	.....	15	4 83½	4 87	26	4 83	4 86
5	4 83½	4 87	16	4 84	4 87	27	4 82½	4 85½
6	4 83½	4 87	17	4 84	4 87	28	4 82½	4 85½
7	4 83½	4 87	18	..... S.	.....			
8	4 83½	4 87	19	4 83	4 86½	Range	–	
9	4 83½	4 87	20	4 83	4 86½	High	4 84	4 87
10	4 83½	4 87	21	4 83	4 86½	Low.	4 82½	4 85½
11	..... S.	.....	22	.....Holiday				

THE DEBT STATEMENT FOR FEBRUARY, 1883.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of February, 1883:

INTEREST-BEARING DEBT

Character of Issue.	Authorizing Act.	When Payable.	Interest Periods.	Amount Outstanding. Registered.	Amount Outstanding. Coupon.
5s of 1881	'70 and '71	May 1, '81	Q.-F.	$54,339,850	$.....
3s of 1882	July 12, '82	At option.	Q.-A.	297,193,600	.....
4½s of 1891	'70 and '71	Sept. 1, '91	Q.-M	190,461,500	59,538,500
4s of 1907	'70 and '71	July 1, 1907	Q.-J.	574,706,350	164,265,000
				$1,116,706,300	$223,803,500
4s, ref. otfs.	Feb. 26, '79	.....	.....	$385,950	
3s, navy p.fd	July 23, '68	.....	.....	14,000,000	
Aggregate of interest-bearing debt				$1,354,895,750	

* Continued at 3½ per cent.

On the foregoing issues there is a total of $1,968,217 interest over-due and not yet called for. The total current accrued interest to date is $3,713,035.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

There is a total of over-due debt yet outstanding, which has never been presented for payment, of $13,311,945 principal and $405,889 interest. Of this interest, $27,864 is on the principal of called bonds, which principal is as follows: 5-20s of 1862, $360,950; do 1864, $50,400; do 1865, $70,250; consols of 1865, $4,53,500; do 1867, $780,300; do 1868, $240,950; 10-40s of 1864, $279,600; funded loan of 1881, $514,500; 3's certs., $5,000; 6s of 1861, continued at 3½ per cent. $1,213,450; 6s of 1863, continued at 3½ per cent, $1,000,650; 5s of 1881, continued at 3½, $7,103,500.

DEBT BEARING NO INTEREST.

Character of Issue.	Authorizing Act.		Amount.
Old demand notes	July 17, '61; Feb. 12, '62		$59,180
Legal-tender notes	Feb. 25, '62; July 11, 62; Mar. 3, '63		346,681,016
Certificates of deposit	June 8, '72		11,340,000
Gold certificates	March 3, '63; July 12, '82		74,850,740
Silver certificates	February 28, '78		73,295,970
Fractional currency	July 17, '62; Mar. 3, '63; June 30, '64	$15,392,432	
Less amt. est'd lost or destr'yed, act J'e 21, '79		8,375,934	7,016,498
Aggregate of debt bearing no interest			$513,243,404
Unclaimed Pacific Railroad interest			4,619

RECAPITULATION.

	Amount Outstanding.	Interest.
Interest-bearing debt—		
Bonds at 5 per cent, continued at 3½	$54,339,850	
Bonds at 4½ per cent	250,000,000	
Bonds at 4 per cent	738,971,350	
Bonds at 3 per cent	297,198,600	
Refunding certificates	385,950	
Navy pension fund	14,000,000	
Total interest-bearing debt	$1,354,895,750	$10,681,254
Debt on which int. has ceas'd since mat'rity	13,311,945	405,889
Debt bearing no interest—		
Old demand and legal-tender notes	346,740,196	
Certificates of deposit	11,340,000	
Gold and silver certificates	148,146,710	
Fractional currency	7,016,498	
Total debt bearing no interest	$513,243,404	
Unclaimed Pacific Railroad interest		4,619
Total	$1,881,451,099	$11,091,763
Total debt, principal and interest, to date		$1,892,542,863
Total cash in Treasury		306,266,748
Debt, less cash in Treasury, March 1, 1883		$1,586,276,114
Debt, less cash in Treasury, Feb. 1, 1883		1,593,906,792
Decrease of debt during the past month		$7,630,678
Decrease of debt since June 30, 1882		$102,638,346
CURRENT LIABILITIES—		
Interest due and unpaid		$1,968,217
Debt on which interest has ceased		13,311,945
Interest thereon		405,889
Gold and silver certificates		148,146,710
U. S. notes held for redemption of certificates of deposit		11,340,000
Cash balance available Feb. 1, 1883		131,093,986
Total		$306,266,748
AVAILABLE ASSETS—		
Cash in the Treasury		$306,266,748

BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES.

INTEREST PAYABLE BY THE UNITED STATES.

Character of Issue.	Amount outstanding.	Interest paid by U. S.	Interest repaid by transportat'n	Balance of interest paid by U. S.
Central Pacific	$25,885,120	$22,676,001	$4,406,943	$17,620,883
Kansas Pacific	6,303,000	5,940,243	2,832,242	3,108,000
Union Pacific	27,236,512	24,140,735	8,849,222	15,291,532
Central Br. U. P.	1,600,000	1,501,808	152,140	1,342,738
Western Pacific	1,970,560	1,609,132	9,367	1,599,765
Sioux City & Pac.	1,628,320	1,415,447	120,370	1,295,077
Total	$64,623,512	$57,283,388	$16,370,190	$40,257,999

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds in the denominations of $1,000, $5,000 and $10,000; bear 6 per cent interest in currency, payable January 1 and July 1, and mature 30 years from their date.

UNITED STATES TREASURY STATEMENT.

The following statement, from the office of the Treasurer, was issued this week. It is based upon the actual returns from Assistant Treasurers, depositaries and superintendents in mints and assay offices:

LIABILITIES, MARCH 1, 1883.

Post-office Department account	$7,166,730 41
Disbursing officers balances	26,927,809 33

Fund for redemption of notes of national banks "failed," "in liquidation," and "reducing circulation"		$39,138,990 32
Undistributed assets of failed national banks		421,402 09
Five per cent fund for redemption of nat'l bank notes		14,042,614 29
Fund for redemption of national bank gold notes		299,459 00
Currency and minor-coin redemption account		9,128 68
Fractional silver-coin redemption account		108,225 39
Interest account, Pacific Railroads and L. & P. Canal Co		3,900 00
Treasurer U.S., agent for paying interest on D. C. bonds		191,565 10
Treasurer's transfer checks and drafts outstanding		9,505,633 13
Treasurer's general account—		
Interest due and unpaid	$4,812,997 62	
Matured bonds and interest	703,050 65	
Called bonds and interest	12,227,005 29	
Old debt	787,779 08	
Gold certificates	74,850,740 00	
Silver certificates	73,295,970 00	
Certificates of deposit	11,340,000 00	
Balance, including bullion fund	128,944,472 30	
Total Treasurer's general account	$306,962,014 94	
Less unavailable funds	695,266 16	—306,266,748 78
		$404,082,207 58

ASSETS, MARCH 1, 1883.

Gold coin	$125,446,070 52
Gold bullion	52,215,560 34
Standard silver dollars	100,261,444 00
Fractional silver coin	27,507,275 78
Silver bullion	3,974,114 04
Gold certificates	32,296,270 00
Silver certificates	5,268,550 00
United States notes	32,744,817 28
National bank notes	6,761,527 43
National bank gold notes	.....
Fractional currency	10,499 50
Deposits held by national bank depositaries	14,671,846 43
Minor coin	532,865 29
New York and San Francisco exchange	1,885,000 00
One and two-year notes, &c.	126 00
Redeemed certificates of deposit, June 8, 1872	210,000 00
Quarterly interest checks and coin coupons paid	184,154 47
United States bonds and interest	.....
Interest on District of Columbia bonds	1,563 70
Speaker's certificates	109,442 80
Pacific Railroad interest paid	1,080 00
	$404,082,207 58

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Feb. 10.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12·43¾ @12·51¼	Feb. 10	Short.	12·00
Amsterdam	Short.	12·11½ @12·21½	.....	.....	.....
Antwerp	3 mos.	25·47½@25·52½	Feb. 10	Short.	25·24
Hamburg	"	20·62 @20·66	Feb. 10	"	20·43
Berlin	"	20·62 @20·66	Feb. 10	"	20·43
Frankfort	"	20·62 @20·66	Feb. 10	"	20·43
Copenhagen	"	18·40 @18·45	....	....	.....
St. Petersb'g	"	23¼@23⅜	....	....	.....
Paris	Short.	25·20 @25·27½	Feb. 10	Short.	25·21
Paris	3 mos.	25·42½@25·47½	Feb. 10	Checks	25·22½
Vienna	"	12·10 @12·12½	Feb. 10	Short.	11·95
Madrid	"	46 @46⅛	....	....	.....
Genoa	"	25·70 @25·75	....	....	.....
Lisbon	"	51 13/16@51 15/16	....	....	.....
New York	"	.....	Feb. 10	Short.	4·82½
Alexandria	....	.....	Feb. 7	3 mos.	96⅞
Bombay	60 days	1s. 7 5/16d.	Feb. 10	4 mos.	1s. 7 9/16d.
Calcutta	....	1s. 7 5/16d.	Feb. 10	"	1s. 7 9/32d.
Hong Kong	....	.....	Feb. 10	"	3s. 8⅛d.
Shanghai	....	.....	Feb. 10	"	5s. 1d.

[From our own correspondent.]

LONDON, Saturday, February 10, 1883.

The features of interest of encouragement in the commercial and financial world during the week just closed have been exceedingly few. In fact, business generally has been of the quietest description, and the variations in the prices of securities and commodities have been exceedingly trifling. The weather remains as unpropitious as it can be for the agricultural interests, the fall of rain having again been heavy. The days are mild and occasionally bright, there having been heavy falls of rain at night, and vegetation is in a more forward state than it should be at this season of the year. The work of sowing cereals continues at a standstill, and it is difficult to say when it will be resumed. The agricultural prospect is certainly a poor one, and the production of wheat this season can scarcely approach an average. Political affairs have shown no new development, but hopes are entertained that the period of lawlessness in Ireland is reaching its termination. Parliament meets next Thursday, and the country is promised—what it much desires—domestic legislation, the neglect of which is now being felt considerably.

In the discount market during the week much quietness has prevailed, and the rates of discount have had a downward tendency. The quotation for three months' bank bills is 3¼@3⅜ per cent. Money for short periods has, however, been in demand, and the rate is 3¾@4 per cent. This is attributed to the fact that the leading railway companies will be distributing their dividends next week, and preparations are now being made to facilitate the operation. The foreign exchanges remain favorable to us, and no immediate change in the value of money is expected to take place. The following are the present rates of discount:

	Per cent.		Per cent.
Bank rate	4	Open market rates—	
Open-market rates—		4 months' bank bills	3¼@3⅜
30 and 60 days' bills	3¼@3⅜	6 months' bank bills	3¼@3⅜
3 months' bills	3¼@3⅜	4 & 6 months' trade bills	4 @4½

The following are the rates of interest allowed by the joint-stock banks and discount houses for deposits:

	Per cent.
Joint-stock banks	3
Discount houses at call	3
Do with 7 and 14 days' notice	3¼

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, No. 40 mule twist, fair 2d quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
	£	£	£	£
Circulation	25,165,975	25,347,205	26,312,905	27,385,805
Public deposits	4,071,790	5,173,975	6,666,070	4,681,854
Other deposits	22,288,975	24,052,665	24,895,406	27,832,640
Govern'm't securities	11,885,107	12,511,986	14,353,300	16,804,788
Other securities	19,905,870	25,766,851	21,208,232	18,061,381
Res've of notes & coin	12,700,071	9,175,182	14,146,292	15,827,487
Coin and bullion in both departments	22,116,046	18,772,387	25,459,197	28,213,292
Proportion of reserve to liabilities	47·80	31⅛	41½	48¼
Bank rate	4 p. c.	6 p. c.	3½ p. c.	3 p. c.
Consols	102	99¾	98⅝	98⅛
Eng. wheat, av. price	40s. 4d.	46s. 3d.	42s. 6d.	45s. 3d.
Mid. Upland cotton	5⅝d.	6 5/8d.	6 7/16d.	7 1/16d.
No. 40 mule twist	9⅜d.	10 1/8d.	10⅝d.	11½ d.
Clearing-House ret'n.	132,105,000	164,307,000	144,606,000	149,301,000

The following are the current rates for money at the principal foreign centres:

	Bank rate. Pr. ct.	Open market. Pr. ct.		Bank rate. Pr. ct.	Open market. Pr. ct.
Paris	3½	3⅜	Brussels	4	3⅝
Berlin	4	3⅛	Madrid and other Spanish cities	4½	4½
Frankfort	....	3¼	Vienna	4½	4¼
Hamburg	....	3	N. Y. call money	....	2@3
Amsterdam	5½	5¼			

The revenue is now being rapidly collected, and the Treasury balance at the Bank of England has during the past week been augmented to the extent of £1,715,412. This large increase in the liabilities of the Bank has caused the proportion of reserve to liabilities to decline to 46⅛ per cent. At this period last year the proportion was only 33⅛ per cent and the Bank rate was 6 per cent. The total supply of bullion is £22,395,827, against £19,301,065, while the reserve of notes and coin is £12,955,652 and £9,935,710 in 1882. It is quite clear that the financial position is much more satisfactory than it was a year ago, and there is every reason for believing that until next autumn considerable ease will prevail. Tenders for £1,820,000 Treasury bills were opened on Tuesday at the Bank of England. The amounts allotted were as follows, viz.: In bills at three months, £1,420,000 and at six months £400,000. Tenders for bills at three months, at £99 6s. 2d., will receive about 53 per cent, and above in full; and for bills at six months at £98 13s. and above in full. These allotments represent a discount rate of £2 15s. 4d. and £2 14s. per cent per annum respectively.

The movements in gold during the week have not been important, but coin has been returning in considerable quantities from provincial circulation. The silver market has been dull, the price of fine bars being 50½d. to 50⅝d., and of Mexican dollars 49⅝d. per ounce.

Tenders were received at the Bank of England on Wednesday for £500,000 in India Council bills. An average rate of 1s. 7·375d. was obtained. Tenders on all Presidencies at 1s. 7⅝d. received in full. Since the commencement of the financial year these bills have realized a sum of £11,331,562.

The movements in bullion in the United Kingdom during the month were as follows:

	1881.	1882.	1883.
	£	£	£
Imports of gold	482,018	293,234	510,276
Imports of silver	1,106,906	2,397,064	223,392
Exports of gold	508,325	498,584	903,570
Exports of silver	944,622	732,061	980,051
TOTALS OF GOLD AND SILVER.			
Imports	990,313	791,818	1,413,846
Exports	2,051,528	3,129,125	1,206,443

The following figures relate only to the United States:

	1881.	1882.	1883.
Imports of gold	8,053	675	.....
Exports of gold	600,880	31,160	.....
Imports of silver	289,874	157,765	390,845
Exports of silver	2,000	98	2,350

The Secretary of the British Iron Trade Association has issued a statement showing the extent of the "make" of pig iron in 1882 in the United Kingdom, and also the stocks at the close of each of the last two years. The prominent feature is that the whole of the production has been consumed, and that the stocks have decreased to the extent of 159,368 tons:

PRODUCTION OF PIG IRON FOR THE YEAR ENDING DEC. 31, 1882.

Districts.	Half-year ending June 30, 1882.	Half-year ending Dec. 31, 1882.	Total Production for 1882.
Cleveland.....tons.	1,332,543	1,356,107	2,688,650
Scotland.....	556,600*	569,400	1,126,000
West Cumberland.....	472,038	529,143	1,001,181
South Wales.....	476,536	406,769	883,305
North Wales.....	25,672	23,041	48,713
South Staffordshire.....	190,142	208,051	398,443
North Staffordshire.....	157,386	159,731	317,117
Lincolnshire.....	102,861	98,700	201,561
Lancashire.....	392,668	390,071	782,739
Northamptonshire.....	90,475	101,640	192,115
West and South Yorkshire.....	151,096	128,157	279,253
Derbyshire and Notts.....	228,653	217,082	445,735
Shropshire.....	39,275	41,200	80,475
Gloucestershire, Wiltshire, &c.	25,000	23,000	48,000
Totals.....	4,241,245	4,252,042	8,493,287

* Estimated

Stocks of pig iron held by makers and in warrant stores in the United Kingdom at December 31, 1882, with increase or decrease as compared with December 31, 1881:

Districts.	Stocks at 31st Dec., 1882. Tons.	Stocks at 31st Dec., 1881. Tons.	Increase or decrease. Tons.
Cleveland.....	266,179	378,170	†111,991
Scotland.....	836,000	940,000	†104,000
West Cumberland.....	101,356	68,051	*33,305
South Wales.....	78,519	53,238	*25,281
North Wales.....	3,740	10,740	†7,000
South Staffordshire.....	38,802	46,500	†7,698
North Staffordshire.....	47,523	28,707	*18,816
Lincolnshire.....	8,200	23,844	†15,644
Lancashire.....	60,218	57,836	*2,382
Northamptonshire.....	18,720	14,917	*3,803
West and South Yorkshire.....	54,180	49,070	*5,110
Derbyshire and Notts.....	37,757	26,686	*11,071
Shropshire.....	21,500	34,005	†12,505
Gloucestershire and Wiltshire...	4,200	4,500	†300
Totals.....	1,576,894	1,736,262	†159,368

* Increase. † Decrease.

The following is a summary of the movements of the year:

	Tons.
The stocks of pig iron on December 31, 1881, amounted to..	1,736,262
The production of pig iron in 1882 was.....	8,493,287
Total.....	10,229,549
Deduct stocks on December 31, 1882.....	1,576,894
Total consumption of pig iron in 1882.....	8,652,655
As against a consumption in 1881 of.....	8,182,513
Being an increase of.....	470,142

NOTE—The stocks at December 31, 1882, are equal to 18·2 per cent, or 9·4 weeks of the consumption of that year, as against 21 per cent, or 11 weeks of the consumption of 1881, represented by the stocks on Dec. 31 of that year.

The exports of cotton piece goods in January last, compared with the two previous years, were as follows:

Exported to—	1881. Yards.	1882. Yards.	1883. Yards.
Germany.....	4,059,100	4,063,000	3,962,500
Holland.....	5,237,300	4,659,600	4,257,100
France.....	6,120,500	8,120,400	5,252,700
Portugal, Azores & Madeira.	5,727,600	4,431,000	5,261,600
Italy.....	8,010,900	5,886,300	8,983,600
Austrian Territories.....	532,800	703,800	865,300
Greece.....	3,878,700	4,330,900	2,645,600
Turkey.....	44,835,600	35,718,800	25,057,200
Egypt.....	18,225,700	7,946,400	20,348,800
West Coast of Africa (For.)..	772,000	2,876,600	3,513,100
United States.....	7,441,100	12,603,300	8,550,00
Foreign West Indies.....	5,161,600	5,313,600	7,686,100
Mexico.....	2,997,200	2,654,100	3,341,500
Central America.....	1,971,200	2,596,800	2,515,000
United States of Colombia..	2,792,900	4,026,800	3,509,600
Brazil.....	15,867,000	16,630,500	15,998,900
Uruguay.....	3,788,700	3,070,200	3,808,700
Argentine Republic.....	9,044,700	5,433,800	7,813,300
Chili.....	3,183,800	12,298,700	4,751,300
Peru.....	881,100	2,181,600	941,900
China and Hong Kong.....	38,933,000	44,198,200	36,147,300
Japan.....	5,288,300	4,711,500	2,627,800
Dutch Possessions in India..	4,309,100	8,823,200	7,288,500
Philippine Islands.....	5,236,400	6,499,600	4,461,000
Gibraltar.....	2,223,300	1,681,300	912,700
Malta.....	3,160,200	2,364,800	2,352,200
West Coast of Africa (Brit.).	3,064,900	2,869,300	3,161,900
British North America.....	5,927,400	7,255,000	8,629,100
British West India Islands & Guiana.....	3,117,500	4,239,300	3,900,900
British Possessions in South Africa.....	1,982,500	2,410,600	1,422,500
British India—			
Bombay.....	50,431,900	49,139,800	69,787,200
Madras.....	6,758,500	6,900,700	9,619,400
Bengal.....	91,562,700	53,053,500	84,357,500
Straits Settlements.....	13,836,000	5,738,600	10,184,200
Ceylon.....	2,463,700	1,357,500	1,730,600
Australasia.....	5,284,400	7,016,900	7,233,200
Other countries.....	17,261,200	16,816,100	18,809,200
Total unbleached or bleached	288,434,700	251,647,300	284,647,200
Total printed, dyed, or colored	120,818,500	115,996,400	123,445,700
Total mixed materials, cotton predominating.....	2,097,900	3,004,000	2,730,500
Grand total.....	411,371,100	370,647,700	410,793,400

The weather having been very unfavorable, and the deliveries of British farmers light and in poor condition, the trade for wheat during the week has been firm, especially for good dry produce. An advance of about 1s. per quarter has taken place in the quotations. Considering, however, how poor is the agricultural prospect in this country at the present time, the upward movement in prices is decidedly slow. The quantity of wheat afloat to the United Kingdom is estimated at 2,134,000 quarters; flour, 240,000 quarters, and Indian corn, 231,000 quarters.

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first twenty-three weeks of the season, compared with the corresponding period in the three previous seasons:

IMPORTS.

	1882-83.	1881-82.	1880-81.	1879-80.
Wheat.....cwt.	29,669,622	27,922,777	27,907,825	30,958,605
Barley.....	9,081,238	6,801,873	7,065,146	8,174,197
Oats.....	6,852,143	1,340,539	5,117,264	7,067,701
Peas.....	1,028,845	867,962	1,261,205	1,168,828
Beans.....	1,046,129	758,123	1,091,678	1,309,974
Indian corn.....	6,156,287	10,912,160	15,570,003	10,961,717
Flour.....	7,115,857	3,560,055	6,076,754	5,408,916

SUPPLIES AVAILABLE FOR CONSUMPTION.

	1882-83.	1881-82.	1880-81.	1879-80.
Imports of wheat.cwt.	29,669,622	27,922,777	27,907,825	30,958,605
Imports of flour.....	7,115,857	3,560,055	6,076,754	5,408,916
Sales of home-grown produce.....	19,560,160	18,558,400	15,744,100	11,620,620
Total.....	56,345,639	50,041,232	49,728,679	47,988,141
Av'ge price of English wheat for season qrs.	41s. 0d.	47s. 0d.	42s. 8d.	47s. 1d.
Visible supply of wheat in Unit'd St's..bush.	21,900,000	17,800,000	28,000,000	29,594,000

The following return shows the extent of the imports of wheat and flour into the United Kingdom during the first five months of the season, viz, September to January, inclusive, compared with the corresponding period in the three previous years:

From—	1882-83. Cwt.	1881-82. Cwt.	1880-81. Cwt.	1879-80. Cwt.
WHEAT.				
Russia.....	3,702,193	3,136,904	622,931	3,014,081
United States.....	16,241,098	13,289,656	15,523,534	17,401,222
Brit. N. America....	1,560,189	1,694,307	2,011,406	2,977,388
Germany.....	1,083,330	1,310,249	243,973	1,237,647
France.....	6,773	4,786	1,288	5,985
Chili.....	728,252	378,410	445,754	891,713
Turkey & Roumania.	565,771	54,247	156,540	86
Egypt.....	19,043	234,540	434,414	1,347,363
British India.....	2,864,053	6,835,263	1,893,554	804,063
Australia.....	610,511	829,247	2,120,944	881,190
Other countries.....	327,289	40,850	56,686	
Total.....	27,708,502	25,808,399	23,513,024	28,566,512
FLOUR.				
Germany.....	971,761	723,555	541,045	516,853
France.....	71,106	103,570	144,909	134,085
United States.....	4,351,557	2,480,823	3,453,693	3,398,791
Brit. N. America....	190,501	164,417	313,946	254,485
Other countries.....	1,125,700	687,257	1,150,971	864,603
Total.....	6,710,525	4,159,622	5,604,564	5,168,799

The following return shows the estimated value of the imports of cereal produce into the United Kingdom during the first five months of the season, viz.: from September to January inclusive, compared with the corresponding period in the three previous years:

	1882-83.	1881-82.	1880-81.	1879-80.
Wheat.....	£13,905,669	£14,787,893	£12,120,092	£16,703,459
Barley.....	3,248,038	2,737,976	2,842,385	3,547,777
Oats.....	2,124,840	1,528,627	1,623,138	2,360,561
Peas.....	402,936	338,751	502,900	451,324
Beans.....	375,071	253,727	423,388	519,951
Indian corn..	2,113,611	3,264,264	4,280,106	2,914,821
Flour.....	5,352,295	3,516,026	4,568,950	4,354,648
Total.....	£27,522,460	£26,427,272	£26,660,607	£30,982,547

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending March 2:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	51	51	51	51	51 1/16	51
Consols for money.....	102 1/4	102 1/4	102 3/16	102	102 1/8	102 5/16
Consols for account.....	102 1/2	102 3/8	102 1/4	102 1/8	102 1/8	102 3/8
Fr'ch rentes (in Paris) fr.	80·25	80·47½	80·30	81·05	81·35	81·92½
U. S. 5s ext'n'd into 3 1/2s	106 3/8	106 3/8	106 3/8	106 3/8	106 3/8	106 1/2
U. S. 4 1/2s of 1891.....	115 3/4	115 3/8	115 3/4	115 5/8	115 3/4	115
U. S. 4s of 1907.....	122 7/8	122 3/4	122 3/4	122 3/4	122 3/4	122 3/4
Chic. Mil. & St. Paul	103	102 1/2	103	104 3/4	104 3/4	105
Erie, common stock.....	36 7/8	36 1/4	37 3/8	38 3/8	38	38 1/4
Illinois Central.....	147 3/4	146 7/8	147 1/4	148 3/4	148 3/4	149 1/8
N. Y. Ontario & West'n.	26 3/8	25 7/8	26 1/4	26 1/4	26 1/4	26 3/8
Pennsylvania.....	61 1/2	61 3/8	61 1/2	62 7/8	63 3/8	63 1/2
Philadelphia & Reading.	26 7/8	26 3/4	27 1/8	27 1/2	27 3/8	28
New York Central.....	129 1/2	129 1/8	130	130 3/4	130 1/2	130 7/8

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State)..100 lb.	12 6	12 6	12 6	12 6	12 6	12 6
Wheat, No. 1, wh. "	9 4	9 4	9 4	9 4	9 4	9 4
Spring, No. 2, n. "	9 6	9 6	9 6	9 6	9 6	9 6
Winter, West., n "	9 8	9 8	9 8	9 8	9 8	9 8
Cal. white..... "	9 5	9 5	9 5	9 5	9 5	9 5
Corn, mix., West. "	6 9	6 9	6 9	6 9	6 9	6 9
Pork, West. mess..P bbl	80 0	80 0	80 0	80 0	80 0	80 0
Bacon, long clear, new..	49 6	49 6	50 0	50 6	51 0	
Beef, pr. mess, new, &c.	87 0	87 0	87 0	87 0	87 0	87 0
Lard, prime West. P cwt.	57 3	57 3	57 3	57 6	57 6	58 0
Cheese, Am. finest	65 6	65 6	65 6	65 6	65 6	65 6

Commercial and Miscellaneous News

BONDS HELD BY NATIONAL BANKS.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank circulation and to secure public moneys in national bank

depositories on Mar. 1. We gave the statement for Feb. 1, in CHRONICLE of Feb. 3, page 128, and by referring to that the changes made during the month can be seen.

Description of Bonds.	U. S. Bonds Held Mar. 1, 1883, to Secure— Public Deposits in Banks.	Bank Circulation.	Total Held.
3s, Act July 12, 1882	$8,291,000	$197,923,300	$206,214,300
Currency 6s	20,000	3,526,000	3,546,000
5 per cents	.....	15,000	15,000
4½ per cents	910,500	36,905,200	37,815,700
4 per cents	6,871,000	105,030,950	111,901,950
5s, ext. at 3½	595,000	14,017,650	14,612,650
6s, ext. at 3½	111,500	745,700	857,200
Total	$16,799,000	$358,163,800	$374,962,800

CHANGES IN LEGAL TENDERS AND NATIONAL BANK NOTES TO Mar. 1.—The Comptroller of the Currency has furnished us the following, showing the amounts of national bank notes outstanding Feb. 1, together with the amounts outstanding Mar. 1, and the increase or decrease during the month; also the changes in legal tenders held for the redemption of bank notes up to Mar. 1:

National Bank Notes—		
Amount outstanding February 1, 1883		$361,459,151
Amount issued during February	$1,272,780	
Amount retired during February	2,165,551	— 892,771
Amount outstanding Mar. 1, 1883*		$360,566,380
Legal Tender Notes—		
Amount on deposit to redeem national bank notes Feb. 1, 1883		$40,228,823
Amount deposited during February	$2,663,532	
Amount reissued & b'nk notes retired in Feb.	2,115,551	— 547,981
Amount on deposit to redeem national bank notes Mar. 1, 1883		$40,776,804

* Circulation of national gold banks, not included above, $754,009.

According to the above the amount of legal tenders on deposit Mar. 1 with the Treasurer of the United States to redeem national bank notes was $40,776,804. The portion of this deposit made (1) by banks becoming insolvent, (2) by banks going into voluntary liquidation, and (3) by banks reducing or retiring their circulation, was as follows on the first of each of the last five months:

Deposits by—	Nov. 1.	Dec. 1.	Jan. 1.	Feb. 1.	Mar. 1.
	$	$	$	$	$
Insolvent bks	1,035,030	1,035,030	1,095,894	1,103,512	1,097,794
Liquid't'g bks	9,924,482	10,284,782	11,349,272	11,766,715	16,001,683
Reduc'g und'r act of 1874.	27,122,158	27,070,302	27,495,649	27,358,596	*23677327
Total	38,081,670	38,390,114	39,940,815	40,228,823	40,776,804

* The large decrease in the deposits of lawful money under the Act of June 20, 1874, and the corresponding increase in the deposits of liquidating banks, is occasioned in part by the transfer of $4,001,268 from the former to the latter account.

COINAGE BY UNITED STATES MINTS.—The following statement, kindly furnished us by the Director of the Mint, shows the coinage executed at the Mints of the United States during the month of February, 1883:

Denomination.	Pieces.	Value.
Double eagles	97,440	$1,948,800 00
Eagles	40	400 00
Half eagles	40	200 00
Three dollars	40	120 00
Quarter eagles	40	100 00
Dollars	1,240	1,240 00
Total gold	98,840	$1,950,860 00
Standard dollars	2,400,000	$2,400,000 00
Dimes	610,000	61,000 00
Total silver	3,010,000	$2,461,000 00
Five cents	2,224,000	111,200 00
One cent	2,530,000	25,300 00
Total minor	4,754,000	$136,500 00
Total coinage	7,862,840	$4,548,360 00

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and in general merchandise. The total imports were $6,927,115, against $9,719,967 the preceding week and $10,019,397 two weeks previous. The exports for the week ended Feb. 27 amounted to $5,909,490, against $6,963,600 last week and $6,157,092 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Feb. 22 and for the week ending (for general merchandise) Feb. 23; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$2,325,900	$1,633,407	$4,190,820	$2,149,123
Gen'l mer'dise	5,522,977	7,273,939	6,934,432	4,777,992
Total	$7,848,877	$8,907,346	$11,175,252	$6,927,115
Since Jan. 1.				
Dry goods	$21,374,149	$19,280,942	$25,358,115	$22,573,461
Gen'l mer'dise	48,246,657	40,919,933	51,100,938	47,152,140
Total 8 weeks	$69,620,806	$60,200,775	$76,459,053	$69,725,601

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending February 27, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week	$5,293,449	$8,523,255	$5,965,154	$5,909,490
Prev. reported	42,451,665	49,944,040	45,288,056	49,168,628
Total 9 weeks	$47,745,114	$58,472,295	$51,253,210	$55,078,113

The following table shows the exports and imports of specie at the port of New York for the week ending Feb. 24, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports. Week.	Exports. Since Jan. 1.	Imports. Week.	Imports. Since Jan. 1.
Great Britain	$.....	$.....	$.....	$.....
France	.....	.....	.....	.....
Germany	.....	.....	.....	190
West Indies	.....	.....	4,575	393,391
Mexico	.....	.....	.....	.....
South America	.....	32,865	.....	55,494
All other countries	29,500	30,785	.....	6,500
Total 1883	$29,500	$63,650	$4,575	$456,075
Total 1882	1,525,000	6,828,998	40,701	332,592
Total 1881	.....	115,960	13,796	4,722,483
Silver.				
Great Britain	$354,138	$2,066,692	$.....	$.....
France	28,000	116,345	.....	.....
German	.....	.....	145,995	163,757
West Ind's	.....	.....	177	38,133
Mexico	.....	.....	123,803	365,686
South America	.....	.....	.....	13,610
All other countries	.....	1,206	.....	2,400
Total 1883	$382,138	$2,184,243	$269,975	$583,586
Total 1882	181,563	1,960,743	41,767	255,742
Total 1881	177,200	1,787,770	51,615	562,468

Of the above imports for the week in 1883, $634 were American gold coin and $146,172 American silver coin. Of the exports during the same time $29,500 were American gold coin.

STATE OF GEORGIA DEPOSITORY.—The *Atlanta Constitution* of February 21st states that Governor Stephens on the previous day issued an order continuing the Fourth National Bank of New York as the fiscal agent of the State of Georgia in the settlement of financial business in New York, in paying the principal and interest on the public debt. The last session of the Legislature ordered the sale of $160,000 worth of United States bonds, held by the State, and received as part payment of the purchase money of the Macon & Brunswick Railroad. With regard to this matter Governor Stephens ordered that when the bonds are sold the money be placed in the State depository in New York, and not brought to Atlanta. We understand that the bonds were sold in this city on Wednesday for about $180,000, and the proceeds deposited as directed.

—Mr. A. M. Townsend, the agent of the Hong Kong & Shanghai Banking Corporation, states that the profits for the half-year ending Dec. 31 last were about $800,000, of which the following disposition is made: The dividend is increased from £1 10s. to £2 per share, and a bonus of 10 shillings per share in addition is also paid. A further addition of $150,000 is made to the regular reserve fund, raising that fund to $2,500,000, and $100,000 is placed to a new reserve fund, to be used for the purpose of equalizing dividends; $50,000 are written off premises account, and $60,000 are carried forward to credit of next half-year's account. The last quotation for the shares ($125 paid) is $362 50, or 190 per cent premium. It has been decided to increase the capital, and accordingly the new capital will be payable in instalments from March to December of this year, amounting to $4,250,000.

—It is stated that the new Welles Building is so thoroughly fire-proof that it is deemed unnecessary to have any insurance Mr. M. M. Vail calls attention in another column of the CHRONICLE to the offices which he has to rent in this building. Among the many great buildings which have been erected during the last few years in the lower part of New York for office purposes, the Welles Building situated on Broadway and Beaver Street, opposite Bowling Green, is conspicuous.

—Attention is called to the card of the National Park Bank Safe Deposit Vaults, which will be found in another column. The high standing of the bank under whose management these vaults are conducted, gives an additional guarantee of safety which holders of securities will appreciate.

—Messrs. Denslow, Easton & Herts have removed from the Mills Building to 70 Exhhange Place, corner Exchange Court.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son:

Shares.
54 American Exch. Nat. Bk. 126¼
5 New'rk & Bloomfield BR. Co., guar. 6 p. c. by Del. Lack. & Western 120½
5 Home Ins. Co. 145
25 Brooklyn Ins. Co. 174
14 Star Fire Ins. Co. 70
20 Lafayette Fire Ins. Co. 90
5 Eagle Fire Ins. Co. 242
25 N. Y. Equit. Fire Ins. Co. 149

Shares.
55 Hamilton Fire Ins. Co. 112
40 Tradesmen's Fire Ins. Co. 70
100 Accessory Transit Co. for $10

Bonds.
$1,000 Ohio & Miss. Ry. Co. consol. mort. 7 p. c. bond, due 1898 115
$500 So. Br'klyn & Bergen St. RR. Co. mortg. bond, for $16

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Atlanta & Charleston Air Line	2½	Mch. 5	Feb. 11 to ———
Eel River (quar.)	1	Mch. 5	———
Missouri Pacific (quar.)	1¾	April 2	Mch. 23 to April 2
West Jersey (in scrip)	3	Mch. 15	———

NEW YORK, FRIDAY, MARCH 2, 1883—5 P. M.

The Money Market and Financial Situation.—The money market is working rather more closely, and this is regarded in some quarters as a good rather than a bad sign. It indicates a better demand for money in channels of business apart from stock speculation, and this shows an increased activity in the movements of merchandise, which is one of the things most desired to improve the commercial situation.

Congress will adjourn to-morrow, and there is much hope from present indications that a tariff and revenue bill will be passed. At all events, the suspense will be relieved, and this in itself will remove an incubus from the commercial world. It may be observed in regard to the deliberations of Congress, that it is inevitable, while an important economic measure is pending, that it should have a prejudicial effect upon business, and comments upon this fact should not be construed as hostile and indiscriminate criticism of our national legislators.

In regard to the situation at the Stock Exchange, there has been a decidedly stronger and more confident feeling, which, so far, goes to support the views heretofore expressed in this report—that the causes of depression were of a temporary character. But there is one suggestion that should be made in this connection, and that is, that since many persons have been looking forward to the 5th of March as a period when a rise was likely to take place in the stock market, some of the heavy operators may have prepared for such a contingency. It might happen that with a strong market next week a large amount of long stock would be fed out by certain distinguished operators with the natural result of causing a sharp reaction immediately afterward. This suggestion may go for what it is worth, but the transaction has occurred so frequently before—on the celebrated "spring opening" of 1882 for one recent example—that we can hardly forbear a passing remark upon the subject.

The money market has shown an advance in rates, as the bank reserves have been declining for some weeks past, and the demand for money in the country just prior to the opening of navigation is naturally on the increase. Stock borrowers have paid 5@6 per cent for money, and in exceptional cases brokers had to pay 7, 8 or 9 for loans near the close of business hours. Government bond dealers are not offered so much money as they were a short time ago, and they pay now about 3@4 per cent. Prime commercial paper is quoted at 5½@6 per cent.

The Bank of England weekly statement on Thursday showed a gain of £167,000 in specie, and the percentage of reserve to liabilities was 43, against 44 1-16 last week; the discount rate was reduced to 3 per cent from 3½ per cent. The Bank of France gained 1,800,000 francs gold and lost 1,050,000 francs silver.

The New York City Clearing-House banks in their statement of Feb. 24 showed a decrease of $2,465,825 in their surplus reserve, the total surplus being $1,209,000, against $3,674,825 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883. Feb. 24	Differences fr'm previous week.	1882. Feb. 25.	1881. Feb. 26.
Loans and dis.	$325,391,000	Inc. $2,038,900	$325,031,900	$316,584,400
Specie	58,504,300	Dec. 1,495,000	55,753,800	58,071,200
Circulation	16,498,700	Dec. 44,300	20,066,700	16,181,600
Net deposits	304,275,200	Dec. 1,437,500	297,790,300	296,547,300
Legal tenders	20,023,500	Dec. 1,330,200	17,260,700	15,048,000
Legal reserve	$77,318,800	Dec. $359,375	$74,447,575	$74,136,825
Reserve held	78,527,800	Dec. 2,825,200	73,014,500	73,122,200
Surplus	$1,209,000	Dec. $2,465,825	*$1,433,075	*$1,014,625

* Deficit.

Exchange.—The tendency of exchange has been towards easier rates, and this was helped, as to short sterling, by the reduction in the Bank of England rate. There is apparently a better demand for stocks and bonds on foreign account. To-day prime bankers' 60-days' sterling sold at 4 81¾; demand, 4 84¼; cables, 4 84¾. Continental bills were as follows, viz.: Francs 5 23⅛@5 22½ and 5 21¼@5 20; reichsmarks, 94¼@94⅝ and 94¾@94⅞; guilders 39⅞ and 40⅛.

In domestic bills New York exchange was quoted as follows at the places named: Savannah buying ⅛, selling par to ⅛ prem.; Charleston buying par@⅛dis.; selling ⅛@¼ prem.; New Orleans com., 50@75 dis.; bank, 100 prem.; St. Louis, 75 dis.; Chicago, 80 dis.; Boston, par@15c. dis.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

March 2.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 81½@4 82½	4 84 @4 85
Prime commercial	4 80½@4 81	4 83 @4 83½
Documentary commercial	4 80 @4 80½	4 82½@4 83
Paris (francs)	5 23⅜@5 21¼	5 21¼@5 18¾
Amsterdam (guilders)	39⅜@ 40	40 @ 40¼
Frankfort or Bremen (reichmarks)	94¼@ 94⅜	94⅝@ 95¼

United States Bonds.—The government bond market has still been kept rather unsettled by the discussions in Congress, and the volume of business in all classes of these bonds has been restricted.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Feb. 21.	Feb. 26.	Feb. 27.	Feb. 28.	Mar. 1.	Mar. 2.
5s, continued at 3½	Q.-Feb.	*103¾	*103¾	*103¾	*103¾	*103¾	*103½
4½s, 1891	reg. Q.-Mar.	112⅝	112⅝	112⅝	*112½	*112½	*112½
4½s, 1891	coup. Q.-Mar.	*113⅝	*113⅝	113⅝	*113½	*x112½	*112½
4s, 1907	reg. Q.-Jan.	*119⅜	119⅜	*119⅜	119¼	x118⅜	118⅝
4s, 1907	coup. Q.-Jan.	119⅜	*119⅜	*119⅜	119⅜	119⅜	119⅝
3s, option U. S.	reg. Q.-Feb.	*103⅞	104⅛	104⅛	*104	104	104
6s, cur'cy, 1895	reg. J. & J.	*128	*128	*128	*128	*128	*128
6s, cur'cy, 1896	reg. J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1897	reg. J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1898	reg. J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1899	reg. J. & J.	*130	*130	*130	*130	*130	*130

*This is the price bid at the morning board; no *sale* was made.

State and Railroad Bonds.—There have been but few transactions in State bonds, and to-day the Ark., 7s L. R. P. B. & N. O. issue, sold at 45; the Miss. Oua. & Red River issue 45; Virginia 6s. consol. 58. The last-named bonds have advanced sharply of late, on the prospect of a decision from the U. S. Supreme Court in favor of Va. bondholders. Tennessee bonds are unsettled by the pending or proposed legislation at Nashville, and must remain unsettled till something definite is known as to the measures which will be adopted.

Railroad bonds have not been conspicuous for activity, but prices are generally firmer throughout most of the list. The Texas Pacific incomes have advanced to 60@61, on quite active buying.

Railroad and Miscellaneous Stocks.—The stock market has developed a perceptibly stronger tone this week, and in various classes of stocks the feeling is better. A comparison of the closing prices to-day with those of last Friday shows a material gain in the prices of many of the active stocks on the list. The time is approaching when the earnings should show the largest gain over those of last year, as in the period from March 1 to August 1, before the crops of 1883 can begin to move, the tonnage this year should largely exceed that carried in the same months of 1882. The receipts of cotton from week to week are now much in excess of last year, and the grain receipts (corn included) are also showing a considerable increase. On the other hand, it may be well to note that there is a good deal of stock to be disposed of by parties who have been carrying for a long time with the intention of selling on the first good chance, and, aside from the supply furnished by the few great operators, it would not be suprising if a moderate rise in the market should bring out a good deal of long stock.

The Vanderbilt stocks share in the general improvement, and a fast freight line over the Nickel-Plate road, in connection with Del. Lack. & Western, is one of the new features reported. The coal stocks have been stronger on the large buying of Del. Lack. & West. and the delivery of Reading from the hands of her receivers of 1880. The Gould stocks have shared in the improvement, and the Wabashes have recovered from the decline which took place on the announcement of the equipment bond decision. To-day the Northern Pacific and the Oregon-Transcontinental were the most buoyant of the list, and advanced sharply in the last hour of business; the general feeling was also strong, and at the close stocks were, as a rule, near the highest point of the day.

RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR WEEK ENDING MAR. 2, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, Feb. 24.	Monday, Feb. 26.	Tuesday, Feb. 27.	Wednesday Feb. 28.	Thursday, March 1.	Friday, March 2.	Sales of the Week (Shares).	Range Since Jan. 1, 1883. Lowest.	Highest.	For Full Year 1882. Low.	High
RAILROADS											
Boston & N. Y. Air-Line, pref.	80 80¼	....	80 80	80¼ 80¼	80 80	80½ 80½	830	79 Jan. 3	82 Jan. 17	60	80½
Burlington Cedar Rap. & No.	*80	*80	*80	80¾ 80¾	....	....	40	80½ Feb. 15	83 Jan. 5	67	85⅛
Canadian Pacific	58½ 58½	58½ 58½	58¾ 59	59 59	59 59¼	58¾ 58¾	2,000	58¼ Feb. 23	61½ Feb. 12	.....	.....
Canada Southern	64¼ 65¾	64⅞ 65⅝	65¼ 66	65½ 66⅛	66 66⅞	65¾ 66¼	18,800	63¾ Feb. 19	71¾ Jan. 19	44	73
Cedar Falls & Minnesota	....	....	12 12	....	13 13½	....	600	12 Feb. 27	15 Jan. 3	14	30
Central of New Jersey	69¾ 71⅝	69⅝ 70¾	70¾ 71⅞	70⅝ 71½	71⅜ 72⅛	71¼ 71⅞	40,010	68¼ Jan. 3	76½ Jan. 18	63¼	97½
Central Pacific	79⅞ 81	79⅞ 80⅜	80 80⅞	80¼ 81	80⅞ 81½	80½ 81⅜	18,887	79 Feb. 7	88 Jan. 5	82⅜	97⅛
Chesapeake & Ohio	20¾ 21¼	21 21	21 21	*21 23	22¼ 22¼	22 22	533	20½ Feb. 23	23¾ Jan. 20	19½	27
D. 1st pref	29⅞ 30	*29 30½	*29¼ 31	30 30	*29⅜ 31	30⅝ 31	792	29⅞ Feb. 24	35½ Jan. 20	27¼	41½
D. 2d pref	23⅝ 23⅝	22½ 22½	*22½ 23½	*23⅜ 25	24⅝ 24⅝	24⅜ 24⅜	309	22½ Feb. 26	27 Jan. 22	21	29
Chicago & Alton	130½ 131	130 130	*131	133 133	131½ 131½	133 133	697	130 Feb. 20	137¼ Jan. 22	127½	145½
Do pref	....	*135	....	....	....	*135	.....	140 Feb. 10	145 Feb. 14	130	146
Chicago Burlington & Quincy	117 118	117 117½	117⅞ 118½	116⅝ 118⅞	117 118	117½ 118	11,953	115¾ Feb. 20	125⅞ Jan. 18	120½	141
Chicago Milwaukee & St. Paul	98¾ 100¼	99 100	99¾ 101¼	100⅝ 101½	101¼ 102	101⅛ 101¾	181,449	97⅞ Feb. 20	108½ Jan. 20	96½	128¼
Do pref	118 118	*118 118¾	118¾ 119½	119¾ 119¾	120½ 120½	120 120	1,640	116⅜ Feb. 7	122 Jan. 9	114½	144¼
Chicago & Northwestern	129⅜ 130⅝	129⅜ 131¼	131 132⅝	131⅝ 132½	132¼ 133	132⅛ 132¾	38,810	128⅛ Feb. 2	136¾ Jan. 4	124	150¾
Do pref	144½ 144¾	143¼ 144⅝	144¾ 145¾	145½ 145⅞	145¾ 146½	146 146¼	4,495	143 Feb. 20	151⅛ Jan. 5	136	175
Chicago Rock Isl. & Pacific	120 121	120 120¾	121¼ 122½	121⅞ 122¼	122¼ 123	122¼ 122⅝	8,284	118 Feb. 21	127¼ Jan. 5	122	140¼
Chicago St. Paul Minn. & Om.	46¾ 47¼	46¾ 47¼	47 48¾	47⅝ 48½	48⅜ 48⅞	47¾ 48½	21,040	44¾ Feb. 19	55 Jan. 18	29¾	58¼
Do pref	106 108	106 106¾	106¼ 108⅜	107 108	107¾ 108¼	107½ 107½	12,106	102¾ Feb. 19	113¼ Jan. 5	97½	117
Cleveland Col. Cin. & Ind.	70¾ 70¾	*70 71½	72 73	73 73	73 73	72½ 72½	814	68¾ Feb. 20	84 Jan. 5	65½	92¾
Cleveland & Pittsburg guar.	....	*139	*139	*139	....	*139	.....	139 Jan. 11	142 Jan. 26	133	140
Columbia & Greenville, pref.	....	31 32⅝	....	34 34	....	34 36	1,200	31 Feb. 26	36 Mar. 2	50	104
Columbus Chic. & Ind. Central	5 5	5⅜ 5⅜	5½ 5½	6 6	6¼ 6¼	6¼ 6¼	1,370	3¼ Jan. 20	6⅜ Mar. 1	3⅞	21⅞
Delaware Lackawanna & West	120⅜ 121⅞	120⅝ 122	121¾ 122½	121¾ 122⅝	122 123⅞	122⅞ 123¾	356,600	118⅛ Feb. 16	129¾ Jan. 4	116¼	150¼
Denver & Rio Grande	43¼ 44¼	43⅛ 43⅞	43½ 44⅛	43⅝ 44⅜	44⅛ 45⅛	44 44⅞	42,900	39⅞ Jan. 2	51⅜ Jan. 20	38¼	74⅝
Dubuque & Sioux City	....	*85 88	*85 88	*86 89	*85 88	*86 90	.....	87½ Feb. 21	89½ Jan. 12	82	96½
East Tennessee Va. & Ga.	8½ 8¾	*8½	8⅛ 8½	8½ 8½	8⅜ 8¾	9 9	1,300	8¼ Feb. 21	10¼ Jan. 2	8	16
Do pref.	15½ 15½	15¼ 15¼	15½ 15½	15¼ 15¼	15¼ 15¼	15⅛ 15¼	1,920	14¾ Feb. 20	18¼ Jan. 2	15½	26½
Evansville & Terre Haute	....	....	....	....	....	....	.....	70 Feb. 12	75 Jan. 29	68	86¾
Fort Worth & Denver City	....	....	....	....	....	31⅛ 31⅝	200	30 Jan. 2	33⅞ Jan. 19	29½	42⅝
Green Bay Winona & St. Paul	....	....	5 5	....	....	....	100	5 Feb. 9	6½ Jan. 19	6	16
Hannibal & St. Joseph	....	....	....	*..... 41	*..... 41	*..... 41	.....	40 Feb. 5	46¾ Jan. 17	45	110
Do pref.	....	81½ 82¼	*80 82	81 81½	81½ 84	*81 84	1,100	72 Jan. 3	87¾ Jan. 30	72	111¼
Houston & Texas Central	*71 74	*71½ 75	*71⅜ 75	*72 75	*72 75	*72 75	.....	73 Feb. 17	79 Jan. 16	61	92½
Illinois Central	142 142	142¼ 142½	142¾ 143¾	143½ 144¾	144¼ 144⅜	*143¾ 144¼	3,300	141⅝ Jan. 3	147 Jan. 30	127¾	150½
Do leased line	*79 80	80 80	....	....	....	....	12	77 Feb. 17	81 Jan. 22	.....	.....
Indiana Bloom'n & Western	28 29⅛	28 28½	28½ 29¾	29⅝ 30	29½ 30¼	29⅝ 30½	5,640	27 Feb. 16	35 Jan. 9	30	49½
Lake Erie & Western	....	28⅛ 26⅜	26¼ 26½	27 27¼	27¾ 27¾	....	675	26 Feb. 16	33¼ Jan. 18	23½	45
Lake Shore	107½ 109	107¼ 108¾	108⅜ 109¼	108¼ 109⅛	109 109⅝	108⅞ 109¼	44,445	106⅝ Feb. 16	114⅞ Jan. 18	98	120⅛
Long Island	....	*61 62	61½ 61½	61½ 61½	62 62	62 62	976	60 Jan. 2	65 Jan. 18	49½	65
Louisville & Nashville	52⅝ 53½	52¼ 53	52¾ 54¼	53⅝ 54⅝	54 54⅞	53⅝ 54¾	35,100	51⅜ Feb. 19	58½ Jan. 20	46½	100¾
Louisville New Albany & Chic	*57 60	*55 60	....	....	56 56	*56 63	100	56 Mar. 1	68 Jan. 5	57	78
Manhattan	47 49	*47 48	*44 46	45 45	46 46	48¾ 49	2,300	45 Feb. 28	53⅞ Feb. 9	40	60⅛
Do 1st pref.	88 88	*85 88	*85 88	*85 88	*85 88	*85 88	100	84¾ Jan. 3	90 Jan. 18	82	98½
Do common	48 48	*47 48	*44 46	*44 45	*44 46	48 48	300	48 Feb. 21	53 Feb. 10	40	56
Manhattan Beach Co.	*15	*15	17 17	16½ 16½	*16½	18 18	420	15 Feb. 21	19 Jan. 6	15	37
Memphis & Charleston	37 38	39 39	39½ 39½	....	40 40	42 42	1,600	36 Feb. 19	55 Jan. 8	42¼	82⅜
Metropolitan Elevated	*80 85	80½ 80⅝	*80 85	80½ 80½	*80 85	*80 82	300	80 Jan. 26	85 Jan. 8	77	93
Michigan Central	90⅝ 92½	91¼ 92⅜	91¾ 93½	92¾ 93⅞	93¼ 95	93½ 94½	35,575	90 Feb. 20	100⅛ Jan. 19	77	105
Milwaukee L. Sh. & Western	*..... 17	*..... 17	*..... 17	15 15	*15½ 17	....	100	15 Feb. 28	18 Jan. 4	13	21
Do pref.	43¼ 43½	42½ 42⅝	42¼ 42¾	*42½ 44½	43 43	43 43½	1,400	42¼ Feb. 27	48½ Jan. 20	41¾	58¼
Minneapolis & St. Louis	24¾ 25½	25 25	26¼ 26¼	25⅞ 26⅜	*25½ 26½	26¼ 26¼	1,600	22⅞ Feb. 20	30¾ Jan. 18	19	36¾
Do pref.	56 56	*55 56	57 57	57¼ 57¼	57¼ 57¼	57 57	600	52 Feb. 20	68½ Jan. 18	59	77
Missouri Kansas & Texas	30⅛ 30¾	29⅜ 30⅛	29⅞ 30½	30⅜ 30¾	30¾ 31	30½ 31	35,112	29¼ Feb. 20	34⅞ Jan. 18	26⅜	42½
Missouri Pacific	98¾ 100⅜	97¾ 99⅜	98⅜ 99⅞	99¼ 100¼	99¾ 100⅞	100 101	89,178	97⅜ Feb. 26	105⅝ Jan. 19	86⅝	112½
Mobile & Ohio	*15 20	*15 18	*15 18	*15 18	*15 18	*15 18	.....	15 Feb. 16	19½ Jan. 5	12	35¾
Morris & Essex	....	*120 121	122½ 122½	*120 122½	....	123 123	235	120 Feb. 15	124 Jan. 9	119¾	128
Nashville Chattanooga & St. L.	*57½ 58½	57 57¾	56¼ 58	58 59	58⅜ 59	59 60	5,000	55⅜ Jan. 3	64⅞ Jan. 22	47	87½
New York Central & Hudson	125⅛ 126	125⅛ 125⅞	125¾ 126¾	126⅛ 126⅜	126⅜ 127⅛	126⅜ 126¾	23,068	124¼ Feb. 3	128¾ Jan. 18	123⅝	138
New York Chic. & St. Louis	10¾ 10¾	11 11	10⅝ 11	10½ 10⅝	11 11	11 11¼	2,905	10 Feb. 2	15½ Jan. 5	10½	17¾
Do pref.	26 26	26 26	*24½ 25½	26½ 26½	*24¾ 26½	*25 26	260	23 Feb. 7	35 Jan. 4	27	37⅝
New York Elevated	*100 107	*100 107	*100 107	*100 107	*100 107	*100 107	.....	101 Jan. 13	105 Feb. 16	100	109½
New York Lack. & Western	....	....	....	....	85½ 86	86 86	752	85½ Mar. 1	86 Mar. 1	.....	.....
New York Lake Erie & West.	35⅜ 36	35¼ 36⅛	36 37	36¾ 37⅜	36⅞ 37⅜	36¾ 37	76,850	31⅜ Feb. 20	40⅞ Jan. 18	33¼	43¾
Do pref.	....	....	....	76 76	....	....	25	75 Feb. 19	83 Jan. 5	67	88¼
New York & New England	....	....	....	....	....	....	.....	45½ Feb. 3	52¼ Jan. 9	45	60½
New York New Haven & Hart.	174 174	*172	174 174	*172	....	*172 175	25	169 Jan. 16	175 Jan. 10	168	186
New York Ontario & Western	25 25	25 25¼	25 25¼	25 25¼	25⅜ 25½	24¾ 25	4,278	21¾ Mar. 2	27⅛ Jan. 15	20½	31⅞
Norfolk & Western	....	....	....	....	....	....	.....	18 Jan. 8	18 Jan. 8	16	24
Do pref.	37¾ 39⅝	37½ 38½	39 39½	39 39½	39½ 40	39¼ 40¾	6,150	37½ Feb. 26	49¾ Jan. 20	44¼	60
Northern Pacific	46⅞ 47⅞	46⅞ 47½	47½ 48⅜	47¾ 48⅜	48¼ 48⅝	48⅛ 49½	48,935	44⅞ Feb. 26	51⅜ Jan. 20	28¾	54⅜
Do pref.	82¼ 83⅜	82 82½	82⅝ 83⅛	83 83½	83¼ 83¾	83¼ 85⅝	39,911	79⅜ Feb. 20	87½ Jan. 18	66¾	100⅜
Ohio Central	10¼ 10¼	10¼ 10½	10½ 10½	10½ 11	11 11¼	11⅛ 11¾	2,790	9⅛ Feb. 16	13⅞ Jan. 18	11⅜	25⅝
Ohio & Mississippi	31⅛ 32⅜	....	32 32	33 33¼	32½ 33¼	....	1,300	29 Feb. 14	34½ Jan. 4	27	42
Ohio Southern	....	....	....	....	....	113¼ 113¾	100	100 Feb. 2	134¼ Jan. 18	11	23½
Oregon & Trans-Continental	81¼ 82⅞	81½ 82	81⅞ 82¾	82¼ 83	82⅞ 83½	82⅜ 84⅜	34,815	79 Feb. 20	89 Jan. 19	60	98¾
Peoria Decatur & Evansville	20¼ 20¾	20¾ 20¼	20½ 20½	21 21	20⅞ 21⅜	21 21	2,855	19⅜ Feb. 19	28 Jan. 18	23	39¾
Philadelphia & Reading	51⅜ 52⅞	51¼ 52⅛	52⅝ 52⅞	52⅝ 53¼	52⅞ 54⅞	53¾ 54¼	56,140	49⅝ Feb. 20	58½ Jan. 18	46¾	67½
Pittsburg Ft. Wayne & Chic.	*135	....	....	135 135	....	*135 136	40	135 Jan. 2	138 Jan. 16	130	139
Rensselaer & Saratoga	....	....	....	....	....	....	.....	139½ Jan. 3	142 Feb. 7	131½	144
Rich. & Allegh., st'k trust ctfs.	....	....	....	....	....	11 11	200	10 Feb. 20	15 Jan. 6	13	40
Richmond & Danville	52 52½	51½ 51½	52 53	52 52¼	*51 53	*51½ 53	1,100	47 Jan. 13	60 Jan. 18	52	250
Richmond & West Point	22 22¼	21½ 21½	22½ 22½	*21½ 23	22⅝ 23	22⅝ 22⅝	1,100	21 Feb. 16	29 Jan. 30	23	263
Rochester & Pittsburg	18⅞ 19⅜	18½ 19⅛	19 19⅝	18¾ 19¾	19 19⅜	19⅛ 19⅝	19,820	16¼ Feb. 16	22 Jan. 5	17½	36½
St. Louis Alton & Terre Haute	67 69	*66 68½	67½ 68	*67	68 68⅝	68 68¾	1,900	48 Jan. 3	71 Jan. 30	20½	50
Do pref.	96 99½	*96 98	97 98	99 99	98 99¼	99 99	2,400	90 Jan. 3	100¾ Jan. 30	55	94½
St. Louis & San Francisco	*20 30	*29 29¾	*29 29½	29½ 29½	*29 30	*29 30	100	29½ Feb. 28	34⅞ Jan. 12	31	46⅜
Do pref	*48 49½	*48 49	*48 49	48½ 48½	48½ 48½	*48 49	300	48 Feb. 23	54⅞ Jan. 12	45	66½
Do 1st pref.	*89 90	*89 90	*89 90	89 89	90 90	*89 90	120	89 Feb. 28	100½ Jan. 11	79½	106½
St. Paul & Duluth	....	35 35	....	*34 38	*35 38	....	100	35 Feb. 15	40⅜ Jan. 9	26	42¾
Do pref.	....	....	....	....	....	....	620	91 Feb. 20	97½ Jan. 4	68	99¼
St. Paul Minneap. & Manitoba	136⅜ 136¾	137½ 138½	111½ 145	143 144	142½ 145¾	144 145½	6,115	133 Feb. 20	147¼ Jan. 18	108⅜	166½
Texas & Pacific	37⅞ 38⅝	37¼ 38⅛	37⅞ 38¾	38⅜ 39	38¾ 39¼	38⅝ 39¼	35,215	36¾ Jan. 3	43 Jan. 18	31	55
Union Pacific	93¾ 94½	93⅜ 94⅛	93¾ 94¾	93⅜ 94⅛	93¾ 94⅝	93¼ 94	165,075	91¼ Feb. 7	104¾ Jan. 18	98¼	119¾
Wabash St. Louis & Pacific	27¼ 28¼	26½ 27⅜	27⅜ 28½	27⅝ 28½	28⅛ 29¼	28¼ 28⅞	23,450	26½ Feb. 26	36¾ Jan. 18	23⅜	39⅞
Do pref.	45¼ 47¼	44⅜ 45¾	45⅜ 46⅞	46¼ 47½	47 48⅜	47 47⅞	92,045	41¾ Feb. 26	57½ Jan. 18	45⅞	71⅝
MISCELLANEOUS.											
American Tel. & Cable Co.	64¾ 64¾	64⅜ 64⅜	....	....	....	....	185	64⅜ Feb. 26	69½ Jan. 15	65	74
Colorado Coal & Iron	....	....	31½ 31½	31½ 32	32¼ 32½	32 32½	1,300	28¾ Feb. 7	33⅝ Feb. 12	25	53⅞
Delaware & Hudson Canal	107½ 108	x106 106½	106½ 107	105⅝ 107⅛	106⅞ 107¾	106⅞ 107⅝	7,485	105⅜ Feb. 13	109½ Jan. 5	102¾	119¾
Mutual Union Telegraph	*20 21	19½ 19½	19 19	....	*18 20	....	110	19 Feb. 27	25 Jan. 17	19⅞	30¼
New Central Coal	*13 17	*13 15	13 13	....	*13 16	*12 14	100	13 Feb. 27	14 Jan. 4	13½	23
Ontario Silver Mining	....	....	20 20	....	....	....	10	18 Feb. 10	35½ Jan. 8	33	40
Oregon Improvement Co.	....	....	....	90¾ 91¼	91 91	....	600	90¾ Mar. 1	91¼ Mar. 1	.....	.....
Oregon Railway & Nav. Co.	134 135	135 135	....	136 136	....	....	410	132 Feb. 20	144 Jan. 18	128	163⅛
Pacific Mail	40 41⅜	40 40⅝	40½ 41	40½ 41	41 41¼	41 41	2,525	39 Jan. 25	43⅜ Jan. 18	32¾	48¾
Pullman Palace Car	118½ 118⅝	118½ 118½	119 119	119½ 119¾	*119 121	*119 120	913	117 Feb. 23	126 Jan. 20	117	145
Quicksilver Mining	*8 10	*8 10	*8 10	*8 10	*8 10	*8¼ 10	.....	8 Feb. 1	8¼ Feb. 15	8	14¼
Do pref.	*40 43	*40 43	41½ 41¾	*42 46	42½ 43	*42¾	600	37½ Jan. 26	43 Mar. 1	40	62¼
Western Union Telegraph	81 81¾	80⅜ 81½	81 81¾	81⅜ 82½	82⅜ 83⅛	82¼ 82¾	78,688	79¼ Feb. 5	85⅛ Jan. 18	76⅛	93⅜
Sutro Tunnel	....	....	....	....	....	....	.....	¼ Jan. 3	¼ Jan. 3	⅛	1
EXPRESS.											
Adams	135 135	133 133	132 132	*132 133	133 133	*132 135	50	132 Feb. 27	135 Jan. 5	133	149½
American	90½ 90½	90 90	90½ 90½	90¼ 90½	90 90	90½ 90½	333	90 Feb. 26	93 Jan. 5	90	97½
United States	*61 65	*60 63	*61 64	*60 63	*60 62	*60 62	.....	61½ Feb. 9	65½ Jan. 6	62	80¾
Wells, Fargo & Co.	*120 124	*120 125	*120 125	*120 124	*120 125	*120 125	.....	122 Feb. 19	126 Jan. 8	125	132
COAL AND MINING.											
Consolidation Coal	*25 30	*25	*25	*25	*25	*25	.....	27 Feb. 20	27⅝ Jan. 19	27½	36⅞
Homestake Mining	16½ 16½	....	....	....	....	....	100	16½ Feb. 23	19 Jan. 19	15⅝	19¾
Little Pittsburg Mining	....	....	....	....	....	....	.....	....	....	1⅛	2¼
Mariposa Land & Mining	....	....	....	....	....	....	.....	....	....	1¼	2½
Maryland Coal	*15 18	*15 17½	....	*15 18	*15 20	*15 18	.....	17 Jan. 15	17 Jan. 15	13	26
Pennsylvania Coal	....	....	....	....	....	*265	.....	270 Feb. 2	270 Feb. 2	240	245
Standard Consol. Mining	....	....	....	....	....	....	.....	5½ Feb. 17	6½ Jan. 8	4½	19¾
Cameron Coal	....	....	14 14	....	16 16¾	....	200	14 Feb. 27	18 Jan. 3	18	37¼
Central Arizona Mining	....	....	....	....	....	....	.....	⅜ Jan. 29	½ Jan. 12	½	1⅝
Deadwood Mining	....	....	....	....	....	....	.....	....	....	4	6¾
Excelsior Mining	....	....	....	....	....	....	.....	....	....	¼	2⅞
Robinson Mining	....	....	....	....	....	....	.....	....	....	1	4
Silver Cliff Mining	....	....	....	....	....	....	.....	....	....	2	23¼
Stormont Mining	....	....	....	....	....	....	.....	....	....	1½	1½

* These are the prices bid and asked; no sale was made at the Board. † Lowest price is ex-dividend.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "January 1 to latest date" furnish the gross earnings from January 1 to, and including, the period mentioned in the second column.

Roads.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo	1883.	1882.	1883.	1882.
		$	$	$	$
Ala.Gt.Southern	January...	84,131	60,574	84,131	60,574
Bur.Ced.R & No	3d wk Feb.	49 594	49.135	382,244	425,014
Central of Ga...	January...	311,200	332,786	311,200	332,786
Central Iowa...	January..	77,309	93,031	77,309	93,031
Central Pacific	January.	1,718,000	1,839,469	1,718,000	1,839,469
Chesap. & Ohio	January...	244,142	208,746	244,142	208,746
Chicago & Alton	3d wk Feb	153,927	144,782	1,068,825	1,003,557
Chic. & East. Ill	3d wk Feb.	23,228	29,151	217,470	242,654
Chic.& Gr.Trunk	Wk.Feb.24	50,787	35,170	365,857	260,015
Chic. Mil.&St. P	3d wk Feb	331,000	349,096	2,233,000	2,498,095
Chic. & North'w	3d wk Feb	326,600	352,700	2,271,300	2,748,730
Ch.St.P.Min.&O	3d wk Feb.	71,400	78,400	498,900	562,100
Chic. & W. Mich	2d wk Feb.	21,515	28,784	.....	.....
Cin.Ind.St.L.&C	January...	191,826	218,599	191,826	218,599
Clev.Akron&Col	3d wk Feb	8,992	7,942	60,524	56,027
Col. Hock.V.& T	3d wk Feb.	46,212	37,189	367,166	345,843
Denv. & Rio Gr	4th wk Feb	117,800	109,100	851,700	895,600
Denv.& R Gr.W.	2d wk Feb.	6,500	.....	39,500	.....
Des Mo.& Ft. D	2d wk Feb.	6,838	8,551	29,316	48,346
Det. Lan. & No.	4th wk Jan	34,460	39,447	106,655	112,839
Dub. & Sioux C	2d wk Feb.	19,658	29,336	95,650	149,886
Eastern	3 wks Feb.	210,381	150,615	457,415	375,240
E.Tenn.Va &Ga	3 wks Feb.	239,959	171,007	563,200	425,609
Eliz. Lex. & B.S	January...	47,330	28,710	47,330	28,710
Evansv. & T. H.	3 wks Feb	40,875	44,181	93,946	100,397
Flint & P. Marq	3d wk Feb	40,995	40,537	310,076	289,587
Ft W. & Denver	4th wk Jan	6,500	.....	25,000	.....
Grand Trunk ..	Wk.Feb.17	295,240	284,715	.....	.....
Gr.Bay W.&St P	3d wk Feb.	7,078	5,621	39,527	46,205
Gulf Colo&San Fe	4 wks Feb.	68,872	43,117	230,887	144,053
Hannibal & St J	3d wk Feb.	44,341	38,171	314,444	240,114
Hous. E.&W Tex	January...	24,818	18,286	24,848	18,286
Illinois Cen.(Ill.)	January...	531,262	588,261	531,262	588,261
Do (Iowa)	January...	119,948	158,483	119,948	158,483
Do So. Div.	January...	407,410	272,709	407,410	272,709
Ind.Bloom.& W	3d wk Feb.	59,135	44,216	410,909	340,616
K.C.Ft.S. & Gulf	2d wk Feb.	28,253	34,888	213,325	206,766
L. Erie & West'n	4 wk Feb.	25,098	19,890	208,909	204,221
L. R. & Ft.Smith	2 wks Feb.	18,208	18,340	73,579	55,953
L.Rk.M.Riv &T.	2 wks Feb.	13,960	11,318	49,367	33,918
Long Island....	3d wk Feb.	35,005	33,264	234,895	213,639
Louisv.& Nashv.	3d wk Feb.	225,225	242,412	1,853,775	1,690,071
Memp. & Charl.	January..	112,996	101,115	112,996	101,115
Mexican Cent...	1st wk Feb	27,720	.....	173,408	.....
Do No.Div	2 wks Feb.	7,861	.....	23,481	.....
Mexican Nat'l..	2d wk Feb.	11,011	.....	75,640	.....
Mil. L.Sh.& West	3d wk Feb.	17,515	15,010	112,121	114,533
Missouri Pacific	4d wk Feb.	143,089	106,631	1,160,029	892,444
Central Br'ch.	3d wk Feb	25,475	12,875	182,400	106,115
Int. & Gt. No..	3d wk Feb.	74,734	47,765	547,676	379,783
Mo. Kan. & T..	3d wk Feb.	119,810	77,275	902,858	657,949
St.L.Ir.Mt.& S.	3d wk Feb.	118,119	133,493	1,046,242	875,390
Tex. & Pacific.	3d wk Feb.	100,886	70,281	828,863	527,959
Whole System	3d wk Feb.	582,124	448,324	4,668,071	3,439,643
Mobile & Ohio..	February.	172,200	158,589	388,808	318,265
Nash.Ch.& St.L.	January...	197,388	170,753	197,388	170,753
N. Y.& N. Engl'd	January...	258,266	213,841	258,266	213,841
Norfolk & West	4 wks Feb.	125,303	102,466	325,790	271,038
Northern Cent..	January...	499,252	407,368	499,252	407,368
Northern Pacific	3d wk Feb.	87,648	67,200	660,688	446,969
Ohio Central....	3d wk Feb.	20,798	.....	131,775	.....
Ohio Southern..	3d wk Feb.	10.574	5.633	64,836	52,023
Oregon R.&N.Co	January...	378,600	393,389	378,600	393,389
Pennsylvania ..	January...	3,929 357	3,373,321	3,929,357	3,373,321
Peo. Dec. & Evv.	3d wk Feb.	9,453	12,207	81,152	112,417
Phila. & Read..	January...	1,608,775	1,503,075	1,608,775	1,503,075
Do C. & Iron	January...	951,219	948,391	951,219	948,391
Philadelp.& Erie	January...	319,720	252,727	319,720	252,727
Richm.& Danv.	4 wk Feb.	474,600	458,900	476,257	466,028
Ch'l Col.&Aug.	3d wk Feb.	119,440	113,670	126,308	101,342
Columb. & Gr.	3d wk Feb.	120,293	115,344	129,526	114,796
Va. Midland..	3d wk Feb.	116,664	111,683	145,428	106,370
West No. Car.	3d wk Feb.	15,130	12,612	35,185	19,677
St. L.Alt. & T.H.	3d wk Feb.	29,188	25,538	208,582	183,842
Do (brchs.)	3d wk Feb.	14,210	13,398	115,400	112,025
St. Louis & Cairo	2d wk Feb.	5,784	7,359	42,599	48,116
St.L.&San Fran	3d wk Feb.	57,789	56,916	448,884	439,947
St. Paul & Dul.	3d wk Feb.	17,019	13,550	118,445	106,243
St. P. Minn.& M.	3d wk Feb.	97,278	85,687	768,575	711,631
Scioto Valley..	3d wk Feb.	7,222	8,739	59,290	62,542
Tol. Cin. & St. L	January...	80,002	69,433	80,002	69,433
Union Pacific...	3 wks Feb.	1,142 000	1,351,000	2,874,000	3,314.000
Utah Central	January...	99,181	109,989	99,181	109,989
Vicksb'rg& Mer	January...	51,138	47,309	51,138	47,309
Wab.St.L.& Pac	3d wk Feb.	314,274	276,645	.....	.....
Wisconsin Cent	3d wk Feb	37,099	35,159	.....	.....

† Freight earnings. § All lines included.

Coins.—The following are quotations in gold for various coins:

Sovereigns	$4 83 @$4 87	Silver ½s and ¼s.	— 99¾@ par.
Napoleons	3 83 @ 3 87	Five francs	— 92 @ — 95
X X Reichmarks.	4 73 @ 4 77	Mexican dollars..	— 86½@ — 86⅞
X Guilders	3 96 @ 4 00	Do uncommer'l.	— 85 @ — 86
Span'h Doubloons.	15 55 @15 75	English silver	4 75 @ 4 83
Mex. Doubloons.	15 50 @15 65	Prus. silv. thalers.	— 68 @ — 70½
Fine silver bars	1 10¾@ 1 11¼	U. S. trade dollars	— 99¼@ — 99⅝
Fine gold bars	par@¼ prem	U. S. silver dollars	— 99¾@ par
Dimes & ½ dimes.	— 99⅝@ par		

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
	$	$	$	$
Feb. 24..	1,692,869 36	704,182 62	121,456,734 39	6,304,740 92
" 26..	1,563,148 28	1,056,398 38	122,038,307 57	6,229,918 64
" 27..	1,705,222 20	705,332 86	122,989,830 49	6,278,235 06
" 28..	*2,168,015 96	756,398 97	123,386,605 49	7,293,127 05
Mar. 1..	796,966 13	1,615,255 14	122,939,157 83	6,922,285 70
" 2..	1,369,914 51	1,966,044 64	122,485,401 18	6,579,912 40
Total....	9,296,136 44	6,703,612 61	.....	.....

* Includes $1,000,000 U. S. notes received from Washington.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Feb. 24:

Banks.*	Capital.	Average amount of—				
		Loans and Discounts.	Specie.	Legal Tenders	Net dep't to other than U. S	Circulation.
	$	$	$	$	$	$
New York.....	2,000,000	9,168,000	1,4 1,000	38 [illegible]	9 032 000	406,000
Manhattan Co...	2,050,000	6,8 [illegible]	1,20 [illegible]	2,8 [illegible]	5,705,000	.....
Merchants.....	2,000,000	6,7 [illegible]	8 [illegible]	567,000	5,623,000	359,000
Mechanics'.....	2,000,000	7,552,000	1,139,000	474,000	6,144,000	.....
Union.....	1,200,000	4,3 [illegible]	6 [illegible]	31,000	4,542,000	.....
America.....	3,000,000	9,801,000	922,100	454,900	6,4 [illegible]	1,100
Phenix.....	1,000,000	2,55 [illegible]	468,000	94,000	2,2 [illegible]	267,600
City.....	1,000,000	8,3 [illegible]	2,1 [illegible]	415,000	8,7 [illegible]	.....
Tradesmen's.....	1,000,000	3,142,500	351,000	91,000	1,56 [illegible]	779,000
Fulton	600,000	1,516,00	476,00	84,000	1,5 [illegible]	.....
Chemical.....	300,000	12,811,200	3,400,800	407,000	12,75 [illegible]	.....
Merch'nts' Exch.	1,000,000	3,414,300	434,000	333,000	3,967,000	281,700
Gallatin Nation'l	1,000,000	4,411,000	610,300	111,000	4,5 [illegible]	780,000
Butchers' & Drov.	300,000	1,701,300	328,100	107,300	1,611,000	270,500
Mechanics' & Tr.	250,000	940,000	191,000	91,000	973,000	12[illegible]
Greenwich.....	200,000	1,032,700	217,00	104,100	981,200	2[illegible]
Leather Man'f'rs	600,000	2,90[illegible]	281,7[illegible]	24[illegible],600	2,04[illegible],300	533,000
Seventh Ward...	300,000	1,120,400	157,500	148,200	1,125,200	21,000
State of N. York.	800,000	4,180,000	489,000	114,800	3,[illegible]73,700	.....
American Exch ..	5,000,000	12,700,000	2,08[illegible]	696,000	10,[illegible]3,000	.....
Commerce.....	5,000,000	14,344,400	2,904,5[illegible]	712,400	9,[illegible]3,700	924,980
Broadway.....	1,000,000	5,419,700	858,200	253,1[illegible]	4,[illegible]4,100	885,900
Mercantile.....	1,000,000	6,393,000	824,[illegible]00	589,[illegible]00	6,[illegible]0,000	795,700
Pacific.....	422,700	2,372,000	2,[illegible]7,[illegible]00	172,[illegible]00	2,317,[illegible]00	.....
Republic.....	1,500,000	5,280,500	1,[illegible]4,0[illegible]	3,[illegible]2,000	4,8[illegible],[illegible]00	966,000
Chatham	450,000	3,608,200	887,[illegible]00	18[illegible],[illegible]00	4,[illegible]27,[illegible]00	45,000
People's.....	200,000	1,54[illegible],000	114,[illegible]00	10[illegible],[illegible]00	1,7[illegible],[illegible]00	5,400
North America..	700,000	2,093,100	225,[illegible]00	132,[illegible]00	2,614,[illegible]00	.....
Hanover	1,000,000	7,94[illegible],300	1,7[illegible],9[illegible]0	66[illegible],4[illegible]0	8,6[illegible],9[illegible]0	150,000
Irving.....	500,000	3,484,400	1,[illegible]4,[illegible]00	3,1[illegible],[illegible]00	3,[illegible]8[illegible],[illegible]00	450,000
Metropolitan	3,000,000	12,678,[illegible]00	1,[illegible]3[illegible],[illegible]00	8[illegible],[illegible]00	9,[illegible]7,[illegible]00	2,224,500
Citizens'.....	600,000	2,[illegible]68,[illegible]00	4[illegible],[illegible]00	264,[illegible]00	2,[illegible]81[illegible],[illegible]00	263,400
Nassau	500,000	2,185,2[illegible]	211,[illegible]00	24[illegible],[illegible]00	2,[illegible]11,[illegible]00	.....
Market.....	500,000	2,[illegible]14,[illegible]00	79[illegible],[illegible]	1,[illegible]6[illegible],[illegible]	2,[illegible]31,[illegible]00	443,000
St. Nicholas....	500,000	2,[illegible]2[illegible],[illegible]00	220,[illegible]00	7[illegible],[illegible]00	2,[illegible]12,100	.....
Shoe & Leather..	500,000	2,[illegible]3[illegible],[illegible]00	5[illegible]9,[illegible]00	215,[illegible]00	2,[illegible]58[illegible],[illegible]00	4[illegible],000
Corn Exchange..	1,000,000	4,417,800	364,8[illegible]	171,[illegible]00	3,[illegible]52,[illegible]00	4,200
Continental.....	1,000,000	5,997,500	1,[illegible]9[illegible],[illegible]00	115,[illegible]00	6,[illegible]2[illegible],[illegible]00	450,000
Oriental.....	300,000	2,110,400	9[illegible],[illegible]00	3[illegible],[illegible]00	1,[illegible]5[illegible],[illegible]00	.....
Marine	400,000	3,418,000	4[illegible],[illegible]00	1[illegible],[illegible]00	4,[illegible],[illegible]00	27,000
Importers' & Tr..	1,500,000	19,[illegible]3[illegible],[illegible]00	5,[illegible]8[illegible],[illegible]00	[illegible],[illegible]00	22,[illegible]1[illegible],[illegible]00	1,325,900
Park	2,000,000	18,429,800	4,[illegible],[illegible]00	1,162,000	2[illegible],[illegible]4[illegible],[illegible]00	45,[illegible]00
Wall St. Nation'l	500,000	1,620,7[illegible]	1[illegible],[illegible]00	17[illegible],[illegible]00	1,[illegible]5[illegible],[illegible]00	.....
North River.	240,000	1,53[illegible],000	13[illegible],[illegible]00	2[illegible],[illegible]00	1,524,000	.....
East River	250,000	1,[illegible]88,2[illegible]0	9[illegible],[illegible]00	[illegible],[illegible]00	[illegible],[illegible]00	221,800
Fourth National.	3,[illegible]00,000	17,[illegible]4,0[illegible]0	3,[illegible]1[illegible],[illegible]00	7[illegible],[illegible]00	17,[illegible]3[illegible],[illegible]00	3[illegible],9[illegible]0
Central Nat.....	2,000,000	7,[illegible]50,000	7[illegible],[illegible]00	1,[illegible]2[illegible],[illegible]00	8,[illegible],[illegible]00	2[illegible],[illegible]00
Second Nation'l	[illegible]00,000	3,340,000	50[illegible],[illegible]00	4[illegible],[illegible]00	3,[illegible]8[illegible],[illegible]00	90,000
Ninth National..	750,000	6,433,200	889,[illegible]00	4[illegible],[illegible]00	6,[illegible]1,[illegible]00	971,800
First National..	500,000	15,[illegible]6[illegible],[illegible]00	3,[illegible]2,2[illegible]	3[illegible],[illegible]00	[illegible],[illegible]7,[illegible]00	44,900
Third National..	1,000,000	6,[illegible]70,[illegible]00	1,[illegible]2[illegible],[illegible]00	6[illegible],[illegible]00	6,[illegible]5[illegible],[illegible]00	.....
N. Y. Nat. Exch..	300,000	1,[illegible]4[illegible],[illegible]00	2[illegible],[illegible]00	11[illegible],[illegible]00	1,[illegible]23,[illegible]00	26[illegible],[illegible]00
Bowery National	250,000	2,[illegible]30,[illegible]00	22[illegible],[illegible]	2[illegible],[illegible]00	1,[illegible]9[illegible],[illegible]00	225,000
N. York County..	200,000	1,[illegible]47,[illegible]00	21[illegible]40	51[illegible],[illegible]00	2,[illegible]03[illegible],[illegible]00	180,000
Germ'n Americ'n	75[illegible],000	2,599,100	2[illegible]5,5	63,200	2,[illegible]57,[illegible]00	.....
Chase National..	[illegible],000	5,344,500	1,514,7[illegible]	4[illegible],[illegible]00	6,[illegible]8[illegible],[illegible]00	45,000
Fifth Avenue...	100,000	2,04[illegible],800	344,[illegible]00	152,[illegible]00	2,[illegible]1[illegible],[illegible]00	[illegible],[illegible]00
German Exch. ..	200,000	1,662,[illegible]00	48,[illegible]00	173,[illegible]00	1,830,[illegible]00	.....
Germania.....	200,000	1,701,000	8[illegible],[illegible]00	164,[illegible]00	1,885,[illegible]00	.....
U. S. Nat.	500,000	4,945,4[illegible]0	1,2[illegible],[illegible]00	97,[illegible]00	5,8[illegible],[illegible]00	446,500
Lincoln Nat.....	300,000	1,554,[illegible]00	2[illegible],[illegible]00	155,[illegible]00	1,7[illegible],[illegible]00	45,000
Total.....	60,962,700	325,391,000	58,504,300	20,023,500	309,275,200	16,498 700

* 5 days only.

The deviations from returns of previous week are as follows:

Loans and discounts	Inc. $2,038,900	Net deposits	Dec. $1,437,500
Specie	Dec. 1,495,000	Circulation	Dec. 44,300
Legal tenders	Dec. 1,330,200		

The following are the totals for a series of weeks:

	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Exc. Clear.
1883.	$	$	$	$	$	$
Dec. 2....	305,473,500	52,179,800	19,109,000	279,231,900	18,557,600	1,100,085, 896
" 9....	304,243,400	56,319,600	19,414,800	282,523,800	18,[illegible],100	910,884,5[illegible]
" 16....	307,143,800	57,850,300	20,326,500	28[illegible],[illegible]2,300	18,[illegible]5,100	1,001,731,916
" 23....	309,774,400	56,148,900	18,835,[illegible]00	290,848,900	18,[illegible]3,100	828,5[illegible],986
" 30....	311,071,200	57,627,100	18,664,200	291,603,600	17,925,500	639,813,987
1883.						
Jan. 6....	317,419,200	60,152,800	20,204,700	302,881,100	17,787,600	766,505,437
" 13....	317,891,200	62,477,800	22,372,900	307,920,000	17,523,700	714,244,408
" 20....	317,459,800	62,887,700	23,064,4[illegible]	308,[illegible],500	17,[illegible],200	739,795,630
" 27....	316,905,400	63,937,700	24,35[illegible],400	3[illegible],124,[illegible]0	16,[illegible],[illegible]05	738,661,941
Feb. 3....	316,460,900	61,805,200	23,030,400	307,[illegible]82,[illegible]00	16,[illegible]45,[illegible]0	733,749,830
" 10....	321,491,200	62,402,[illegible]00	21,724,800	311,110,400	1[illegible],[illegible]83,700	857,[illegible]89,[illegible]45
" 17....	323,352,100	59,[illegible]94,300	21,[illegible]3,[illegible]00	310,[illegible]12,700	16,[illegible]43,0[illegible]	731,424,948
" 24....	325,391,000	58,504,300	20,023,500	309,275,200	16,[illegible],700	640,397,618

Boston Banks.—Following are the totals of the Boston banks.

	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Exc. Clear.
1883.	$	$	$	$	$	$
Oct. 16..	146,850,500	6,691,960	3,0[illegible]2,600	89,[illegible]46,400	30,[illegible]3,000	75,350,616
" 23..	146,736,900	6,212,[illegible]00	2,996,700	88,[illegible]37,[illegible]00	30,[illegible]2,500	78,[illegible]6,871
" 30..	146,42[illegible],300	6,2[illegible],3,300	3,[illegible]68,700	90,[illegible],[illegible]00	30,[illegible],[illegible]00	68,857,595
Nov. 6..	148,84[illegible],100	6,220,500	3,881,100	88,[illegible],[illegible]00	30,[illegible],[illegible]00	82,[illegible],[illegible]54
" 13..	149,221,[illegible]0	5,92[illegible],[illegible]00	4,0[illegible],[illegible]00	92,[illegible],[illegible]00	24,[illegible],[illegible]00	71,[illegible],[illegible]40
" 20..	149,05[illegible],500	5,8[illegible],500	3,8[illegible],700	9[illegible],[illegible],[illegible]00	2[illegible],[illegible]00	75,[illegible],[illegible]83
" 27..	148,724,200	5,[illegible],700	3,882,200	91,[illegible],[illegible]00	30,107,[illegible]00	71,[illegible],[illegible]39
Dec. 4..	148,[illegible],900	5,[illegible],600	4,[illegible],[illegible]00	91,[illegible],[illegible]00	30,[illegible],[illegible]00	73,919,395
" 11..	148,97[illegible],[illegible]08	5,831,400	4,[illegible],[illegible]00	1[illegible],[illegible],[illegible]00	30,[illegible],[illegible]00	6[illegible],[illegible],[illegible]09
" 18..	148,188,000	5,77[illegible],800	4,[illegible],[illegible]00	1[illegible],[illegible],[illegible]00	30,[illegible],[illegible]00	71,[illegible],[illegible]02
" 25..	147,[illegible]8[illegible],[illegible]00	5,941,700	4,[illegible],[illegible]30	90,[illegible],[illegible]00	30,[illegible],[illegible]00	67,821,[illegible]73
1883.						
Jan. 2..	147,583,100	5,961,900	5,2[illegible],[illegible]00	92,[illegible],[illegible]00	30,[illegible],[illegible]00	57,[illegible],[illegible]98
" 8..	148,[illegible],[illegible]00	6,214,700	5,799,[illegible]00	9[illegible],[illegible]00	30,[illegible],[illegible]00	83,[illegible],[illegible]07
" 15..	149,[illegible],[illegible]00	6,352,100	5,504,300	91,[illegible],[illegible]00	29,[illegible],[illegible]00	72,[illegible],[illegible]38
" 22..	15[illegible],[illegible],[illegible]00	6,454,100	5,145,[illegible]00	9[illegible],[illegible],[illegible]00	29,[illegible],[illegible]00	71,[illegible],[illegible]83
" 29..	150,5[illegible],400	7,05[illegible],900	5,314,[illegible]00	94,[illegible],[illegible]00	29,[illegible],[illegible]00	68,[illegible],[illegible]41
Feb. 5..	151,0[illegible],[illegible]00	7,425,[illegible]00	5,264,900	95,[illegible],[illegible]00	29,[illegible],[illegible]00	68,[illegible],[illegible]78
" 12..	150,[illegible],[illegible]00	6,[illegible],[illegible]00	4,383,000	9[illegible],[illegible],[illegible]00	29,[illegible],[illegible]00	70[illegible],[illegible]77
" 19..	151,[illegible],[illegible]00	5,952,400	3,942,700	92,[illegible],[illegible]00	29,[illegible],[illegible]00	77,[illegible],[illegible]74
" 26..	150,154,200	4,814,900	3,979,200	88,0[illegible],[illegible]00	29,986,[illegible]00	60,721,[illegible]65

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

	Loans.	L. Tenders.	Deposits.	Circulation.	Exc. Clear.
1883.	$	$	$	$	$
Oct. 2....	79,185,913	18,667,286	70,5[illegible],456	9,[illegible]10,133	60,054,483
" 9....	79,05[illegible],[illegible]58	17,581,512	69,[illegible],[illegible]20	9,711,[illegible]6	67,988,504
" 16....	77,7[illegible],[illegible]06	16,[illegible],[illegible]94	67,[illegible],[illegible]88	9,707,[illegible]19	58,[illegible],176
" 23....	76,[illegible],760	16,240,374	66,[illegible],[illegible]12	9,8[illegible],[illegible]55	5[illegible],[illegible],[illegible]44
" 30....	75,729,024	16,382,827	65,7[illegible],[illegible]45	9,[illegible],[illegible]00	48,[illegible],150
Nov. 6....	75,[illegible],[illegible]83	17,[illegible],[illegible]87	66,[illegible],[illegible]29	9,[illegible],[illegible]91	61,[illegible],[illegible]58
" 13....	75,[illegible],[illegible]78	17,[illegible],[illegible]23	65,[illegible],[illegible]82	9,7[illegible],[illegible]96	54,[illegible],[illegible]19
" 20....	75,[illegible],[illegible]07	16,[illegible],[illegible]87	65,[illegible],[illegible]51	9,[illegible],[illegible]70	57,[illegible],[illegible]35
" 27....	74,9[illegible],[illegible]85	16,[illegible],[illegible]43	65,[illegible],[illegible]11	9,[illegible],[illegible]80	81,[illegible],[illegible]02
Dec. 4....	74,[illegible],[illegible]93	16,[illegible],[illegible]84	61,[illegible],[illegible]11	9,[illegible],[illegible]80	54,[illegible],[illegible]34
" 11....	73,[illegible],[illegible]52	16,[illegible],[illegible]89	63,[illegible],[illegible]51	9,[illegible],[illegible]91	58,[illegible],[illegible]70
" 18....	73,[illegible],[illegible]96	16,[illegible],[illegible]55	63,[illegible],[illegible]00	9,[illegible],[illegible]80	56,[illegible],[illegible]14
" 25....	72,444,817	16,988,824	62,007,[illegible]8	9,[illegible],[illegible]96	59,[illegible],[illegible]63
1883.					
Jan. 1.....	71,986,734	18,011,573	61,[illegible],[illegible]29	9,[illegible],[illegible]30	43,[illegible],[illegible]11
" 8.....	72,[illegible],[illegible]22	19,[illegible],[illegible]64	66,[illegible],[illegible]25	9,[illegible],[illegible]80	56,[illegible],[illegible]80
" 15.....	72,744,784	19,513,548	66,[illegible],[illegible]52	9,[illegible],[illegible]50	55,[illegible],[illegible]65
" 22.....	73,747,575	20,014,053	67,[illegible],[illegible]51	9,[illegible],[illegible]91	68,[illegible],[illegible]03
" 29.....	74,815,037	19,940,[illegible]22	67,[illegible],[illegible]38	9,75[illegible],[illegible]78	51,[illegible],[illegible]02
Feb. 5.....	74,[illegible],[illegible]73	20,199,710	68,[illegible],[illegible]49	9,[illegible],[illegible]41	54,[illegible],[illegible]40
" 12.....	75,342,721	19,417,440	68,[illegible],[illegible]44	9,[illegible],[illegible]16	59,[illegible],[illegible]50
" 19.....	75,[illegible],[illegible]99	1[illegible],[illegible],[illegible]83	68,[illegible],[illegible]37	9,[illegible],[illegible]81	51,[illegible],[illegible]1
" 26.....	75,442,055	18,[illegible],[illegible]29	69,[illegible],[illegible]90	9,[illegible],[illegible]89	47,[illegible],[illegible]

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share.
The following abbreviations are often used, viz: "M.," for mortgage; "g.," for gold; "g'd," for guaranteed; "end.," for endorsed; "cons.' for consolidated; "conv.," for convertible; "s. f.," for sinking fund; "l. g.," for land grant.
Quotations in New York are to Thursday; from other cities, to late mail dates.
Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

United States Bonds.	Bid.	Ask.
UNITED STATES BONDS.		
5s,1881,continued at 3½.reg...Q—F	103¾	.....
4½s, 1891.....reg..Q—M	112½	112¾
4½s, 1891.....coup..Q—M	112½	x112¾
4s, 1907.....reg...Q—J	118⅜	x118⅜
4s, 1907.....coup...Q—J	119⅛	119¼
3s, option U. S.....reg..Q.—F.	104	104⅛
6s, Currency, 1895.....reg....J&J	128	.....
6s, Currency, 1896.....reg....J&J	129	.....
6s, Currency, 1897.....reg....J&J	130	.....
6s, Currency, 1898.....reg....J&J	130	.....
6s, Currency, 1899.....reg....J&J	130	.....
STATE SECURITIES.		
Alabama—Class "A," 3 to 5, 1906...	82⅜	84
do small.....	85	.....
Class "B," 5s, 1906.....	100¼	.....
Class "C," 4s, 1906.....	83	.....
6s, 10-20, 1900.....J & J	105	.....
Arkansas—6s, funded, 1899..J & J	10	25
7s, L. R. & Ft. S. issue, 1900. A & O	35	.....
7s, Memphis & L. R., 1899..A & O	35	45
7s, L. R. P. B. & N. O., 1900..A & O	.....	50
7s, Miss. O. & R. Riv., 1900..A & O	35	43
7s, Ark. Central RR., 1900. A & O	17½	19
7s, Levee of 1871, 1900.....J & J	6	9
California—6s, civil bonds, '93-95.*	106	.....
Connecticut—6s, 1884-5.....	102	.....
Delaware—6s.....J&J*	105	.....
Dist. Col.—Cons. 3-65s,1924, cp.F&A	108¼	109¼
Consol. 3-65s, 1924, reg.....	108¼	109¼
Funding 5s, 1899.....J&J	.....	.....
Perm. imp. 6s, guar., 1891..J&J	114½	.....
Perm. imp. 7s, 1891.....J&J	118	.....
Wash.—Fund.loan(Cong.)6s,g.,'92	114½	.....
Fund. loan(Leg.)6s,g., 1902 Var	.....	122½
Market stock, 7s, 1892.....	118	.....
Water stock, 7s, 1901.....	130	.....
do 7s, 1903.....	130	.....
Florida—Consol. gold 6s.....J & J	105	110
Georgia—6s, 1886.....F & A	104	.....
7s, new bonds, 1886.....J & J	106½	.....
7s, endorsed, 1886.....	106½	.....
7s, gold bonds, 1890 .....Q—J	114	.....
8s, '76, '86.....A & O	105	109
Kansas—7s, long.....J&J	.....	.....
Louisiana—New con. 7s, 1914..J&J	73	74
Ex matured coupon.....	64½	.....
Maine—4s, 1888.....F&A	102	103
War debts assumed, 6s,'89. A & O	113½	114
War loan, 6s, Mar. 1, 1883...M&S	100	100¼
Maryland—6s, defense, 1883..J&J	102⅜	102⅝
6s, exempt, 1887.....J&J	110½	111
6s, Hospital, 1882-87.....J&J	106	111
6s, 1890.....Q—J	107	112
5s, 1880-'90.....Q—J	100	105
Massachusetts—5s, July, 1883.J&J	100	100¼
5s, gold, 1890.....A&O	108	110
5s, gold, 1894.1895.....Var.	115	115½
5s, g., sterling, 1891.....J&J	.....	.....
do do 1894.....M&N	.....	.....
do do 1888.....A&O	.....	.....
Michigan—7s, 1890.....M&N	114	.....
Minnesota—New 4½s.....J & J	100	.....
Missouri—6s, 1886.....J & J	107	.....
Funding bonds, 1894-95 ....J & J	118	.....
Long bonds, '89-90 .....J & J	111	.....
Asylum or University, 1892.J & J	114	.....
Hannibal & St. Jo., 1886....J & J	108	.....
do do 1887....J & J	108	.....
N. Hampshire—5s,1892.....J & J	112	.....
War loan, 6s, 1892-1894.....J& J	120	123
War loan, 6s, 1901-1905.....J & J	127	128
War loan, 6s 1884.....M&S	103	103½
New Jersey—6s, 1897-1902....J&J*	.....	.....
6s, exempt, 1896.....J&J*	.....	.....
New York—6s, gold, reg., '87...J&J	.....	.....
6s, gold, coup., 1887 .....J & J	.....	.....
6s gold, 1891.....J & J	.....	.....
6s, gold, 1892.....A & O	.....	.....
6s, gold, 1893.....A & O	.....	.....
No. Carolina—6s, old, 1886-'98..J&J	30½	32½
6s. old.....A & O	30⅓	32½
6s, N C. RR., 1883-5.....J & J	155	.....
6s, do .....A & O	155	.....
6s do 7 coupons off .....J&J	130	.....
6s do 7 coupons off ....A&O	130	.....
6s, Funding act of 1866 1900 J&J	10	12
6s, do 1868,1898A&O	10	12
6s, new bonds, 1892-8.....J&J	15	.....
6s do .....A & O	15	.....
6s, Chatham RR.....A&O	5	.....
6s, special tax, class 1,1898-9A&O	5½	.....
6s, do class 2 .....A & O	5½	.....
6s. do W'n N. C. RR.A&O	5½	7
4s, new, cons., 1910.....J & J	78¾	80
4s. new, small.....	77	.....
Ohio 6s, 1886.....J & J	103	.....
Penna.—5s, new, reg., '92-1902.F&A	117	118½
6s, 15-25, reg., 1882-'92.....F & A	.....	.....
4s, reg., 1892-1901	.....	.....
4s, reg., 1912.....F & A	.....	116¾
Rhode Isl'd—6s,1893-9, coup..J&J	116	.....
South Carolina—6s, Act of March 23, 1869. Non-fundable, 1888..	5½	7
Brown consols.....	103	104
Tennessee—6s, old, 1890-98 ..J & J	40	.....
6s, new bonds, 1892-1900 ..J & J	40	.....
6s, new series, 1914.....J & J	40	.....
Compromise bonds, 3-4 5-6s, 1912	42½	44
Texas—6s, 1892.....M&S	110	120
7s, gold, 1892-1910.....M&S	120	.....
7s, gold, 1904.....J&J	124	.....
Vermont—6s, 1890.....J & D	113	115
Virginia—6s, old, 1886-'95....J & J	33	.....
6s, new bonds, 1886-1895...J & J	33	.....
6s, consol., 1905.....J & J	61	.....
6s, consols, 1905. ex-coup....J&J	50½	.....
6s, consol., 2d series.....J&J	48	.....

City Securities.	Bid.	Ask.
Virginia—(Continued)—		
6s, deferred bonds.....	.....	14
10-40s, new.....	43	45
Tax-receivable coupons	.....	.....
CITY SECURITIES.		
Albany, N. Y.—6s, long....Various	110	.....
7s long.....	125	.....
Allegheny, Pa.—5s, cp., '83-97..Var.	100	105
4½s, coup., 1883-1901.....Var.	102	105
4s, coup., 1901.....Var.	100	.....
Allegheny Co., 5s, cp., 1913..J&J	105	106
4s, riot loan, 5-10s.....	99	100
4s, do 10-20s	99	100
5s, do 5-10s.....	101	101½
5s, do 10-20s	103	104
Atlanta, Ga.—7s.....	108	112
Do. 8s.....	110	115
Waterworks.....	110	.....
Augusta, Me.—6s, 1887, mun..F&A	105	106
Augusta, Ga—7s.....Various	107	.....
Austin, Texas—10s.....	110	115
Baltimore—6s, City Hall, 1884 Q—J	101⅜	102½
6s, Pitts. & Con'v. RR.,1886.. J&J	106½	108
6s, consol., 1890.....Q—J	113¾	114
6s, Balt. & O. loan, 1890.....Q—J	113¾	114
6s, Park, 1890.....Q—M	113¾	115
6s, bounty, 1893.....M & S	115	120
6s, do exempt, 1893...M & S	115	125
5s, water, 1894.....J&J	113½	114
6s, 1900.....	121	125
6s, West. Md. RR., 1902 ....J&J	126½	128
5s, consol, 1885.....Q—J	101	102⅜
6s, Valley RR., 1886.....A & O	106½	109
5s, 1916.....M&N	122	123½
4s, 1920.....J&J	110	111
Bangor, Me.—6s. RR.,1890-'94.Var.	110	112
6s, water, 1905.....J&J	122	123
6s, E. & N.A. Railroad, 1894..J&J	112	113
6s, B. & Piscataquis RR.,'99.A&O	114	116
Bath, Me.—6s, railroad aid.....Var	102½	103
5s, 1897, municipal.....	103	104
Belfast, Me.—6s, railroad aid, '98..'	103	103½
Boston,Mass.—6s,cur,long,1905 Var	128	130
6s, currency, 1894.....Var.	121	122
5s, gold, long.....Var.	119¼	119½
4½s, 1908.....A&O	110	112
4s, currency, long.....J&J	105½	106
Brooklyn, N.Y.—7s, short.....J&J	100	105
7s, Park, long..... .....J&J	140	145
7s, Water, long.....J&J	137	140
7s, Bridge, long..... .....J&J	140	149
6s, Water, long.....J&J	120	.....
6s, Park, long..... .....J&J	130	135
6s, Bridge, long.....	126	130
5s, Bridge, long.....	112	117
Kings Co. 7s, 1882-'89,.....M & N	102	114
do 6s, 1882-'86.....M & N	101	110
Buffalo, N. Y.—7s, 1895.....Var.	110	.....
7s, water, long..... .....Var.	116	.....
6s, Park, 1926..... .....M& S	107	.....
Cambridge, Mass.—5s, 1889....A&O	106	107
6s, 1894-96. water loan.....J&J	120	121
6s, 1904, city bonds.....J&J	127½	128
Charleston, S.C.—6s, st'k,'76-98..Q—J	78	.....
7s, fire loan bonds, 1890....J & J	30	.....
7s, non-tax bonds.....	107	.....
4s, non-taxable.....	78	.....
Chelsea, Mass.—6s, '97, water.F&A	121	123
Chicago, Ill.—7s, 1892-99	118	.....
6s, 1895.....	110	.....
4½s, 1930.....	106⅜	107¼
3-65s, 1902.....	100	102
Cook Co. 7s, 1892	118	.....
Cook Co. 5s, 1899.....	108	.....
Cook Co. 4½s, 1900.....	106½	.....
West Chicago 5s, 1890	103½	101¼
Lincoln Park 7s, 1895.....	106	106½
West Park 7s, 1890.....	112½	114
South Park 6s, 1899.....	105	107
Cincinnati, O.—6s, long.. .....Var.	.....	.....
6s. short.....Var.	.....	.....
7-30s, 1902..... .....J&J	130	130½
4s.....J&J	102	105
Southern RR. 7-30s. 1906.. .J&J	130	130½
do 6s, g., 1902....M&N	131	....
do Cur. 6s, 1909....F&A	119	120
do 8kg. fd. 5s, 1910M&N	110	111
Cleveland, O.—6s. long.....Various	.....	.....
7s, short.....Var.	.....	.....
5s, long.....Var.	.....	.....
4s long.....Var.	.....	.....
Columbus, Ga.—7s .....Var.	.....	.....
Covington. Ky.—7-30s, long	102	.....
7-30s, short.....	105	110
Water Works.....	115½	116
Dallas, Texas—8s, 1904.....	101½	107½
10s, 1885-96.....	105	110
Water, 6s, 1930	97½	102½
Detroit, Mich.—7s, long.....Var.	110	.....
7s, water, long.....Var.	114	117
Elizabeth, N. J.—7s, short.....	45	47
7s, funded, 1890-1905.....Var	45	47
7s, consol., 1890-95.....A & O	45	47
7s, 1905.....	45	47
Fall River, Mass.—6s, 1901....F& A	120	121
5s, 1894, gold.....F&A	103½	110
Fitchburg, Mass.—6s. '91, W.L..J&J	113	114
Galveston, Tex.—8s,1893-1909 M&S	110	110
5s, 1920.....J&D	98	102
Galvest'n County, 6s, 1902...M&N	.....	.....
Hartford, Ct.—City 6s, var. dates..'	100	107
Capitol, untax, 6s.....	125	127
Hartford Town 4½s, untax.....	104	106
Houston, Tex.—10s.....	30	40
6s, funded.....	30	40
Haverhill, Mass.—6s,'85-89.. A&O	104	107
Indianapolis,Ind.—7-30s,'93-99J&J	113	117

City Securities.	Bid.	Ask.
Jersey City—6s, water, long, 1895..	104	106
7s, water, 1899-1902.....J & J	112	114
7s, improvement, 1891-'94....Var.	107	110
7s, Bergen, long.....J & J	106	107
Hudson County, 6s.....A&O	105	106
do 7s.M&S and J&D	106	107
Bayonne City, 7s, long.....J&J	109	110
Lawrence, Mass.—6s, 1894...A& O	119	120
6s, 1900.....A&O	122	124
Long Island City, N.Y—Water,7s,'95	.....	.....
Louisville, Ky.—7s, long dates. Var.	116	120
7s, short dates.....Var.	106	109
6s, long.....Var.	109	111
6s, short.....Var.	101	105
5s, 1890-1900.....M&N	105	106
Lowell, Mass.—6s,1890, W. L.M&N	114	114½
Lynchburg, Va.—6s.....J & J	103	105
8s.....J & J	125	.....
Lynn, Mass.—6s, 1887.....F&A	105	107
Water loan, 6s, 1894-96.....J&J	120	122
5s, 1905.....M&N	114	115
Macon, Ga.—7s.....	90	.....
Manchester, N.H.—5s, 1883-'85J&J	100½	102
6s, 1894.....J&J	117½	118
6s, 1902.....J&J	121	123
4s, 1911	103	103½
Memphis, Tenn.—6s, C.....J&J	33	.....
6s, A & B.....J&J	33	.....
6s, gold, fund., 1900.....M & N	30	.....
6s, end., M. & C. RR.	55	.....
6s, consols.....J&J	45	.....
Milwaukee, Wis.—5s, 1891...J & D	98	.....
7s, 1896-1901.....Var.	112	117
7s, water, 1902.....J&J	125	.....
Mobile, Ala.—3-4-5s, funded..M&N	54	57
Montgomery, Ala.—New 3s ..J & J	60	65
5s, new.....	70	.....
Nashville, Tenn.—6s, old.....	.....	.....
6s, new.....	.....	.....
Newark—6s, long.....Var.	112	114
7s, long.....Var.	116	123
7s, water, long.....Var.	120	123
New Bedford,Mass.—6s, 1909. A&O	128	130
5s, 1900, Water Loan.....A.&O	113	115
N. Brunswick, N. J.—7s, various...	100	109
6s.....	100	102
New Orleans, La.—Premium bonds.	82	86
Consolidated 6s, 1892.....Var.	96	98
Newport—Water bonds 7-30s.....	114½	115
New York City—7s, short	100	114
7s, long.....	135	140
6s. short.....	100	109
6s, long.....	100	110
6s, gold (consolidated), 1896-1901	120	130
5s, long.....	105	110
4s, long.....	100	105
Newton—6s, 1905, water loan..J&J	129	130
5s, 1905, water loan.....J&J	115	117
Norfolk,Va.—6s,reg.stk,'78-85..J&J	103	.....
8s, coup., 1890-93.....Var.	116	.....
8s, water, 1901.....M & N	131	132½
Norwich, Ct.—5s, 1907.....A&O	113½	115
7s, 1905..... .....J.&J	.....	.....
Orange, N. J.—7s, long.....†	115	120
Oswego, N. Y.—7s, 1887-8-9.....†	102	.....
Paterson, N. J.—7s, long.....Var	121	122
6s, long.....	114	115
5s, long.....	107	103
Petersburg, Va.—6s.....J&J	101	.....
8s..... .....J&J	116	.....
8s, special tax.....	117	.....
Philadelphia, Pa.—5s, reg.....J&J*	.....	.....
6s, old, reg..... .....J&J	.....	.....
6s, new, reg., due 1895 & over.J&J	133	134
4s, new.....	108½	.....
Pittsburg, Pa.—4s, coup.,1913..J&J.	95	100
5s, reg. and coup., 1913.....J&J.	105	107
6s, gold, reg ....Var.	116	117
7s, water. reg.& cp.,'93-'98...A&O.	.....	125
7s, street imp., reg, '83-86....Var.	105	108
Portland, Me.—6s, Mun., 1895..Var.†	116	118
6s, railroad aid, 1907 .....M&S	120	122
Portsmouth, N.H.—6s,'93, RR. J&J †	114½	115½
Poughkeepsie. N. Y.—7s, water .....†	120	.....
Providence, R.I.—5s, g.,1900-5.J&J †	115½	116
6s, gold, 1900, water loan...J & J	.....	.....
6s, 1885.....M & S†	.....	.....
Richmond, Va.—6s.....J&J	114½	115½
8s.....J & J	133	.....
5s.....	101	104
Rochester, N.Y.—6s .....Var.	106	.....
7s, water, 1903.....J & J†	134	.....
Rockland, Me.—6s,'89-99,RR..F&A	99	99½
St. Joseph, Mo.—Comp'mise 4s, 1901	76	80
St. Louis, Mo.—7s, 1885.....F&A	104	.....
6s, short.....Var.	106	107
6s, long.....Var.	114	116
5s, long.....Var.	107	.....
5s, 10-20.....Var.	105¾	106½
St. L. Co.—6s, gold, 1905.....A&O	117	.....
Currency, 7s, 1887-'88....Var.	105	.....
St. Paul, Minn.—6s, long	103	.....
7s, long.....	110	.....
8s, 1889-96..... .....Var.	116	.....
Salem, Mass.—6s, long, W. L.A.&O†	124	126
5s, 1904, W. L.....J&J†	113	115
S. Francisco—7s, g., 1888-95..Var.*	104	.....
6s, gold, long.....	.....	.....
Savannah funded 5s. consols.....	82	84
Somerville, Mass.—5s, 1895..A&O†	113	115
6s, 1885.....J&J†	103	105
6½s, 1884.....A&O†	104	105
Springfield, Mass.—6s, 1905..A&O†	127	129
7s, 1903, water loan.....A&O†	133	137
Toledo, O.—7-30s, RR., 1900.M & N†	.....	.....
8s..... .....Var.†	.....	.....
6s, 1893 to '99..... .....Var.†	.....	.....
Washington, D.C.—*See* Dist. of Col.		

* Price nominal; no late transactions. † Purchaser also pays accrued interest. ‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.	Bid.	Ask.
Wilmington, N.C.—6s	95	.....
8s, gold, con. on	104	107
Worcester, Mass.—6s, 1892...A&O	†116½	117
5s, 1905	113	115
4s, 1905	104	106
Yonkers, N. Y.—Water, 1903	.....	.....
RAILROAD BONDS.		
Ala. Cent.—1st M., 6s, 1918....J&J	95	100
Income 6s, 1918	.....	70
Ala. Gt. Southern—1st mort., 1908	†109	111
Alb'y & Susq.—1st M., 7s, '88..J&J	111	.....
2d mortgage, 7s, 1885	106	.....
Consol. mort., 7s, 1906, guar. A&O	†126	128
Allegheny Cent.—1st M., 6s, 1922	.....	100
Incomes, 1912	.....	.....
Allegh. Val.—Gen. M., 7 3-10s..J&J	122½	124½
East. exten. M., 7s, 1910	.....	120
Income, 7s, end., 1894	45	48
Atch'n & Neb.—1st, 7s, 1907..M&S	†119¾	120
Atch. Top.&S.F.—1st, 7s, g., '99. J&J	†120	120½
Land grant, 7s, g., 1902	†112½	113
Sinking fund, 6s, 1911	100	.....
Guaranteed 7s, 1909 . J&J&A&O	†111½	112
5s, 1909 (1st mort.)	†95½	96
5s, plain bonds, 1920	†85	86
4½s, 1920	80	80½
Florence & El Dor'do, 1st, 7s. A&O	†105¾	106
K.C.Topeka&W., 1st M., 7s, g. J&J	†117½	118
do Income 7s. A&O	†105	106
N.Mex.&So.Pac., 1st, 7s, 1909 A&O	†112½	113
Pleas't Hill & DeSoto, 1st. 7s, 1907	†106	107
Pueblo & Ark.V., 1st, 7s, g., 1903.	†112½	113
Sonora, 1st, 7s, 1910, guar.. J&J	103¼	103¾
Wichita&S.W., 1st, 7s, g., gua. 1902	†105	106
Atlanta & Charlotte Air L.—1st, 7s	105	.....
Income, 6s	75½	.....
Atlantic & Pac.—1st 6s, 1910..J&J	.....	94
Incomes, 1910	17	.....
Baltimore & Ohio—6s, 1885..A&O	†104¾	105
Sterling, 5s, 1927	†108	110
Sterling, 6s, 1895	†115	117
Sterling mort., 6s, g., 1902..M&S	†119	121
do 6s, g., 1910. M&N	†122	124
Parkersburg Br., 6s, 1919...A&O	114	114½
Balt. & Pot'c—1st, 6s, g., 1911. J&J	†116	118
1st, tunnel, 6s, g., g'd, 1911. A&O	†14	116
Belvidere Del.—1st, 6s, c., 1902. J&D	120	121½
2d mort., 6s, 1885	104	.....
3d mort., 6s, 1887	105½	.....
Boston & Albany—7s, 1892...F&A	†122¾	123
6s, 1895	†116	118
Bost.Clint.&F.—1st M.,6s,'84,J&J	†101	102
1st M., 7s, 1889-90	†112½	115
B. C. F. & N. B., 5s, 1910....J&J	108	110
N. Bedford RR., 7s, 1894....J&J	†122	124
Equipment, 6s, 1885	†103	.....
Framingham & Lowell—1st, 5s, '91	† 90	93
Bost. Conc.& Mon.—S.F., 6s, '89. J&J	106	107
Consol. mort., 7s, 1893	†113½	114
Bost. Hart.& E.—1st, 7s, 1900. J&J	.....	50
1st mort., 7s, guar. J&J	.....	.....
Boston & Lowell—7s, '92	†119	119½
6s, 1896	†110½	111½
New 5s, 1899	†104½	105
Boston & Maine—7s, 1893-94. J&J	†123	124
Bost. & Providence—7s, 1893. J&J	†123½	124
Bost.& Revere B'h—1st, 6s, '97. J&J	†113	114
Bradford Bord. & K.—1st, 6s, 1932	.....	85
Bradf.Eld.& Cuba—1st.6s,1932 J&J	.....	.....
Bklyn Bath&C.I.—1st, 6s, 1912. F&A	.....	.....
Brooklyn Elevated—Bonds	30	44
Buff. Brad.& P.—Gen.M.7s, '96. J&J	100	.....
Buff.N.Y.&Erie—1st, 7s, 1916. J&D	.....	.....
Buff.N.Y.& Phil.—1st, 6s, g., '96. J&J	97⅜	97⅝
2d mortgage, 7s, g	.....	.....
Buff. Pittsb. & West.—6s, 1921 A&O	.....	.....
Pitts. Titusv.& B.—7s, 1896..F&A	92¾	93⅜
Oil Creek, 1st M., 6s, 1912...A&O	104	.....
Union & Titusv., 1st, 7s, 1890. J&J	94	.....
Warren & Fr'kin, 1st, 7s, '96. F&A	111	.....
Buff & Southwest.—6s, 1908...J.&J	.....	.....
Bur. C. R.& N.—1st. 5s, new, '06. J&D	100½	100⅞
C. Rap.I.F.& N., 1st, 6s, 1920. A&O	.....	.....
Cairo & St. Louis—1st mort	.....	.....
Califor. Pac.—1st M., 7s, g., '89. J&J	†104	106
2d M.. 6s, g., end C. Pac., '89. J&J	†100	105
3d M. (guar. C. P.), 6s, 1905. J&J	†104	107
do do 3s, 1905. J&J	66	.....
California So.—1st, 6s, 1922...J&J	58	60
Camden & Atl.—1st, 7s, g., '93..J&J	119	120
2d mort., 6s, 1904	102	.....
Cam.& Bur. Co.—1st M., 6s, '97. F&A	.....	.....
Canada So.—1st M., guar., 1908, J&J	94¾	96½
Carolina Cent.—1st, 6s, g., 1920. J&J	90	100
do Incomes	.....	.....
Catawissa—Mort., 7s, 1900...F&A	110	.....
Cedar F. & Min.—1st, 7s, 1907. J&J	.....	114½
Cedar R. & Mo.—1st, 7s, '91...F&A	†110	111
1st mort., 7s, 1916	†122½	122¾
Cent. Br. U. Pac., 1sts, 6s, '95. M&N	100	.....
Fund. coupon 7s, 1895	96	.....
Atch.& Pike's P'k, 1st, 6s, g. M&N	99	.....
Cent. of Ga.—1st. cons., 7s, '93. J&J	113	114½
Certificates of indebtedness, 6s	92½	95
Cent. Iowa—New 1st., 7s, '99. J&J	.....	108
Inc. bonds, "debt certs.", 7s, A&O	.....	60
Central of N. J.—1st M., 7s, '90. F&A	113½	.....
7s, conv, 1902, assented.....M&N	110¼	.....
Consol. M., 7s, 1899, assented. Q—J	110	110⅜
Adjustment bonds, 1905	105⅛	.....
Income bonds, 1908	.....	83
Am. Dk.& Imp. Co., 5s, 1921. J&J	88	90½
Leh.& Wilkesb. Coal, inc., '83. M&N	75	.....
Consol., 7s, gold, 1900, ass'd. Q—M	100	.....
Cent. Ohio—1st M.. 6s, 1890.. M&S	111	112
Cent. Pacific—1st, 6s, g., '95-98. J&J	113½	113⅝
State Aid, 7s, g., 1884	J&J	.....
S. Joaquin, 1st M., 6s, g. 1900. A&O	110	114
Cal. & Oregon, 1st, 6s, g., '88. J&J	103½	.....
Cal.& Or. C.P. bonds, 6s, g., '92 J&J	†107	109
Land grant M., 6s, g., 1890. A&O	104½	.....
West. Pacif., 1st, 6s, g., '99..J&J	110	112

RAILROAD BONDS.	Bid.	Ask.
Charl'te Col.&A.—Cons., 7s, '95. J&J	108	.....
2d mort., 7s, 1910	102¾	103
Cheraw & Darl.—1st M., 8s, '88. A&O	110	.....
2d mort., 7s	103	.....
Ches. & Ohio—Pur. money fd., 1898	.....	114
Series A, 1908	105	107
6s, gold, series B, int. def. 1908..	90¾	91½
6s, currency, int. deferred. 1918	51½	52
6s, 1911	A&O	100
Cheshire—6s, 1896-98	J&J	†110
Chic. & Alton—1st M., 7s, '93..J&J	†118	.....
Sterling mort., 6s, g., 1903..J&J	†117	119
Bds. Kan. C. line, 6s, g., 1903. M&N	.....	114
Miss. Riv. Bridge, 1st..s.f., 6s, 1912	.....	.....
Louis'n & Mo.R., 1st, 7s, 1900 F&A	116½	.....
do 2d, 7s, 1900 M&N	.....	110
St.L.Jacks'v.&C., 1st, 7s, '94. A&O	116	.....
do 1st guar.(564).7s, '94 A&O	115	.....
do 2d M. (360), 7s, '98 .J&J	.....	.....
do 2d guar.(188) 7s, '94. J&J	.....	.....
Chicago & Atlantic—1st mort	97	.....
Chic. R. & Q.—Consol., 7s, 1903 J&J	125½	126⅝
Bonds, 5s, 1895	J&D	†101
5s, 1901	A&O	103
5s, 1919, Iowa Div	A&O	100
4s, 1919, do	A&O	87½
4s, Denver Div., 1922	82½	83
4s, plain bonds, 1921	79	81
Bur. & Mo. R., 1'd M., 7s, '93. A&O	†115¾	116
do Conv. 8s, '94 ser. J&J	.....	.....
Bur.& Mo.(Neb.), 1st, 6s, 1918. J&J	†113	113½
do Cons, 6s, non-ex..J&J	†104	104½
do 4s, (Neb.), 1910..J&J	†81	81¼
do Neb. RR, 1st, 7s, A&O	†114	114½
do Om.&S.W., 1st, 8s, J&D	†121½	124
Ill. Grand Tr., 1st, 8s, '90...A&O	†112½	113½
Dixon Peo.& H., 1st, 8s, 1889. J&J	†111	113
Ott. Osw. & Fox R., 8s, 1900. J&J	†123	125
Quincy & Wars'w, 1st, 8s, '90. J&J	†115½	117
Chic. & Can. So.—1st, 7s, 1902 A&C	26	35
Chic. C. Dub & Minn.—7s, 1910 J&J	†103¾	104
Chic. & East Ill.—1st mort. 6s, 1907	.....	95½
Income bonds, 1907	80	.....
Chic. & Gr. Trunk—1st mort., 1900	99	102
Chic. & Iowa—2d M., 8s, 1901. J&J	100	.....
Chic. I'a & Neb.—2d M., 5s, 1883.	†100	100½
Chic.& Mich.L.Sh.—1st, 8s, '80. M&S	†113	113½
Chic. Mil. & St. Paul—		
P. du C. Div., 1st, 8s, 1898. F&A	130	.....
P. D., 2d M., 7 3-10s, 1898..F&A	120½	122
St. P. & Chic., 7s, g., 1902....J&J	125	.....
Mil. & St. P., 2d M., 7s, 1884. A&O	103½	105
La. C., 1st M., 7s, 1893	J&J	118
I. & M., 1st M., 7s, 1897	J&J	119½
I'a. & Dak., 1st M., 7s, 1899. J&J	120	.....
Hast. & Dak., 1st M., 7s, 1910. J&J	117	118
Chic. & Mil., 1st M., 7s, 1903. J&J	123	.....
1st mort., consol., 7s, 1905..J&J	.....	123
1st M., I. & D. Ext., 7s, 1908 J&J	121	.....
1st M., 6s, S'thwest Div. 1909 J&J	108¼	110
1st M., 5s, La C. & Dav. 1919 J&J	96	.....
So. Minn. 1st 6s, 1910	J&J	105½
Chic. & Pac. Div. 6s, 1910	109¾	.....
do West. Div., 5s, 1921. J&J	91¾	92
Mineral Pt. Div., 5s, 1910...J&J	91	.....
Chic. & L. Sup. Div., 5s, 1921	.....	.....
Wis. & Minn. Div., 5s, 1921 ...J&J	.....	91¼
Chic.&N.W.—Sink.f., 1st, 7s, '85 F&A	105	.....
Interest mort., 7s, 1883 ....M&N	103⅜	104
Consol. mort., 7s, 1915	Q—F	131
Exten. mort., 7s, 1885	F&A	104¾
1st mort., 7s, 1885	F&A	105
Consol., gold, 7s, op., 1902..J&D	125	.....
do do reg	121¼	125
Sinking fund, 6s, 1929 ..... A&O	111	111½
do 5s, 1929	A&O	101⅛
Escan.&L Sup., 1st, 6s, 1901. J&J	.....	.....
Des M.& Minn's, 1st. 7s, 1907. F&A	.....	.....
Iowa Mid., 1st M., 8s, 1900. A&O	130½	133
Peninsula, 1st, conv., 7s, '98. M&S	120	.....
Chic. & Mil., 1st M., 7s, '98..J&J	120	125
Mil. & Mad., 1st, 6s, 1905..M.&S.	.....	114
Chic.R.I.&Pac.—6s, 1917, coup. J&J	125	.....
6s, 1917, reg	J&J	.....
Chic.&S.W..1st, 7s, guar., '99. M&N	.....	.....
Chic. St. L. & N.O.—1st con. 1897, 7s	113	.....
2d mort 6s, 1907	J&D	110
Ten. lien, 7s, 1897	M&N	113
5s, 1951, gold	.....	102¾
Miss. Cen., 1st M., 7s, '74-84. M&N	100	.....
do 2d mort., 8s	.....	104
N.O.Jack.& Gt. N., 1st., 8s, '86. J&J	107¼	108¼
do 2d M., 8s, '90, ctfs. A&O	115	118
do 2d mort. debt	A&O	106
Chic.St.P.Min.&Om.—Con. 6s, 1930	105½	.....
Ch.St.P.& Minn. 1st.6s, 1918 M&N	113	.....
Land grant. inc., 6s, 1898 M&N	.....	.....
North Wisc., 1st 6s, 1930....J&J	108	.....
St. Paul&S.City, 1st 6s, 1919. A&O	110½	.....
Chic. & Tomah.—Scrip, 1905	.....	111
Cin. & Eastern—1st, 7s, 1896	.....	100
2d mort., 7s, 1900	.....	100
Consol., gold, 6s, 1912	.....	90
Cin. Ham. & Dayt.- 2d, 7s, '85 J&J	102½	103½
Consol. mort., 7s, 1905	A&O	123
do 6s, 1905	A&O	110
Cin. H. & I., 1st M., 7s, 1903. J&J	109	110
Cin. I. St. L. & Chic.—Con. 6s, 1920	102	103
Cin.& Indiana, 1st M., 7s, '92. J&D	110	113
do 2d M., 7s, '82-87. J&J	107	108
Indianapolis C. & L., 7s of '97	111	.....
Ind'apolis & Cin., 1st, 7s, '88. A&O	106½	107½
Cin. Laf.& Ch.—1st, 7s, g., 1901. M&S	112	115
Cin. Rich. & Chic.—1st, 7s, '95. J&J	†109½	.....
Cin. Rich. & F. W.—1st, 7s, g...J&D	†108	110
Cin. Sand'ky & Cl.—6s, 1900...F&A	†101¼	101¾
7s, 1887 extended	M&S	†101
Consol. mort., 7s, 1890	J&D	†103
Cin.&Sp.—7s, C.C.C.& I., 1901. A&O	.....	.....
7s, guar., L.S.& M.S., 1901..A&O	.....	.....
Clev. Col. C. & I.—1st, 7s, '99. M&N	120	.....
Consol. mort., 7s, 1914	J&D	121½
Bellef. & Ind. M.. 7s, 1899...J&J	113	.....

RAILROAD BONDS.	Bid.	Ask.
Clev. & Pitts.—4th M., 6s, 1892..J&J	109	.....
Consol. S. F., 7s, 1900 ..... M&N	125	126
Clev.& M. Val.—1st, 7s, g., '93 F&A	.....	.....
Columbia & Greenv.—1st, 6s, 1916	95	.....
2d mort., 6s, 1926	76½	.....
Columbus Chic. & Ind. Cent.—		
1st consol. mort., 7s, 1908..A&O	140½	.....
2d mort., 7s, 1909	F&A	.....
Income 7s, 1900	.....	.....
Reorgan'n Trust Co. certs	62½	63
Chic. & Gt. East., 1st, 7s, 93-'95.	100	.....
Col.& Ind. C., 1st M., 7s, 1904. J&J	*115	.....
do 2d M. 7s, 1901. M&N	*110	.....
Un.& Loganap., 1st, 7s, 1905. A&O	*113	116
T. Loganap. & B., 7s, 1884..F&A	*100	103
Cin. & Chic. A. L., 1886-'90	*100	.....
Col. Hock. Val. & Tol.—Consol. 5s	80	83
Col.&Hock.V.—1st M., 7s, '97. A&O	†114	116½
do 2d M., 7s, 1892. J&J	†107	.....
Col. & Toledo—1st mort. bonds	†115	117
do 2d mort.	†109	114
Col. Springf.& C.—1st, 7s, 1901. M&S	.....	.....
Col. & Xenia—1st M., 7s, 1890. M&S	†110	.....
Conn. & Passump.—M., 7s, '93. A&O	†117	118
Massawippi, g., 6s, gold, '89 J&J	†105½	108
Conn. Val.—1st M., 7s, 1901...J&J	90	100
Conn. West.—1st M., 7s, 1900. J&J	25	32
Connecting (Phila.)—1st, 6s ..M&S	118	122
Cumberland & Penn.—1st mort	.....	.....
2d mort	.....	.....
Cumberl. Val.—1st M., 8s, 1904. A&O	*.....	.....
Dakota Southern—7s, gold, '91, F&A	†95	100
Dayton & Mich.—Consol. 5s....J&J	†103	103½
2d mort., 7s, 1884, now 1st. M&S	†101	.....
3d mort., 7s, 1888, now 2d A&O	†107	108
Dayt. & West.—1st M., 6s, 1905. J&J	†109	110
1st mort., 7s, 1905	†118	.....
Delaware—Mort., 6s, guar., '95. J&J	.....	.....
Del.& Bound B'k—1st, 7s, 1905 F&A	.....	125
Del. Lack. & W.—Conv. 7s, 1892 J&D	117	119
Mort. 7s, 1907	M&S	125½
Den.& Rio G.—1st, 7s, g., 1900. M&N	108½	108½
1st consol. mort., 7s, 1910....J&J	88¾	91
Denv. & R. G. West.—Bonds	66½	68
Denv.S.P.& Pac.—1st, 7s, 1905 M&N	93	97
Des M. & Ft. D.—1st, 6s, 1905. J&J	.....	100
1st inc., 6s, 1905	.....	73
Detroit & Bay C.—1st, 8s, 1902. M&N	100	.....
1st M., 8s, end. M. C., 1902. M&N	112	113
Det.G.Haven&Mil.—Equip. 6s, 1918	†118	120
Con. M., 5s till '84, after 6s..1918	†117	119
Det. L. & North.—1st, 7s, 1907. J&J	†117½	118
Det. Mack. & M.—1st. 6s, 1921. A&O	.....	91
Land grant, 7s, 1911	.....	.....
Income, 1921	.....	.....
Dub. & Dak.—1st M., 8s, 1919. J&J	.....	.....
Dub.& S. City—1st, 2d Div., '94. J&J	.....	.....
Dunk. A. V.& P.—1st, 7s, g., 1890 J&D	100	.....
East Penn.—1st M., 7s, 1888..M&S	.....	.....
E. Tenn. Va. & Ga.—1st, 7s, 1900. J&J	117	118
1st mort., consol., 5s, 1930 ..J&J	72½	73
Income, 6s, 1931	34	35½
Divisional, 5s, 1930	J&J	92
E. Tenn. & Ga., 1st, 6s, '83-86. J&J	100	.....
E. Tenn. & Va., end., 6s, 1886. M&N	100	.....
Eastern, Mass.—6s, g., 1906. M&S	†109¼	109
Sterling debs., 6s, g., 1906..M&S	‡104	106½
Eliz. City & Nor.—S.F. deb., 6s. A&O	.....	.....
1st mort., 6s, 1920	M&S	.....
Elizab. Lex. & Big S.—6s, 1902. M&S	94	95
Elmira & W'mspt—1st, 8s, 1910. J&J	115	.....
5s, perpetual	A&O	100
Erie & Pittsb.—2d, now 1st....J&J	†107	111
Cons. mort., 7s, 1898	J&J	110
Equipment, 7s, 1890	A&O	.....
Evansv. & Crawf.—1st, 7s, '87. J&J	103	106
Evans. & T. H., 1st con., 6s, 1921. J&J	98	.....
Evansv. T. H. & Chi.—1st, 7s, g. M&N	.....	.....
Fitchburg—5s, 1899	A&O	†110½
5s, 1900-01-02	A&O	111
6s, 1898	A&O	†117
7s, 1894	A&O	†123
Flint & P. Marq.—M. 6s, 1920. A&O	†.....	114
Flint & Holly, 1st, 10s, '88. M&N	107	.....
Holly W. & M.—1st, 8s, 1901. J&J	115	.....
Ft. Madison & N. W., 1st 7s, g., 1905	†.....	.....
Ft. W. & Denv. City—1st, 6s, 1921.	.....	68
Frankfort & Kokomo—1st. 7s. 1908	.....	.....
Gal. Har. & S.A.—1st, 6s, g. 1910. F&A	102	103
2d mort., 7s, 1905	J&D	107
Gal. Hous. & H.—1st, 7s, g., 1902. J&J	70	74
Georgia—7s, 1883-90	J&J	.....
6s, 1897 & 1910	.....	.....
Georgia Pacific—1st mort	.....	82
Gr. Rap. & Ind.—1st, l.g., g'd, 7s, g.	113	.....
1st M., 7s, l.g., gold, not guar. A&O	†110	113
Ex land grant, 1st 7s, '99	†100	105
Gr. B'y W. & St. P.—1st, 6s, 1911. F.&A	76	78
2d, incomes, 1911	12¼	.....
Gulf Col. & S. Fe—1st, 7s, 1909 J&J	111	111⅞
Hannibal & Nap—1st, 7s, '88. M&N	.....	.....
Han. & St. Jo.—Conv. 8s, 1885. M&S	104	104¼
Con. 6s, 1911	M&S	104
Kans. C. & Cam., 1st, 10s, '92. J&J	†129⅜	130
Housatonic—1st M., 7s, 1885. F&A	.....	.....
Houst. E. & W. Tex.—1st, 7s, 1898	.....	105
Houst.& Tex. C.—1st., 7s, guar., '91	108	.....
West. Div., 1st, 7s, g., 1891..J&J	105	.....
Waco & N. W., 1st, 7s, g., 1903. J&J	110½	112
Cons. mort., 8s, 1912	A&O	122
Waco & N., 8s, 1915	.....	98
Gen. mort. 6s, 1921	A&O	101
Hunt. & Br. Top—1st, 7s, '90..A&O	.....	.....
2d mort., 7s, g., 1895	F&A	113
Cons 3d M. 5s, 1895	A&O	118
Ill. Cent.—1st M. Chic. & Spr. '98 J&J	.....	87
Middle Div. reg. 5s, 1921	.....	118
Sterling, S. F., 5s, g., 1903..A&O	105	107
Sterling, gen. M., 6s, g., 1895. A&O	114	116
Sterling, 5s, 1905	J&D	105
Ind. Bl. & W.—1st, pf., 7s, 1900 J&J	118	.....
1st mort., 4-5-6, 1900	A&O	83
2d mort., 4-5-6, 1900	A&O	.....
		74

* Price nominal; no late transactions. † The purchaser also pays accrued interest. ‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—Continued.

For Explanations See Notes at Head of First Page of Quotations.

Railroad Bonds.	Bid.	Ask.
Ind. Bloom. & West.—(Contin'd)—		
East. Div., 1st mort	91	.....
do income	.....	43
Income, 1919	.....	.....
In'polis D. & Sp'd—1st,7s,1906 A&O	100	102
2d mort., 5s, 1911 J&J	.....	.....
2d mort., income, 1906 J&J	.....	60
Trust Co cert	.....	.....
New 1st mort. 6s, funded	.....	.....
Ind'polis & St.L.—1st,7s,1919.Var.	†108	114
nd'apolis & Vin.—1st, 7s,1908.F&A	109	.....
2d mort., 6s, g., guar., 1900.M&N	98	.....
Int. & Gt.North.—1st,6s,1919.M&N	105½	106
Coup. 6s, 1909 M&S	82	82½
2d mort., income, 8s, 1909	.....	.....
Ionia & Lansing—1st 8s,'89 J&J	†110	112
Iowa City & West.—1st,7s,1909M&S	112	.....
I'a Falls & Sioux C.—1st, 7s,'99A&O	†120¼	120½
Jefferson—Hawl'y Br. 7s, '87 J&J	.....	.....
1st mort., 7s, 1889 J&J	.....	110
Jeff. Mad. & Ind.—1st, 7s,1906.A&O	†112	114
2d mort., 7s, 1910 J&J	†113	115
Junction (Phil.)—1st,4½s,1907 J&J	.....	.....
2d mort., 6s, 1900 A&O	110	.....
K.C.Ft.Scott & G.—1st,7s,1908 J&D	112	112½
Kansas C. Lawr. & So. 1st, 5s. 1909	†104½	105
K.C.St.Jos.& C.B.—M.7s,1907..J&J	†112	112½
Kansas & Nebraska—1st mort	55	65
2d mort	15	20
Kentucky Central—6s, 1911 J&J	95	.....
Keokuk & Des M.—1st,5s,guar. A&O	102½	105
L. Erie & West.—1st, 6s,1919. F&A	98	99
Income, 7s, 1899	36	.....
Sandusky Div., 6s, 1919 F&A	.....	95
do income, 1920	.....	43
Laf. Bl. & Mun., 1st, 6s,1919. M&N	98	100
do income, 7s, 1899	40	.....
Lake Shore & Mich. So.—		
M. So. & N.I., 8.F., 1st, 7s, '85. M&N	106½	.....
Cleve. & Tol., 1st M., 7s, '85. J&J	.....	106½
do 2d M., 7s, 1886. A&O	107½	.....
Cl. P. & Ash., new 7s, 1892. A&O	115	.....
Buff. & E., new bds, M., 7s, '98. A&O	120	.....
Buff. & State L., 7s, 1886 J&J	.....	.....
Det. Mon. & Tol., 1st, 7s, 1906	122	.....
Jamest. & Franki. 1st, 7s, '97. J&J	.....	.....
do 2d M., 7s, '94. J&D	.....	.....
Kalamazoo Al. & Gr. R., 1st, 8s. J&J	.....	.....
Kal. & Schoolcraft, 1st, 8s, '87. J&J	.....	.....
Kal. & Wh. Pigeon. 1st, 7s, '90. J&J	100	.....
Dividend bonds, 7s, 1899	12¾	.....
L. S. & M. S., cons., cp., 1st, 7s. J&J	125	126
do cons., reg., 1st, 7s, 1900. Q—J	125	.....
do cons., cp., 2d, 7s, 1903. J&D	118½	.....
do cons., reg., 2d, 7s, 1903 J&D	.....	121½
Lawrence—1st mort., 7s, 1895. F&A	.....	.....
Lehigh & Lack.—1st M., 7s, '97. F&A	.....	.....
Lehigh Val.—1st, 6s, coup., '98. J&D	121½	.....
1st mort., 6s, reg., 1898 J&D	120	.....
2d mort., 7s, 1910 M&S	134	.....
Gen. M., s. f., 6s, g., 1923 J&D	.....	.....
Delaware Ld Co. bds, end., 7s, '92 J&J	.....	.....
L. Miami—Renewal 5s, 1912 .M&N	104	105
L. Rock & Ft. S.—1st, l. gr., 7s '95. J&J	90	93
Little Schuylkill—1st, 7s, '82. A&O	.....	.....
Long Island—1st M., 7s, 1898. M&N	115½	.....
1st consol. 5s, 1931 Q—J	97¾	98
2d mort., 7s, 1918	.....	.....
South Side, 1st, 7s, 1887 M&S	102	.....
Newtown & Fl., 1st, 7s, 1891	.....	.....
N. Y. & Rockaway, 7s, 1901. A&O	.....	.....
Smith't'n & Pt. Jeff., 7s, 1901. M&S	.....	.....
L.I.City & Flushing—1st, 6s, 1911	.....	.....
do Incomes	.....	.....
Lou'v.C.& Lex.—1st, 7s, '97 J&J (ex)	115	116
2d mort., 7s, 1907 A&O	107	108
Lou. & Nashv.—Con. 1st, 7s, '98 A&O	116	.....
2d mort., 7s, g., 1883 M&N	101	.....
Cecilian Br., 7s, 1907 M&S	105¼	.....
Louisville loan, 6s, '86-'87 .A&O	104	105
Leb.-Knoxv. 6s, 1931 M&S	100	.....
Louis. Cin. & Lex., 6s. 1931. M&N	100	.....
Mem. & O., stl., M., 7s, g., 1901 J&D	†120	122
M. & Clarksv., st'g, 6s, g., 1901 F&A	.....	.....
N. O. & Mobile. 1st 6s, 1930. J&J	90	90
Pensacola Div., 1st, 6s, 1920. M&S	.....	.....
St. Louis Div.. 1st, 6s, 1921 M&S	95	.....
do 2d., 3s, 1980. M&S	45	.....
Nash. & Dec., 1st 7s, 1900 J&J	112	115
E. H. & N., 1st 6s, 1919 J&D	97	.....
Gen'l mort., 6s, 1930 J&J	93	.....
So. & No. Ala., S. F., 6s, 1910 A&O	†104	106
1st mort., sinking fund, 8s	.....	.....
L'sv.N.A.& Chic.—1st,6s,1910. J&J	102⅜	102¾
Maine Cent.—Mort. 7s, 1898 J&J	122	123½
Exten. bonds, 6s, g., 1900 A&O	111	113
Cons. 7s, 1912 A&O	†122	124
And. & Kan. & Ken., 6s, 1891. F&A	†108	110
Leeds & Farm'gt'n, 6s, 1901. J&J	†110	112
Portl'd & Ken., 1st, 6s, '83 .A&O	†100	101
do Cons. M., 6s, '95. A&O	112	114
Man. Beach Imp. ,lim., 7s, 1909, M&S	.....	89
N. Y. & Man. Beach, 1st 7s, '97. J&J	.....	.....
Marietta & Cin.—1st M. 7s. '91 F&A	132⅜	133¼
Sterling, 1st M., 7s, g., 1891. F&A	132	133
2d mort., 7s, 1896 M&N	104¼	104½
3d mort., 8s, 1890 J&J	54¼	54½
Scioto & Hock. Val., 1st, 7s. M&N	104	109
Balt. Short L., 1st, 7s, 1900. J&J	105	.....
Marq'tte Ho. & O.—Mar. & O., 8s, '92	†118	120
6s, 1908 M&S	103	.....
Mass. Central—1st, 6s, 1893	22½	.....
Mem. & L. R'ck—1st mort., 8s, 1907.	92¾	94
Memphis & Charleston—1st consol.	.....	105
1st, cons., Tenn. lien, 7s, 1915 J&J	109	.....
Metrop'n Elev.—1st, 6s, 1908. J&J	97	97⅛
2d 6s, 1899 M&N	.....	85
Mexican Cent.—1st, 7s, 1911 J&J	72	.....
Mexican National—1st mort	49⅞	50½
Subsidy bonds	.....	52
Mich. Cent.—Consol., 7s, 1902 M&N	.....	125½
Consol. 5s, 1902 M&N	.....	.....
1st M. on Air Line, 8s, 1890. J&J	†113¼	113¾

Railroad Bonds.	Bid.	Ask.
Michigan Central—(Continued)—		
Air Line, 1st M., 8s, guar. M&N	†111	112
Equipment bonds, 8s, '83 A&O	.....	.....
Gd. Riv. V., 1st 8s, guar., '86. J&J	†108	109
6s. 1909 M&S	.....	.....
5s, coup., 1931 M&S	.....	100¼
5s, reg., 1931 M&S	.....	.....
Kalamazoo & S.H., 1st, 8s, '90. M&N	†.....	.....
J.L. & Sag. 1st, 8s'85, "wh. bds" J&J	†.....	.....
J.L. & Sag. North Ext., 8s, '90. M&N	†.....	.....
do Cons. M., 8s, '91. M&S	†.....	.....
do 6s, 1891 M&S	.....	.....
Joliet & N.Ind., 1st, 7s (guar. M.C.)	†120	125
Michigan & Ohio—1st mort	60	.....
Mil. L.S. & W.—1st M., 6s, 1921. M&N	98	98½
1st, incomes	.....	.....
Mil. & No.—1st, 6s, 1910 J&D	.....	95
Minn. & St. L.—1st M., 1927 J&D	119	120
1st M., Iowa City & W., 1909. J&D	112¼	.....
2d mort., 7s, 1891 J&J	100	105
Southwest. Ext., 1st, 7s, 1910	111	111¼
Pacific Ext., 1st, 6s, 1921	101¾	102
Miss. & Tenn.—1st M., 8s, series "A"	120	125
8s, series "B" J&J	107	.....
Mo. K. & T.—Cons. ass., 1904-6. F&A	.....	105
Consolidated 6s, 1920 J&D	78	80⅛
1st, 6s, g., 1899. (U. P. S. Br.) J&J	.....	.....
2d mort., income, 1911 A&O	54	56
General mortgage	.....	.....
Boonev'e B'ge, 7s, guar, 1906. M&N	.....	.....
Han. & C. Mo., 1st 7s, g., '90. M&N	.....	.....
Mo. Pac.—1st mort., 6s, gld, '88, F&A	105	106
Consol. 6s, 1920 M&N	102¼	102½
2d mort., 7s, 1891 J&J	112	.....
Car. B., 1st mort., 6s, g. '93. A&O	.....	.....
3d mortgage, 7s, 1906 M&N	111½	112
Income, 7s, 1892 M&S	.....	.....
Mob. & Ala. Gr. Tr.—1st, 7s, g'ld, '95	.....	.....
Mobile & O.—1st pref. debentures	80	.....
2d pref. debentures	.....	51
3d pref. debentures	33	.....
4th pref. debentures	.....	30
New mortgage, 6s, 1927	107	.....
Cairo Extension 6s, 1892 J&J	.....	.....
Morg'n's La. & Tex., 1st, 6s, 1920 J&J	.....	106
Morris & Essex—1st, 7s, 1914 M&N	135	.....
2d mort, 7s, 1891 F&A	112½	.....
Bonds, 7s, 1900 J&J	.....	.....
General mort., 7s, 1901 A&O	121⅜	.....
Consol. mort., 7s, 1915 J&D	121½	122½
Nashua & Low.—6s, g., 1893. F&A	112½	113½
5s, 1900	104	105
Nashv. Ch. & St. L.—1st, 7s, 1913 J&J	115	.....
2d mort., 6s, 1901 J&J	.....	.....
1st, Tenn. & Pac., 6s, 1917 J&J	.....	.....
1st, McM. M. W. & A., 6s, 1917. J&J	†.....	.....
Nashv. & Decat'r.—1st, 7s, 1900. J&J	†.....	.....
Natchez Jack. & Col.—1st, 7s, 1910	.....	.....
Nevada Cen.—1st 6s, 1904 A&O	.....	.....
Newark & N. Y.—1st, 7s, 1887. J&J	105	.....
New'k S'set & S.—1st. 7s, g., '89. M&N	104	.....
Newburg D. & Conn.—Income	15	.....
N'burgh & N.Y.—1st M. 7s, 1888. J&J	102	.....
New Jersey & N. Y.—1st mort	.....	104
N. J. Southern—1st M., new 6s. J&J	94	98
N. O. Pac.—1st, 6s, gold, 1920. J&J	87½	87¾
N.Y. & Can.—£ M., 6s, g., 1904. M&N	†109	111
N. Y. Central & Hudson—		
Mort., 7s, coup. 1903 J&J	129½	.....
Mort., 7s, reg., 1903 J&J	129½	130
Subscription, 6s, 1883 M&N	101½	.....
Sterling mort., 6s, g., 1903 J&J	.....	.....
N. Y. C., premium, 6s, 1883. M&N	102	.....
do 6s, 1887 J&D	107	.....
do real est., 6s, 1883. M&N	101¾	.....
Hud. R., 2d M., 7s, 1885 J&D	106⅜	.....
N.Y.Chic. & St. L.—1st, 6s, 1921. J&D	86⅜	86⅞
Equipment bonds	101	.....
N.Y.City & No.—Gen'l, 6s, 1910 M&N	.....	49
Trust Co. receipts	.....	49
N. Y. Elevated.—1st M., 1906. J&J	112½	.....
N. Y. & Greenw'd L.—1st M. inc. 6s	28	.....
2d mortgage income	7	10
N.Y. & Harlem—7s, coup., 1900. M&N	.....	130
7s, reg., 1900	.....	130
N. Y. Lack. & West.—1st mort	111⅝	112
N. Y. Lake Erie & Western—		
1st mort., 7s, 1897, ext. M&N	123	127
2d mort. exten., 5s, 1919 M&S	106	.....
4th mort., ext., 5s, 1920 A&O	103	.....
5th mort., 7s, 1888 J&D	.....	.....
1st cons. M., 7s, g., 1920 M&S	125	126
New 2d cons. 6s, 1969 J&D	96	.....
1st con s. fund coup., 7s, 1920 M&S	†125	130
2d cons. f'd cp., 5s, 1969 J&D	.....	96
Reorganizat'n 1st lien, 6s, 1908	.....	.....
Gold income bonds, 6s, 1977	60	.....
Long Dock mort., 7s, 1893 J&D	.....	121
N.Y. & N.Eng.—1st M., 7s, 1905 J&J	†114¾	.....
1st mort., 6s, 1905 J&J	†105¼	105½
N.Y.Pa. & O.—1st inc. ac., 7s, 1905	50	.....
do prior lien, inc. ac., 5-6s, '95	†103	106
2d mort. inc	†18½	19½
3d mort. inc	‡8	9
L'sed L. rental tr'st'73, Trus. cer. 7s	‡15	25
West. ext. certifs, 8s, 1876 J&J	‡75	85
do do 7s, guar. Erie	‡75	85
N.Y.Prov. & B'n—Gen. 7s, 1899. J&J	130	.....
N.Y. Susq. & West.—1st mort	71½	73½
Debentures	.....	60
N. Y. West Shore & Buffalo.—5s	75	75⅜
North Penn.—1st M., 6s, 1885. J&J	103½	.....
2d mort., 7s, 1896 M&N	119	.....
Gen. mort., 7s, 1903, reg J&J	125	.....
New loan, 6s, reg., 1905 M&S	104	.....
Norf'k & W.—Gen'l M., 6s, 1931 M&N	101	101½
Norf'k & Petersb., 2d, 8s, '93. J&J	115	.....
South Side, Va., 1st, 8s, '84-'90. J&J	107	.....
do 2d M., 6s, '84-'90. J&J	100	.....
do 3d M., 6s, '86-'90. J&J	101	.....
Virginia & Tenn., M., 6s, 1884. J&J	100	101
Va. & Tenn., 4th M., 8s, 1900. J&J	124	125
North Carolina—M., 6s	100	.....

Railroad Bonds.	Bid.	Ask.
Northeast., S.C.—1st M., 8s, '99, M&S	123	.....
2d mort., 8s, 1899 M&S	119	.....
North'n Cent.—2d mort., 6s, 85. J&J	103¾	105
3d mort., 6s, 1900 A&O	117¼	118
Con. mort., 6s, g., coup., 1900. J&J	.....	.....
6s, g., reg., 1900 A&O	.....	.....
Mort. bds., 5s, 1926, series A J&J	100	101
do series B	95	95½
Con. mort, stg. 6s, g., 1904 J&J	†104	106
Northern, N.J.—1st M., 6s, '88. J&J	†100	102
Norw'h & Woro'r—1st M., 6s. '97. J&J	†116	118
North. Pac., P. D'O Div.—6s, M&S	.....	.....
Mo. Div. 6s, 1919 M&N	.....	.....
Gen'l l. g., 1st, 6s. 1921 J&J	103½	103¾
Gen'l l. g., 1st, 6s, reg J&J	103	.....
Ogd'nsb'g & L. Ch.—1st M. 6s, '98, J&J	†103	103½
S. F., 8s. 1890 M&S	†102	103
Consol., 6s. 1920	†95	96
Income, 1920	34	35
Ohio Cent.—1st, mort., 6s, 1920, J&J	88	90
Incomes, 1920	25	26
1st Ter'l Trust, 6s, 1920 J&J	.....	.....
Mineral Div., inc. 7s, 1921	.....	.....
River Div., 1st	59⅛	59⅝
do income	13	13½
Ohio & Miss.—Cons. S. F. 7s, '98. J&J	116	.....
Cons. mort., 7s, '93 J&J	116¼	.....
2d mort., 7s, 1911 A&O	121¾	.....
1st mort., Springf. Div., 1905 M&N	.....	119½
Ohio Southern—1st 6s, 1921 J&D	80¼	80⅞
2d income, 6s, 1921	28	30
Ohio & W. Va.—1st, s.f., 7s, 1910 M&N	†111	114
Old Colony—6s, 1897 F&A	†117	117½
6s, 1895 J&D	†116½	117
7s, 1895 M&S	†124	125
Oreg. & Cal.—1st 6s, 1921 J&J	.....	.....
Oregon Short Line—1st mort	94	97
Oregon & Transcont.—6s, 1922	93	93¼
Osw. & Rome—1st M., 7s, 1915. M&N	120	.....
Panama—Sterl'g M., 7s, g. '97. A&O	†117	119
Sinking fund sub., 6s, 1910. M&N	.....	105
Subsidy bonds, Eng. issue, 6s	‡106	108
Paris & Dec't'r—1st M., 7s, g., '92. J&J	20	45
Penna.—Gen. M., 6s, cp., 1910 Q—J	125	.....
Gen'l mort., 6s, reg., 1910 .A&O	125	126
Cons. mort., 6s, reg., 1905 .Q—M	119	120
do 6s, coup., 1905 .J&D	119	119½
Penn. Co., 6s, reg., 1907 Q—J	107	.....
do 1st M., 4½s, 1921. J&J	95½	.....
Penn. & N.Y.—1st. 7s, '96 & 1906. J&D	121	126
Pensacola & Atlantic—1st m. M&S	.....	80
Peoria Dec. & Ev.—1st, 6s, 1920, J&J	.....	104
Incomes, 1920	.....	63
Evansville Div., 1st 6s, 1926. M&S	98	99½
do income, 1920	.....	.....
Peoria & Pekin Union	.....	.....
Perkiomen—1st M., 6s, 1887 .A&O	.....	103¼
Cons. mort. 6s. 1913, sterling	‡91	94
Petersburg—Class A	88	89
Class B	72	73
Phila. & Erie—2d M., 7s. 1888. J&J	112	112¾
Gen. M., guar., 6s, g., 1920 J&J	†115	117
Sunbury & Erie, 1st M., 7s, '97. A&O	.....	.....
Phila. & Reading—2d, 7s, '93. A&O	120	121
Debenture, 1893 J&J	.....	.....
Consol. mort., 7s, 1911 J&D	125	126
Consol. mort., 6s, 1911 J&D	112	.....
Improvement mort., 6s, 1897	‡105	107
Gen'l mort., 6s, 1908 J&J	96¼	96½
Convertible, 7s, 1893 J&J	74	.....
Scrip for 6 deferred ½ coupons	‡100	104
Deferred income	28	.....
Coal & I., guar. M., 7s, '92. M&S	.....	76
Income mort., cons. 7s, '96, J&D	.....	.....
Phila. Wil. & Balt.—6s, 1892 .A&O	†110	112
6s, 1900 A&O	113	115
5s, 1910	†104	106
Pittsb. Bradf. & B.—1st, 6s 1911 A&O	.....	80
Pittsb. C. & St. L.—1st, 7s, 1900. F&A	120	121
2d mort., 7s, 1913 A&O	.....	.....
Steubenv. & Ind., 1st., 6s, '84. Var.	101	.....
Pittsb. & Con'llsv.—1st M. 7s, '98. J&J	121½	122
Sterling cons. M., 6s, g., guar. J&J	†120	122
Pittsb. Ft. W. & C.—1st, 7s, 1912 Var	136	136½
2d mort., 7s, 1912 J&J	133	.....
3d mort., 7s, 1912 A&O	.....	131
Equipment, 8s, 1884 M&S	†104	106
Pittsb. & West.—1st mort	79¼	80
Portl'nd & Ogb'g—1st 6s, g., 1900 J&J	104	.....
Vt. div., 1st M., 6s, g., 1891. M&N	20	30
Port Royal & Aug.—1st, 6s, '99. J&J	100	106
Income mort., 6s, 1899 J&J	.....	65
Ren. & S'toga—1st 7s, 1921 con. M&N	138	.....
1st, 7s, 1921, reg M&N	138	.....
Richm'd & Alleghany—1st, 7s, 1920	75	77½
2d mort., 6s, 1916	.....	.....
Rich'd & Danv.—Con., 6s. '90. M&N	103½	107
General mort., 6s, 1915 J&J	93½	93¾
Debenture, 6s, 1927 A&O	60	60¼
Piedmont Br., 8s, 1888 A&O	109	112
Rich. Fred. & Potomac—6s, ext. J&J	107	.....
Mort. 7s, 1881-90 J&J	115	118
Rich. & Petersb., 8s, '80-'86 .A&O	108	110
New mort., 7s, 1915 M&N	115	120
Richmond York Riv. & Ches., 8s	111	.....
Roch. & Pitts., 1st, 6s, 1921 F&A	104¼	104⅜
do income, 1921	43¼	43½
Rutland—1st M., 6s, 1902 M&N	194	96
Equipment, 2d mort., 5s F&A	†63	64
Rome Wat'n & O.—S.F., 7s, 1891. J&D	107	.....
2d mort., 7s, 1892 J&J	107	.....
Consol., 1st ex. 5s, 1922 A&O	71⅝	73
Income 7s, 1932	41	44
St. Joseph & Pacif.—1st mort	55	70
2d mort.	15	25
St. L. Alt. & T. H.—1st M., 7s, '94. J&J	.....	.....
2d mort., pref., 7s, 1894 F&A	107½	109
2d income, 7s, 1894 M&N	104	105
Div. bonds, 1894	58	71
Bellev. & S. Ill., 1st, 8.F.8s, '96. A&O	.....	122½
St. Louis & I. Mt.—1st, 7s, '92, F&A	112	.....
2d mort., 7s, g., 1897 M&N	108½	.....
1st 7s, inc., pf. int. accumulative.	120	.....

* Price nominal; no late transactions. † The purchaser also pays accrued interest. ‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.	Bid.	Ask.
St. L. & Iron Mt.—(Continued)—		
2d 6s, inc., int. accumulative	118	
Ark. Br. L. gr., M., 7s, g., '95. J&D	108	110
Cairo Ark. & T., 1st, 7s, g., '97. J&D		110
Cairo & Ful., 1st, l.g., 7s, g., '91. J&J	107½	
Gen. con. r'y & l. g., 5s, 1931. A&O	76	77
St. L. & San F.—2d M., class A, '06. M&N	97	100
2d M., class B, 1906	93	94
do class C, 1906	93⅝	94¼
South Pacific.—1st M. 1888. J&J	103	103¼
Pierre C. & O. 1st, 6s		
Equipment 7s, 1895		103½
General mort., 6s, 1931	99	99¼
St. L. Vand. & T. H.—1st M., 7s, '97. J&J	113½	
2d mort., 7s, 1898		
2d, 7s, guar., '98		
St. P. & Duluth—1st, 5s, 1931. F&A	100	
St. P. Minn. & Man.—1st 7s, 1909. J&J	108¼	109
2d 6s, 1909	108¾	110
Dak. Ext., 6s, 1910	108¾	108½
Minn's U'n, 1st, 6s, 1922	108½	110
Sandusky Mansf. & N.—1st, 7s, 1902	112	115
Savannah Florida & West.—		
At. & Gulf, cons. 7s, 1897	107	
1st mortgage, 7s	106	
S. Ga. & Fla., 1st M. 7s, 1899. M&N	110	115
Scioto Val.—1st M., 7s, sink'g fund	100	102
2d mort.	85	95
Consol. 7s, 1910	90	95
Selma Rome & Dalton—1st mort.		
2d mort.	¼	⅜
Incomes		
Shenandoah Val. 1st, 7s, 1909. J&J	105	108
General mort., 6s, 1921		
Sioux C. & Pac., 1st M., 6s, '98. J&J		
So. Carolina—1st M., 6s, 1920. A&O	102	103
2d mort., 6s, 1931	92⅜	
Bonds, 7s, non-mort.		
Income 7s, 1931		57
So. Cen. (N.Y.)—1st mort., 5s		
So. Pac. Cal.—1st, 6s, g., 1905-12. J&J	104⅝	104⅜
Southwestern (Ga.)—Conv., 7s, 1886		
Summit Br.—1st, 7s, 1903		
Sunb. Haz. & W-B.—1st, 5s, 1928	M&N	87	95
2d mort., 6s, 1938	M&N	23	30¼
Susp. B. & Erie June.—1st M., 7s		105	
Syr. Bing. & N. Y.—consol. 7s, '06	A&O		129
Tex. Cent.—1st, s.f. d., 7s, 1909	M&N	105½	108
1st mort., 7s, 1911	M&N	105½	108
Texas & Pac.—1st, 6s, g. 1905	M&S	101¼	
Consol. mort., 6s, gold, 1905. J&D		94	95½
Inc. and land gr., reg., 1915. July		57⅞	58
1st (Rio Gr. Div.), 6s, 1930. F&A		80⅝	80¾
Texas & St. Louis—1st, 6s, 1910	J&D		
Land grant, incomes, 1920			
Mo. & Ark. Div., 1st, 6s		67	68¼
Tol. Cin. & St. Louis—1st mort.		41	
Income			
Tol. Del's & B.—1st main, 6s, 1910			54
do 1st Dayton div., 6s, 1910			
do 1st Fer'l trust, 6s. 1910			
Income, 6s, 1910, main l'ne			14½
Dayton Div. inc., 6s, 1910			
Tonawanda Val. & C.—1st, 6s, 1931			
United Co's N.J.—Cons., 6s, '94. A&O			
Sterling mort., 6s, 1894	M&S	112	114
do 6s, 1901	M&S	120	122
Cam. & Amb., mort., 6s, '89. M&N			112½
Union Pac.—1st, 6s, g., 1896-'99	J&J	113⅝	113¾
Land Grant, 7s, 1887-9	A&O	109	110¾
Sink. F., 8s, 1893	M&S	115	115½
Om. Bridge, sterl. 8s, g., '96. A&O		120	124
Reg. 8s, 1893	M&S		
Collateral trust, 6s, 1908	J&J		104
Colorado Cent., 1st, 8s, g., '90. J&D			
Denver Pac., 1st M., 7s, g., '99. M&N			
Kans. Pac., 1st, 6s, 1895	F&A	108½	
do 1st M., 6s, 1896	J&D		109
do 1st R. & L. G. D'd, '99. M&N			
do Inc., No. 11, 7s, 1916. M&S			
do Inc., No. 16, 7s, 1916. M&S			
do Denv. Div., 6s		107¼	108¼
do 1st cons. M., 6s, 1919	M&N	99	99⅛
Atch. Col. & Pac., 1st, 6s, 1905	Q.—F		89½
Atch. J. Co. & W., 1st, 6s, 1905	Q.—F		90
Utah Cen.—1st M., 6s, g., 1890. J&J		100	
Utah So.—Gen. M. 7s, 1909	J&J	100	103
Extension, 1st, 7s, 1909	J&J		
Utica & Bl'k R.—Mort., 7s, '91. J&J		106½	
Valley, of Ohio—1st mort		100	104
Vermt & Can.—M., 8s		49	51
Mississquoi, 7s, 1891	J&J		
Vermont Cen.—1st M., 7s, '86. M&N		10	12
2d mort., 7s, 1891	J&D	3	5
Income extension 8s	M&N	49	51
Stanstead S. & C., 7s, 1887. J&J		49	51
Verm't & Mass.—1st M., 6s, '83. J&J		100¼	100½
Conv. 7s, 1885	J&J	130	135
Vicksb. & Mer.—New 1st mort.		95	96
2d mort.			
3d mort., income			
Virginia Midland—1st series, 6s		113¾	114
2d series, 6s		105	108
3d series, 5-6s		95	96
4th series, 3-4-5s		53	54
5th series, 5s		97½	98
Incomes, cumulative		51	
Wabash—			
1st mort., ext., 7s, 1890, ex.	F&A	106	
Mort., 7s, 1879-1909	A&O		94
2d mort., 7s, ext. 1893, ex.	M&N		100
Equipment, 7s, 1883	M&N	77	
General mort., 6s, 1920	J&D	76½	78
Chic. Div., 5s, 1910		79½	
Havana Div., 6s, 1910	J&J		90
Tol. P. & West., 1st 7s, 1917	Q	107½	
do 1st pref. inc., conv.			
do 2d pref. inc.			
Iowa Div., 6s, 1921	M&S		91
Indianap. Div., 6s, 1921	J&D		
Detroit Div., 6s, 1921	J&J		
Quincy Mo. & P., 1st, 6s, guar. 1909			
Cairo Div., 5s, 1931	J&J		

RAILROAD STOCKS.	Bid.	Ask.
Wabash—(Continued)—		
Cons. mort., 7s, 1907, con., ex Q—F		97
1st, St. L. div., 7s, 1889, ex.	F&A	100½	101½
Gt. West., Ill., 1st, 7s, '88, ex.	F&A	104	
do 2d, 7s, '93, ex. M&N			100
Q'ncy & Tol., 1st, 7s, '90, ex.	M&N	99	103
Ill. & S. Ia., 1st, 7s, '82., ex.	F&A	95	
St. L. K. C. & N. (r. est. & R.), 7s.	M&S		108½
do Om. Div., 1st 7s, 1919.	A&O	109	
do Clar. Bir., 6s, 1919.	F&A		
do No. Mo., 1st, 1895	J&J	119¼	120
do St. Cha's Bridge 6s, 1908			95
Wab. Fund, 1907—Var. 7s.	F&A		
do Various 6s	F&A		
Warren (N.J.)—2d M., 7s, 1900			
W. Jersey & At. 1st M., 6s 1910	M&S	110	
W. Jersey—Debent. 6s, 1883	M&S	100	
1st mort., 6s, 1896	J&J	115	
1st mort., 7s, 1899	A&O	123	
Consol. mort., 7s, 1909	A&O		
West'n Ala.—1st M., 8s, '88	A&O	110	114
2d mort., 8s, guar., '90	A&O	110	114
West. Md.—End., 1st, 6s, 90	J&J	115	122
1st mort., 6s, 1890	J&J	112	113
End., 2d mort., 6s, 1890	J&J	115	122
2d mort., pref., 6s, 1895	J&J	110	111
2d, end. Wash. Co., 6s, 1890	J&J	115	122
3d, end., 6s, 1900	J&J	126	130
West'n Penn.—1st M., 6s, '93	A&O	109	
Pitts. Br., 1st M., 6s, '96	J&J		106
Wheeling & L. Erie—1st, 6s, g., 1910			
Wilm. Columbia & Augusta, 6s		109¾	110⅜
Wil. & Weldon—S. F., 7s, g., '96	J&J	120	125
Winona & St. Pet.—1st M., 7s, '87	J&J	106½	108
2d mort., 7s, 1907	M&N		125
Wis. Cent.—1st, 7s, coups. unfund.		80	
1st series, new		†79	79½
2d series, new		49	49½
Wis. Valley—1st, 7s, 1909	J&J	†112¼	112¾
Worc'r & Nashua—5s, '93-'95. Var.		†100	101
Nash. & Roch., guar., 5s, '94.	A&O	†100	101

RAILROAD STOCKS.

	Par.		
Ala. Gt. South.—Lim., A., 6s, pref.		†10¼	10¾
Lim., B, com.		†4¾	5¼
Ala. N. O. & Pac., &c., pref.		†5½	6
do do def.		†1¾	2¼
Albany & Susqueh., Guar., 7	100	125	
Allegany Central	100		
Allegheny Valley	50	2	5
Atchison Col. & Pacific			14
Atchison Topeka & Santa Fe.	100	78⅝	78¾
Atlanta & Charlotte Air Line		62¾	63
Augusta & Savannah, leased	100	90	
Baltimore & Ohio.	100	199	200
do 1st pref., 6	100	129	130
Balt. & Ohio, 2d, pref.		122	125
Washington Branch.	100	200	
Parkersburg Branch.	100		9½
Boston & Albany.	100	175½	175¾
Bost. Clint. Fitchb. & New Bed.	100	55	55¼
do do Pref	100	133	135
Bost. Con. & Montreal., new	100	26	27
do Pref., 6	100	110½	111
Boston Hartford & Erie new		½	¾
do do old		⅜	½
Boston & Lowell.	500	90	91
Boston & Maine.	100	152	152½
Boston & New York Air L.			
do do pref.		80	80
Boston & Providence.	100	161	162
Boston Revere Beach & Lynn.	100	115½	116
Brooklyn Elevated, assessm't paid.	100	12½	
Brooklyn & Montauk	100	25	
do Pref.	100	61	66
Buff. N. Y. & Erie, leased.	100		
Buffalo N. Y. & Philadelphia		15⅞	16
do do pref.		24¾	
Buffalo Pittsburg & Western.	50	§	
do Pref.		§	
Buffalo & Southwest.	100		
do Pref.	100		
Burlington C. Rapids & North.	100	80	
Cairo & St. Louis			
Cairo & Vincennes, pref.			
California Pacific		4	10
Camden & Atlantic	50		
do Pref.	50	§	50
Canada Southern.	100	66	66¼
Catawissa	50	§20	24½
do 1st pref.	50	§56	
do 2d pref.	50	§54	
Cedar Falls & Minnesota.	100	11	15
Cedar Rapids & Mo. and Ia. Ld.	100	140	143
do Pref., 7	100	118	120
Central of Georgia.	100	98	100
Central Iowa	100		
do 1st pref.	100	35	
do 2d pref.	100	20	
Central of New Jersey.	100	71⅝	72
Central Ohio.	50	50½	51
do Pref.	50	53½	55
Central Pacific.	100	81⅜	81⅝
Charlotte Col. & Aug.	100	29	30½
Chesapeake & Ohio, common	100	21¼	22½
do 1st pref.	100	29⅜	31
do 2d pref.	100	23	25
Cheshire, pref.	100	59	60
Chicago & Alton.	100	132	
do Pref., 7	100	135	
Chicago & Atlantic			
Chicago Burlington & Quincy.	100	x116⅛	
Chicago & Canada Southern		1½	
Chicago & East Illinois			
Chicago & Grand Trunk			
Chicago Iowa & Nebraska.	100	144	145
Chicago Milwaukee & St. Paul.	100	101½	101⅝
do Pref., 7.	100	119½	120
Chicago & North Western.	100	132½	132⅝
do Pref., 7.	100	145⅞	146
Chicago Rock Island & Pac.	100	122	122½
Chic. St. P. Minn. & Om., com.	100	48⅛	48⅜
do pref.	100	107½	

RAILROAD STOCKS.	Par.	Bid.	Ask.
Chicago & West Michigan.	100	61	
Cin. Hamilton & Dayton	100	85	86
Cin. Indianap. St. Louis & Chic.	100	90	92
Cincinnati & Milford.		103	
Cincinnati N. O. & Pac.	100	85	87
Cin. Sandusky & Cleveland.	50	45	48
do Pref., 6	50	49	50
Clev. Col. Cin. & Indianapolis.	100	73	74
Clev. & Pittsburgh, guar., 7	50	139	
Col. Chic. & Indiana Central.	100	6	
do Reorgan. Tr. Co. certs.		20	
Columbus & Xenia, guar., 8	50	150½	
Col. Hock. Val. & Tol	100		
Columbia & Greenville	100		
do Pref.	100	29¼	31
Concord.	50	§101	101½
Concord & Portsmouth, guar., 7	100	115	120
Connecticut & Passumpsic.	100	89	90
Connecticut River.	100	163½	165
Connotton Valley	50	§	3
Danbury & Norwalk	50	70	73
Dayton & Michigan, guar., 3½	50	57	60
do Pref., guar., 8	50	143	145
Delaware & Bound Brook.	100	§130	135
Delaware Lack. & Western.	50	122½	122¾
Denver & New Orleans.			50
Denver & Rio Grande.	100	44¾	44½
Denver & Rio Grande Western.		20	28
Des Moines & Fort Dodge.		8	
do do Pref.		17	
Det. Lansing & Northern, com.	100	78	78½
do do Pref.	100	113	113¼
Dubuque & Sioux City.	100	85	88
East Tennessee Virginia & Ga.	100	8½	8¾
do do Pref.		15	15½
Eastern (Mass.).	100	45	45½
Eastern in N. H.	100	89½	90
Eel River.	100	65	67
Elmira & Williamsport, 5.	50	§40	
do Pref., 7.	50	§58	58½
Erie & Pittsburg, guar., 7.	50	98	104
Evansville & Terre Haute.	50		
Fitchburg.	100	118	119
Flint & Pere Marquette		23½	27
do do Pref.		98	98½
Fort Wayne & Jackson			
do do Pref.			
Fort Worth & Denver C.	100	30	30
Galv. Harrisb. & San Antonio		35½	
Georgia Railroad & Bank'g Co.	100	145	148
Grand Rapids & Indiana		9	20
Grand River Valley, guar., 5.	100		
Green Bay Winona & St. Paul.	100	5	5
do Pref.	100		
Hannibal & St. Joseph.	100		41
do Pref., 7.	100	80	82
Harrisburg P. Mt. J. & L., guar., 7.	50	70	
Houston & Texas Central.	100	72	75
Huntingdon & Broad Top.	50	§ 12	14½
do do Pref.	50	§ 27	29
Illinois Central.	100	143⅞	
do leased line, 4 p. c.	100	80	80
Indiana Bloomington & West'n	100	29½	30
Indian. Decatur & Sp., com.		3	6¾
do do Pref.	100		
Iowa Falls & Sioux City.	100	85	86
Jeff'v. Mad. & Ind'p's, leased.	100		90
Joliet & Chicago, guar., 7.	100	135	
Kansas City Ft. Scott & Gulf.	100	78	x79
do do pref.	100	120	120½
Kentucky Central	100		
Keokuk & Des Moines.	100		
do Pref.	100		
Lake Erie & Western.	100	27¾	27¾
Lake Shore & Mich. So.	100	109½	109⅝
Lehigh Valley.	50	§64⅞	65½
Lehigh & Wilkesbarre.			
Little Rock & Fort Smith.	100	30	
Little Miami, leased, 8 guar.	50	148½	
Little Schuylkill, leased, 7.	50	§58¾	60
Long Island.	50	61⅜	63
Louisiana & Mo. Riv., Com.	100		
do Pref., guar.			
Louisville & Nashville.	100	54	54¼
Louisville New Albany & Chic.	100	55	60
Macon & Augusta.			
Maine Central.	100	83	86
Manchester & Lawrence.	100	165	167
Manhattan Beach Co.	100	16½	
Manhattan Railway.	100	44	46
do 1st pref.		85	88
do common		44	46
Marietta & Cincinnati, 1st pref.	50	11	11
do 2d pref.	50		
Marq. Houghton & Ont.	100	56¾	57
do pref.	100	112½	113
Massachusetts Central		1½	
Memphis & Charleston.	25	37	40
Metropolitan Elevated.	100	80	85
Mexican Central.	100	21¼	21⅜
Mexican National		8	10
do pref.			35
Michigan Central.	100	93⅜	94
Michigan & Ohio		8	
do Pref.		16	
Midland of New Jersey.		15	23
Mil. Lake Shore & West.	100	15½	17
do do Pref.	100	42¾	44½
Mine Hill & S. Haven, leased.	50	§63⅛	
Minneapolis & St. Louis	100	25½	26½
do do Pref.	100	55¼	59
Missouri Kansas & Texas.	100	30¾	31
Missouri Pacific.	100	100¼	100¼
Mobile & Ohio RR.	100	15	18
Morris & Essex, guar., 7.	50	120	122½
Nashville, Chat. & St. Louis.	25	58¾	58¾
Nashua & Lowell.	100	150	153
Nashua & Rochester, guar., 3.	100	54	57
Newburg Dutchess & Conn.		78	
do do Pref.		2	
New Jersey & New York		2	3½
do pref.		10	
New Jersey Southern.		⅝	⅞

* Prices nominal; no late transactions. † Purchaser also pays accrued interest. ‡ In London. § Quotation per share.

GENERAL QUOTATIONS OF STOCKS AND BONDS—Continued.

For Explanations See Notes at Head of First Page of Quotations.

Canal Bonds.	Bid.	Ask.
RR. STOCKS. Continued.		
N.Lond.N.,l'sed,8. 100	.....	.....
N. O.Mob. & Tex..100	.....	.....
N.Y.C.& Hud.Riv. 100	126¾	127
N.Y.Ch &St.L.,com.100	10½	11
do Pref..100	24⅜	26½
N.Y. Elevated....100	100	107
N. Y. & Harlem 50	195	.....
do Pref..50	.....	.....
N.Y.Lack.&W.,g.5.100	85	86
N.Y.L.Erie& West.100	37¼	37⅜
do Pref.100	76	76
N.Y. & N.England.100	45⅜	46
N.Y. N. H.& Hartf.100	172	.....
N.Y. Ont. & West..100	25¼	25½
do Pref.	80	88
N. Y. Penn. & Ohio ...	1½	.....
do Pref.	.....	.....
N.Y. Prov. & Bost.100	148	152
N.Y. Susq. & Western.	.....	10
do Pref.	12	15
N.Y. West Shore & B.	30	32½
Norf.& West,, com 100	10	15
do pref.100	39¼	40
No. Pennsylvania..50	65	67
Northern Central...50	54	55
North'n N. Hamp.100	110½	111
North'n Pac.,com.100	48½	48⅜
do Pref.100	83⅜	83½
Norw.& Worcester.100	159	160
Ogd. & L. Champ.100	27	28
Ohio Central.... ..100	11	11½
Ohio & Miss.....100	33	33½
Ohio Southern.....100	13	13
Old Colony.....100	135	135½
Oregon & Calif....100	18	20
do Pref...100	49	51
Oregon Short L'ne....	22	.....
Oregon Trans-Cont....	82⅜	83
Oswego & Syr., guar..	130	.....
Panama 100	.....	.....
Paris & Decatur.....	.....	.....
Pennsylvania RR. .50	$60	60⅛
Pensacola & Atlantic..	.....	.....
Peoria Dec. & Ev..100	21	21¼
Phila. & Erie 50	$19	20
Phila. & Reading...50	53⅜	53⅝
do Pref. ...50	§.....	.....
Phila. & Tren., 10, 100	.....	.....
Phila. Wilm.& Balt.50	61½	62
Pitts. Cin. & St. L..50	.....	.....
Pitts. & Con., l'sed.50	10	20
do Pref....	15	.....
Pitts.Ft.W.& C.,guar.7	135	.....
do Special,7.100	.....	.....
Pittsburg & Western..	16	20
Port.Saco &Ports,lsd 6	112¼	112⅜
Port Royal & Augusta	.....	.....
Ports. Gt.F.& Con.100	32	33
Prov. & Worc'ster.100	128	130
Rens. & Saratoga..100	.....	.....
Rich. & Alleg.. stock..	10	12
Richmond & Danv.100	51	53
Rich. F. & P., com.100	.....	69
do Guar. 7.100	129	.....
do do 6.....	110	.....
Richmond & P'b'g.100	50	59
Rich. & West Point....	21½	23
Richmond York R.& C.	.....	.....
Rochester & Pitts.100	19	19¼
Rome W. & Ogd....100	.....	.....
Rutland 100	2½	3
do Pref., 7..100	16½	17
St. Joseph & Western.	7½	15
St.Louis Alt.& T.H.100	68	68¾
do Pref.100	96	99
Bellev.&S.Ill.,pf.100	.....	.....
St. L. Jack. & Chic.100	.....	.....
do Pref.100	.....	.....
St. Louis & San Fr.100	29	30
do Pref....100	48	49
do 1st pref.100	89	90
St. L. Van. & T. H....:	2	.....
St. Paul & Duluth.100	35	38
do Pref.100	94	95
St. P.Minn. & Man.100	142	143
Scioto Valley.....	7	.....
Seab'd & Roanoke100	100	.....
do Guar..100	110	.....
South Carolina....100	20	25
So. & No. Alabama....	.....	.....
S'west., Ga., g'd, 7.100	.....	.....
Syr. Bing. & N. Y.100	.....	.....
Summit Branch,Pa.50	7¼	7½
Terre H. & Ind'nap.50	.....	.....
Texas & Pacific ...100	39	39⅜
Texas & St. Louis	10	.....
Tol. Can. So. & Det....	.....	.....
Tol. Cin. & St. Louis..	7½	9
Tol. Delph. & Bur.100	.....	.....
U. N.J. RR &C. Co.100	§190	191½
Union Pacific..... ..100	94¼	94⅜
Utah Central.....100	.....	.....
Vt. & Can., leased..100	17	18
Vt.& Mass.,l'sed.6.100	129½	130
Virginia Midland, com	10	.....
do 1st pref.	50	.....
do 2d pref	50	.....
Vicksb. & Meridian ...	3	.....
do pref...	.....	.....
Wab. St. L. & Pac.100	28½	28¾
do Pref.100	47¾	47⅞
Warr'n(N.J.),l's'd,7.50	.....	.....
Westch. & Phila.,pf.50	.....	.....
West Jersey 50	$19	.....
West Jersey & Atlantic	$31	32
Western Maryland....	13	14½
Wil. Columbia & Aug..	90	97
Wil.&Weld..lsd., 7.100	105	112
Wisconsin Central ...	19⅛	19⅜
do Pref.	26½	27
Worc'ter&Nashua.100	57½	58¼

Miscellaneous.	Bid.	Ask
CANAL BONDS.		
Chesap. & Delaware—		
1st mort., 6s, '86 J&J	.....	85
Ches.&O.—6s, '70.Q.-J	28	32
Del. Div.—6s, '98. J&J	.....	.....
Del. & H.—7s, '91 J&J	114	.....
1st ext., 1891..M&N	.....	116
7s, 1884.....J&J	102	.....
Coup. 7s. 1894.A&O	116	117
Reg. 7s, 1894 ..A&O	115½	.....
1st Pa.D.cp.,7s,M&S	127	.....
Lel..N.—6s, rg.,'84 Q-J	102⅜	103
RR. 6s, reg., '97,Q-F	115	.....
Conv 6s,g.rg.'94M&S	109	.....
6s,g.,cp.&rg.,'97J&D	111¼	.....
Cons.M.,1911 7s J&D	118	118½
Morris—Boat loan, '85	.....	.....
New mort.....	.....	.....
Penn.—6s, coup., 1910	85	87
Schuylkill Nav.—		
1st M., 6s, 1897.Q-M	.....	107
2d M., 6s, 1907..J&J	88	89¼
Mort. 6s, cp., '95 J&J	.....	.....
6s, imp.,cp., '80 M&N	86	90
6s,bt&car,1913M&N	70*	80
7s,bt&car,1915M&N	70	.....
Susq.—6s,cp.,1918J&J	71	.....
7s, coup., 1902..J&J	71	.....
Union—1st 6s.'83M&N	.....	.....
CANAL STOCKS.		
Cal. & Chi.Can.& Dock	.....	25
do pref.	.....	81
Del. & Hudson....100	107⅛	107⅜
Del. Div. leased, 8..50	.....	.....
Lehigh Navigation..50	§39¼	39⅜
Morris, guar., 4....100	§.....	.....
do pf., guar.10..100	§.....	.....
Pennsylvania.....50	§.....	.....
Schuylkill Nav.....50		
do do pref.50	§13⅜	14
Susquehanna..... 50	.....	7½
MISC'LLANEOUS BONDS.		
Balt. Gas Light 6s....	100	103
Canton(Balt.)—£ 6s.g.,	108¾	110
Mort. 6s,g.,1904 J&J	108¾	110
Un. RR.,1st, end.,6s.	117	120
do 2d,end. 6s,g.M&N	104	.....
Col.Coal& Iron—1st.6s	.....	80
Cov. & Cinn. Br., 6s....	103	.....
Gold & Stock Tel.....	100	102
Iron Steamboat, 1st....	.....	.....
Mariposa—7s,'86	.....	.....
Mutual Union Tel. 6s.	84	84¾
Northw. Tel.—7s, 1904	.....	.....
Oreg.R.& N.1st,6s,J&J	.....	107½
Pullm'n Palace Car—		
3d series, 8s,'87F&A	†107	109
4th do 8s,'92F&A	†115¾	116
Deb'nt're,7s,'88A&O	†103	105
Stlg, 7s,g.-1885 A&O	.....	.....
St. L. Bridge & Tun—		
1st, 7s,g..1929.A&O	‡122	124
Sp. Val. W.W.—1st, 6s.	.....	.....
Sterling Iron & Ry.—		
Series B., inc., 1894.	.....	37
Plain income 6s, '96.	.....	.....
Western Union Tel.—		
7s, r.& c., 1900.M&N	115	.....
Sterl'g 6s, 1900.M&S	.....	.....
MISC'LLANEOUS STOCKS.		
Amer. Bell Teleph.100	.....	.....
Amer. Bank Note Co..	.....	86
Aspinwall Land.....10	4.	5
Boston Land.....10	5⅜	5⅞
Boston Water Power..	3½	3¾
Brookline (Mass.)L'd 5	2⅝	2⅞
Brush Illuminat'g Co.	.....	.....
Canton Co. (Balt.).100	.....	.....
Cov. & Cin. Bridge, pf.	185	.....
Edison Electric Illum.	.....	.....
Edison Electric Light.	400	500
Fuller Electric Light .	.....	.....
do Pref.	.....	.....
Iron Steamboat Co....	.....	.....
Keeley Motor.....	7	8½
Maverick Land.... 10	1½	2
N.E.Mtg.Secur.(Bost.)	90	95
N. Hampshire Land 25	1	1½
N.Y.& Tex.Ld.,Lim. 50	53	.....
Land scrip	33	.....
Oregon Ry.&N.Co.100	136	136
Pacific Mail SS. Co.100	41	41½
Pullm'n Palace Car100	119	121
St.Louis B'dge,1st pref	92	96
2d pref. certificates.	40	44
St. Louis Tunnel RR..	98	102
St. Louis Transfer Co.	.....	.....
Stand. Water Meter...	.....	.....
Sutro Tunnel.....10	§§	.....
U. S. Electric Light...	131½	150
Union RR. St'k Yards.	170	.....
EXPRESS STCKS		
Adams.....100	132	133
American.....100	90	91
United States.....100	60	62
Wells, Fargo & Co.100	120	125
TELEGRAPH STOCKS.		
American District.100	.....	.....
American Dist (Phila.)	.....	.....
Amer. Tel. & Cable....	64⅜	64⅝
Atlantic & Pacific..25	50	58
Cent. & So. Am. Cable.	103	106
Franklin.....100	28	.....
Gold & Stock 25	95	99
Internation'l Oc'n.100	95	98
Mexican 100	155	175
Mutual Union.....100	18	20
Northwestern.....50	.....	.....
Southern & Atlantic 25	70	80
Western Union....100	82⅝	82⅞

Miscellaneous.	Bid.	Ask.
TRUST CO.'S STOCKS.		
Am. Loan & Trust.100	102½	106
Brooklyn Trust.....25	170	.....
Central ... .100	.....	.....
Equitable.....100	45	60
Farmers' Loan & Tr.25	x395	.....
Mercantile.....100	.....	.....
Metropolitan.....	122	.....
N. Y. Guar. & Ind..100	141	.....
N. Y. Life & Trust.100	x400	.....
Union.....100	295	.....
United States.....100	450	463
SUBSCRIPTIONS, RIGHTS, &c.		
Atl. & Pac.,blks.35 p.c	102½	103
Bu.N.Y.&P.,subs.60p.c	.....	.....
C.H.& D.,pool cert.,gu.	100½	101
Den.& R.G.W.,subs.,ex	.....	.....
Mex. C. blks.,No.2. 85%	.....	.....
Mich. & Ohio, subs 55%	.....	100
N.Y.W.S.&B.,subs..80%	.....	.....
Ohio C. ex bd. & stock.	.....	.....
Oregon R y& N.,rights	.....	.....
Ont. & West., subs 85%	74¼	75
Ore. Short L. subs.,80%	100	105
$10,000 blks, ex bds.	45⅛	.....
Or.& Trans.,subs.100	.....	.....
do 80%	.....	.....
Rich. & Al.,subs., 100%	.....	.....
Rich. & D., ex subs.70%	40	57
Deben., subs. $2.250	.....	.....
Roch. & Pittsb., subs..	.....	.....
St. Paul rights	.....	.....
Tex.&St. Louis,sub.90%	.....	.....
IMPROVEM'T & CONSTR'N COS.		
Am.R'y Imp.,ex b.&stk	11	.....
Cent. N. J. Land Imp.	.....	.....
Continental Cos., 85%	40	51
Cent.R'y Construc.70%	.....	.....
Hud.Riv.Contract..40%	.....	.....
Internat.Imp. Ex., 80%	.....	.....
N. Y. Loan & Imp'mnt	.....	.....
N. Y. & Scranton Cons.	.....	.....
North River Cons., 90%	102	105½
Oregon Improvement.	90	91¾
do 1st M. bonds	90⅝	90⅞
Oriental Cons.....	.....	.....
Tex.& Col.Imp.,60 p.c.	95	101
GAS STOCKS.		
Balt. Consol. Gas.....	44⅜	44½
Boston Gaslight...500	805	807½
East Boston 25	29	31
South Boston. 100	106½	107
Brookline, Mass...100	101	101½
Cambridge, Mass..100	135½	136
Chelsea, Mass 100	88	89
Dorchester, Mass..100	98	98½
Jamaica Pl'n, Mass100	120	122
Lawrence, Mass...100	122	125
Lowell.....100	157½	162
Lynn, Mass., G. L..100	79	80
Mald. & Melrose...100	95	96
Newton & Wat'n ..100	129½	130
Salem, Mass.. 100	89½	90
Fall River.....100	.....	.....
Brooklyn, L. I.....25	115	116
Citizens', Brooklyn.20	74	76
Metropolitan, B'klyn.	80	82
Nassau, Brooklyn ..25	55	60
People's, Brooklyn.10	50	55
Williamsb'g, B'klyn 50	60	70
Charlest'n,S.C.,Gas.25	.....	17
Chicago G. & Coke.100	150	157
Cincinnati G. & Coke .	198	.....
Hartford, Ct., G. L..25	28	29
Jersey C.& HoLok'n 20	155	160
People's, Jersey C....	.....	80
Louisville G. L.....	141	143
Central of N. Y.....50	80	90
Harlem, N. Y.....50	98	100
Manhattan, N.Y.... 50	235	245
Metropolitan, N.Y.100	190	191
Municipal..... 100	180	185
Mutual of N. Y....100	116	118
New York, N.Y....100	123	125
N. Orleans G. L. ..100	83¼	83½
N. Liberties, Phila..25	§.....	.....
Washington, Phila..20	§.....	.....
Portland, Me., G. L.50	60	62
St. Louis G. L.....50	§323	325
Laclede, St. Louis.100	§117½	119
Carondelet,St.Louis 50	§18½	.....
San Francisco G. L....	55	55½
Wash'ton City G. L.20	47	48½
Georgetown G. L...25	35	.....
MANUFACTING STOCKS.		
Am. Linen (Fall Riv.)	.....	.....
Amory (N. H.).....100	120½	121
Amoskeag (N.H.) 1000	2090	2100
Androscog'n (Me.).100	120½	121
Appleton (Mass.)..1000	1270	1280
Atlantic (Mass.)....100	145	150
Barnaby (Fall Riv.)....	.....	.....
Barnard Mfg. (F. R.)..	.....	.....
Bates (Me.)..... ..100	192½	195
Boott Cot. (Mass.)1000	2040	2050
Border City Mfg. (F.R.)	118	120
Boston Co.(Mass.)1000	1110	1115
Boston Belting....100	160½	161
Bost. Duck (Mass.)700	.....	.....
Chace (Fall Riv.) .100	.....	.....
Chicopee (Mass.) ..100	180	185
Cocheco (N.H.)....500	690	700
Collins Co. (Conn.)..10	11⅜	12¼
Continental (Me.). 100	79¾	80
Cres't Mills (F. R.) 100	.....	.....
Crystal Spr. Bl.(F.R.).	.....	.....
Davol Mills (F. R.) 100	.....	.....
Dougl's Axe (Mass)100	120	121
Dwight (Mass.). ..500	725	735

Miscellaneous.	Bid.	Ask.
Everett (Mass.)...100	120	121
Fall Riv. Iron W. .100	.....	.....
F. R. Machine Co...100	.....	.....
F. R. Merino Co...100	.....	.....
Flint Mills (F. R.) 100	.....	.....
Franklin (Me.)....100	109	109½
Gl'be Y.Mills(F.R.)100	.....	.....
Granite(F.R.)....1000	.....	.....
Great Falls (N. H.)100	85	86
Hamilton (Mass.) 1000	1020	1025
Hartf. Carpet (Ct.)100	245	250
Hill (Me)..... 100	97½	98
Holyoke W.Power.100	220	235
Jackson (N. H.)..1000	1165	1175
King Philip (F. R.) 100	.....	.....
Laconia (Me)..... ..400	545	555
Lancaster M.(N.H)400	550	555
L'rel Lake Mills (F. R.)	.....	.....
Lawrence (Mass.)1000	1625	1640
Lowell (Mass).....690	710	715
Lowell Bleachery.200	235	245
Lowell Mach.Shop.500	945	955
Lyman M. (Mass.).100	103	104
Manchester (N.H.)100	125	126
Mass. Cotton.....1000	x1300	1325
Mechanics' (F. R.) 100	.....	.....
Merchants' (F. R.) 100	130	135
Merrimack(Mass)1000	1190	1200
Metacomet (F.R.) .100	.....	.....
Middlesex (Mass.).100	220	222
Narragans'tt(F.R.)100	.....	.....
Nashua (N. H.)....500	635	640
Naumkeag (Mass.)100	117¾	118½
N. E. Glass (Mass.)375	90	91
Newmarket.....	480	500
Pacific (Mass.)...1000	1305	1315
Pepperell (Me.)....500	1125	1130
Pocasset (F. R.)...100	.....	.....
Rich. Bord'n(F.R.) 100	.....	.....
Robeson (F. Riv.) 1000	.....	.....
Sagamore (F. Riv.) 100	.....	.....
Salmon Falls(N.H.)300	340	341
Sandw.Glass(Mass.)80	49¾	50
Shove (Fall Riv.). 100	.....	.....
Slade (Fall Riv.).. 100	.....	.....
Stafford (Fall Riv.) 100	.....	.....
Stark Mills (N.H.)1000	1400	1405
Tecumseh (F. R.). 100	.....	.....
Thorndike(Mass.)1000	1000	1050
Tremont&S.(Mass)100	149	150
Troy C. & W.(F.R.) 500	.....	.....
Union C.Mf. (F.R.) 100	.....	.....
Wampanoag(F.R.) 100	.....	.....
Washingt'n(Mass.)100	60	61
Weed Sew. M'e (Ct.)25	.....	.....
Weetamoe (F. R.)100	.....	.....
Willim'tic Linen(Ct)25	.....	.....
York Co. (Me.)....750	970	980
COAL & MISCEL. MINING STOCKS.		
American Coal Co....	.....	.....
Caribou Con. Min'g.10	.....	.....
Cent. Arizona Min.100	.....	.....
Colorado Coal & I.100	32½	32½
Consol.Coal of Md.100	25	.....
Homestake Min'g.100	16½	16½
Lehigh & Wilkes.....	9	19
Marip'sa L.&M.Co.100	.....	.....
do pref.100	.....	.....
Maryland Coal....100	15	20
New Central Coal	13	16
Ontario Sil. Min'g.100	20	20
Pennsylvania Coal.50	.....	.....
Quicksilver Min'g.100	8	10
do pref.....	42½	.....
GOLD & SILVER MINING STOCKS (N. Y. & SAN. FRAN.)		
Alice.....	.....	3·25
Alpha Consol G&S.100	1	.....
Alta Montana..... .100	10	·12
American Flag 10	.....	.....
Amie 10	·19	.....
Bassick.....100	8·50	9·63
Bechtel.....	.....	·20
Belle Isle.....100	·60	·75
Bodie.....100	1·50	.....
Buldomingo.. 50	·05	.....
Bullion..... 100	.....	.....
Bulwer..... 100	·95	.....
Calaveras 1	.....	.....
Caledonia B. H....100	.....	1·00
California 100	·08	·10
Cherokee..... 10	·04	·05
Chrysolite 50	1·45	1·50
Chollar..... 100	.....	.....
Climax 10	·08	·10
Consol. Imperial ..100	·04	·08
Consol. Pacific.... 100	.....	.....
Consol. Virginia...100	·52	·58
Crown Point.....100	·75	.....
Dunderberg 10	.....	.....
Dunkin.....	.....	·30
Eureka Consol.... 100	.....	10
Father De Smet .. 100	4·50	.....
Findley 1	.....	·08
Gold Placer 25	.....	.....
Gold Stripe.....	·07	·09
Goodshaw.....100	·03	.....
Gould & Curry 8..100	.....	2·88
Great Eastern..... 1	·04	.....
Green Mountain....10	·60	·70
Hale & Norcross. .100	3·25	.....
Hibernia	·03	.....
Hortense..... 10	.....	·15
Hukill..... 5	15	.....
Independence 100	·60	.....
Iron Silver..... 20	.....	3·00
Lacrosse..... 10	.....	.....
Leadville Consol....10	·65	.....
Little Chief 50	·39	.....
Little Pitts..... 100	·60	.....
Mexican G. & Silv.100	3·00	4·0

* Price nominal; no late transactions. † Purchaser also pays accrued int. ‡ In London. § Quotation per share. ¶ Premium.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONCLUDED.

For Explanations See Notes at Head of First Page of Quotations.

MINING STOCKS.	Bid.	Ask.
Moose.....10	.....	.....
Moose Silver.....	.....	.....
Mono.....100	.....	.....
Navajo.....100	4·00	.....
Northern Belle.....	9·50	10·50
Ophir.....10	3·00	.....
Potosi.....100	1·25	.....
Rappahannock.....1	.....	·10
Red Elephant.....10	·06	·07
Rising Sun.....5	·05	·08
Robinson Consol..50	1·05	1·10
Sierra Grande.....	2·70	.....
Sierra Nevada.....100	3·80	4·25
Silver Cliff.....50	·41	·42
South Hite, new...25	.....	·11
South Pacific.....	·06	·08
Spring Valley.....1	.....	2·30
Standard.....100	6·00	6·50
Tip Top.....100	.....	1·75
Tuscarora.....100	.....	.....
Unadilla.....	·03	·04
Union Consol.....100	4·90	5·50
BOSTON MINING STOCKS.§		
Allouez.....25	2 1/2	2 5/8
Atlantic.....25	13	14
Blue Hill (Me.).....10	.....	.....
Brunsw'k Antimony.5	15	16
Calumet & Hecla...25	241 1/2	243
Catalpa Silver.....10	60c.	65c.
Central.....25	20	23
Copper Falls.....50	1 1/2	2
Dana.....25	.....	.....
Douglas (Me.).....5	75c.	80c.
Duncan Silver.....20	.....	.....
Franklin.....25	12 1/4	12 1/2
Harshaw Silver....20	50c.	75c.
Huron.....25	1 1/2	1 3/4
Mesnard.....25	25c.	50c.
Minnesota.....25	.....	.....
National.....25	1 1/2	1 3/4
Osceola.....25	30 1/2	31
Pewabic.....25	8 1/2	9
Phenix.....25	.....	.....
Quincy.....25	49 1/2	50
Ridge.....25	.....	.....
Silver Islet.....25	5	5 1/2
Sullivan(Me.)Silver 10	7/8	1
Winthrop.....25	.....	.....
BANK STOCKS.		
BALTIMORE.		
Bank of Baltimore 100	137	140
Bank of Commerce.25	17 1/4	17 3/4
Citizens'.....10	17	17 1/2
Com. & Farmers'..100	118	119
Farmers' B'k of Md.30	31	35
Farmers' & Merch..40	49 1/2	50
Farmers'&Planters'25	41 1/2	43
First Nat. of Balt..100	134	135 1/2
Franklin.....60	96 1/2	99
German American....	110	.....
Howard.....1	10 1/4	11
Marine.....30	34	35
Mechanics'.....10	12 1/4	12 1/2
Merchants'.....100	134	136
National Exch'ge. 100	118	120
People's.....25	20	21
Second National..100	149	152
Third National....100	109	112
Union.....75	83 1/2	84 1/2
Western.....20	29 3/4	30 1/4
BOSTON.		
Atlantic.....100	151	152
Atlas.....100	121 1/2	122
Blackstone.....100	105 1/4	105 3/4
Boston Nat.....100	118	120
Boylston.....100	118 3/4	119
Broadway.....100	108	112
Bunker Hill.....100	181	182
Central.....100	60	70
City.....100	116 1/2	117
Columbian.....100	126	127
Commerce.....100	120	121
Commonwealth....100	107 1/2	108
Continental.....100	115 1/2	117
Eagle.....100	113	113 1/4
Eliot.....100	124	124 1/2
Exchange.....100	126 3/4	127
Everett.....100	112 1/2	113
Faneuil Hall.....100	127	128
First National.....100	197	200
First Ward.....100	112	114
Fourth National..100	114	115
Freemans'.....100	115	117
Globe.....100	106	107
Hamilton.....100	120	121
Hide & Leather....100	112 1/2	113
Howard.....100	123 1/2	124
Manufacturers'...100	99 1/2	100
Market.....100	99	100
Market(Brighton).100	135	140
Massachusetts....250	112	113
Maverick.....100	225	227
Mechanics' (So. B.)100	128	130
Merchandise.....100	100	100 1/2
Merchants'.....100	138	139
Metropolitan.....100	120 1/2	122
Monument.....100	205	210
Mt. Vernon.....100	125	127
New England.....100	132	133
North.....100	130 1/2	131
North America....100	109	110
Old Boston.....50	60	61
People's.....100	162	164
Redemption.....100	128 1/2	129
Republic.....100	129 1/4	130
Revere.....100	113 1/2	114
Rockland.....100	133 3/4	134
Second Nat.....100	156	157
Security.....100	182	185
Shawmut.....100	110	111
Shoe & Leather....100	109 1/2	110
State.....100	127 1/2	128

BANK STOCKS.	Bid.	Ask.
Suffolk.....100	118 1/2	119
Third Nat.....100	97 1/2	99
Traders'.....100	84	85
Tremont.....100	118	119
Union.....100	144 1/2	146
Washington.....100	126 1/2	128
Webster.....100	109 1/2	110
BROOKLYN.		
Atlantic (State).....	180	185
Brooklyn.....	123	127
First National.....	255	270
Fulton.....	125	130
City National.....	260	280
Commercial.....	115	120
Long Island.....	110	115
Manufacturers'.....	96	100
Mechanics'.....	200	205
Nassau.....	180	190
Brooklyn Trust.....	165	175
CHARLESTON.		
B'k of Chas.(NBA) 100	97	.....
First Nat. Chas...100	150	.....
People's National. 100	126	.....
CHICAGO.		
Chicago Nat.....100	120	.....
Commercial Nat...100	260	.....
First National.....100	170	.....
Hide and Leather....	130	.....
Home National ...100	60	.....
Merchants' Nat...100	325	.....
Nat. B'k of Illinois.100	145	.....
Northwestern Nat.100	...	.....
Union National....100	100	.....
Un.Stock Y'ds Nat.100	.....	.....
CINCINNATI.		
Citizens' National....	145	150
Commercial Bank.....	130	.....
Exchange Nat. Bank..	105	108
First National.....	225	230
Fourth National.....	172	175
German National.....	120	122
Merchants' National.	130	135
Metropolitan Nat.....	126	130
Nat. Lat. & Bk. of Com.	190	200
Second National.....	137	.....
Third National.....	146	146 1/2
Union Nat.....	124	125
Western German Bank	107 1/2	.....
HARTFORD.		
Ætna Nat.....100	125	130
American Nat.....50	70	75
Charter Oak Nat...100	136	142
City Nat.....100	88	91
Connecticut River 50	50	51
Far. & Mech. Nat. 100	135	140
First Nat.....100	118	121
Hartford Nat.....100	175	177
Mercantile Nat....100	125	130
National Exchange.50	70	75
Phœnix Nat.....100	166	170
State.....100	105	110
LOUISVILLE.		
Bank of Kentucky100	147	148
Bank of Louisville100	.....	88
Citizens' National.100	126	127
City Nat.....100	125	126
Falls City Tobacco100	89	90
Farmers' of Ky ...100	105	.....
Farmers' & Drov..100	105	.....
First Nat.....100	162	163
German Ins. Co.'s.100	106	.....
German.....100	112	113
German National. 100	135	.....
Kentucky Nat.....100	146	147
Louisv. Banking Co.40	218	220
Masonic.....100	126	127
Merchants' Nat...100	136	137
Northern of Ky ...100	111	.....
Second Nat.....100	105	106
Security.....100	149	150
Third National....100	.....	120
Western.....100	110	.....
West. Finan. Corp..100	111	112
NEW ORLEANS.		
Canal & Banking...100	131	136
Citizens'.....100	x118	122 1/2
Germania Nat.....100	134 1/2	140
Hibernia Nat.....100	125	140
Louisiana Nat....100	125	127
Metropolitan.....	103	112
Mutual Nat.....100	120	125
New Orleans Nat..100	190	200
People's.....50	58 1/2	62
State Nat.....100	136	142 1/2
Union Nat.....100	140	141
NEW YORK.		
America.....100	151	152
American Exch'ge100	125	130
Broadway.....25	252 1/2	.....
Butchers'& Drovers25	.....	.....
Central National...100	124	.....
Chase National....100	185	.....
Chatham.....25	.....	150
Chemical.....100	.....	.....
City.....100	.....	.....
Citizens'.....25	117	.....
Commerce.....100	150	.....
Continental.....100	.....	120
Corn Exchange ...100	.....	.....
East River.....25	110	.....
Eleventh Ward.....25	.....	.....
First National.....100	.....	.....
Fourth National...100	.....	125
Fulton.....30	.....	.....
Fifth Avenue.....100	.....	.....
Gallatin National..50	164	.....
German American..75	.....	97
Germania.....100	.....	.....
Greenwich.....25	.....	.....
Grocers'.....30	.....	.....
Hanover.....100	137 1/2	.....
Importers' & Tr...100	260	265
Irving.....50	133	.....

BANK STOCKS.	Bid.	Ask.
Leather Manufts..100	150	.....
Manhattan.....50	.....	155
Marine.....100	140	145
Market.....100	130	.....
Mechanics'.....25	145	.....
Mechanics' & Tr...25	108	112
Mercantile.....100	.....	117
Merchants'.....50	125	.....
Merchants' Exch'ge50	.....	97
Metropolitan.....100	160	165
Nassau.....100	130	.....
New York.....100	.....	149
N. Y. Nat. Exch'ge100	.....	.....
New York County.100	.....	.....
Ninth National....100	120	.....
North America.....70	.....	103
North River.....50	124	.....
Oriental.....25	135	.....
Pacific.....50	150	.....
Park.....100	160	.....
People's.....25	130	.....
Phenix.....20	100	.....
Republic.....100	130	.....
Second National..100	.....	.....
Seventh Ward.....100	106	.....
Shoe & Leather....100	.....	.....
St. Nicholas.....100	130	.....
State of N. Y. 100	.....	.....
Tradesmen's.....40	.....	116
Union.....50	155	.....
United States Nat.....	.....	150
Wall Street Nat.....50	.....	101
PHILADELPHIA §		
B'k of N. America .100	290	.....
Central National..100	.....	.....
City National.....50	112	120
Commercial Nat....50	59	60
Commonwealth Nat 50	34	.....
Consolidation Nat..30	.....	.....
Corn Exchange Nat.50	.....	65
Eighth Nat.....100	.....	.....
First Nat.....100	.....	225
Farmers'&Mech.N.100	139 1/2	140
Girard National 40	84 1/2	85
Kensington Nat.....50	75	.....
Manufacturers' Nat.25	27 3/4	28 1/2
Mechanics' Nat.....100	.....	120
Merchants' Nat.....	.....	.....
Nat. B'k Commerce.50	.....	.....
Nat. B'k Germant'n.50	.....	.....
Nat. B'k N. Liberties 50	160	.....
Nat. B'k Republic..100	135	135 1/2
National Security..100	.....	.....
Penn National.....50	63	65
People's.....100	.....	.....
Philadelphia Nat..100	220	224
Second Nat.....100	.....	.....
Seventh Nat.....100	.....	.....
Sixth Nat.....100	.....	.....
Southwark Nat.....50	120	127
Spring Garden 100	.....	.....
22d Ward.....50	.....	.....
Third Nat.....100	.....	.....
Underground.....	.....	.....
Union Nat.....50	70	.....
Western Nat.....50	95	96 1/4
West Philadelphia.100	115	.....
PORTLAND, ME.		
Cumberland Nat...40	59	60
Canal Nat.....100	169	170
Casco Nat.....100	166	167
First Nat.....100	164	165 1/2
Merchants' Nat.....75	118	120
National Traders'.100	159	160
RICHMOND, VA.		
City Bank.....26	.....	27
First Nat.....100	135	136
Merchants' Nat....100	110	.....
Nat. Bk of Virginia100	91 1/2	94
Planters' Nat.....100	116	.....
State Bank of Va.100	105	.....
ST. LOUIS.		
B'k of Commerce...100	460	.....
Commercial.....100	320	325
Continental.....100	185	.....
Fourth National ..100	155	.....
International.....100	100	.....
Mechanics'.....100	105 1/2	.....
Merchants' Nat 100	114	.....
St. Louis National.100	113	.....
Third National....100	.....	82 1/2
Valley National....100	.....	100
SAN FRANCISCO.		
Bank of California....	162 1/2	165
Clay Street.....	.....	110
First Nat. Gold....100	127	.....
Nat.Gold Bank& Tr. Co	.....	.....
Pacific.....	.....	122
FIRE INSUR'CE STOCKS.		
BALTIMORE.		
Associate Firemen's.5	6	8
Baltimore Fire Ins.10	28 1/2	29 1/2
Firemen's Insur'ce .18	19 1/2	20
Howard Fire.....5	7	7 1/2
Maryland Fire.....10	4 1/2	5
Merchants' Mutual.50	55	.....
National Fire.....10	6 1/2	7 1/2
BOSTON.		
American F. & M..100	143	145
Boston.....100	130	135
Boylston.....100	105	108
Commonwealth. ..100	80	85
Dwelling House...100	106	108
Eliot.....100	126	128
Firemen's.....100	145 1/2	146
Franklin.....100	50	.....
Manufacturers'...100	100	101
Mass. Mutual.....100	119	120
Mercantile F. & M.100	135	136
Neptune F. & M...100	106	107
North American ..100	105 1/2	106
Prescott.....100	100	100 1/2

INSURANCE STOCKS.	Bid.	Ask.
Shoe & Leather. ..100	80	83
Washington.....100	136	137
CINCINNATI.		
Amazon(new stock) 20	97	100
Aurora.....	.....	90
Cincinnati.....25	.....	150
Citizens'.....20	123	125
Commercial.....25	185	190
Eagle.....100	105	110
Enterprise.....20	.....	90
Eureka.....20	170	175
Firemen's.....20	150	.....
Germania.....20	x108	109
Globe.....20	.....	100
Merchants'& Manuf 20	158	160
Miami Valley.....50	98	100
National.....100	150 1/4	.....
Security.....	113	115
Union.....20	.....	80
Washington.....20	x123	128
Western.....25	153	155
HARTFORD, CONN.		
Ætna Fire.....100	227	229
Connecticut.....100	120	125
Hartford.....100	285	290
National.....100	122	126
Orient.....100	90	95
Phœnix.....100	180	185
Steam Boiler.....40	80	90
LONDON.		
Commercial Union..25	21 1/2	22 1/2
Guardian.....50	66	68
Imperial Fire.....25	139	142
Lancashire F. & L..25	6 1/2	7
London Ass.Corp.12 1/2	58	60
Liv. & Lond. &Globe.2	20 1/2	21
North'n Fire & Life ..5	.....	.....
North Brit. & Mer. 84	29	31
Queen Fire & Life...1	2 3/4	3 1/4
Royal Insurance.....3	28	29
NEW ORLEANS.		
Crescent Mutual.....	117 3/4	120
Factors' and Traders'.	121	121 1/2
Firemen's.....	77 3/4	.....
Germania.....	117 3/4	122 1/2
Hibernia.....	117	118 1/2
Home.....	38 3/4	39 3/4
Hope.....	101	.....
Lafayette.....	55	58
Merchants' Mutual ..	120 1/2	121 1/2
Mechanics' & Traders'	120	121 1/2
New Orleans Ins. Ass'n	36	38
New Orleans Ins. Co .	65 1/2	67
People's.....	31 7/8	.....
Sun Mutual.....	130	.....
Teutonia.....	131	.....
NEW YORK.		
American.....50	145	150
American Exch...100	105	110
Bowery.....25	150	170
Broadway.....25	175	180
Brooklyn.....17	165	175
Citizens'.....20	140	150
City.....70	110	118
Clinton.....100	120	125
Commercial.....50	90	100
Continental.....100	230	240
Eagle.....40	230	245
Empire City.....100	70	80
Exchange.....30	90	95
Farragut.....50	117	125
Firemen's.....17	70	80
Firemen's Trust....10	80	95
Frank.& Emp'lum.....	115	120
German-American 100	180	190
Germania.....50	135	140
Globe.....50	110	115
Greenwich.....25	240	270
Guardian.....100	60	65
Hamilton.....15	113	116
Hanover.....50	130	135
Hoffman.....50	80	88
Home.....100	140	145
Howard.....50	73	78
Importers' & Trad..50	80	85
Irving.....100	60	70
Jefferson.....30	130	135
Kings Co. (B'klyn) .20	180	200
Knickerbocker....30	75	80
Lafayette (B'klyn) .50	90	95
Lamar.....100	70	75
Long Isl'd (B'klyn).50	110	115
Lorillard.....25	55	65
Manuf. & Builders'100	108	113
Manhattan.....100	2	5
Mech. & Traders'...25	120	130
Mechanics' (B'klyn)50	130	145
Mercantile.....50	60	70
Merchants'.....50	100	110
Montauk (B'klyn)..50	105	110
Nassau (B'klyn).....50	140	150
National.....37 1/2	85	95
New York City.....	60	65
N. Y. Equitable.....35	145	150
New York Fire....100	75	80
Niagara.....50	150	160
North River.....25	100	108
Pacific.....25	160	170
Park.....100	109	117
Peter Cooper.....20	155	165
People's.....50	110	116
Phenix (B'klyn) 50	140	145
Relief.....50	60	70
Republic.....100	75	85
Rutgers'.....100	120	140
Standard.....50	100	105
Star.....100	70	74
Sterling.....100	50	60
Stuyvesant.....25	120	125
Tradesmen's.....25	65	75
United States.....25	128	135
Westchester.....10	120	125
Williamsburg City..50	230	250

* Price nominal; no late transactions. ‡ Last price this week. § Quotation per share.

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The Investors' Supplement *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* Chronicle. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Philadelphia & Erie Railroad.

(For the year ending December 31, 1882.)

The report says that the item of $46,835 found in the statement of expenditures embraces the taxes upon loans and bonded indebtedness from the passage of the present tax law, on the 7th of June, 1879, until the first Monday of November, 1881, about two years and a half. After the passage of this act, a doubt arose as to its legality in so far as it required the company to retain the tax on loans and bonded indebtedness, and in the fall of 1881 the Pennsylvania Railroad Company, for itself and companies in which it was interested, effected an arrangement with the State authorities by which certain matters of dispute, as to the amounts properly returnable if the law was valid, were adjusted. The tax was paid under a written stipulation signed by the Board of Public Accounts, providing in substance that if the courts should decide the act to be inapplicable, then the amount so paid should be credited on other and valid taxes accruing first after the date of such decision.

Litigation with other companies upon this question has resulted in decisions in the Court of Common Pleas of Dauphin County holding the act invalid, and an appeal is now pending in the Supreme Court from the judgment of the lower court aforesaid. Should the decision of the lower court be sustained, the company will be entitled to a credit on subsequent yearly taxes.

"The anthracite coal tonnage decreased 2·4 per centum. The bituminous coal traffic has maintained the large increase of the previous year, and added 11·3 per centum thereto. The oil traffic shows an increase of 17·7 per centum, recovering the loss of the year 1881, and showing an increase of 15·6 per centum over 1880. The tonnage of agricultural products (grain, &c.) shows a reduction of 9·5 per centum. On freight the receipts per ton per mile were 6 1-10 mills, an increase per ton per mile of 61-100 of a mill, aggregating on the whole tonnage the sum of $811,364. The cost per ton per mile was 4 3-10 mills, an increase of 15-100 of a mill per mile."

The statistics of traffic, earnings, income, &c., have been compiled for the Chronicle as follows:

	1879.	1880.	1881.	1882.
Miles owned	287	287	287	287
OPERATIONS AND FISCAL RESULTS.				
Operations—	1879.	1880.	1881.	1882.
Passengers carried	449,102	598,570	775,549	1,047,594
Passenger mileage	11,562,653	14,792,169	18,274,493	22,292,765
Rate ₱ pass. ₱ mile.	2·95 cts.	2·912 cts.	2·954 cts.	3·001 cts.
Freight (tons) mov'd*	4,130,126	4,861,463	5,277,056	5,579,353
Freight (ins) mil'ge*	505,918,017	559,240,067	495,395,306	510,4 3,576
Av. rate ₱ ton ₱ mile	0 51 cts.	0·56 cts.	0·554 cts.	0·615 cts.
Earnings—	$	$	$	$
Passenger	340,367	430,756	539,817	669,011
Freight	2,589,030	3,130,835	2,746,669	3,138,456
Mail, express, &c.	162,411	166,142	167,883	203,947
Total gross earn'gs.	3,091,808	3,727,733	3,454,369	4,011,414
* Does not include company's freight.				
Operating expenses—	$	$	$	$
Maint'nce of way, &c.	605,796	616,534	654,890	691,173
Mot. power & equip.	858,690	957,902	967,170	1,037,322
Transportat'n exp'ns.	665,773	783,917	777,999	871,039
Total (incl. taxes)	2,130,259	2,358,353	2,430,059	2,599,534
Net earnings	961,549	1,369,380	1,024,250	1,411,880
P.c. of op. ex. to earn.	68·90	63·20	70·30	64·80
INCOME ACCOUNT.				
	1879.	1880.	1881.	1882.
Receipts—	$	$	$	$
Net earnings	961,549	1,369,380	1,024,250	1,411,880
Rents	2,292	4,840	4,835	3,586
Total income	963,841	1,374,220	1,029,085	1,415,466
Disbursements—	$	$	$	$
Interest on debt	1,093,790	1,093,790	1,077,995	1,062,270
Interest on equipm't.	163,049	162,400	165,345	160,410
Extraordin'y expen.	.....	106,567	135,278	.....
Miscellaneous	39,410	37,506	45,710	95,087
Total disbursements.	1,296,179	1,399,793	1,424,328	1,317,767
Balance, deficit	332,338	25,573	395,243	sur. 97,699
GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.				
	1879.	1880.	1881.	1882.
Assets—	$	$	$	$
RR., bldgs, equip, &c.	26,176,101	26,189,698	26,186,163	26,186,163
Stocks & b'ds owned.	5,373	4,566	5,678	6,936
Cash on hand	14,365	15,017	14,844	1,397
Profit and loss	1,433,224	2,415,954	3,073,214	2,971,068
Miscellaneous items.	.....	.....	4,000	1,000
Total assets	27,629,063	28,625,235	29,283,929	29,166,564
Liabilities—	$	$	$	$
Stock, common	6,053,700	7,013,700	7,013,700	7,015,000
Stock, preferred	2,400,000	2,400,000	2,400,000	2,400,000
Funded debt (see Supplement)	17,656,000	17,656,000	17,923,000	17,919,000
Unpaid coups. & int.	1,508,459	1,534,034	1,929,264	1,831,564
Miscellaneous	10,904	21,501	17,965	1,000
Total liabilities	27,629,063	28,625,235	29,283,929	29,166,564

New York Ontario & Western Railway.

(For the year ending Sept. 30, 1882.)

The report of operations as made to the State Engineer and Surveyor for the fiscal year ending Sept. 30, 1882, are presented in a pamphlet report:

"The earnings from freight and passengers show an increase of 25 per cent over the previous year. The improvement of the road and equipment, in anticipation of increased traffic to result from the extension of the operations of the company from Middletown to New York, has been, during the whole of the past year, steadily and vigorously prosecuted." The expectation that the railway building between Middletown and Weehawken would be in operation before the close of the fiscal year was not realized, but the difficulties in construction have been overcome and the track was about completed on the first of March, 1883.

The construction of the new line is of a most substantial character, and when opened for business can be operated at a lower cost than if it was poorly constructed. Terminal facilities at Weehawken, said to be equal to those of any of the trunk lines terminating at New York harbor, are being provided, and will be ready for use when the connection is made and the road opened for traffic.

Under the head of "cost of road and equipment" for the year 1881-2 are embraced the following expenditures: Grading and masonry, $103,076; bridges, $99,904; superstructure, $113,036; passenger and freight stations, buildings and fixtures, $66,308; engine and car houses, machine shops, machinery and fixtures, $16,740; land, land damages and fences, $53,960; locomotives, engines and fixtures, $42,384; passenger and baggage cars, $10,503; freight and other cars, $198,051; making a total in the year of $703,967. In 1880-81 the expenses on same account were $495,377. The road and equipment were purchased by this company on the reorganization, and paid for in the common and preferred stock of the company, issued pursuant to the plan and agreement inserted in the certificate of incorporation filed in the office of the Secretary of State for a sum amounting to $51,010,778, making the total nominal cost to Sept. 30, 1882, $52,210,122.

Following are the statistics of operations and earnings, and the general balance for two years:

ROAD AND EQUIPMENT.	1880-81.	1881-82.
Miles owned and operated	345	345
Locomotives	73	73
Passenger, mail and express cars	60	60
Freight cars	1,042	1,138
Coal and all other cars	437	674
OPERATIONS AND FISCAL RESULTS.		
Operations—	1880-81.	1881-82.
Passengers carried	326,670	391,458
Passenger mileage	7,251,209	8,392,845
Freight (tons) moved	348,513	460,526
Freight (tons) mileage	19,511,452	30,687,380
Earnings—		
Passenger	$180,152	$211,789
Freight	469,156	605,478
Mail, express, &c	275,737	219,297
Total gross earnings	$925,045	$1,036,564
Operating expenses—		
Maintenance of road and real estate	$204,658	$250,740
Maintenance of machinery and cars	141,388	171,877
Transportation expenses	361,455	425,656
Total	$707,501	$848,273
Net earnings	$217,544	$188,291
GENERAL BALANCE AT END OF EACH FISCAL YEAR.		
Assets—	1880-81.	1881-82.
Cost of road and equipment	$51,506,155	$52,210,123
Cost of other lines owned	4,865,917	7,903,034
Cash and demand loans	3,591,150	621,497
Individual accounts	212,999	85,488
Other railroad companies	3,255	2,330
Rails, fuel and supplies on hand	525,698	731,068
	$60,705,274	$61,554,440
Liabilities—		
Capital stock, common	$58,113,983	$58,113,983
Capital stock, preferred	2,000,000	2,000,000
Pay rolls and accounts unpaid	326,210	881,647
Other railroad companies	3,938	6,136
Individual accounts	290	17,129
Profit and loss	266,853	535,545
	$60,705,274	$61,554,440

GENERAL INVESTMENT NEWS.

Albany & Susquehanna.—The Delaware & Hudson Canal Company, the lessee of this railroad, in its application to the New York Stock Exchange, makes the following statement:

In April, 1876, the company executed a first consolidated mortgage on its entire property and franchises, to secure bonds to the extent of $10,000,000; principal and interest guaranteed by the Delaware & Hudson Canal Company; guarantee endorsed thereon. Bonds dated April 1, 1876, payable April 1, 1906, each $1,000.

These bonds were listed at the Ex hange May, 1876, as "7 per cents." Nos. 1 to 3,000 inclusive, amounting to $3,000,000, have been issued at 7 per cent interest.

Nos. 3,001 to 6,000 inclusive, amounting to $3,000,000 more, are issued and to be issued at 6 p. c. interest. Coupons April and October.

The present application is to have the $3,000,000 of 6 per cent bonds placed upon the list.

--A resolution was adopted at a meeting of the board of directors of the Albany & Susquehanna Railroad to publish t

fact that counterfeits of the second mortgage bonds of the company had been detected. The whole issue of the second mortgage bonds amounts to $3,000,000, and there are outstanding $1,700,000. The board of directors decided to ask the holders to present them for verification. Holders who desire will receive par and interest for their bonds, or the consolidated first mortgage bonds will be issued in place of them. All classes of bonds bear 7 per cent interest. The second mortgage, amounting to $2,700,000, falls due in 1885; the first mortgage, $1,000,000, in 1885, and the consolidated first mortgage, $3,000,000, issued to take the place of the other two classes, in 1906. By this arrangement the second mortgage bonds can be entirely paid off and trouble from counterfeits avoided. There are several discrepancies in the counterfeits, including the color of the paper, and the signatures. President Dickson of the Delaware & Hudson Canal Co. said no coupons of the counterfeits had been offered.

Atchison Topeka & Santa Fe.—Application was made to place on the regular list of the New York Stock Exchange the second issue (first series) of 6 per cent sinking fund secured bonds of this company. These bonds are numbered 5,001 to 6,500, of $1,000 each, in all $1,500,000; dated Dec. 1, 1881, payable Dec 1, 1911; bearing interest coupons payable semi-annually on June 1 and Dec. 1, at 6 per cent per annum. They are secured by the indenture of trust with the Boston Safe Deposit & Trust Company, trustee, referred to in the application of this company dated June 30, 1882, for listing Nos. 1 to 5,000; adopted Sept. 27, 1882.

By vote of directors the period of the second issue of bonds under said indenture was fixed at thirty years; the rate of interest at 6 per cent per annum; and the maximum price at which said issue of bonds shall or may be purchased by the sinking fund, and the rate at which they shall, if drawn, be redeemed by the sinking fund, and also the maximum purchasing price under the provisions of section 4 of said indenture, at $1,050 for every $1,000 par value, that is to say, at a premium of 5 per cent. By vote of directors the amount now applied for, $1,500,000, was authorized to be executed and negotiated."

Boston Clinton Fitchburg & New Bedford—Old Colony.—The proposed terms of consolidation between this road and the Old Colony are on the basis of one share of Old Colony for one share of Boston Clinton Fitchburg & New Bedford preferred and one share of Old Colony for 2⅔ shares of Boston Clinton Fitchburg & New Bedford common, the whole to be placed on the same dividend basis. These terms have been agreed upon by committees representing a majority of the interests, and it only remains for the stockholders to confirm the agreement. Special meetings of both companies to vote on consolidation have been called at the United States Hotel March 3 and 5, the New Bedford road meeting on the earlier date. Said consolidation is authorized by the act of March 16, 1882, on such terms and conditions, and with such guarantees, as may be mutually agreed upon by said corporations at meetings of the stockholders thereof duly called for that purpose, and, with this view, the former (Old Colony) corporation is further authorized to purchase and hold the stock of the Boston Clinton Fitchburg & New Bedford corporation, provided, however, that the assent of the Boston Clinton Fitchburg & New Bedford Railroad Company to such union shall be given by a majority interest of the holders of preferred stock and a majority in interest of the holders of the common stock. The capital stock of the Old Colony company, at the time of said union, is limited by the same act to the amount of the authorized capital stock of the said two corporations, but after the union it is empowered to increase its stock to $12,000,000, the new stock to be issued in accordance with existing laws, and the proceeds to be applied to the reduction of the company's debt, to providing additional equipment and improvements of its railroad and other property.—*Boston Herald.*

Buffalo New York & Philadelphia.—This company has listed at the Stock Exchange its consolidated first mortgage forty-year gold bonds. These bonds are an issue of $11,000,000, and are secured by a mortgage executed to the United States Trust Company as trustee. "These bonds are dated July 1, 1881; interest 6 per cent, payable January 1 and July 1; principal due July 1, 1921; numbered 1 to 11,000, each $1,000; interest and principal payable in New York. Four million dollars of these bonds are reserved by the said United States Trust Company for the retirement of a like amount of outstanding divisional bonds, which are a prior lien on 120 miles of old road from Buffalo to Emporium, which has been in operation since 1873. The consolidated mortgage is a first mortgage on 205 miles of road exclusive of sidings, and upon the redemption of said $4,000,000 divisional bonds, will be a clean first mortgage on the entire road of 325 miles (or 372 miles with sidings). This mortgage covers also the Buffalo Coal Company's very large and valuable property of 16,000 acres of coal lands and the improvements thereon."

Central Pacific.—The following statement of income account for 1882 was first published in Boston. Some of the items are said by the officers in New York to be inaccurate, but the main figures, those for gross earnings and operating expenses are correct. The statement is as follows:

Gross earnings	$25,662,757
Earnings steamer div	2,435,291
Interest on sinking fund	281,260
Total	$25,964,502
Expenditures—	
Operating expenses	$16,067,183
General expenses	330,646
Legal expenses	$216,751
Civil engineering	15,179
Taxes	418,965
Expenses land department	24,709
Interest	3,111,113
Company's sinking fund and interest paid U. S.	1,100,000
Total	$22,679,940
Surplus available for dividends	$3,284,562
Miles operated	3,291

The capital stock of the company amounts to $59,275,500.

Charlotte Columbia & Augusta—Columbia & Greenville.—At Columbia, S. C., Feb. 24, the directors of the Charlotte Columbia & Augusta and the Columbia & Greenville railroads, which are controlled by the Clyde syndicate, met and consolidated the management of the two roads and their branches under one administration. The following officers were elected: President, A. C. Haskell, of Columbia; Assistant General Manager, Peyton Randolph, of Richmond; Auditor and Secretary, John Craig, of Columbia; Treasurer, John C. B. Smith, of Columbia. This consolidation embraces 486 miles of broad-gauge and 85 miles of narrow-gauge track.

Chesapeake & Ohio.—The results of the year's business on the Chesapeake & Ohio Railroad show the effect of the opening of its Western rail connections and extension to Newport News, on Chesapeake Bay. It will be seen that while the gross earnings show an increase of nearly $630,000 over the year 1881, the expenses increased but $35,000, making an increase of $594,588 in net earnings. The connections and extension were not fully opened for revenue traffic until about July 1. The net earnings for the year, $1,032,528, show a surplus over interest charges of over $300,000. The following is the statement in detail:

EARNINGS.

	1881.	1882.	*Increase.*	*Decrease.*
Freight	$2,106,591	$2,600,538	$493,947	.....
Passengers	504,204	624,598	120,393	.....
Express	31,392	31,434	42	.....
Mails	36,827	51,959	15,132	.....
Miscellaneous	26,327	26,446	118	.....
Totals	$2,705,343	$3,334,976	$629,633	.....

EXPENSES.

Transportation	$942,939	$1,164,365	$221,426	$.....
Maintenance of way, &c.	740,947	531,549	.....	209,397
Maintenance of equip.	408,583	425,701	17,112	.....
General expenses	174,928	180,831	5,903	.....
Totals	$2,267,403	$2,302,448	$35,045	.....
Net earnings	$437,939	$1,032,528	$594,588	.....

Columbus Chicago & Indiana Central.—Judge Drummond has directed Master in Chancery Fishback to make the Union Trust Company of New York the depository for $405,789 75 paid by William L. Scott, Charles J. Osborn and John S. Kennedy, upon the first mortgage consolidated bonds of the Columbus Chicago & Indiana Central Railway Company, and has authorized the Master to distribute to holders of bonds and coupons the amounts due them. The purchase money to be distributed will pay the coupons and interest and $778 15 on each unpresented bond in addition, leaving $221 84 of the principal unpaid.—*New York World.*

Columbus & Hocking Valley Coal & Iron Company.—A press dispatch from Columbus, Ohio, March 1, said: "Parties representing the Columbus & Hocking Valley Coal & Iron Company consolidation have been in session for two days, closing up the business and getting ready for operations. The capital stock of the company is $5,000,000, with an estimated cash basis of over half that amount. The consolidation elected a board of directors, which organized as follows: Samuel Thomas of New York, President; T. Longstreth and Walter Crafts of Columbus, and J. R. Buchtel of Akron, Vice-Presidents; S. Churchill, Treasurer, and H. D. Turney, Secretary. J. S. Farlow of Boston is a member of the board of directors. The company represents over half the working force of the entire Hocking Valley."

Evansville City.—A meeting of the bondholders of the city of Evansville was held to-day at the Morse Building, No. 140 Nassau Street. The meeting was convened for the purpose of getting an expression of opinion upon a letter from Mayor Bridwell, of Evansville, which stated that the people of that city could no longer bear the burden of the present rate of interest upon their bonded indebtedness, and asking for a reduction from 7 per cent to 4 per cent. Mayor Bridwell and Mr. J. E. Williamson, counsellor, appeared for the people and advocated their cause, stating the total bonded indebtedness of Evansville to be $1,651,000. More than half the amount of bondholders was represented, and the general feeling appeared to be that Evansville was rich enough and prosperous enough to pay its just debts in full. After considerable discussion the bondholders declined to accede to the arrangement asked of them without further consideration. They agreed to meet the Mayor, after they had duly consulted with one another, at some future date.—*Evening Post, Feb. 27.*

Hannibal & St. Joseph.—The case of the Hannibal & St. Joseph Railroad, *versus* the State of Missouri, in connection with the $3,000,000 bond case, about which there has been so much litigation during the past year, was before Judge J. K. Cravens, Master in Chancery, in Kansas City, on the 21st. Judge J. F. Dillon and Elihu Root of New York, and Wood Easley of Hannibal, represented the railroad, and Attorney-General McIntyre the State. James Cravens, as referee, will report to United States Judge McCrary in March, and upon his report a decision will be rendered.

Kentucky Central.—The Cincinnati *Commercial* reports that negotiations were perfected for the sale of $1,800,000 thirty-year bonds, the full amount of additional bonds to be placed upon the market. The amount realized from the sale of the new bonds will put sufficient money in the treasury to liquidate that part of the bonded debt, amounting to $780,000, which is payable March 1, and will leave a balance of cash on hand sufficient to complete the road to connect with the Knoxville extension of the East Tennessee Virginia & Georgia system.

Lawrence.—The report of the directors for the year 1882 showed that the road carred 984,350 tons, as against 735,773 in 1881, and 59,969 passengers, as against 41,936 in 1881. The receipts from the carriage of passengers and freight were $226,910, as against $193,100 in 1881. After providing for all expenses, a dividend fund of $30,114 is left, equal to 14 per cent. The assets of the company are $917,234 and the liabilities $806,945.

Louisville & Nashville.—The comparative statement of earnings and expenses is as follows:

	1881-82		1882-83	
	Gross Earnings.	*Net Earnings.*	*Gross Earnings.*	*Net Earnings.*
July 1 to Dec. 31.....	$5,866,845	$2,241,049	$6,860,533	$2,672,071
January.....	964,527	343,196	*1,116,000	*400,720

* Approximate.

Manhattan Elevated—Metropolitan Elevated.—Judge Barrett, in his recent decision, declared void the so-called merger agreement entered into by the directors of the three elevated railway companies, and suggested to the counsel of the opposing companies that they should agree upon some form of an order which would enable the Manhattan Company to pay to the other companies the rental due them, but which would at the same time be incapable of any construction favorable to the validity of the merger agreement. The counsel presented orders to Judge Barrett which were entirely antagonistic, and Justice Barrett decided simply to grant the injunction against the carrying into effect of the merger agreement as asked for by the Metropolitan Company. The company was required to give $50,000 additional security.

Mexican Central.—In Boston it was reported, March 1, that the subscriptions received from shareholders of the Mexican Central Railroad insured an excess of the $6,000,000 asked for.

Mutual Union Telegraph.—Justice Barrett, in the Supreme Court, Chambers, rendered a decision that the recent application of the Attorney-General for leave to bring an action in the name of the people for the forfeiture of the charter of the Mutual Union Telegraph Company should be granted. The substance of Justice Barrett's opinion is as follows:

If the allegations against the company be true—and they are not denied—the company's charter should be annulled and the Attorney-General would be derelict in his duty if he failed to proceed with the suit. The company, it is alleged, unlawfully increased its capital stock from $600,000 to $10,000,000. It is also charged that nearly the whole of this $10,000,000 of stock was turned over to the construction company—whose services were worth about $4,500,000—for the purpose of evading the law requiring the capital stock to be paid up, and to enable these contractors to divide the stock among the directors of the company who were interested in the construction contract. If these charges are true, public policy demands that the Attorney-General proceed with the suits. The Attorney-General has nothing to do with the motives of the relators, Gould and others.

The *Times* reports that Mr. John G. Moore, the President of the Mutual Union Telegraph Company, said the decision of Judge Barrett granting the application to bring suit to annul the charter of the corporation would not interfere with the lease of its lines to the Western Union Company. The property would remain if the charter were annulled. The rental in the shape of dividends on the stock, interest on the bonds, &c., was to be paid to the stock and bondholders of the Mutual Union, or successor company. The aggregate amount which should be paid was stipulated, and a reorganization could be effected. If the stock should be reduced the dividends would be increased proportionately, so nothing would be lost by the holders of the securities. The wording of the lease itself provided for such a contingency. Dr. Norvin Green, the President of the Western Union Company, did not regard the opinion of Judge Barrett as a serious matter. By a reorganization of the Mutual Union, in the event that its charter should be declared invalid, the arrangement between the two companies would be unimpaired.

New York Lackawanna & Western.—This company presented the following statement to the New York Stock Exchange Committee on application to list its securities:

"The road extends from the city of Binghamton to the city of Buffalo, and to the International Bridge 213¾ miles of road, double track, steel rails. The company was organized August 24, 1880, and leased to the Delaware Lackawanna & Western Railroad Company October 2, 1882. The capital stock is 100,000 shares at a par value of $100 each. Farmers' Loan & Trust Company, registrar and trustee of mortgage. There are 12,000 first mortgage bonds, $1,000 each; Nos. 1 to 12,000; dated December 1, 1880, payable January 1, 1921; interest 6 per cent coupons January and July; secured by a first mortgage upon the property. By the terms of the lease to the Delaware Lackawanna & Western Railroad Company, the lessees guarantee during the continuance of the charter and all renewals thereof, quarterly interest at the rate of 5 per cent per annum upon the stock, and semi-annual interest at the rate of 6 per cent per annum upon the bonds. The lessee company assume all liabilities of the New York Lackawanna & Western Railway Company, including the principal of the above bonds. The lease was ratified by the stockholders of both companies at their annual meeting on Feb. 20, 1883."

—The New York Lackawanna & Western Railroad has just been opened through to Buffalo for local passenger business, though freight has been carried over the entire length of the line for some time. President Sloan said that it was not intended to make the extension a general passenger line, as there were enough such lines already, but to employ its facilities for handling freight. There had been a traffic arrangement between the Lackawanna and the Nickel Plate, but in a few weeks the two would start a fast freight line. Each company was to provide 500 cars for the service between New York and Chicago, which would be known as the Lackawanna Fast Freight Line. Similar arrangements had been made with other roads, but President Sloan declared the many published reports of combinations to make up through railroad lines untrue. The Lackawanna, he said, would remain an independent line under conservative management. It had been asked to join the pool, but it preferred to remain outside. It would, however, maintain pool rates and keep good faith with the other roads.

New York Pennsylvania & Ohio.—The arrangements for the lease of this road to the New York Lake Erie & Western are reported to have been virtually completed. Mr. Charles E. Lewis, representing the English trustees of the New York Pennsylvania & Ohio Road, has been for some time perfecting the lease and arranging its terms. The *Wall Street News* reports the agreement as follows:

The Erie company agrees to work the N. Y. P. & O. at 68 per cent of its gross receipts up to $6,000,000; over that sum at a rate which would be equal to 65 per cent of gross earnings.

The Erie company agrees to send over the N. Y. P. & O. 65 per cent of all its west-bound business and 50 per cent of all east-bound business; or it guarantees to pay for this amount, whether it carries it or not.

The Erie company agrees to lend any money the N. Y. P. & O. may require for improvements at 5 per cent interest.

—In London the directors of the Atlantic First Leased Lines Rental Trust, Limited, have issued their annual report, and state that the rent payable by the N. Y. Penn. & Ohio Railway Company to the Cleveland & Mahoning Valley has been punctually paid during the year, and a further portion of the reserve funds in the hands of the Cleveland Company having been released, that company has been enabled to pay the same dividend as last year. The full interest on the debenture issue at 4 per cent for the year having been provided for, and an interim dividend of £1 10s. per cent on the stock having been paid in August last, it is proposed at the ensuing meeting to declare a dividend of 2 per cent, making 3½ per cent for the year. An undivided balance of £6,279 will remain to be carried forward.

Norfolk & Western.—The monthly statement of earnings and expenses for January, 1882 and 1883 is as follows:

	Jan.	
	1883.	1882.
Gross earnings.....	$200,487	$168,572
Expenses.....	122,603	100,529
Net earnings.....	$77,884	$68,042

Northern Central.—The following is a comparative statement of gross earnings and expenses for the month of January 1882 and 1883:

	Jan.	
	1883.	1882.
Gross earnings.....	$499,252	$107,368
Operating expenses.....	$282,925	$277,265
Extraordinary expenses.....	58,108	37,493
Total expenses.....	$341,033	$314,759
Net earnings.....	$158,219	$92,608

Oregon & California.—"It will be remembered that the company issued $6,000,000 of six per cent mortgage bonds two years ago, for the purpose of building and equipping 170 miles of new road from Rosebury to the northern terminus of the Oregon branch of the Central Pacific Railroad; but, as $1,700,000 of that capital was required to pay off the "Prior Lien Bonds" which the company issued in 1879, there was only $4,300,000 of six per cent mortgage bonds available for the purpose of constructing the proposed southern extension which we have mentioned; and, owing to the costly nature of a portion of the new road, which runs through two ranges of mountains, and also to the original extremely low estimate of its probable cost, it has been fund necessary to raise additional capital in order to accomplish the necessary junction of the Oregon & California Railroad with the Central Pacific Railroad by means of the new southern extension now in course of construction. * * *

"Mr. Henry Villard, who is the President of the Oregon & Transcontinental Company (which controls the Northern Pacific and Oregon Railway & Navigation companies), as well as of the Oregon & California Railroad, has, in this matter, proved to be a sincere and faithful trustee of the interests of the Oregon & California Railroad shareholders. He has offered, on behalf of the Oregon & Transcontinental Company, to find the whole of the money necessary to fully complete the building of, and to equip with rolling-stock, the southern extension of the Oregon & California road, so as to insure beyond all doubt its completion and its consequent conversion from a merely local road into a great highway connecting San Francisco with the Eastern ports of the United States. * * *

"The preference shareholders, who have undoubtedly a very valuable property in their hands, have reason to confide in the good faith of their President, who, at a difficult time like the present, has succeeded in finding means to raise them out of a serious difficulty by his undertaking on behalf of the Oregon & Transcontinental Company to subscribe for the whole of the bonds which will have to be issued to provide for the entire

completion of the new line. But this is not all by any means, for the Oregon & Transcontinental Company agrees to operate the old road during construction at a rental that will suffice to secure a dividend of 2½ per cent per annum to the preference shareholders for three years to come; that is to say, they will receive a dividend of 2½ per cent out of the earnings of the year 1882, which will be payable very shortly; and they will receive a dividend out of the guaranteed rental at the same rate for 1883 and 1884. At the end of that time the Southern extension of the company will be fully completed, and the road will be in full working order as a 'through' line 480 miles in length, and in possession of a valuable land grant of upwards of 4,000,000 acres. This important scheme is to be formally proposed to the preference shareholders at a meeting which is shortly to be convened in London for that purpose; and it only requires their ratification to be carried into effect. As we fully explained in this journal last March, the preference shareholders have the entire control of the management of this valuable line, for 'no new capital can be raised, nor any lease or transfer of the property made by the directors, without the previous consent of an absolute majority of the preference stock has first been obtained.'"—*London Money Market Review.*

Oregon Improvement Company.—This company in its application to the Stock Exchange makes the following statement as to its bonds and stock:

BONDS.—Five thousand bonds for $1,000 each, Nos. 1 to 5,000, in all $5,000,000 of its first mortgage bonds, dated December 1, 1880, due December 1, 1910 (unless previously redeemed or paid by virtue of the sinking fund and other provisions contained in the mortgage securing said bonds); bearing 6 per cent interest, payable semi-annually on the 1st days of June and December, in New York, at the Farmers' Loan & Trust Company. Principal and interest payable in gold coin of the present standard. Under the operation of said sinking fund fifty-four of the bonds have been retired and canceled.

STOCK.—70,000 shares, par value $100 each, total $7,000,000; of which amount 50,000 shares, amounting to $5,000,000, has been paid in and certificates for which are now actually outstanding.

The Farmers' Loan & Trust Company of New York is the trustee of the mortgage securing said bonds, the company's transfer office and registry of its stock.

The Oregon Improvement Company was organized in October, 1880, under and by virtue of the acts of the Legislature of the State of Oregon.

The properties of the company include, among other things, the first-class passenger and freight steamships, State of California and Queen of the Pacific, and four steam colliers: The Willamette, Umatilla, Walla Walla and Mississippi. The company also owns 150,000 acres of improved and unimproved agricultural lands and 18,000 acres of timber lands, with saw mills and flumes for the transportation of lumber, in Oregon and Washington Territory. Also 30,000 acres of coal lands in western Washington Territory; valuable docks in Portland, Oregon; large improved docks and coal bunkers in San Francisco.

The company also owns: The whole of the capital stock of $3,000,000 of the Seattle Coal & Transportation Company, including the Newcastle Coal Mine in Washington Territory, with all improvements and appurtenances. The railroad and appurtenances of the Columbia & Puget Sound Railroad Company, formerly the Seattle & Walla Walla Railroad Company, 24 miles in length, with full equipment of motive power and rolling stock, from Seattle in Washington Territory to the said Newcastle Mine; said appurtenances comprising wharves, coal docks, coal bunkers, a saw mill and large amount of real estate in said town of Seattle.

19,999 shares of the 20,000 shares of the capital stock of the Pacific Coast Steamship Company, owning and operating steamship lines on the Pacific coast, running to all important points on the northern and southern coasts of California, and to Portland, Oregon, British Columbia and Alaska, including the fully equipped narrow-gauge railroad of the Pacific Coast Railway Company, from Port Harford in California to Los Alamos, a distance of 65 miles, together with extensive wharves and warehouses at Port Harford and elsewhere upon its line.

LIABILITIES NOV. 30, 1882.

Capital stock	$5,000,000
Bond account	4,973,000
Floating indebtedness for purchases, &c	1,585,017
Balance of all other accounts	308,995
Net earnings for two years	1,609,215
Total	$13,436,227
Total earnings for the year ending Nov. 30, 1882	$3,361,277
Total expenses, including taxes and insurance	2,265,613
Net earnings	$1,095,664

Officers.—President, Hon. J. N. Dolph, Portland, Oregon; Vice-President, Artemas H. Holmes, New York; Treasurer, Horace White, New York.

Pennsylvania Railroad.—The gross and net earnings in January 1882 and 1883, are specially compiled for the CHRONICLE in the table below. In January, 1883, there was an increase of $556,036 in gross earnings and an increase of $396,792 in the net earnings.

ALL LINES EAST OF PITTSBURG AND ERIE.

	Gross Earnings.		Net Earnings.	
	1883.	1882.	1883.	1882.
January	$3,929,357	$3,373,321	$1,471,059	$1,074,266

As to the lines west of Pittsburg and Erie, the monthly report issued in 1882 and for the current year show the results below. The company's report, however, states a gain for January, 1883, over the same month in 1882, of only $132,233.

ALL LINES WEST OF PITTSBURG & ERIE.

	Net Surplus over all Liabilities.		Inc. or Dec in
	1883.	1882.	1883.
January	$174,981	$9,741	Inc.. $165,240

Peoria & Pekin Union.—The official statement of this company to the New York Stock Exchange had the following:

The Peoria & Pekin Union Railroad Company was organized on Oct. 1, 1880, under the act of the Legislature of the State of Illinois. Its property and its location are upon both sides of the Illinois River between the cities of Pekin in Tazeville County, Illinois, and the city of Peoria in Peoria County, Illinois, and in said cities of Pekin and Peoria, its main track being about 10 miles on each side of the river, and crossing the Illinois River upon its own bridge at Pekin, and also upon its own bridge at Peoria, and making 20 miles of main track, and its second or side tracks being 30 miles, all of which is upon its own lands, being in all 50 miles of track. Its equipment consists of 12 locomotives, 106 coal and flat cars and 1 coach. Its business is in conveying coal, and the local freight and passenger business between Peoria and Pekin; and in doing all the terminal business in Peoria for the Wabash St. Louis & Pacific Railway; the Indiana & Bloomington & Western Railway; the Peoria Decatur & Evansville Railway, and the Peoria & Jacksonville Railway, now known as the Pekin division of the Wabash St. Louis & Pacific Railway; and considerable terminal business for all other railroads in Peoria. Each of the above named roads, besides paying the terminal charge for handling their business and cars in Peoria, pays an annual rental of $2,500 for the use of the main track of the Peoria & Pekin Union Railway Company, on each side of the river, and this rental is pledged to the payment of the quarterly interest on the first mortgage bonds of the Peoria & Pekin Union Railway Company. Its liabilities are $1,500,000 first mortgage gold bonds of $1,000 each, Nos. 1 to 1,500, at 6 per cent interest, payable quarterly, February, May, August and November, at the Metropolitan National Bank in the City of New York, and dated February 1, 1881, maturing February 1, 1921. Trustee, Central Trust Company. Also, $1,500,000 of income mortgage gold bonds, of $1,000 each, non-cumulative; 6 per cent interest, dated February 1, 1881, and due February 1, 1921. Trustee, Central Trust Company. And $1,000,000 of capital stock, divided into 10,000 shares of $100 each. The capital stock is held in equal proportions by the roads above mentioned and is untransferable by either without the consent of all. It is not a reorganization of any old railroad. President, A. L. Hopkins; Vice-President, John B. Conn.

Philadelphia & Reading.—The receivers of the Philadelphia & Reading RR. and Coal & Iron Companies on Feb. 28 formally surrendered to the officers of the companies the control of the property of those corporations. This surrender is made in accordance with the decree of February 14, 1883. President Gowen issued a circular of instructions to officers announcing that the company had resumed possession and control of its property and business, and that, subject to a few changes, all officers, agents and employes of the receivers would be retained in the service of the company. George De B Keim is appointed Vice-President of the company and relieved of the duties of General Solicitor. The shops, foundry, &c., at Reading formerly of the Philadelphia & Reading Railroad Company are placed in possession of the Philadelphia & Reading Coal & Iron Company. The President of the Union Trust Company (Philadelphia) paid the last instalment of the $2,000,000 of the car trust loan to the directors of the Philadelphia & Reading Railroad, which was the main condition precedent to the relief of the receivers.

Railway Construction in the United States in 1882.—The Chicago *Railway Age* has finished its compilation of railroad mileage constructed in the year 1882, and reaches a grand total of 11,343 miles. The *Age* has given much attention to the subject, and has pursued a method, which is greatly to be commended, in giving the details for every road on which new track has been laid. There is so much guessing and estimating on railroad statistics that a compilation made in this way, after a genuine effort to get at the facts, is the more highly to be esteemed. The *Age* says: "In the last issue for 1882, this journal published a summary by States of the miles of new track laid during that year of which it then had obtained record, showing a total of 10,821 miles. Since that time we have revised every item in the record, making a number of additions and corrections. * * * The total as now given shows 521 miles more than the total in our December report. While this is not surprising, yet in justice to our own records we wish to state that after that report went to press it was discovered that an item of 300 miles belonging to Texas which had been properly transcribed was by some unaccountable means omitted by an assistant employed to make certain footings. Had this error not occurred the aggregate as given in December would have fallen only 221 miles short of that now given.

"As nearly as we can now ascertain, new railway track—main line only considered—was laid during 1882 in 45 out of the 47 States and Territories, upon 342 different lines, to the aggregate extent of 11,343 miles. This surpasses by about 2,000 miles, or over 20 per cent, the remarkable work of the preceding year, which in turn exceeded by some 2,000 miles, or over 27 per cent, any previous year in the history of the country. Never before has the work of railway building been carried on so generally throughout the country, new track having been added last year in every State except little Rhode Island and Delaware, and in every one of the vast new territories. For convenience of investigation the States have been divided in the summary into groups.

"The following is our corrected

SUMMARY OF TRACK LAID DURING THE YEAR 1882.

New England States.	No.	
States.	*Lines.*	*Miles.*
Maine	3	27·00
N. Hamps.	1	17·34
Vermont	1	1·50
Mass.	2	5·00
Rhode Isl.	0	0·00
Conn.	1	2·65
Middle States.		
New York	22	759·35
N. Jersey	7	72·60
Penn	30	461·97
Maryland	2	21·75
Delaware	0	0·00
Middle Western States.		
Ohio	17	500·95
Michigan	17	278·58
Indiana	10	514·80
Illinois	20	381·87
Wisconsin	16	371·33

Southern States.	No.	
States.	*Lines.*	*Miles.*
Virginia	10	207·62
W. Virginia	7	102·00
N Car'lina	10	154·25
S. Carolina	3	57·00
Georgia	7	296·58
Florida	9	253·48
Alabama	3	47·50
Mississip'i	3	83·25
Tennessee	9	130·00
Kentucky	3	79·00
Louisiana	6	79·75
Missouri River Belt.		
Minnesota	12	422·15
Iowa	24	841·73
Missouri	15	274·65
Arkansas	8	525·10
Kansas Belt.		
Dakota	14	425·13

	No.	
States.	*Lines*	*Miles.*
Nebraska	5	217·20
Kansas	8	217·23
Indian Ter.	1	67·00
Texas	21	1,230·70
Colorado Belt.		
Colorado	12	563·00
Montana T.	4	382·50
N. Mex. T.	3	21·68
Utah Ter.	2	152·80
Wyom'g T.	1	25·00
Pacific Belt.		
Arizona	3	214·48
California	7	325·46
Idaho Ter.	2	231·00
Nevada	1	65·00
Oregon	5	179·00
Wash'n T.	1	5·00

RECAPITULATION.

States.	*No. lines.*	*Miles.*
5 N. Engl'd States.	8	53·49
4 Middle States	61	1,315·57
5 Mid. West. States	89	2,0 7 53
11 Southern States.	70	1,490·13
4 Mo. River Belt	59	2,0 5·43
5 Kansas Belt	49	2,157·28
5 Colorado Belt	22	1,164·93
6 Pacific Belt	19	1,0 19·94
Totals in 45 States and Territories	342	11,342·65

* Where, as in several cases, the same line has been built in two or more States, it is counted as but one line in the grand total, so that the footing under the column "No. of lines"—342—is less by 26 than the actual sum of the number of lines taken separately by States and Territories.

Railroad Construction (New.)—The latest information of the completion of track on new railroad is as follows:

New Orleans & Northeastern.—Extended from Enterprise, Miss., southward to Arata, 16 miles. Track is also laid from Lake Ponchartrain, La., northward 8 miles.

Northern Pacific.—Track on the western end is extended eastward to near the third crossing of Clark's Fork in Idaho, 15 miles.

Rochester & Pittsburg.—Extended southward to Dubois, Pa., 13 miles.

This is a total of 52 miles, making 220 miles thus far reported for 1883, against 452 miles reported at the corresponding time in 1882, 199 miles in 1881, 497 miles in 1880 and 97 miles in 1879.—*Railroad Gazette.*

St. Paul & Duluth.—This railroad company reports for 1882: Gross earnings of railroad, $1,109,840, an increase of 51·49 per cent on 1881; operating expenses, betterments and repairs, $798,594, an increase of 29·32 per cent; net earnings of railroad, $311,246; receipts of land department, net, $227,597; net income for year, $538,843; deducting from this the interest on bonds, 5 per cent, $50,000, and the dividends on preferred stock, 7 per cent, $358,641—408,641—there remains a balance of income for 1882 of $130,202; the balance of income from 1881 having been $175,634, there remains a balance of income, January 1, 1883, $305,836. To this is added the balance of deferred income, January 1, 1883, $305,074, making the total $610,910. The improvement, construction and equipment expenditures in 1882, paid for out of earnings and proceeds of bonds sold, and added to the cost of the property, amounted to $251,198.

Scioto Valley.—This railroad company in Ohio has executed a mortgage to the Metropolitan Trust Company, of New York, for the sum of $7,500,000. This road is about to extend its line northwest from Columbus to Fort Wayne, from whence it will have an outlet to Chicago. A survey has now been made of the entire line, together with estimates of the cost of construction, and it is expected that work on the proposed extension will begin as soon as spring opens.

Tennessee Debt.—A bill for the settlement of the State debt was introduced in the Legislature Feb. 26. The bill was perfected by the Democratic caucus, and will probably pass. The State debt proper ($2,118,000 principal) is funded in full with the contract rate of interest, four years interest being deducted. Bonds held by educational institutions in the State and by Mrs. President Polk are funded on the same terms, the balance being funded at fifty cents on the dollar, with 3 per cent interest.

Wabash St. Louis & Pacific.—In the case for the old equipment bondholders, Mr. C. W. Hassler, the attorney, telegraphs from Indianapolis, Feb. 28: "Decree entered for 70 per cent interest, with right of further order for principal if not paid by the first of May; the total amount, over one million dollars, being a lien on the road in Ohio and Indiana, prior to the lien of the consolidated bonds of 1867. No appeal has yet been filed."

Western Union Telegraph.—Judge Ingraham, in the Supreme Court, Chambers, rendered a decision in which he denied the motion to continue the temporary injunction recently obtained by William S. Williams restraining the Western Union Telegraph Company from allowing any of the $15,526,590 of illegal stock of the company to be transferred on its books. Judge Ingraham says, in his opinion, that the first thing to determine is what the General Term actually decided in regard to the $15,000,000 of stock. The General Term, as he understood it, decided that the increase of the capital stock of the Western Union Company to $80,000,000 was legal, but that the distribution of the $15.000,000 of stock among the shareholders of the company was illegal. The $15,000,000 of stock ought to have remained in the treasury of the company as a part of its assets, and could only have been parted with for value. Between the judgment of the Special Term and that of the General Term, the greater part of the $15,000,000 of stock had been transferred to innocent purchasers by the persons to whom it had been originally issued. On this state of facts it is still undetermined what relief the plaintiff will in the end be entitled to, and this question must be determined in the plaintiff's favor to the effect that the $15,000,000 must be delivered up and canceled before he can be entitled to an injunction restraining the transfer of this stock on the books of the company. The opinion says:

It follows, therefore, that the relief to which the plaintiff will be entitled, if he succeeds in this action, will be the judgment given by the statute violated, viz., that the directors who were present at the meeting at which the stock was directed to be distributed and did not cause their dissent to be entered on the minutes, pay to the telegraph company the full amount of the capital stock so divided, and that the corporation or the plaintiff be restricted to such a judgment. It does not appear, therefore, that plaintiff is entitled to judgment against the defendant; that the stock issued should be canceled, or that the company should not transfer it, and the motion for an injunction to restrain such transfer must therefore be denied. Although putting the decision of the motion on the ground above stated, I do not think that the necessary or proper parties are before the court to entitle plaintiff to have the stock canceled and its transfer enjoined. This stock in question has passed into the hands of persons other than the parties to this action. It is in their hands property; an assignment by them without the transfer on the books of the company passes the title of the transferer to the transferee, and, although it was stock issued illegally and without consideration, still I do not see how a court can declare that it is void and order it to be canceled without having the holders of such stock before the court and giving them a chance to be heard. The condition of affairs is very different now from what it was at the time of the first trial. Then no stock had been issued, and the rights of no one except the parties before the court would be affected by the judgment asked for. But now the stock has been issued and a considerable portion of it has been sold and transferred. Under such circumstances I think that before the court should direct the stock to be canceled or restrain its transfer, the holders thereof must be in some way before the court."

By resolution of the board of directors the transfer-books of the Western Union Telegraph Company were reopened.

The Commercial Times.

COMMERCIAL EPITOME.

Friday Night, March 2, 1883.

The weather has become more spring-like, and the floods continue to abate. Congress is in the last hours of its session, and the question of the reduction of the tariff is remitted to the tender mercies of the protectionist leaders, with very little prospects of any satisfactory results. Failures have continued among the iron trade.

The following is a statement of the stocks of leading articles of domestic and foreign merchandise at dates given:

	1883. *March* 1.	1883. *Feb.* 1.	1882. *March* 1.
Pork.....bbls.	29,951	24,922	65,520
Beef.....tcs. and bbls.	1,769	1,846	4,114
Lard.....tcs.	40,104	48,258	73,628
Tobacco, domestic.....bales.	16,541	18,230	40,323
Tobacco, foreign.....hhds.	29,939	35,181	30,749
Coffee, Rio.....bags.	25,845	73,081	72,583
Coffee, other.....bags.	17,762	45,191	34,577
Coffee, Java, &c.....mats.	60,094	112,690	136,257
Sugar.....hhds.	19,470	29,320	77,389
Sugar.....boxes.	5,459	8,286	6,515
Sugar.....bags, &c.	511,330	511,000	369,774
Molasses, foreign.....hhds.	1,141	824	327
Molasses, domestic.....bbls.	3,000	4,000	4,000
Hides.....No.	213,000	256,900	267,000
Cotton.....bales.	183,433	147,396	339,777
Rosin.....bbls	37,923	44,367	30,662
Spirits turpentine.....bbls.	4,523	3,950	4,634
Tar.....bbls.	1,409	1,240	652
Rice, E. I.....bags.	25,150	26,400	17,400
Rice, domestic.....bbls. and tcs.	2,300	2,020	1,940
Linseed.....bags.	47,500	47,500	65,220
Saltpetre.....bags.	12,300	14,500	11,750
Jute.....bales	2,300	600	2,600
Jute butts.....bales.	52,228	31,228	26,700
Manila hemp.....bales.	26,064	24,860	14,615
Sisal hemp.....bales.	18,629	20,296	15,000

Lard has been on the downward turn lately, and to-day appeared the culmination. The advices from Chicago approve of a selling movement. Pork has been in fair sale on the spot, but quiet so far as speculation is concerned; there were sales on the spot to-day at $19 40@$19 50; there was no business in the options. Lard sold on the spot at 11·55c. for Western, cost and freight, and 11·60c. free; Continent, refined, 11·60c.; South America 11·85c.; for future delivery sales of March at 11·63@11·63c.; April 11·75@11·71c.; May 11·86@11·73c.; June 11·88@11·76c.; July 11·76@11·79c. Bacon was steady at 10¼c. for long clear; half-and-half 10⅝c. Beef hams steady at $21 50@22. Beef firm; city extra India mess $25@$27. Tallow steady at 8⅛c. for prime. Stearine dull at 11¾c. for prime; oleomargarine 9⅞@10c. Butter and cheese were steady, while eggs were weak and quiet.

Rio coffee has advanced to 9¼c. for fair cargoes and sold to a fair extent on that basis to-day. Options have been variable, but advanced 10 to 25 points to-day, with sales of 19,000 bags. The trading during the week has been less active, and the close to-night is barely steady for No. 7 at 7·45c. for March, 7·65c. for April, 7·75c.; May, 7·95c. for June and 8·10c. for July. Mild grade have been firm, and Java has sold fairly at an advance, sales of coffee from the December Batavia auction being made at 17¼c. Rice has been moderately active and steady. Spices have been quiet. Foreign fruits have sold moderately, at generally unchanged prices. Molasses has been firm but rather quiet; 30c. has been bid for 50 deg. test Cuba on the spot and 32c. asked; 22c. has been bid for the same grade to arrive on the basis of cost and freight, and at one time there were rumors of large sales at this price, but they have not yet been confirmed. Tea has been quite firm at the auctions, and large sales of Oolong have been made by the brokers. Raw sugar has been quiet of late, pending the action of Congress on the tariff question, but the market has been firm, and early in the week there was a good business in Centrifugal at 7¾c. for 96 degrees test; fair refining at the close is salable at 7c.; refined, at one time weak, closes strong; powdered, 9@9⅛c.; crushed, 9¼c.; cut loaf, 9¼@9⅜c.; standard "A," 8⅛c.

Kentucky tobacco was quiet and unchanged. Lugs, 5½@6¾c.; leaf, 7@11½c. The undertone at the close was a trifle better. Seed leaf was in fair demand at well-supported prices. Sales for the week are 1,600 cases, as follows: 1,200 cases 1880-81 crops Ohio, 5¾@10¼c.; 200 cases 1881 crop New England, 16@25c.; and 200 cases 1880 crop Pennsylvania, 6½@15c. Also, 400 bales Havana, 88c.@$1 15.

Naval stores have been quiet of late; spirits turpentine has declined to 51½@52c. in yard. Rosins rule at $1 65 for ordinary and $1 70 for good strained. Refined petroleum has remained steady, although slow, at 7⅞c. for 110, and 8c. for 70, test. Crude certificates have been fairly active at lower prices; to-day the market fell off from 98¾c. to 97c. Ingot copper is easy; sales 200,000 lbs. Lake at 17¾@17⅞c. and 250,000 lbs. Baltimore at 15¾@16c. Wool is still in demand; stocks are reduced and all prices are firm. Hops quiet, but in the main steady.

Ocean freight has been more active at lower rates, at the close the feeling is irregular. Grain to Liverpool by steam quoted 5½d.; flour 15@17s. 6d.; bacon 25s.; cheese 27s. 6d.@30s.; cotton 11-64d. Grain to London by steam quoted at 6¼@6⅜d.; do. to Glasgow by steam 5¾d.; do. to Hull by steam 6d.; do. to Antwerp by steam 4½d.; do to Marseilles by steam 4s. 3d. per qr. Refined petroleum to London or Liverpool 2s. 10½d. Grain to Cork for orders 5s. per qr.

COTTON.

FRIDAY, P. M., March 2, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (March 2) the total receipts have reached 135,321 bales, against 134,448 bales last week, 146,130 bales the previous week and 165,868 bales three weeks since; making the total receipts since the 1st of September, 1882, 4,901,714 bales, against 4,058,488 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 843,226 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	2,415	3,231	2,199	5,069	3,080	2,140	18,134
Indianola, &c.	....	....	....	....	....	106	106
New Orleans	4,802	14,626	11,901	5,735	2,726	6,826	46,619
Mobile	768	1,130	123	273	251	722	3,264
Florida	....	....	....	192	....	169	361
Savannah	2,567	3,149	2,304	1,428	1,726	2,243	13,417
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	1,640	3,247	1,590	1,413	1,759	2,146	11,795
Pt. Royal, &c.	....	....	....	288	....	1,690	1,978
Wilmington	418	494	232	224	408	334	2,110
Moreh'd C., &c	....	....	....	....	....	250	250
Norfolk	3,319	3,652	3,887	3,450	3,886	3,897	22,111
West Point, &c	....	....	....	3,312	....	2,600	5,912
New York	375	201	135	351	152	125	1,339
Boston	1,449	490	902	1,129	311	730	5,011
Baltimore	....	....	....	....	....	200	200
Philadelp'a, &c.	691	472	591	611	239	60	2,714
Totals this week	18,471	30,692	23,867	23,475	14,588	21,248	135,321

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last year.

Receipts to March 2.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston	18,134	671,675	4,466	373,852	72,271	52,228
Indianola, &c.	106	15,433	77	13,118	.....	.....
New Orleans	46,619	1,347,203	13,254	1,072,119	334,956	353,914
Mobile	3,264	286,710	2,638	230,958	40,445	31,121
Florida	361	14,278	368	26,607	.....	37
Savannah	13,417	712,934	7,246	660,869	79,486	68,455
Brunsw'k, &c	.....	5,508	.....	6,964	.....	.....
Charleston	11,795	506,451	4,762	448,113	65,703	49,638
Pt. Royal, &c.	1,978	20,580	91	21,632	4,126	3,779
Wilmington	2,110	116,793	1,472	126,176	13,563	6,925
M'head C., &c	250	17,267	299	25,103	.....	.....
Norfolk	22,111	664,380	8,430	521,267	82,535	45,084
West Point, &c	5,912	192,558	1,308	170,826	.....	.....
New York	1,339	109,707	3,099	133,875	184,055	339,616
Boston	5,011	126,831	3,900	161,442	5,135	10,827
Baltimore	200	36,857	.....	13,956	32,601	37,095
Philadelp'a, &c.	2,714	56,549	570	51,611	12,097	14,565
Total	135,321	4,901,714	51,980	4,058,488	926,973	1,013,284

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	18,240	4,543	16,492	6,485	8,292	7,390
New Orleans	46,619	13,254	50,305	33,623	36,346	41,335
Mobile	3,264	2,638	8,324	3,469	6,148	7,820
Savannah	13,417	7,246	17,390	7,279	4,691	9,421
Charl'st'n, &c	13,773	4,853	10,816	4,226	4,443	6,243
Wilm'gt'n, &c	2,360	1,771	2,207	906	1,279	1,121
Norfolk, &c.	28,023	9,738	17,631	8,013	10,728	8,740
All others	9,625	7,937	10,766	14,450	11,336	8,877
Tot. this w'k.	135,321	51,980	133,931	78,451	83,266	95,947
Since Sept. 1.	4901,714	4058,488	4670,084	4280,271	3919,830	3670,001

Galveston includes Indianola; Charleston includes Port Royal, &c. Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c

The exports for the week ending this evening reach a total of 126,675 bales, of which 52,417 were to Great Britain, 11,947 to France and 62,311 to the rest of the Continent, while the stocks as made up this evening are now 926,973 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Mar. 2. Exported to—				From Sept. 1, 1882, to Mar. 2, 1883. Exported to—			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	7,825	.....	11,098	19,823	251,185	31,877	115,892	398,954
New Orleans	15,310	9,206	27,506	52,022	594,917	207,499	283,513	1,085,929
Mobile	3,750	.....	.....	3,750	21,242	5,423	.....	26,665
Florida	.....	.....	.....	.....	.....	.....	.....	.....
Savannah	2,450	.....	7,535	9,985	91,380	25,658	205,988	323,035
Charleston*	2,283	.....	13,231	15,491	109,557	24,775	153,889	288,221
Wilmington	1,188	.....	.....	1,188	46,966	.....	1,500	48,466
Norfolk†	7,975	.....	.....	7,975	316 648	.....	10,249	326,877
New York	8,985	1,111	2,041	12,137	325,654	22,102	111,279	459,035
Boston	2,143	.....	.....	2,143	104,660	.....	343	105,003
Baltimore	528	1,630	.....	2,158	111,986	8,419	34,307	149,692
Philadelp'a, &c	.....	.....	.....	.....	59,195	.....	1,688	51,883
Total	52,417	11,947	62,311	126,675	2,024,379	320,753	918,638	3,263,760
Total 1881-82	62,178	1,637	44,717	108 532	1,514 491	947,565	587 970	2 349 938

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

MAR. 2, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans	27,432	12,600	39,983	1,049	81,064	253,892
Mobile	3,500	2,500	1,200	2,100	9,300	31,145
Charleston	9,486	None.	4,100	2,054	15,640	50,063
Savannah	3,200	None.	19,100	3,100	25,400	54,086
Galveston	20,957	1,433	10,259	683	33,332	38,930
Norfolk	20,737	None.	2,407	2,232	25,396	57,130
New York	3,750	None.	1,000	None.	4,750	179 305
Other ports	3,000	None.	1,000	None.	4,000	63 522
Total 1883	92,082	16,533	79,049	11,218	198,882	728,091
Total 1882	87,737	10,255	37,976	4,343	140,311	872,973
Total 1881	97,584	24,427	60,668	15,188	197,865	662,787

The speculation in cotton for future delivery has been fairly active the past week, but prices steadily gave way down to the opening of Wednesday's business, when an advance set in, which continued with some vigor down to the close of Thursday; the recovery from the lowest figures amounted to 10 @ 12 points for this crop and 5 @ 7 for the next. The removal of all danger of a serious overflow of the Mississippi River, large receipts at the Southern ports and interior towns and better weather at the South for field work quite discouraged operators for the rise, and many of them sold out early in the week. The improvement afterwards was due to a demand to cover contracts, stimulated (on Thursday) by somewhat stronger advices from Liverpool. But to-day there was a sharp decline again. Liverpool made no response to the advance here, and Manchester reported a weak market for yarns. Of course these advices were very disappointing and caused some pressure to realize. Cotton on the spot was unchanged till yesterday, when the high grades advanced 1/16c. To-day the market was quiet, middling uplands closing at 10 3-16c.

The total sales for forward delivery for the week are 477,000 bales. For immediate delivery the total sales foot up this week 3,560 bales, including —— for export, 2,346 for consumption, 214 for speculation and 1,000 in transit. Of the above, 500 bales were to arrive. The following are the official quotations for each day of the past week.

Feb. 24 to March 2.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y.	7 1/2	7 1/2	7 1/2	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16
Strict Ord.	7 15/16	7 15/16	7 15/16	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
Good Ord.	8 1/4	8 1/4	8 1/4	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16
Str. G'd Ord	9 3/16	9 3/16	9 3/16	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Low Midd'g	9 11/16	9 11/16	9 11/16	10	10	10	10	10	10
Str. L'w Mid	10	10	10	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Middling	10 3/16	10 3/16	10 3/16	10 7/16	10 7/16	10 7/16	10 7/16	10 7/16	10 7/16
Good Mid.	10 1/2	10 1/2	10 1/2	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Str. G'd Mid	10 3/4	10 3/4	10 3/4	11	11	11	11	11	11
Midd'g Fair	11 1/4	11 1/4	11 1/4	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Fair	12	12	12	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y.	7 1/2	7 1/2	7 1/2	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16
Strict Ord.	7 15/16	7 15/16	7 15/16	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
Good Ord.	8 3/4	8 3/4	8 3/4	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16
Str. G'd Ord	9 3/16	9 3/16	9 3/16	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Low Midd'g	9 11/16	9 11/16	9 11/16	10	10	10	10	10	10
Str. L'w Mid	10	10	10	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Middling	10 3/16	10 3/16	10 3/16	10 7/16	10 7/16	10 7/16	10 7/16	10 7/16	10 7/16
Good Mid.	10 1/2	10 5/8	10 5/8	10 3/4	10 7/8	10 7/8	10 3/4	10 7/8	10 7/8
Str. G'd Mid	10 3/4	10 7/8	10 7/8	11	11 1/8	11 1/8	11	11 1/8	11 1/8
Midd'g Fair	11 1/4	11 3/8	11 3/8	11 1/2	11 5/8	11 5/8	11 1/2	11 5/8	11 5/8
Fair	12	12 1/8	12 1/8	12 1/4	12 3/8	12 3/8	12 1/4	12 3/8	12 3/8

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8
Strict Good Ordinary	7 15/16	7 15/16	7 15/16	7 15/16	7 15/16	7 15/16
Low Middling	8 5/8	8 5/8	8 5/8	8 5/8	8 5/8	8 5/8
Middling	9 7/16	9 7/16	9 7/16	9 7/16	9 7/16	9 7/16

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Ex-port.	Con-sump.	Spec-ul'n	Tran-sit.	Total.	Sales.	Deliveries.
Sat.	Dull	....	225	200	....	425	46,600	200
Mon.	Dull and easy	....	431	....	....	431	76,000	300
Tues.	Weak	....	367	....	1,000	1,367	98,600	200
Wed.	Dull and easy	....	524	....	....	524	73,500	200
Thurs	Quiet at rev. quo.	....	534	....	....	534	93,800	200
Fri.	Quiet	....	265	14	....	279	88,500	200
Total		....	2,346	214	1,000	3,560	477,000	1,300

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

Towns.	Movement to March 2, 1883. Receipts. This week.	Since Sept. 1, '82.	Shipm'ts This week.	Stock Mch. 2.	Movement to March 3, 1882. Receipts. This week.	Since Sept. 1, '81.	Shipm'ts This week.	Stock Mch. 3.
Augusta, Ga.	3,788	162,813	5,482	21,133	1,264	151,393	2,052	26,293
Columbus, Ga.	1,389	99,996	1,286	15,626	461	97,816	2,773	15,349
Macon, Ga.	608	54,768	609	6,882	161	57,756	1,385	7,672
Montgom'ry, Ala.	1,133	125,157	1,791	9,674	198	91,773	1,330	9,504
Selma, Ala.	815	93,914	554	8,740	169	70,343	492	6,793
Memphis, Tenn.	9,831	428,875	15,213	77,764	2,811	303,263	6,065	85,275
Nashville, Tenn.	1,504	39,461	1,203	7,177	405	49,657	924	17,297
Dallas, Tex.	409	35,523	262	1,612	25	24,313	92	890
Jefferson, Tex.	100	23,107	125	75	50	12,675	92	1,170
Shreveport, La.	2,968	83,622	2,567	8,528	833	57,720	1,076	11,927
Vicksburg, Miss.	4,824	99,685	5,618	7,641	2,710	128,174	3,976	6,473
Columbus, Miss.	299	36,262	1,981	2,072	231	26,815	858	4,872
Eufaula, Ala.	250	40,587	135	1,703	186	36,037	353	2,177
Griffin, Ga.	200	26,010	192	1,200	169	30,585	456	2,612
Atlanta, Ga.	2,177	129,920	2,969	24,865	1,139	115,296	2,279	23,502
Rome, Ga.	1,764	76,642	4,497	10,622	703	76,652	221	6,346
Charlotte, N. C.	1,480	42,400	1,730	1,200	829	24,158	729	860
St. Louis, Mo.	11,317	367,952	11,303	59,070	3,398	323,441	7,496	71,841
Cincinnati, O.	5,880	256,446	6,620	11,602	4,369	281,639	6,492	7,626
Total, old towns	50,686	2,222,510	64,402	279,191	20,281	1,969,736	39,486	308,425
Newberry, S. C.	320	20,147	320	200	100	13,843	200	400
Raleigh, N. C.	1,073	41,800	1,249	2,616	1,482	49,393	1,909	4,575
Petersburg, Va.	1,021	20,202	634	3,074	236	23,514	945	4,993
Louisville, Ky.	699	27,101	745	5,551	590	24,799	1,279	5,143
Little Rock, Ark.	887	44,357	768	3,300	160	23,490	99	2,339
Brenham, Tex.	303	29,946	217	1,483	35	21,053	35	302
Houston, Tex.	9,114	260,607	8,766	12,702	3,482	364,366	4,271	14,749
Total, new towns	13,403	807,160	12,699	29,226	6,085	520,758	7,838	34,647
Total, all	64,094	3,029,670	77,101	308,417	26,366	2,490,494	47,324	343,072

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 13,716 bales, and are to-night 29,234 bales *less* than at the same period last year. The receipts at the same towns have been 30,405 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 539,176 bales *more* than for the same time in 1881-2.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (March 2), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	965,000	731,000	711,000	521,000
Stock at London.....	77,700	56,000	44,700	27,346
Total Great Britain stock	1,042,700	787,000	755,700	548,346
Stock at Hamburg.....	3,200	2,200	4,200	3,200
Stock at Bremen.....	38,600	39,300	29,400	16,133
Stock at Amsterdam.....	21,000	20,600	33,000	30,032
Stock at Rotterdam.....	2,400	412	1,080	2,392
Stock at Antwerp.....	800	1,400	884	420
Stock at Havre.....	149,000	152,000	125,000	54,430
Stock at Marseilles.....	3,100	3,750	5,000	1,182
Stock at Barcelona.....	61,000	43,000	29,300	28,747
Stock at Genoa.....	9,200	4,500	3,000	800
Stock at Trieste.....	4,200	4,418	3,910	788
Total continental stocks...	292,500	271,580	234,774	138,124
Total European stocks...	1,335,200	1,058,580	990,474	686,470
India cotton afloat for Europe.	175,000	304,000	163,000	130,117
Amer'n cotton afloat for Eur'pe	446,000	381,000	626,000	542,039
Egypt, Brazil, &c., afit for E'r'pe	40,000	47,000	23,000	35,280
Stock in United States ports..	926,973	1,013,284	860,652	922,384
Stock in U. S. interior towns..	279,191	308,425	288,546	303,279
United States exports to-day..	32,600	10,200	24,000	3,000
Total visible supply.....	3,234,964	3,122,489	2,975,672	2,622,569
Of the above, the totals of American and other descriptions are as follows:				
American—				
Liverpool stock.....	704,000	527,000	537,000	386,000
Continental stocks.....	198,000	174,000	180,000	132,000
American afloat for Europe....	446,000	381,000	626,000	542,039
United States stock.....	926,973	1,013,284	860,652	922,384
United States interior stocks..	279,191	308,425	288,546	303,279
United States exports to-day..	32,600	10,200	24,000	3,000
Total American.....	2,586,764	2,413,909	2,516,198	2,288,702
East Indian, Brazil, &c.—				
Liverpool stock.....	261,000	204,000	174,000	135,000
London stock.....	77,700	56,000	44,700	27,346
Continental stocks.....	94,500	97,580	54,774	6,124
India afloat for Europe.....	175,000	304,000	163,000	130,117
Egypt, Brazil, &c., afloat.....	40,000	47,000	23,000	35,280
Total East India, &c.....	648,200	708,580	459,474	333,867
Total American.....	2,586,764	2,413,909	2,516,198	2,288,702
Total visible supply.....	3,234,964	3,122,489	2,975,672	2,622,569
Price Mid. Upl., Liverpool	5 9/16d.	6 1/2d.	6 3/8d.	7 3/8d.

☞ The imports into Continental ports this week have been 59,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 112,475 bales as compared with the same date of 1882,

Market, Prices and Sales of FUTURES. — Market, Range and Total Sales.

	Market, Range and Total Sales.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.
Saturday, Feb. 24—	Dull.	Aver..10.19	Aver..10.20	Aver..10.34	Aver..10.47	Aver..10.62	Aver..10.75	Aver..10.87	Aver..———	Aver..10.27	Aver..10.16	Aver..———	Aver..———
Sales, total.....	46,600	500	17,300	4,300	9,800	5,100	2,700	6,000	— @ ———	500	400	——— @ ———	——— @ ———
Prices paid (range)	10·16@10·37	10·18@10·19	10·20@10·32	10·33@10·35	10·47@10·48	10·61@10·63	10·73@10·76	10·86@10·97	10·55—10·57	10·27@ —	10·16@ —	——— @ ———	——— @ ———
Closing.....	Dull.	10·18—10·20	10·20—10·21	10·33— —	10·47— —	10·61—10·62	10·75— —	10·86— —	———	10·25—10·27	10·16—10·17	——— @ ———	——— @ ———
Monday, Feb. 26—	Weak.	Aver..10.17	Aver..10.18	Aver..10.29	Aver..10.43	Aver..10.57	Aver..10.70	Aver..10.82	Aver..10.55	Aver..10.24	Aver..10.15	Aver..———	Aver..———
Sales, total.....	76,000	800	9,100	9,000	20,400	16,700	10,000	8,900	2,400	400	500	——— @ ———	——— @ ———
Prices paid (range)	10·16@10·17	10·17@10·18	10·28@10·31	10·41@10·45	10·55@10·59	10·68@10·72	10·80@10·84	10·94	— @10·55	10·23@10·24	10·14@10·15	——— @ ———	——— @ ———
Closing.....	Lower.	10·15—10·17	10·17—10·18	10·28—10·29	10·41—10·42	10·53—10·56	10·68—10·69	10·80—10·81	10·52—10·54	10·22—10·23	10·13—10·14	——— @ ———	——— @ ———
Tuesday, Feb. 27—	Unsettled.	Aver..10.15	Aver..10.17	Aver..10.26	Aver..10.39	Aver..10.53	Aver..10.66	Aver..10.77	Aver..10.50	Aver..10.21	Aver..10.12	Aver..———	Aver..———
Sales, total.....	98,600	300	13,600	10,600	28,000	10,300	1,100	9,100	1,100	1,700	1,700	——— @ ———	——— @ ———
Prices paid (range)	10·15@10·16	10·16@10·18	10·25@10·27	10·38@10·42	10·51@10·55	10·65@10·67	10·76@10·79	10·48—10·50	10·19@10·22	10·11@10·12	——— @ ———	——— @ ———
Closing.....	Steady.	10·16—10·18	10·17—10·18	10·26—10·27	10·40— —	10·54— —	10·66—10·67	10·78—10·79	10·48—10·50	10·19—10·21	10·11—10·13	——— @ ———	——— @ ———
Wednesd'y, Feb. 28—	Variable.	Aver..———	Aver..10.16	Aver..10.26	Aver..10.39	Aver..10.53	Aver..10.65	Aver..10.77	Aver..———	Aver..10.19	Aver..10.11	Aver..———	Aver..———
Sales, total.....	73,500	3,300	8,500	15,300	10,800	12,900	1,100	17,100	3,300	1,700	3,300	——— @ ———	——— @ ———
Prices paid (range)	10·10@10·82	10·14@10·21	10·24@10·30	10·37@10·43	10·50@10·57	10·63@10·70	10·75@10·82	— @10·55	10·23@10·24	10·18@10·21	10·10@10·12	——— @ ———	——— @ ———
Closing.....	Firmer.	10·13—10·20	10·20—10·30	10·42—10·43	10·56—10·57	10·69—10·70	10·81—10·82	10·52—10·54	10·21—10·22	10·12—10·14	——— @ ———	——— @ ———
Thursday, Mch. 1—	Firmer.	Aver..———	Aver..10.26	Aver..10.31	Aver..10.46	Aver..10.59	Aver..10.71	Aver..10.83	Aver..———	Aver..10.24	Aver..10.12	Aver..———	Aver..———
Sales, total.....	93,800	———	7,100	9,500	30,000	17,600	9,400	16,000	——— @ ———	2,400	1,800	——— @ ———	——— @ ———
Prices paid (range)	10·11@10·88	10·19@10·28	10·28@10·36	10·49@10·50	10·54@10·63	10·67@10·77	10·79@10·88	10·55—10·57	10·25—10·27	10·15—10·17	——— @ ———	——— @ ———
Closing.....	Quiet.	10·26—10·27	10·35—10·36	10·48— —	10·62—10·63	10·75—10·76	10·86—10·87	10·55—10·57	10·25—10·27	10·15—10·17	——— @ ———	——— @ ———
Friday, Mch. 2—	Lower.	Aver..———	Aver..10.20	Aver..10.28	Aver..10.41	Aver..10.54	Aver..10.67	Aver..10.78	Aver..10.48	Aver..10.19	Aver..10.10	Aver..———	Aver..———
Sales, total.....	88,500	———	7,700	14,600	24,000	20,900	6,900	11,600	100	1,400	1,300	——— @ ———	——— @ ———
Prices paid (range)	10·09@10·83	10·18@10·19	10·26@10·31	10·38@10·44	10·52@10·58	10·64@10·71	10·75@10·86	— @10·48	10·18@10·20	10·09@10·10	——— @ ———	——— @ ———
Closing.....	Easy.	10·18— —	10·26—10·27	10·38—10·39	10·51—10·52	10·64—10·65	10·76—10·77	10·47—10·50	10·17—10·18	10·07—10·09	10·08—10·10	——— @ ———	——— @ ———
Total sales this week.	477,000	1,600	53,700	59,500	123,800	99,100	52,200	65,700	8,400	7,000	9,000	———	———
Average price, week.	10·17	———	10·20	10·29	10·43	10·56	10·69	10·81	10·51	10·22	10·13	———	———
Sales since Sep.1,'82.	13,800,700	1,300,200	1,924,200	1,435,000	1,770,100	1,078,800	459,100	521,400	4,200	23,500	39,700	100	———

* Includes sales in September, 1882, for September, 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400; September-January for January, 2,070,200.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

The following exchanges have been made during the week.

·18 pd. to exch. 1,900 Nov. for Apr.
·67 pd. to exch. 200 Mar. for Aug.
·28 pd. to exch. 500 Mar. for May.
·42 pd. to exch. 1,000 Mar. for June.
·27 pd. to exch. 500 Mar. for May.
·13 pd. to exch. 900 Mar. for April.
·13 pd. to exch. 500 Mar. for April.
·18 pd. to exch. 600 Nov. for April.
·17 pd. to exch. 600 Nov. for April.
·42 pd. to exch. 300 Mar. for June.
·14 pd. to exch. 100 Apr. for May.
·53 pd. to exch. 500 Apr. for Aug.
·28 pd. to exch. 100 April for June.
·41 pd. to exch. 800 Mar. for June.
·40 pd. to exch. 2,100 Mar. for June.
·14 pd. to exch. 200 April for May.
·11 pd. to exch. 100 Mar. for April.
·14 pd. to exch. 200 May for June.
·10 pd. to exch. 400 Mar. for April.
·27 pd. to exch. 800 April for June.
·13 pd. to exch. 600 April for May.
·10 pd. to exch. 500 Mar. for April.
·23 pd. to exch. 500 Mar. for May.
·49 pd. to exch. 1,100 Mar. for July.
·01 pd. to exch. 300 Mar. s. n. 1st, for regular.
·51 pd. to exch. 300 April for Aug.
·38 pd. to exch. 200 May for Aug.
·36 pd. to exch. 100 Mar. for June.
·60 pd. to exch. 300 Mar. for Aug.
·13 pd. to exch. 200 April for May.
·40 pd. to exch. 300 April for July.
·25 pd. to exch. 900 June for Aug.
·12 pd. to exch. 100 April for May.
·12 pd. to exch. 300 April for May.
·08 pd. to exch. 200 Mar. for April.

an *increase* of 259,292 bales as compared with the corresponding date of 1881 and an *increase* of 612,393 bales as compared with 1880.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending March 2.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston	9¾	9¾	9¾	9¾	9¾	9¾
New Orleans	9 11/16	9 11/16	9⅝	9⅝	9⅝	9⅝
Mobile	9⅝	9⅝	9⅝	9⅝	9½	9½
Savannah	9⅝	9⅝	9 15/16	9 15/16	9 15/16	9 15/16
Charleston	10	10	10	10	10	10
Wilmington	9⅝	9⅝	9⅝	9⅝	9⅝	9⅝
Norfolk	9¾	9 11/16	9 11/16	9⅝	9⅝	9⅝
Boston	10⅜	10⅜	10⅜	10⅜	10⅜	10⅜
Baltimore	10⅛	10	10⅛	10⅛	10⅛	10⅛
Philadelphia	10½	10½	10½	10½	10½	10½
Augusta	9⅜	9⅜	9⅜	9⅜	9⅜	9⅜
Memphis	9½	9½	9½	9½	9½	9½
St. Louis	9½	9½	9½	9½	9½	9½
Cincinnati	9¾	9¾	9¾	9¾	9¾	9¾
Louisville	9⅞	9⅞	9⅞	9⅝	9⅝	9⅝

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns		
	'80-'81.	'81-'82	'82-'83.	'80-'81.	'81-'82.	'82-'83	'80-'81.	'81-'82	'82-'83.
Dec 15	238,490	211,576	262,015	336 852	44[illegible],536	299,528	272,319	271,515	270,167
" 22	237,080	206,855	254,176	358,487	457,024	330,993	254,635	218,343	295,635
" 29	190,435	200,621	251,923	3[illegible]3,025	466,5[illegible]6	379,855	205,973	210,186	294,7 5
Jan. 5	110,735	152,420	224,997	337,664	4[illegible]3,629	383,647	85,374	139,502	228 780
" 12	129,604	114 868	175,332	309,559	435,050	380,24[illegible]	101,490	90,259	171,988
" 19	138,879	99,990	150,300	309,262	419,043	367,967	138,70[illegible]	83,084	138,109
" 26	125,076	92,081	136,400	306,321	[illegible],[illegible]38	350,749	122,129	71,024	119,182
Feb. 2	147,129	95,057	171,316	317,866	390 019	347,523	158,674	84 090	168,090
" 9	133,729	84,779	165,308	313,837	380 528	343,584	129,694	77,288	161,929
" 16	146,589	72,631	146,130	312,559	373,454	326,796	145,252	63,957	129,342
" 23	134,359	60,166	134,448	317,588	362,430	321,424	143,397	50,156	139 076
Mch. 2	133,031	51,950	135 321	322,458	343,072	308 417	138,801	32,623	122 314

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,193,646 bales; in 1881-82 were 4,356,135 bales; in 1880-81 were 4,953,706 bales.

2. That, although the receipts at the out-ports the past week were 135,321 bales, the actual movement from plantations was only 122,314 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 32,623 bales and for 1881 they were 138,801 bales.

AMOUNT OF COTTON IN SIGHT MARCH 2.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to March 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to Mch. 2.	4,901,714	4,058,488	4,670,086	4,280,271
Interior stocks on March 2 in excess of September 1	291,932	297,647	283,620	310,218
Tot. receipts from plantat'ns	5,193,646	4,356,135	4,953,706	4,590,489
Net overland to March 1	526,556	353,355	415,047	445,723
Southern consumpt'n to Mch. 1	200,000	155,000	135,000	120,000
Total in sight March 2	5,920,202	4,864,490	5,503,753	5,156,212

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,055,712 bales, as compared with 1880-81 is 416,449 bales and with 1879-80, 763,990 bales.

WEATHER REPORTS BY TELEGRAPH.—In general the weather has been fairly favorable at the South during the week. There has been considerable improvement in the conditions in Texas, and some farm work is being done.

Galveston, Texas.—We have had showers on three days of the week, the rainfall reaching twenty-two hundredths of an inch. In the State generally the weather has been more favorable this week, and crop preparations are progressing. Average thermometer 59, highest 70 and lowest 48. During the month of February the rainfall reached two inches and eight hundredths.

Indianola, Texas.—It has not rained during the week. Work is progressing. The thermometer has ranged from 48 to 72, averaging 60. Rainfall for the month of February, ninety-four hundredths of an inch.

Dallas, Texas.—It has rained tremendously on one day of the week, the rainfall reaching two inches and one hundredth. Roads are impassable and work is suspended. The thermometer has averaged 54, ranging from 34 to 74. The rainfall during February was three inches and forty-four hundredths.

Brenham, Texas.—We have had a shower on one day of the week, the rainfall reaching seventy-five hundredths of an inch. Work is being done on sandy lands, but the bottoms and black lands are still too wet. The thermometer has averaged 56, the highest being 78 and the lowest 34. During the month of February the rainfall reached two inches and thirty-two hundredths.

Palestine, Texas.—It has been showery on two days of the week, the rainfall reaching forty-two hundredths of an inch. The ground is still too wet for satisfactory work. The thermometer has ranged from 38 to 73, averaging 56. Rainfall for the month of February three inches and eighty-three hundredths.

Huntsville, Texas.—We have had showers on two days of the week, the rainfall reaching fifty hundredths of an inch. Plowing is progressing on sandy lands and uplands. Average thermometer 56, highest 75 and lowest 36.

Weatherford, Texas.—It has rained heavily on one day of the week, the rainfall reaching two inches. No work is doing. The thermometer has averaged 54, ranging from 34 to 74. Rainfall for the month of February, three inches and forty-five hundredths.

Belton, Texas.—We have had no rain during the week, and plowing is making good progress. The thermometer has ranged from 26 to 76, averaging 51. During the month of February the rainfall reached one inch.

Luling, Texas.—We have had no rain during the week, and work is proceeding favorably. The thermometer has averaged 58, the highest being 80 and the lowest 33. Rainfall for the month of February, twenty-five hundredths of an inch.

New Orleans, Louisiana.—It has rained on two days of the week, the rainfall reaching sixty-seven hundredths of an inch. The thermometer has averaged 60.

Shreveport, Louisiana.—We had heavy rains during the early part of the week, but latterly there has been fine clear weather. The rainfall reached two inches. The thermometer has ranged from 39 to 72.

Vicksburg, Mississippi.—It has rained on one day of the week. The days have been warm, but the nights have beencold.

Columbus, Mississippi.—We have had no rain during the week. During the month of February we had rain on ten days, and the rainfall reached four inches and seventy-seven hundredths.

Little Rock, Arkansas.—It has been cloudy, with rain on one day of the week, and the remainder of the week has been clear. The rainfall reached two inches. Average thermometer 48, highest 68 and lowest 32. During the month of February we had rain on ten days and sleet and snow on two days, and the rainfall reached six inches and forty-five hundredths. The thermometer averaged 48, and ranged from 17 to 70.

Memphis, Tennessee.—We had rain on two days during the early part of the week, and the latter portion of the week has been clear and pleasant. The rainfall reached one inch and twenty-five hundredths. The river is slowly declining at this point, after having been nineteen inches over the danger line and within six inches of the extreme high water mark. The thermometer has ranged from 31 to 68, averaging 50. We had rain, snow and sleet on twenty days during February, and the rainfall reached seven inches and ninety-nine hundredths.

Nashville, Tennessee.—It has rained on two days of the week, the rainfall reaching ninety-six hundredths of an inch. Average thermomer 49, highest 69 and lowest 26.

Mobile, Alabama.—It rained severely on one day during the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached two inches and thirty-nine hundredths. The thermometer has averaged 54, the highest being 70 and the lowest 36. During the month of February the rainfall reached three inches and sixty-three hundredths.

Montgomery, Alabama.—It was showery on three days the early part of the week, and the latter portion has been clear and pleasant, but cold at night. The rainfall reached seventy-eight hundredths of an inch. We have had frost, but not killing frost, on two nights of the week. The thermometer has ranged from 32 to 69, averaging 45. Rainfall for the month of February two inches.

Selma, Alabama.—We have had rain on one day, and the remainer of the week has been pleasant. The rainfall reached seventy hundredths of an inch. Average thermometer 48, highest 64 and lowest 29.

Madison, Florida.—The weather has been cold and dry all the week; it has been too cold. We have had rain, but not enough to do much good. We have had killing frost but no serious damage has been done. Planting is making good progress. The thermometer has ranged from 42 to 74, averaging 55.

Macon, Georgia.—It has rained severely on two days of the week. The weather has been too cold, but as the week closes there is a favorable change. Average thermometer 44, highest 65 and lowest 30.

Columbus, Georgia.—It has rained on one day of the week, the rainfall reaching two inches. The thermometer has averaged 54, the highest being 70 and the lowest 40. Rainfall for the month of February two inches and seventy hundredths.

Savannah, Georgia.—We have had rain on one day of the week, and the remainder of the week has been pleasant. The rainfall reached twenty hundredths of an inch. The thermometer has averaged 56, ranging from 41 to 72.

Augusta, Georgia.—The weather has been clear and pleasant, with light rain on two days of the week. The rainfall reached ninety-one hundredths of an inch. Cotton continues to come in freely. Average thermometer 50, highest 67 and lowest 37. During the month of February the rainfall reached one inch and forty-nine hundredths.

Atlanta, Georgia.—We have had rain on two days of the week, the rainfall reaching seventy-five hundredths of an inch. The thermometer has averaged 46, the highest being 65 and the lowest 28.

Charleston, South Carolina.—It has rained on one day of the week, the rainfall reaching thirty-six hundredths of an inch. The thermometer has ranged from 39 to 69, averaging 52.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock March 1, 1883, and March 2, 1882.

		Mch. 1, '83.		Mch. 2, '82.	
		Feet.	Inch.	Feet.	Inch.
New Orleans	Below high-water mark	2	11	1	6
Memphis	Above low-water mark.	35	6	35	9
Nashville	Above low-water mark.	16	4	19	4
Shreveport	Above low-water mark.	21	3	30	7
Vicksburg	Above low-water mark.	42	3	44	9

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to March 1.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain	Continent.	Total.	This Week.	Since Jan. 1
1883	18,000	58,000	76,000	84,000	158,000	242,000	68,000	400,000
1882	41,000	38,000	79,000	196,000	112,000	308,000	50,000	394,000
1881	15,000	29,000	44,000	55,000	98,000	153,000	34,000	238,000
1880	.....	16,000	16,000	47,000	83,000	130,000	40,000	230,000

According to the foregoing, Bombay appears to show an *increase* compared with last year in the week's receipts of 18,000 bales, and a *decrease* in shipments of 3,000 bales, and the shipments since January 1 show a *decrease* of 66,000 bales The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total
Calcutta—						
1883.....	1,000	.....	1,000	39,000	8,000	47,000
1882.....	6,400	1,600	8,000	52,900	20,300	73,200
Madras—						
1883.....	.....	.....	.....	4,000	800	4,800
1882.....	600	.....	600	4,100	2,000	6,100
All others—						
1883.....	.....	.....	.....	4,000	2,000	6,000
1882.....	.....	.....	.....	8,100	4,300	12,400
Total all—						
1883.....	1,000	.....	1,000	47,000	10,800	57,800
1882.....	7,000	1,6 0	8,600	65,100	26,600	91,700

The above totals for the week show that the movement from the ports other than Bombay is 7,600 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	76,000	242,000	79,000	308,000	44,000	153,000
All other p'rts.	1,000	57,800	8,600	91,700	16,300	114,800
Total.....	77,000	299,800	87,600	399,700	60,300	267,800

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, March 1.	1882-83.	1881-82.	1880-81.
Receipts (cantars*)—			
This week....	29,000	32,000	65,000
Since Sept. 1	2,150,000	2,649,000	2,555,000

	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1
Exports (bales)—						
To Liverpool.....	1,000	200,000	11,000	212,500	6,000	179,000
To Continent.....	5,000	66,000	3,500	140,338	4,683	86,121
Total Europe.....	6,000	266,000	14,500	352,838	10,683	265,121

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending March 1 were 29,000 cantars and the shipments to all Europe were 6,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is quiet with limited business, he prices for twists being slightly reduced. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1882-83.				1881-82.			
	32s Cop. Twist.		8¼ lbs. Shirtings.		Cott'n Mid. Upl'ds	32s Cop. Twist.	8¼ lbs. Shirtings.	Cott'n Mid. Upl'ds
	d.	d.	s.	d. s. d	d.	d. d.	s. d. s. d.	d.
Dec.29	$8^{13}/_{16}$	$9^{7}/_{16}$	6	$1^{1}/_{2}$ @7 $7^{1}/_{2}$	$5^{3}/_{4}$	$9^{3}/_{8}$ @10	6 6 @8 0	$6^{11}/_{16}$
Jan. 5	$8^{3}/_{4}$ @	$9^{3}/_{8}$	6	1 @7 7	$5^{11}/_{16}$	$9^{3}/_{8}$ @10	6 6 @8 0	$6^{9}/_{16}$
" 12	$8^{5}/_{8}$ @	$9^{1}/_{4}$	6	0 @7 6	$5^{11}/_{16}$	$9^{3}/_{8}$ @10	6 6 @8 0	$6^{11}/_{16}$
" 19	$8^{5}/_{8}$ @	$9^{1}/_{4}$	6	0 @7 $4^{1}/_{2}$	$5^{5}/_{8}$	$9^{1}/_{2}$ @10	6 $7^{1}/_{2}$@8 0	$6^{3}/_{4}$
" 26	$8^{3}/_{4}$ @	$9^{3}/_{8}$	6	1@ 7 6	$5^{5}/_{8}$	$9^{1}/_{2}$ @10	6 $7^{1}/_{2}$@8 0	$6^{5}/_{8}$
Feb. 2	$8^{3}/_{4}$ @	$9^{5}/_{8}$	6	0 @7 6	$5^{11}/_{16}$	$9^{3}/_{8}$ @10	6 6 @8 0	$6^{5}/_{8}$
" 9	$8^{3}/_{4}$ @	$9^{5}/_{8}$	6	0 @7 6	$5^{11}/_{16}$	$9^{3}/_{8}$ @10	6 6 @8 0	$6^{9}/_{16}$
" 16	$8^{3}/_{4}$ @	$9^{1}/_{2}$	5	11 @7 $4^{1}/_{2}$	$5^{5}/_{8}$	$9^{3}/_{8}$ @ $9^{7}/_{8}$	6 5 @7 $10^{1}/_{2}$	$6^{7}/_{16}$
" 23	$8^{5}/_{8}$ @	$9^{3}/_{8}$	5	10 @7 3	$5^{5}/_{8}$	$9^{3}/_{8}$ @ $9^{7}/_{8}$	6 6 @7 $10^{1}/_{2}$	$6^{7}/_{16}$
Mch. 2	$8^{1}/_{2}$ @	$9^{1}/_{4}$	5	10 @7 3	$5^{9}/_{16}$	$9^{3}/_{8}$ @ $9^{7}/_{8}$	6 6 @7 $10^{1}/_{2}$	$6^{1}/_{2}$

OVERLAND MOVEMENT, &C., TO MARCH 1.—In our editorial columns to-day will be found our regular statement of overland movement, receipts, exports, spinners' takings, &c., brought down to March 1st.

JUTE BUTTS, BAGGING, &C.—Bagging has been taken quite freely in small lots but round parcels are hard to move. Prices are not very steady, though holders still ask full rates and at the close the quotations are 7¼c. for 1½ lbs., 8c. for 1¾ lbs., 9c. for standard grades. The manufacturers have formed a permanent organization for the protection of their mutual interests. Butts have arrived to some extent but most of the lots were reported as being placed previously. There is only a light inquiry for spot goods, and the market is about steady at 2c. for paper grades and 2¼@2⅝c. for bagging qualities.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows:

Monthly Receipts.	Year Beginning September 1.					
	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Sept'mb'r	326,656	429,777	458,478	333,643	288,845	98,491
October..	980,584	853,195	968,318	888,492	689,264	578,533
Novemb'r	1,094,697	974,043	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,664	900,119
January .	752,827	487,727	571,701	647,140	618,727	689,610
February.	595,598	291,992	572,728	447,918	566,824	472,054
Total year	4,862,898	4,033,541	4,598,528	4,215,929	3,836,564	3,561,300
Perc'tage of tot. port receipts Feb. 28. .		85·45	78·28	84·28	86·27	81·95

This statement shows that up to Feb. 28 the receipts at the ports this year were 829,357 bales more than in 1881-82 and 264,370 bales more than at the same time in 1880-81. By adding to the above totals to Feb. 28 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Jn.31	4,267,300	3,741,549	4,025,800	3,768,011	3,269,740	3,089,246
Feb. 1....	21,924	12,592	22,962	S.	36,304	28,495
" 2....	30,723	11,049	18,075	22,580	S.	19,795
" 3....	20,977	22,348	21,769	20,354	23,729	S.
" 4....	S.	10,059	27,938	15,208	38,564	35,541
" 5....	35,832	S.	26,031	15,582	23,999	20,000
" 6....	26,666	16,697	S.	21,929	23,378	22,343
" 7....	18,808	14,970	20,763	11,239	25,634	16,653
" 8....	23,038	12,207	23,485	S.	24,175	22,806
" 9....	40,547	13,350	18,721	34,438	S.	15,100
" 10....	18,730	19,496	17,049	12,915	34,476	S.
" 11....	S.	10,622	27,674	18,057	19,174	26,965
" 12....	25,147	S.	29,638	17,632	22,370	23,264
" 13....	26,599	15,440	S.	25,523	21,048	20,075
" 14....	23,150	10,750	28,391	20,967	29,598	14,800
" 15....	21,200	9,647	10,070	S.	16,652	19,886
" 16....	31,304	9,389	18,579	23,239	S.	13,249
" 17....	17,131	16,183	20,037	18,058	33,559	S.
" 18....	S.	8,707	39,774	14,386	28,820	30,281
" 19....	27,754	S.	17,936	21,994	11,730	16,474
" 20....	20,859	12,725	S.	16,663	19,408	14,837
" 21....	17,739	13,626	26,277	20,960	24,159	14,650
" 22....	15,316	5,341	15,760	S.	13,298	20,245
" 23....	35,649	5,712	16,873	18,684	S.	14,219
" 24....	18,471	14,049	22,963	10,628	28,476	S.
" 25....	S.	6,652	39,540	16,954	20,278	23,306
" 26....	30,692	S.	25,645	21,964	11,408	12,421
" 27....	23,867	11,012	S.	13,805	16,646	13,396
" 28....	23,475	9,369	36,728	14,109	19,941	13,253
" 29....	.....	.....	.....	S.	.....	.....
Tot. Fb.28	4,862,898	4,033,541	4,598,528	4,215,929	3,836,564	3,561,300
Mch.1....	14,588	6,519	20,473	16,279	10,547	17,754
" 2....	24,228	7,625	12,465	12,171	S.	9,863
Total.....	4,901,714	4,047,685	4,631,466	4,244,379	3,847,111	3,588,922
Percentage of total port rec'pts Mch. 2.		85·75	78·84	84·86	86·50	82·58

This statement shows that the receipts since Sept. 1 up to-night are now 854,029 bales more than they were to the same day of the month in 1882 and 270,248 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to March 2 in each of the years named.

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 12,137 bales, against 12,159 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year.

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1882.

Exported to—	Week ending— Feb. 8.	Feb. 15.	Feb. 22.	March 1.	Total since Sept. 1.	Same period previous year.
Liverpool	8,968	8,195	9,318	8,985	322,228	233,012
Other British ports	.....	.....	.....	.....	3,426	5,987
TOTAL TO GREAT BRITAIN	8,968	8,195	9,318	8,985	325,654	238,999
Havre	273	995	.....	1,111	22,002	18,032
Other French ports	.....	.....	.....	.....	100	.....
TOTAL FRENCH	273	995	.....	1,111	22,102	18,032
Bremen and Hanover	1,096	700	1,200	1,050	34,814	28,059
Hamburg	.....	.....	1,136	.....	24,589	13,615
Other ports	749	1,419	400	671	44,249	4,779
TOTAL TO NORTH. EUROPE	1,845	2,119	2,736	1,721	103,652	46,453
Spain, Op'rto, Gibralt'r, &c	.....	.....	75	.....	2,517	837
All other	.....	100	.....	320	5,110	200
TOTAL SPAIN, &c	.....	100	75	320	7,627	1,037
GRAND TOTAL	11,086	11,409	12,159	12,137	459,035	304,521

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York. This week.	New York. Since Sept. 1.	Boston. This week.	Boston. Since Sept. 1.	Philadelphia. This week.	Philadelphia. Since Sept. 1.	Baltimore. This week.	Baltimore. Since Sept. 1.
N. Orl'ans	3,895	161,101	.....	4,896	.....	.....	.....	.....
Texas	4,735	129,214	3,660	15,889	.....	.....	.....	.....
Savannah	4,777	180,210	1,309	58,152	242	12,341	1,750	72,392
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	192	8,999	.....	.....	.....	.....	.....	.....
S. Car'lina	4,173	138,292	.....	896	715	8,336	.....	16,867
N. Car'lina	961	40,900	.....	.....	.....	.....	229	15,823
Virginia	6,760	173,225	2,980	48,814	629	36,270	2,505	86,863
North. pts	.....	.....	6,179	102,936	.....	.....	.....	205
Tenn., &c.	1,339	109,707	5,015	121,669	3,373	49,120	541	36,657
Foreign	205	2,126	.....	.....	.....	.....	.....	.....
This year.	26,977	943,774	19,143	353,252	4,959	*	5,025	228,807
Last year.	16,161	952,319	7,617	316,626	1,908	69,265	3,508	172,080

* 106,067

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 86,401 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Abyssinia, 105....Celtic, 1,125....City of Paris, 1,463....Donati, 449....England, 1,852....Republic, 1,663....Servia, 1,618....per ship Blairgowrie, 700	8,985
To Havre, per steamers Amerique, 610....Pereire, 501	1,111
To Bremen, per steamer Donau, 1,050	1,050
To Rotterdam, per steamer P. Caland, 100	100
To Antwerp, per steamers Jan Breydel, 171....Nederland, 400	571
To Genoa, per steamer Archimede, 320	320
NEW ORLEANS—To Liverpool, per steamers Alava, 4,250....Caribbean, 2,358 ... Governor, 5,202....Rita, 3,010....Statesman, 3,398	18,418
To Havre, per steamers Dacondia, 2,874....Provincia, 2,198 per ship Little Sea Lark, 3,719	8,791
To Bremen, per bark Hampton Court, 3,440	3,440
To Antwerp, per steamer Marsh, 900	900
To Barcelona, per barks Galofre, 500 ...Pedro Gusi, 400	900
MOBILE—To Liverpool, per bark G. S. Penry, 2,252	2,252
To Havre, per bark Assyria, 2,423	2,423
CHARLESTON—To Liverpool per bark Wimmera, 3,040 Upland and 100 Sea Island	3,140
To Havre, per bark Crown Jewel, 2,230 Upland and 73 Sea Island	2,303
To Barcelona, per barks Hebe, 1,160 Upland....Tula, 1,123 Upland...per brigs Fresquita, 552 Upland...Jaime Millet, 735 Upland....Joven Mario, 660 Upland	4,230
SAVANNAH—To Amsterdam, per steamer Norfolk, 5,700 Upland.	5,700
To Uddervalla, Sweden, per bark Pudel, 1,336 Upland	1,336
To Palma de Majorca, per bark Paquete de Vendrell, 34 Upland	34
TEXAS—To Havre, per bark Emma Parker, 1,371	1,371
To Bremen, per bark Iona, 1,450	1,450
To Oporto, per brig Mira, 1,006	1,006
To Vera Cruz, per steamer Whitney, 1,025	1,025
WILMINGTON—To Liverpool, per bark Aurorita, 2,087....per brig Alaska, 1,800	3,887
BALTIMORE—To Liverpool, per steamers Circassian, 1,200....Vesta, 2,379	3,579
To Bremen, per steamer Hermann, 2,500	2,500
BOSTON—To Liverpool, per steamers Illyrian, 2,560....Iowa, 1,409....Victoria, 10	3,979
PHILADELPHIA—To Liverpool, per steamers British Prince, 1,600	1,600
Total	86,401

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen.	Amsterdam, Rotterdam & Antwerp.	Uddevalla	Barcelona & Palma de Majorca.	Oporto.	Total
New York	8,985	1,111	1,050	671	.....	.....	.....	11,137
N. Orleans	14,118	8,791	3,440	900	.....	900	.....	32,149
Mobile	2,252	2,423	.....	.....	.....	.....	.....	4,675
Charleston	3,140	2,303	.....	.....	.....	4,230	.....	9,673
Savannah	.....	.....	.....	5,700	1,336	34	.....	7,070
Texas	.....	1,371	1,450	.....	.....	.....	1,006	4,852
Wilmington	3,887	.....	.....	.....	.....	.....	.....	3,887
Baltimore	3,579	.....	2,500	.....	.....	.....	.....	6,079
Boston	3,979	.....	.....	.....	.....	.....	.....	3,979
Philadelp'a	1,600	.....	.....	.....	.....	.....	.....	1,600
Total	45,340	15,999	8,440	7,271	1,336	5,164	1,006	86,401

Included in the above totals are, from New York to Genoa, 320 bales and Galveston to Vera Cruz, 1,025 bales.

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Liverpool—Feb. 24—Barks Guiding Star, 1,175; Ole Boe, 2,503.
For Bremen—Feb. 23—Bark Pauline, 1,775....Feb. 24—Bark Mark Twain, 2,630.
For Cronstadt—Feb. 24—Bark Minerva, 1,690.
NEW ORLEANS—For Liverpool—Feb. 23—Steamers Mariner, 1,783; Tycho Brahe, 3,032 ...Feb 26—Steamer Asturiano, 3,900.....Feb 27—Steamers Commander and St. Bernard, 6,331.
For Havre—Feb. 26—Steamer Paris, 6,473; bark Etta Stewart, 2,733.
For Reval—Feb. 27—Bark Arabia, ——.
For Cronstadt—Feb. 27—Bark Carmel, ——.
For Barcelona—Feb. 23—Brig Buenaventura, 731.....Feb. 26—Steamer Jose Baro, 1,439 ...Feb. 27—Steamer Ana de Sala, ——.
For Vera Cruz—Feb. 24—Steamer City of Mexico, 1,260.
For Tuxpan—Feb. 24—Steamer City of Mexico, 1.
MOBILE—For Liverpool—Feb. 27—Bark Julia, 3,750.
SAVANNAH—For Liverpool—Feb. 28—Bark Minnie Gordon, 2,450.
For Hango, Russia—Feb. 24—Bark Lorely, 2,000.
CHARLESTON—For Liverpool—Feb. 23—Bark Ponema, 2,203.
For Bremen—Feb. 23—Bark Aftensjernen, 1,575.
For Amsterdam—Feb. 24—Bark Fornica, 1,350.
For Barcelona—Feb. 23—Brig Clara, 850.
WILMINGTON—For Liverpool—Feb 28—Bark Hermann Friedrich, 1,188.
NORFOLK—For Liverpool—Feb. 27—Ship Servia, 3,000....Feb. 28—Ship Bertie Biglow, 2,140.
BOSTON—For Liverpool—Feb. 20—Steamer Atlas, 1,000....Feb. 27—Steamer Bulgarian, 1,143.
BALTIMORE—For Havre—Feb. 27—Steamer Alexander Bixio, 1,630.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

MORRO CASTLE, (1,680 tons gross), Pennington, before reported, which took fire A. M. of February 21, while lying at her pier at Charleston, S. C., was not extinguished till the night of the 22d. Of the 1,227 bales of cotton on board at the time of the fire it was thought probable that 800 bales would be saved in a damaged condition.
NETO, steamer (Br.), from Galveston for Liverpool, before reported at Key West. 436 bales of derelict cotton from the Neto had been saved up to February 17. The steamer paid salvage money and expenses and sailed for destination February 23.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam	d. 11 64@1/4	11 64@1/4	11 64@1/4	11 64@1/4	11 16@1/4	11 64@1/4
Do sail	d. 11 64-15 64	11 64-15 64	11 64-15 64	11 64-15 64	11 64-15 16	11 64-15 64
Havre, steam	c. 7 16*	7 16*	7 16*	7 16*	7 16*	7 16*
Do sail	c.	....	....	....	....	....
Bremen, steam	c. 17 32*	17 32*	17 32*	17 32*	17 32*	17 32*
Do sail	c.	....	....	....	....	....
Hamburg, steam	d. 1/4*	1/4*	1/4*	1/4*	1/4*	1/4*
Do sail	d.	....	....	....	....	....
Amst'd'm, steam	c. 1/4@9 32*	1/4@9 32*	1/4@9 32*	1/4@9 32*	1/4@9 32*	1/4@9 32*
Do sail	d.	....	....	....	....	....
Baltic, steam	d. 3 8*	3 8*	3 8*	3 8*	3 8*	3 8*
Do sail	c.	....	....	....	....	....
Barcelona, steam	c. 13 16@7 8*	13 16@7 8*	13 16@7 8*	13 16@7 8*	13 16@7 8*	13 16@7 8*
Genoa, steam	d. 3/4*	3/4*	3/4*	3/4*	3/4*	3/4*

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Feb. 9.	Feb. 16	Feb. 23.	Mch. 2.
Sales of the week.....bales.	72,000	53,000	44,500	41,500
Of which exporters took	9,000	9,400	5,700	4,600
Of which speculators took	9,800	6,100	3,100	1,870
Sales American	44,000	31,500	29,500	30,000
Actual export	5,500	10,000	7,500	7,800
Forwarded	33,000	30,000	26,000	31,500
Total stock—Estimated	862,000	886,000	930,000	963,000
Of which American—Estim'd	604,000	633,000	696,000	704,000
Total import of the week	103,000	102,000	143,000	79,000
Of which American	76,000	83,000	112,000	62,000
Amount afloat	310,000	354,000	286,000	292,000
Of which American	275,000	285,000	208,000	204,000

The tone of the Liverpool market for spots and futures each day of the week ending March 2, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, 12:30 P.M.	Very dull.	Dull and easier.	Very dull.	Dull and easier.	Mod. inq. freely supplied.	Easier.
Mid Upl'ds	5 5/8	5 5/8	5 5/8	5 5/8	5 9/16	5 9/16
Mid. Orl'ns	5 3/4	5 3/4	5 3/4	5 11/16	5 11/16	5 11/16
Sales	5,000	8,000	6,000	8,000	8,000	8,000
Spec. & exp.	500	1,000	1,000	1,000	1,000	1,000
Futures. Market, 12:30 P.M.	Firm.	Dull.	Very dull.	Weak.	Quiet.	Flat.
Market, 5 P. M.	Barely steady.	Flat.	Weak.	Flat.	Steady.	Flat.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d. and 6 03 means 6 3-64d.*

	Sat., Feb. 24.				Mon., Feb. 26.				Tues., Feb. 27.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
February...	5 41	5 41	5 41	5 41	5 40	5 40	5 40	5 40	5 39	5 39	5 39	5 39
Feb.-Mar...	5 42	5 42	5 42	5 42	5 40	5 40	5 39	5 39	5 38	5 38	5 38	5 38
Mar.-April..	5 42	5 42	5 41	5 41	5 40	5 40	5 39	5 39	5 38	5 38	5 38	5 38
April-May .	5 44	5 44	5 44	5 44	5 43	5 43	5 42	5 42	5 41	5 41	5 40	5 40
May-June..	5 47	5 47	5 46	5 46	5 46	5 46	5 44	5 44	5 44	5 44	5 43	5 43
June-July..	5 49	5 50	5 49	5 49	5 49	5 49	5 48	5 48	5 47	5 47	5 46	5 46
July-Aug...	5 51	5 54	5 51	5 51	5 53	5 53	5 52	5 52	5 51	5 51	5 50	5 50
Aug.-Sept..	5 58	5 58	5 58	5 58	5 56	5 56	5 55	5 55	5 55	5 55	5 54	5 54
Sept.-Oct...	....	....	....	...	....	....	....	....	5 50	5 50	5 50	5 50
Oct.-Nov....	....	....	....	....	5 45	5 45	5 45	5 45	5 44	5 44	5 41	5 44
Nov.-Dec...	....	....	....	....	....	....	....	....	5 42	5 42	5 42	5 42

	Wednes., Feb. 28.				Thurs., Mch. 1.				Fri., Mch. 2.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
February...	5 38	5 38	5 37	5 37	....	....	...	....	.. ..	...	....	....
Feb.-Mar..	5 37	5 37	5 36	5 36	5 37	5 37	5 37	5 37	5 36	5 36	5 35	5 35
Mar.-April..	5 37	5 37	5 33	5 38	5 37	5 38	5 37	5 38	5 37	5 37	5 35	5 35
April-May..	5 40	5 40	5 38	5 38	5 39	5 41	5 39	5 41	5 41	5 41	5 38	5 38
May-June..	5 43	5 43	5 41	5 41	5 42	5 43	5 42	5 42	5 43	5 43	5 42	5 42
June-July..	5 46	5 46	5 45	5 45	5 46	5 47	5 46	5 47	5 47	5 47	5 45	5 45
July-Aug...	5 50	5 50	5 49	5 49	5 50	5 51	5 50	5 51	5 51	5 51	5 49	5 49
Aug.-Sept..	5 54	5 54	5 53	5 53	5 54	5 54	5 54	5 54	5 54	5 54	5 52	5 52
Sept.-Oct...	5 49	5 49	5 49	5 49	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50
Oct.-Nov....	....	....	....	....	....	....	....	....	....	....	....	....
Nov.-Dec...	....	....	....	....	5 42	5 42	5 42	5 42	....	....	....	....

BREADSTUFFS.

FRIDAY, P. M., March 2, 1883.

Flour has been quite firm for some days past, after showing depression in value earlier in the week. The sales, however, have not been liberal; the firmness of holders has, in fact, kept the transactions within quite moderate limits. The supply of both winter and spring-wheat flour has been of only fair magnitude. To-day there was a good demand for the commoner grades, and these were in small supply, while the better grades were plentiful and not much wanted. Prices were steady.

Wheat has been less active both for export and on speculation, and early in the week the market was declining. Latterly, however, there has been a re-action and the decline has been more than recovered, the present quotations being ½@1c. above those of a week ago. The gradual subsidence of the floods at the West and the more favorable weather in that section contributed largely to the depression in the fore part of the week, though the less buoyant markets there as well as abroad had likewise an unfavorable effect; while within a day or two a heavy failure in Chicago has tended somewhat to check the upward movement of prices that followed the early depression. There has been a fair trade for export, but the speculative transactions have sunk back to about their proportions previous to the recent unusual activity. To-day the market was steady for cash wheat but irregular for options, which at one time were weak; No. 2 red sold at $1 22⅞@$1 23½ for March, $1 25@$1 26 for April, $1 26⅜@$1 27¼ for May and $1 26⅝@$1 27¾ for June.

Indian corn has been fairly active at advancing prices of late, though at one time the course of quotations was the other way. The fluctuations in corn have, in a large degree, been governed by those in wheat. To-day there was a decline of ½@1c.; No. 2 mixed sold at 72½c. for March and 72½@72¾c. for May, while April was quoted at 72¾@72⅞c.

Rye has been firm but quiet. Barley has sold moderately. Oats have been an interesting feature of the market during the week. Prices have advanced 1 to 2c., and yesterday the sales, largely of options, were 2,800,000 bushels, being the largest for a single day on record. The supply here is about double that held at this time last year, but it is said to be well concentrated, and yesterday an advance of 1½c. in Chicago caused considerable anxiety to cover, the result being the large transactions mentioned. To-day, however, there was some re-action, prices here declining ¼@½c., while the demand was much less urgent. No. 2 mixed sold at 52@52⅝c. for March, 52⅝@53¼c. for April and 52⅝@53 for both May and June.

The following are closing quotations:

FLOUR.

No. 2 spring...₱ bbl.	$2 75@ 3 50	City shipping extras.	$5 50@ 6 00
No. 2 winter	3 00@ 3 65	Southern bakers' and family brands	6 00@ 7 50
Superfine.....	3 70@ 4 05	South'n ship'g extras.	4 85@ 5 90
Spring wheat extras..	4 25@ 5 50	Rye flour, superfine..	3 75@ 4 10
do bakers'.....	5 00@ 6 00	Corn meal—	
Wis. & Minn. rye mix.	5 50@ 6 00	Western, &c.....	3 25@ 3 75
Minn. clear and stra't	4 25@ 7 25	Brandywine, &c....	3 75@ 3 85
Winter shipp'g extras.	4 00@ 4 50	Buckw't flour, 100 lbs.	2 65@ 2 85
Patents, spring.....	6 50@ 8 25		
Patents, winter.....	5 50@ 7 50		

GRAIN.

Wheat—		Rye—Western	72 @ 78
Spring, per bush.	1 08 @1 35	State & Canada..	73 @ 79
Spring No. 2.....	1 14 @1 16	Oats—	
Red winter	1 06 @1 27	Mixed.....	51 @ 53
Red winter, No. 2	1 23 @1 24¾	White.....	53 @ 56
White.....	1 12 @1 28	No. 2 mixed.....	52 @ ....
White No. 1.....	1 16 @1 17	No. 2 white.....	54¼@ 54½
Corn—West. mixed	62 @ 73	Barley—	
West. mix. No. 2.	72½@ 74	Canada No. 1....	1 02 @ ....
White	73 @ 75	Canada bright...	1 04 @1 05
Yellow.....	73 @ 75	Canada No. 2....	96½@ ....
Buckwheat.....	75 @ 76	State, 4-rowed...	93 @ 95
		State, 2-rowed...	87 @ 88

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Feb. 24 and since Aug. 1 for each of the last three years:

Receipts at—	*Flour.*	*Wheat.*	*Corn.*	*Oats.*	*Barley.*	*Rye.*
	Bbls.196lbs	*Bush.60 lbs*	*Bush.56 lbs*	*Bush.32 lbs*	*Bush.48 lbs*	*Bush.56 lbs*
Chicago.....	76,081	132,326	1,100,197	492,036	136,206	[illegible]
Milwaukee..	66,169	146,275	42,825	73,690	203,223	[illegible]
Toledo.....	265	92,609	42,280	1,595	.....	.....
Detroit	4,028	197,821	16,799	11,221	14,917	.....
Cleveland....	1,583	18,073	19,000	12,600	4,017	.....
St. Louis	34,520	171,036	711,125	109,611	78,483	3,884
Peoria.....	1,125	1,000	167,550	79,375	27,060	9,500
Duluth	.....	27,007	.....	.....	.....	.....
Tot. wk. '83	183,769	786,197	2,089,771	780,108	463,846	68,767
Same wk. '82	130,298	410,176	780,274	351,525	137,944	22,506
Same wk. '81	179,079	412,751	1,204,877	558,745	133,216	21,903
Since Aug. 1—						
1882.....	5,977,892	58,299,469	49,832,647	30,935,909	11,527,051	2,994,122
1881.....	4,888,623	31,521,922	76,297,954	22,446,529	9,961,163	3,136,810
1880.....	5,065,141	58,816,267	71,856,757	25,927,549	9,970,500	2,787,868

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Feb. 24, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	1,718,301	1,249,513	1,395,406	651,962
Wheat.....bush.	3,384,587	2,966,438	2,459,922	1,780,736
Corn.....	13,022,103	11,963,520	6,684,393	9,640,970
Oats.....	5,469,617	5,232,811	4,391,885	1,911,880
Barley	2,123,783	1,059,377	1,150,457	575,009
Rye	282,079	365,363	392,451	308,528
Total grain ..	24,282,171	21,587,509	16,474,514	14,217,123

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week Feb. 24.	1882. Week Feb. 25.	1881. Week Feb. 26.	1880. Week Feb. 28.
Flour.....bbls.	158,030	128,191	142,622	105,301
Wheat.....bush.	305,697	118,971	223,545	203,506
Corn.....	1,342,146	1,094,420	761,914	1,818,360
Oats.....	881,761	286,212	451,499	198,423
Barley.....	309,211	91,762	79,162	65,660
Rye.....	25,834	18,128	28,157	34,205
Total.....	2,855,619	1,609,493	1,686,909	2,320,154

The rail and lake shipments from same ports for last four weeks were:

Week ending—	*Flour, bbls.*	*Wheat, bush.*	*Corn, bush.*	*Oats, bush.*	*Barley, bush.*	*Rye, bush.*
Feb. 24...158,030	357,697	1,342,146	881,761	300,211	25,834
Feb. 17...174,896	418,365	1,883,541	725,481	328,470	24,295
Feb. 10...149,508	410,556	1,467,384	391,251	190,851	11,436
Feb. 3...207,336	552,890	1,640,337	684,271	326,131	26,289
Tot., 4w.	689,770	1,739,508	6,333,408	2,682,464	1,145,663	87,854
4w's 82..	501,059	1,092,835	6,387,705	2,200,496	409,376	143,080

The receipts of flour and grain at the seaboard ports for the week ended Feb. 24, follow:

At—	*Flour, obls.*	*Wheat, bush.*	*Corn, bush.*	*Oats, bush.*	*Barley, bush.*	*Rye, bush.*
New York	113,070	363,000	712,372	121,930	108,900	10,716
Boston.....	51,894	31,800	146,800	52,900	13,525	500
Portland	11,297	62,835	8,300	2,600	.....	.....
Montreal.....	9,429	8,000	.....	14,500	1,400	1,250
Philadelphia...	18,533	76,700	454,400	27,200	13,900	500
Baltimore.....	19,870	214,080	407,650	12,500	.....	1,000
New Orleans...	8,531	40,723	202,336	27,419	.....	.....
Total week...	232,624	797,138	1,931,858	259,048	137,725	13,966
Cor. week '82..	241,059	355,231	897,368	312,898	118,500	7,116

The total receipts at the same ports for the period from Dec. 25, 1882, to Feb. 24, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	2,634,803	1,859,122	2,107,503	1,468,848
Wheat.....bush.	8,331,072	5,209,904	7,933,376	5,402,372
Corn.....	13,252,357	6,712,785	9,673,090	15 553,119
Oats.....	3,249,331	3,673,460	3,522,520	2,726 511
Barley.....	709,802	913,487	982,444	906,265
Rye.....	154,624	90,513	295 314	159,719
Total grain	25,698,186	16,640,549	22,411,744	24,747,9.2

The exports from the several seaboard ports for week ending Feb. 24, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush
New York	114,404	386,350	342,901	4,633	.....	9,647
Boston...	25,278	85,773	36,179	.....	.....	8,061
Portland.	11,298	62,835	.....	.....	.....	9,550
Montreal.	.....	.....	.....	.....	.....	.....
Philadel..	3,408	30,000	265,508	.....	.....	.....
Baltim're	15,270	79,383	243,390	.....	.....	.....
N.Orl'ns.	612	83,751	242,996	.....	.....	.....
Total w'k.	170,270	728,092	1,130,974	4,633	.....	27,258
S'me time 1882..	134,394	966,256	577,857	718	.....	16,020

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, Feb. 24.	1882. Week, Feb. 25.	1883. Week, Feb. 24.	1882. Week, Feb. 25.	1883. Week, Feb. 24.	1882. Week, Feb. 25.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un.King.	121,777	108,382	588,618	738,229	946,024	470,154
Contin'nt	2,123	5,900	137,272	228,027	155,380	86,778
S.& C.Am	18,810	7,905	.....	.....	16,593	12,395
W. Indies	20,684	11,953	2,202	.....	4,533	8,530
Brit. Col'a	6,640	251	.....	.....	190	.....
Oth.c'nt's	236	.....	.....	.....	8,344	.....
Total...	170,270	134,394	728,092	966,256	1,130,974	577,857

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to Feb. 24.	1881-82. Sept. 1 to Feb. 25.	1882-83. Sept. 1 to Feb. 24.	1881-82. Sept. 1 to Feb. 25.	1882-83. Sept. 1 to Feb. 24.	1881-82. Sept. 1 to Feb. 25.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	3,678,317	1,626,660	24,407,420	20,345,096	10,190,925	14,996,839
Continent...	348,777	105,480	19,708,657	7,060,725	1,457,592	3,505,651
S. & C. Am...	384,757	337,358	88,678	4,583	114,990	267,679
West Indies.	481,494	321,444	35,531	19,760	232,345	291,610
Brit. Col'nies	308,066	260,171	7,856	.....	67,308	79,120
Oth. countr's	22,388	20,600	200,408	200,268	79,329	34,283
Total.....	5,223,799	2,671,713	44,448,505	27,630,432	12,142,489	19,175,182

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Feb. 24, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	5,884,330	813,211	642,148	73,238	223,151
Do. afloat (est.)	33,000	300,000	64,000	75,000	218,000
Albany (est.)	28,000	68,000	110,000	93,000	97,000
Buffalo.....	877,358	824	29,199	293,038	26,348
Do. afloat.....	.....	.....	.....	.....	35,000
Chicago	5,686,459	4,232,073	1,539,280	174,592	589,810
Do. afloat.....	325,000	357,477	.....	.....	.....
Milwaukee	995,799	52,427	2,598	22,175	72,188
Duluth.....	1,236,145	.....	.....	.....	.....
Toledo.....	1,553,278	457,167	36,548	4,500	8,060
Detroit.....	973,581	14,970	4,203	14,188	885
Oswego.....	120,000	45,000	2,000	175,000	75,000
St. Louis.....	1,094,605	1,587,985	152,034	45,731	50,450
Boston.....	288,556	76,206	86,854	5,479	1,124
Toronto.....	364,077	2,887	1,886	130,652	6,656
Montreal	192,941	5,970	78,736	28,909	22,761
Philadelphia.....	727,477	394,859	89,394	.....	.....
Peoria	9,645	96,660	132,095	6,656	138,625
Indianapolis.....	387,100	91,500	28,100	.....	15,100
Kansas City.....	255,390	537,514	18,126	.....	29,171
Baltimore	979,876	309,860	.....	.....	.....
Down Mississippi.	52,000	114,370	24,434	.....	.....
On rail.....	445,297	1,969,993	1,123,585	409,701	37,834
Tot. Feb. 24, '83.	22,509,914	11,528,953	4,165,220	1,538,859	1,647,163
Tot. Feb. 17, '83.	21,974,108	11,140,170	4,098,420	1,800,507	1,600,429
Tot. Feb. 10, '83.	22,288,094	10,576,733	4,029,082	1,929,054	1,556,101
Tot. Feb. 3, '83.	22,289,436	10,700,651	4,352,164	2,057,761	1,646,084
Tot. Jan. 27, '83.	21,909,118	9,550,497	3,985,195	2,303,521	1,506,689
Tot. Feb. 25, '82.	17,045,992	15,656,329	2,412,225	2,286,407	1,110,817

THE DRY GOODS TRADE.

FRIDAY, P. M., March 2, 1883

The market for dry goods has shown more animation the past week, and the volume of business was at least encouraging, if not quite up to expectations. There was more activity in the jobbing branches of the trade than at any time since the opening of the season, and while staple and department goods were distributed in fair quantities by dry goods jobbers, a materially increased business was done by the wholesale clothing houses. There was a steady demand at first hands for small reassortments of domestics, prints, dress fabrics, &c., and very fair orders were placed for heavy woolens by clothiers and jobbers. The tariff agitation in Congress has unfavorably influenced the demand for foreign goods, and in this connection buyers continued to operate with extreme caution and in accordance with actual wants. The tone of the general market is firm, and stocks are by no means redundant, in view of the large demand for consumption that will probably be developed as soon as the weather becomes more spring-like.

DOMESTIC COTTON GOODS.—The exports of domestics for the week were 1,924 packages, of which 1,089 were shipped to China, 188 to U. S. of Colombia, 146 to Mexico, 140 to Hayti, 106 to Santo Domingo, and smaller lots to other markets. There was a good, steady demand for brown and bleached cottons by personal selection and through the medium of orders, and prices ruled firm on all the most desirable brands. Corset jeans, satteens, wide sheetings, quilts and white goods were also in good request and firm, but most descriptions of colored cottons were sluggish in agents' hands. Print cloths were a little more active, but prices receded to 3¾c., less a small discount, for 64x64s, and 3⅛c. for 56x60s, at which figures both "spots" and "futures" were sold. Prints were in irregular demand, but a satisfactory business was done in some leading makes, and prices ruled steady on all desirable calicoes. Ginghams were jobbed more freely, and agents experienced a light demand for fine and standard dress styles, seersuckers, &c.

DOMESTIC WOOLEN GOODS.—There was a fair business in heavy clothing woolens with buyers on the spot, and orders from traveling salesmen were received to an important amount by some of the commission houses. Fancy cassimeres were in pretty good demand by the clothing trade, and considerable orders were placed for the finer grades by cloth jobbers. So with worsted coatings, in which transactions were fair in the aggregate, and there was a steady movement in overcoatings and cloakings. Prices remain firm on all clothing woolens of a desirable character, and some well-known makes of heavy cassimeres have been advanced about 10 per cent, owing to the enhanced cost of the staple. Satinets were in fair request, with most relative activity in the best grades; but Kentucky jeans and doeskins ruled quiet. Wool and worsted dress goods were in moderate request, and a fair business was done in carpets at steady prices.

FOREIGN DRY GOODS.—There was a slight improvement in the demand for imported goods at first hands, and the jobbing trade was rather more active; but transactions were chiefly confined to such small parcels as are required for immediate distribution. The feature of the week was a large auction sale of silks, which proved to be a success, both black and colored silks having been sold with considerable freedom at fair, though not very remunerative, prices.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending March 1, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883, AND 1882					
	Week Ending Mch. 2, 1882.		Since Jan. 1, 1882.		Week Ending Mch. 1, 1883.		Since Jan. 1, 1883.	
Manufactures of—	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Wool.....	1,552	706,658	11,007	5,165,135	1,759	797,190	10,030	4,612,395
Cotton.....	2,030	682,936	18,189	6,195,181	2,512	961,694	15,203	5,880,605
Silk.....	1,481	1,027,802	10,667	7,263,853	1,554	1,066,020	8,268	5,486,174
Flax.....	2,080	411,259	15,681	1,777,107	2,162	441,472	12,322	2,550,828
Miscellaneous....	1,489	238,454	25,551	2,032,438	2,254	331,213	20,685	1,555,247
Total	8,632	3,069,609	81,393	23,833,882	10,241	3,539,519	66,508	19,923,249
	WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.							
Manufactures of—								
Wool.....	349	145,229	3,068	1,328,258	460	193,993	3,691	1,601,383
Cotton.....	260	70,305	3,870	1,193,698	343	93,255	5,012	1,723,429
Silk.....	93	61,766	1,477	1,170,335	209	169,191	2,148	1,689,139
Flax.....	670	93,519	6,167	604,615	699	91,760	6,916	1,066,282
Miscellaneous.....	4,159	77,621	28,190	1,046,155	2,620	67,289	26,019	600,371
Total	5,531	451,538	44,773	5,308,361	4,319	618,428	43,816	6,680,604
Ent'd for consumpt.	8,632	3,069,609	81,393	23,833,882	10,241	3,539,519	66,508	19,923,249
Total on market ...	14,163	3,521,147	126,166	29,142,243	14,560	4,157,947	110,414	26,612,853
	ENTERED FOR WAREHOUSE DURING SAME PERIOD.							
Manufactures of—								
Wool.....	392	159,042	3,308	1,378,089	811	341,528	4,792	2,019,458
Cotton.....	352	101,438	3,831	1,180,256	532	151,317	5,526	1,636,320
Silk.....	93	61,096	1,254	963,482	378	293,783	2,536	1,928,213
Flax.....	540	102,598	5,374	365,857	511	108,542	4,777	896,457
Miscellaneous.....	2,047	78,259	40,702	608,951	3,196	67,879	24,485	672,422
Total	3,424	502,703	54,469	5,006,635	5,428	963,049	42,116	7,152,780
Ent'd for consumpt.	8,632	3,069,609	81,395	23,833,852	10,241	3,539,519	66,508	19,923,249
Total at the port...	12,056	3,572,402	135,864	28,936,517	15,669	4,502,568	108,714	27,076,029

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Civil Service Gazette—"The system recommended by Messrs. Gutteridge & Co., is easy to comprehend and safe." *John Bull*—"An easy and apparently safe system, worthy of public confidence." *Court Journal*—"An excellent way of speculating, ably set forth *Civilian*—"An interesting book. This system commends itself as being a very safe one." *News of the World*—"This book is well worth reading. One cannot do better than retain their services."

W. GUTTERIDGE & CO.,

SWORN BROKERS, No. 7 DRAPERS GARDENS

London E. C., England.

The Sun.

A MILLION A WEEK!

TO THE BUSINESS PUBLIC.—The subjoined table shows the total circulation of the several editions of THE SUN for 1882, as compared with the corresponding figures of the preceding year:

1882.		1881.	
DAILY.....	44,678,656	DAILY.....	39,701,161
SUNDAY...	7,414,114	SUNDAY...	7,037,601
WEEKLY.	3,443,260	WEEKLY..	3,498,154
Total ...	55,536,030	Total ...	50 236,919

Five million more SUNS were bought and read in 1882 than in 1881. The average circulation of the several editions during the whole of the past year was:

DAILY.....	143,200
SUNDAY	141,810
WEEKLY.....	66,216

THE SUN has advertising space to sell. From its compact form, an advertisment in THE SUN is more readily seen than in the blanket sheets, hence a few lines in its columns will serve to attract the widest attention. A five line advertisement in THE SUN, costing only two dollars, reaches over half a million readers. This is unquestionably the cheapest and most efficient mode of attaining publicity and procuring customers anywhere obtainable.

ADVERTISING RATES.

In Daily and Sunday Editions the price of advertising is Forty Cents per Agate Line. Large type Eighty Cents. Reading notices One Dollar and Fifty Cents on third page and Two Dollars and Fifty Cents on first and second pages, per Agate line.

In Weekly Edition the price is Fifty Cents per line of Agate space, without extra charge for large type. For preferred positions, Seventy-five Cents to Two Dollars per line.

THE SUN, 166, 168 & 170 NASSAU ST., N. Y. CITY.

Insurance.

UNION Mutual Life Insurance Co.

OF MAINE.

DIRECTORS' OFFICE - - - PORTLAND MAINE.

ORGANIZED 1849.

Assets - - - - - - - -	**$6,264,215 57**
Surplus (N. Y. Standard)	**678,545 53**
Death Losses Paid - -	**6,876,901 76**
Dividends Paid - - -	**3,996,441 27**

13,725 Policies in force, insuring $24,083,551

Paid Death Losses, since Organization,

SEVEN MILLION DOLLARS,

And for Dividends,

NEARLY FOUR MILLIONS.

JOHN E. DeWITT, President.

DANIEL SHARP, Vice-President.
HENRY D. SMITH, Secretary.
NICHOLAS DE GROOT, Ass't. Sec'y.
THOMAS A. FOSTER, Medical Director.

MUTUAL LIFE INSURANCE COMPANY

OF NEW YORK.

F. S. WINSTON, President.

ISSUES EVERY DESCRIPTION OF

LIFE & ENDOWMENT POLICIES

Rates Lower than other Companies.

ORGANIZED APRIL 14TH, 1842.

ASSETS, $95,000,000.

A T

Mutual

NE

The Trustees, in
the Company, sub
of its affairs on the
Premiums on Marin
1st January, 1882,
cember, 1882.....
Premiums on Policies no
off 1st January, 1882.

Total Marine Premi.

Premiums marked off
January, 1882, to 3
ber, 1882.....

Losses paid during
period.....

Returns of Premiums
penses.....

The Company has the follo
United States and State of Ne
York Stock, City, Bank
other Stocks.....
Loans secured by Stock
otherwise.....
Real Estate and Claim
Company, estimated
Premium Notes and
ceivable.....
Cash in Bank.....

Amount.....

SIX PER CENT IN
ing certificates of pr
holders thereof, or the
on and after Tuesday.
next.

THE OUTSTANDING C
the issue of 1878 will be red
the holders thereof, or their le
tives, on and after Tuesday, the
ruary next, from which date all interes
will cease. The certificates to be produ
the time of payment and canceled.

A DIVIDEND OF FORTY PER C
declared on the net earned premiu
Company, for the year ending 31st D
1882, for which certificates will be i
and after Tuesday, the First of May nex

By order of the Board,

J. H. CHAPMAN, Secretu

TRUSTEES:

J. D. Jones,	Horace Gray,
Charles Dennis,	Edmund W. Corlies,
W. H. H. Moore,	John Elliott,
Lewis Curtis,	Adolph Lemoyne,
Charles H. Russell,	Bobt. B. Minturn,
James Low,	Charles H. Marshall,
David Lane,	George W. Lane,
Gordon W. Burnham,	Edwin D. Morgan,
A. A. Raven,	James G. De Forest,
Wm. Sturgis,	Samuel Willetts,
Benjamin H. Field,	Charles D. Leverich,
Josiah O. Low,	William Bryce,
William E. Dodge,	William H. Fogg,
Royal Phelps,	Thomas B. Coddington
Thomas F. Youngs,	Horace K. Thurber,
C. A. Hand,	William Degroot,
John D. Hewlett,	John L. Riker,
William H. Webb,	N. Denton Smith,

Charles P. Burdett.

JOHN D. JONES, President.

CHARLES DENNIS, Vice President,

W. H. H. MOORE, 2d Vice-President

A. A. RAVEN, 3d Vice-President.

8, 1883.

P. Hatch.
M. Hatch.

Sons,

NEW YORK.

h Street, N. Y.
St., New Haven
EXCHANGE
S and BONDS for
ct to check at sight
VESTMENTS and
RS.

& Co.,

ON

MERCHANTS

xchange Place,

NEW YORK

to the Purchase and Sale
very of Cotton.

Tainter,

N MERCHANT
T, NEW YORK.
PROMPTLY EXECUTED.

OME

ce Company

W YORK,

BROADWAY.

..... $3,000,000 00
lums..... 2,116,882 00
nd Claims . 317,590 01
..... 1,774,061 06

83..... $7,208,489 07

CIN, President.
RN, Secretary.

NA

Company

HARTFORD.

y 1, 1883..... $9,054,610 58
f unpaid losses
nsurance fund..... . 1,961,428 46
..... 4,000,000 00

NET SURPLUS.....$3,193,182 12

Courtlandt St., New York.
A. ALEXANDER, Agent.

North British

Mercantile Ins. Co

OF

LONDON AND EDINBURGH.

United States Board of Management

NEW YORK:

SOLON HUMPHREYS, Ch'r'n, (E. D. Morgan & Co
DAVID DOWS, Esq. (David Dows & Co.)
E. P. FABBRI, Esq. (Drexel, Morgan & Co.)
Hon. S. B. CHITTENDEN.
EZRA WHITE, Esq.
J. ASTOR, Esq.

CHAS. E. WHITE, SAM. P. BLAGDEN,

MANAGERS,

Office 54 William St., New York.

Commercial

Union Ins. Co.

(OF LONDON),

ALFRED PELL,

Resident Manager.

37 & 39 Wall Street.

THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

VOL. 36. NEW YORK, MARCH 10 1883. NO. 924.

Financial.

AMERICAN
Bank Note Company,
142 BROADWAY, NEW YORK.
Business Founded 1795.
Incorporated under Laws of State of New York, 1858.
Reorganized 1879.
ENGRAVERS AND PRINTERS OF
BONDS, POSTAGE & REVENUE STAMPS, LEGAL TENDER AND NATIONAL BANK NOTES, of the UNITED STATES; and for Foreign Governments.
ENGRAVING AND PRINTING,
BANK NOTES, SHARE CERTIFICATES, BONDS FOR GOVERNMENTS AND CORPORATIONS, DRAFTS, CHECKS, BILLS OF EXCHANGE, STAMPS, &c., in the finest and most artistic style
FROM STEEL PLATES,
With special safeguards to prevent COUNTERFEITING.
Special papers manufactured exclusively for use of the Company.
SAFETY COLORS. SAFETY PAPERS.
Work Executed in Fireproof Buildings.
LITHOGRAPHIC AND TYPE PRINTING.
RAILWAY TICKETS OF IMPROVED STYLES.
Show Cards, Labels, Calendars.
BLANK BOOKS OF EVERY DESCRIPTION.
ALBERT G. GOODALL, President.
VICE-PRESIDENTS:
J. MACDONOUGH, A. D. SHEPARD,
W. M. SMILLIE, TOURO ROBERTSON.
G. H. STAYNER, Treas.
THEO. H. FREELAND, Secty.

Banque
Centrale Anversoise,
ANTWERP.
Paid-Up Capital, - - 9,000,000 Francs.
BOARD OF DIRECTORS
FELIX GRISAR, President.
ALFRED MAQUINAY (Graff & Maquinay), Vice-Pres
J. B. VON DER BECKE (Von der Becke & Marsily).
OTTO GUNTHER (Corneille-David).
EMILE DE GOTTAL.
AD. FRANK (Frank, Model & Cie.)
AUG. NOTTEBOHM (Nottebohm Freres).
FR. DHANIS (Michiels Leos).
JOH. DAN FUHRMANN, Jr. (Joh. Dan. Fuhrmann.)
LOUIS WEBER (Ed. Weber & Cie.)
JULES RAUTENSTRAUCH (C. Schmid & Cie.)
TRANSACTS A
GENERAL BANKING BUSINESS.

ASA P. POTTER, Prest. J. J. EDDY, Cashier.
Maverick National Bank,
BOSTON,
CAPITAL, - - - - - - - $400,000
SURPLUS, - - - - - - - 400,000
Accounts of Banks and Bankers solicited.
Collections made upon favorable terms.
Government Bonds bought and sold.

Aug. T. Post, Banker,
25 NASSAU STREET,
BUYS AND SELLS
State, City and County Securities.
CORRESPONDENCE SOLICITED.

STOCK BROKER.
Lansdale Boardman,
NEW YORK, 80 BROADWAY & 5 NEW ST., Opposite Stock Exchange.
TROY, N. Y., 14 & 15 HALL BUILDING. Private Wire to Troy.
Securities carried on margin. Interest paid on balances

Financial.

DIAMONDS.
Alfred H. Smith & Co.,
182 Broadway, Cor. John St.,
IMPORTERS OF
Diamonds, Fine Rubies, Sapphires, and other Precious Stones,
EXCLUSIVELY.
LONDON, 33 HOLBORN VIADUCT.

Members N. Y. and Philadelphia Stock Exchanges.
L. H. Taylor & Co.,
BANKERS,
S. W. Cor. Third and Chestnut Sts.,
PHILADELPHIA.
Deposits received subject to check at sight, and interest allowed on daily balances.
Stocks, Bonds, &c., bought and sold on commission in Philadelphia and other cities
Particular attention given to information regarding Investment Securities.
Private wire to New York, Baltimore and other places

Hatch & Foote,
BANKERS, No. 12 Wall Street, N. Y.
We make U. S. Bonds and Investment Securities a specialty, execute orders in STOCKS and BONDS for cash or carry the same on margin. We transact a general BANKING business and ALLOW INTEREST on DEPOSITS. Branch Offices, connected by private wire, Norwich, Conn., Gloucester, Mass., and 131 Devonshire Street, Boston, Mass.

Gwynne & Day,
(Established 1854.) No. 45 Wall Street.
Transact a general banking and brokerage business in Railway Shares and Bonds and Government securities.
Interest allowed on deposits.
Investments carefully attended to.

DESK ROOM TO LET.
J. M. Gillespie
INSURANCE SCRIP, &c.,
No. 4 HANOVER ST., NEW YORK.
Member of N. Y. Produce and Maritime Exchanges.

E. S. BAILEY,
7 PINE STREET.
DEALINGS IN
INSURANCE STOCKS
A SPECIALTY.
Cash paid at once for the above securities; or they will be sold on commission, at seller's option.

Car Trust Bonds.
WE MAKE A SPECIALTY OF THESE VERY SAFE SECURITIES, AND BUY AND SELL SAME AT MARKET PRICE.
WE OFFER A LIMITED AMOUNT OF DESIRABLE CAR TRUST ISSUES, ADDITIONALLY SECURED BY THE DIRECT OBLIGATION OF THE RAILROAD EQUIPMENT COMPANY.
POST, MARTIN & CO.,
34 PINE STREET.

Financial.

A. W. Beasley & Co.,
BANKERS
AND DEALERS IN
INVESTMENT BONDS,
No. 98 Broadway, New York.
We offer a large line of CHOICE Railroad SIX PER CENT bonds on desirable terms to buyers and investors.

N. W. Harris & Co.,
INVESTMENT BANKERS,
No. 176 DEARBORN STREET,
CHICAGO, ILL.
BONDS, State, County, City, Town, School, and Car Trust Bought and Sold.
The funding of entire issues receives special attention. Write us if you wish to buy or sell.

Seaboard Bank,
Organized under the State Laws of New York.
Welles Building, 18 Broadway, N. Y.
CAPITAL $500,000.
W. A. PULLMAN .....President.
S. G. BAYNE.....Vice-President.
S. G. NELSON.....Cashier
DIRECTORS:
CHARLES WHEELER, D. O'DAY,
JOS. SEEP, N. MEHLEN,
W. A. ROSS, J. J. VANDERGRIFT,
L. H. SMITH, S. G. BAYNE,
W. A. PULLMAN.
Solicits deposits from banks, on which liberal interest will be paid on daily balances. Makes collections, transacts a general banking business. Makes call or time loans on Oil Certificates, Produce Receipts, Bills of Lading and other marketable securities.

Simon Borg & Co.,
No. 8 WALL STREET, NEW YORK,
DEALERS IN ALL KINDS OF
Railroad and Investment Securities.
SOUTHERN SECURITIES A SPECIALTY.

A. H. Brown & Co.,
BANKERS AND BROKERS,
7 Wall St., Cor. New, New York.
INVESTMENT SECURITIES.
Special attention to business of country banks.

Henry Bros. & Warfield,
BROKERS IN
STOCKS AND BONDS, UNLISTED SECURITIES AND MINING STOCKS,
52 BROADWAY.
DOUGLAS HENRY. CHARLES SETON HENRY.
Member N.Y. Stock Ex. Member N.Y. Min. Stock Ex.
DANIEL WARFIELD.

C. H. Bachem,
(LATE LIMBERT & CO.),
BANKER AND BROKER,
19 & 21 NASSAU ST., NEW YORK.
Member of New York Stock Exchange
Stocks and bonds bought and sold on commission for cash or on approved margin. Collections made in United States and Europe.

Foreign Exchange.

Drexel, Morgan & Co.,

WALL STREET,
CORNER OF BROAD, NEW YORK.

Drexel & Co., No. 34 South Third Street, **PHILADELPHIA.**
Drexel, Harjes & Co 31 Boulevard Haussmann **PARIS.**

DOMESTIC AND FOREIGN BANKERS.

Deposits received subject to Draft. Securities bought and sold on Commission. Interest allowed on Deposits. Foreign Exchange. Commercial Credits. Cable Transfers. Circular Letters for Travelers, available in all parts of the world.

ATTORNEYS AND AGENTS OF
Messrs J. S. MORGAN & CO.,
No. 22 OLD BROAD STREET, LONDON.

Brown Brothers & Co.,

No. 59 WALL ST., N. Y.,
BUY AND SELL
BILLS OF EXCHANGE
ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM, SWITZERLAND, NORWAY, DENMARK, SWEDEN AND HOLLAND.
Issue Commercial and Travelers' Credits
IN STERLING,
AVAILABLE IN ANY PART OF THE WORLD.
And in Francs, in Martinique and Guadaloupe.
MAKE TELEGRAPHIC TRANSFERS OF MONEY
BETWEEN THIS AND OTHER COUNTRIES.
MAKE COLLECTIONS OF DRAFTS drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

J. & J. Stuart & Co.,

33 NASSAU STREET.
BILLS OF EXCHANGE ON
SMITH, PAYNE & SMITH'S,
BANKERS, LONDON;
MANCHESTER & COUNTY BANK,
"LIMITED;"
MANCHESTER, PAYABLE IN LONDON;
ULSTER BANKING COMPANY,
BELFAST, IRELAND
AND ON THE
NATIONAL BANK OF SCOTLAND,
EDINBURG, AND BRANCHES;
ALSO,
CABLE TRANSFERS AND LETTERS OF CREDIT

J. & W. Seligman & Co.,

BANKERS,
No. 23 BROAD STREET,
New York.
Issue Letters of Credit for Travelers,
Payable in any part of Europe, Asia, Africa, Australia and America.
Draw Bills of Exchange and make Telegraphic Transfers of Money on Europe and California.

JOHN MUNROE & Co.,

No. 8 Wall Street, New York,
No. 4 Post Office Square, Boston.
CHEQUES AND CABLE TRANSFERS ON
MUNROE & CO., PARIS.
STERLING CHEQUES AND BILLS AT SIXTY DAYS' SIGHT ON
ALEXANDERS & CO., LONDON.

CIRCULAR NOTES AND CREDITS FOR TRAVELERS.

NEW YORK: WILLIAM HEATH, CHAS. E. QUINCEY. LONDON: W. RUSSELL WISE. PARIS: T. E. DAVIS.

William Heath & Co.,

(ESTABLISHED 1861.)
BANKERS AND BROKERS,
No. 80 BROADWAY, NEW YORK.
Members of New York Stock Exchange.
FOREIGN EXCHANGE. CABLE TRANSFERS.

William Heath & Co.,

10 Throgmorton Ave., London, Eng.
Draw Bills of Exchange and transact a general nancial commission business. Particular attention iven to American Securities.

William Heath & Co.,

No. 19 Rue Scribe, Paris.
Orders solicited for London and American markets or investment or on margin. Railway, State and City Loans negotiated.

Foreign Exchange.

August Belmont & Co.,

BANKERS,
Nos. 19 & 21 Nassau Street,
Issue Travelers' Credits, available in all parts of the world, through the
MESSRS. DE ROTHSCHILD
and their correspondents.
Also Commercial Credits and Transfers of Money on California, Europe and Havana.

Jesup, Paton & Co.,

BANKERS,
52 William Street, New York.
Accounts and Agency of Banks, Corporations, firms and individuals received upon favorable terms.
Dividends and interest collected and remitted.
Act as agents for corporations in paying coupons and dividends; also as transfer agents.
Bonds, stocks and securities bought and sold on commission, at the Stock Exchange or elsewhere.
Sterling Exchange and Cable Transfers bought and sold.
DRAW ON
THE UNION BANK OF LONDON:
THE DEUTSCHE BANK, BERLIN, HAMBURG AND BREMEN:
ANDRE GIROD & CO., PARIS.

Kidder, Peabody & Co.,

BOSTON, MASS.,
Cor. Wall and Nassau Sts., New York.
FOREIGN BANKERS.
CABLE TRANSFERS, BILLS OF EXCHANGE AND COMMERCIAL AND TRAVELERS' CREDITS.
CORRESPONDENTS:
BARING BROTHERS & CO., London.
PERIER FRERES & CO., Paris.
MENDELSSOHN & CO., Berlin.

Schulz & Ruckgaber,

BANKERS,
16 EXCHANGE PLACE, NEW YORK
CORRESPONDENTS OF THE
International Bank of London (Limited) London.
Messrs. John Berenberg, Gossler & Co. Hamburg.
Messrs. Marcuard, Krauss & Co., Paris
Commercial and Travelers' Credits. Bills of Exchange Cable Transfers.

J. H. GOADBY & B. E. WALKER,
JOINT AGENTS
Canadian Bank of Commerce,
16 EXCHANGE PLACE,
BUY AND SELL STERLING EXCHANGE, CABLE TRANSFERS, ETC.
ISSUE COMMERCIAL CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD

James T. Bates & Co.,

(ESTABLISHED 1868,)
BANKERS AND BROKERS,
Mills Building, New York.
Members of the New York Stock Exchange.
Checks and Cable Transfers on JAMES T. BATES & CO., Geneva, Switzerland.

J. W. Wilson & Co.,

27 & 29 BEAVER ST.,
NEW YORK.
Bills of Exchange and Letters of Credit on Mexico.

THE
Anglo-Californian Bank
(LIMITED).
LONDON, Head Office, 3 Angel Court.
SAN FRANCISCO Office, 422 California St.
NEW YORK Agents, J. & W. Seligman & Co.
BOSTON Correspond'ts, Massachusetts N. B'k.
Authorized Capital, - - $6,000,000
Paid up and Reserve, - 1,700,000.
Transact a general banking business. Issue Commercial credits and Bills of Exchange, available in all parts of the world. Collections and orders for Bonds, Stocks, etc., executed upon the most favorable terms. FRED'K F. LOW, IGNATZ STEINHART, } Managers
P. N. LILIENTHAL, Cashier.

Foreign Exchange.

Kountze Brothers,

BANKERS,
120 Broadway (Equitable Building), NEW YORK.
LETTERS OF CREDIT AND CIRCULAR NOTES
Issued for the use of travelers in all parts of the world.
Bills drawn on the Union Bank of London
Telegraphic transfers made to London and various places in the United States.
Deposits received subject to check at sight, and interest allowed on balances.
Government and other bonds and investment se[illegible] on.

JOHN S. KENNEDY. J. KENNEDY TOD: O. H. NORTHCOTE, ALEXANDER BARING, Member N. Y. Stock Exch.

J. S. Kennedy & Co.,

No. 63 WILLIAM STREET,
BANKERS.
Act as Agents for Banks, Bankers and Railroad Companies.
Issue commercial credits, also foreign and domestic travelers' letters of credit in pounds sterling & dollars.
Offer Investment Securities.
Buy and sell bonds, stocks and securities in all American, Canadian, British and Dutch markets, on Commission.
Collect dividends, coupons and foreign and inland Drafts.
Sell Bills of Exchange on
Melville, Evans & Co; C. J. Hambro & Son, LONDON and on H. Oyens & Sons, AMSTERDAM.

Foreign Bankers.

Nederlandsch Indische Handelsbank,

AMSTERDAM, HOLLAND.
ESTABLISHED IN 1863.
Paid-Up Capital, 12,000,000 Guilders ($4,800,000 Gold.)
HEAD OFFICE IN AMSTERDAM.
Agencies in Batavia, Soerabaya and Samarang
Correspondents in Padang.
Issue commercial credits, make advances on shipments of staple merchandise, and transact other business of a financial character in connection with the trade with the Dutch East Indies.
BLAKE BROTHERS & CO.,
AGENTS FOR NORTH AMERICA,
18 WALL STREET, NEW YORK.
28 STATE STREET, BOSTON

Bank of Australasia,

(INCORPORATED 1835.)
No. 4 Threadneedle St., London, England.
PAID-UP CAPITAL, £1,200,000.
UNDIVIDED PROFITS (including Guarantee and Reserve Funds) £453,114.
Letters of Credit and Drafts issued on the 107 branches of the Bank in the Colonies of Queensland, New South Wales, Victoria, South Australia, Tasmania, and New Zealand. Bills negotiated or sent for Collection. Telegraphic transfers made. Deposits received in London at interest for fixed periods on terms which may be ascertained at the office.
PRIDEAUX SELBY, Secretary

Hong Kong & Shanghai

BANKING CORPORATION.
CAPITAL (paid-up)..... $5,000,000
RESERVE FUND..... 2,350,000
HEAD OFFICE, HONG KONG.
The Corporation grant Drafts, issue Letters of Credit for use of Travelers, and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon Manila, Hong Kong, Foochow, Amoy, Ningpo Shanghai, Hankow, Yokohama, Hiogo, San Francisco and London.
A. M. TOWNSEND, Agent, 47 William St

Adolph Boissevain & Co.

BANKERS
AND
COMMISSION MERCHANTS
AMSTERDAM, HOLLAND
N. Y. Correspondents—Messrs. BLAKE BROS. & Co.

Gerhard & Hey,

REVAL.
OFFICES AT
LEIPSIC, BERLIN, MOSCOW, NIJNI-NOVGOROD, during the Fair
Commissioners & Forwarding Agents,
SHIP BROKERS.
Undertake to cash Bills, Advances and Freight-Amounts; execute all orders in the line of Banking, Commission and Forwarding Business on the most moderate terms.
Ship-owners are requested to address vessels bound for Reval unto the care of
GERHARD & HEY,
REVAL, RUSSIA.

Foreign Bankers.

The City Bank,

(LIMITED.)

LONDON, ENGLAND.

Authorized Capital, - - - - - - £4,000,000
Subscribed Capital, - - - - - - £3,200,000
Paid-Up Capital, - - - - - - £800,000

Reserve Fund, £330,000.

HEAD OFFICE, THREADNEEDLE ST.

BRANCHES:

Bond Street, London. | Tottenham Court Road London.
Ludgate Hill, London. | Paddington, London.
Knightsbridge, London. | Aldgate, London.
Holborn, London. | Old Street, London.

The bank, while conducting the general business of London Bankers, gives special attention to the agency of Foreign and Colonial Banks.

A. G. KENNEDY, Manager.

Canadian Bankers.

Bank of Montreal.

CAPITAL, - - - $12,000,000, Gold.
SURPLUS, - - - $5,500,000, Gold.

C. F. SMITHERS, President.
W. J. BUCHANAN, General Manager.

NEW YORK OFFICE,

Nos. 59 & 61 WALL STREET.

WALTER WATSON, ALEX'R LANG, } Agents.

Buy and sell Sterling Exchange, Francs and Cable Transfers; grant Commercial and Travelers' Credits, available in any part of the world; issue drafts on, and make collections in, Chicago and throughout the Dominion of Canada.

London Office, No. 9 Birchin Lane.

Imperial Bank of Canada.

CAPITAL (paid up), - - - $1,300,000
RESERVE, - - - - - - - $460,000

H. S. HOWLAND, Pres't. D. R. WILKIE, Cashier

HEAD OFFICE, TORONTO.

BRANCHES:

St. Catharines, Port Colborne, St. Thomas, Ingersoll, Welland, Fergus, Woodstock, Winnipeg, Man., Brandon.

Dealers in American Currency & Sterling Exchange.

Agents in London: HOSANQUET, SALT & Co., 73 Lombard Street. | Agents in New York: BANK OF MONTREAL, 59 Wall Street.

Promptest attention paid to collections payable in any part of Canada.

Approved Canadian business paper discounted at the Head Office on reasonable terms, and proceeds remitted by draft on New York.

Merchants Bank

OF CANADA.

Capital, - - - $5,700,000 Paid Up

President, SIR HUGH ALLEN.
Vice-President, ROBERT ANDERSON, Esq
HEAD OFFICE, MONTREAL.
GEORGE HAGUE, General Manager.
J. H. PLUMMER, Assistant General Manager.
BANKERS:
LONDON, ENG.—The Clydesdale Bank (Limited.)
NEW YORK—The Bank of New York, N.B.A.

The New York Agency buys and sells Sterling Exchange, Cable Transfers, issues Credits available in all parts of the world, makes collections in Canada and elsewhere, and issues Drafts payable at any of the offices of the bank in Canada. Demand Drafts issued payable in Scotland and Ireland, and every description of foreign banking business undertaken

New York Agency, 48 Exchange Place.

HENRY HAGUE, JOHN B. HARRIS, JR., } Agents.

AGENCY OF THE

BANK

OF

BRITISH NORTH AMERICA,

No. 52 WALL STREET.

Buy and sell Sterling Exchange and Cable Transfers. Issue demand drafts on Scotland and Ireland, also on Canada, British Columbia, Portland, Oregon San Francisco and Chicago.

Bills collected and other banking business transacted.

D. A. McTAVISH, W. LAWSON, } Agents.

Gzowski & Buchan,

BANKERS AND STOCK BROKERS,

TORONTO, CANADA.

Prompt attention given to Collection of Commercial Bills and Canadian Funds on all points in Canada; American and Sterling Exchange, and Stocks, Bonds, etc., bought and sold.

Correspondents—Bank of New York, New York; and Alliance Bank, London.

New England Bankers.

Brewster, Cobb & Estabrook,

BANKERS,

No. 35 CONGRESS STREET,

BOSTON.

MEMBERS OF THE NEW YORK AND BOSTON STOCK EXCHANGES.

ALSO.

Dealers in Municipal, State, Railroad and United States Bonds.

Perkins, Dupee & Co.,

(Formerly CHAS. A. SWEET & Co.).

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Jeff. Madison & Indianapolis RR. 1st, 7s, 1900.
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Chicago & Grand Trunk 1st, 6s, due 1900.
Grand Rapids & Ind. Guar. Land Grant 1st 7s, 1899
Columbus & Hocking Valley 1st, 7s, 1897.
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Cincinnati, Ohio, 7-30s, due 1902.
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CLEVELAND COLUMBUS CINCINNATI & INDIANAPOLIS RAILWAY COMPANY CONSOLIDATED MORTGAGE BONDS.

In accordance with the provisions of the above bonds, I, the undersigned, hereby give notice that the following numbers, viz.:

3501	6698	6220	6817	4006	4734	5280
5200	6888	4156	6048	5832	6116	5532
4652	4787	6297	5428	6215	6734	6201
6037	5622	6816	5179	5464	4225	5752
3514	3681	5333	3723	3789	6714	6813
4043	6124	6815	6953	6205	4024	4618
6548	3515	3782	5638	5491	5660	3966
4682	5385					

Being one per cent of thirty-four hundred and sixty-five bonds outstanding (including those paid and held in the Sinking Fund) plus the interest that would have accrued on the bonds already redeemed, were THIS DAY designated in my presence to be redeemed, together with the accrued interest thereon as provided in said bonds, at the office of Messrs. DREXEL, MORGAN & CO., in the City of New York, or at the office of Messrs. J. S. MORGAN & CO. in London, on the first day of June, 1883, at which date interest on said above-designated bonds will cease.

Dated March 6, 1883.

CHARLES EDWARD TRACY, Surviving Trustee.
J. PIERPONT MORGAN, of Drexel, Morgan & Co.

NOTE.—Such of the above-described bonds as have been stamped pursuant to the agreement of April 28, 1880, will remain exempt from the Sinking Fund provisions of the mortgage and this notice.

GEO. H. RUSSELL, Secretary and Treasurer.

[L. S.] Attest. WALTER B. HORN, Notary Public, Kings County, Certificate filed in New York County.

OREGON IMPROVEMENT COMPANY,
NEW YORK, February 15, 1883.

The Board of Directors have declared the first SEMI-ANNUAL DIVIDEND of THREE AND ONE HALF PER CENT (3½ per cent), payable Mar. 15, 1883, at the office of the Farmers' Loan & Trust Co., to the stockholders of record March 5, 1883.

The transfer books close March 5 and re-open March 20, 1883.

T. H. TYNDALE, Secretary.

County, City & Town Bonds of West. States
Wisconsin Central Rit. Old Land Grant Bonds
St. Joseph & Western Rit. Stock.
St. Joseph & Pacific RR. Bonds.
City of St. Joseph Mo., Old Bonds.
International Improvement Co. Subscriptions.
Brooklyn Elevated RR. Securities.
American Cable Co. Subscriptions.
Midland Railroad of N. J. Securities.
Chicago & Grand Trunk Rit. Securities.
South Carolina RR. Securities.
Grand Rapids & Indiana RR. Stock.
Cincinnati Richmond & Fort Wayne Stock.
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Financial.

TO THE CREDITORS
OF THE
Late City of Selma.

Under and by virtue of an Act of the General Assembly of the State of Alabama, entitled: "An act to vacate and annul the charter, and dissolve the corporation of the City of Selma, and to provide for the application of the assets thereof to the payment of the debts thereof," approved Dec. 11, 1872, the said corporation has been dissolved; its power to levy and collect taxes for the payment of its debts has been resumed by, and lodged in, the State; and the undersigned have been appointed Commissioners to apply the assets to the payment of its debts, and to negotiate with its debtors a settlement of the balances which may remain due.

By virtue of a subsequent Act of said General Assembly, we are further authorized to make and enter into agreements with the creditors of said corporation, for the settlement of its debts, and to issue bonds, in the name of the late "City of Selma," to carry such agreements into effect; subject, however, to the approval of the City Court of Selma, which is a State Court of general jusisdiction. And in order to secure the payment of said bonds, and the interest thereon, the General Assembly, in and by the act last above mentioned, has levied an annual tax of five mills on the dollar, upon the value of all taxable property within the territorial limits, formerly embraced in the City of Selma, and provided for its collection and application accordingly; and has pledged the State to increase said rate of taxation, from time to time, if necessary for the payment of the principal and interest of said bonds, to a rate not exceeding the constitutional limit of one per cent per annum; and has reserved this power of taxation to the State, to be exercised through the agencies and machinery of the State government, free from the influence and control of local authorities.

We have entered upon the discharge of our duties, and desire to bring the business to a close as speedily as practicable. The outstanding debt amounts to about four hundred thousand dollars, and bears interest at the rate of eight per cent per annum, payable semi-annually. It was contracted many years ago, in aid of railroad enterprises, in anticipation of correlative benefits, increased population and enhanced values, which have not been realized; and but few of those who were inhabitants of the city when this debt was contracted now reside, or own property, within its limits. During all this period, taxes for the State, for the County, on behalf of the public schools, for the government of the city, and for the payment of the interest on said debt, have been regularly levied and collected, and faithfully disbursed. Those taxes have amounted, in the aggregate, to over two and one-half per cent per annum, upon the value of property, in addition to income, occupation, and personal taxes, and the like. Anxious to discharge their obligations, the people have borne these heavy burdens with commendable patience, in the hope that, in the progress of time, the debt would be greatly reduced, and ultimately extinguished. In this they have been disappointed; the debt has continued to increase, while their ability to discharge it has diminished. A portion of the debt has matured, and been reduced to judgment, and the remainder is rapidly approaching maturity. As the matter stood the interest could not be met as it accrued, much less the principal; and with this heavy debt outstanding, and while such onerous taxes were annually levied and collected, there was no reasonable hope of improvement in the prosperity and pecuniary condition of the people of Selma.

The creditors of the city, we respectfully submit, owe it to their own interest, as well as to the circumstances of the debtor, to make such abatement of the debt, and such agreements in reference thereto, as will enable the people to carry the burden, and insure the punctual payment of the principal and interest of the bonds which may be issued under the provisions of the act aforesaid, according to the tenor and effect thereof. And in view of the pecuniary condition of our people, the shrinkage in value of their real estate, and the character and amount of the debt, we will undertake to pay, to such of said creditors as are willing to accept it in satisfaction, fifty cents on the dollar of the principal and accrued interest of the debt to July 1, 1883, payable in cash, at such time as may be agreed upon; and to such of said creditors as prefer bonds, as provided for in said act, to be used and received, in discharge of the old debt, upon such basis of the scaling or abatement thereof, as may be agreed upon, we offer, and propose to issue said bonds, bearing such rate of interest, and payable at such time and place, and on such other terms and conditions, within the limitations of the act aforesaid, as may be agreed upon in the conference which we invite.

In order to facilitate negotiations, adjustment and settlement, we respectfully suggest that the creditors appoint agents and representatives here, authorized to act on their behalf, to the end that, upon conference with us, and a survey and consideration of the situation, including the condition and debt-paying capacity of the people and property within the territorial limits aforesaid, a solution may be speedily reached, and an agreement made, alike equitable and just to the creditors and debtor.

Our term of office is limited by law, and an early response is respectfully requested.

WILLIAM B. GILL,
HORACE H. STEWART,
EMILE GILLMAN,
Commissioners of the City of Selma.

Selma, Ala., Feb. 20, 1883.

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THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

[Entered, according to act of Congress, in the year 1883, by WM. B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

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The Chronicle.

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WILLIAM B. DANA, JOHN G. FLOYD. } WILLIAM B. DANA & CO., Publishers, 79 & 81 William Street, NEW YORK. POST OFFICE BOX 958.

THE FINANCIAL SITUATION.

That Congress has adjourned and that there will be until next winter no more agitation of revenue questions; that the danger to our bank currency, through a very large addition to bond redemptions which threatened, has been at least in its worse aspect, for the time being, averted; and again that in remitting bank taxation, a heavy burden has been lifted which commerce hitherto has borne;—these are leading events of the week, all of which have had, or will speedily have, a favorable influence upon business enterprise. The people desired more than they obtained; yet the need for action of some kind was so imperative that the feeling now is one of relief, if not of positive exhilaration.

It is not however wise to conclude, as many are hastily doing, that there is going to be during the coming year no surplus revenue, no bond calls, and no need for future tax reductions. The truth is, after allowing for all tax remissions made at the session just closed, appropriations have been so reduced, as to still leave the surplus in all probability fully as large as Secretary Folger estimated it when Congress met. We do not of course presume to shed light upon the precise effect on Government receipts of the modifications of the tariff rates. That inquiry is too complex for even the officials at Washington, most familiar with such questions, to definitely settle as yet. The better view on that point at the present moment seems to be, that the changes made will not decrease customs receipts to any considerable extent. Accepting that as a fact, one has only to compare the reductions in appropriations with the reductions in internal taxation, to approximate quite closely to the probable amount of bond calls. For the purpose of aiding the reader in reaching a correct conclusion in this particular, we have prepared the following statement of appropriations made up from Mr. Hiscock's speech as it appears in the Congressional Record of March 5, modified in a few instances by later information received from Washington. We have also added a column for Secretary Folger's estimates (taken from his December report), with another column indicating the differences between the two.

For Fiscal Year ending June 30, 1884—	*Actual Appropriat'n.*	*Estimated Appropriat'n.*	*Decrease from Estimates.*
	$	$	$
Legislative and Executive	20,200,000 00	22,350,945 08	2,144,945 08
Foreign intercourse	1,200,000 00	1,390,905 00	94,905 00
Military establishment	25,600,000 00	28,901,145 91	3,232,445 94
Naval establishment	18,804,000 00	23,481,078 54	4,587,078 54
Indian Affairs	5,362,000 00	6,725,731 54	1,363,731 54
Pensions	86,570,000 00	101,575,000 00	15,005,000 00
Sundry Civil, including Public Works	24,200,000 00	35,286,718 78	11,080,718 78
District of Columbia	1,700,000 00	3,550,299 08	1,850,299 08
Interest on debt	48,174,000 00	55,877,410 72	7,703,410 72
Refunding, &c	12,917,000 00	12,917,100 00	100 00
Miscellaneous	3,151,000 00	3,151,305 00	305 00
Total	248,143,000 00	295,207,639 68	47,062,939 68
Sinking fund requirements	45,072,222 54	45,072,222 54	.....
Grand total	293,217,222 54	340,280,162 22	47,062,939 68

The above figures of appropriations and Treasury requirements for the coming fiscal year will undoubtedly need to be modified in some respects, but they are near enough for all practical purposes, and they are several millions larger than Mr. Hiscock made them. Still, they show, as will be seen, a reduction in the wants of the Treasury compared with the estimates, of more than 47 million dollars. As the total loss in the internal revenue cannot exceed 42 millions, and as the large amount of whiskey in bond, together with the anticipated revival in business, will both have a tendency to increase the product from the remaining taxes, there seems no escape from the conclusion that Mr. Folger will still have at the very least his full estimated amount of 120 millions (including 45 millions for sinking fund) for bond redemptions during the next year. It should be added that some of the tax remissions—those relieving bank capital and deposits—are expected to go into operation at once and still others on the 1st of May; so that this year's revenue

must also be lessened possibly to the extent of about nine million dollars. In the meantime Mr. Folger is delaying further bond calls until the actual results of the legislation effected can be determined. It is supposed, however, that before the month closes 15 millions more bonds will be called.

But besides the action of Congress and the temporary rest it affords from the agitation of revenue questions, there have been other favoring influences this week. Prominent among these are the satisfactory condition of our foreign trade, the decided turn in the exchange market which it has finally effected, and the very considerable shipments of gold from Europe for New York which are now being made. As to the condition and comparative course of our foreign trade to February 1st for this and the four previous years, we have prepared the following brief summary which the January statement of the Bureau of Statistics issued this week enables us to make up.

FOREIGN TRADE MOVEMENT OF THE UNITED STATES (000s omitted).

Year.	Merchandise.			Gold			Silver.		
	Exp'rts.	Imports.	Excess of Exports.	Imports.	Exports.	Excess of Imports.	Exports.	Imports.	Exc'ss of Exports.
	$	$	$	$	$	$	$	$	$
1879.									
Jan.....	59,409	33,515	25,894	275	346	*71	1,911	1,313	598
1880.									
Jan.....	66,297	55,208	11,789	79	226	569	1,192	789	403
1881.									
Jan.....	74,079	45,285	28,794	4,740	30	4,710	1,377	951	426
1882.									
Jan. ...	64,921	56,956	7,965	1,134	102	1,032	2,182	534	1,648
1883.									
Jan.....	80,237	56,840	23,397	1,310	34	1,276	2,518	895	1,623

* Excess of exports.

The mere movement this way of a few millions of gold now in progress is not the feature connected with our foreign trade of greatest interest or importance. The evidence the gold influx gives of the present condition of the trade accounts, taken in connection with the large surplus of last year's productions we still have to sell, the more favorable reports this week of the condition of winter wheat, with the enlarged acreage reported on the Pacific Coast, and the evidence which is accumulating that Europe is likely to need at fair prices all the food we have this year and may have next year—these facts taken together afford a very hopeful outlook, and if our crops continue to promise well as the spring advances they seem almost to ensure the certainty of a very active business year.

The decline in sterling exchange commenced nearly three weeks ago, when the offerings of bills drawn against the Winnipeg loan negotiation, revealed the fact that there was no substantial support to the market. Since then the downward movement has progressed slowly until this week when it became rapid, the supply of commercial bills continuing liberal while the demand was comparatively light, so that the fall in rates for these drafts enabled bankers to procure almost upon their own terms very acceptable bills. Until Monday gold imports could not be made as an exchange operation, but on that day the rates for bankers' sterling fell, and since then they have ruled below the gold-importing point until Friday, when there was a natural reaction. The first consignment of £100,000 was ordered out by the Bank of British North America, which has hitherto taken the initiative in these movements; then followed a similar amount drawn by Messrs. Morton, Bliss & Co.; then another consignment of the same amount to the Bank of British North America; one of £100,000 to Messrs. Seligman Bros.; and on Thursday the cable announced the withdrawal from the Bank of England of £340,000 for shipment to America, but we are informed that included in that amount are £200,000 before counted; on Friday it was announced that a further sum of £200,000 was bought in the open market for shipment by steamer leaving Liverpool to-day. These, together with £50,000 reported to be on the way for a firm of German bankers, make £790,000, or, say, $4,000,000. The shipments mentioned are all we have been able to trace. Report says that there have been two shipments from Paris, but on inquiry we think the report unfounded. Bankers, however, are not inclined now to disclose their consignments, as it interferes with their covering them successfully. For this reason it is possible that the total on the way is quite a little larger than we have stated it.

The rise in exchange Friday makes it probable that for the present there will be no further withdrawals. This is made the more likely, inasmuch as the early consignments consisted of bar gold and double eagles, and the supply of both is now nearly exhausted, or so far reduced as to cause an advance in the price at least of the former. Then again there is an inquiry still to cover some of these consignments, while the buying of stocks in this market for European account ceased on Thursday, and since then sales of securities have been made on London orders. These conditions have already had the effect, as stated, of putting up the rates of sterling. Whether the movement of gold will be speedily renewed must depend somewhat on our money market, but mainly on our shipping produce freely. At present, stocks of breadstuffs and provisions are increasing, and holders are getting a little less confident; so that if the early spring promise for the next crops should continue favorable, the tendency would be to meet the views of shippers of these staples. Hereafter and for the remainder of the season, cotton must make a smaller item in our exports than heretofore, so that the exchange market will have to depend for bills upon other produce much more largely than it has of late months.

The present week has also been memorable—though in quite a different way—for the gratifying evidences it has given of returning moderation in our legislators in dealing with chartered rights. At Little Rock the House of Representatives defeated a measure which had been before it for some time, proposing to arbitrarily reduce passenger fares on all railroads in Arkansas to 3 cents; and the Legislature of New York has sustained most emphatically the veto by Governor Cleveland of the Five Cent Elevated Railroad fare bill. Such results as these, and coming from the party whose ascendancy has been feared because hostility to organized capital has appeared to be the stock in trade of so many of its leaders, is certainly reassuring. In this country power seems always to make a party conservative, for the great body of our people, being in a small way capitalists, never can be radical except momentarily in the face of great irritation. The irritating cause—and a just one—in the case of the Elevated roads, was the wholesale watering of their securities which has been practiced. But would it not be a wiser policy, than fretting after the evil is done, for the Legislature to amend the General Railroad Law and all special charters, so that mere stock watering would be impossible, as it is already in some other States? To freely permit the practice, and after the flood has done its work, then to strike at the new holder in retaliation, is about as logical as to punish the inhabitants of a submerged district for the negligence of the authorities in keeping up the dykes.

But none of these things seem to be sufficient to move the stock market permanently upward. Even the adjournment of Congress, the settlement of the tariff question and revenue bill, and the better business outlook in commercial circles had no effect; they appeared on Mon-

day morning to fall flat, scarcely making a ripple in the quotations. The first news, however, of gold shipments had more influence, and since then, with the assurance that the dividends of Western Union would be increased and with the favorable report of Union Pacific, in addition to the election of two new directors to the management of that company, confidence has been imparted and helped to give an upward turn to the prices of those stocks, in which, to an extent, the whole market sympathized. Still, though there is a strong undertone, there are no indications of trading by other than the professionals, and the market bids fair to be left to the manipulation of this class until business revives sufficiently to inspire confidence among outside speculators, or until the leaders succeed in more widely distributing their holdings. For the feeling seems to prevail that there are a good many stocks held in very large blocks which the owners would like to feed the market with as soon as it will take them. Whether this be true or not, working prices up seems to be attended with difficulty, notwithstanding earnings continue satisfactory.

An influence adverse to the stock market has been the high rates for money, which have prevailed the most of the week. This activity is the natural result of the steady drain of funds to the interior and into the Treasury, which exhausted the surplus reserve of the associated banks last week. The stringency on Tuesday and Wednesday was partly due to manipulation of money by speculators for a decline in stocks. While borrowers with acceptable collateral could obtain a fair amount of accommodation at their banks at 6 per cent, those requiring unusually large sums, as well as those who could not furnish satisfactory securities, were compelled to resort to the Stock Exchange, and there they paid the high rates asked. On Thursday afternoon money fell to 2 per cent, not because the supply was more abundant, but for the reason that borrowers supplied their wants early in the day, and the demand was therefore satisfied in the afternoon.

This activity and stringency has induced some bankers to apply to the Treasury for relief, and the Secretary has been asked to anticipate payment of the 120th call for $15,000,000 bonds due May 1. In view of the fact that there are now about $4,000,000 gold in transit from Europe, which will arrive between the 17th and the 20th, it is probable that the Secretary will not heed this appeal, though he may soon issue a call for bonds. The active money market does not appear to have arrested the movement of funds to the interior, although the amount sent out this week is somewhat less than that during previous weeks. The Secretary of the Treasury has seen fit to restore the privilege of exchanging gold at the Sub-Treasury for silver certificates, and this will tend to facilitate the movement of money from this centre. No reason is assigned for the issue of the order, and so far as is known, no one applied for it. The interior banks desiring gold coin have sent their gold certificates hither for redemption, paying the express charges for the return of the coin. While the new order remains in force they will be able to save part of this expense. The Treasury operations for the week appear to have resulted in a gain, which is a loss to the banks, of $1,364,189. The following shows the interior movement.

Receipts at and Shipments from N. Y.	*Received.*	*Shipped.*
Currency	$1,206,000	$1,493,000
Gold	12,000	1,755,000
Total	$1,218,000	$3,238,000

The Bank of America paid out $1,045,000 gold on account of the associated banks during the week, and received nothing in return.

Last week's bank statement was doubtless made up on slightly rising averages, the payments for March interest by the Treasury only partially counting in the return. Considering this fact, the following will indicate the character of this week's statement.

	Into Banks.	*Out of Banks*	*Net Loss.*
Sub-Treasury operations, net...	$.....	$1,364,189	$1,364,189
Interior movement.....	1,218,000	3,238,000	2,020,000
Total.....	$1,218,000	$4,602,189	$3,384,189

As stated above, purchases of stocks for European account practically ceased early in the week, and the current was changed on Thursday. The following shows relative prices of leading bonds and stocks at the opening in London and New York each day.

	Mar. 5.		*Mar. 6*		*Mar. 7.*		*Mar. 8.*		*Mar. 9.*	
	*Lond'n prices.**	*N.Y. prices.*	*Lond'n prices.**	*N.Y. prices.*	*Lond'n prices.**	*N.Y. prices.*	*Lond'n prices.**	*N.Y. prices.*	*Lond'n prices.**	*N.Y. prices.*
U.S.4s,c.	118·18	119	118·04	119	118·04	118⅝	118·38	118⅞	118·04	119
U.S.3½s	103·41	103¾	103·19	103¾	103·56	103½	103·09	103½	103·45	103¾
Erie.....	37·18	37⅛	37·79	37⅛	36·94	37	36·99	37	37·38	37⅜
2d con.	97·02	96½	97·02	96¾	97·02	96	96·92	96	95·83	96¼
Ill. Cent.	144·13	143¼	144·38	144	143·89	143¾	143·74	143½	143·99	144
N. Y. C..	127·00	126⅞	127·54	127⅛	126·69	126⅛	126·92	126¾	127·29	127⅜
Reading	27·13†	54½	27·13†	53¾	26·52†	53	26·74†	53¼	26·74†	53⅜
Ont. W'n	25·43	25¼	25·55	25	24·94	25	25·28	25⅜	25·28	25
St. Paul.	101·98	101¼	101·74	101½	99·80	99¾	100·67	100⅛	101·15	101⅜
Exch'ge. cables.	4·84½		4·84½		4·84½		4·84		4·84	

* Expressed in their New York equivalent.
† Reading on basis of $50, par value.

The Bank of England return for the week exhibits a loss of £194,000 bullion and there was a withdrawal of £340,000 on Thursday for shipment hither. The Bank of France reports a gain of 3,400,000 francs gold and a loss of 4,825,000 francs silver, and the Bank of Germany, since last return, shows a gain of 640,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	March 8, 1883.		*March 9, 1882.*	
	Gold.	*Silver.*	*Gold.*	*Silver.*
	£	£	£	£
Bank of England.....	22,948,922	.....	22,293,205	.....
Bank of France.....	39,827,362	43,167,217	33,664,767	45,340,153
Bank of Germany	7,762,000	23,286,000	6,982,500	20,947,500
Total this week.....	70,538,284	66,453,217	62,940,472	66,287,653
Total previous week.....	70,588,284	66,622,217	62,011,114	66,136,720

The Assay Office paid $197,705 through the Sub-Treasury for domestic bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	*Duties.*	*Consisting of—*			
		Gold.	*U. S. Notes.*	*Gold Certif.*	*Silver Certificates.*
Mch. 2...	$399,535 95	$27,000	$28,000	$288,000	$57,000
" 3...	454,648 00	6,000	22,000	390,000	36,000
" 5...	614,675 30	37,000	38,000	465,000	74,000
" 6...	711,931 53	33,000	29,000	573,000	76,000
" 7...	396,817 49	17,000	14 000	313 000	53,000
" 8...	330,161 56	12,000	16,000	267,000	35,000
Total.	$2,907,169 83	$132,000	$147,000	2,296,000	$333,000

THE PENNSYLVANIA'S REPORT.

The Pennsylvania Railroad Company's operations cover such a wide field and embrace the results of so many other companies, that in reviewing the annual report—given to the public this week for the year 1882—it is impossible within the limits of a single article to do more than refer to some of the most salient features. The returns issued from month to month had prepared the public for an exhibit which though on the whole not as favorable as that of 1881, would yet be very satisfactory,

and it may be said that the complete report fully meets that expectation. The lines east of Pittsburg and Erie make better gross and net earnings than ever before; and the lines west of Pittsburg and Erie, though they fall behind some other recent years, this is easily accounted for by the loss in through freights in consequence of short crops, and the low rates that prevailed a part of the year.

For the benefit of those not familiar with the Pennsylvania system, we will say that the lines embraced in it are comprised in two great organizations—the Pennsylvania Railroad (comprehending the lines east of Pittsburg and Erie) and the Pennsylvania *Company* (comprehending the lines west of Pittsburg and Erie.) Nominally, the latter organization does not include *all* lines west of Pittsburg, but in reality it does. In the report before us (as well as in those preceding) we find separate accounts of the Pennsylvania Company, of the Pittsburg Cincinnati & St. Louis, and of "other lines," not operated directly by either of these, but controlled in their interest. Under this latter classification, the lines assigned to the Pennsylvania Company are usually termed the Northwestern lines, in contradistinction from those in the Pittsburg Cincinnati & St. Louis, which are called the Southwestern lines while those designated "other lines" now embrace only the St. Louis Vandalia & Terre Haute, the Grand Rapids & Indiana, and the East St. Louis & Carondelet—the Indianapolis & St. Louis and the St. Louis Alton & Terre Haute having been disposed of to Mr. Vanderbilt. Nevertheless, for all practical purposes, the Pennsylvania Company takes in all the lines west of Pittsburg, for when the roads in the other divisions net a deficit on their operations—as has not infrequently been the case hitherto—it is the Pennsylvania Company that meets the deficiency out of its own net income.

We may go one step further, and maintain that the Pennsylvania Company's fiscal results are in like manner comprised in those of the Pennsylvania Railroad. This will appear upon a moment's reflection. For though the latter in its operations embraces only the lines east of Pittsburg, it is yet directly affected by the outcome upon the lines west of that point, as it holds the whole of the 20 millions stock of the Pennsylvania Company, and any dividends upon the same go to swell its own net income. For instance, in the late year the Pennsylvania Company paid 4 per cent upon its capital, and the Pennsylvania Railroad consequently received a contribution of $800,000 to its net receipts. In 1881 the Company paid 5 per cent, and the Railroad had an increment of a million dollars from this source. In 1880 $480,000 was received in this way (4 per cent upon 12 millions stock), but nothing in either 1879 or 1878. On the other hand, with a deficiency of any magnitude in the accounts of the Pennsylvania Company, the Pennsylvania Railroad would suffer a corresponding loss out of its own net earnings. Thus it is clear that when we have the income account of the Railroad, we have that of the whole system of roads, East and West. Now, these Eastern lines are divided into three great sub-divisions—the Pennsylvanian division, the Philadelphia & Erie division, and the United New Jersey division, the former of which (embracing 1,264 miles of road) sustains the other two and forms the Pennsylvania Railroad proper. This division, therefore, is the nucleus of the entire network of roads, and financially it is the backbone of the whole complex organization, skilfully adjusted to support the various parts. With a clear understanding of these different details, the following will give a comprehensive synopsis of the net results of the Pennsylvania's operations for five full years past.

	1882.	1881.	1880.	1879.	1878.
	$	$	$	$	$
Net earnings lines Pittsburg to Philadelphia	12,958,186	12,178,540	11,936,172	9,992,008	9,396,037
Interest from investments	3,510,562	3,211,466	2,903,689	2,110,933	1,804,846
Interest from branch roads use of equipment	273,225	260,691	242,550	241,461	277,916
Other items	189,521	245,469	658,532	160,804	38,105
Total	16,031,491	15,902,166	15,741,923	12,505,206	11,516,904
Rentals, interest, &c., &c.	6,162,931	5,770,448	5,690,438	5,022,725	5,192,440
Net income Penna. RR. Div.	10,768,563	10,131,718	10,051,485	7,482,481	6,324,464
Loss on United N. J. Cos.	568,759	302,865	1,035,309	930,889	1,136,775
	10,199,804	9,828,853	9,016,176	6,512,592	5,187,689
Less.					
Trust fund purchase of securities	600,000	600,000	600,000	600,000	†.....
Penna. RR. sinking fund	282,810	286,480	291,000	243,490	†.....
Advances, deficiences, &c.—					
Shamokin Coal	3,59	7,000	7,000	7,000	7,546
Allegheny Valley RR.	*618,975	400,085	332,150	300,651	240,260
Pennsylvania Canal	.....	.....	.....	36,00	30,155
Sunbury Haz. & Wilkesb.	50,000	50,000	50,000	.....	.....
Fred. & Pennsylvania	15,000	15,000	15,000	.....	.....
Elmira Chemung & Can.	.....	.....	27,423	159,737	147,873
American Steamship	115,000	90,000	.....	45,000	55,000
Philadelphia & Erie	.....	175,974	25,575	75,543	231,654
Baltimore & Potomac	.....	143,332	29,129	88,849	154,138
	1,685,285	1,767,871	1,377,607	1,646,240	836,626
Balance for stock	8,514,519	8,060,982	7,638,569	4,864,352	4,321,663
Dividends	(8½ p. c.) 6,880,715	(8 p. c.) 5,861,718	(7 p. c.) 4,820,914	(4½ p. c.) 3,099,150	(2 p. c.) 1,377,404
Remainder	1,623,804	2,199,264	2,817,655	1,797,193	2,943,659
Other credit items	226,750	350,866	795,220	‡1,073,934	§1,233,226
Surplus beginning of year	10,344,079	7,793,949	4,181,074	4,057,815	2,847,382
Total to credit profit and loss	12,194,63	10,344,079	7,793,949	4,181,074	4,057,815

* Including $200,000 for bonds due State of Pennsylvania.
† $100,000 paid for this purpose in the following year.
‡ This was a debit, and occurred through the charging off, in whole or in part, of sundry items not thought fully good, and also by the payment of $100,000 on account of the sinking fund for year 1878 and $100,000 for trust fund same year.
§ Debit, because of certain items that were charged off.

It is evident from the above that a gigantic organization like that of the Pennsylvania has more than one source of addition to its income in years of prosperity and development in business. In the first place, it gains directly from the growth in traffic on the lines under its immediate control. Then it has a much smaller loss to meet on the lines for which it is responsible, and lastly, holding such a vast mass of securities, its receipts on account of interest and dividends are greatly augmented In this latter particular the statement above is especially noteworthy, for by it we see that the interest from investments during the last four years has almost doubled. In 1878 the amount was $1,804,846; now in 1882 it is $3,510,562. This income was derived from a great variety of stocks and bonds, the largest item probably being the $800,000 received as a dividend upon the Pennsylvania Company's stock. The growth from year to year is quite marked. In 1879, with the resumption of specie payments, there was an increase of about $300,000, but in 1880 when prosperity became fairly established, and every railroad in the land felt its influence, there was an increase of $800,000, and the amount was again augmented $300,000 in 1881, with a further addition of the same sum in 1882, notwithstanding there was a reduction of $200,000 in the dividends from the Pennsylvania Company.

In the case of the net earnings, we have an equally satisfactory showing. On the 1,264 miles of main line and branches between Philadelphia and Pittsburg, the net earnings have increased from $9,396,037 in 1878 to $12,958,186 in 1882. The increase is continuous from year to year, but was heaviest in 1880, and strange as it may seem, 1882 comes next in that particular. One of the strongest points in the Pennsylvania's business on these lines is the enormous local traffic that they afford, and this accounts for the excellent exhibit which they are enabled to make. Nothing could show this more strikingly than the figures of freight tonnage given in the present report. Of the 20,360,399 tons which the company carried on this division during the year (we mean actual tons, not ton miles) how many does the

reader suppose consisted of what the directory call local traffic? We think it will be a surprise to discover that 18,415,580 tons were local, and only 1,944,819 tons through. There was an increase of 2,393,872 tons on the previous year (including that carried for the company's use in both years), but of this increase only 128 tons was in through freight, all the rest being in local.

Another favorable feature brought out by the above table is the smaller loss now incurred on many of the leased and connecting roads. Thus the loss on account of the United New Jersey Companies in 1882 was only $568,759, against an average of over a million for the three years, 1878, 1879 and 1880. The loss is somewhat heavier than in the previous year, but this is not because of any decrease in gross business, but rather because of the larger amount spent for repairs, &c., to raise the property to a higher state of efficiency, and it is evident that the road will soon be on a self-supporting basis. The Baltimore & Potomac, too, it will be noted, paid its own way in 1882. But perhaps most surprising is the fact that the Philadelphia & Erie did the same. The Philadelphia & Erie self-supporting? That seems indeed wonderful. Any one who read the report of the Investigating Committee, made in 1874, will recall how little faith they expressed in the ultimate success of this road; and to earn all its charges, as it did the past year, was the very best they dared hope for in any event. Yet business is still growing, and, barring some untoward circumstance, we should not be surprised soon to see still better results. It is becoming more and more patent that in this country future traffic cannot be gauged by the past, and that there may be sudden development where it is least expected.

Coming now to the balance that remained for the stock, we find that in 1882 the amount was almost twice as great as in 1878, namely, $8,514,519, against $4,321,063. In the latter year the company paid only 2 per cent on its capital; in 1882 it paid 8½, besides options and allotments to subscribe for shares at par, which considerably increased this percentage. It will be observed that though the company had a larger surplus left for stock in 1882 than in 1881, the sum remaining after the distribution of dividends was less than in 1881. This is due in part to the ½ per cent more that was paid, but also to a great extent to the larger amount of stock out. Owing to the heavy expenditures on new lines for feeders, connections, &c., the stock is constantly being augmented. At the beginning of 1879 it was about 69 millions, now it is above 85 millions. As illustrating the large sums that are required from time to time, we need only say that during 1882 no less than $7,271,556 had to be spent for new construction and equipment on the lines east of Pittsburg and Erie. The Pennsylvania report is so full of interesting facts and figures, we regret greatly that our limited space and time does not permit us to dwell longer upon the subject to-day, but the reader wanting further details will find them in our railroad columns on a subsequent page. We will only say in closing that on the lines west of Pittsburg, those embraced in the Pennsylvania Company proper show a net profit (above all liabilities) of $1,869,378, against $2,860,752 in 1881, those in the Pittsburg Cincinnati & St. Louis system a loss of $5,566, against a loss of $88,338 in 1881, and the other lines a profit of $30,489, again a loss of $124,076. Notwithstanding the heavy diminution in net profits upon the Northwestern lines—which make a relatively less favorable exhibit than the Southwestern lines, simply because the latter in the previous year had suffered a decrease of over $960,000, while the Northwestern lines had actually gained $500,000—the Pennsylvania Company earned sufficient to pay four per cent upon its stock, as already stated, (calling for $200,000 less than in 1881), and carried forward besides a balance to the credit of profit and loss account of $1,067,883. In 1881, however, the balance so carried forward was $1,866,183.

THE CONTINUED IMPROVEMENT IN OUR FOREIGN TRADE.

The leading feature in our foreign trade is its uninterrupted improvement. The January statement issued this week shows a balance in our favor of $23,397,430, while in the same month of the previous year the balance was only $7,964,827. It is true that the balance is not as large as it was in either January, 1881, or January, 1879,—having been 25¾ millions in 1879 and 28¾ millions in 1881,—but this is due, not to smaller exports but to larger imports, the total trade, as represented by both exports and imports, having within the last four years undergone great expansion, in keeping with the enlarged business activity that has continued in progress despite temporary hindrances. To show this growth we give below the January figures for five years past.

January.	1879.	1880.	1881.	1882.	1883.
	$	$	$	$	$
Exports	59,409,194	66,097,173	74,078,982	64,921,051	80,237,514
Imports	33,515,640	55,208,488	45,284,[illegible]5	56,956,224	56,840,084
Excess of Exports	25,893,554	11,788,685	28,794,104	7,964,827	23,397,430
Total trade	92,924,834	122,205,661	119,363,820	121,877,275	137,077,598

We see from the foregoing that our exports this January are in excess of any previous year, being 21 millions greater than in 1879 and 6 millions larger even than in 1881, the year following the abundant harvest of 1880. Furthermore, the total trade is 137 millions, against 93 millions in 1879, an increase in four years of pretty nearly 50 per cent, the imports having risen from 33½ millions in 1879 to 56¾ millions in 1883. But, for obvious reasons, imports were exceptionally small in 1879. In 1880 the movement was swelled greatly by the general speculation prevailing at that time, so that we find in the next year a material reduction. But in 1882 another wave of special activity in consumption carried the movement even above that of 1880, and now in 1883 we have a total only slightly below that of 1882. This latter fact is important, because it offers but little encouragement to those who hold to the theory that our imports have been materially restricted of late by the agitation of the tariff question in Congress, and now that Congress has adjourned a whole flood of importations will overwhelm us. We should look rather for an increase in the quantity of goods remaining in warehouses, for if the importer anticipated lower duties on his goods, he had it within his power to take advantage of this supposed fact by allowing the goods to remain in bond until the new rates went into effect, since the duties are levied on the basis of the tariff in operation at the time of the withdrawal of the goods. It is not surprising, therefore, to note that there has been a further addition to the stock of merchandise in the warehouses, the total on the 1st of February being 32 millions, against 28 millions on the 1st of December, before the meeting of Congress, and against only 22½ millions on the 1st of February, 1882 In order to set out the January import and export movement at each port, we give the following table.

EXPORTS AND IMPORTS OF MERCHANDISE AT U. S. PORTS.

January.	*Exports.*		*Imports.*	
	1883.	1882.	1883.	1882.
	$	$	$	$
New York	28,891,932	27,855,18[illegible]	41,260,612	41,870,744
New Orleans	12,637,215	7,105,071	572,[illegible]65	1,107,[illegible]97
Baltimore	4,816,879	1,797,07[illegible]	1,171,[illegible]52	982,869
Boston, &c.	4,772,900	5,174,22[illegible]	5,1[illegible]6,85[illegible]	4,6[illegible],301
Philadelphia	3,362,310	3,101,656	2,120,447	2,653,811
San Francisco	4,706,673	5,043,15[illegible]	4,027,137	2,[illegible],621
All other ports	21,049,605	14,841,71[illegible]	2,510,313	3,502,881
Total	80,237,514	64,921,051	56,840,084	56,956,224

It is interesting to observe how the exports vary at the different ports according as crops are good or bad. The influence of this fact is strikingly shown in the January figures. Last year, with the crops everywhere deficient but especially in the Ohio Valley, the products of which find an outlet principally at Baltimore, the exports at that port reached a total of only $1,797,070. This year, with the conditions reversed, Baltimore comes to the front with exports of $4,816,879, and on reference to the particulars we find that over $1,800,000 of the increase was in bread stuffs (corn contributing about a million and wheat the rest), that there was a small increase in provisions, and that the shipments of cotton rose from 13,000 to 28,000 bales. San Francisco shows a small decrease, entirely due to the decrease in its breadstuffs exports; but these are nevertheless very large and are likely to continue so, in view of the fact that the product of wheat on the Pacific coast is reported heavier for 1882 than for 1881. Indeed, San Francisco shipped more wheat in January than any other port, though it did not send out as much as in January, 1882. Of the total exports of 6,989,077 bushels of wheat from the United States in January, 1883, San Francisco furnished 2,876,062 bushels, while New York furnished only 1,938,481 bushels, and Baltimore, which stands third on the list, had 1,192,933 bushels.

As Eastern seaboard ports have gained largely through the increased production of grain, so the Southern ports gain heavily through the augmented yield of cotton this season. Particularly is this true of New Orleans, whose total exports this year amount to $12,637,215, against $7,105,071 in January, 1882, chiefly accounted for by an increase in the shipments of cotton from 139,589 bales to 258,958 bales, though that port gained, too, by an increase in the breadstuffs shipments, which last year were insignificant, but this year reached over three quarters of a million dollars. The exports from New York are greater by a million dollars than a year ago; but this is not explained by the provisions and breadstuffs shipments, which together record a loss of $800,000, nor by the cotton shipments, which though they increased from 52,788 bales to 56,783 bales were yet sent out at a lower range of prices than in 1882. There was a gain outside of these staple products, petroleum being one of the more prominent items. The breadstuffs and provisions exports at each port are set out in the subjoined table.

EXPORTS OF BREADSTUFFS AND PROVISIONS FROM LEADING PORTS.

January.	Breadstuffs.		Provisions.	
	1883.	1882.	1883.	1882.
	$	$	$	$
New York	6,283,893	4,755,972	7,183,845	9,485,781
New Orleans	789,095	31,184	9,051	6,728
Baltimore	2,542,952	733,813	285,252	166,504
Boston	1,006,206	845,543	1,580,194	1,647,361
Philadelphia	980,016	393,424	1,110,682	1,438,429
San Francisco	3,631,737	3,965,727	29,878	25,449
Other ports	640,387	1,251,861	450,217	436,127
Total	15,874,286	11,977,524	10,649,119	13,200,379

A glance at these totals shows that the large addition to the total exports—from $64,921,051 in 1882 to 80,237,514 in 1883—is not the result of gains made in the breadstuffs and provisions shipments. The former increased from $11,977,524 to $15,874,286, or say 4 millions, but provisions sustained a loss of about $2,600,000, so that the net gain is less than 1½ millions. The truth is, the bulk of the 15 millions increase in the exports came from the same source as the increase during the months immediately preceding—namely, from cotton. We did not ship as much of that staple in January as in December, but we sent out 695,025 bales, against only 435,347 bales in the same month of 1882, so that as in October, November and December the value of the cotton exports largely exceeded that of provisions and breadstuffs combined. The prominent part played by these cotton shipments during the last four months is important for two reasons. In the first place it should prepare us for a much smaller excess of exports, now that the cotton movement is on the decline. For instance, it would hardly do for us to expect for February a balance of 23 millions, as in January, when by our cotton statistics last week it was shown that the total exports of cotton in February were only 408,855 bales, against pretty nearly 700,000 bales in January, and it being further known that there was no gain in any of our other leading staples to offset this diminution in cotton, the breadstuffs movement having in fact been retarded by the high prices that prevailed for a time and also by the storms and floods in the West, which interfered with the free transportation of grain to the seaboard cities. In the second place, the fact that so large a proportion of the balance thus far in the fiscal year has come from cotton, and not from breadstuffs, improves the prospect for the future, for just to the extent that the breadstuffs shipments have been held back, just to that extent will the exports, and consequently the balance, for subsequent months, be greater than it otherwise would be.

Furthermore, with a large surplus of breadstuffs and other commodities remaining over for export, we are assured of a continuous trade balance in our favor, quite the reverse of the condition that existed a year ago. Then, January was the last month that witnessed a monthly excess of exports, and for eight months thereafter the imports exceeded the exports (the aggregate excess for the 8 months being 62 million dollars); this year there is no reason to expect any such state of things, and unless speculation unduly raises the price of our domestic staples, or leads to over-importation of foreign goods, the balance must continue to rule in favor of this country. It may be that even gold imports in considerable sums—as has been the case this week—will be a feature of subsequent months, but that depends upon so many other circumstances that it cannot be looked forward to with certainty. Suffice it to say, that during the five months ended January 31, we imported $10,072,698 net of gold, an average of two millions a month, and that there are now about four millions on the way to this country.

Referring to the individual items of the breadstuffs exports, we have already alluded above to the continued heavy shipments of wheat from San Francisco, but the table below will show that the gain on last year in the total movement of wheat is insignificant. As before said, however, in these columns, an increasing proportion of our wheat goes out in the form of flour, and during January, 1883, we sent abroad almost twice as many barrels as in January, 1882. The increase is general, too, all over the country, every leading port exhibiting heavier shipments than a year ago. Even the Pacific coast is not an exception, for San Francisco exported 118,333 barrels (or more than any port except New York), against only 46,121 in 1882. Another feature in the breadstuffs statement is the beginning of the shipments of corn from the crop of last year, 4,203,916 bushels having been exported in January, 1883, against only 1,659,579 bushels in January last year. Annexed are the details.

EXPORTS OF BREADSTUFFS IN JANUARY.

January.	Quantity.		Value.	
	1883.	1882.	1883.	1882.
			$	$
Barley ....bush.	8,926	15,851	5,885	12,289
Corn....bush.	4,203,916	1,659,579	2,844,974	1,210,054
Corn-meal ....bbls.	18,965	21,702	69,838	73,963
Oats ....bush.	14,750	19,192	8,385	11,078
Rye ....bush.	23,483	83,323	19,379	81,760
Wheat ....bush.	6,989,077	6,772,511	7,632,002	7,652,839
Wheat-flour ... bbls.	935,480	482,731	5,293,823	2,935,541
Total			15,874,286	11,977,524

Of the individual items of the provisions shipments there is nothing to say except that they all record a falling off from 1882, though in the case of dairy products, which are included in the same statement, butter exhibits a small increase. Following are the figures.

EXPORTS OF PROVISIONS, &C., IN JANUARY.

January.	Pounds.		Value.	
	1883.	1882.	1883.	1882.
			$	$
Beef, fresh and salted	11,610,463	13,020,349	1,132,516	1,197,906
Bacon and hams	53,274,710	63,973,704	5,330,833	6,412,377
Lard	24,663,107	30,473,931	2,715,159	3,522,517
Pork	6,875,234	9,859,650	663,253	816,012
Tallow	2,133,965	5,156,281	173,173	430,856
Butter	755,578	595,513	153,715	145,394
Cheese	2,747,629	6,165,089	280,468	705,317
Total			10,649,119	13 200,379

UNION PACIFIC'S EXHIBIT.

The portion of the Union Pacific report which will be most closely scrutinized (and the only one to which we can allude to to-day) is that giving the particulars of the floating debt. A large floating debt is always undesirable, but it is especially so in times of disturbed confidence like the present. Furthermore, it is in that very item that the Union Pacific was supposed vulnerable, and which supposition furnished the basis for the attacks that were so persistently made against it—the only basis, too, since the net results of current business operations were known to be highly favorable. It is cause for congratulation, therefore, that the annual report shows a state of things so much better than the rumors about the company's condition led many to anticipate.

At the same time, it is only right to say that by reason of the company's method of treating certain items on the credit side of the account, the debt appears smaller than would otherwise be the case. Thus the net demand debt on the 1st of January is figured at only $842,743, and that result is arrived at (after summarizing the total floating obligations at $9,852,325) by deducting the following items: Cash, $1,609,661; balances due from station agents, &c., $1,692,517; from auxiliary roads, $927,648; company's stocks and bonds owned, $2,011,319, and fuel and materials on hand, $2,768,437, being altogether $9,009,582, and leaving only $842,743, as given, not covered by any offset. In the report of the United States Railroad Commissioners a short time ago, both these latter items were omitted from the list of assets, though the Commissioners gave publicity to the belief that there seemed to be some difference of opinion among railroad officials as to whether such items should be included or not. Disregarding them, the net floating debt would be about $5,600,000. However, we see no sufficient reason for not deducting the company's own stocks and bonds held by it. Presumably they are available and could be disposed of for cash. Allowing for them, the net debt would be $3,600,000.

With reference to fuel and materials, there would seem to be room for only one opinion. They are, of course, assets, and are serviceable and necessary in running a road, and to an extent answer the purpose of an equivalent sum spent in securing them, yet it is true that a stock of supplies must always be kept on hand, and that this stock, therefore, is practically out of the realm of "quick" assets, to be used against demand liabilities. If there were an increase this year in the amount on hand, of course it would only be fair to allow for such increase, for just to that extent would the company be better off than at the former period. But in the present instance there is actually a decrease, and if we include the item at all we should have to augment the floating debt above, rather than diminish it. Perhaps, however, the best proof that supplies are not commonly considered as an offset to floating debt, is the company's own exhibits of the past. By reference to the report for 1881, on page 3, the net floating debt, as will be seen, is made up without regard to the stock of materials on hand, showing that the company this year has made a new departure.

But the debt is by no means large (for a company of the size of the Union Pacific) even when supplies are omitted as an offset. To see, however, how the demand liabilities compare with a year ago, we have prepared the following statement, giving the different items for Dec. 31, 1881, and Dec. 31, 1882.

	Dec. 31, 1882.	Dec. 31, 1881.
Notes payable	$2,746,000	$2,661,542
Accounts payable	2,557,338	1,556,157
Coupons, dividends, &c.	2,398,237	2,337,706
Bills, pay-rolls, &c	2,148,750	3,012,884
	$9,852,325	$9,508,289
Less—		
Cash	$1,609,661	$1,732,933
Balances due from station agents, &c.	1,692,517	2,052,708
From auxiliary roads	927,648	212,670
Company's stocks and bonds owned	2,011,319	1,475,000
	$6,241,145	$5,473,211
Net debt	$3,611,180	$4,035,078
Fuel and materials	$2,768,437	$3,164,476

These figures indicate that the debt is not materially different from what it was a year ago, when its total attracted but very little attention. And as the company carried the debt without pecuniary embarrassment all through the past year, there would appear to be no ground for apprehension on that score now. Besides, the changes made in the directory should strengthen the management. Mr. Andrew H. Green's reputation for examining accounts is well known, while Mr. Charles Francis Adams, Jr., only recently expressed himself in glowing terms of the prospects of the road, remarking that, running as it does through the heart of the country, it must forever remain the great highway across the continent. Mr. Augustus Schell's retention in the board is also significant, for it emphasizes the fact that Mr. Vanderbilt still has an interest in the concern.

THE REPEAL OF BANK TAXATION.

It is gratifying to see the general indications of approval which have followed the action of Congress in repealing the taxation of bank capital and deposits. This public sympathy is due in part to the judicious policy adopted to correct the misconception and prejudice which formerly prevailed and caused bank taxation to be favored and its repeal to be opposed, to the great injury of the banks and business of the country. Some of the earliest indications of a re-action in popular opinion were elicited during the bankers' convention in this city in 1865. Many obstacles were, however, in the way, and it was not till the 7th of February, 1877, that Congress was appealed to, and its Committee of Ways and Means received the first deputation from the American Bankers' Association, or that the movement was organized for the co-operation of the boards of trade, the chambers of commerce, and the mercantile community generally, with the banks and bankers of the United States, in asking for bank tax repeal as a needful condition for the growth of productive industry, commercial strength and national wealth.

Many members of the successive committees that visited Washington on this business have uniformly urged the same fundamental reasons of public policy, and for the last two or three sessions of Congress it has been believed that a large majority of the members of both branches of the National Legislature were so convinced of the national importance of the measure that they would vote for bank tax repeal whenever any proper bill for that purpose came

up in Congress. We have been frequently assured that the tax relief bill would have passed the House and the Senate by a much larger vote if, as some of its friends desired, the bill had been presented alone and with no other measures tacked on to it. However this may be, the fact is obvious that on the one side the result of the long struggle against bank taxes has been due to the legitimate growth of popular opinion, and on the other side that the spread of the sound views promulgated for several years as to the evils of bank taxation and the necessity for its repeal, have raised the public expectations as to the future. Convinced that a wide-spread benefit and a wholesome stimulus have just been imparted to the banking system, the people will conclude that practical advantages corresponding in magnitude to the relief conferred may confidently be looked for in the early future. These expectations are both reasonable and suggestive.

As to the extent of the tax relief which has been conferred by Congress upon the banking machinery of the country, its practical bearings are not very easily measured or analyzed, although in other respects it might seem to lie within narrow limits. The law of March 3d remits the taxes on bank capital and deposits, but leaves in operation the taxes on bank circulation. The whole amount of the deposits and capital of our banks is thus relieved from the mischievous pressure which has so long prevented the natural and healthy expansion of the whole machinery to respond to the wants of business. The aggregate capital and deposits of our entire banking system are stated as follows in the last report of Comptroller Knox.

CAPITAL AND DEPOSITS OF ALL THE BANKS IN THE UNITED STATES.

[*In Millions of Dollars.*]

Years.	*National Banks.*		*State and Savings Banks and Private Bankers.*		*Totals.*	
	Capital.	*Deposits.*	*Capital.*	*Deposits.*	*Capital.*	*Deposits.*
	Millions.	*Millions.*	*Millions.*	*Millions.*	*Millions.*	*Millions.*
1876	500·4	713·5	219·0	517·2	719·4	1,230·7
1877	481·0	768·2	223·5	508·7	704·5	1,276·9
1878	470·4	677·2	205·4	439·5	675·8	1,116·7
1879	455·3	713·4	201·2	433·1	656·5	1,146·5
1880	455·9	900·3	194·1	536·1	650·0	1,436·9
1881	460·2	1,139·9	210·7	665·1	670 9	1,805·0
1882	477·2	1,131·7	234·9	788·9	712·1	1,920·6

It has been estimated by competent authorities that the capital of our banking system, but for the discouraging influence of State and Federal taxation, would have risen before now to one thousand millions of dollars. Certainly its magnitude would have been much greater than at present. From the figures above given it will be seen that the present deposits of 1,920 millions are supported by a capital of 712 millions, against 719 millions of capital in 1876 supporting deposits of 1,230 millions. If under the beneficent operation of the new law, the capital of our national banks, private bankers, trust companies and other banking institutions should tend to increase according to expectation, the whole financial and banking system may gradually be expected to become more stable, less sensitive to panics, and better provided with its natural safeguards against financial distrust and against the perturbation of public or private credit. As to the deposits of the banks, they will probably be less responsive to the new conditions of tax repeal. Indeed they have fluctuated very considerably, and from causes many of which we have frequently referred to.

Some controversy has arisen as to the time when the tax repeal section of the Internal Revenue bill goes into operation, and the Treasury has not yet issued its final instructions and decisions on the subject; but with regard to the amount of actual expense from which the new law relieves the banks, it is officially stated that the total revenue contributed to the national treasury for taxes on deposits and capital from all the banks in the United States amounted last year to $11,208,875, of which the 2,269 national banks paid $5,959,702, while the 5,063 State banks, trust companies and private bankers paid $5,249,172. The revenue from the two-cent check stamp was about $2,500,000, which will not cease till July 1, 1883. Had these fiscal burdens been taken off in 1877 when the relief was first asked from Congress, the national banks would have saved twenty-eight millions which they have paid for taxes on their deposits and capital, and if they had been relieved in 1865, when the other war taxes were taken off, their saving would have amounted to sixty-five millions, as will be seen from the subjoined table.

AGGREGATE TAXES PAID BY THE NATIONAL BANKS 1864-1882.

Years.	*On circulat'n.*	*On deposits.*	*On capital.*	*Total.*
	$	$	$	$
1864.....	53,193 32	95.911 87	18,432 07	167,537 26
1865.....	734,247 59	1,087,530 86	133,251 15	1,954,029 60
1866.....	2,106,785 30	2,633,102 77	406,947 74	5,146,835 81
1867.....	2,868,636 78	2,650,180 09	321,881 30	5,840,698 23
1868.....	2,946,343 07	2,564,145 44	306.781 67	5,817,268 18
1869.....	2,957,416 73	2,614,253 58	312,918 68	5 884,888 99
1870	2,949,744 13	2 614,767 61	375,962 26	5,940,474 00
1871.....	2,987.021 69	2 802,810 85	385,292 13	6,175,154 67
1872.....	3,193,570 03	3,120,984 37	389.356 27	6,703,910 67
1873.....	3,353,186 13	3,196,569 29	454,891 51	7,004,646 93
1874.....	3,464,483 11	3,209,967 72	469,018 02	7,083,468 85
1875.....	3,283,450 89	3,514,265 39	507,417 76	7,305,134 04
1876	3,091,795 76	3,505.129 64	632,296 16	7,229,221,56
1877.....	2,900.957 53	3,451,965 38	660,784 90	7,013,707 81
1878.....	2,948,047 08	3,273,111 74	560,296 83	6,781,455 65
1879.....	3,009,647 16	3,309,668 90	401,920 61	6,721,236 67
1880.....	3.153.635 63	4,058,710 61	379,424 19	7,591,770 43
1881.....	3 121.374 33	4.940,945 12	431,233 10	8,493,552 55
1882.....	3.190,981 98	5,521,927 47	437,774 90	9,150,684 35
Total.....	52,253,518 24	58,166,276 70	7,585,911 31	118,005,706 25

With regard to the State and other banks, including the private bankers, their aggregate contributions to the revenue since 1877 have been 22 millions, of which 17 millions were for taxation on deposits and 5 millions for taxes on capital. Such are some of the elements entering into the solution of the problems relating to the past or prospective savings of our banking system if its taxation had been remitted before. But, as has been often shown, these taxes, like all bad fiscal exactions, destroy far more than they take. They are a burden upon production, they oppress industry, and they paralyze some of the sensitive movements of commerce and public credit. As has been well said, they "were an intolerable exaction, a monstrosity of fiscal legislation unheard of anywhere else in the world. Like Virgil's fabled birds, they destroyed more than they devoured." If in any respects financial recuperation should be slow from the evils which such taxes have caused, this will only add to the force of the arguments we have so often urged why the repeal should not have been so long delayed.

RAILROAD EARNINGS IN FEBRUARY, AND FROM JANUARY 1 TO FEBRUARY 28.

Continued progress still marks the course of railroad receipts, and the exhibit for February will be deemed very satisfactory, considering the adverse influences that were at work a part of the month. Despite the interruption of traffic by snow in the Northwest and by floods in certain districts of the West and South, in spite also of the repressing influence on general business in consequence of measures pending in Congress affecting many different interests, the record of the roads for the month gives an aggregate somewhat greater than in the corresponding month of 1882. This result is directly attributable to the large crop of cereals raised last season in the West and Southwest, and of cotton in the South, which continued during February to come forward in large quantities. One of the features of the returns in past months was the heavy increase in passenger receipts, and though many roads again record

gains in this particular, it is noticeable that there are some that show a loss. It is believed that the decreased activity compared with a year ago in many departments of trade made itself felt in a diminution in the volume of general and miscellaneous freight, but if it did the large tonnage of agricultural products which was carried, served to conceal it, and the storms and floods further prevented its becoming apparent. The following is our customary table, showing earnings and mileage of each road.

GROSS EARNINGS AND MILEAGE IN FEBRUARY.

Name of road.	Gross Earnings.			Mileage.	
	1883.	1882.	Increase or Decrease.	1883.	1882.
	$	$	$		
Burl. Ced. Rap. & No.	187,001	225,631	−38,630	689	620
Chicago & Alton	538,537	517,897	+20,640	847	847
Chic. & Eastern Ill.	118,391	127,212	−13,821	240	240
Chic. & Gt. Trunk‡	176,013	141,466	+34,547	335	335
Chic. Milw. & St. Paul.	1,258,000	1,376,376	−118,376	4,405	4,137
Chicago & Northwest.	1,261,907	1,471,175	−209,268	3,580	3,195
Chic. St. P. Minn. & O.	277,700	333,000	−55,300	1,170	1,003
Cin. Ind. St. L. & Ch*.	94,590	143,182	−48,592	363	363
Cleve. Ak. & Col.	34,462	32,999	+1,463	144	141
Col. Hock. Val. & Tol	195,954	170,185	+25,769	322	322
Denv. & Rio Grande.	433,400	407,000	+26,400	1,160	1,002
Des Moines & Ft. D.‡	16,144	22,176	−6,032	138	87
Eastern*	210,381	150,615	+59,766	283	283
East Tenn. Va. & Ga.	313,253	234,855	+78,398	1,100	900
Evansv. & T. Haute.	50,427	57,337	−6,910	157	141
Flint & Pere Marq.	165,150	163,883	+1,267	355	345
Georgia	143,291	113,777	+29,514	307	307
Grand Trunk of Can.‡	1,210,266	1,134,604	+75,662	2,322	2,225
Gr Bay Win. & St. P.	22,108	25,582	−4,384	225	219
Gulf Col. & Santa Fe*	104,501	65,941	+38,563	482	373
Hannibal & St. Jos.	180,887	152,691	+28,196	292	292
Illinois Central (Ill.)	447,420	540,668	−93,248	928	919
Do (Iowa lines)	121,805	156,666	−34,711	402	402
Do (South. div.)	362,556	290,724	+71,832	578	578
Ind. Bloom. & West.	202,931	175,755	+27,176	684	544
Kan. City Ft. S. & Gulf*	89,944	93,425	−7,481	365	340
Lake Erie & Western.	108,067	100,070	+7,997	385	385
Little Rock & Ft. S.	35,592	33,973	+1,419	168	168
Little Rk. M. R. & Tex.	32,000	18,975	+13,025	170	154
Long Island	128,391	114,140	+14,251	328	328
Louisville & Nashv.	1,012,700	960,315	+52,385	2,071	2,028
Memphis & Char'ton.	103,000	97,616	+5,384	330	330
Milw. L. Sh. & West.	64,593	65,953	−1,360	326	276
Missouri Pacific.	620,988	469,043	+151,945	979	796
Central Branch	106,647	64,433	+42,214	385	363
Intern'l & Gt. No.	293,546	210,781	+82,762	775	775
Mo. Kan. & Texas.	484,144	394,672	+89,752	1,296	1,188
St. L. Iron Mt. & So.	522,791	501,128	+21,653	816	723
Texas & Pacific.	416,040	278,535	+137,505	1,387	1,138
Mobile & Ohio.	172,200	158,589	+13,611	528	528
N. Y. & New Engl'nd.	231,741	217,262	+14,479	394	394
Norfolk & Western*.	125,303	102,466	+22,837	428	428
Northern Pacific	373,091	268,935	+104,156	1,535	972
Ohio Central.	78,156	53,426	+22,730	212	212
Ohio Southern.	33,883	25,451	+8,432	128	128
Peo'ia Dec. & Evansv*	30,633	44,682	−13,993	254	254
Rich. & Danv.*	$216,500	$176,100	+40,100	757	757
Char. Col. & Aug.*	$55,630	$39,567	+16,123	308	308
Columbia & Gr'v.*	$58,449	$44,228	+14,221	296	296
Virginia Midland*	$48,178	$40,349	+13,129	353	353
West. N. Carolina*	$15,095	$6,635	+8,460	190	165
St. L. A. & T. H. m.line.	115,471	102,153	+13,318	195	195
Do do (branches).	62,246	56,092	+6,154	121	121
St. Louis & Cairo*	14,943	21,923	−6,980	116	116
St. Louis & San Fran.	236,278	244,654	−8,376	726	661
St. Paul & Duluth.	63,172	54,202	+9,270	209	194
St. Paul Minn. & Man.	389,612	418,358	−28,746	1,250	912
Scioto Valley.	31,092	36,203	−5,118	132	132
Union Pacific.	1,590,494	1,758,834	−168,430	4,180	3,663
Wab. St. Louis & Pac	1,070,758	1,134,768	−64,010	3,518	3,348
Total	17,151,602	16,636,761	+514,841	47,212	43,015

* Three weeks only of February in each year.
‡ For the four weeks ended February 24.
§ Freight earnings only.

As in previous months, the Southwestern roads must be assigned first place in point of improvement on last year, though the increase is certainly not as heavy as in January. In the last week of the month, both the Missouri Kansas & Texas and the St. Louis Iron Mountain & Southern recorded a decrease, but this was because of a break in the connection with the Wabash at the northern end of the line in the former case, and because of high water in the vicinity of Cairo in the latter case. The roads in Texas which connect with these, continue to make very large gains, as do all the other Texas roads and indeed all roads through the South. The Texas & Pacific has an increase of $137,500, against $210,000 in January, and the International & Great Northern a gain of $83,000, against $107,000. Of course, the cotton movement played a prominent part in swelling the receipts of these lines; and to indicate its relative importance on the traffic returns, we give below the receipts of cotton at the leading outports in February this and last year.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN FEB., 1883 AND 1882.

	1883.	1882.	Difference.
Galveston.....bales.	67,628	23,894	Inc.... 43,734
Indianola, &c.....	707	455	Inc.... 312
New Orleans.....	193,229	81,400	Inc.... 111,829
Mobile.....	29,034	15,688	Inc.... 13,346
Florida.....	2,664	4,195	Dec.... 1,531
Savannah.....	66,586	36,272	Inc.... 30,314
Brunswick, &c.....	200	140	Inc.... 60
Charleston.....	50,813	24,607	Inc.... 26,206
Port Royal, &c.....	7,510	2,620	Inc.... 4,890
Wilmington.....	12,899	8,135	Inc.... 4,764
Morehead City, &c.....	3,290	2,285	Inc.... 905
Norfolk.....	80,997	46,409	Inc.... 34,588
West Point, &c.....	25,514	11,668	Inc.... 13,846
Total.....	541,131	257,868	Inc....283,263

The gain at Galveston is seen in the above to be very marked, but this is altogether outdone by New Orleans, where the receipts have increased from 81,400 bales in February, 1882, to 193,229 bales in February, 1883, an augmentation of pretty nearly 112,000 bales. No wonder the Southern division of the Illinois Central shows a large expansion in earnings. With the exception of a small decrease in Florida, every section in the above table exhibits heavier receipts than a year ago. But it is to be remembered that most ports suffered a very large reduction last year, so that in the present year they are in good part merely recovering what they lost then. In many cases the gains fail to equal that loss. This is particularly true of Galveston, New Orleans and Mobile. It follows that though some of the Southern roads have larger earnings than in 1882, they are nevertheless behind 1881. The Mobile & Ohio, for instance, shows an increase of $13,611 on 1882, but a decrease of over $44,000 on 1881. When we come to the Atlantic ports, however, we find larger receipts even than in 1881. Notably is this so at Norfolk, which last year lost only 676 bales, but now gains 34,588 bales, making its receipts for the month heavier than those of any other port except New Orleans. As a result, there are handsome increases in earnings on such roads as the Norfolk & Western and the East Tennessee Virginia & Georgia. The latter gains about $78,000, or 33 per cent, but the road is also operating 200 miles more of track than in 1882, the Macon & Brunswick division being now open for business its entire length. The roads in the Richmond & Danville system, too, which in January fell a little behind in gross earnings in some instances, are all better this month, and the Louisville & Nashville makes a moderate increase on its figures of 1882, though it suffered some interruption of traffic by the floods.

Western and Northwestern roads plainly show the effects of the snows and floods. Perhaps no road suffered so much from high water in some of the minor streams of the West as the Wabash. This will appear clear when we say that in the first week the receipts fell from $332,000 to $232,000. Yet the total for the month is not as bad as there was reason to expect, the increase in the last two weeks having served to offset in part the loss in the first two. The roads that connect with the Southwest—such as the Chicago & Alton, the Hannibal & St. Joseph, and the St. Louis Alton & Terre Haute—were not materially interfered with in their operations by either snows or floods, and they are enabled to report much better results than a year ago, on the same mileage. But Northwestern roads —notably the St. Paul, the Northwest and the St. Paul & Omaha—sustained very heavy losses on account of the snow-storms. These storms rendered inoperative large portions of the lines in that section, and the blockade continued through the whole of the first half of the month, and on some roads extended into the third week. Under the influence of this blockade, the Northwest's earnings fell off over $200,000 during the first three weeks, and the

St. Paul's pretty nearly the same sum. In the fourth week, however, the tracks were clear again, and both roads immediately gave evidence of the fact in an increase in receipts. One thing should be kept in mind about these roads, as well as most others in that section, and that is that their business last year was very heavy on account of the open winter, so that if they do no better this year than then, they will still be doing well. The St. Paul, for instance, in February, 1882, made an increase of nearly $700,000, and the Northwest an increase of over $500,000, and though this increase was in both cases larger than it would have been had not the earnings in 1881 been reduced by ice and snow in much the same way as in the present year, yet a great part of it was the direct outgrowth of a heavier business done by reason of the very favorable conditions for doing it, and the fact remains that this year's earnings, notwithstanding all the drawbacks that existed, are greater than ever before except in 1882. In part this may be due to the heavier grain movement, as shown below, which was a favorable influence with many Western roads, though very much less so, there is reason to believe, with roads in the Northwest. The following table gives the receipts of flour and grain at Western lake and river ports for the four weeks ended February 24, this and last year.

RECEIPTS OF FLOUR AND GRAIN FOR FOUR WEEKS ENDED FEB. 24.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago—						
1883	346,209	782,276	5,326,195	1,705,763	513,658	137,360
1882	238,780	571,781	3,078,804	1,229,427	441,059	54,270
Milw'kee—						
1883	236,103	432,392	127,490	180,770	557,594	47,530
1882	248,754	733,441	255,480	182,855	359,539	34,500
St. Louis—						
1883	133,174	741,248	2,495,895	377,415	195,497	13,347
1882	115,358	1,007,403	1,936,305	518,539	68,000	20,708
Toledo—						
1883	2,205	669,887	498,576	28,216	2,000	3,192
1882	1,771	371,799	418,071	17,152	4,132	912
Detroit—						
1883	12,516	707,780	46,447	42,662	127,041	.....
1882	44,007	318,115	108,652	53,101	43,658	413
Clevel'd—						
1883	7,512	150,599	208,500	61,975	21,294	.....
1882	12,079	33,500	179,000	89,600	37,330	.....
Peoria—						
1883	4,675	13,550	672,300	631,025	78,000	80,000
1882	6,405	44,675	1,380,500	366,500	63,800	85,150
Duluth—						
1883	.....	131,394	.....	.....	.....	.....
1882	.....	16,420	.....	.....	.....	.....
Total of all						
1883	742,394	3,629,126	9,375,403	3,027,826	1,525,084	281,429
1882	667,154	3,097,134	7,336,812	2,457,174	1,017,518	196,313

Of trunk lines, we have only the Grand Trunk of Canada in our list, and that makes a pretty fair exhibit. If current rumor is to be believed, the United States lines, make a very much better showing—the gains in some instances being reported as simply marvellous. While of course it is clear that all the conditions favored a heavy trunk-line business, too much credence should not be placed upon mere street gossip, saying that the gain is so many hundred thousands or perhaps millions, in a given period. Of the other lines in our table nothing special need be said. The result in individual cases is much the same as in January (except where modified by the floods), though the Denver & Rio Grande for the first time in many months shows an increase. It should be said, too, that the Michigan roads had to contend with especially heavy snows, which reduced earnings of some of those roads. On the other hand, in the East there were no special adverse influences, and the New York & New England, the Eastern, and the Long Island continue to record large totals. All the remarks made above with regard to the February figures, apply with equal force to those for the first two months of the year, and we therefore give our table for that period without further comment.

GROSS EARNINGS FROM JANUARY 1 TO FEBRUARY 28.

Name of Road.	1883.	1882.	Increase.	Decrease.
	$	$	$	$
Burl. Cedar Rap. & No...	384,403	478,454	.....	94,051
Chicago & Alton	1,176,431	1,103,727	72,704	.....
Chic. & Eastern Illinois.	253,332	272,676	.....	19,344
Chicago & Gr. Trunk¶...	365,857	260,015	105,842	.....
Chicago Milw. & St. Paul	2,617,000	2,810,912	.....	193,912
Chicago & Northwest....	2,647,607	3,119,111	.....	471,504
Chic.St.P.Minn.&Omaha.	580,600	660,600	.....	80,000
Cin. Ind. St. L. & Chic*..	286,416	361,781	.....	75,365
Cleve. Ak. & Col.....	71,495	65,021	6,474	.....
Col. Hock. Val. & Tol....	418,101	391,192	26,909	.....
Denver & Rio Grande....	851,700	895,599	.....	43,899
Des Moines & Ft. Dodge*	36,162	55,002	.....	18,840
Eastern*.....	457,415	375,240	82,175	.....
East Tenn. Va. & Ga....	636,494	489,457	147,037	.....
Evansv. & T. Haute.....	103,498	113,553	.....	10,055
Flint & Pere Marquette..	355,704	331,431	24,273	.....
Georgia.....	277,697	235,898	41,799	.....
Grand Tr. of Canada¶...	2,466,208	2,225,588	240,620	.....
Green Bay Win. & St. P..	46,024	52,083	.....	6,059
Gulf Col. & Santa Fe.* ..	266,519	166,877	99,642	.....
Hannibal & St. Joseph...	363,575	278,292	85,283	.....
Ill. Central (Ill. line).....	978,682	1,128,929	.....	150,247
Do (Ia. leased lines).	241,843	315,089	.....	73,246
Southern Division.....	770,066	563,433	206,633	.....
Indiana Bloom. & West..	451,073	371,579	79,494	.....
Kan. City Ft. S. & Gulf*.	242,080	233,988	8,092	.....
Lake Erie & Western..	239,763	226,773	12,990	.....
Little Rock & Fort Smith	90,763	71,586	19,177	.....
Little Rk. M. R. & Tex...	67,407	41,575	25,832	.....
Long Island.....	257,617	235,733	21,914	.....
Louisville & Nashville...	2,131,435	1,924,842	206,593	.....
Memphis & Charleston....	215,996	198,731	17,265	.....
Milw. L. Shore & West'n.	129,974	131,246	.....	1,272
Missouri Pacific.....	1,353,529	1,021,719	331,810	.....
Central Branch.....	218,269	129,507	88,762	.....
Int. & Gt. North	635,681	446,007	189,677	.....
Mo. Kansas & Texas ..	1,038,473	794,838	243,635	.....
St. L. Iron Mt. & So.....	1,188,039	1,017,497	170,542	.....
Texas & Pacific.....	950,569	602,522	348,047	.....
Mobile & Ohio.....	388,808	318,265	70,543	.....
N. Y. & New England ..	490,007	431,103	58,904	.....
Norfolk & Western*..... .	325,790	271,038	54,752	.....
Northern Pacific.....	765,127	514,304	250,823	.....
Ohio Central.....	151,738	144,280	7,458	.....
Ohio Southern.....	70,936	57,501	13,435	.....
Peoria Dec.& Evansville*	81,152	112,417	.....	31,265
Richmond & Danville* ..	‡176,257	‡166,028	10,229	.....
Charl. Col. & Augusta*	‡126,308	‡101,342	24,966	.....
Col. & Greenville*.....	‡129,526	‡114,796	14,730	.....
Virginia Midland*.....	‡145,428	‡106,370	39,058	.....
West. Nor. Carolina*...	‡35,185	‡19,677	15,508	.....
St.L.A.&T. H. main line.	238,925	209,381	29,544	.....
Do do (branches)..	132,406	123,042	9,364	.....
St. Louis & Cairo*.....	45,318	54,375	.....	9,057
St. Louis & S. Francisco .	514,599	501,438	13,161	.....
St. Paul & Duluth	134,970	119,794	15,176	.....
St. Paul Minn. & Man....	879,375	813,819	65,556	.....
Scioto Valley.....	69,707	71,961	.....	2,254
Union Pacific.....	3,322,401	3,721,834	.....	399,430
Wabash St. L. & Pac.....	2,378,541	2,364,733	13,808	.....
Total.....	36,766,037	34,835,601	3,610,236	1679,800
Net increase.....			1,930,436	.....

* Three weeks only of February in each year.
‡ Freight earnings only in February.
¶ Includes only 24 days in February.

As to net earnings for January, the result appears to vary according to the section of the country which the road reporting traverses. The Pennsylvania, the Northern Central, the Louisville & Nashville, and in fact all the Southern roads, make excellent exhibits In the West, however, expenses were materially increased by the unfavorable meteorological conditions that prevailed, while receipts were at the same time diminished, and net earnings it is certain must have suffered a heavy contraction on all the roads most affected. We have no prominent Northwestern road, but the Burlington Cedar Rapids & Northern in that section has this year net earnings of only about $18,000, against $99,000 in January, 1882, and this should prepare us for severe losses on such roads as the St. Paul, Northwest, and St. Paul & Omaha. The following table embraces the gross and net earnings of all roads that will furnish monthly exhibits for publication.

GROSS AND NET EARNINGS TO LATEST DATES.

NAME.	January.			Jan. 1 to Jan. 31.	
	Gross Earnings	Operating Expenses.	Net Earnings	Gross Earnings	Net Earnings
	$	$	$	$	$
Buffalo Pitts. & West..1883	78,821	40,549	38,272	78 821	38,272
Do do 1882	62,150	31,495	30,655	62 150	30,655
Burl. Cedar Rap. & No.1883	197,402	179,665	17,737	197,402	17,737
Do do 1882	252,823	153,708	99,115	252,823	99,115
Central of Georgia.... .1883	311,200	169,406	141,794	311,200	141,794
Do do 1882	332,786	*281,843	50,943	332,786	50,943
Des Moines & Ft. D.†..1883	20,018	18,725	1,293	20,018	1,293
Do do 1882	32,825	19,626	13,199	32,825	13,199
Louisv. & Nashv.....1883	1,118 735	715,280	403,455	1,118,735	403,455
Do do 1882	964,527	621,331	343,196	964,527	343,196
Marq. Hough. & On....1883	19,203	36,724	df.17,521	19,203	df.17,521
Do do 1882	25,441	25,425	16	25,441	16
Nash. Chat. & St. Louis 1883	197,388	112,071	85,317	197,388	85,317
Do do 1882	170,753	111,148	59,605	170,753	59,605
Norfolk & Western.....1883	200,487	122,603	77,884	200,487	77,884
Do do 1882	168,572	100,530	68,042	168,572	68,042
Northern Central 1883	499,252	341,033	158,219	499,252	158,219
Do do 1882	407,368	314,759	92,609	407,368	92,609
Oregon & California....1883	82,400	‡61,300	21,100	82,400	21,100
Do do 1882	.....	.....	.....	.....	.....

* Heavy expenditures in 1882 due to large deliveries of steel rails.
† Embracing Tara Division in 1883. ‡ Includes $12,000 spent for iron.

NAME.		January. Gross Earnings.	Operating Expenses.	Net Earnings.	Jan. 1 to Jan. 31. Gross Earnings.	Net Earnings.
Oregon Railway & Nav.	1883	$378,090	$189,090	$189,000	$378,090	$189,090
Do do	1882	393,389	205,314	187,975	393,389	187,975
Penn. (all lines east of Pitts. & Erie)	1883	3,930,357	2,458,299	1,471,058	3,930,357	1,471,058
Do do	1882	3,373,321	2,260,035	1,071,286	3,373,321	1,071,286
Phila. & Erie	1883	319,730	215,412	104,318	319,730	104,318
Do do	1882	252,727	160,185	86,242	252,727	86,242
Philadelp'a & Reading	1883	1,608,775	933,432	675,343	1,608,775	675,343
Do do	1882	1,563,075	910,072	584,003	1,563,075	584,003
Phila. & Read. C. & Iron	1883	951,219	961,084	df. 10,465	951,219	df. 10,465
Do do	1882	948,391	885,480	62,911	948,391	62,911
Richmond & Danville	1883	259,757	142,032	117,725	289,628	117,725
Do do	1882	289,628	209,988	79,640	289,628	79,640
Char. Col. & Augusta	1883	70,618	36,343	34,270	70,618	34,270
Do do	1882	61,775	42,360	19,415	61,775	19,115
Columb. & Greenv'le	1883	71,077	53,825	17,254	71,077	17,254
Do do	1882	70,508	55,008	15,502	70,508	15,502
Virginia Midland	1883	66,950	70,160	26,790	66,950	26,790
Do do	1882	76,021	69,685	6,350	76,021	6,350
West. Nor. Carolina	1883	20,090	15,068	5,022	20,090	5,022
Do do	1882	13,012	13,510	def. 498	13,042	def. 498
Utah Central	1883	99,181	50,555	48,626	99,181	48,626
Do do	1882	109,089	59,938	59,151	109,089	59,151
West Jersey	1883	61,820	40,246	21,574	61,820	21,574
Do do	1882	53,448	33,348	20,100	53,448	20,100

NAME.		February. Gross Earnings	Operating Expenses.	Net Earnings	Jan. 1 to Feb. 28. Gross Earnings	Net Earnings
Georgia	1883	$143,291	$74,279	$69,012	$287,097	$120,050
Do	1882	113,777	76,105	37,672	235,808	72,438

NAME.		December. Gross Earnings	Operating Expenses.	Net Earnings.	Jan. 1 to Dec. 31. Gross Earnings.	Net Earnings
N. Y. L. E. & West	1882	$1,691,404	$1,249,665	$441,739	$	$ .....
Do do	1881	1,571,208	1,189,826	381,382	.....	.....
Chic. Burl. & Quincy	1882	2,027,080	766,612	1,260,418	21,350,801	10,882,465
Do do	1881	1,905,190	871,196	1,034,29?	21,176,455	10,602,095

IMPORTS AND EXPORTS FOR JANUARY, 1883, AND FOR THE SEVEN AND TWELVE MONTHS ENDED JAN. 31, 1883.

[Prepared by the Bureau of Statistics and corrected to Feb. 26, 1883.]

Below is given the seventh monthly statement for the current fiscal year of the imports and exports of the United States.

The excess of the value exports of merchandise was as follows:

Month ended January 31, 1883	$23,397,430
Seven months ended January 31, 1883	77,972,899
Twelve months ended January 31, 1883	30,571,042

The total values of imports and of domestic and foreign exports for the month of January, 1883, and for the seven and twelve months ended January 31, 1883, are presented in the following tables:

MERCHANDISE.

	For the month of Jan.	For the 7 months ended Jan. 31.	For the 12 months ended Jan. 31.
1883.—Exports—Domestic	$78,748,539	$495,204,573	$765,113,594
Foreign	1,488,975	10,664,121	18,184,315
Total	$80,237,514	$505,868,694	$783,298,409
Imports	56,840,084	427,895,795	752,727,367
Excess of exports over imports	$23,397,430	$77,972,899	$30,571,042
Excess of imports over exports	.....	.....	.....
1882.—Exports—Domestic	$63,546,254	$463,330,711	$805,789,980
Foreign	1,374,797	9,781,831	18,601,236
Total	$64,921,051	$473,112,542	$824,391,216
Imports	56,956,224	399,808,002	681,880,814
Excess of exports over imports	$7,961,827	$73,304,540	$142,510,402
Excess of imports over exports	.....	.....	.....

GOLD AND SILVER—COIN AND BULLION.

1883.—Exports—Dom.—Gold	$34,000	$6,988,351	$37,585,227
do Silver	1,919,075	6,814,365	11,857,864
Foreign—Gold	.....	241,673	1,308,534
do Silver	598,814	3,359,410	5,553,968
Total	$2,551,889	$17,403,799	$56,306,193
Imports—Gold	$1,309,639	$11,236,667	$13,578,127
Silver	894,802	5,724,346	9,458,847
Total	$2,204,441	$16,981,013	$23,036,974
Excess of exports over imports	$347,448	$422,786	$33,269,219
Excess of imports over exports	.....	.....	.....
1882.—Exports—Dom.—Gold	$90,831	$806,149	$1,902,135
do Silver	1,649,094	7,033,147	13,721,793
Foreign—Gold	11,385	117,394	773,212
do Silver	532,517	2,558,395	4,145,726
Total	$2,283,830	$10,515,045	$20,542,866
Imports—Gold	$1,134,040	$32,055,591	$36,792,758
Silver	534,340	4,360,835	8,179,163
Total	$1,668,380	$36,416,429	$64,971,921
Excess of exports over imports	$615,450	.....	.....
Excess of imports over exports	.....	$25,901,344	$41,429,055

TOTAL MERCHANDISE AND COIN AND BULLION.

1883.—Exports—Domestic	$80,701,614	$509,007,259	$814,557,255
Foreign	2,087,789	14,265,204	25,047,317
Total	$82,789,403	$523,272,493	$839,604,602
Imports	59,041,525	444,876,808	775,764,341
Excess of exports over imports	$23,744,878	$78,395,685	$63,840,261
Excess of imports over exports	.....	.....	.....
1882.—Exports—Domestic	$65,286,182	$471,170,007	$821,413,908
Foreign	1,918,690	12,457,620	23,520,174
Total	$67,204,881	$483,627,627	$844,934,082
Imports	58,624,604	436,224,431	716,852,735
Excess of exports over imports	$8,580,277	$47,403,196	$98,081,347
Excess of imports over exports	.....	.....	.....

The following is a statement showing, by principal customs districts, the values of merchandise imported into, and exported from, the United States during the month of Jan., 1883, and the values of imported merchandise remaining in the warehouses of the United States January 31, 1883:

Customs Districts.	Imports.	Domestic Exports.	Foreign Exports.	Remain'g in warehs Jan. 31, '83
	$	$	$	$
Baltimore, Md.	1,171,952	4,814,530	2,349	168,727
Bangor, Me.	47,709	.....	.....	152
Bath, Me.	130	.....	.....	90,670
Boston & Charlest'n, Mass.	5,176,857	4,725,666	47,231	5,301,230
Brazos de Santiago, Tex.	50,337	94,185	28,945	1,442
Brunswick, Ga.	2,867	173,691	.....	.....
Buffalo Creek, N. Y.	311,441	64,093	.....	722
Cape Vincent, N. Y.	58,810	13,497	10,644	.....
Champlain, N. Y.	124,961	82,732	.....	8,277
Charleston, S. C.	96,049	3,100,862	.....	1,883
Chicago, Ill.	41,319	.....	346	594,253
Corpus Christi, Texas	75,507	192,068	19,217	101
Detroit, Mich.	150,148	384,745	42,372	53,131
Galveston, Texas	126,790	6,493,625	.....	87,434
Humboldt, Cal.	.....	106,556	.....	.....
Huron, Mich.	118,937	659,166	34,204	.....
Key West, Florida	32,747	67,289	88	72,637
Minnesota, Minn.	30,950	168,917	999	2,298
Mobile, Ala.	83,937	467,652	.....	29,482
New Haven, Conn.	73,961	.....	.....	1,194
New Orleans, La.	572,765	12,610,606	26,609	746,371
New York, N. Y.	41,260,612	27,785,635	1,106,297	20,990,365
Niagara, N. Y.	184,204	255	.....	.....
Norfolk and Portsm'th, Va.	11,301	2,252,815	.....	.....
Oregon, Oregon	108,292	145,260	.....	.....
Oswegatchie, N. Y.	115,189	30,126	.....	5,812
Oswego, N. Y.	9,001	.....	.....	206,160
Paso del Norte, Tex. & N.M	54,965	.....	113,289	.....
Passamaquoddy, Me.	36,224	12,874	.....	7,240
Pensacola, Fla.	1,850	197,451	.....	.....
Philadelphia, Pa.	2,120,447	3,362,310	.....	923,352
Plymouth, Mass.	.....	.....	.....	164,601
Portland & Falmouth, Me.	88,823	638,416	19,896	37,439
Puget's Sound, Wash. Ter.	4,996	96,793	.....	.....
Richmond, Va.	2,936	589,094	.....	.....
Saluria, Texas	4,815	54,957	1,144	.....
San Diego, Cal.	352	2,902	.....	65,250
San Francisco, Cal.	4,027,137	4,671,479	35,194	1,953,805
Savannah, Ga.	24,323	3,030,843	.....	8,021
Vermont, Vt.	256,890	206,588	.....	25,879
Willamette, Oregon	18,116	233,846	.....	20,122
Wilmington, N. C.	59,279	1,011,252	.....	281
Interior ports	.....	.....	.....	172,860
All other customs districts	98,752	176,363	58	206,485
Totals	56,840,084	78,748,539	1,488,975	32,016,900

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Feb. 17. On—	Time.	Rate.	EXCHANGE ON LONDON. Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12·47⅜ @12·53⅜	Feb. 17	8 hort.	12·07½
Amsterdam	8 hort.	12·1¼ @12·2¼	Feb. 17	.....	.....
Hamburg	3 mos.	20·62 @20·66	Feb. 17	8 hort.	20·47
Berlin	"	20·63 @20·67	Feb. 17	"	20·44
Frankfort	"	20·63 @20·67	Feb. 17	"	20·45
Vienna	"	12·10 @12·12½	Feb. 17	3 mos.	11·98
Antwerp	"	25·47½@25·52½	Feb. 17	.....	.....
St. Petersb'g	"	23516 @2338	Feb. 17	Short.	23516
Paris	Checks	25·21¼ @25·26¼	Feb. 17	Checks	25·23
Paris	3 mos.	25·43¾ @25·48¾	Feb. 17	3 mos.	25·24
Genoa	"	25·70 @25·75	Feb. 17	.....	.....
Madrid	"	46116@46316	Feb. 17	3 mos.	47·30
Lisbon	"	51138@51516	Feb. 17	.....	.....
Alexandria	....	.....	Feb. 14	3 mos.	967⅛
New York	....	.....	Feb. 17	Short.	4·82¾
Bombay	60 days	1s. 7 15/16d.	Feb. 17	4 mos.	1s. 711/32d.
Calcutta	"	1s. 7 15/16d.	Feb. 17	"	1s. 711/32d.
Hong Kong	....	.....	Feb. 17	"	3s. 7¾d.
Shanghai	....	.....	Feb. 17	"	3s. 0⅞d.

[From our own correspondent.]

LONDON, Saturday, February 17, 1883.

The position of the Bank of England continues to improve, and the directors have this week decided upon reducing their minimum rate of discount to 3½ per cent. The change was anticipated, and there is now a growing belief that a 3-per-cent rate will be necessary before many weeks have elapsed. The proportion of reserve to liabilities at the Bank has, indeed, declined to about 45 per cent, but this is due to the fact that the liabilities of the establishment, owing to the collection of Imperial taxation, have increased considerably of late, though at the same time the Treasury balance is much less than it was at this time last year, the total of public deposits being only £6,795,109, against £7,757,364 in 1882—a reduction of about £1,000,000. Gold, however, continues to accumulate, the present supply being £22,605,922, against £20,737,213 in 1882; while the reserve of notes and coin, which in 1882 was £11,748,468,

is now £13,287,882. These are very satisfactory features, and the conclusion is naturally drawn that the course of general business should lead to favorable results.

There are, however, drawbacks to any immediate renewal of prosperity. Competition is very keen, and profits being very small, the greatest caution is exercised. The weather also is still very unfavorable to the agricultural interests, and the position of landed proprietors and of farmers is seriously impaired. That we shall have a small crop of wheat in this country this season is a fact that can scarcely be disputed, as the weather during the last five months has been most unpropitious. It must, nevertheless, be admitted that wheat is not a paying crop, and the contention is that, if we should have some weeks of dry weather, other crops will be planted which will yield favorable results. The position of affairs in this country at the present moment is somewhat peculiar, and there is a great want of enterprise. Several companies have been introduced to public notice during the past week, their object being to advance money chiefly on the security of land in the colonies or in foreign countries. The employment of money with safety and profit has undoubtedly become a matter of difficulty, and it is a question of great importance as to the manner in which our surplus capital will find an outlet. The producing power of this country has of late years become so vast and extensive that any further increase in it does not give promise of a profitable investment. When we allude to the producing power we mean the manufacturing power, the quantity of machinery in existence now being sufficient, if worked full time, to more than supply our customers. Evidently, therefore, new markets must be opened up if this country is again to enjoy the prosperity of former days.

It is, perhaps, a question worthy of consideration, whether the recent action of the Bank of England has been judicious. The Bank of England rate of discount is to a considerable extent artificial. It may represent the actual value of money, but very frequently it is much above the general rate. This has been the case of late. Apprehending a demand for gold for export to America the Directors of the Bank have kept their minimum at 5 per cent, notwithstanding that in the open market the quotation was only 3½ per cent. An artificial rate of 5 per cent cannot possibly control the exchanges, when the outside rates are 1½ per cent below that figure; but it is to be apprehended that throughout the provinces and the manufacturing districts some alarm was occasioned, as to the belief was encouraged that the future course of the money market was not only doubtful, but was also calculated to take a turn adverse to the commercial interests. The inference may therefore be drawn that the present very easy condition of the money market may in some measure be attributed to the apprehensions which a protracted period of a five per cent rate of discount engendered; but it is now evident that the alarm was groundless, and judging from present appearances a long period of easy money is in prospect.

With the exception of a reduction in the Bank rate to 3½ per cent there has been no feature of importance in the money market. The outside rates have scarcely varied, but there is an impression that in the course of a very brief period the directors of the Bank of England will be compelled to adopt a 3 per cent rate. If this step is taken it is expected that 3 per cent will be the rate of discount until we are able to make a new departure, which can scarcely be until the autumn. The following are the present quotations for money.

	Per cent.		Per cent.
Bank rate	3½	Open-market rates—	
Open-market rates—		4 months' bank bills	3⅛@3¼
30 and 60 days' bills	3⅛@3¼	6 months' bank bills	3⅛@3¼
3 months' bills	3⅛@3¼	4 & 6 months' trade bills	3½@4

The following rates of interest are allowed by the joint-stock banks and discount houses for deposits:

	Per cent.
Joint-stock banks	2½
Discount houses at call	2¼
Do with 7 or 14 days' notice of withdrawal	2¾

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
	£	£	£	£
Circulation	25,068,040	24,738,745	25 433.965	26,688,925
Public deposits	6,795,109	7,757.364	9,868,663	7,270,703
Other deposits	22,529.504	23,241,782	25,294,221	25,772,571
Governm't securities	12,383,372	13,130,343	15,829,060	16,482,531
Other securities	21,883,005	24,384.388	20,956,602	18,157.102
Res've of notes & coin	13,287,882	11,748,468	16,578,159	16,617,381
Coin and bullion in both departments	22,605,922	20,737,213	27,012,,124	28,306,306
Proportion of reserve to liabilities	44·96	37⅝	46⅞	49⅞
Bank rate	3½ p. c.	6 p. c.	3 p. c.	3 p. c.
Consols	102¾	100¼	99¼d.	98¼
Eng. wheat, av. price	40s. 8d.	46s. 5d.	42s. 3d.	44s. 2d.
Mid. Upland cotton	5 11/16d.	6 7/16d.	6 7/16d.	7 3/8d.
No. 40 Mule twist	9¾d.	10⅜d.	10½d.	11½d.
Clear'g-house return	132,490,000	153,347,000	134,347,000	147,284,000

A mild temperature, continued heavy rains, gales and floods have been the leading characteristics of the weather during the week. The accounts from the agricultural districts are simply deplorable, and no progress can be made with agricultural work. As far as wheat is concerned, a good average crop is out of the question, but any deficiency in the production of that cereal may be made up by an increased yield in other directions. It is early yet to be despondent, but at the same time, more especially as the reports from the Continent are very unsatisfactory, wheat seems to be worth holding for higher prices. In spite, however, of the bad weather both here and abroad, the upward movement in the value of wheat makes very slow progress. A small rise has been recently established, but the latest average price of home-grown produce is only 40s. 8d. per quarter, while that for the current season does not exceed 41s. 1d. per quarter, against 46s. 11d. last season, 42s. 7d. in 1880-1 and 47s. in 1879-80.

In the 150 principal markets of England and Wales the sales of home-grown wheat since harvest have amounted to 1,181,600 quarters, against 1,115,860 quarters in 1881–2, 944,400 quarters in 1880–1 and 706,580 quarters in 1879–80. Farmers have not of late been threshing freely. The weather has been adverse to the prosecution of the work, and a very considerable proportion of the supplies arriving at market is in poor condition. Farmers have, in fact, been devoting their attention more to the sale of barley, the price of fine qualities having been high, viz., from 45s. to 50s. per quarter. The sales in the leading 150 markets since harvest have been 1,546,540 quarters, against 1,300,500 quarters in the corresponding period of last season, the average price obtained being 34s. 1d. per quarter, against 33s. 8d. in 1881-82. The average price of oats is only 20s. 9d. per quarter, and business has been recorded this week in foreign sorts at the very low price of 16s. per quarter of 304 lbs. It is certainly very remarkable that in spite of the high price of Indian corn, feeding stuffs have remained cheap. A very mild winter has no doubt contributed largely to that result.

Since the first of January the traffic receipts of 18 principal railway companies in the United Kingdom have amounted to £4,781,411, against £4,756,881 last year, showing an increase of £24,530, or 0·51 per cent. Ten companies have now issued their reports for the half-year ended Dec. 31, and from these it appears that the increase in the working expenses has been trifling, being 50·86 per cent against 50·15 per cent. The following figures show the revenue and expenditure on ten leading lines:

	Revenue 2nd half-year.		*Expenditure 2d half-year.*	
	1882.	1881.	1882.	1881.
	£	£	£	£
Great Eastern	1,827,225	1,704,024	957,866	878,020
Great Northern	1,919,534	1,928,614	1,062,231	1,039,969
Great Western	4,053,989	3,984,843	1,970,867	1,928,178
Lon. Bright. & Sth. Coast	1,126,899	1,154,878	532,464	505.499
Lon. Chatham & Dover	668,925	663,160	333,226	324,914
Lon. & Northwestern	5,362,162	5,253,310	2,721.342	2,660,552
Lon. & Southwestern	1,517,246	1,465,519	838,693	789.477
Manchester Sheff. & Linc	1,085,319	1,022,990	575,215	541,478
North Eastern	3,534,603	3,405,960	1,795,323	1,712,385
South Eastern	1,167,389	1,176,711	535,898	531,064
Total (10 lines)	22,263,291	21,758,030	11,323,125	10,911,536

The number of failures in England and Wales gazetted during the past week was 248, against 209, showing an increase of 39 and a net increase in 1883, to date, of 47. The number of bills of sale published in England and Wales was 275, against 1,001, showing a decrease of 726, and a net increase to date of 3,739. The number published in Ireland was 37, against 18, showing an increase of 19, and a net increase to date of 42.

The Board of Trade returns for January have been issued this week, and they exhibit results more favorable than had been anticipated. The following are the leading particulars:

	1881.	1882.	1883.
Imports in January	£26,742,962	£32,019,467	£35,736,846
Exports in January	17,318,911	19,820,683	20,602,659

The imports of the principal articles of foreign and colonial merchandise during the month were as follows:

		1882.	1883.
Animals—Oxen and bulls	No.	16,388	17,367
Sheep and lambs	No.	41,787	73,207
Bacon	cwt.	379,806	359,484
Beef, fresh	cwt.	59,630	60,917
Butter	cwt.	183,729	193,948
Cheese	cwt.	82,139	85,053
Coffee	cwt.	110,937	80,372
Copper—Ore and regulus	tons.	8,674	10,957
Corn—Wheat	cwt.	4,612,057	4,133,531
Barley	cwt.	1,280,293	1,578,811
Oats	cwt.	726,230	1,110,720
Indian corn	cwt.	1,431,265	1,917,273
Wheat flour	cwt.	738,599	1,425,317
Cotton, raw	cwt.	1,582,910	2,349,778
Currants	cwt.	21,981	19,265
Flax	cwt.	114,216	53,478
Hemp	cwt.	103,855	31,603
Hides, dry and wet	cwt.	86,104	84,140
Jute	cwt.	497,451	775,200
Leather	lbs.	5,690,770	6,266,434
Meat, unenumerated; preserved otherwise than by salting	lbs.	37,077	47,948
Potatoes	lbs.	220,113	412,281
Raisins	lbs.	10,690	24,065
Rice	lbs.	365,110	405,042
Seeds—Flax and linseed	qrs.	134,390	187,681
Silk, raw	lbs.	470,716	487,270
Sugar, refined	cwt.	210,755	316,616
Raw	cwt.	1,650,862	1,715,921
Tallow and stearine	cwt.	69,684	57,420
Tea	lbs.	17,996,893	21,207,881
Tobacco, unmanufactured	lbs.	1,588,350	1,821,131
Wine	gals.	1,362,664	1,003,380
Wood, hewn and sawn	loads.	142,107	125,295
Wool, sheep and lambs	lbs.	21,280,389	28,335,223
Woolen yarn	lbs.	1,004,336	1,012,806

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending March 9:

London.	*Sat.*	*Mon.*	*Tues.*	*Wed.*	*Thurs.*	*Fri.*
Silver, per oz.....d.	51	51 1/8	51 1/8	51 1/8	51 1/8	51 1/8
Consols for money	102 1/2	102 7/16	102 5/16	102 1/16	101 15/16	102 1/16
Consols for account	102 1/2	102 7/16	102 5/8	102 5/16	102 3/16	102 7/16
Fr'ch rentes (in Paris) fr.	82·30	82·32½	82·00	82·32½	82·10	82·30
U. S. 5s ext'n'd into 3 1/2s	106 1/2	106 1/2	106 3/4	106 7/8	106 7/8	106 7/8
U. S. 4 1/2s of 1891	116	116	115 3/4	116	115 3/4	115 7/8
U. S. 4s of 1907	123	123	122 3/4	122 3/4	122 3/4	122 7/8
Chic. Mil. & St. Paul	105	105 1/4	104 3/4	103	103 1/2	104 1/2
Erie, common stock	38	38 3/4	38 5/8	38 1/8	38 1/8	38 5/8
Illinois Central	148 3/4	148 3/4	149 1/4	149 1/4	149 1/4	148 7/8
N. Y. Ontario & West'n.	26 7/8	26 1/4	26 1/4	25 7/8	26 1/8	.....
Pennsylvania	64 1/4	63 3/4	63 3/4	63 5/8	63 5/8	64
Philadelphia & Reading	27 7/8	28 1/8	27 3/4	27 3/8	27 3/8	27 7/8
New York Central	130 3/4	131 1/4	131 1/4	130 3/4	131	131 5/8

Liverpool.	*Sat.*	*Mon.*	*Tues.*	*Wed.*	*Thurs.*	*Fri.*
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State)..100 lb.	12 6	12 6	12 6	12 6	12 6	12 3
Wheat, No. 1, wh. "	9 4	9 4	9 4	9 4	9 4	9 4
Spring, No. 2, n. "	9 6	9 6	9 6	9 6	9 6	9 6
Winter, West., n "	9 8	9 8	9 8	9 8	9 8	9 8
Cal. white "	9 5	9 5	9 5	9 5	9 5	9 5
Corn, mix., West. "	6 9	6 9	6 8½	6 8½	6 8½	6 8½
Pork, West. mess..₱ bbl.	80 0	80 0	80 0	80 0	80 0	81 0
Bacon, long clear, new	51 0	51 0	51 0	51 0	51 0	51 0
Beef, pr. mess, new, ₱tc.	87 0	87 0	87 0	87 0	87 0	87 0
Lard, prime West. ₱ cwt.	57 9	57 9	57 6	57 3	57 3	57 6
Cheese, Am. finest	65 6	65 6	65 6	65 6	65 6	65 6

Commercial and Miscellaneous News

NATIONAL BANKS.—The following national banks have lately been organized:

2,888—The Citizens' National Bank of Lancaster, Ky. Capital, $75,000. John M. Higginbotham, President; J. P. Sandifer, Cashier.

2,889—The City National Bank of Lawrenceburg, Ind. Capital, $100,000. De Witt Clinton Fitch, President; Walter Fitch, Cashier.

2,890—The Old National Bank of Grand Rapids, Mich. Capital, $400,000. Solomon L. Withey, President; Harvey J. Hollister, Cashier.

2,891—The First National Bank of West Point, Miss. Capital, $52,500. P. B. Dugan, President; T. M. Moseley, Cashier.

2,892—The First National Bank of Sprinyville, N. Y. Capital, $50,000. William O. Leland, President; Elmer O. Leland, Cashier.

2,893—The First National Bank of Colorado, Texas. Capital, $100,000. W. Sc tt, President; F. W. James, Cashier.

2,894—The Continental National Bank of Chicago, Ill. Capital, $2,000,000. Calvin J. Wheeler, President; John C. Black, Cashier.

2,895—The Farmers' and Traders' National Bank of Oskaloosa, Iowa. Capital, $100,000. John Seibel, President; H. S. Howard, Cashier.

2,896—The Central National Bank of Green Castle, Indiana. Capital, $100,000. De Witt C. Bridges, President; Daniel W. Lovett, Cashier.

The location of the National Bank of Kutztown, Pa., is changed to the City of Reading, Pa., and the title of the bank is changed to the Keystone National Bank of Reading.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and in general merchandise. The total imports were $11,339,604, against $6,927,115 the preceding week and $9,719,967 two weeks previous. The exports for the week ended March 6 amounted to $7,720,703, against $5,909,490 last week and $6,963,690 two weeks previous. The following are the imports at New York for the week ending (for dry goods) March 1 and for the week ending (for general merchandise) March 2; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882	1883.
Dry goods	$5,032,307	$3,032,042	$3,572,402	$4,501,568
Gen'l mer'dise	8,845,739	6,312,571	7,340,575	6,837,946
Total	$13,878,046	$10,245,523	$10,912,977	$11,339,604
Since Jan. 1.				
Dry goods	$26,406,186	$23,213,784	$28,930,517	$27,076,029
Gen'l mer'dise	57,092,390	47,232,504	58,441,513	53,989,176
Total 9 weeks	$83,498,852	$70,146,288	$87,372,030	$81,065,205

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending March 6, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week	$7,775,954	$8,921,207	$6,676,353	$7,720,703
Prev. reported	47,745,114	58,472,295	51,253,210	55,078,113
Total 9 weeks	$55,521,068	$67,393,502	$57,929,563	$62,798,816

The following table shows the exports and imports of specie at the port of New York for the week ending March 3, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	*Exports.*		*Imports.*	
	Week.	*Since Jan. 1.*	*Week.*	*Since Jan. 1.*
Great Britain	$.....	$.....	$.....	$.....
France	.....	.....	.....	.....
Germany	.....	.....	.....	190
West Indies	.....	.....	11,499	405,390
Mexico	.....	.....	.....	.....
South America	.....	32,865	1,310	56,304
All other countries	.....	30,785	.....	6,500
Total 1883	$.....	$63,650	$12,809	$468,384
Total 1882	2,285,000	9,113,998	12,136	344,778
Total 1881	250	116,210	78,187	4,800,670
Silver.				
Great Britain	$590	$2,067,282	$.....	$.....
France	6,300	122,645	.....	.....
German	.....	.....	.....	163,757
West In	.....	.....	6,926	45,959
Mexico	.....	.....	67,282	432,268
South America	.....	.....	1,250	11,830
All other countries	.....	1,206	.....	2,100
Total 1883	$6,890	$2,191,133	$75,458	$659,014
Total 1882	216,000	2,177,313	40,310	295,082
Total 1881	193,077	1,970,847	8,732	571,200

Of the above imports for the week in 1883, $9,836 were American gold coin and $7,333 American silver coin.

Norfolk & Western.—Mr. George F. Tyler, President of the Norfolk & Western Railroad, has issued a circular letter explanatory of the recent action of the board of directors in passing the regular semi-annual dividend of the company. He shows that net earnings after paying fixed charges February 10 to December 31, 1882, were $971,562; dividends paid, $600,000; balance to credit income account, $371,562. The circular says that heavy outlays have been incurred in the completion and equipment of the extensive shops at Roanoke, intended for the joint use of the Norfolk & Western and Shenandoah Valley roads. The New River branch, where preparations are complete for an unlimited output of coal, has also been delayed in its completion about six months beyond the date fixed when the work was begun, and its cost increased by unexpected obstacles. The net earnings for two years amounted to more than $1,100,000 per annum, and it is supposed that with increased equipment and improved facilities they will not be less, on the same mileage, for the future. To this must be added $200,000 as the estimated revenue for the current year from the New River division, making a total of $1,300,000, against which there is a gross interest charge of $780,000, leaving a balance of $520,000, even should the business of the road show no improvement.

—Attention is called to the card of Messrs. N. W. Harris & Co., Chicago, who are bankers dealing in investment securities. Chicago is yearly becoming a more important centre of financial interests, and the West has every year more money to invest, while the purchasing of Western bonds by Eastern capitalists has long been known as a profitable transaction when proper judgment was used.

—Messrs. Fisk & Hatch, with their usual energy, have promptly issued, in neat pamphlet form, the tariff and revenue bill just passed by Congress. The demand for the book was very large.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son:

Shares.	
1 Clinton Hall Associat'n	$51
30 Amer. Exch. Nat. Bank	127 3/4
100 People's Bank	157 1/2
83 Merchants' Exch. Bank	95
500 Amer. Bank Note Co	$81 @ 80 5/8
10 People's Fire Ins. Co.	115
26 Luzo Dynamo Elec. Co.	37
5 New York Concert Co., limited	for $130
138 U. S. Warehouse Co	56
33 St. Nicholas Ins. Co. (70 per cent paid)	for $7
80 Bull's Head Bank (35 per cent paid)	for $5
9 Bk. of Bergen County	for $16

Bonds.	
$5,000 Decatur & E. St. Louis RR. 1st mort. sink'g fund 7s, due 1889	99¾ and int.
$375 Decatur & E. St. Louis RR. 6s cert. for funded coupons	86¼ and int.
$2,000 Brklyn City Gs Water Loan, due 1891	116¼ and int.

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DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Chic. & Northwestern prf. (quar.)	2	Mch. 28	Mch. 10 to Mch. 29
Freehold & Jamesburg	4	On dem.	
Little Miami (quar.)	1	Mch. 10	Mch. 3 to Mch. 9
N. Y. Central & Hudson (quar.)	2	April 16	Mch. 16 to April 19
N.Y.&Harl.prf.&com.(fr'm City L.)	2¾	April 2	Mch. 16 to April 2
Union Pacific (quar.)	1	April 2	Mch. 14 to April 1

NEW YORK, FRIDAY, MARCH 9, 1883—5 P. M.

The Money Market and Financial Situation.—In events of general interest the past week has been more fruitful than any week since the opening of the current year. The passage of the revenue and tariff bill; the adjournment of Congress; the shipment of about $3,000,000 gold for this country from foreign ports; and the sharp pressure in our call loan market, have all contributed to create a decided animation in financial circles.

The stringency in money has had the effect of checking in some degree the activity at the Stock Exchange, and the general opinion seems to be held among bankers that a firm, if not an active, money market is likely to be experienced for some weeks to come. There is a difference of opinion as to the probable decrease in government revenue to result from the changes in customs and internal revenue collections; there is good reason, however, to think that with the smaller appropriations made by the late Congress, and very moderate losses to arise from the changes in the tariff law, the government surplus revenue applicable to the redemption of bonds will still be larger than has commonly been estimated.

The shipment of gold from foreign ports has begun, curiously enough, just at the time when the other circumstances in the financial environment show the changes above referred to. It would have been received as a good omen about the middle of February had the cables from London then advised us of the shipment of some $3,000,000 gold in a single week, and there seems to have been nothing in the state of the exchanges that would have forbidden the earlier maturing of those events which have now led to the shipment of gold. But it goes without saying, that from the movement of securities, or other causes, the condition of affairs was not then ripe for it. From October until this time the prodigious cotton crop has been the chief item in the exports of merchandise, and this year cotton is emphatically king. The port receipts to date are 909,000 bales ahead of the crop of 1881-2, but in addition to this increase the excess in average weight of bales in this crop (including overland) is so far equal to 221,061 bales more of increase over 1881-2.

The money market has become quite stringent, since the last city bank statement showed a deficiency of $2,314,775 below the reserve required by law. There has been an active demand for some time past for money to go to the West, and a hardening money market has been in progress. There has been much irregularity in rates, both on stock collateral and government bond collateral, and on the former most of the business has been done at 7@8 p. ct., while 10, 12 and 15 p. ct. have been fairly quotable on different days as the outside figures. On government bonds there is less money offering than formerly, and to the large dealers call money has been loaned at 4@5 per cent, and one block of $500,000 was offered for three months at 4 per cent. Prime commercial paper is quoted at 6@6½ per cent.

The Bank of England weekly statement on Thursday showed a loss of £194,000 in specie, and the percentage of reserve to liabilities was 42½ per cent, against 43 last week; the discount rate remains at 3 per cent. The Bank of France gained 3,400,000 francs gold and lost 4,825,000 francs silver.

The New York City Clearing-House banks in their statement of March 3 showed a decrease of $3,523,775 in their reserve, making a deficiency of $2,314,775 below the legal requirement, against a surplus of $1,209,000 the previous week.

	1883 Mar. 3	Differences fr'm previous week.	1882. Mar. 4.	1881. Mar. 5.
Loans and dis.	$327,472,300	Inc. $2,081,300	$320,677,800	$298,485,400
Specie	55,332,900	Dec. 3,171,400	53,279,800	54,894,100
Circulation	16,545,200	Inc. 46,500	20,026,200	15,418,500
Net deposits	306,253,900	Dec. 3,021,300	290,673,800	274,442,600
Legal tenders	18,915,300	Dec. 1,107,700	16,770,600	13,289,200
Legal reserve	$76,563,475	Dec. $755,325	$72,668,450	$68,610,650
Reserve held	74,248,700	Dec. 4,279,100	70,050,400	68,183,300
Surplus	*$2,314,775	Dec. $3,523,775	*$2,618,050	*$427,350

* Deficit.

Exchange.—Exchange has been dull and heavy until to-day, when there was a slight re-action and a nominal advance in bankers' rates. The price for prime bankers' 60 days sterling bills on actual business is about 4 81; demand, 4 83½; cables, 4 84. Continental bills were quoted as follows: Francs, 5 23¾ @5 23⅛ and 5 21¼@5 20⅝; reichsmarks, 94⅛@94¼ and 94⅝ @94¾; guilders, 39¾@40.

In domestic bills New York exchange was quoted as follows to-day at the places named: Savannah buying ⅛ selling par@⅛ prem.; Charleston buying par@⅛ dis.; selling ⅛@ ¼ prem.; New Orleans com., 100 dis.; bank, 100 prem.; St. Louis, 75 dis.; Chicago, 75@80 dis.; Boston, 40 dis.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

March 9.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 81¼@4 82	4 83½@4 84½
Prime commercial	4 80 @4 80¾	4 82½@4 83
Documentary commercial	4 79½@4 80¼	4 82 @4 82½
Paris (francs)	5 23¾@5 21⅞	5 21¼@5 20
Amsterdam (guilders)	39⅛@ 39¾	39⅞@ 40⅛
Frankfort or Bremen (reichmarks)	94⅛@ 94⅜	94⅝@ 95

United States Bonds.—There has been very little activity in government bonds, and the close working of the money market has probably had some effect in checking business. It is not well determined yet how far the government will be prevented from calling bonds hereafter by a decrease in revenue.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Mar. 3.	Mar. 5.	Mar. 6.	Mar. 7.	Mar. 8.	Mar. 9.
5s, continued at 3½	Q.-Feb.	*103¾	*103¾	*103¾	*103½	*103½	*103½
4½s, 1891 reg.	Q.-Mar.	112⅝	*112½	*112½	*112½	*112¼	*112⅜
4½s, 1891 coup.	Q.-Mar.	*112⅝	*112½	*112½	*112½	*112¼	*112⅜
4s, 1907 reg.	Q.-Jan.	*118⅜	*118	118	*117¾	*117⅞	*118
4s, 1907 coup.	Q.-Jan.	119½	119¼	119	119	*118⅞	*119
3s, option U. S. reg.	Q.-Feb.	104	*101	*104⅛	*104⅛	104¼	*104
6s, cur'cy, 1895 reg.	J. & J.	*128	*128	*128	*128	*128	*128
6s, cur'cy, 1896 reg.	J. & J.	*129	*129	*129	*129	*120	*129
6s, cur'cy, 1897 reg.	J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1898 reg.	J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1899 reg.	J. & J.	*130	*130	*130	*130	*130	*130

*This is the price bid at the morning board; no *sale* was made.

State and Railroad Bonds.—In regard to State bonds the week has been notable for the U. S. Supreme Court decisions in three important suits. In two of these the doctrine is again affirmed, with new force, that the Court will in no way uphold a suit, directly or indirectly, against a State by a citizen of its own or of another State so long as the Eleventh Amendment of the Constitution of the United States remains a part of the law of the land; the Court will tolerate no evasions. In the other suit, which involved the standing of Virginia coupons receivable for taxes, the decision of the Court was unexpected, and is only sustained on the assumption that the bondholders' rights are not essentially impaired, which ground the Court took. The holders in Richmond and Baltimore did not take this view, and the bonds fell off very heavily. A later view, however, is more hopeful, and the holders are encouraged to think that they will not lose the benefit of their contract given by the State.

Railroad bonds have been more active at firmer prices, and several issues have shown special activity, Texas Pacific incomes being notable, and among the strict first mortgage bonds Canada Southern being quite active. The friends of these bonds claim that, with their excellent security and the guaranty of interest by New York Central, they are one of the cheapest of the 5 per cent investment bonds.

Railroad and Miscellaneous Stocks.—The stock market has followed to some extent the course foreshadowed in our remarks last week. There was on Monday quite a buoyancy, which carried prices up readily, but this was met by such a good supply of stocks that a re-action quickly followed, and there has since been a variable market, without decided indications of any great advance in prices in the immediate future. Of course the stringency in money has worked against a buoyant movement in stocks, and while rates remain above 6 per cent it would be unreasonable to look for a gain in prices, even in those cases where it might otherwise be looked for. The undertone, however, is pretty strong, and it is always argued that the price of money is merely an influence of the day, and while it makes the cost of carrying stocks temporarily higher, it does not affect the real value of the stocks themselves.

Railroad earnings for February and for two months of the year are given at length on another page. From private sources we learn that the net earnings of Michigan Central and Canada Southern in January, the first month under the new arrangement, were $172,000, of which two-thirds goes to Michigan Central and one-third to Canada Southern; the net earnings for February are not yet ascertained.

Upon the whole, the week has developed a fair tone, and the closing prices are generally above those of last Friday.

Of the Chicago Milwaukee & St. Paul the *Evening Post* to-days says that the forthcoming annual report will show that the net earnings for 1882 were $8,824,446. After deducting the interest on bonds and 7 per cent on the common and the preferred stock, earned in the last six months of 1882, but not payable until April, 1883 (these items aggregating $7,581,204), there remain $1,243,261, which is stated as "the surplus earnings for 1882." The unfunded debt of the company is stated as follows, viz.:

FLOATING DEBT.		OFFSETS.	
Bills payable	$2,712,038	Cash on hand	$2,969,732
Unpaid vouchers and pay-rolls	2,216,629	Materials and supplies to be used in 1883	1,495,112
Mis. and curr'nt balan's	2,141,916	Due from agents and other companies	226,986
Incumbrances assumed	6,755	Due from miscellaneous	345,137
Dividend and interest unclaimed	8,316	Bills receivable	1,600
	$7,160,502	Total	$5,038,569

This would show an apparent balance of $2,121,932 as the net amount of the floating debt, but $2,500,000 was to be paid out for interest on the funded debt on and after January 1, which would leave the floating debt nearly $5,000,000. An offset to this fact, however, is that the dividends on stock are not due until April.

RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR WEEK ENDING MAR. 9, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, March 3.	Monday, March 5.	Tuesday, March 6.	Wednesday March 7.	Thursday, March 8.	Friday, March 9.	Sales of the Week (Shares).	Range Since Jan. 1, 1883. Lowest.	Highest.	For Full Year 1882. Low	High
RAILROADS											
Boston & N. Y. Air Line, pref	....	....	....	80 80	....	80 80	200	79 Jan. 3	82 Jan. 17	80	80½
Burlington Cedar Rap. & No.	88½ 90	89 89	89¼ 90½	*80	*80	....	21	80½ Feb. 7	83 Jan. 5	67	85½
Canadian Pacific	65¼ 66⅛	66⅜ 67⅜	66¾ 67¼	66⅜ 66¾	66⅛ 67¼	66⅞ 67¾	14,455	65½ Feb. 14	71¾ Jan. 19	44	73
Canada Southern	....	13 13	....	....	13 13¾	13½ 13⅝	600	12 Feb. 27	15 Jan. 3	14	30
Cedar Falls & Minnesota	71 71⅜	71½ 72⅜	71½ 73⅜	71¼ 72⅛	72 72⅜	71½ 72¾	44,300	68¼ Jan. 2	76⅛ Jan. 18	61½	97½
Central of New Jersey	80¾ 81	80⅞ 81¾	80⅝ 81¼	80⅝ 81	80⅜ 81	81¼ 81⅞	12,357	79 Feb. 7	88 Jan. 2	74½	97½
Central Pacific	*21½ 22¼	22 22	23 23	21 22	21⅜ 21⅝	*22 22½	382	20½ Feb. 23	23½ Jan. 20	16½	27
Chesapeake & Ohio	31½ 31⅝	31 31	32¼ 32¼	*31 32¼	*30 32	*30 32¼	228	29¼ Feb. 24	35¾ Jan. 20	27½	41½
Do 1st pref	*23⅞ 25	23⅜ 24⅜	*23 25	*23 25	23⅛ 23⅝	*24 25	561	22½ Feb. 26	27 Jan. 22	21	29
Do 2d pref	132⅜ 132⅝	134 134	134¼ 134¼	133⅜ 133⅝	135 135	134⅜ 134⅝	998	130 Feb. 20	137¼ Jan. 2	127⅜	145½
Chicago & Alton	*134	*135	*136	*136	....	....	.....	140 Feb. 10	145 Feb. 14	140	146
Do pref	117½ 118	117⅜ 118½	117½ 118½	117½ 117⅝	117⅝ 118½	118½ 119½	6,928	115⅞ Feb. 20	125⅞ Jan. 18	120⅝	141
Chicago Milwaukee & St. Paul	101¼ 101⅜	100⅞ 102	99⅝ 101¾	99⅝ 100⅝	100⅜ 101⅞	100⅝ 101⅜	216,612	97⅞ Feb. 20	108½ Jan. 20	96⅛	128¼
Do pref	....	120 120	118 118½	118½ 118½	118⅜ 118½	119 119	855	116⅜ Feb. 7	122 Jan. 9	114⅝	141¼
Chicago & Northwestern	132⅜ 132½	132¼ 134½	131⅞ 132⅝	131¼ 132¼	132¼ 133⅛	132⅜ 133	19,300	128¼ Feb. 2	136¼ Jan. 4	124	150¾
Do pref	146½ 146⅝	146½ 147	146¼ 147	146¼ 146¼	146¼ 146¾	147 148	1,900	143 Feb. 20	151⅛ Jan. 5	136	175
Chicago Rock Isl. & Pacific	122½ 123	123 124½	123 123½	122⅝ 123¼	123½ 124	123½ 124¼	8,780	118 Feb. 21	127¼ Jan. 5	122	140¼
Chicago St. Paul Minn. & Om.	48 48¼	48¼ 48⅞	47¾ 48½	48 48	48⅝ 48⅞	48½ 49⅛	8,600	44¾ Feb. 19	55 Jan. 18	29½	58¼
Do pref	107½ 108	107⅝ 108¼	107 108	106½ 107¼	108 108½	108½ 109	3,800	102¾ Feb. 19	113¼ Jan. 5	97½	117
Cincinnati Sand. & Cleveland	....	49 49	48½ 49	48 48	*47⅜ 49	49 49½	1,100	46 Feb. 15	49½ Mar. 9	44	62
Cleveland Col. Cin. & Ind	*72 75	74 74¾	73¾ 74½	73 73¼	73½ 74½	74½ 74½	1,350	68¾ Feb. 20	84 Jan. 5	65½	92⅜
Cleveland & Pittsburg guar	....	*139	138¼ 138¾	....	*139	....	40	138¾ Mar. 6	142 Jan. 26	133	140
Columbia & Greenville, pref	....	38 40	....	40 40	40 40	....	660	31 Feb. 26	40 Mar. 5	30	104
Columbus Chic. & Ind. Central	6¾ 7	7¼ 7¼	6¾ 7	6½ 6½	*6 7	*6 7	1,925	3¼ Jan. 20	7½ Mar. 5	3⅝	21⅞
Delaware Lackawanna & West	122⅞ 123⅝	123 125⅜	123¼ 125¼	123½ 124⅜	124 125½	124⅜ 125¼	430,250	118½ Feb. 16	129¼ Jan. 4	114½	150½
Denver & Rio Grande	44 44⅜	44⅜ 45	44 44½	44 44¼	44¾ 46	45¼ 46½	25,282	39⅞ Jan. 2	51⅛ Jan. 20	28½	74⅝
Dubuque & Sioux City	*86½ 90	....	*86½ 86	*86½ 89	....	....	.....	87½ Feb. 21	89½ Jan. 12	82	96½
East Tennessee Va. & Ga	9 9	8¾ 8¾	8¾ 9	9 9	9 9¼	9 9	2,180	8¼ Feb. 21	10¼ Jan. 2	8	16
Do pref	*15 16	15⅜ 15¾	15¾ 15¾	....	15½ 16	16 16¼	1,700	14¾ Feb. 20	18¼ Jan. 2	15½	26½
Fort Worth & Denver City	....	....	....	....	31⅜ 31⅝	....	100	30 Jan. 2	33⅞ Jan. 19	28½	42⅝
Green Bay Winona & St. Paul	....	....	....	5½ 5½	....	....	100	5 Feb. 9	6½ Jan. 19	0	16
Hannibal & St. Joseph	*..... 41	*..... 41	38 38	 41	....	....	100	38 Mar. 6	46¾ Jan. 17	45	110
Do pref	*82 84	83 83	82 82	*80 84	81 81⅞	81 82	1,100	72 Jan. 3	87¾ Jan. 30	72	111¼
Houston & Texas Central	*72 73	*72 75	*74 75	*72½ 75	*72½ 75	*72½ 75	.....	73 Feb. 17	79 Jan. 16	61	92½
Illinois Central	143⅜ 143⅞	143¾ 143¾	143¼ 144	143¾ 143¾	143½ 144	144 144½	1,690	141⅝ Jan. 3	147 Jan. 30	127⅜	150½
Do leased line	79½ 79½	*78 80	....	....	....	....	200	77 Feb. 17	81 Jan. 22	.....	.....
Indiana Bloom'n & Western	30½ 30⅞	31⅞ 33⅝	32 33¼	32½ 33	32½ 33⅛	33¾ 34	8,565	27 Feb. 16	35 Jan. 9	30	49⅛
Lake Erie & Western	26⅜ 26¾	28 29½	29½ 30	28¼ 28¾	28⅝ 29½	29¾ 30	3,451	26 Feb. 16	33¼ Jan. 18	23½	45
Lake Shore	108¾ 109½	109 110	109¼ 109⅞	109½ 109¼	109¾ 110	110 110⅜	32,138	106⅜ Feb. 16	114⅞ Jan. 18	98	120½
Long Island	62½ 62½	62 62½	62½ 62⅝	62⅜ 62⅝	63 63	63¼ 62½	1,550	60 Jan. 2	65 Jan. 18	49½	65
Louisville & Nashville	53¾ 54⅛	53⅝ 54⅞	53⅝ 54⅜	53½ 54	53⅞ 54⅞	54⅝ 55¼	22,680	51⅜ Feb. 19	58½ Jan. 20	46½	100¾
Louisville New Albany & Chic	....	*55	....	....	*55 58	55 55	100	53 Mar. 9	68 Jan. 5	57	78
Manhattan	46½ 46¾	47 47¾	47⅛ 48	45 45½	48 48	*45 46½	1,200	45 Feb. 28	53⅞ Feb. 9	40	60½
Dt 1st pref	*85 88	*85 88	*85 88	*85 88	*85 88	*85 88	.....	84¾ Jan. 3	90 Jan. 18	82	98½
Do common	*45 48	*45 48	*46½ 48	*46 48	*45 47	*45 46½	.....	48 Feb. 24	53 Feb. 10	40	56
Manhattan Beach Co	42½ 44	43¾ 43¾	....	42 42	42 42	42 42	1,120	15 Feb. 21	21½ Mar. 9	15	37
Memphis & Charleston	*80 82	*80 85	80 80	79½ 80	*80 85	*80 85	800	36 Feb. 19	55 Jan. 8	42½	82⅜
Metropolitan Elevated	93⅝ 94¼	93⅞ 95¼	94⅞ 95	93¾ 94⅛	94¼ 94⅜	94⅝ 95¼	400	79½ Mar. 7	85 Jan. 8	77	93
Michigan Central	 17	..... 16¾	*15 15¾	..... 16¾	 17	 17	17,737	90 Feb. 20	100½ Jan. 19	77	105
Milwaukee L. Sh. & Western	*42½ 43	42 44½	41¾ 45	..... 44½	..... 44½	*43¾	.....	15 Feb. 28	18 Jan. 4	13	21
Do pref	26¼ 26¾	26½ 27	26¾ 26¾	*26 26¾	26¾ 26¾	26¾ 26¾	600	42 Mar. 5	48 Jan. 20	41½	58¼
Minneapolis & St. Louis	*57 59	60 60	60 60¾	59¼ 59¾	60½ 60½	60½ 60½	1,500	22⅞ Feb. 20	30¾ Jan. 18	19	36¾
Do pref	30½ 30⅞	30⅜ 31⅞	31 31⅞	31 31¼	31⅜ 32	31⅝ 32	1,200	52 Feb. 20	68½ Jan. 18	59	77
Missouri Kansas & Texas	100¼ 101	100⅜ 102	100⅞ 101⅞	100¼ 101⅜	101 101⅞	101⅜ 102	30,825	29¼ Feb. 20	34⅞ Jan. 18	26⅜	42½
Missouri Pacific	*15¾	16 16½	17 17	*16½	*16½	17½ 17½	44,785	97⅜ Feb. 26	105⅝ Jan. 19	86¾	112½
Mobile & Ohio	123½ 123⅝	122½ 122¾	*121½ 123½	....	123 123	*121 123	500	15 Feb. 16	19½ Jan. 5	12	35¾
Morris & Essex	129¾ 130	126⅞ 127⅜	126¾ 127⅝	126½ 127	126⅜ 127½	127¼ 127⅝	441	120 Feb. 15	124 Jan. 9	119¾	128
Nashville Chattanooga & St. L	59⅞ 60	59⅜ 60	59¾ 59¾	57¾ 58¼	59¾ 60	59¾ 60	6,100	55⅝ Jan. 3	61⅞ Jan. 22	47	87½
New York Central & Hudson	126½ 126⅜	126⅞ 127⅜	126½ 127½	126½ 127	126⅜ 127½	127¼ 127⅜	24,360	124¼ Feb. 3	128¾ Jan. 18	123⅜	138
New York Chic. & St. Louis	11¾ 11¾	11⅝ 12	12½ 13⅛	12 12	12⅛ 12⅜	12¾ 12⅞	7,105	10 Feb. 2	15½ Jan. 5	10½	17¾
Do pref	*25¼ 26¼	26½ 27⅝	28 28½	23 24	28½ 28½	29 29	2,700	23 Feb. 7	35 Jan. 4	27	37⅝
New York Elevated	*100 107	*100 107	*100 107	*100 107	*100 107	*100 107	.....	101 Jan. 13	105 Feb. 16	100	109½
New York Lack. & Western	87 87	87 89½	88½ 88⅞	89 89¼	88½ 88½	89¼ 89¼	952	85½ Mar. 1	89½ Mar. 5	.....	.....
New York Lake Erie & West	36½ 36⅞	37⅛ 37⅝	36⅞ 37⅝	36⅞ 37⅛	37 37⅜	37⅛ 37⅝	54,656	31⅜ Feb. 20	40⅞ Jan. 18	33¼	43⅜
Do pref	....	....	....	....	....	....	.....	75 Feb. 19	83 Jan. 5	67	88¼
New York & New England	47 47	....	49 49	46½ 46½	....	....	218	45½ Feb. 3	52¼ Jan. 9	45	60½
New York New Haven & Hart	*172	*172	*172	174 174	174 174	174½ 174½	148	160 Jan. 16	175 Jan. 10	168	188
New York Ontario & Western	24¾ 25	25¼ 25½	25 25	25 25	25 25⅜	25 25	1,872	24¾ Mar. 2	27½ Jan. 15	20½	31⅞
Norfolk & Western, pref	40¼ 41	40½ 41	....	*40 41	41 41	41½ 41½	2,000	37½ Feb. 26	49¾ Jan. 20	44¼	60
Northern Pacific	49 50½	49 50	48⅞ 49⅝	48⅝ 49	49 49½	49¼ 49¾	49,555	44⅞ Feb. 26	51⅜ Jan. 20	28¼	54⅜
Do pref	85¼ 87⅜	86 87⅜	85¾ 86⅜	85½ 86	85¾ 86⅜	86¼ 86⅝	52,579	79⅜ Feb. 20	87½ Jan. 18	66¾	100⅝
Ohio Central	11¼ 11⅝	11⅜ 12	11½ 12	11¼ 11½	11⅝ 12	12 12½	6,037	9⅛ Feb. 16	13⅞ Jan. 18	11⅜	25⅝
Ohio & Mississippi	*31½ 32⅝	....	....	*30⅝	31¼ 31¼	....	100	29 Feb. 14	34½ Jan. 4	27	42
Ohio Southern	....	....	11¾ 12	11⅞ 12	....	....	800	10 Feb. 2	13¾ Jan. 18	11	23½
Oregon & Trans-Continental	84¼ 85½	84 85⅝	83¾ 85⅜	83⅝ 84½	84¼ 85	84⅛ 85⅛	33,338	79 Feb. 20	89 Jan. 19	60	98¾
Peoria Decatur & Evansville	*20½ 21⅝	21½ 22½	21½ 22⅜	21 21	21½ 22½	22¾ 23	3,200	19⅝ Feb. 19	28 Jan. 18	23	39¾
Philadelphia & Reading	53⅜ 54¼	54 54⅝	53¼ 53⅞	52⅞ 53½	53½ 54⅛	53 54	45,500	49⅝ Feb. 20	58½ Jan. 18	46¾	67½
Pittsburg Ft. Wayne & Chic	....	136¼ 136¼	....	....	135 135	....	17	135 Jan. 2	138 Jan. 16	130	139
Rensselaer & Saratoga	114 114	....	....	....	....	....	6	139½ Jan. 3	144 Mar. 3	131½	144
Rich. & Allegh., stock trust certfs.	....	11¼ 11¼	11¾ 11¾	11¼ 11⅜	....	11⅜ 11¼	400	10 Feb. 20	15 Jan. 6	13	40
Richmond & Danville	*51½ 53	52½ 53⅜	53½ 54	*53 54	*52½ 54	54½ 54⅜	1,200	47 Jan. 13	60 Jan. 18	52	250
Richmond & West Point	22½ 22⅜	23½ 23⅝	23 23¼	23⅜ 23⅝	23¾ 24	24 24½	1,800	21 Feb. 16	29 Jan. 30	23	263
Rochester & Pittsburg	19⅝ 19⅝	19⅝ 19⅝	19¼ 19⅜	19 19¼	19¼ 19½	19¼ 19½	5,920	16¾ Feb. 16	22 Jan. 5	17½	36⅛
St. Louis Alton & Terre Haute	68 68½	*65	68 68	67¼ 67½	68 68⅝	69 70¾	2,100	48 Jan. 3	71 Jan. 30	20½	50
Do pref	*97½ 99½	....	*96 99½	*96 98	....	98½ 99	400	90 Jan. 3	100¾ Jan. 30	55	94½
St. Louis & San Francisco	*29 30	*29 31	*29 31	*29 31	*29 32	*29 32	.....	29½ Feb. 28	34⅞ Jan. 12	31	48⅞
Do 1st pref	48½ 48½	*48½ 49½	49½ 49½	*48 50	*48 49	49 49	300	48 Feb. 23	54⅜ Jan. 12	43	66⅛
Do 1st pref	90 90	90 90	*89½ 91	*89 91	*90	*91 94	200	89 Feb. 28	100½ Jan. 11	78½	108½
St. Paul & Duluth	*35 38	....	....	*35 38	33 33	....	100	33 Feb. 15	40⅞ Jan. 9	26	42¾
Do pref	91¾ 91¾	91 94	95 95	*94 95	95 95	94⅝ 94⅝	322	91 Feb. 20	97½ Jan. 4	88	99¼
St. Paul Minneap. & Manitoba	144½ 145	144¼ 145	144 144	143⅛ 143½	144 144	144½ 144⅝	2,660	133 Feb. 20	147¼ Jan. 18	108⅝	166½
Texas & Pacific	39⅞ 39⅝	39 40⅜	39⅝ 40½	39½ 40	39⅝ 40½	40⅛ 40¾	79,707	36¾ Jan. 3	43 Jan. 18	34	55
Union Pacific	93⅜ 94	93⅝ 94½	93½ 94¾	93½ 93⅞	94⅜ 95¾	95¼ 97	172,713	91¼ Feb. 7	104¾ Jan. 18	88½	119¾
Wabash St. Louis & Pacific	28⅝ 29½	28⅞ 30¼	28½ 29¾	28¼ 28¾	28⅝ 29	29 29¼	19,005	26½ Feb. 26	36¼ Jan. 18	23⅞	39⅞
Do pref	47 47⅝	47¼ 49⅝	47⅜ 48¾	47⅝ 48⅛	47⅞ 48⅜	48½ 49½	58,750	41¾ Feb. 26	57½ Jan. 18	45½	71⅝
MISCELLANEOUS.											
American Tel. & Cable Co	....	66 66	66 66	....	....	66½ 67	677	64⅜ Feb. 26	69½ Jan. 15	65	74
American District Telegraph	35½ 35½	....	....	40 40	....	47 47	300	30 Jan. 22	47 Mar. 9	31	60
Colorado Coal & Iron	32 32	32 32¾	33 32¼	31½ 31½	32 32½	32 33	2,200	28¼ Feb. 7	33⅝ Feb. 12	25	53⅞
Delaware & Hudson Canal	107⅜ 107¾	107⅞ 108	108 108	107¾ 108	108⅜ 108⅝	108½ 108½	2,195	105⅜ Feb. 13	109½ Jan. 5	102⅜	119¾
Homestake Mining	15½ 15½	....	15 15½	....	15½ 15½	15½ 15½	1,000	15 Mar. 6	19 Jan. 12	17⅜	193¾
Mutual Union Telegraph	20 20	*19 20½	....	....	19½ 20¼	19¼ 19¼	130	19 Feb. 27	25 Jan. 17	19½	30¼
New Central Coal	*12 15	*10 14	....	....	13 13	....	100	18 Feb. 27	14 Jan. 4	13½	28
Ontario Silver Mining	....	....	....	22½ 22½	22½ 22½	....	110	18 Feb. 10	35½ Jan. 8	53	40
Oregon Improvement Co	90½ 91	88½ 91½	....	....	....	....	1,310	84½ Mar. 5	91½ Mar. 5	.....	.....
Oregon Railway & Nav. Co	137 139	140½ 140½	....	....	....	139½ 139½	647	131 Feb. 20	144 Jan. 18	128	165¼
Pacific Mail	40⅝ 41¼	41⅜ 41½	41 41¼	*40½ 41½	*40 41½	41 41	1,800	39 Jan. 25	43⅜ Jan. 18	32⅜	48¾
Pullman Palace Car	120½ 120½	119½ 120	120 120	119 119	*118⅞ 120	....	436	117 Feb. 23	126 Jan. 20	117	145
Quick River Mining	8¾ 9½	9½ 9½	*8½ 9½	*8 10	*8 10	*8 10	500	8 Feb. 1	9½ Mar. 3	8	14¼
Do pref	44 44	45½ 46	46½ 46½	45¾ 46	*..... 47	*..... 47	700	37½ Jan. 26	46½ Mar. 6	40	82¾
Western Union Telegraph	81⅞ 82⅞	82½ 83⅛	82⅝ 83⅜	82½ 83⅜	83⅜ 84½	83¼ 84½	91,890	79¼ Feb. 5	85½ Jan. 18	75½	93¾
EXPRESS.											
Adams	132 132	132 132	131½ 132	*130 132	*128 132	130 130	79	130 Mar. 9	135 Jan. 5	133	149½
American	*89 91	*89 91	90¾ 90¾	90 90	90 91	90 90	187	90 Feb. 26	93 Jan. 5	90	97½
United States	*60 62	*59 62	*59 63	*59 63	*59 62	60 60	10	60 Mar. 9	65½ Jan. 6	61	80¾
Wells, Fargo & Co	124½ 124½	124 124	122 123¼	*121 124	122 122	*120 125	56	123 Feb. 19	125 Jan. 8	125	132
COAL AND MINING.											
Consolidation Coal	*25	*25 30	....	*25	*25 30	*25 30	.....	27 Feb. 20	27½ Jan. 19	27½	36¾
Little Pittsburg Mining	....	....	....	....	....	....	.....	....	....	1½	2¾
Mariposa Land & Mining	....	....	....	....	....	....	.....	....	....	1½	2½
Maryland Coal	*15 18	*15 18	....	....	*15 18	....	.....	17 Jan. 15	17 Jan. 15	13	26
Pennsylvania Coal	....	....	*265	....	....	....	270	270 Feb. 2	270 Feb. 2	240	245
Standard Consol. Mining	....	....	....	....	....	6½ 6½	200	5½ Feb. 17	6½ Jan. 8	4½	19¾
Cameron Coal	....	....	....	....	....	15 15	100	14 Feb. 27	18 Jan. 3	18	37½
Central Arizona Mining	....	....	....	....	....	....	.....	⅝ Jan. 20	½ Jan. 12	½	1⅝
Deadwood Mining	....	....	....	....	....	....	.....	....	....	4	6¾
Excelsior Mining	....	....	....	....	....	....	.....	....	....	¼	2⅞
Rousseau Mining	....	....	....	....	....	....	.....	....	....	1	4
Silver Cliff Mining	....	....	....	....	....	....	.....	....	....	1½	2⅜
Stormont Mining	....	....	....	....	....	....	.....	....	....	1½	1½

* These are the prices bid and asked; no sale was made at the Board. † Lowest price is ex-dividend.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama—		
Class A, 3 to 5, 1906	81¾	82½
Class A, 3 to 5, small	84	.....
Class B, 5s, 1906	100	102½
Class C, 4s, 1906	.....	.....
6s, 10-20s, 1900	.....	.....
Arkansas—		
6s, funded, 1899-1900	.....	20
7s, L. Rock & Ft. S. 1ss.	.....	.....
7s, Memp.& L.Rock RR	35	55
7s, L. R.P.B. & N.O. RR	35	47
7s, Miss. O. & R. R. RR.	35	.....
7s, Arkansas Cent. RR.	15	19
Connecticut—6s, 1883-4	102	.....
Georgia—6s, 1886	104	.....
7s, new, 1886	106½	.....
7s, endorsed, 1886	106½	.....
7s, gold, 1890	114	.....
Louisiana—		
7s, consol., 1914	69	71
7s, small	64	.....
Louisiana—Continued—		
Ex-matured coupon	60	.....
Michigan—		
7s, 1890	115	.....
Missouri—		
6s, due 1883	101	.....
6s, due 1886	107	.....
6s, due 1887	108	110
6s, due 1888	109½	.....
6s, due 1889 or 1890	110	.....
Asyl'm or Univ., due '92	112	.....
Funding, 1894-95	116	.....
Hannibal & St. Jo., '86	.....	112
Do do '87	.....	112
New York—		
6s, gold, reg., 1887	.....	.....
6s, gold, coup., 1887	.....	.....
6s, loan, 1891	.....	.....
6s, loan, 1892	.....	.....
6s, loan, 1893	.....	.....
N. Carolina—6s, old, J.&J.	29	.....
6s, old, A.&O.	29	.....
N. Carolina—Continued—		
No. Carolina RR., J.&J.	155	.....
Do A.&O.	155	.....
Do 7 coup's off, J.&J.	130	.....
Do 7 coup's off, A.&O.	130	.....
Funding act, 1866-1900	10	12
Do 1868-1898	10	12
New bonds, J.&J., '92-8	15	.....
Do A.&O.	15	.....
Chatham RR	.....	7
Special tax, class 1, '98-9	.....	.....
Do class 2	5	.....
Do to W. N. C. RR	5¼	6½
Do Western RR.	5	.....
Do Wil.C.&Ru.R.	5	.....
Do W'n. & Tar R.	5	.....
Consol. 4s, 1910	.....	.....
Small	.....	.....
Ohio—		
6s, 1886	108½	.....
Rhode Island—		
6s, coupon, 1893-99	.....	.....
South Carolina—		
6s, Act Mar. 23, 1869	.....	6
non-fundable, 1888		
Brown consol'n 6s, 1893	102½	104
Tennessee—6s, old, 1892-8	40	.....
6s, new, 1892-8-1900	.....	.....
6s, new series, 1914	.....	.....
C'mp'mise, 3-4-5-6s, 1912	43	.....
Virginia—6s, old	30	.....
6s, new, 1866	30	.....
6s, new, 1867	30	.....
6s, consol. bonds	50	.....
6s, ex-matured coupon	40	.....
6s, consol., 2d series	45	.....
6s, deferred	.....	14
District of Columbia—		
3-65s, 1924	.....	.....
Small bonds	.....	.....
Registered	.....	.....
Funding 5s, 1899	.....	.....
Do small	.....	.....
Do registered	.....	.....

RAILROAD BONDS.

Railroad Bonds. (Stock Exchange Prices.)		
Ala. Central—1st, 6s, 1918	.....	.....
Alleg'y Cen.—1st, 6s, 1922	.....	.....
Atch. T. & S. Fe—4½, 1920	.....	.....
Sinking fund, 6s, 1911	.....	.....
Atl. & Pac.—1st, 6s, 1910	.....	93½
Balt. & O.—1st, 6s, Prk. Br.	113½	114
Bost. Hartf. & E.—1st, 7s	*40	50
Guaranteed	.....	.....
Bur. C. Rap. & No.—1st, 5s	*100½	101
Minn. & St. L.—1st, 7s, gn	*120	.....
Iowa C. & West.—1st, 7s	*108	.....
C. Rap. Ia F. & N.—1st, 6s	.....	.....
1st, 5s, 1921	.....	.....
Buf. N. Y. & Phil.—1st, 6s	96⅞	97
Central Iowa—1st, 7s, '99	.....	108
Char. Col. & Aug.—1st, 7s	*108	.....
Ches & Ohio—Pur. m'y'fd.	*113½	115
6s, gold, series A, 1908	107	.....
6s, gold, series B, 1908	91	91¼
6s, currency, 1918	52¾	53
Mortgage 6s, 1911	*100	.....
Chicago & Alton—1st, 7s	*117½	.....
Sinking fund, 6s, 1903	114	114¼
La. & Mo. Riv.—1st, 7s	*116	.....
2d, 7s, 1900	.....	.....
St. L. Jack. & Chic.—1st	.....	120
1st, guar. (564), 7s, '94	.....	120
2d (360), 7s, 1898	.....	.....
2d, guar. (188), 7s, '98	.....	.....
Miss. R. Br'ge—1st, s.f. 6s	.....	.....
C. B. & Q.—Consol. 7s, 1903	*125¾	126⅝
5s, sinking fund, 1901	.....	106
Ia. Div.—S. F., 5s, 1919	.....	.....
S. F., 4s, 1919	87¾	.....
Denver Div.—4s, 1922	83	85
4s, 1921	.....	83
C. R. I. & P.—6s, cp., 1917	121	125¼
6s, reg., 1917	.....	124¾
Keo. & Des M.—1st, 5s	103½	.....
Central of N. J.—1st, '90	114	.....
1st consol. assented, '90	111	112
Conv., assented, 7s, 1902	111	.....
Adjustment, 7s, 1903	.....	.....
Leh. & W. B.—Con. g'd. as	.....	102
Am. D'k & Imp.—5s, 1921	88	.....
C. M. & St. P.—1st, 8s, P. D.	130	132
2d, 7 3-10, P. D., 1898	120½	.....
1st, 7s, $ g., R. D., 1902	*	128
1st, La C. Div., 7s, 1893	118	118⅞
1st, I. & M., 7s, 1897	120	.....
1st, I. & D., 7s, 1899	120	.....
1st, C. & M., 7s, 1903	120	.....
Consol. 7s, 1905	123	123½
2d, 7s, 1884	103½	105
1st, 7s, I. & D. Ext., 1908	121	.....
S. W. Div., 1st, 6s, 1909	108½	110
1st, 5s, La C. & Dav., 1919	*96	.....
1st, S. Minn. Div. 6s, 1910	106¾	106⅞
1st, H. & D., 7s, 1910	*118	119½
Ch. & Pac. Div., 6s, 1910	109½	110⅛
1st, Chic. & P. W., 5s, 1921	*92⅛	92½
Min't Pt. Div., 5s, 1910	*	91½
C. & L. Sup. Div., 5s, 1921	.....	.....
Wis. & Min. D., 5s, 1921	.....	91
C. & N'west.—S. fd., 7s, '85	*105¼	.....
Interest bonds, 7s, 1883	103¼	.....
Consol. bonds, 7s, 1915	*130⅞	131
Extens'n bonds, 7s, '85.	.....	.....
1st, 7s, 1885	105	.....
Coupon, gold, 7s, 1902	124½	126
Reg., gold, 7s, 1902	*124½	126
Sinking fund, 6s, 1929	112	.....
Sinking fund, reg.	110	.....
Sinking fund, 5s, 1929	101⅜	101¾
Sinking fund, reg.	*	101¾
Escan'a & L.S.—1st, 6s	.....	114
Des M. & Min's—1st, 7s	.....	.....
Iowa Midland—1st, 8s	140½	133
Peninsula—1st, conv. 7s	120	.....
Chicago & Mil.—1st, 7s	120	125
Win. & St. P.—1st, 7s, '87	107	108
2d, 7s, 1907	.....	125
Mil. & Mad.—1st, 6s, 1905	*	112
C. C. C. & Ind's—1st, 7s, s.f.	*120	.....
Consol. 7s, 1914	121½	122½
C. St. P. M. & O.—Consol., 6s	107	108½
C. St. P. & M.—1st, 6s, 1918	.....	115
N. Wis.—1st, 6s, 1930	*110	.....
St. P. & S. C.—1st, 6s, 1919	111	.....
Chic. & E. Ill.—1st, s.f., cur.	*95	.....
Col. & Green.—1st, 6s, 1916	*95	.....
2d, 6s, 1926	.....	.....
Col. H. Val. & Tol.—1st, 7s	80	80
Del. L. & W.—7s, conv., '92	117	.....
Mortgage 7s, 1907	*125½	.....
Syr. Bing. & N. Y.—1st, 7s	125	.....
Morris & Essex.—1st, 7s	134½	137
2d, 7s, 1891	*110	.....
Bonds, 7s, 1900	.....	.....
7s of 1871, 1901	121	122½
1st, consol., guar., 7s	121½	122
N. Y. Lack. & W.—1st, 6s	112½	.....
Del. & H.—1st, 7s, 1884	*	104
7s, 1891	.....	115
1st, ext., 7s, 1891	.....	116
Coup., 7s, 1894	*115	.....
Reg., 7s, 1894	.....	.....
1st, Pa. Div., cp., 7s, 1917	*124	.....
Pa. Div., reg., 7s, 1917	*123½	.....
Del. & H.—Continued—		
Alb. & Susq.—1st, 7s	*111	112
2d, 7s, 1885	106	.....
1st, cons., guar. 7s, 1906	.....	.....
1st cons., 6s, 1906	.....	.....
Rens. & Sar.—1st, coup.	*135	.....
1st, reg., 1921	.....	.....
Denv. & Rio Gr.—1st. 1900	108	109¼
1st consol., 7s, 1910	89½	90¼
Denv. So. P. & Pac.—1st, 7s	93	.....
Det. Mac. & Marq.—1st, 6s	*	91
Land grant, 3½s, S. A.	.....	.....
E. T. Va. & G.—1st, 7s, 1900	117	118
1st, cons., 5s, 1930	72½	73
Divisional 5s, 1930	92	.....
Eliz. C. & N.—S. f., deb. c. 6s	.....	.....
1st, 6s, 1920	.....	.....
Eliz. Lex. & Big S.—6s	93	96
Erie—1st, extended, 7s	*124	128
2d, extended, 5s, 1919	*	110
4th, extended, 5s, 1920	*103½	.....
5th, 7s, 1888	.....	.....
1st cons., gold, 7s, 1920	124	126
1 t cons., fd. coup., 7s	.....	.....
Reorg., 1st lien, 6s, 1908	.....	.....
Long Dock b'ds, 7s, '93	.....	120
Buff. N. Y. & E.—1st, 1916	*130	.....
N. Y. L. E. & W.—New 2d 6	.....	96¾
2d, consol., fd. cp., 5s	.....	97
Buf. & S. W.—M. 6s, 1908	.....	.....
Ev. & T. H.—1st, cons., 6s	96	98
Fl't & P. M'rq.—M. 6s, 1920	.....	114
Gal. Har. & S. Ant.—1st, 6s	.....	103
2d, 7s, 1905	107	108
Mex. & Pac.—1st, 5s	.....	91½
2d, 6s, 1931	.....	.....
Gr'n Bay W. & S. P.—1st, 6s	77	.....
Gulf Col. & S. Fe—7s, 1909	.....	112
Han. & St. Jos.—8s, conv.	104	104½
Consol. 6s, 1911	.....	105
Hous. & T. C.—1st, M. L., 7s	*108⅞	109
1st, West. Div., 7s	105¾	107
1st, Waco & N., 7s	111½	112½
2d consol., main line, 8s	123	125
2d, Waco & No., 8s, 1915	.....	.....
General, 6s, 1921	98	101
Hous. E. & W. Tex.—1st, 7s	*	103
Ill. Cent.—Sp. Div.—Cp. 6s	*110	115½
Middle Div.—Reg., 5s	.....	.....
C. St. L. & N. O.—Ten. l., 7s	*113	.....
1st consol., 7s, 1897	*113	.....
2d, 7s, 1907	*110	120
Gold, 5s, 1951	.....	103¾
2d Div., 7s, 1894	.....	117
Ced. F. & Minn.—1st, 7s	.....	.....
Ind. Bl. & W.—1st pref. 7s	*118	.....
1st, 4-5-6s, 1909	.....	87
2d, 4-5-6s, 1909	*	74
East'n Div.—6s, 1921	.....	92
Indianap. D. & Spr.—1st, 7s	100	.....
2d, 5s, 1911	.....	.....
Int. & Gt. No.—1st, 6s, gold	106	108
Coupon, 6s, 1909	81½	83
Kent'ky Cen. -M., 6s, 1911	.....	.....
Lake Shore & Mich. So.—		
Mich. S. & N. I.—S. fd., 7s	*106	.....
Cleve. & Tol.—Sink. fd.	*105½	.....
New bonds, 7s, 1886	107½	.....
Cleve. P. & Ash.—7s	113	.....
Buff. & Erie—New bds.	119	.....
Kal. & W. Pigeon—1st	100	.....
Det. M. & T.—1st, 7s, 1906	.....	.....
Lake Shore—Div. bonds	121½	126½
Consol., coup., 1st, 7s	*125	.....
Consol., reg., 1st, 7s	*125	.....
Consol., coup., 2d, 7s	.....	121
Consol., reg., 2d, 7s	*120	121
Long Isl. R.—1st, 7s, 1898	.....	120
1st consol., 5s, 1931	97¾	98
Louisv. & N.—Cons. 7s, '98	116	.....
2d, 7s, gold, 1883	101	.....
Cecilian Br'ch—7s, 1907	100	.....
N. O. & Mob.—1st, 6s, 1930	90	.....
E. H. & N.—1st, 6s, 1919	100	105
General, 6s, 1930	91½	.....
Pensac'la Div.—6s, 1920	.....	.....
St. L. Div.—1st, 6s, 1921	.....	.....
2d, 3s, 1980	*48	.....
Nashv. & Dec.—1st, 7s	.....	115
S. & N. Ala.—S. f., 6s, 1910	.....	.....
Leban'n-Knox—6s, 1931	100	.....
Louisv. C. & L.—6s, 1931	100	.....
L. Erie & W.—1st, 6s, 1919	.....	99
Sandusky Div.—6s, 1919	.....	95
Laf. Bl. & M.—1st, 6s, 1919	97	.....
Louisv. N. Alb. & C.—1st, 6s	101⅞	102½
Manhat. B'ch Co.—7s, 1909	.....	89
N. Y. & M. B'h—1st, 7s, '97	*	125
Marietta & Cin.—1st, 7s, 1st, sterling	.....	.....
Metr'p'lit'n El.—1st, 1908	96¾	98
2d, 6s, 1899	82½	.....
Mex. Cen.—1st, 7s, 1911	74	.....
Mich. Cen.—Con., 7s, 1902	125	.....
Consolidated 5s, 1902	105	.....
Equipm't bds., 8s, 1883.	.....	.....
6s, 1909	.....	.....
Coupon, 5s, 1931	*100⅜	.....
Registered, 5s, 1931	.....	.....
Jack. Lan. & Sag.—6s, '91	.....	.....
Mil. & No.—1st, 6s, 1910	*	96
Mil. L. S. & W.—1st, 6s, 1921	.....	98
Minn. & St. L.—1st, 7s, 1927	119¾	.....
Iowa Ext.—1st, 7s, 1909	115	.....
2d, 7s, 1891	100	.....
S'thw. Ext.—1st, 7s, 1910	111	111¼
Pac. Ext.—1st, 6s, 1921	101¾	102¼
Missouri Kan. & Tex.—		
Gen. con., 6s, 1920	80½	81⅞
Cons. 7s, 1904-5-6	104½	105½
Cons. 2d, income, 1911	57½	58
H. & Cent. Mo.—1st, '90	*106	.....
Mobile & Ohio.—New. 6s.	*107	.....
Collat. Trust, 6s, 1892	.....	.....
Morgan's La. & T.—1st, 6s	.....	.....
Nash. Chat. & St. L.—1st, 7s	116	118
2d, 6s, 1901	.....	.....
N. Y. Central—6s, 1883	103½	104
6s, 1887	107	107½
6s, real estate, 1883	*102	.....
6s, subscription, 1883	.....	102½
N. Y. C. & H.—1st, cp., 7s	129½	130
1st, reg., 1903	129½	.....
Huds. R.—7s, 2d, s.f., '85	106½	.....
Can. So.—1st, int. g'ar. 5s	95⅞	96⅛
Harlem—1st, 7s, coup.	129½	130
1st, 7s, reg., 1900	.....	130
N. Y. Elev'd—1st, 7s, 1906	*116½	.....
N. Y. Pa. & O.—Pr. l'n, 6s, '95	.....	.....
N. Y. C. & N.—Gen., 6s, 1910	47⅛	49
Trust Co., receipts	*	50
N. Y. & New Eng.—1st, 7s	*114	.....
1st, 6s, 1905	.....	.....
N. Y. C. & St. L.—1st, 6s, 1921	96¾	97
N. Y. W. Sh. & Buff.—Cp. 5s	75⅜	75½
Nevada Cent.—1st, 6s	*	103
N. Pac.—G. l. g., 1st, cp. 6s	103⅜	104
Registered, 6s, 1921	*	103⅞
N. O. Pac.—1st, 6s, g., 1920	87⅝	88
Norf. & W.—G'l, 6s, 1931	101	101½
Ohio & Miss.—Consol. s. f.	117	.....
Consolidated 7s, 1898	116¼	.....
2d consolidated 7s, 1911	120	.....
1st, Springfield Div., 7s	*	119
Ohio Central—1st, 6s, 1920	87	89
1st Ter'l Tr., 6s, 1920	.....	82
1st Min'l Div., 6s, 1921	.....	.....
Ohio So.—1st, 6s, 1921	80	.....
Oreg'n & Cal. -1st, 6s, 1921	*91	92½
Or. & Trans'l—6s, '82-1922	92½	93
Oreg. Imp. Co.—1st, 6s	91	92
Panama—S. f., sub. 6s, 1910	*	105
Peoria Dec. & Ev.—1st, 6s	*102	104
Evans. Div., 1st, 6s, 1920	.....	99
Peoria & Pek. U'n—1st, 6s	*100	102
Pac. RRs.—Cen. P.—G., 6s	113½	114
San Joaquin Branch	110	.....
Cal. & Oregon—1st, 6s	103½	.....
State Aid bds., 7s, '84	100	.....
Land grant bonds, 6s.	105	.....
West. Pac.—Bonds, 6s	110	.....
So. Pac. of Cal.—1st, 6s.	104⅝	105
Union Pacific—1st, 6s.	113⅞	.....
Land grants, 7s, '87-9	109	.....
Sinking funds, 8s, '93.	114½	116
Registered 8s, 1893.	*	114½
Collateral Trust, 6s.	.....	103
Kans. Pac.—1st, 6s, '95	108½	.....
1st, 6s, 1896	108½	108⅞
Den. Div., 6s, as'd, '99	107½	108½
1st consol., 6s, 1919.	.....	99⅞
C. Br. U. P.—F. c., 7s, '95	103	.....
At. C. & P.—1st, 6s, 1905	90	91
At. J. Co. &W.—1st, 6s.	*	90
Oreg. Short L.—1st, 6s	*91	95½
Ut. So.—Gen., 7s, 1909	101	103
Exten., 1st, 7s, 1909	.....	.....
Mo. Pac.—1st, cons., 6s.	102½	.....
3d, 7s, 1906	110	111½
Pacific of Mo.—1st, 6s	103	103¼
2d, 7s, 1891	*112	114½
St. L. & S. F.—2d, 6s, cl. A	97½	99
4-6s, class C, 1906	94	96⅛
4-6s, class B., 1906	91½	95
1st, 6s, Peirce C. & O.	.....	.....
Equipment, 7s, 1895	*	105
Gen. mort., 6s, 1931	99	99⅛
So. Pac. of Mo.—1st	103	104½
Tex. & Pac.—1st, 6s, 1905	101	.....
Consol., 6s, 1905	91	94
Income & Ld. gr., reg.	67½	67¾
1st, Rio G. Div., 6s, 1930	81⅞	81⅞
Pennsylvania R.R.—		
Pa. Co's gu. r. 4½s, 1st c.	95½	96¾
Registered, 1921	*95	.....
Pitt. C. & St. L.—1st, c. 7s	.....	.....
1st, reg., 7s, 1900	.....	.....
2d, 7s, 1913	.....	.....
Pitts. Ft. W. & Ch.—1st	136	.....
2d, 7s, 1912	133¼	.....
3d, 7s, 1912	.....	131
Clev. & Pitts.—Cons. s. f.	.....	126
4th, sink. fd., 6s, 1892.	108½	.....
Col. C. & I. C.—1st, consol.	145	.....
2d consol., 7s, 1909	.....	.....
1st, Tr'st Co. ctfs., ass'd	.....	.....
2d, Tr'st Co. ctfs., ass'd	.....	.....
1st, Tr't Co. ctfs. suppl.	*116	.....
St. L. V. & T. H.—1st, g., 7s	*114	.....
2d, 7s, 1898	.....	.....
2d, guar., 7s, 1898	*110	.....
Pitts. B. & B.—1st, 6s, 1911	.....	.....
Rome W. & Og.—Con. 1st.	73	74
Roch. & Pitt. -1st. 6s, 1921	104	105
Rich. & Al.—1st, 7s, 1920	75	78
Rich. & Danv.—Cons. g., 6s	94⅞	95¼
Debenture 6s, 1927	63	65
Atl. & Ch.—1st, p., 7s, '97	105	.....
Incomes, 1900	*75½	.....
Scioto Val. -1st, cons., 7s	*	95
St. L. & Iron Mt.—1st, 7s	*112	.....
2d, 7s, 1897	109	.....
Arkansas Br.—1st, 7s	108	.....
Cairo & Fulton—1st, 7s	107½	108½
Cairo Ark. & T.—1st, 7s	.....	109½
Gen. r'y & l. gr., 5s, 1931	78½	.....
St. L. Alton & T. H.—1st.	.....	.....
2d, pref., 7s, 1894	.....	108¼
2d, income, 7s, 1894	.....	106
Bellev. & S. Ill. -1st, 8s	*	122½
St. P. Minn. & Man.—1st, 7s	107¾	.....
2d, 6s, 1909	109	.....
Dakota Ext.—6s, 1910	.....	109
Min's Un.—1st, 6s, 1922	*108½	110
St. P. & Dul.—1st, 5s, 1931	*100	.....
So. Car. Ry.—1st, 6s, 1920	102¼	102½
2d, 6s, 1931	*92½	95
Tex. Cen.—1st, s.f., 7s, 1909	105	.....
1st mort., 7s, 1911	105	.....
Tol. Del. & Bur.—Main, 6s	.....	54
1st, Dayt. Div., 6s, 1910	.....	.....
1st, Ter'l trust, 6s, 1910	.....	.....
Va. Mid.—M. Inc., 6s, 1927	50	54
Wab. St. L. & P.—Gen'l, 6s	*78½	79⅝
Chic. Div.—5s, 1910	78	82
Have Div.—6s, 1910	*	87
Tol. P. & W.—1st, 7s, 1917	107	108
Iowa Div.—6s, 1921	.....	89
Ind'polis Div.—6s, 1921	.....	.....
Detroit Div.—6s, 1921	.....	.....
Calio Div.—5s, 1931	*79	.....
Wabash—M., 7s, 1909	*	96
Tol. & W.—1st, ext., 7s	106	.....
1st, St. L. Div., 7s, '89	101½	101¾
2d, ext., 7s, 1893	100	.....
Equip. b'ds, 7s, 1883	75	.....
Consol. conv., 7s, 1907	.....	96
Gt. West.—1st, 7s, '88	101	.....
2d, 7s, 1893	99¾	100
Q & T.—1st, 7s, 1890	99	.....
Han. & Naples—1st, 7s	.....	.....
Ill. & So. Ia.—1st Ex., 6s	.....	.....
St. L. K. C. & N.—R. c. 7s	105	108
Om. Div.—1st, 7s	*109½	110
Clar'da Br.—6s, 1919	.....	.....
St. Chas. Br.—1st, 6s	*90	95
No. Missouri—1st, 7s.	119½	120
West. Un. Tel.—1900, cp.	115	118
1900, reg.	.....	116
N. W. Telegraph—7s, 1904	.....	.....
Mut. Un. T.—S. F., 6s, 1911	82½	84¾
Spring Val. W. W.—1st, 6s	.....	.....
Oregon RR. & N.—1st, 6s	*	107¼

INCOME BONDS.

(Interest payable if earned.)

Ala. Cent.—Inc. 6s, 1918.	.....	.....
Alleg'y Cent.—Inc., 1912.	.....	.....
Atl. & Pac.—Inc., 1910.	*19	.....
Central of N. J.—1903	82¼	84
Col. C. & I. C.—Inc. 7s, '90	.....	.....
Reorg'n Tr'st Co. Cert.	69	72½
Cent. Ia.—Coup. debt ctfs.	*	60
Ch. St. P. & M.—Ly. inc., 6s	.....	.....
Chic. & E. Ill.—Inc., 1907	.....	.....
Des M. & Ft. D.—1st, inc., 6s	.....	.....
Det. Mac. & Marq.—Inc.	.....	.....
E. T. V. & Ga.—Inc., 6s, 1931	35½	36
El. C. & No.—2d, inc., 1970	.....	.....
G. Bay W. & St. P.—2d, inc.	*12½	.....
Ind. Bl. & W.—Inc., 1919	.....	.....
Consol., Inc., 6s, 1921	18½	50
Ind's Dec. & Spr'd—2d inc	.....	40
Trust Co. certificates	.....	.....
Leh. & Wilkesb. Coal—'88	.....	.....
Lake E. & W.—Inc. 7s, '99	.....	48
Sand'ky Div.—Inc., 1920	35	50
Laf. Bl. & Mun.—Inc. 7s, '99	*38	.....
Mil. L. S. & W.—Incomes	*	41
Mob. & O.—1st pref. deben.	.....	85
2d pref. debentures	.....	49
3d pref. debentures	30	.....
4th pref. debentures	28	.....
N. Y. Lake E. & W.—Inc. 6s	60	.....
N. Y. P. & O.—1st inc. ac., 7s	50	56
Ohio Cent.—Income, 1920	30½	32
Min'l Div.—Inc. 7s, 1921	.....	.....
Ohio So.—2d inc., 6s, 1921	.....	30
Ogdens. & L.C.—Inc., 1920	.....	.....
Small	.....	.....
Peoria D. & Ev.—Inc., 1920	*	70
Evans. Div.—Inc., 1920	*	65
Peoria & Pek. Un.—Inc., 6s	.....	58
Roch. & Pitts.—Inc., 1921	.....	45
Rome W. & Og.—Inc., 7s.	43½	45
So. Car. Ry.—Inc., 6s, 1931	56	58
St. Louis I. Mt. & So.—		
1st, 7s, pref., inst. accum.	120	.....
2d, 6s, int. accum'lative	117	.....
St. L. & Ry.—Ser. B., inc. '94	.....	.....
Plain incomes, 6s, 1896	*	37
Sterlin. Mt. Ry.—Inc., '95	.....	.....
St. L. A. & T. H.—Div. bds	73	75
Tol. Del. & B.—Inc., 6s, 1910	*	14½
Payton Div.—6s, 1910.	.....	.....
Tex. & st. L.—Ly. inc. 1920	.....	.....

* No price Friday—these are latest quotations made this week.

RAILROAD EARNINGS.

Roads.	Latest Earnings Reported. Week or Mo	1883.	1882.	Jan. 1 to Latest Date 1883.	1882.
		$	$	$	$
Ala.Gt.Southern	January...	84,131	60,574	84,131	60,574
Buff. Pittsb.& W	January...	78,321	62,150	78,821	62,150
Bur.Ced.R.& No	4th wk Feb	52,159	53,440	381,103	478,154
Central of Ga...	January...	311,200	33,786	311,200	332,786
Central Iowa...	January...	77,309	93,031	77,309	93,031
Central Pacific	January..	1,718,000	1,839,164	1,718,000	1,839,164
Chesap. & Ohio.	January...	244,142	208,746	244,142	208,746
Chicago & Alton	4th wk Feb	107,607	100,169	1,176,431	1,103,727
Chic. & East. Ill	4th wk Feb	35,562	30,022	253,332	272,676
Chic.& Gr.Trunk	Wk.Feb.24	50,787	35,170	365,857	260,015
Chic. Mil &St. P.	4th wk Feb	384,000	312,816	2,617,000	2,810,912
Chic. & Northw.	4th wk Feb	394,800	370,300	2,647,607	3,119,111
Ch.St.P.Min.&O	4th wk Feb	81,700	98,500	580,600	660,600
Chic. & W. Mich	3d wk Feb	27,511	27,267	.....	.....
Cin.Ind.St.L.&C	3 wks Feb	94,590	113,182	286,416	361,781
Clev.Akron& Col	4th wk Feb	10,971	8,995	71,193	65,021
Col. Hock.V.&T	4th wk Feb	50,935	44,945	418,101	391,192
Danbury & Nor.	January...	17,277	13,417	17,277	13,417
Denv. & Rio Gr.	1st wk Mar	115,700	102,700	967,400	998,299
Denv.& R.Gr.W.	4th wk Feb	6,660	.....	49,400	.....
Des Mo.& Ft. D.	4th wk Feb.	6,846	6,656	36,162	55,002
Det. Lan. & No.	3d wk Feb.	24,189	28,151	.....	.....
Dub. & Sioux C	3d wk Feb	22,829	25,228	118,479	175,114
Eastern	3 wks Feb.	210,381	150,615	457,415	375,240
E.Tenn Va &Ga	February..	313,253	234,855	636,404	480,457
Eliz. Lex. & B S	January...	47,330	28,710	47,330	28,710
Evansv. & T. H	4th wk Feb	9,552	13,156	103,498	113,553
Flint & P. Marq.	4th wk Feb	45,028	39,673	355,704	331,431
Ft.W. & Denver	4th wk Jan	6,500	.....	25,000	.....
Georgia	February..	143,291	113,777	277,697	235,808
Grand Trunk....	Wk.Feb.24	317,601	276,869	2,166,208	2,225,588
Gr.Bay W.&St.P	4th wk Feb	6,497	5,878	46,024	52,083
Gulf Col&San. Fe	3 wks Feb.	101,504	65,941	266,519	166,877
Hannibal & St.Jo	4th wk Feb	46,024	38,178	368,575	278,492
Hous.E.&W.Tex	January...	18,286	18,286	24,845	18,286
Illinois Cen.(Ill.)	February..	417,420	340,668	978,682	1,128,929
Do (Iowa	February.	121,895	156,606	241,843	315,049
Do So. Div.	February..	362,656	290,724	770,066	563,333
Ind.Bloom.& W	4th wk Feb	40,164	30,963	451,073	371,579
K.C.Ft S. & Gu	3d wk Feb	28,755	27,222	242,080	233,288
L. Erie & West'n	4th wk Feb	30,854	20,882	239,763	220,773
L. R. & Ft.Smith	February..	35,352	33,973	90,763	71,588
L.Rk.M.Riv.&T	February.	32,000	18,975	67,407	41,575
Long Island....	4th wk Feb	22,752	22,094	257,617	235,733
Louisv.& Nashv	4th wk Feb	274,925	231,771	2,131,435	1,924,812
Mar.Hough.& O	January...	19,203	25,441	19,203	25,441
Memp. & Char..	February..	103 000	97,616	215,996	198,731
Mexican Cent.	2d wk Feb.	39,307	.....	212,715	.....
Do No.Div	2d wk Feb.	3,548	.....	26,829	.....
Mexican Nat'l..	February..	49,824	.....	104,211	.....
Mil.L.Sh.& West	4th wk Feb	17,850	16,713	129,974	131,216
Missouri Pacific	4th wk Feb	193,503	129,275	1,353,529	1,021,719
Central Br'ch	4th wk Feb	35,868	23,393	218,269	129,107
Int. & Gt. No..	4th wk Feb	88,008	66,224	635,684	446,007
Mo. Kan. & T..	4th wk Feb	135,614	136,889	1,068,473	794,848
St.L.Ir.Mt.&S	4th wk Feb	141,797	142,196	1,188,039	1,017,497
Tex. & Pacific.	4th wk Feb	121,706	74,562	950,569	602,522
Whole System	4th wk Feb	716,493	572,448	5,384,565	4,012,091
Mobile & Ohio..	February.	172,200	158,589	388,805	218,265
Nash.C.h.&St.L	January...	197,388	170,753	197,388	170,753
N. Y.& N. Engl'd	February..	231,741	217,262	490,007	431,103
Norfolk & West	5 wks Feb.	125,303	102,466	325,790	271,038
Northern Cent..	January...	499,252	107,368	499,252	407,368
Northern Pacific	4th wk Feb	101,439	67,335	765,127	514,301
Ohio Central....	4th wk Feb	19,963	.....	151,738	144,280
Ohio Southern.	4th wk Feb	6,999	5,477	70,936	57,501
Oregon & Cal..	January...	82,490	.....	.....	.....
Oregon R.&N.Co	January...	378,600	393,389	378,600	393,389
Pennsylvania .	January...	3,929,357	3,373,321	3,929,357	3,373,321
Peo. Dec. & Eve.	3d wk Feb.	9,453	12,207	81,152	112,417
Phila. & Read..	January...	1,608,775	1,503,075	1,608,775	1,503,075
Do C. & Iron	January...	951,219	948,391	951,219	948,391
Philadelp.& Erie	January...	319,720	252,727	319,720	252,727
Richm.& Danv.	4d wk Feb.	171,600	158,900	476,257	466,028
Ch'l Col.&Aug	3d wk Feb.	119,440	113,670	126,308	101,342
Columb. & Gr.	3d wk Feb.	120,293	115,344	129,526	114,795
Va. Midland..	3d wk Feb.	116,641	111,685	145,428	106,370
West No. Car.	3d wk Feb.	15,430	12,612	35,185	19,677
St. L.Alt. & T.H	4th wk Feb	30,341	25,538	238,925	209,381
Do (brchs.	4th wk Feb	16,980	11,018	132,406	123,042
St. Louis & Cairo	3d wk Feb.	2,719	6,259	45,318	54,375
St.L.&San Fran.	4th wk Feb	65,715	61,490	514,599	501,438
St. Paul & Dul..	4th wk Feb	16,524	13,550	134,970	119,794
St. P. Minn.& M	4th wk Feb	110,800	102,187	879,375	813,819
Scioto Valley...	February..	31,492	36,208	69,707	71,951
South Carolina	January...	129,432	125,467	129,432	125,467
Tol. Cin. & St. L	January...	80,002	69,433	80,002	69,433
Union Pacific...	February..	1,590,404	1,758,834	3,322,404	3,721,834
Utah Central ...	January...	99,181	109,989	99,181	109,989
Vicksb'rg& Mer	January...	51,138	47,309	51,138	47,309
Wab.St.L.& Pac.	4th wk Feb	215,251	190,552	2,378,541	2,361,733
West Jersey	January...	61,920	53,448	61,920	53,448
Wisconsin Cent.	3d wk Feb.	37,099	35,159	.....	.....

† Freight earnings. § All lines included.

Coins.—The following are quotations in gold for various coins:

Sovereigns	$4 83 @$4 87	Silver ½s and ¼s.	— 99¾@ par.
Napoleons	3 83 @ 3 87	Five francs	— 92 @ — 95
XX Reichmarks.	4 73 @ 4 77	Mexican dollars..	— 86¼@ — 86¾
X Guilders	3 96 @ 4 00	Do uncommerc'l.	— 85 @ — 86
Span'h Doubloons.	15 65 @15 80	English silver	4 75 @ 4 83
Mex. Doubloons.	15 50 @15 65	Prus. silv. thalers	— 68 @ — 70½
Fine silver bars	1 10¾@ 1 11¼	U. S. trade dollars	— 99 @ — 99⅜
Fine gold bars	par@¼ prem	U. S. silver dollars	— 99¾@ par
Dimes & ½ dimes.	— 99⅝@ par		

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
Mar. 3..	1,848,220 07	988,943 49	123,371,013 43	6,843,546 55
" 5..	1,562,838 19	1,656,630 25	123,553,234 07	6,588,163 82
" 6..	*2,618,113 87	435,447 77	125,735,858 75	6,615,735 24
" 7..	1,045,074 17	1,214,550 83	125,530,416 37	6,651,500 94
" 8..	925,152 25	†2,886,045 77	124,473,185 65	6,551,138 14
" 9..	1,509,140 60	728,962 33	125,091,485 63	6,513,016 43
Total....	9,329,169 15	7,089,980 49	.....	.....

* Includes $1,000,000 gold certificates put into cash.
† Includes $1,000,000 gold certificates taken out of cash.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on March 3:

Banks.	Capital.	Average amount of— Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S	Circulation.
	$	$	$	$	$	$
New York	2,000,000	9,710,000	1,643,000	649,000	8,004,000	446,000
Manhattan Co...	2,050,000	7,042,000	2,268,000	857,000	5,577,000	.....
Merchants'.....	2,000,000	6,580,000	595,300	521,000	5,402,000	360,500
Mechanics'.....	2,500,000	7,777,000	1,350,000	360,000	6,711,000	.....
Union.....	1,000,000	4,293,800	684,000	246,000	3,445,000	.....
America.....	3,000,000	10,427,100	1,681,500	439,500	9,891,500	1,100
Phœnix.....	1,000,000	2,728,000	405,000	78,000	2,241,000	287,000
City.....	1,000,000	8,020,000	2,598,000	447,000	8,304,000	.....
Tradesmen's.....	1,000,000	3,085,000	320,000	93,000	1,848,000	787,100
Fulton.....	600,000	1,641,200	414,800	76,800	1,838,000	.....
Chemical.....	300,000	13,241,700	3,534,100	914,500	13,120,000	.....
Merch'nts' Exch.	1,000,000	3,340,700	405,500	318,100	2,874,100	281,700
Gallatin Nation'l	1,000,000	4,447,000	858,300	161,000	2,852,000	796,400
Butchers'&Drov.	300,000	1,705,100	272,500	91,000	1,544,100	240,700
Mechanics' & Tr.	200,000	1,095,000	143,000	84,000	943,000	124,000
Greenwich.....	200,000	1,010,100	18,400	176,100	987,500	2,000
Leather Man'f'rs	600,000	2,853,900	270,000	230,000	1,984,500	581,000
Seventh Ward...	300,000	1,087,000	164,300	149,400	1,145,500	20,700
State of N. York.	800,000	4,268,200	580,100	110,100	4,067,700	.....
American Exch .	5,000,000	13,841,000	2,048,000	483,000	10,274,000	.....
Commerce.....	5,000,000	15,982,200	2,105,300	698,500	9,526,100	976,300
Broadway.....	1,000,000	5,147,000	678,500	227,700	3,977,000	597,500
Mercantile.....	1,000,000	6,220,100	1,240,400	384,000	6,047,000	769,100
Pacific.....	422,700	2,417,300	241,000	174,800	2,331,000	.....
Republic	1,500,000	5,067,700	818,900	387,500	5,262,000	960,100
Chatham	450,000	3,6 6,500	88,300	174,100	4,032,500	45,400
People's.....	200,000	1,518,900	102,900	101,500	1,691,200	5,400
North America..	700,000	2,632,700	340,000	180,000	2,713,000	.....
Hanover	1,000,000	8,124,300	1,060,900	625,400	8,783,100	180,000
Irving.....	500,000	3,5 4,800	351,700	284,500	2,905,800	441,000
Metropolitan	3,000,000	17,912,000	1,857,000	754,000	9,961,000	2 214 000
Citizens'.....	100,000	2,465,200	410,300	256,700	2,541,800	65,700
Nassau	500,000	2,265,000	251,000	284,400	2,077,000	.....
Market.....	500,000	2,8 3,100	432,100	85,400	2,210,500	443,000
St. Nicholas....	500,000	2,3 8,000	182,500	78,000	1,176,000	.....
Shoe.& Leather..	500,000	2,547,000	540,000	210,000	2,071,000	470,000
Corn Exchange..	1,000,000	4,431,000	800,000	184,000	3,177,000	4,000
Continental.....	1,000,000	5,7 1,800	1,4 9,200	135,500	6,259,100	450,000
Oriental.....	300,000	2,083,200	493,000	342,800	2,643,000	.....
Marine	400,000	3,438,000	692,000	139,000	3,302,000	270,000
Importers' & Tr..	1,500,000	20,251,000	5,041,000	434,000	22,243,000	1,200,000
Park	2,000,000	18,333,000	4,332,000	1,044,000	23,0 2,000	45,000
Wall St. Nation'l	500,000	1,602,700	217,000	103,000	1,332,000	.....
North River.	240,000	1,5 7,000	26,000	221,000	1,5 2,000	.....
East River.....	250,000	1,209,000	87,000	153,000	984,000	228,300
Fourth National.	3,200,000	17,291,800	3,778,000	643,800	17,05 ,000	859,000
Central Nat.....	2,000,000	7,330,000	514,000	1,240,000	7,7 3,000	297,000
Second Nation'l	300,000	3,408,000	502,000	402,000	3,014,000	90,000
Ninth National..	750,000	6,407,000	989,800	388,100	6,117,000	573,500
First National..	500,000	15,1 3,500	3,322,800	372,500	15,810,000	44,900
Third National..	1,000,000	5,9 7,000	991,800	986,700	6,3 0,000	.....
N. Y. Nat. Exch..	300,000	1,480,400	192,100	151,300	1,192,500	269,000
Bowery National	250,000	2,041,100	225,700	151,000	1,807,800	225,000
N. York County..	200,000	1,758,000	288,000	48,000	1,878,000	180,000
Jerm'n Americ'n	750,000	2,472,000	333,000	57,000	2,149,000	.....
Chase National..	300,000	5,0 8,200	1,218,100	493,700	6,413,200	45,000
Fifth Avenue....	100,000	2,05 ,800	298,200	135,000	2,059,100	.....
German Exch. ..	200,000	1,717,100	54,000	102,000	1,852,500	.....
Germania.....	200,000	1,700,500	74,700	132,800	1,794,500	.....
U. S. Nat.....	300,000	5,0 0,000	1,406,200	73,500	5,585,700	450,000
Lincoln Nat.....	300,000	1,577,700	168,700	154,800	1,439,100	45,000
Total.....	60,962,700	327,472,300	55,332,900	18,915,800	306,253,900	16,545,200

* 5 days only.

The deviations from returns of previous week are as follows:

Loans and discounts	Inc. $2,08 ,300	Net deposits	Dec. $3,02 ,300
Specie	Dec. 3,171,500	Circulation	Inc. 46,500
Legal tenders	Dec 1,107,700		

The following are the totals for three weeks:

	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agr. Clear.
1883.	$	$	$	$	$	$
Feb. 17....	321,852,100	59,960,300	21,373,700	310,712,700	14,514,000	734,424,948
" 24....	325,341,000	58,504,300	20,924,500	310,278,200	16,408,700	619,347,618
Mch. 3....	327,472,300	55,332,900	18,915,800	306,253,900	16,545,200	750,488,160

Boston Banks.—Following are the totals of the Boston banks.

	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agr. Clear.
1883.	$	$	$	$	$	$
Feb. 19..	151,811,000	5,932,300	3,013,700	92,413,000	29,867,300	77,642,274
" 26..	150,154,200	4,814,900	3,919,200	88,099,800	29,988,800	60,721,165
Mch. 5 .	147,75 ,300	4,809,800	3,771,200	85,417,800	30,153,300	70,084,668

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

	Loans.	L. Tenders.	Deposits.	Circulation.	Agr. Clear.
1883.	$	$	$	$	$
Feb. 19....	73,545,199	19,106,331	66,935,037	9,781,991	51,342,120
" 26....	73,412,655	18,572,149	64,940,040	9,747,530	47,581,856
Mch. 5....	76,928,691	17,312,425	66,276,230	9,738,559	62,230,719

Unlisted Securities.—Following are quoted at 38 New Street:

	Bid.	Asked.
Am. Railw'y Imp.Co—		
Ex bonds and stock.	14¾	20
Atl. & Pac.—Gs, 1st....	91	....
Cent. Branch.....	82	85
Incomes do	19	....
Bost.H.& E.—New st'k	½	¾
B'klyn El.—Ass't paid.	10	20
Scrip stock do	10	20
1st mort .....do	27½	....
Buff. N. Y. & Ph.,new	32¼	33
Preferred, new.....	56	57½
Chic & Atl.—Stk.....	19	....
1st mort.....	98	105
Chic.&Can.South.....	2	3
1st mort	28	33
Contin't'l Cons.—85 p.c	48	55
Den.& R.G.R'y—Cons.	87½	89¼
Denver & Rio Gr.West	22	25
1st mort, x.....	66¾	67¼
Flint & Pere Marq'e.	22	....
Georgia Central.....	97	100
guar. 1st	113	....
cert. of ind.....	92½	94½
Ga. Pac. R'y., 1st m..	81¼	82¼
Ind. Dec. & Spring'f...	5	6½
1st mort. fund	....	99
Oriental Constr'tn..	....	105
Mex. Or. Interocean'l & Internat. scrip..	3½	5
Lehigh & Wilkesb. Co.	8	20
Little Rk & Ft. Smith.	28	....
1st mort	85	94
Massachusetts Cent ..	1½	3¾
1st mort.....	1½	....
Mexican. Nat.....	8½	10
Preferred.....	28	35
1st mort.....	49¾	50
Mich.&O.—Subs.55 p.c		100
M.C.St'k Trust Certs..	13	18
Incomes	15	....
N. J. & N. Y..	2	4½
Pref.....	16	....
N.Y.Ch.& St. L.,equip	102	105
N.Y.W.Sh.&Buff.—Stk		
del.wh.iss.on old sub	28	32½
5s	74¾	....
Subs. O. & W.. 85 p.c	75½	75⅝
N Y. Sus. & West.—Stk	5	8
1st mort	72½	74
N.Y.& Gr L.—2d inc.	8½	20
North Pac. div. bonds.	89½	90
No. Riv. Const.—90p.c	102	105
Ohio C.—Riv. Div. 1st.	60¼	60½
Incomes.....	14¾	15
Oregon Sh. Line deliv- ed when issued.....	20½	25
Subs. 80 p. c.....	100	106
Pensac. & Atl.....	19½	28
1st mort.....	74	80
Pitts. & Western.....	15	20
1st mort.....	....	80
Roch.&Pitts. cons.,1st	....	90
St. Jo. & West.....	5	15
St. Jo. & Pacific 1st.	62	....
Kans. & Neb., 1st...	60	66⅔
2d mort	16½	30
Tex.&Col Imp.—60p.c	93	101
ex bd.....	12¼	....
Texas & St. Louis, inc.	15	....
subs	84	90
ex bonds	16	20
Tol. Cin. & St. Louis..	7½	9⅝
1st mort	35	38
Incomes.....	8½	11½
Vic sb'g & Meridian..	3¼	5
Wisconsin Central....	23¾	25¼
pref	31	....
1st mort 1st pref	80	....
1st mort	80	....
2d mort	54	....

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The Investors' Supplement *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* Chronicle. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Pennsylvania Railroad Company.

(For the year ending December 31, 1882.)

The Pennsylvania RR. report is an immense document in the various interests which it covers, and a comparison with former years is less conclusive in its showing than in case of the reports of smaller corporations. In the array of figures presented below, the tables have been compiled for the Chronicle with a view of showing all the principal features of the company's operations and financial transactions in 1882, as compared with previous years. From these tables are derived the following results:

Gross earnings on all lines, east and west, were $79,889,068 in 1882, against $75,182,973 in 1881; net earnings, $29,151,534, against $28,939,695 in 1881.

The total amounts expended in the year on new construction and equipment on lines east of Pittsburg and Erie was $7,271,555.

The general income account below shows a surplus for 1882 over every current expenditure, including dividends, of $1,623,805, against a similar surplus of $2,199,265 in 1881.

The following is a summary of the whole business:

ALL LINES EAST OF PITTSBURG & ERIE.

	1879.	1880.	1881.	1882.
Gross earnings	$31,620,279	$41,260,073	$44,124,182	$49,079,834
Operating expenses	20,382,740	24,625,048	26,709,809	30,647,405
Net earnings	$14,237,539	$16,635,025	$17,414,373	$18,432,429

EARNINGS, &C., ALL LINES EAST AND WEST OF PITTSBURG & ERIE.

	1879.	1880.	1881.	1882.
Gross from traffic	$60,362,575	$70,764,062	$75,182,973	$79,889,068
Operating expenses	35,639,794	42,179,485	46,243,277	50,737,534
Net earnings	$24,722,780	$28,584,576	$28,939,695	$29,151,534

FREIGHT TRAFFIC.

	1881.		1882.	
Lines—	Number of tons.	Number of tons one mile.	Number of tons.	Number of tons one mile.
East of Pitts. & E.	32,606,264	3,700,811,373	35,840,060	3,977,280,048
West of Pittsb.*	23,858,132	2,707,827,014	24,977,807	2,729,844,763
Totals	56,164,396	6,408,638,387	60,817,867	6,707,124,811

PASSENGER TRAFFIC.

	1881.		1882.	
Lines—	Number of Passengers.	Passengers one mile.	Number of Passengers.	Passengers one mile.
East of Pitts. & E.	18,985,409	446,316,555	21,887,992	496,202,927
West of Pittsb.*	10,212,810	345,385,835	11,611,639	369,349,969
Totals	29,198,219	791,702,390	33,499,631	865,552,896

* The figures for 1881, as published in last year's report, included the Indianapolis & St. Louis and St. Louis Alton & Terre Haute roads, which are omitted in this report, the company no longer having any interest in these lines.

"Under the provisions of the trust created October 9, 1878, there has been paid to December 31, 1882, the sum of $2,500,000, which, with the income therefrom, has been invested in securities amounting at par to $2,761,050, yielding an interest of 6 7-10 per cent per annum upon the investment.

"The statement of the Insurance Fund, also attached, shows assets on hand at the end of the year of $1,032,992, being an increase over the previous year of $189,189.

"Among the more important improvements made on the main and leased lines during the past year, the third and fourth tracks were completed to Villa Nova, a distance of twelve miles from Philadelphia. These tracks are now in use, and are being further extended to a point near Wayne Station. In the vicinity of Pittsburg the grading was completed as far as Brinton's, twelve miles, and during the present year the third and fourth tracks will be extended to that point, and the movement of your traffic thereby much facilitated." * *

"The Lancaster cut-off, about two miles long, an alternate line to a portion of your main line near Lancaster, was brought into use late in the year. This improvement saves a half-mile in distance and 356 degrees in curvature, and will aid the safe and prompt movement of your traffic. Further expenditures have been made in straightening the Philadelphia Division, and adding side tracks at necessary points." * * "A large amount was expended in extending the third and fourth tracks on the New York Division, and during the present year this work will be continued so as to better accommodate the numerous passenger and freight trains upon that line. The high cost of real estate, especially in the many towns through which the line passes, makes this work peculiarly expensive; but these improvements must be continued until the entire division is brought up to a full four-track standard, if proper results are to be obtained from the line.

"By reference to the statement of construction expenditures it will be noticed that large sums have been advanced for the extension of existing branch and auxiliary lines, and the construction of additional roads, in which your management deemed it wise for the company to become interested. Perhaps no fact more strongly illustrates the wisdom of this policy than the statement of tonnage and passenger traffic for the past year. By reference thereto it will be seen that almost the entire increase upon the main line has been in local tonnage, amounting in volume to 2,393,744 tons; the through business having shown an increase of but 128 tons. In the passenger traffic the continued reduction in the average mileage of each passenger is evidence of the increase in local over through business. Upon the increase of revenue from local traffic must depend, to a great extent, the prosperity of all railroad enterprises in this country." * *

"For this reason, and account of the promotion by competitive companies of roads tending to divert this traffic from your lines, it has been more than ever necessary for your management to be active in the construction of new lines for the purpose of drawing traffic to your extensive system from portions of the State heretofore left to the exclusive control of competing lines, and the policy that has always obtained—of extending branches to such commercial centres as will promote the public interest and add to the prosperity of your company—has been vigorously pursued. It is believed that this policy will thoroughly protect your properties against any serious inroads by other companies, and make them capable of securing a larger share of the trade of the Commonwealth than they have had heretofore." * *

"Considerable progress has been made during the past year in the reconstruction of the Western Pennsylvania Railroad, for the purpose of reducing grades, as mentioned in a previous report. This improvement will enable through traffic to reach the western slope of the Alleghany Mountains by a line of exceptionally favorable gradients, thus materially aiding and economizing the cost of its movement. There has been expended during the year the sum of $699,633 on this improvement."

GENERAL INCOME ACCOUNT FOR 1881 AND 1882.

The following statement shows the detailed income account of the Pennsylvania Railroad Co. for the years 1881 and 1882:

	1881.	1882.
Net income Pennsylvania RR. Division	$10,131,718	$10,768,563
Net loss New Jersey Division	302,865	568,758
Balance	$9,828,853	$10,199,805
From this balance of income for the year the following amounts have been deducted—		
Payments to trust fund	$600,000	$600,000
Consolidated mortgage redeemed	286,480	282,810
Baltimore & Potomac Railroad—Advances	143,332	.....
Shamokin Coal Co.—Advances	7,000	3,500
Phila. & Erie—Deficiency in interest	175,973	.....
Allegheny Val. RR.—Deficiency in interest	242,021	257,384
Do Advances	157,464	361,591
Sunb. Haz. & Wilkesb.—Deficiency in int.	50,000	50,000
Fred. & Penn. Line RR. do	15,000	15,000
Am. SS. Co.—To meet int. guar. by Penn. RR.	90,000	90,000
Do Advances	.....	25,000
	$1,767,370	$1,685,285
Showing balance to credit of income account after deducting all payments for which the company was responsible	$8,060,983	$8,514,520
Dividends	(8) 5,861,718	(8½) 6,890,715
Leaving balance to credit of profit and loss account for year	$2,199,265	$1,623,805
Add amount realized from settlement of old accounts, and profit on sale of securities	350,866	226,755
	$2,550,131	$1,850,560
Add am't to credit of profit and loss Jan. 1	7,793,949	10,344,079
Balance to credit of profit and loss Dec. 31	$10,344,079	$12,194,639

"The great increase in your freight and passenger traffic continues to call for extensive outlays to provide the proper facilities therefor, and unless these are promptly made the increased traffic cannot be economically moved, and the result to your company is direct loss. It may therefore safely be assumed that the amount of capital required for the present year will be as large as in 1882. This may be obtained by disposing of the securities of your own company, or of the auxiliary lines, as in the judgment of the board may seem best for the interests of the shareholders."

The amounts expended and charged to capital account for construction, equipment and real estate during 1882 were as follows:

Pennsylvania Railroad and Branches—		
For construction		$1,172,870
For equipment		2,075,532
For real estate		316,670
Total		$3,565,072
United Railroads of New Jersey—		
For construction and real estate		378,989
Philadelphia and Trenton Railroad—		
For construction and real estate		280,446
Branch and Auxiliary Lines—		
The following amount was advanced during the year for improvements, extensions and construction of branch and auxiliary lines operated by the company:		
Old lines	$1,945,986	
New lines	1,528,273	
Total on branch and auxiliary lines	$3,474,259	
Less received from these companies in cash	427,213	
Balance advanced by the Pennsylvania RR. Co		3,047,046
Total am't expended and charged to capital acc't in 1882.		$7,271,555

On account of the above advances to branch lines there has been received in securities of above companies $1,625,339.

The proceeds of an allotment of stock in May, and an option to the shareholders to take a portion of their November div dend in scrip, convertible into stock, were	$7,628,550
Total expenditures as above	7,271,555
Balance of the above account	$356,994
Add the balance of profit and loss account for the year	1,850,560
Total	$2,207,554

This amount of $2,207,554 is distributed in the general account under the appropriate items.

EARNINGS, EXPENSES AND INCOME.

PENNSYLVANIA RAILROAD—MAIN LINE AND BRANCHES, PITTSBURG TO PHILADELPHIA.

	1879.	1880.	1881.	1882.
Earnings—	$	$	$	$
General freights	17,016,988	20,234,016	21,229,201	23,517,178
Miscellaneous freights	285,916	278,347	170,919	215,410
First-class passengers	3,336,793	4,110,797	4,702,753	5,567,561
Emigrant passengers	216,408	326,348	320,631	271,016
Adams Express	309,798	351,812	442,466	462,361
Carrying U. S. mails	352,152	371,276	479,087	506,921
Miscellaneous passengers	75,065	99,742	106,192	125,877
Rents	151,399	215,285	195,460	172,638
Total earnings	21,743,628	25,987,657	27,647,009	30,836,962
Expenses—	$	$	$	$
Conducting transportat'n	4,751,993	5,319,343	5,705,010	6,217,211
Motive power	3,235,491	4,003,728	4,379,352	5,163,214
Maintenance of cars	1,425,464	1,805,747	1,950,520	2,388,081
Maintenance of way	1,971,503	2,488,729	3,201,215	3,561,356
General expenses	367,167	433,935	532,372	545,914
Total expenses	11,751,620	14,051,485	15,468,469	17,878,776
Net earnings from operating main line & branches	9,992,007	11,936,171	12,178,540	12,958,186
Add interest from investments (in cash)	2,110,933	2,903,669	3,211,466	3,510,562
Add interest from branch roads for use of equipm't	241,461	243,549	266,692	273,226
Add royalty from M. R. R. & M. Co. on coal mined	22,083	71,523	58,974	36,988
Add sale of securities, &c.	6,943	21,203	78,373	28,897
Empire Line net earnings	131,777	280,005	58,383	123,636
Add balance of int. acct	.....	285,799	49,738	.....
Total	12,505,205	15,741,922	15,902,166	16,931,495
Interest, rentals of branch roads, &c	5,022,725	5,690,437	5,770,448	6,162,931
Net income Penn. RR. Div.	7,482,480	10,051,485	10,131,718	10,768,564

UNITED NEW JERSEY RAILROAD & CANAL COMPANY (INCLUDING BELVIDERE DELAWARE RAILROAD AND FLEMINGTON BRANCH).

	1879.	1880.	1881.	1882.
Earnings—	$	$	$	$
General freights	4,894,941	6,385,410	7,152,711	7,549,963
Miscellaneous freights	106,309	132,338	176,744	293,216
First-class passengers	3,645,196	4,101,582	4,531,869	5,184,213
Emigrant passengers	40,846	60,930	72,039	67,052
Express	235,064	265,093	303,174	324,420
Carrying U. S. mails	131,128	136,598	194,606	188,311
Miscellaneous passengers	35,397	43,298	50,645	70,865
Delaware & Raritan Canal	695,959	419,430	541,077	553,418
Total earnings	9,784,843	11,544,681	13,022,865	14,231,458
Total operating expenses	6,500,861	8,215,208	8,811,281	10,169,094
Net earn'gs from operat'g	3,283,981	3,329,473	4,211,584	4,062,364
Add interest received in cash from investments	211,239	192,384	210,836	246,927
Total net income	3,495,221	3,521,857	4,422,420	4,309,291
Total payments for dividends, interest, &c	4,435,110	4,557,166	4,725,285	4,878,049
Net loss to Pennsylvania Railroad, lessee	939,889	1,035,308	302,865	568,758

COAL COMPANIES AND RAILROADS.

The following table shows the gross and net earnings of the companies named for 1882, as compared with 1881:

	Gross Earnings.		*Net Earnings.*	
	1881.	1882.	1881.	1882.
Susquehanna Coal Co.	$2,770,938	3,416,995	473,223	307,139
Summit Branch RR. Co.	1,107,830	1,368,929	114,468	193,293
Lykens Valley Coal Co.	755,034	722,283	25,875	Loss93,571
Mineral RR. & Min'g Co.	1,474,035	1,441,869	326,849	100,471
Totals	$6,107,838	$6,950,077	$940,417	$507,331
Increase or decrease		Inc. 842,219		Dec. 433,086

LINES WEST OF PITTSBURG.

The lines west of Pittsburg, in the aggregate, show for the year a slight increase in gross earnings, but a greater increase in expenses; so that the net result is not so favorable as for the preceding year. The same low rates which reduced your receipts east of Pittsburg and Erie on through business affected the Western lines to even a larger extent. The freight traffic of these lines shows a gain over the preceding year of 1,119,675 tons, or about 5 per cent, and the number of passengers carried of 1,398,829, or about 14 per cent.

The Pennsylvania Company, after paying all its fixed and adjudicated obligations, was enabled to pay a dividend of 4 per cent upon its full-paid capital stock of $20,000,000, and carry to the credit of profit and loss account a surplus of $1,067,883 45.

The following statement gives the result of the lines owned or controlled by the company west of Pittsburg, operated by the Pennsylvania Company and the Pittsburg Cincinnati & St. Louis Railway Company.

	1881.	1882.
Total earnings Pennsylvania Co.'s lines	$19,788,671	$19,025,661
Expenses	10,760,214	10,976,121
Net earnings	$9,028,456	$8,049,540
From this deduct—		
Rentals, interest and liabilities of all kinds chargeable thereto	6,167,704	6,180,163
Net profit on Pennsylvania Co's lines	$2,860,752	$1,869,377
Total earnings of Pitts. Cin. & St. Louis Railway Company's lines	$11,270,119	$11,783,573
Expenses for same period were	8,773,252	9,114,008
Leaving net earnings	$2,496,866	$2,669,565

	1881.	1882.
From this deduct—		
Rentals, interest and liabilities of all kinds chargeable thereto, including the net earnings of the Columbus Chicago & Indiana Central Railway, paid over to the Receivers under order of Court	$2,585,205	$2,675,131
Net loss on Pittsburg Cincinnati & St. Louis Railway Company's lines	$88,338	$5,566
Net profit on lines west of Pitt b., as above	$2,777,413	$1,503,412
Net profit on lines west of Pittsburg, 1881		2,772,414
Decrease, 1882		$904,602

The other lines west of Pittsburg in connection with which the company has assumed liabilities, or which it controls through the ownership of stock, but which are worked through their own individual organizations, are the St. Louis Vandalia & Terre Haute RR., the Grand Rapids & Indiana RR. and roads operated through its organization, and the East St. Louis and Carondelet Railway.

	1881.	1882.
Agg'te gross earn'gs of these roads were	*$1,919,545	$1,521,769
Expenses	3,206,528	3,278,200
Net earnings	$913,017	1,243,569
Deduct rental and interest	1,147,311	1,206,380
Profit	Loss, $304,293	$37,187
Of this profit your company, under existing contracts, is directly or indirectly entitled to	Loss, $124,075	$30,488
Which, added to the profit before stated	2,772,413	1,863,811
Leaves a net profit on all lines west of Pittsburg for 1882	$2,648,338	†1,894,300
Net profit on all lines west of Pittsburg for 1881		2,648,338
Showing a decrease for 1882 of		$754,037

* The interest of the Penn. Co. in the St. Louis Alton & T. H. and Ind. & St. Louis roads having been sold during the year, their results are not included in the statement either for 1881 or 1882.

† The difference between this amount and the balance shown by the income accounts of Penn. Co. and the Pitts. Cin. & St. Louis Railway Co. is due to the fact that the actual advances made during the year were $30,170 less than the deficits shown by the operations of the roads.

CAR TRUSTS.

Through the system of car trusts a further increase of 2,000 cars—namely, 1,000 hopper gondola and 1,000 long gondola cars—was provided for the main line. The outstanding certificates of series A and B of the car trust of Pennsylvania, representing 1,500 cars, at a cost of $854,000, bearing interest at 6 per cent per annnum, were paid and canceled during the year. As all payments on account of these cars had been charged off each year, the company was their owner at the close of the trust without any representation in your capital account. It was therefore deemed proper that the equipment account should be increased $426,300, being nearly one-half their original cost, the balance remaining charged to profit and loss.

The 15,784 cars placed on the lines east of Pittsburg, through the system of car trusts, represent a cost of		$8,501,950
The 5,500 cars west of Pittsburg		2,967,800
The cars sub-leased to other lines contl'd by Penn. Co., viz.:		
1,250 cars Northern Central Railway Co	$729,750	
250 cars Allegheny Valley Railroad Co	137,500—	867,250
Total 22,784 cars		$12,337,000
Total am'nt of certificates redeemed to Dec. 31, '82, viz.:		
Amount canceled in full paym't of 7,214 cars	$3,999,000	
Amount paid on account of 15,570 cars	2,221,000—	6,220,000
Balance of certificates outstanding Dec. 31, 1882		$6,117,000

The cost of operating the main line in 1882, including branches, was 57 98·100 per cent, and in 1881, 55 95·100 per cent. The cost of operating the United Railroads of New Jersey, including branches and the Delaware & Raritan Canal, in 1882 was 71 46·100 per cent of the receipts from transportation; in 1881 it was 67 66·100 per cent. The cost of operating the main line alone of the New Jersey Division, between Philadelphia and New York, in 1882 was 71 60·100 per cent. The cost of operating the Philadelphia & Erie Railroad in 1882 was 64 80·100 per cent; in 1881 70 35·100 per cent.

GENERAL ACCOUNT DECEMBER 31.

ASSETS.

	1880.	1881.	1882.
	$	$	$
Construction, equipment and real estate accounts for the railroads between Phila. and Pittsburg	63,263,073	67,692,875	71,257,948
Cost of bonds of railroads	23,734,825	10,690,474	21,367,287
Cost of stocks of railroads	50,742,961	52,953,573	54,651,778
Cost of bonds and stocks of municipal corporations, coal companies, canal companies, bridge companies and investments not otherwise enumerated	7,335,896	7,075,109	5,018,603
Managers of Trust created by Penna. RR. Co. Oct. 9, 1878	1,300,000	1,900,000	2,500,000
Insurance fund	10,000	10,000	10,000
Mortgages and ground rentals receivable	69,735	88,661	69,923
Amount expended for the purchase of anthracite coal lands	764,256	738,011	721,434
Appraised value of securities owned by United N. J. Cos. and transferred with lease	3,895,585	3,895,585	3,895,585
Equipment owned by U. N. J. Cos. and transferred with lease	3,163,705	2,805,855	2,679,304
Amount of fuel and materials on hand	2,815,416	3,313,332	4,201,937
Amount of bills and accounts receivable, and amounts due from other roads, including advances made to railroad corporations for construction and purchase of equipment used on their lines, viz.:			
Philadelphia & Erie RR Co	21,301	21,701	.....

	1880. $	1881. $	1882. $
United New Jersey RR. & Canal Co.—Construction	399,411	441,877	742,349
Sinking fund and redemption account	1,139,280	1,252,200	1,365,120
Real estate	500,576	655,421	733,939
Phila. & Trenton—Construct'n	.....	.....	241,112
Real estate	.....	.....	39,335
Other companies	8,870,491	8,192,460	11,440,429
Cash balance in London	1,155,035	1,141,997	1,119,676
Cash in hands of freight and passenger agents	1,831,714	2,005,842	2,345,084
Cash in hands of Treasurer	3,223,034	1,673.103	2,398,636
Total	154,256,894	175,547,876	186,799,399

LIABILITIES.

	1880. $	1881. $	1882. $
Capital stock	68,870,200	77,672,750	85,301,300
Funded debt (as per INVESTORS' SUPPLEMENT)	60,546,367	57,906,186	57,326,920
Morts. and ground rents payable	1,499,937	1,834,112	1,898,027
Penn. Co. for Ins. on Lives, &c., "Trust certificates"	.....	10,000,000	9,571,000
Accounts payable, viz.:			
Balances due other roads	341,090	524,370	652,519
Pay-rolls and vouchers for Dec	3,466,948	4,343,979	4,412,578
Cash dividend unpaid	153,199	85,672	96,387
Dividend scrip outstanding	1,299	1,708	430,286
Sundry accounts due other roads	2,590,156	3,307,641	4,632,104
Securities owned by the United N. J Railroad & Canal Comp'y, transferred with the lease	3,895,585	3,895,585	3,895,585
Equipment of United N. J. RR. & Can. Co., transferred with lease	3,168,704	2,805,854	2,679,304
Fund for the purchase of securities guaranteed by the Penn. RR.Co., under trust created Oct. 9, 1878.	1,300,000	1,900,000	2,500,000
Consol. mortgage bonds redeemed	634,460	925,910	1,208,750
Balance to credit of profit and loss	7,793,949	10,344,079	12,194,639
Total	154,256,894	175,547,876	186,799,399

Philadelphia Wilmington & Baltimore.

(*For the year ending October* 31, 1882.)

This road is controlled by the Pennsylvania Railroad through the ownership of its stock. The total mileage operated, including lines leased and controlled, is 382 miles.

The Philadelphia & Baltimore Central road is owned through ownership of the entire stock; it includes the former West Chester & Philadelphia Road. The Delaware Road is leased for 30 per cent of the gross earnings. The Queen Anne & Kent Road is controlled through the ownership of a majority of the stock. The Dorchester & Delaware Road was acquired last year, this company guaranteeing 4 per cent interest from Feb. 1, 1883, on $400,000 bonds, and receiving in return all the stock and also $50,000 bonds to pay for improvements of the road.

The earnings for the year were as follows, including all lines worked:

Passenger	$2,757,712	Expenses	$3,676,494
Freight	2,398,438		
Mail and express	256,230	Net earnings	$1,751,598
Rents	15,712		
Total	$5,428,092		

In 1880–81 the gross earnings of all lines were $4,578,622 and net earnings $1,551,431.

The earnings from traffic and the working expenses of the several divisions were as follows:

	Earnings.	*Expenses.*	*Net earnings.*
Main line and branches	$4,111,961	$2,679,111	$1,432,850
Central Division	663,957	511,064	152 893
Delaware Railroad	595,079	399,536	195,543
Queen A. & Kent	28,154	41,732	*13,578
Del. & Ches	28,941	45,052	*16,111

* Loss.

The fruit traffic of the Delaware Road was larger than in any previous year except in 1871 and 1875. The profit from the Delaware lease was over $17,000 from the 70 per cent allowed for operating, besides an additional profit of over $48,000, surplus of the rental over interest and dividends, of which, under the lease, three-fourths are used to repay this company for advances made in former years

The loss on the Queen Anne & Kent and the Delaware & Chesapeake roads was chiefly due to the large expenditures needed to put those roads into good condition, their previous managements having neglected to make proper repairs.

The income and profit and loss accounts were as follows:

Net earnings as above		$1,751,597
Interest, profit on Delaware lease, &c		103,258
Total		$1,854,856
Interest, less credits	$193,454	
Rentals	331,416	
State taxes	54,367	
Dividends, 8 per cent	943,004—	1,522,843
Surplus for the year		$332,013
Profit and loss Nov. 1, 1881		1,165,816
Renewal fund, balance transferred		176,908
Total		$1,674,737
Depreciation of securities, &c	$91,181	
Sundry accounts	10,575	
Extraordinary improvements of the road	107,395—	209,152
Balance Nov. 1, 1882		$1,465,585

Two dividends of 4 per cent each, making 8 per cent in all, were paid during the year.

The general account, Oct. 31, 1882, was as follows:

Liabilities.		*Assets.*	
Stock	$11,795,050	Road and property	$14,183,116
Bonds	3,726,416	Stks. and bds. owned	2,071,872
Current accounts and balances	616,810	Sinking funds	152,000
Profit and loss	1,465,585	Fuel and materials	314,621
		Acc'nts and balances	276,155
		Cash	596,096
Total	$17,603,862	Total	$17,603,862

There was no change in stock or bonds during the year. The bonded debt consists of $31,500 convertible bonds of 1884; $1,000,000 registered 6 per cent bonds, due 1887; $700,000 registered 6 per cent bonds due 1892; $800,000 registered 6 per cent bonds, due 1900; $1,000,000 registered 5 per cent bonds, due 1910; $60,000 ten-year notes, due 1887, and $134,916 66 mortgages and ground rents. There were $350,000 bills payable paid off last year. The stocks and bonds owned, charged in the balance sheet at $2,071,872, have a par value of $4,032,975.

Union Pacific Railway.

(*For the year ending December* 31, 1882.)

The annual meeting of the Union Pacific Railway Company took place in New York this week. The following directors were elected: Sidney Dillon, Elisha Atkins, F. Gordon Dexter, Frederick L. Ames, Ezra H. Baker, Jay Gould, Russell Sage, Solon Humphreys, David Dows, Grenville M. Dodge, Augustus Schell, S. H. H. Clark, John Sharp, Charles Francis Adams, Jr., and Andrew H. Green. Mr. Adams and Mr. Green took the places of Gen. Thomas T. Eckert and William L Scott. The old officers were re-elected, with Sidney Dillon as President.

Mr. William L. Scott resigned to go into the Denver & Rio Grande directory, and is succeeded by Charles Francis Adams, Jr. Thomas T. Eckert, of the Western Union Telegraph, is succeeded by Mr. Andrew H. Green, who is reported to represent Mr. Tilden's interest. The Boston *Advertiser* reports of the holdings of stock in this company that Jay Gould has but 2,500 shares standing in his name on the books, and the following statement will show how rapidly Boston investors have been relieving Wall Street of its speculative holdings in this stock since January 1, 1882:

	No. of Boston stockholders.	*Am't of share holdings.*
January 1, 1882	1,358	133,624½
April 1, 1882	1,534	137,627½
July 1, 1882	1,861	151,811½
October 1, 1882	1,927	150,539½
January 1, 1883	2,314	172,300½
February 19, 1883	2,924	191,746½

"The above figures show only the amounts upon the Boston books. Most of the Union Pacific held in broker's accounts for Boston is carried in New York and is represented by the New York books. Boston undoubtedly owns to-day more than $20,000,000 of Union Pacific stock, which is one third of the entire capital outstanding."

The annual report for 1882 shows a decrease in gross earnings, but a reduction of operating expenses and a consequent gain in net earnings. The earnings are reported in full for the main roads of 1,820 miles, but the report states that the whole system of roads controlled is 4,692 miles, and that the gross earnings were as follows:

1,820 miles, main lines		$22,823,884
2,359 "	auxillaries	7,540,043
513 "	auxiliaries	not reported

The roads making up the 513 miles of auxiliary lines of which the earnings are not included are the Central Branch, 383 miles; Manhattan Alma branch & Burlingame, 28 miles; Manhattan N. W., 4 miles; and Nevada Central, 93 miles.

Of the 2.359 miles of branch roads on which the gross earnings were, as above, $7,540,043, there is no other information whatever in the report except that the President says, "the earnings of these lines, after the expenses of maintenance and operation were deducted, amounted to $2,211,099," and this is credited in the U. P. income account as the amount received from stocks and bonds of the auxiliary companies. No details of their receipts, expenses or interest charges are given.

There has been much discussion as to the floating debt of the Union Pacific Co., and since the form of the balance-sheet for 1882 has been somewhat changed, as noted in the tables below. The following comparison of the items from the balance-sheet in each year may be found useful:

UNFUNDED DEBT DECEMBER 31.

	1882.	1881.
Notes and bills payable	$2,748,000	$2,001,541
Accounts payable	2,557,337	1,556,157
Coupons, dividends and drawn bonds, including those due January 1, 1883	2,398,237	2,337,706
Audited bills, pay-rolls, &c., for Dec., 1882	2,148,749	3,612,883
Total	$9,852,324	$9,508,288
Less—		
Cash on hand	$1,609,660	$1,732,833
Balances due from station and other agents and foreign roads	1,692,516	2,052 707
Balances due from auxiliary roads	927,648	212,669
Kansas Pacific consol. bonds received in exchange for coupon certificates bought in	.....	1,475,000
Company's stocks and bonds owned by the company	2,611,318	164,045
Fuel and material on hand	2,768,437	3,164,476
	$9,609,581	$8,801,733
Balance	842,742	706,555

The President's report has the following remarks:

"Compared with the preceding year there has been an increase of 1¼ per cent from transportation of passengers, 3 per cent from transportation of mails, four per cent from express transportation and 13 per cent from miscellaneous business. The increase in earnings from the transportation of passengers,

although small in amount, is regarded as a very favorable result of the year's business, in view of the diminished rate of passenger fare, and also of the opening during the summer of another railway line between the Missouri River and Denver. It is also a favorable feature that although there was a loss in earnings from through passenger traffic, there was an increase in earnings from local passenger traffic in excess of that loss.

"The earnings from transportation of freight were $1,660,959 less than the earnings from the same source during the preceding year. The diminished earnings resulted in consequence partly of reduced rates of freight transportation, which amounted to nearly one-tenth of one cent per ton per mile on the entire freight tonnage of the year, but chiefly from diminished quantity of through and Pacific Coast tonnage. The tonnage of local freight increased from 1,402,860 tons in 1881, to 1,609,500 tons in 1882, and the aggregate tonnage of freight moved on the road whether for short or long distances in 1882 was 36,600 tons in excess of the tonnage of 1881." * * "The percentage of operating expenses (including taxes) to gross earnings for the year 1882 as compared with the year 1881 decreased from 51·45 to 47 per cent." * * *

"The coal mined by the company for the use of its locomotives and shops, and also for sale, amounted to 738,220 tons which cost an average of $1 46 ½ loaded on cars. Of this quantity there were sold 259,636 tons at an average price of $5 59 per ton." * * * "During the past year the sum of $151,100 was expended in opening new mines and for additional machinery. This expenditure has brought the capacity of the mines to the daily output of 5,200 tons, which is about twice the output of the past year. The increase in the consumption of coal along the line of the company's railroad being at the rate of about 25 per cent per year, it would appear that provision has been made, by these improvements, for the probable demand for the next three years." * * *

"The company's mill at Laramie turned out 11,832 tons of iron rails and 5,884,339 pounds of bar iron, splices, spikes, bolts and nuts. The rails were laid on the lines of controlled roads, and the rail fastenings were used both for those lines and for the steel rails on the company's main lines." * * *

"During the year there were sales of land to 3 062 purchasers, who bought 393,074 acres at the average price of $4 45 per acre. The proceeds of the land department, including sales of town lots, amounted to $1,625,618. The lands of the company remaining to be sold have not yet been fully surveyed and sectionized; and it is therefore impossible, at this time, to state their exact character." * * *

"The Oregon Short Line Railway at this date (March 1st) is completed to Shoshone, a distance of 321 miles from its connection with the Union Pacific Railway, and is now open for business to that point, where a branch road diverges to the Wood River Mining District. This mining district has been developed for an area of 75 miles in length by 30 miles in width, but from want of railway transportation the most valuable ores only have been forwarded to market. The Union Pacific Railway will receive earnings during the present year from the transportation of Wood River business on 876 miles of its main line, which will be almost wholly an addition to its former business. The grading of the Wood River branch, fifty miles long, is completed, and the track will be laid within the next sixty days. The grading on the remaining portion of the Oregon Short Line, a length of 244 miles, is one-fourth done. It is expected that the entire line, to a connection with the Oregon Railway & Navigation Company, near the mouth of Burnt River, in Oregon, will be completed by January 1, 1884.

"The Utah & Northern Railroad, during last year, was completed to the point where a connection will be made with the Northern Pacific Railroad. The line of the Utah & Northern traverses the most important mining and business regions of the territory, and the connection with the Northern Pacific Railroad will give access to Helena and numerous mining camps on the line of that road." * * *

"The Denver South Park & Pacific Railroad extension across the Continental divide to the valley of the Gunnison has penetrated a region rich in minerals." * * *

"Extensions have been made on four other lines, amounting in the aggregate to 74½ miles, all of which contributed to increase their earnings and added to the volume of business passing over the Union Pacific Railway." * * *

"The earnings of these lines (branch lines aggregating 2,359 miles, after the expenses of maintenance and operation were deducted, amounted to $2,211,099. It will be seen that the Union Pacific Railway Company obtained from the net earnings of its branch roads during the past year a sum in excess of three and three-fifths per cent on the amount of its capital stock." * *

"During the last year the amounts required to be paid to the United States under the acts of 1862, 1864 and 1878, exceeded the interest paid by the United States on the subsidy bonds issued to the constituent companies by $84,819 18. Adding to that amount the interest for the year collected by the United States on the sinking fund investments held for the benefit of the company, and which amounted to $31,621, there will result upon the year's settlement a payment by the company towards the principal of the debt to the United States of $116,440. These settlements do not, however, take place until after the examination of the company's annual accounts by the United States Commissioner of Railroads, usually made soon after our annual meeting. The reduction of the debt to the United States does not, therefore, appear in the present balance sheet.

"The results referred to are reached by making the necessary calculations upon the company's understanding, as advised by its counsel, of the meaning of the term 'net earnings,' concerning which there exists between the Government and the company a difference of opinion; the company maintaining that under the decisions of the United States Supreme Court the expenditures for new construction and new equipment are proper charges against the earnings, while the United States officers contend that they are not. During the last year, under the Government view of this question, the company would be required to pay in addition to the amount shown in its income account the sum of $95,557. At a conference between the representatives of the Government and of the company, held several months since, it was arranged that this controversy should be put in shape to go before the courts for adjudication, and it is probable that the proceedings will shortly be commenced." * * *

The policy of securing for the company and its stockholders the branch lines has necessitated the making of considerable temporary advances, "but this has been done without inconvenience to the finances of the company. So far as these advances have been derived from other sources than the cash income of the company, a conversion of a portion of the bonds resulting from such investments, and now in the possession of the company unincumbered, would refund such advances and leave the company the owner of the balance of the bonds and all of the stocks now in the treasury."

The comparative statistics for three years have been compiled for the CHRONICLE below. All the figures are for the Union Pacific proper (1,821 miles). The length of main road, and connecting roads operated in the interest of the Union Pacific Dec. 31, 1882, was 4,693 miles, but the earnings of 513 miles of this total are not included in the Union Pacific earnings; the entire gross earnings for the year on the other 4,180 miles are stated at $30,363,927.

ROAD AND EQUIPMENT.

	1880.	1881.	1882.
Miles operated	1,821	1,821	1,821
Locomotives	313	344	344
Pass'ger, mail & express cars.	264	279	294
Freight and all other cars	5,777	6,882	6,940

OPERATIONS AND FISCAL RESULTS.

Operations—	1880.	1881.	1882.
Passengers carried	.....	807,140	981,419
Passenger mileage	.....	152,970,005	157,527,336
Freight (tons) mileage	660,472,084	783,331,084	732,791,054
Earnings—	$	$	$
Passenger—Cash	5,171,115	4,922,711	5,074,344
Government	234,010	208,860	143,386
Freight—Cash	13,406,910	15,075,515	13,543,841
Government	469,025	484,013	361,648
Company	1,342,572	1,503,599	1,496,675
Mail, express, &c	1,831,502	2,064,119	2,223,987
Total gross earnings	22,455,134	24,258,817	22,823,884
Operating Expenses—	$	$	$
Maintenance of way	1,964,773	2,179,071	2,082,492
Renewal of rails	1,109,676	1,709,426	556,143
Equipment and motive power	4,424,871	5,185,906	4,733,932
Transportation expenses	2,132,692	2,482,583	2,392,499
Taxes	439,908	394,011	487,786
General	473,199	538,341	474,297
Total (including taxes)	10,545,119	12,480,343	10,727,049
Net earnings	11,910,015	11,778,474	12,096,835
Per ct. of op. exp. to earnings	46·96	51·45	47·00

INCOME ACCOUNT.

	1880.	1881.	1882.
Receipts—	$	$	$
Net earnings	11,910,015	11,778,474	12,096,835
Interest and dividends	1,010,153	1,332,678	2,211,099
Other receipts	284,249	.....	.....
Total income	13,204,417	13,111,152	14,307,934
Disbursements—	$	$	$
Interest on debt	5,174,473	4,819,128	4,976,204
Discount, int'st, premiums, &c.	114,315	117,196	193,645
Dividends	3,045,738	4,076,134	4,260,788
Do per cent	6	7	7
Sinking funds	434,000	307,000	442,000
Due U. S. on year's business	1,779,811	1,653,359	2,097,190
Total disbursements	10,548,337	10,972,817	11,967,827
Balance, surplus	2,656,080	2,138,335	2,340,107

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—	1880.	1881.	1882.
	$	$	$
Road, equip't, &c	154,743,629	156,878,669	156,949,005
Stocks owned, cost	19,507,615	12,755,751	*13,582,700
Bonds owned, cost		16,373,055	*18,537,978
Advances	.....	2,566,360	2,552,213
Excess of int. on U. S. bonds	117,305	.....	.....
Materials, fuel, &c	1,877,300	3,164,477	†
U. P. bonds and stock	349,562	164,046	†
Denver Extension sink'g fund	.....	199,545	185,572
Coal lands and mines	.....	106,178	231,122
Bonds and stocks held in trust	2,185,950	2,195,950	63,208,950
Land department assets	6,384,180	6,074,212	6,306,759
Total	185,165,541	200,477,246	201,554,297
Liabilities—	$	$	$
Stock	50,762,300	60,868,500	60,868,500
Funded debt (see SUPPLEM'ST)	82,623,114	82,118,133	81,845,707
United States subsidy bonds	33,539,512	33,539,512	33,539,512
Accrued int. on subsidy bonds	12,133,976	12,590,388	13,136,489
Bills payable, and all other dues and accounts	1,519,835	4,035,078	†842,743
Interest accrued not due	732,721	780,766	769,635
Balance of income account	3,804,083	6,544,868	10,531,911
Total liabilities	185,165,541	200,477,246	201,554,297

† The balance sheet for 1882 is changed in form as to the items of "unfunded debt." The total of bills payable, &c., amounts to $9,852,325; and is offset by cash on hand, $1,609,660, company's own stock and bonds owned, $2,011,219, fuel and materials on hand, $2,769,437,

balances due from agents and from other roads, $2,620,165; total, $9,009,582.

* The items include stocks and bonds of other companies owned by the Union Pacific and which connect with it and contribute to its earnings, and also miscellaneous bonds and stocks costing $631,846. The stocks and bonds of railroad companies only, embraced in these items, amount at their par value to $53,211,272, as follows:

	Stocks.	Bonds.
Omaha Niobrara & Black Hills	$977,000	$977,000
Omaha & Republican Valley	926,900	1,851,000
Marysville & Blue Valley	64,000	128,000
Echo & Park City	480,000	480,000
Utah & Northern	4,816,400	4,968,000
Colorado Central	6,229,000	4,697,000
Colorado Central of Wyoming	130,000	.....
Lawrence & Emporia	465,000	.....
Salina & Southwestern	231,700	.....
St. Joseph Bridge Building Co	500,000	784,000
Central Branch Union Pacific	858,700	.....
Atchison Colorado & Pacific	150,000	508,000
Kansas Central	1,313,400	1,162,000
Utah & Nevada	438,500	.....
Manhattan Alma & Burlingame	400,000	339,000
Nevada Central	959,500	250,000
Denver South Park & Pacific	5,192,500	1,489,000
Wasatch & Jordan Valley	.....	10,000
Manhattan & Blue Valley	44,341	.....
St. Joseph & Western	1,536,200	.....
St. Joseph & Pacific, 1st mortgage	.....	1,303,369
Kansas & Nebraska, 1st mortgage	.....	1,114,661
Kansas & Nebraska, 2d mortgage	.....	24,700
St. Joseph & Den. City receivers' certific's.	.....	113,000
Hastings & Grand Island	.....	375,000
Utah Central	1,886,900	.....
Utah Southern Extension	.....	982,000
St. Louis Council Bluffs & Omaha	.....	19,500
Denver Western & Pacific	762,500	694,000
Loveland Pass Mining & Railroad Tunnel	4,400	400,000
Salt Lake & Western	1,080,000	1,080,000
Grays Peak Snake River & Leadville	6,000	.....
Colorado Western	9,100	.....
	$29,462,041	$23,749,230

† Securities held by trustees of Kan. Pac. consolidated mort. bonds:

	Stocks.	Bonds.
Junction City & Fort Kearney	$720,000	$970,000
Golden Boulder & Caribou	60,000	60,000
Solomon	1,000,500	575,000
Denver & Boulder Valley	.....	546,000
Lawrence & Emporia	.....	465,000
Salina & Southwestern	.....	540,000
National Land Co.	94,800	.....
	$1,875,300	$3,156,000

Hannibal & St. Joseph Railroad.

(For the year ending December 31, 1882.)

The annual report, just issued, gives the following summary of income account for the year

The income of the road from all sources has been		$2,424,347
Operating expenses, including taxes, &c.	$1,400,521	
Coupon interest	653,620	
Dividend of 6½ per cent on preferred stock	330,395	2,384,536
Surplus		$39,811

The reduction in amount of interest on the convertible bonds has been made on account of the purchases made by the trustees of the new land trust. There is no floating debt, the accounts payable shown in the general balance sheet consisting only of current vouchers and pay-rolls.

Mr. Dowd's report says: "The land sales continue active, and collections on land sold and under contract are promptly met. The new land trust at the close of the year had accumulated $90,582, of which $37,000 was invested in bonds of the Hannibal Union Depot Company, as stated in the report for last year, and $42,362 has been used in the purchase of $40,000 of the company's 8 per cent bonds, making a corresponding reduction in the annual interest charge. The balance, with future receipts, will be used in similar purchases as opportunity offers. In the last report I mentioned the payment of three millions of dollar to the State of Missouri to take up the State's lien upon your road, and the act of the Legislature of the State of Missouri, providing for the application of the money to the extinction of the outstanding 6 per cent indebtedness of the State. The State officers, after getting the money, refused either to apply it as the law directed or to assign the lien or to return the money. We have obtained a judgment in the Circuit Court of the United States for the Western District of Missouri requiring them to apply the money in accordance with the law under which it was paid, and declaring us entitled to an assignment of the lien upon making good to the State the amount she loses in interest in the course of making the application. This amount has been referred to a master to compute. Under this decision the State is charged with the loss arising from the delay on the part of her officers to comply with the law." * * *

"The transactions in the land department continue to show good results, when consideration is had for the continually decreasing acreage and consequent lower price of the land remaining:

The receipts from all sources during the year were	$235,593
With charges for expenses and interest of	20,057
Leaving a surplus of	$215,541

"All of which, with the exception of a balance of $8,160 in hands of the Treasurer here, was remitted to New York for investment and for retiring the old bonds of 1878. The total sales for the year aggregate 15,784 acres, the proceeds of which (paid and to be collected on contracts) were $87,030, an average price per acre of $5 51. The lands were sold to 412 different purchasers, averaging 38 32-100 acres to each. The present value of the land grant is as follows:

Unsold lands, 35,905 acres	$134,646
Contracts canceled, &c., 13,405 acres	77,088
Collections due on contracts in force	707,093
Land outside of grant, 2,881 acres	11,855
Due on town lots sold	$14,076
Town lots unsold (777 lots)	40,000
Total	$987,750

The statistics of operations, income, &c., for four years past, are compiled for the CHRONICLE as follows:

ROAD AND EQUIPMENT.

	1879.	1880.	1881.	1882.
Tot. road operat'd, m.	292	292	292	292
Locomotives	78	78	76	76
Pass. mail & exp. cars	46	49	47	51
Freight cars	1,313	1,226	1,303	1,290
Coal & all other cars	370	580	571	565

OPERATIONS AND FISCAL RESULTS.

Operations—	1879.	1880.	1881.	1882.
Passengers carried	282,379	324,220	352,370	375,699
Passenger mileage	21,545,368	19,925,041	20,948,599	22,401,947
Rate ₰ pass. ₰ mile	2·64 cts.	2·76 cts.	2·50 cts.	2·55 cts.
Freight (tons) mov'd.	622,553	716,730	661,340	655,041
Freight (tns) mil'ge.	111,987,174	120,665,740	107,830,359	113,853,413
Av. rate ₰ ton ₰ mile	1·007 cts.	1·214 cts.	1·026 cts.	1·216 cts.
Earnings—	$	$	$	$
Passenger	566,876	553,830	546,885	618,728
Freight	1,247,835	1,713,079	1,529,832	1,609,901
Mail, express, &c.	182,694	294,472	180,514	190,971
Total gross earn'gs.	1,997,405	2,561,390	2,257,231	2,419,600
Operating expenses—	$	$	$	$
Maint'nce of way, &c.	262,518	274,835	350,039	317,073
Maint'nce of equip.	181,684	224,478	208,288	251,055
Transportat'n exp'ns.	523,457	530,644	617,299	570,763
General expenses	134,043	155,169	151,352	130,482
Miscellan's expenses.	121,720	119,464	110,314	106,403
Total (incl. taxes).	1,223,422	1,304,590	1,437,292	1,375,776
Net earnings	773,983	1,256,800	819,939	1,043,824

INCOME ACCOUNT.

Receipts—	1879.	1880.	1881.	1882.
	$	$	$	$
Net earnings	773,983	1,256,800	819,939	1,043,824
Premium on bonds	.....	.....	288,978	.....
Miscellaneous	1,514	6,354	41,795	4,746
Lands & l. gr. bonds.	297,107	63,610	37,559	.....
Total income	1,072,604	1,326,764	1,188,271	1,048,570
Disbursements—	$	$	$	$
Interest on debt	657,320	654,640	654,640	653,620
Dividends on pr. st'k.	.....	330,395	355,810	330,395
Do per cent	.....	6½	7	6½
Hire of cars	.....	5,180	15,326	24,745
Add'ls. to prop. & eq.	139,902	142,418	108,681	.....
Tot. disbursem'ts.	797,222	1,132,633	1,134,457	1,008,760
Balance, surplus	275,382	194,131	53,814	39,810

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—	1879.	1880.	1881.	1882.
	$	$	$	$
RR., bldgs, equip, &c.	13,575,824	13,718,241	13,826,923	13,859,744
Land gr. bonds held.	158,000	143,000	135,000	103,000
Stks., bds., &c., for inv.	29,655	38,727	29,708	131,748
Bills & acc'ts rec'able	191,084	146,270	130,410	122,626
Materials, fuel, &c.	80,011	92,433	140,771	142,583
Cash on hand	226,845	535,602	470,512	316,630
Disc't, &c., on bds. & deprec'n of equip't.	6,497,640	6,497,640	6,497,640	6,497,640
Land department	2,555,342	2,555,342	2,555,342	2,555,342
Miscellaneous items.	124,425	117,615	115,638	115,639
Total assets	23,441,856	23,844,870	23,901,944	23,844,952
Liabilities—	$	$	$	$
Stock, common	9,168,700	9,168,700	9,168,700	9,168,700
Stock, preferred	5,083,024	5,083,024	5,083,024	5,083,024
Bonds (see SUPPLE'T)	8,633,000	8,633,000	8,633,000	8,633,000
Bills & accts. pay'ble	243,934	134,227	70,457	154,524
Unpaid coups. & div.	156,714	334,030	308,185	285,004
Bal. from rev. acc'nt.	153,854	336,549	162,495	39,811
Gen. profit and loss	2,630	156,340	476,083	480,880
Total liabilities	23,441,856	23,844,870	23,901,944	23,844,952

GENERAL INVESTMENT NEWS.

Boston Clinton Fitchburg & New Bedford—Old Colony.—The stockholders of both these corporations have voted by large majorities for the merger into one corporation. The following is an outline of the terms: The certificates of stock in the Old Colony Railroad Co. shall be certificates of stocks in the united corporation. The certificates of preferred stock in the Boston Clinton Fitchburg & New Bedford Railroad Company shall be exchanged, share for share, for certificates of stock in the united corporation, and the Treasurer shall pay to the holders thereof $1 75 upon each of said shares. The certificates of common stock in the Boston Clinton Fitchburg & New Bedford Railroad shall be exchanged for certificates of stock in the united corporation in the proportion of one share in the united corporation for two and three-eighths shares of common stock, but holders of common stock shall not be entitled to dividends or income until their shares are converted into stock in the united corporations, and after the union of the corporations is fully completed the certificates of stock assigned and exchanged as aforesaid shall be canceled.

Boston Hoosac Tunnel & Western.—Attorney-Gen. Russell at Albany received the decision of Judge Follett in the case of the People in re Burt against the Boston Hoosac Tunnel & Western Railway, to annul its contract with the Hoosac Tunnel & Saratoga Railroad, the Utica & Syracuse Air Line, the Mohawk & Lake Erie Road and a road north from Pownal, Vt., to points in New York, and also to dissolve its charter. The decision says that the attempted consolidation of the four constituent companies is illegal and void, and that a new consolidated corporation, under the name of the Boston Hoosac Tunnel & Western Railway, has not been created; and orders that the individual defendants be forever restrained from exercising any

corporate rights, privileges or franchises under and in pursuance of the attempted consolidation.

—In New York Justice Barrett, in the Supreme Court Chambers, denied the motion recently made before him to continue the temporary injunction obtained by Reed, Bowen & Co., and restraining the Boston Hoosac Tunnel & Western Railway Company, the Continental Construction Company, and New York West Shore & Buffalo Railway Company and the North River Construction Company from carrying into effect a contract by which the road of the Boston & Hoosac Tunnel Company is to be transferred to the New York and West Shore Company. Justice Barrett says that it is only necessary for him to state that in his judgment no case for an injunction had been made out.

Central Pacific.—A newspaper statement which had been published in Boston was copied in the CHRONICLE of March 3, and analyzed on page 233. The CHRONICLE was unable to get the statement corrected at the company's office, but in a spirit of liberality, and seeking information from all sources, the CHRONICLE copies with pleasure from the New York *World* the information which it could not obtain direct. The following is an official statement of the business of the Central Pacific Railroad Company for the year ending Dec. 31, 1882:

Gross earnings from railroad transportation		$25,662,757 12
Net earnings, steamer division		20,485 20
Interest on company's sinking funds		281,260 00
Total		$25,964,502 41
Deduct:		
Operating expenses and rentals	$16,067,183 67	
Interest	3,443,413 32	
General expenses, taxes, etc	1,034,583 25	20,545,180 24
Surplus		$5,419,322 17
Land bonds redeemed from land sales		711,000 00
Total		$6,130,322 17
From which were paid two dividends (equal 6 per cent)		3,556,530 00
Balance carried to credit of profit and loss		$2,573,792 17

The company's sinking funds have been increased $1,028,000 and now amount in the aggregate to $5,844,417 17. There have also been repayments to the United States on account of subsidy bonds approximating $1,170,000 out of the surplus.

Clev. Col. Cin. & Indianapolis.—At Cleveland, March 7 the annual meeting of this railroad company took place. The Vanderbilt proxies were voted, and as there was only one ticket in the field it was unanimously elected, as follows: William Bayard Cutting, A. G. Dulman, Benjamin S. Brown, George H. Russell. These directors hold for three years. The only new member of the board is Mr. Cutting, who is President of the St. Louis Alton & Terre Haute, which is to be leased. President Devereux read his annual report, and said of the lease of the St. Louis Alton & Terre Haute: "With the entire line from Cleveland to St. Louis now in your sole control, it is believed that your property will be greatly benefitted, and that the Indianapolis & St. Louis Railway, with its leased line, heretofore a great burden upon you, will become self-sustaining."

The report of the General Manager shows that operating expenses for the year have been $2,963,778 42, a decrease of over $3,000 from those of the year before. The tonnage moved in 1882 was 2,755,867, which was a decrease of 125,056 tons from that of the year before. Following are the main items:

Gross earnings—		*Expenses*—	
From freight	$3,159,416	Operating expenses	$2,963,778
From passengers	1,000,269	Taxes	121,275
From mail	87,563	Interest on bonds	498,615
From express	91,224	Interest on exchange	6,297
From rent	61,565		
From int. and dividends	41,560	Total expenitures	$3,589,961
Total earnings	$4,441,600	Net earnings	$831,632

As compared with last year the result is as follows:

Increase in gross earnings	$64,978	Increase in net earnings	68,369
Dec. in operat'g expenses	3,391	Decrease in tonnage	125,056

The bonded debt of the company has been decreased during the year $43,000, and now stands at $6,365,000.

The lease between the St. Louis Alton & Terre Haute Road on one side and the Indianapolis & St. Louis and the Cleveland Columbus Cincinnati & Indianapolis on the other, has been completed and put in shape to go to the board for final action. By the terms of the agreement the first-named road and its equipments, from St. Louis to Terre Haute, have been leased for $450,000 per annum up to the limit of gross earnings at $1,750,000 per annum. When they shall exceed that amount, an increase of 20 per cent shall be made to the yearly rental already named.

Decisions of the Supreme Court of the U. S.—Elliott against the State of Louisiana—State of New York against State of Louisiana—The Virginia Coupon Law.—The Supreme Court of the U. S. has rendered decisions in three important cases affecting State bonds. In the first of these the State of Louisiana, on the relation of John Elliott and others against the Auditor, Treasurer and Board of Liquidation of Louisiana, and John Elliott and others, against the Governor, Lieutenant-Governor, Auditor, Treasurer and other State officers of Louisiana. The facts which gave rise to the litigation were as follows:

The Legislature of Louisiana at its session of 1874, by an act known as Act No. 3 of that year, provided for an issue of bonds, to be designated consolidated bonds of the State, to run forty years, and to bear interest at the rate of 7 per cent per annum. A Board of Liquidation was created with power to issue these bonds to the amount of $15,000,000, and to exchange them for all other valid outstanding bonds of the State at the rate of 60 cents in new bonds for every dollar of the old. In order to raise funds to pay the principal and interest of these obligations, a tax of 5½ mills on the dollar was ordered to be levied annually on the assessed value of all the real and personal property in the State.

On the 1st of January, 1880, the new Constitution of Louisiana went into effect, and by a provision known as the "Debt Ordinance," scaled down the interest on the consolidated bonds aforesaid to 2 per cent, fixed the maximum rate of taxation for all State purposes at 6 mills on a dollar per annum, and gave to the consolidated bondholders the privilege of exchanging their bonds for new obligations of the State at the rate of 75 cents of the latter for $1 of the former, the new bonds to bear interest at 4 per cent. In January, 1880, Elliott and others, who were holders of the consol. bonds, brought the present suits in the United States Circuit Court, to have that part of the new Constitution which related to such bonds, and impaired the obligation of the alleged contract between the bondholders and the State, declared in conflict with the Federal Constitution, and therefore void; and to have the executive officers of the State forced by mandamus to take necessary steps to pay the principal and interest of the consolidated bonds in the manner prescribed by the act of 1874, under which they were issued. As a defense to these actions the executive officers of the State maintained that by the new State Constitution they were forbidden to carry out the provisions of the act of 1874, relating to the levying of the tax and the payment of the bonds in question.

The decision of this court is given in an opinion by Chief Justice Waite, from which the following are extracts:

It is clear that it was the intention of the State of Louisiana to enter into a formal contract with the holders of bonds issued under the act of 1874 to levy and collect an annual tax of 5½ mills on the dollar of the assessed value of all the real and personal property in the State, and to apply the revenue derived therefrom to the payment of the principal and interest of the bonds and to no other purpose. It is equally clear that the object of the State in adopting the "debt ordinance" in 1879 was to stop the further levy of the promised tax and to prevent the disbursing officers from using the revenue from previous levies to pay the interest falling due in January, 1880, as well as the principal and interest falling due thereafter.

That the Constitution of 1879 on its face takes away the power of the executive officers to comply with the terms of the act of 1874 cannot be denied. As against everything but the outstanding bonds and coupons, this constitution is the fundamental law of the State, and it is only invalid so far as it impairs the obligation of the contract, on the faith of which the bonds and coupons were taken by their respective holders. The question then is whether the contract can be enforced, notwithstanding the Constitution, by coercing the agents and instrumentalities of the State, whose authority has been withdrawn in violation of the contract without having the State itself in its political capacity a party to the proceedings.

The relief asked will require the officers against whom the process goes to act contrary to the positive orders of the supreme political power of the State, whose creatures they are, and to which they are ultimately responsible in law for what they do. They must use the public money in the treasury and under their control in one way, when the supreme power has directed them to use it in another; and they must raise more money by taxation when the same power has declared that it shall not be done.

It is insisted, however, that the money already in the Treasury, collected from the tax levied for the year 1879, constitutes a trust fund of which the individual defendants are ex-officio trustees, and that they may be enjoined as such trustees from diverting it from the purposes to which it was pledged under the contract. But the individual defendants are the several officers of the State who, under the law, compose the Board of Liquidation. That Board is in no sense a custodian of this fund. The Treasurer of the State is the keeper of the treasury, and in that way is the keeper of the moneys collected from this tax, just as he is the keeper of other public money. He holds them, but only as the agent of the State, not as a trustee. If there is any trust, the State is the trustee, and unless the State can be sued the trustee cannot be enjoined. The officers owe duty to the State alone and have no contract relations with the bondholders. They can only act as the State directs them to act, and hold as the State allows them to hold. It was never agreed that their relations with the bondholders should be any other than as officers of the State, or that they should have any control over this fund, except to keep it like other funds in the treasury and pay it out according to law. They can be moved through the State, but not the State through them.

The decree in the suit in equity and the judgment in that for mandamus are affirmed. Dissenting opinions were read by Justice Field and Justice Harlan.

STATES AS ASSIGNEES OF BONDHOLDERS

Chief-Justice Waite gave another elaborate opinion in the decision of the Court in the cases of the State of New Hampshire and the State of New York against the State of Louisiana, both of which are actions to enforce payment of the consolidated bonds of Louisiana. The actions in each case are brought by the respective States as assignees of bonds held by their citizens. Chief-Justice Waite quotes the Eleventh Amendment to the Constitution, which provides that "the judicial power of the United States shall not be construed to extend to any suit in law or equity commenced or prosecuted against one of the United States by citizens of another State, or by citizens and subjects of any foreign State." He then says:

Under the operation of this amendment the actual owners of the bonds and coupons held by New Hampshire and New York are precluded from prosecuting these suits in their own names. The real question, therefore, is whether they can sue in the name of their respective States, after getting the consent of the State.

No one can look at the pleadings and testimony in these cases without being satisfied beyond all doubt that they were in legal effect commenced, and are now prosecuted solely by the owners of the bonds and coupons. The State and the Attorney-General are the nominal actors in the proceeding. The bond owner, whoever he may be, is the promoter and manager of the suit. He pays the expenses, is the only one authorized to conclude a compromise, and, if any money is ever collected, it must be paid to him without ever passing through the form of getting into the treasury of the State. There is no doubt but one nation may, if it see fit, demand of another nation the payment of a debt owing by the latter to a citizen of the former; but the States are not nations either as between themselves or toward foreign nations. They are sovereign within their spheres, but their sovereignty stops short of nationality. Their political status at home and abroad is that of States in the United States.

The evident purpose of the amendment was to prohibit all suits against a State by or for citizens of other States or aliens, without the consent of the State to be sued; and in our opinion one State cannot create a controversy with another State within the meaning of that term as used in the judicial clauses of the Constitution, by assuming the prosecution of debts owing by the other State to its citizens. Such being the case, we are satisfied that we are prohibited both by the letter and the spirit of the Constitution from entertaining these suits, and the bill in each of them is consequently dismissed.

VIRGINIA COUPON CASE.

The following summary of the Virginia coupon case is given by the N. Y. *Evening Post*:

The case of Antoni against Greenhow, the Treasurer of the city of Richmond, the last of the list, seems to us to be open to much more criticism than either of the others. This grew out of the [illegible]

dleberger bill, framed by the Virginia repudiators for the purpose o preventing bondholders getting their coupons received for taxes, as under the law they were allowed to do. Before the passage of the bill, in case the coupons were not received, they had a very simple remedy in the Court of Appeals by mandamus, by which the court compelled collectors to take them. The Riddleberger bill, passed ostensibly for the purpose of preventing spurious coupons being palmed off upon the State, provided that the tax due must be paid in money, and that the coupons must be filed in the Court of Appeals, and that they must be sent to a local court to have the fact of their genuineness and receivability determined, subject to appeal to the Circuit Court and the Court of Appeals.

Now, the Supreme Court holds that the coupons being receivable for taxes under the law, the State is bound to provide "an adequate and efficacious remedy" to compel a tax collector to receive them; but, at the same time, it holds that the Riddleberger remedy is "substantially equivalent" to that by mandamus. How a remedy which first compels the taxpayer to provide not only the coupon, which the law says shall be taken *instead* of the tax, but the money itself, and then enables the State to contest the matter through three courts, with the certainty of long delay and expense, can be the equivalent of a summary remedy by mandamus, we do not understand. Of course, assuming that it is so, the Court could reach no other decision than that it now announces; but the decision as it stands will certainly be a surprise to most lawyers. At the time of its passage the Riddleberger bill struck almost everybody as a good illustration of the destruction of a right by means which nominally affect only the remedy. It will apparently give repudiating States, cities and counties, as pointed out by Judge Field in his dissenting opinion, a new and dangerous legal weapon.

Lamoille Valley Extension.—At the annual meeting next week the stockholders of this company will vote on the question of issuing $350,000 mortgage bonds to build the road, and also on a proposed lease to the Ogdensburg & Lake Champlain Company.

Mexican Central.—The Boston *Herald* says: The faith of Boston capitalists in the Mexican Central and its management was very clearly shown in closing up the subscriptions to the No. 4 block yesterday afternoon, when it was found that there was more than half a million in excess of the $6,000,000 called for. The total amount of the previous subscriptions was $23,886,000, of which but $2,823,400 remains to be called. In detail the previous subscriptions stand as follows:

	Under Circular.	*Called.*
No. 1	$5,397,500	$5,397,500
No. 2	11,430,000	11,430,000
No. 3	7,058,500	4,235,100
	$23,886,000	$21,062,600

New York Central & Hudson.—The option is offered to the holders of the "Debt Certificates" maturing May 1, 1883, to have payment extended for ten years at five per cent semi-annual interest. Such certificates will be received at the office for extension and the addition of new coupons on and after the 26th. Holders of certificates not so received, and also of all other classes of bonds due May 1, 1883, will be paid in cash on that date.

New York Pennsylvania & Ohio.—The terms of the proposed lease of this railroad (formerly the Atlantic & Great Western) to the Erie Railroad have been arranged, and a memorandum of agreement has been signed by President Jewett for the Erie, President Adams for the New York Pennsylvania & Ohio, and Charles E. Lewis, one of the voting trustees, in behalf of the stockholders of the same company. Before the lease will become effective, it must be approved by both companies. Mr. Lewis has sailed for England, expecting that a meeting of the company will be held early in April. It is understood that the other trustees, to whom he had sent by cable the general terms of the agreement, signified their approval. The terms as reported by the N. Y. *Tribune* are as follows: The Erie Railroad is to be allowed, under the terms of the lease, 68 per cent of the gross earnings of the road for operating it. If, however, the operating expenses shall at any time fall below 65 per cent the difference is to belong to the Erie Company. In other words, the maximum percentage of the cost of operation is fixed at 68 and the minimum at 65 per cent of the gross earnings. The Erie is to give the leased line 65 per cent of its through business, west-bound, and 50 per cent of its through east-bound traffic. From this provision of the agreement there are excepted any business to or from Canada and any originating at local points on the Erie road. These proportions are about the same as those actually made by the exchange of traffic last year. In fact, the business of the two roads in 1882 has been made the basis on which the terms of the lease have been arranged.

Railroad Construction (New.)—The latest information of the completion of track on new railroad is as follows:

Florida Southern.—Extended from Gainesville Fla., west to Brewer, 6 miles. Gauge 3 feet.

Georgia Pacific.—Completed to Anniston, Ala., by laying 3 miles of track near that place. Gauge 5 feet.

Southern Pacific.—The Colorado division is extended from Ludlow, Cal., eastward to Amboy, 32 miles.

This is a total of 41 miles, making 261 miles thus far reported for 1883, against 609 miles reported at the corresponding time in 1882, 254 miles in 1881, 575 miles in 1880 and 141 miles in 1879.—*Railroad Gazette.*

Tennessee State Debt.—At Nashville, Tenn., March 6, the House of Representatives passed the State Debt bill exactly as it came from the Democratic caucus. The bill provides for the payment of 50 cents on the dollar, and 3 per cent interest on all but the State debt proper and on the bonds of the educational institutions within the State, for which it is proposed to pay par with the contract rate of interest. The bill will probably pass the Senate also.

Virginia Deferred Bonds.—The Farmers' Loan & Trust Company is issuing negotiable receipts for Virginia deferred certificates, the movement to bring about a settlement having been matured by the London and American committees. About $1,000,000 have been deposited within the past ten days.

The Commercial Times.

COMMERCIAL EPITOME.

Friday Night, March 9, 1883.

Congress adjourned on Sunday last, after passing a bill making important reductions of internal taxation, and changing somewhat the import duties. The expenses and the revenue of the Federal Government were alike cut down, and what the result of it all is to be, remains still in doubt. The weather has continued wintry, and but slow progress has been made in opening up the regular spring trade. The rise of the Mississippi River at Helena is very great, but no serious damage has as yet been done.

The speculation in lard has latterly been toward higher prices. The promise of an increase in the number of swine slaughtered at the West, which the work of the last half of February afforded, has not been kept this month. The number this month to last evening was 87,600, against 91,650 for the corresponding period last year. There is, however, an increase in weights, the average this year being 243 lbs., against 229 lbs. last year. There was a further advance in lard to-day, following the speculative activity of yesterday, and prime Western closed at 11·60c. on the spot, 11·65c. for April, 11·75c. for May and 11·80c. for June; refined for the Continent 11·55c. Other "hog products" are quiet and nearly nominal; long clear bacon 10¼c.; pickled bellies 9⅞@10⅛c. Beef and beef hams firm but quiet. Butter has declined, and closes at 26@39c. for creamery firsts and extras. Cheese has met with a good demand at 13@14c. for prime to choice factory. Tallow steady at 8⅛c.

Kentucky tobacco has continued quiet and the sales for the week are only 355 hhds., of which 270 were for export and 85 for home consumption. Prices, however, remain about steady; lugs, 5½@6½c. and leaf 7@10½c. Seed leaf has also been quiet. Sales for the week are limited to 1,250 cases, as follows: 300 cases 1880 crop Pennsylvania, private terms; 700 cases 1880–81 crops Ohio, 5¾@7c.; 150 cases 1881 crop New England, 15@30c., and 100 cases sundries, 6@18c. Also, 400 bales Havana, 88c.@$1 15.

Rio coffee has been quiet at 9¼c. for fair cargoes; options have been fairly active at some decline, closing to-day at 7·25@7·35c for March, 7·50@7·55c. for April, 7·70@7·80c. for May and 7·95@8c. for June; mild grades have been quiet as a rule, but to-day 3,000 bags Maracaibo were sold at prices showing no marked change. Rice has been fairly active and steady. Tea has sold freely on the street at firm prices and at two auctions the market was well sustained. Spices have been quiet; owing to the fact that an important reduction in the tariff goes into effect on July 1, buyers are purchasing as little as possible. Foreign fruits have been moderately active and steady. Molasses has been steady, and though foreign has been quiet, New Orleans has latterly sold more freely. Raw sugar has been quiet but firm at 7 1-16c. for fair; the reduction in the duties has had no marked effect; the market in Manila has been reported excited and advancing as Manila sugars will under the new tariff pay nearly ⅝c. per pound less duty; refined here has been in the main firm with a fair trade; crushed closed at 9¼c.; powdered at 9@9⅛c. and standard "A" at 8 7-16@8½c.

Naval stores have been quiet, and spirits turpentine has declined to 50½@51c., though strained rosin has remained at $1 65@$1 70. Refined petroleum has been dull at 7½@7⅝c. here, and crude certificates have continued to decline largely, owing to the discovery of new wells. To-day there were sales at 86⅜@90c., closing at 89⅛c. Hops have been dull and nominally unchanged. Hides have been less active, owing to large failures in the leather trade, but have remained about steady. Wool has been firm, owing to the smallness of the supply, while there has been a fair demand. The tariff changes are not expected to affect this branch of trade materially. Ingot copper has been dull and weak. Pig iron has been very dull at $23 for No. 1 American for March, $21 for Gray Forge and $21 75 for Eglinton for March. Old material has been dull and weak. Conflicting statements have been made as to the effect of the reduction of the duty on iron-wire rods, it being contended by some that they cannot be manufactured here under the new tariff, while others state that there is still a chance for the industry. Steel rails have been very quiet; blooms for April are quoted at $35. Pig tin has been firmer but rather quiet at 21c. for Straits. Lead and spelter have been dull, but the former closed strong.

Ocean freights have been rather more active at easier rates; grain for Liverpool by steam has been taken at 4½@4¾d; flour at 2s. 3d.; provisions at 18s. 9d.@25s.; cotton at ⅛@3-16d.; cheese at 20s.@27s. 6d.; grain for London by steam at 6⅝d.; to Glasgow at 5d., and to Avonmouth at 5¼d. Charters have included grain to Cork for orders at 5s.; refined petroleum to the Adriatic at 3s. 9d.; to Amsterdam, from Baltimore, at 3s; to Java hence at 36@37½c., and Kentucky tobacco to Seville at 32s. 6d.

COTTON.

FRIDAY, P. M., March 9, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (March 9) the total receipts have reached 124,826 bales, against 135,321 bales last week, 134,448 bales the previous week and 146,139 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,026,540 bales, against 4,117,235 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 909,305 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total
Galveston	3,476	2,906	2,934	5,069	2,467	2,916	19,718
Indianola, &c.	....	....	....	....	....	89	89
New Orleans	4,507	12,358	9,627	3,801	4,399	5,766	40,458
Mobile	2,219	943	821	310	117	736	5,146
Florida	....	....	....	....	....	137	137
Savannah	1,550	2,078	1,749	1,576	1,635	936	9,524
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	1,874	2,649	1,309	1,030	1,437	1,120	9,419
Pt. Royal, &c.	....	....	....	....	....	570	570
Wilmington	422	161	248	226	237	338	1,632
Moreh'd C., &c	....	....	....	....	....	629	629
Norfolk	3,727	3,172	3,817	2,694	2,037	2,879	18,326
West Point, &c	....	....	....	....	....	6,441	6,441
New York	322	788	704	441	107	170	2,532
Boston	813	1,422	827	918	645	605	5,230
Baltimore	....	....	....	....	....	2,115	2,115
Philadelp'a, &c.	976	481	790	365	....	248	2,860
Totals this week	19,886	26,858	22,876	16,430	13,081	25,695	124,826

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last year.

Receipts to March 9.	1882-83		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston	19,718	691,393	4,568	378,420	74,856	48,436
Indianola, &c.	89	15,522	76	13,194	.....	.....
New Orleans	40,458	1,387,661	14,307	1,086,426	326,129	314,718
Mobile	5,146	291,856	3,830	234,788	37,163	31,149
Florida	137	14,415	60	26,667	.....	.....
Savannah	9,524	722,458	8,603	669,472	77,744	62,914
Brunsw'k, &c	.....	5,508	.....	6,961	.....	.....
Charleston	9,419	515,870	6,426	454,539	57,518	46,790
Pt. Royal, &c.	570	21,150	622	22,251	625	4,381
Wilmington	1,632	118,425	1,428	127,604	14,711	5,065
M'head C., &c	629	17,896	321	25,424	.....	.....
Norfolk	18,326	682,706	10,056	531,323	69,771	45,759
West Point, &c	6,441	198,999	1,183	172,009	.....	.....
New York	2,532	112,239	3,034	136,909	199,196	338,670
Boston	5,230	133,061	3,779	165,221	5,135	10,927
Baltimore	2,115	36,872	121	14,077	28,010	36,231
Philadelp'a, &c.	2,860	60,509	333	51,944	8,551	14,111
Total	124,826	5,026,540	58,747	4,117,235	899,409	959,051

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	19,807	4,644	17,783	4,508	5,988	9,344
New Orleans.	40,458	14,307	50,653	28,089	34,950	25,850
Mobile	5,146	3,830	10,786	2,631	4,325	6,263
Savannah	9,524	8,603	15,482	5,311	5,338	11,330
Charl'st'n, &c	9,989	7,048	10,801	2,932	4,814	8,300
Wilm'gt'n, &c	2,261	1,749	1,936	692	1,796	2,906
Norfolk, &c.	24,767	11,239	17,561	8,473	10,615	7,651
All others	12,874	7,327	15,121	11,732	10,864	10,620
Tot. this w'k.	124,826	58,747	140,126	64,368	78,490	82,264
Since Sept. 1.	5026,540	4117,235	4810,212	4344,639	3998,320	3752,265

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 126,833 bales, of which 69,479 were to Great Britain, 4,825 to France and 52,529 to the rest of the Continent, while the stocks as made up this evening are now 899,409 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Mar. 9. Exported to—				From Sept. 1, 1882, to Mar. 9, 1883. Exported to—			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	5,571	.....	5,061	10,632	256,736	31,877	120,953	409,586
New Orleans	12,347	4,540	31,472	48,379	607,284	212,039	314,985	1,134,308
Mobile	3,500	.....	.....	3,500	21,743	5,423	.....	30,165
Florida	.....	.....	.....	.....	.....	.....	.....	.....
Savannah	2,741	.....	3,270	6,011	94,130	25,058	209,253	329,046
Charleston*	8,105	.....	8,090	16,195	117,642	24,715	161,879	304,316
Wilmington	.....	.....	.....	.....	46,166	.....	1,500	48,466
Norfolk†	10,364	.....	.....	16,364	333,012	.....	10 229	343,241
New York	7,078	285	3,136	10,499	332 732	22,387	114 415	469,534
Boston	7,460	.....	100	7 560	112,586	.....	413	113,039
Baltimore	4,513	.....	1,100	5,613	116 549	3,419	35,707	155,675
Philadelp'a, &c	1,750	.....	.....	1,750	52,916	.....	1,688	54,304
Total	69,479	4 825	52,529	123,833	2,095,035	325,578	971,057	3,391,670
Total 1881-82	80,647	7,470	13,044	01 21[illegible]	1,595 05[illegible]	255 038	60[illegible],064	2 451,149

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

Mar. 9, at—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans	26,144	10,634	18,902	32	55,712	270,417
Mobile	2,000	2 800	1,200	1,200	7,200	29 963
Charleston	4,275	None.	3,698	720	8,693	48,825
Savannah	5,100	None.	25,400	2,600	33,100	44 644
Galveston	18,775	1,489	10,766	552	31,582	43 307
Norfolk	10,090	None.	4,061	3,267	17,418	52,353
New York	3,500	None.	1,450	None.	4,950	194 246
Other ports	4,000	None.	500	None.	4,500	52,532
Total 1883	73,884	14,923	65,977	8,378	163,162	736,247
Total 1882	70,237	9,937	38,346	5,505	124,025	835,026
Total 1881	105,143	25,303	87,472	8,933	227,851	669,710

The speculation in cotton for future delivery opened at this market on Saturday last with some appearance of strength, but the overland report in the CHRONICLE of that date, with continued free receipts at the ports, checked for the time an advancing tendency. On Monday, however, the "bulls" recovered confidence, and favored by better Liverpool advices, caused some advance, which was in turn in good part lost on Tuesday, and Wednesday was weak. On Thursday the feeling was better. Receipts at the ports and the interior towns were smaller and the stringency in the money market abated. Besides, the probabilities of a late planting season seemed to increase. To-day there was a steady but moderate rise from the opening, owing to an early under-statement of receipts at New Orleans; a portion of the advance was then lost and the close was unsettled. Cotton on the spot has been moderately active for home consumption. To-day the market was quiet but prices were firm, middling uplands closing at 10 3-16c.

The total sales for forward delivery for the week are 331,500 bales. For immediate delivery the total sales foot up this week 5,190 bales, including 300 for export, 3,427 for consumption, 1,263 for speculation and 200 in transit. Of the above, 1,000 bales were to arrive. The following are the official quotations for each day of the past week.

March 3 to March 9.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. ₰ lb	7 1/2	7 1/2	7 1/2	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16
Strict Ord.	7 15/16	7 15/16	7 15/16	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
Good Ord.	8 3/4	8 3/4	8 3/4	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16
Str. G'd Ord	9 3/16	9 3/16	9 3/16	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Low Midd'g	9 11/16	9 11/16	9 11/16	10	10	10	10	10	10
Str. L'w Mid	10	10	10	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Middling	10 3/16	10 3/16	10 3/11	10 7/16	10 7/16	10 7/16	10 7/16	10 7/16	10 7/16
Good Mid.	10 5/8	10 5/8	10 5/8	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8
Str. G'd Mid	10 7/8	10 7/8	10 7/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Midd'g Fair	11 3/8	11 3/8	11 3/8	11 5/8	11 5/8	11 5/8	11 5/8	11 5/8	11 5/8
Fair	12 1/8	12 1/8	12 1/8	12 3/8	12 3/8	12 3/8	12 3/8	12 3/8	12 3/8

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. ₰ lb	7 1/2	7 1/2	7 1/2	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16
Strict Ord.	7 15/16	7 15/16	7 15/16	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
Good Ord.	8 3/4	8 3/4	8 3/4	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16
Str. G'd Ord	9 3/16	9 3/16	9 3/16	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Low Midd'g	9 11/16	9 11/16	9 11/16	10	10	10	10	10	10
Str. L'w Mid	10	10	10	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Middling	10 3/16	10 3/16	10 3/16	10 7/16	10 7/16	10 7/16	10 7/16	10 7/16	10 7/16
Good Mid.	10 5/8	10 5/8	10 5/8	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8
Str. G'd Mid	10 7/8	10 7/8	10 7/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Midd'g Fair	11 3/8	11 3/8	11 3/8	11 5/8	11 5/8	11 5/8	11 5/8	11 5/8	11 5/8
Fair	12 1/8	12 1/8	12 1/8	12 3/8	12 3/8	12 3/8	12 3/8	12 3/8	12 3/8

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary ₰ lb.	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8
Strict Good Ordinary	7 15/16	7 15/16	7 15/16	7 15/16	7 15/16	7 15/16
Low Middling	8 5/8	8 5/8	8 5/8	8 5/8	8 5/8	8 5/8
Middling	9 7/16	9 7/16	9 7/16	9 7/16	9 7/16	9 7/16

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Ex-port.	Con-sump.	Spec-ul'tn	Tran-sit.	Total.	Sales.	Deliv-eries
Sat.	Dull	....	416	....	200	616	42,000	200
Mon	Quiet	....	680	....	....	680	63,400	....
Tues	Quiet	....	226	500	....	726	38,500	200
Wed	Easy	....	909	200	....	1,109	66,100	300
Thurs	Steady	300	750	450	....	1,500	48,800	200
Fri.	Steady	....	446	113	....	559	66,700	500
Total		300	3,427	1,263	200	5,190	331,500	1,400

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

Towns.	Movement to March 9, 1883. Receipts. This week.	Receipts. Since Sept. 1'82.	Shipm'ts This week.	Stock Mch. 9.	Movement to March 10, 1882. Receipts. This week.	Receipts. Since Sept. 1, '81.	Shipm'ts This week.	Stock Mch. 10.
Augusta, Ga.	2,779	166,292	3,872	20,040	1,562	152,955	2,223	25,632
Columbus, Ga.	1,224	101,220	1,887	14,063	482	88,299	2,774	13,057
Macon, Ga.	217	54,985	578	6,521	212	57,968	1,202	6,622
Montgom'ry, Ala.	1,247	126,404	1,436	8,385	652	92,425	1,609	9,147
Selma, Ala.	683	94,597	1,029	8,394	265	70,608	627	6,431
Memphis, Tenn.	11,038	439,933	14,860	73,962	2,731	305,994	8,383	79,623
Nashville, Tenn.	1,090	40,551	708	7,559	676	50,333	1,854	16,119
Dallas, Tex.	867	36,390	656	1,823	18	24,477	303	605
Jefferson, Tex.*	120	23,227	120	75	36	12,711	287	919
Shreveport, La.	2,595	86,217	978	10,145	758	58,478	1,530	5,580
Vicksburg, Miss.	3,455	103,140	4,996	8,540	1,433	129,607	2,326	4,111
Columbus, Miss.	796	37,022	166	2,666	165	27,010	926	2,270
Eufaula, Ala.	796	41,633	1,100	4,404	371	16,408	278	2,270
Griffin, Ga.*	450	25,490	550	1,100	65	30,650	415	2,262
Atlanta, Ga.	2,991	131,511	2,953	24,203	1,503	116,579	3,836	21,173
Rome, Ga.	1,099	77,741	1,927	9,791	660	77,312	2,963	5,963
Charlotte, N. C.	1,873	44,363	1,073	2,000	832	24,990	1,033	660
St. Louis, Mo.	5,361	377,313	6,587	61,844	3,320	326,761	11,784	63,377
Cincinnati, O.	17,062	273,506	18,119	10,515	6,397	288,036	5,716	8,307
Total, old towns	59,027	2,281,537	63,195	275,023	22,133	1,991,600	55,756	282,945
Newberry, S. C.	744	20,891	744	200	75	13,918	125	350
Raleigh, N. C.	981	42,781	1,152	2,745	1,424	25,314	1,650	4,340
Petersburg, Va.	906	21,108	666	3,314	322	24,136	581	4,650
Louisville, Ky.	1,279	45,636	1,214	3,365	515	23,643	744	6,914
Little Rock, Ark.	326	27,427	737	5,140	163	21,063	363	2,322
Brenham, Tex.	87	30,033	108	1,462	10	6,914	74	527
Houston, Tex.	8,869	632,476	8,199	13,372	3,803	527,003	4,675	13,870
Total, new towns	13,192	820,352	12,820	29,598	6,304	365,117	8,138	33,028
Total, all	72,219	3,101,889	76,015	304,621	28,442	2,518,608	55,756	315,973

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 4,188 bales, and are to-night 7,922 bales *less* than at the same period last year. The receipts at the same towns have been 36,839 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 583,281 bales *more* than for the same time in 1881-2.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (March 9), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	968,000	731,000	722,000	576,000
Stock at London.....	74,000	55,600	44,300	26,900
Total Great Britain stock	1,042,000	789,600	772,300	602,900
Stock at Hamburg.....	3,200	2,290	5,300	3,000
Stock at Bremen.....	89,200	38,900	29,400	16,620
Stock at Amsterdam.....	20,000	20,000	30,900	28,600
Stock at Rotterdam.....	2,100	312	1,080	2,520
Stock at Antwerp.....	1,000	1,400	884	420
Stock at Havre.....	143,000	150,000	131,000	52,700
Stock at Marseilles.....	4,400	3,080	5,000	2,130
Stock at Barcelona.....	53,000	43,500	25,100	27,128
Stock at Genoa.....	8,700	6,700	3,000	2,500
Stock at Trieste.....	4,500	4,033	3,700	1,041
Total continental stocks...	284,100	270,125	241,364	136,659
Total European stocks...	1,326,100	1,059,725	1,013,664	739,559
India cotton afloat for Europe.	196,000	317,000	176,000	174,587
Amer'n cotton afloat for Eur'pe	538,000	372,000	597,000	506,146
Egypt, Brazil, &c., aflt for E'r'pe	40,000	50,000	22,000	32,370
Stock in United States ports..	899,409	959,051	897,561	846,397
Stock in U. S. interior towns..	275,023	282,945	285,017	289,996
United States exports to-day..	11,200	7,300	23,500	26,000
Total visible supply.....	3,285,732	3,048,021	3,014,742	2,615,055
Of the above, the totals of American and other descriptions are as follows				
American—				
Liverpool stock.....	612,000	535,000	552,000	429,000
Continental stocks.....	190,000	166,000	188,000	118,000
American afloat for Europe....	538,000	372,000	597,000	506,146
United States stock.....	899,409	959,051	897,561	846,397
United States interior stocks..	275,023	282,945	285,017	289,996
United States exports to-day..	11,200	7,300	23,500	26,000
Total American.....	2,605,632	2,322,296	2,543,078	2,215,539
East Indian, Brazil, &c.—				
Liverpool stock.....	276,000	199,000	176,000	147,000
London stock.....	74,000	55,600	44,300	26,900
Continental stocks.....	94,100	104,125	53,364	18,659
India afloat for Europe.....	196,000	317,000	176,000	174,587
Egypt, Brazil, &c., afloat.....	40,000	50,000	22,000	32,370
Total East India, &c.....	680,100	725,725	471,664	399,516
Total American.....	2,605,632	2,322,296	2,543,078	2,215,539
Total visible supply.....	3,285,732	3,048,021	3,014,742	2,615,055
Price Mid. Upl., Liverpool....	5 9/16d.	6 5/8 d.	6 3/16d.	7 3/8 d.

☞ The imports into Continental ports this week have been 44,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 237,711 bales as compared with the same date of 1882,

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	February.
Saturday, Mch. 3—	Unsettled.	Aver.. 10·18	Aver.. 10·27	Aver.. 10·39	Aver.. 10·51	Aver.. 10·65	Aver.. 10·76	Aver.. 10·49	Aver.. 10·20	Aver.. 10·10	Aver.. ——	Aver.. ——	Aver.. ——
Sales, total.	48,000	3,800	6,400	7,600	6,300	6,300	9,700	200	1,100	700	— @ ——	— @ ——	— @ ——
Prices paid (range)	10·15@10·20	10·26@10·29	10·37@10·41	10·50@10·53	10·63@10·67	10·75@10·79	— @10·49	10·18@10·21	— @10·10	— @ ——	— @ ——	— @ ——
Closing.....	10·17—10·18	10·27—10·28	10·39—10·40	10·52— —	10·64—10·65	10·76—10·77	10·47—10·49	10·18—10·19	10·09—10·10	10·10—10·13	— @ ——	— @ ——	— @ ——
Monday, Mch. 5—	Firmer.	Aver.. 10·20	Aver.. 10·31	Aver.. 10·42	Aver.. 10·56	Aver.. 10·68	Aver.. 10·80	Aver.. ——	Aver.. 10·25	Aver.. 10·16	Aver.. 10·11	Aver.. ——	Aver.. ——
Sales, total.	63,400	10,300	9,300	14,800	10,600	10,600	7,300	500	3,100	500	— @ ——	— @ ——	— @ ——
Prices paid (range)	10·16@10·22	10·26@10·34	10·37@10·46	10·52@10·58	10·64@10·71	10·76@10·83	— @10·25	10·12@10·17	10·11@ —	— @ ——	— @ ——	— @ ——
Closing.....	10·21—10·22	10·33—10·34	10·44—10·45	10·57—10·58	10·70—10·71	10·82—10·83	10·51—10·54	10·24—10·25	10·14—10·16	10·15—10·17	— @ ——	— @ ——	— @ ——
Tuesday, Mch. 6—	Dropping.	Aver.. 10·19	Aver.. 10·32	Aver.. 10·43	Aver.. 10·54	Aver.. 10·68	Aver.. 10·79	Aver.. 10·52	Aver.. 10·21	Aver.. 10·14	Aver.. ——	Aver.. ——	Aver.. ——
Sales, total.	38,500	3,000	4,500	11,100	6,700	3,200	8,700	400	800	700	— @ ——	— @ ——	— @ ——
Prices paid (range)	10·17@10·23	10·28@10·34	10·39@10·45	10·51@10·58	10·63@10·71	10·76@10·83	— @10·52	10·19@10·22	10·10@10·15	— @ ——	— @ ——	— @ ——
Closing.....	10·16—10·17	10·25—10·29	10·39—10·40	10·52—10·53	10·64—10·65	10·76—10·77	10·48—10·52	10·19—10·20	10·09—10·10	10·10—10·12	— @ ——	— @ ——	— @ ——
Wednesday, Mch. 7—	Unsettled.	Aver.. 10·14	Aver.. 10·27	Aver.. 10·39	Aver.. 10·51	Aver.. 10·64	Aver.. 10·75	Aver.. 10·48	Aver.. ——	Aver.. ——	Aver.. ——	Aver.. ——	Aver.. ——
Sales, total.	66,100	9,300	7,400	15,200	13,100	6,800	13,600	200	400	300	— @ ——	— @ ——	— @ ——
Prices paid (range)	10·09@10·16	10·13@10·19	10·26@10·28	10·38@10·40	10·50@10·52	10·63@10·63	10·74@10·76	— @10·48	10·18@10·20	10·09@10·10	— @ ——	— @ ——	— @ ——
Closing.....	10·09—10·10	10·14—10·15	10·26—10·27	10·38—10·39	10·51—10·52	10·64— —	10·75—10·76	10·47—10·49	10·18—10·20	10·09—10·09	10·09—10·11	— @ ——	— @ ——
Thursday, Mch. 8—	Firmer.	Aver.. 10·15	Aver.. 10·30	Aver.. 10·42	Aver.. 10·55	Aver.. 10·68	Aver.. 10·79	Aver.. 10·51	Aver.. 10·23	Aver.. 10·12	Aver.. 10·11	Aver.. ——	Aver.. ——
Sales, total.	48,800	5,100	12,900	14,400	5,300	4,600	4,600	400	700	500	— @ ——	— @ ——	— @ ——
Prices paid (range)	10·11@10·80	10·14@10·17	10·27@10·31	10·39@10·44	10·53@10·56	10·66@10·69	10·77@10·80	10·51@ —	10·23@10·24	10·11@10·12	10·11@ ——	— @ ——	— @ ——
Closing.....	Steady.	10·15— —	10·29—10·30	10·42—10·43	10·54—10·55	10·67—10·68	10·79—10·80	10·51—10·53	10·22—10·28	10·11—10·13	10·13—10·14	— @ ——	— @ ——
Friday, Mch. 9—	Variable.	Aver.. 10·16	Aver.. 10·32	Aver.. 10·41	Aver.. 10·57	Aver.. 10·69	Aver.. 10·80	Aver.. 10·56	Aver.. 10·21	Aver.. 10·15	Aver.. 10·15	Aver.. ——	Aver.. 10·32
Sales, total.	66,700	1,600	20,600	15,900	5,000	7,800	100	300	400	1,200	— @ ——	— @ ——	500
Prices paid (range)	10·13@10·85	10·13@10·19	10·28@10·34	10·41@10·47	10·53@10·60	10·63@10·72	10·77@10·85	10·56@ —	10·20@10·23	10·15@ —	10·15@10·16	— @ ——	10·32@ —
Closing.....	Week.	10·15—10·16	10·29—10·30	10·42—10·43	10·55— —	10·68—10·69	10·79—10·80	10·50—10·53	10·21—10·23	10·11—10·13	10·12—10·14	— @ ——	— @ ——
Total sales this week.	331,500	33,100	54,200	63,700	63,400	32,900	51,700	1,000	3,000	6,000	2,000	——	500
Average price, week.		10·17	10·30	10·42	10·54	10·67	10·79	10·51	10·22	10·13	10·12	——	10·32
Sales since Sep. 1, '82*	14,132,200	1,957,800	1,489,200	1,853,300	1,142,200	492,000	573,100	5,200	26,500	45,700	2,100	——	500

* Includes sales in September, 1882, for September, 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400; September-January for January, 2,070,200; September-February for February, 1,300,200.

Transferable Orders—Saturday, 10·20c.; Monday, 10·25c.; Tuesday, 10·20c.; Wednesday, 10·15c; Thursday, 10·15c; Friday, 10·20c.

Short Notices for March—Saturday, 10·16c.; Monday, 10·13@10·14c.; Tuesday, 10·17@10·14c.; Wednesday, 10·10@10·13c.; Thursday, 10·13@10·15c.

The following exchanges have been made during the week.

·13 pd. to exch. 600 June for July.
·11 pd. to exch. 1,200 Apr. for May.
·13 pd. to exch. 100 May for June.
·10 pd. to exch. 100 Mar. for April.
·13 pd. to exch. 200 June for July.
·36 pd. to exch. 200 Mar. for June.
·23 pd. to exch. 100 Mar. for May.
·11 pd. to exch. 400 Mar. for April
·13 pd. to exch. 100 June for July.
·62 pd. to exch. 100 Mar. for Aug.
·49 pd. to exch. 100 April for Aug.
·12 pd. to exch. 200 May for June.
·13 pd. to exch. 200 Mar. for April.
·12 pd. to exch. 1,000 Apr. for May.
·02 pd. to exch. 100 March s. n. 12th, for regular.
·02 pd. to exch. 100 March s. n. 10th, for regular.
·25 pd. to exch. 300 April for June.
·14 pd. to exch. 100 Mar. for April.
·10 pd. to exch. 100 Mar. for June.
·25 pd. to exch. 300 April for June.
·26 pd. to exch. 500 April for July.

an *increase* of 270,990 bales as compared with the corresponding date of 1881 and an *increase* of 670,677 bales as compared with 1880.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending March 9.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston....	9¾	9⅞	9⅞	9⅞	9⅞	9⅞
New Orleans.	9⅝	9⅝	9⅝	9⅝	9⅝	9⅝
Mobile	9⅛	9⅛	9⅛	9½	9½	9½
Savannah....	9 15/16	9 15/16	9 15/16	9⅝	....	9⅝
Charleston...	10	10	10	10	10	10
Wilmington..	9⅝	9⅝	9⅝	9⅝	9⅝	9⅞
Norfolk	9⅝	9⅝	9⅝	9⅝	9⅝	9 11/16
Boston	10⅜	10⅜	10⅜	10⅜	10⅜	10⅜
Baltimore ...	10⅛	10⅛	10⅛	10⅛	10⅛	10⅛
Philadelphia.	10½	10½	10½	10½	10½	10½
Augusta	9⅜	9⅜	9⅜	9⅜	9⅜	9⅜
Memphis ...	9½	9½	9½	9½	9½	9½
St. Louis.....	9½	9½	9½	9½	9½	9½
Cincinnati ...	9¾	9¾	9¾	9¾	9¾	9¾
Louisville....	9⅝	9⅝	9⅝	9⅝	9⅝	9⅝

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns		
	'80-'81.	'81-'82	'82-'83.	'80-'81.	'81-'82	'82-'83	'80-'81.	'81-'82	'82-'83.
Dec 22.....	237,080	208,855	258,170	353,487	457,024	336,993	214,635	218,343	205,835
" 29	190,435	200,621	251,923	373,023	466,56-6	319,855	205,978	210,186	204.7 5
Jan. 5.....	110,735	152,425	224,057	337,644	4?3,659	303,647	85,374	139,502	2?8 789
" 12	122,601	114 888	175,392	409,559	435,050	380,248	101,490	96,459	171,983
" 19.....	138,870	99,593	150,300	399,232	419,043	367,967	138,701	83,183	133,109
" 26. ...	125,076	92,081	136,400	396,321	400,986	359,749	122,129	74,024	119,182
Feb. 2	117,129	95,057	171,316	317,866	390,019	347,523	158,674	84 090	168,030
" 9.....	136,723	84,779	165,688	313 817	380 528	343,584	149,694	77,385	161,939
" 16	146,589	72,031	146,139	312,559	372,454	326,796	145,252	63,957	129,342
" 23.....	134,859	60,165	134,448	317,588	362,450	321,424	143,397	50,136	149 076
Mch. 2.. ...	133 93.	51,980	135,321	322,458	343,072	308 417	138,801	32,624	122,814
" 9.	140,126	58,747	124,826	319 252	315 978	304,621	136 9?0	31,648	121,030

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,314,676 bales; in 1881-82 were 4,387,783 bales; in 1880-81 were 5,090,606 bales.

2. That, although the receipts at the out-ports the past week were 124,826 bales, the actual movement from plantations was only 121,030 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 31,648 bales and for 1881 they were 136,900 bales.

AMOUNT OF COTTON IN SIGHT MARCH 9.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to March 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to Mch.9.	5,026,540	4,117,235	4,810,212	4,344,639
Interior stocks on March 9 in excess of September 1.....	288,136	270,548	280,394	296,039
Tot. receipts from plantat'ns	5,314,676	4,387,783	5,090,606	4,640,728
Net overland to March 1	526,556	353,355	415,047	445,723
Southern consumpt'n to Mch.1	200,000	155,000	135,000	120,000
Total in sight March 9.....	6,041,232	4,996,138	5,640,653	5,206,451

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,145,094 bales, as compared with 1880-81 is 400,579 bales and with 1879-80, 834,781 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather has continued fairly favorable at the South during the week for farm work, and in Texas cotton planting has begun in the earliest sections.

Galveston, Texas.—It has rained hard on two days of the week, the rainfall reaching one inch and fifty-six hundredths. Average thermometer 58, highest 73 and lowest 42.

Indianola, Texas.—We have had hard rain on two days of the week, the rainfall reaching one inch and seventy-eight hundredths. Corn has generally been planted, and in many sections cotton planting is making good progress. The thermometer has ranged from 41 to 76, averaging 62.

Dallas, Texas.—It has rained on two days of the week, the rainfall reaching forty-four hundredths of an inch. Crop preparations are active, but the ground is rather too wet. The thermometer has averaged 52, ranging from 31 to 73.

Brenham, Texas.—We have had hard rain on one day of the week, the rainfall reaching one inch and sixty hundredths. The rain interfered with corn planting, which was progressing. The thermometer averaged 57, the highest being 79 and the lowest 40.

Palestine, Texas.—Some plowing is being done. The rainfall during the week reached ninety-eight hundredths of an inch. Average thermometer 60, highest 74 and lowest 45.

Huntsville, Texas.—It has rained hard on one day of the week, interrupting work, which was progressing. The rainfall reached one inch. The thermometer has ranged from 45 to 76, averaging 61.

Belton, Texas.—We have had no rain during the week. The roads are improving, and plowing is progressing. There are no prospects of saving the remnant of cotton left unpicked. The thermometer has ranged from 37 to 78, averaging 58.

Weatherford, Texas.—We have had showers on two days of the week, the rainfall reaching fifty hundredths of an inch. The thermometer has averaged 52, ranging from 31 to 73.

Luling, Texas.—It has rained hard on two days of the week, the rainfall reaching one inch and fifty hundredths. Corn has generally been planted, and cotton planting is making good progress. The thermometer has averaged 54, the highest being 72 and the lowest 36.

New Orleans, Louisiana.—It has rained on two days of the week, the rainfall reaching one inch and thirty-three hundredths. The thermometer has averaged 58.

Shreveport, Louisiana.—We have had generally fair weather during the week, with a heavy rain on the 6th. The rainfall reached one inch and eighty-three hundredths. The thermometer has ranged from 36 to 75.

Vicksburg, Mississippi.—It has rained on two days of the week, and we had sleet on Wednesday, but as the week closes there is a favorable change in the weather.

Columbus, Mississippi.—Telegram not received.

Little Rock, Arkansas.—The weather has been cloudy on five days of the week, with rain on one day. The rainfall reached one inch and eleven hundredths. The thermometer ranged from 30 to 70, averaging 47.

Memphis, Tennessee.—We have had rain on three days of the week, the rainfall reaching one inch and five hundredths. The river has risen two inches since last report, and is now twenty inches above the danger line, but slowly declining. Average thermometer 50, highest 70 and lowest 29.

Nashville, Tennessee.—It has rained on one day of the week, the rainfall reaching eighty-nine hundredths of an inch. It is claimed that about 90 per cent of the crop has been marketed. The thermometer has averaged 50, the highest being 69 and the lowest 38.

Mobile, Alabama.—The early part of the week was clear and pleasant, but during the latter portion we have had rain on three days, the rainfall reaching two inches and thirty-nine hundredths. The thermometer has ranged from 41 to 79, averaging 56.

Montgomery, Alabama.—It has rained an three days of the week, the rainfall reaching one inch and sixty-six hundredths. We have had one light frost during the week. The thermometer has averaged 55, ranging from 38 to 75.

Selma, Alabama.—We have had rain on three days of the week, the rainfall reaching one inch and forty-five hundredths. Average thermometer 52, highest 73 and lowest 33.

Madison, Florida.—The early part of the week was clear and pleasant, but during the latter portion we have had rain on three days. The weather has been too cold. The weather is so unfavorable that much seed planted has failed to come up. There is less cotton and more corn planted this year. The thermometer has ranged from 48 to 70, averaging 58.

Macon, Georgia.—We have had rain on three days of the week. Average thermometer 56, highest 75 and lowest 35.

Columbus, Georgia.—The early part of the week was clear and pleasant, but during the latter portion we have had rain on three days. The rainfall reached one inch and forty hundredths. The thermomer has averaged 56, the highest being 68 and the lowest 45.

Savannah, Georgia.—We have had rain on two days of the week, and the remainder of the week has been pleasant. The rainfall reached one inch and twenty-one hundredths. The thermometer has averaged 58, ranging from 42 to 74.

Augusta, Georgia.—The early part of the week was clear and pleasant, but during the latter portion we have had general continuous rain on three days. The rainfall reached thirty-seven hundredths of an inch. Average thermometer 55, highest 73 and lowest 34.

Atlanta, Georgia.—Telegram not received.

Charleston, South Carolina.—It has rained on two days of the week, the rainfall reaching one inch and thirty-three hundredths. The thermometer has ranged from 36 to 70, averaging 56.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock March 8, 1883, and March 9, 1882.

		Mch. 8, '83.		Mch. 9, '82.	
		Feet.	Inch.	Feet.	Inch.
New Orleans	Below high-water mark	2	4	0	8
Memphis	Above low-water mark.	35	7	36	0
Nashville	Above low-water mark.	12	11	42	7
Shreveport	Above low-water mark.	24	11	31	0
Vicksburg	Above low-water mark.	42	11	45	0

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

India Cotton Movement from all Ports.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to March 8.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent	Total.	Great Britain	Continent.	Total.	This Week.	Since Jan. 1.
1883	19,000	36,000	55,000	103,000	194,000	297,000	64,000	464,000
1882	27,000	18,000	45,000	223,000	130,000	353,000	61,000	455,000
1881	5,000	24,000	29,000	60,000	122,000	182,000	44,000	282,000
1880	25,000	23,000	48,000	72,000	106,000	178,000	38,000	268,000

According to the foregoing, Bombay appears to show an *increase* compared with last year in the week's receipts of 3,000 bales, and an *increase* in shipments of 10,000 bales, and the shipments since January 1 show a *decrease* of 56,000 bales The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows "Other ports" cover Ceylon, Tuticorin Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total
Calcutta—						
1883	2,000	.....	2,000	41,000	8,000	49,000
1882	1,000	800	1,800	53,900	21,100	75,000
Madras—						
1883	.....	.....	.....	4,000	800	4,800
1882	.....	.....	.....	4,100	2,000	6,100
All others—						
1883	.....	.....	.....	4,000	2,000	6,000
1882	2,200	.....	2,200	10,300	4,300	14,600
Total all—						
1883	2,000	.....	2,000	49,000	10,800	59,800
1882	3,200	8 0	4,000	68,300	27,400	95,700

The above totals for the week show that the movement from the ports other than Bombay is 2,000 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	55,000	297,000	45,000	353,000	29,000	182,000
All other p'rts.	2,000	59,800	4,000	95,700	4,200	119,000
Total	57,000	356,800	49,000	448,700	33,200	301,000

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

Alexandria Receipts and Shipments.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, March 8.	1882-83.		1881-82.		1880-81.	
Receipts (cantars*)—						
This week	16,000		34,000		25,000	
Since Sept. 1	2,166,000		2,683,000		2,580,000	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1
Exports (bales)—						
To Liverpool	6,000	206,000	4,000	216,500	5,000	184,000
To Continent	2,000	68,000	4,500	144,838	3,343	89,464
Total Europe	8,000	274,000	8,500	361,338	8,343	273,464

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending March 8 were 16,000 cantars and the shipments to all Europe were 8,000 bales.

Manchester Market.—Our report received from Manchester to-night states that there is a better business. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1883.						1882.					
	32s Cop. Twist.		8¼ lbs. Shirtings.			Cott'n Mid. Upl's	32s Cop. Twist.		8¼ lbs. Shirtings.			Cott'n Mid. Upl's
	d.	d.	s.	d.	s. d	d.	d.	d.	s.	d.	s. d.	d.
Jan. 5	8¾	@ 9⅜	6	1	@7 7	5 11/16	9⅜	@10	6	6	@8 0	6 9/16
" 12	8⅝	@ 9¼	6	0	@7 6	5 11/16	9⅜	@10	6	6	@8 0	6 11/16
" 19	8⅝	@ 9¼	6	0	@7 4½	5⅝	9½	@10	6	7½	@8 0	6¾
" 26	8¾	@ 9⅜	6	1	@ 7 6	5⅝	9½	@10	6	7½	@8 0	6⅝
Feb. 2	8¾	@ 9⅝	6	0	@7 6	5 11/16	9⅜	@10	6	6	@8 0	6⅝
" 9	8¾	@ 9⅝	6	0	@7 6	5 11/16	9⅜	@10	6	6	@8 0	6½
" 16	8¾	@ 9½	5	11	@7 4½	5⅝	9⅜	@ 9 7/8	6	5	@7 10½	6 7/16
" 23	8⅝	@ 9⅜	5	10	@7 3	5⅝	9⅜	@ 9 7/8	6	6	@7 10½	6 7/16
Mch. 2	8½	@ 9¼	5	10	@7 3	5 9/16	9⅜	@ 9 7/8	6	6	@7 10½	6½
" 9	8⅜	@ 9¼	5	10	@7 3	5 9/16	9 7/16	@10	6	6	@7 10½	6⅝

Jute Butts, Bagging, &c.—Bagging has been in some demand and quite a fair amount of stock is moving for Southern account. Prices have been advanced considerably by manufacturers, and this has checked business to some extent; but buyers are gradually taking hold. Prices at the close are 9c. for 1½ lbs., 9½c. for 1¾ lbs., 10¼c. for 2 lbs. and 11c. for standard grades. Butts are not active, and the only transactions we hear of are 3,000 bales at 2@2⅜c. for both paper and bagging kinds, and at the close sellers are naming 2@2¼c. for paper grades and 2¼@2½c. for bagging qualities.

Comparative Port Receipts and Daily Crop Movement.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows:

Monthly Receipts.	Year Beginning September 1.					
	1882-83	1881-82.	1880-81.	1879-80	1878-79.	1877-78.
Sept'mb'r	326,656	429,777	458,478	333,643	283,848	98,491
October..	980,581	853,195	968,318	888,492	689,264	578,533
Novemb'r	1,094,607	974,043	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,664	900,119
January .	752,827	487,727	571,701	647,140	618,727	689,610
February.	595,598	291,992	572,728	447,918	566,824	472,054
Total year	4,862,898	4,033,541	4,598,528	4,215,929	3,836,564	3,561,300
Per'tage of tot. port receipts Feb. 28.	85·15		78·28	84·28	86·27	81·95

This statement shows that up to Feb. 28 the receipts at the ports this year were 829,357 bales more than in 1881-82 and 264,370 bales more than at the same time in 1880-81. By adding to the above totals to Feb. 28 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Feb. 28	4,862,898	4,033,541	4,598,528	4,215,929	3,836,564	3,561,300
Mch. 1	14,538	6,519	20,473	16,279	10,547	17,754
" 2	24,228	7,625	12,465	12,171	8.	9,868
" 3	19,886	10,803	16,505	12,432	19,628	8.
" 4	8.	6,913	22,115	10,050	19,653	32,985
" 5	26,858	8.	21,006	13,404	7,947	17,175
" 6	22,876	13,485	8.	9,829	9,860	9,746
" 7	16,430	8,582	28,948	8.	15,631	8,873
" 8	13,081	11,056	24,435	16,415	12,430	12,300
" 9	25,695	6,673	18,576	6,724	8.	8,728
Total	5,026,540	4,105,197	4,763,051	4,313,239	3,932,260	3,678,729
Percentage of total port rec'pts Mch. 9.		86·97	81·09	86·23	88·42	84·65

This statement shows that the receipts since Sept. 1 up to to-night are now 921,343 bales more than they were to the same day of the month in 1882 and 263,489 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to March 9 in each of the years named.

The Exports of Cotton from New York this week show a decrease, as compared with last week, the total reaching 10,499 bales, against 12,137 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1882.

Exported to—	Week ending—				Total since Sept. 1.	Same period previ'us year.
	Feb. 15.	Feb. 22.	March 1.	March 8.		
Liverpool	8,195	9,348	8,985	7,078	329,306	241,409
Other British ports	.....	.....	.....	.....	3,426	6,157
TOTAL TO GREAT BRITAIN	8,195	9,348	8,985	7,078	332,732	247,566
Havre	995	.....	1,111	285	22,287	18,541
Other French ports	.....	.....	.....	.....	100	.....
TOTAL FRENCH	995	.....	1,111	285	22,387	18,541
Bremen and Hanover	700	1,200	1,050	1,206	36,020	28,866
Hamburg	.....	1,136	....	200	24,789	13,984
Other ports	1,419	400	671	1,730	45,979	4,829
TOTAL TO NORTH. EUROPE	2,119	2,736	1,721	3,136	106,788	47,679
Spain, Op'rto, Gibralt'r, &c	.....	75	.....	.....	2,517	837
All other	100	.....	320	.....	5,110	200
TOTAL SPAIN, &c	100	75	320	.....	7,627	1,037
GRAND TOTAL	11,409	12,159	12,137	10,499	469,534	314,823

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orl'ns	7,285	108,386	.. ..	4,896	.....	.....	.....	.....
Texas....	11,485	110,689	1,850	17,739	.....	.....	.....	.....
Savannah	4,297	184,487	310	58,462	180	12,521	1,845	75,732
Mobile...	.....	.....	.....	.....	.....	.....	.....	.....
Florida..	92	9,091	.....	.....	.....	.....	.....	.....
S. Carlina	5 786	144,078	.....	896	655	8,991	1,135	18,002
N Carlina	2,199	43.09	.....	....	.....	.....	361	16,181
Virginia..	9,518	182,743	2,721	51,535	4,260	40,530	2,969	89,832
North. pts	24	24	2,698	105,488	.....	.....	.....	205
Tenn., &c.	2,532	112,239	5,011	126,831	2,794	51,914	.....	35,102
Foreign ..	12	2,138	.....	.....	.....	.....	.....	.....
This year.	43,210	986,994	12,590	365,842	7,989	*	6,310	235,117
Last year.	17,128	969,447	11,286	327,597	913	70.178	1,634	172,71

* 113,956

SHIPPING NEWS.—The exports of cotton from the United tates the past week, as per *latest mail* returns, have reached 125,144 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Alaska, 194 ...Bothnia, 1,381....City of Chester, 1,751....Helvetia, 1,712....Lake Nepigon, 785....Lake Winnipeg, 58....The Queen, 1,194..	7,078
To Havre, per steamer Canada, 285	285
To Bremen, per steamer Werra, 1,206	1,206
To Hamburg, per steamer Wieland, 200	200
To Amsterdam, per steamers Amsterdam, 750....Jason, 830	1,580
To Antwerp, per steamer Rhyuland, 150	150
NEW ORLEANS—To Liverpool, per steamers Asturiano, 3,900 ....Commander, 2,456....Mariner, 1,788....St. Bernard, 3,845 ...Tycho Brahe, 3,032	15,031
To Havre, per steamer Paris, 6,173...per bark Etta Stewart, 2,733	9,206
To Reval, per ship Gustav Adolf, 4,250 ...per barks Arabia, 3,330....Arklow, 5,480....Blandina P., 2,670....Havdyst, 2,146....Virgo, 1,733	19,609
To Cronstadt, per bark Carmel, 1,454	1,454
To Barcelona, per steamers Ana de Sala, 1,597....Jose Baro, 993....per brig Buenaventura, 751	3,341
To Genoa, per steamer Jose Baro, 446....per bark Unione, 1,395	1,841
To Vera Cruz, per steamer City of Mexico, 1,260	1,260
To Tuspan, per steamer City of Mexico, 1	1
MOBILE—To Liverpool, per ship Julia, 3,750	3,750
CHARLESTON—To Liverpool, per bark Ponema, 2,178 Upland and 85 Sea Island	2,263
To Bremen, per bark Aftenstjernan, 1,575 Upland	1,575
To Amsterdam, per bark Formica, 1,350 Upland	1,350
To Reval, per barks Ellesee, 2,055 Upland....Lovfald, 2,230 Upland....Rome, 2,635 Upland....Wilhelmine Pust, 1,506 Upland	8,426
To Barcelona, per brigs Clara, 850 Upland....Joven Miguel, 930 Upland	1,780
SAVANNAH—To Liverpool, per bark Minnie Gordon, 2,450 Upland	2,450
To Havre, per ship Mary Stewart, 3,855 Upland....per bark M. Smith Peterson, 1,640 Upland	5,535
To Hango, per bark Lorely, 2,000 Upland	2,000
TEXAS—To Liverpool, per barks Alf, 1,902....Guiding Star, 1,175....Ole Boe, 2,503....Petit Codiac, 2,245	7,825
To Bremen, per bark Mark Twain, 2,639...Pauline, 1,775...	4,414
To Reval, per barks Erstatninger, 1,050....Landbo, 1,175.	2,225
To Cronstadt, per barks Minerva, 1,690...Herlof Herlofsen, 2,604....Uljas, 1,065	5,359
WILMINGTON—To Liverpool, per brig Hermann Friedrich, 1,188.	1,188
NORFOLK—To Liverpool, per ships Bertie Biglow, 2,140.... Servia, 3,060....per bark Hugh Caun, 2,835	7,975
BALTIMORE—To Liverpool, per steamers Circassian, (additional) 528	528
To Havre, per steamer Alexander Bixio, 1,630	1,630
BOSTON—To Liverpool, per steamers Atlas, 1,466....Bulgarian, 1,143	2,609
Total	125,144

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen and Hamburg.	Amsterdam & Antw'p.	Reval, Cronstadt & Hango.	Barcelona.	Genoa.	Total
New York..	7,078	285	1,406	1,730	.....	.....	.....	10,499
N. Orleans.	15,031	9,206	.....	.....	21,063	3,341	1,941	51,763
Mobile.....	3,750	.....	.....	.....	.....	.....	.....	3,750
Charleston.	2,263	.....	1,575	1,350	8,426	1,780	.....	15.394
Savannah..	2,150	.....	.....	.....	7,845	.....	.....	9.995
Texas.....	7,825	.....	4,414	.....	7,584	.....	.....	19,823
Wilmington	1,188	.....	.....	.....	.....	.....	.....	1,188
Norfolk....	7,975	.....	.....	.....	.....	.....	.....	7,975
Baltimore..	528	1,630	.....	.....	.....	.....	.....	2,158
Boston.....	2,609	.....	.....	.....	.....	.....	.....	2,609
Total...	50,717	11,121	7,395	3,080	44,608	5,121	1,841	125,144

Included in the above totals are, from New Orleans to Vera Cruz, 1,260 bales and to Tuspan, 1 bale.

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Liverpool—March 1—Bark Herbert C. Hall, 2,098.... March 2—Steamer Alice, 3,173.
For Bremen—March 3—Barks Diligentia, 1,075; Wilhelm Foss, 1,209.
For Cronstadt—March 2—Bark Fraternitas, 1,457.
NEW ORLEANS—For Liverpool—March 3—Steamer Antwerpia, 3,137; bark Cyrtic, 3,634....March 5—Steamer Leonora, 5,570.
For Havre—March 6—Steamer Dryburgh Abbey, 4,340.
For Rouen—March 7—Steamer Boadicea, 200.
For Bremen—March 6—Steamer Europa, ——
For Reval—March 7—Ship Lizzie Moses, ——.
For Cronstadt—March 6—Bark Agostina C., ——.
For Sebastopol—March 3—Steamer Drachenfels, 6,240.
For Malmo—March 5—Bark J. A. Brown, 1,440.
For Barcelona—March 6—Bark Antonina Calzada, ——.
MOBILE—For Liverpool—March 3—Bark Astrella, 3,500.
SAVANNAH—For Liverpool—March 3—Bark William Gordon, 2,741.
For Amsterdam—March 5—Bark J. Walter Seamans, 3,270.
CHARLESTON—For Liverpool—March 5—Bark Sagona, 2,572...March 6—Bark Mohlamo, 2,575....March 7—Bark Lady Dufferin, 2,958.
For Antwerp—March 7—Bark Brage, ——.
For Reval—March 7—Barks Hindoo, ——, Lovetand, ——.
For Barcelona—March 2—Brig Purnteous, 700.....March 7—Brig Atanlo, ——.
For Genoa—March 3—Brig Mirra, 109.
NORFOLK—For Liverpool—March 3—Steamer Federico, 5,829; barks Calcutta, 2,984; Plymouth, 5,424....March 6—Bark A. E. Killam, 2,225.
WEST POINT, VA.—For Liverpool—March 3—Bark Claudeboys, ——.
BOSTON—For Liverpool—March 2—Steamer Batavia, 1,045 ...March 3—Steamers Kansas, 2,393....Istrian, 1,603....March 6—Steamer Bavarian, 2,419.
For Antwerp—March 3—Steamer Hunter, 100.
For Annapolis, N. S.—March 3—Steamer Hunter, 100.
BALTIMORE—For Liverpool—March 1—Steamer Mississippi, 2,710.... March 6—Steamer Sardinian, 1,090.
For Bremen—March 3—Steamer Weser, 1,109.
PHILADELPHIA—March 2—Steamer Pennsylvania, 400....March 6—Steamer Lord Clive, 1,350.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

MORRO CASTLE, steamer, before reported on fire at Charleston, was pumped out Feb. 27, and lay afloat at her wharf, with the copper line out of water fore and aft. A lighter was alongside, taking out the loose cotton, and what remains of the cargo will be rapidly secured. About 150 whole bales of cotton were taken from the burned steamer on Feb. 28; also a considerable number of broken bales and parcels. The rosin, it was thought, would come out in good condition.

VIOLET, steamer (Br.), from New Orleans, via Louisburg, C. B., bound for Bremen with cargo of cotton, put into Halifax, March 4, in distress. She left Louisburg after coaling, on Feb. 18, and when 40 miles east of that port heavy drift ice was encountered. The steamer entered it expecting to make her way through without trouble, but the ice proved heavier and more closely packed as the steamer proceeded, and no headway could be made. The vessel drifted about the ice field for eleven days, during which time a large hole, about six feet long, was knocked in her starboard bow below the water mark. Water was flowing into the forward compartments on arrival, but was being kept low by continued pumping; none of the cargo would be damaged. The steamer was five days, after getting free of the ice, in reaching Halifax. She began discharging on the 5th to lighten for repairs.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	11/64@1/4	11/64@1/4	11/64@1/4	11/64@1/4	11/16@1/4	11/64@1/4
Do sail...d.	11/64-15/64	11/64-15/64	11/64-15/64	11/64-15/64	11/64-15/16	11/64-15/64
Havre, steam....c.	7/16*	7/16*	7/16*	7/16*	7/16*	7/16*
Do sail....c.	....	....	....	....	....	....
Bremen, steam..c.	17/32*	17/32*	17/32*	17/32*	17/32*	17/32*
Do sail.....c.	....	....	....	....	....	....
Hamburg, steam.d.	1/4*	1/4*	1/4*	1/4*	1/4*	1/4*
Do sail...d.	....	....	....	....	....	....
Amst'd'm, steam.c.	1/4@9/32*	1/4@9/32*	1/4@9/32*	1/4@9/32*	1/4@9/32*	1/4@9/32*
Do sail...d.	....	....	....	....	....	....
Baltic, steam....d.	3/8*	3/8*	3/8*	3/8*	3/8*	3/8*
Do sail.....c.	....	....	....	....	....	....
Barcelona, steam.c.	13/16@7/8*	13/16@7/8*	13/16@7/8*	13/16@7/8*	13/16@7/8*	13/16@7/8*
Genoa, steam ...d.	3/4*	3/4*	3/4*	3/4*	3/4*	3/4*

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Feb. 16	Feb. 23.	Mch. 2	Mch. 9.
Sales of the week.....bales.	53,000	44,500	41,500	52 000
Of which exporters took	9,400	5,700	4,600	5,300
Of which speculators took..	6,100	3,100	1,870	4,300
Sales American	34,500	29,500	30,000	38,000
Actual export.....	10,000	7,500	7,800	13,500
Forwarded.....	30,000	26,000	31,500	22,500
Total stock—Estimated.....	846,000	960,000	965,000	968,000
Of which American—Estim'd	633,000	696,000	704,000	692,000
Total import of the week.....	102,000	143,000	79,000	81,000
Of which American.....	83,000	112,000	62,000	44,500
Amount afloat.....	351,000	286,000	292,000	280,000
Of which American.....	285,000	208,000	204.000	220,000

The tone of the Liverpool market for spots and futures each day of the week ending March 9, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, 12:30 P.M.	Dull.	Mod. inq. freely supplied.	Mod. inq. freely supplied.	Easier.	Mod. inq. freely supplied.	Easier.
Mid Upl'ds	5 9/16	5 9/16	5 9/16	5 9/16	5 9/16	5 9/16
Mid. Orl'ns	5 11/16	5 11/16	5 11/16	5 11/16	5 11/16	5 11/16
Sales.....	6,000	8,000	8,000	8,000	10,000	8,000
Spec. & exp.	1,500	1,000	1,000	2,000	2,000	1,000
Futures.						
Market, 12:30 P.M.	Steady.	Weaker.	Steady.	Flat.	Barely steady.	Dull.
Market, 5 P. M.	Steady.	Steady.	Very dull.	Flat.	Dull.	Firm.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These

prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d. and 6 03 means 6 3-64d.*

	Sat., Mch. 3.				Mon., Mch. 5.				Tues., Mch. 6.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
March	5 35	5 36	5 35	5 36	5 36	5 37	5 36	5 36	....	....	....	....
Mar.-April.	5 35	5 35	5 35	5 35	5 35	5 37	5 35	5 37	5 37	5 37	5 37	5 37
April-May	5 38	5 40	5 38	5 39	5 39	5 40	5 39	5 40	5 40	5 41	5 40	5 40
May-June	5 41	5 43	5 41	5 42	5 42	5 43	5 42	5 43	5 44	5 44	5 44	5 44
June-July	5 44	5 46	5 44	5 45	5 45	5 47	5 45	5 47	5 47	5 48	5 46	5 46
July-Aug.	5 49	5 49	5 48	5 49	5 49	5 50	5 49	5 50	5 51	5 51	5 50	5 50
Aug.-Sept.	5 52	5 53	5 52	5 53	5 53	5 54	5 53	5 53	5 55	5 55	5 54	5 54
Sept.-Oct.	5 50	5 50	5 50	5 50	....	....	....	....	5 51	5 51	5 51	5 51
Oct.-Nov.	5 44	5 44	5 44	5 44	....	....	....	....	....	....	....	....
Nov.-Dec.	....	....	....	....	....	....	....	....	....	....	....	....

	Wednes., Mch. 7.				Thurs., Mch. 8.				Fri., Mch. 9.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
March	5 36	5 36	5 35	5 35	5 36	5 36	5 36	5 36	5 36	5 38	5 36	5 38
Mar.-April.	5 36	5 36	5 35	5 35	....	....	....	....	5 36	5 38	5 35	5 38
April-May	5 39	5 39	5 38	5 38	5 39	5 39	5 38	5 38	5 39	5 41	5 39	5 41
May-June	5 43	5 43	5 42	5 42	5 43	5 43	5 43	5 43	5 42	5 45	5 42	5 44
June-July	5 46	5 46	5 45	5 45	5 46	5 46	5 46	5 46	5 46	5 47	5 46	5 47
July-Aug.	5 50	5 50	5 49	5 49	5 49	5 49	5 49	5 49	5 51	5 53	5 51	5 51
Aug.-Sept.	5 53	5 53	5 53	5 53	5 53	5 53	5 53	5 53	5 53	5 56	5 53	5 56
Sept.-Oct.	....	....	....	....	....	....	....	....	5 51	5 51	5 51	5 51
Oct.-Nov.	5 45	5 45	5 45	5 45	5 45	5 45	5 45	5 45	5 47	5 47	5 47	5 47
Nov.-Dec.	....	....	....	....	....	....	....	....	5 44	5 44	5 44	5 44

BREADSTUFFS.

FRIDAY, P. M., March 9, 1883.

Flour has been in the main firm for the lower grades, which have been in moderate supply and in fair demand. The better grades on the contrary have been in liberal supply, not much wanted, and rather depressed. To-day the market was dull and rather weak for all grades except No. 2, superfine, and shipping extras, which were in fair demand and about steady.

Wheat has been only fairly active for export, and there has been a slight decline. Options have sold fairly at irregular prices, the fluctuations being governed by the weather reports from the West. Milder weather there at one time had quite a depressing effect on prices, but latterly a decided fall in the temperature and storms in various sections have caused a re-action, which has been assisted by the covering of shorts both here and in Chicago. To-day, however, the market here was 1@1¼c. lower and fairly active. No. 2 red sold at $1 20@$1 21 for March, $1 22⅝@$1 23½ for April, $1 24¾@$1 25¾ for May and $1 25⅝@$1 26⅛ for June.

Indian corn has also been fairly active at slightly lower prices. The variations in this market have still followed the fluctuations in wheat. Corn is not just now attracting so much attention, either here or at the West, as some time ago. The supply here is comparatively small, and the visible stock in the country is still to an important extent less than at this time last year. To-day the market was fairly active at a fractional decline. No. 2 mixed sold at 71½@71¾c. for March, 72c. for April and 72¼c. for June.

Rye has been quiet but steady. Barley has sold moderately at firm prices. Oats have been less active and in options the fluctuations have not been marked. Cash lots have advanced ½c. to 2c., the rise being greatest in No. 2 white. Latterly, options have been somewhat depressed, owing to some decline in Chicago, where the speculation has been less active. To-day there was a fair trade at weaker prices, especially for white. No. 2 mixed sold at 52c. for March, 52½@52¾c. for both April and May, and 52⅝@52¾c. for June.

The following are closing quotations:

FLOUR.

No. 2 spring...⅔ bbl.	$2 90@	3 35	City shipping extras. $5 35@ 6 00
No. 2 winter	3 00@	3 75	Southern bakers' and
Superfine	3 75@	4 25	family brands 6 00@ 7 50
Spring wheat extras..	4 25@	5 50	South'n ship'g extras. 4 85@ 5 90
do bakers'	5 00@	6 00	Rye flour, superfine.. 3 70@ 4 00
Wis. & Minn. rye mix.	5 50@	6 00	Corn meal—
Minn. clear and stra't	5 00@	7 00	Western, &c. 3 25@ 3 75
Winter shipp'g extras.	4 15@	4 35	Brandywine, &c. 3 75@ 3 85
Patents, spring	6 50@	8 10	Buckw't flour, 100 lbs. 2 75@ 2 90
Patents, winter	5 50@	7 50	

GRAIN.

Wheat—				Rye—Western	72	@ 78
Spring, per bush.	1 05	@1 30		State & Canada..	73	@ 79
Spring No. 2	1 13	@1 15		Oats—		
Red winter	1 05	@1 21		Mixed	51	@ 59
Red winter, No. 2	1 21	@1 22¼		White	53	@ 59
White	1 10	@1 26		No. 2 mixed	52	@ ....
White No. 1	1 15½	@1 16½		No. 2 white	55	@ ....
Corn—West. mixed	63	@ 73¼		Barley—		
West. mix. No. 2	71½	@ 72½		Canada No. 1	1 01	@1 02
White	69	@ 73		Canada bright	1 04	@1 05
Yellow	69	@ 72		Canada No. 2	96	@ 97
Buckwheat	70	@ 71		State, 4-rowed	93	@ 95
				State, 2-rowed	85	@ 90

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Mar. 3 and since Aug. 1 for each of the last three years:

Receipts at—	*Flour.*	*Wheat.*	*Corn.*	*Oats.*	*Barley.*	*Rye.*
	Bbls.196lbs	*Bush.60 lbs*	*Bush.56 lbs*	*Bush.32 lbs*	*Bush.48 lbs*	*Bush.56 lbs*
Chicago	180,852	165,442	1,809,986	530,756	161,293	68,807
Milwaukee	70,492	177,212	38,340	62,090	195,300	22,500
Toledo	652	490,350	285,597	41,084	400	2,831
Detroit	6,375	383,308	48,561	15,250	29,530	986
Cleveland	4,297	10,500	28,000	21,493	2,430	.....
St. Louis	34,277	150,085	809,140	75,024	91,888	5,500
Peoria	2,940	6,250	438,650	243,100	21,000	32,000
Duluth	.....	18,297	.....	.....	.....	.....
Tot. wk. '83	258,395	1,451,444	3,457,274	988,787	501,841	132,614
Same wk. '82	149,519	434,936	708,370	386,789	158,347	[illegible]
Same wk. '81	128,562	534,289	1,577,390	527,096	104,137	24,897
Since Aug. 1—						
1882	6,236,197	59,750,613	53,319,931	31,904,756	12,028,892	3,126,736
1881	5,033,042	31,950,858	77,006,324	22,333,318	10,119,510	3,163,773
1880	5,193,703	59,340,556	79,434,147	30,454,645	10,974,639	2,812,750

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Mar. 3, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	1,937,537	1,413,493	1,535,219	754,434
Wheat.....bush.	3,770,294	2,242,913	2,667,219	2,001,116
Corn	15,503,075	12,957,279	7,546,537	11,369,993
Oats	6,291,434	5,517,697	4,760,841	2,154,076
Barley	2,438,523	1,125,909	1,238,935	648,315
Rye	380,167	405,357	429,963	328,839
Total grain ..	28,383,493	23,149,155	16,643,467	16 502,339

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week Mar. 3.	1882. Week Mar. 4.	1881. Week Mar. 5.	1880. Week Mar. 7.
Flour.....bbls.	219,236	163,980	139,813	102,472
Wheat.....bush.	231,545	194,273	207,297	220,380
Corn	1,863,213	803,569	862,146	1,729,023
Oats	784,981	231,936	368,926	242,196
Barley	314,738	66,532	83,478	73,306
Rye	98,088	39,994	37,512	20,311
Total	3,292,570	1,386,304	1,564,359	2,285,216

The rail and lake shipments from same ports for last four weeks were:

Week ending—	*Flour, bbls.*	*Wheat, bush.*	*Corn, bush.*	*Oats, bush.*	*Barley, bush.*	*Rye, bush.*
Mar. 3	219,236	385,707	2,480,972	821,817	314,738	98,088
Feb. 24	158,030	357,697	1,342,146	881,761	300,211	25,834
Feb. 17	174,896	418,365	1,883,541	725,181	328,470	24,295
Feb. 10	149,508	410,556	1,467,384	391,251	190,851	11,436
Tot., 4 w.	701,670	1,572,325	7,174,043	2,820,010	1,134,270	159,653
4 w'ks 82	597,974	945,373	5,459,634	1,699,533	354,323	144,045

The receipts of flour and grain at the seaboard ports for the week ended March 3, follow:

At—	*Flour, bbls.*	*Wheat, bush.*	*Corn, bush.*	*Oats, bush.*	*Barley, bush.*	*Rye, bush.*
New York	110,012	424,110	926,594	172,228	131,011	13,854
Boston	66,837	46,075	308,550	112,950	23,125	1,550
Portland	4,325	84,127	8,300	2,800	.....	.....
Montreal	14,840	15,590	400	16,275	5,300	.....
Philadelphia	15,827	82,500	340,400	65,250	12,000	.....
Baltimore	24,772	269,050	911,617	17,500	.....	4,710
New Orleans	12,185	186,389	629,247	54,425	.....	.....
Total week	248,798	1,107,841	3,125,108	441,428	171,436	20,114
Cor. week '82	255,081	405,110	843,935	346,343	166,575	15,630

The total receipts at the same ports for the period from Dec. 25, 1882, to Mar. 3, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	2,883,601	2,114,203	2,345,777	1,635,392
Wheat.....bush.	9,438,913	5,615,014	7,907,354	6,285,767
Corn.....	16,377,465	7,556,720	11,579,932	18,103,322
Oats.....	3,700,759	4,025,203	3,979,605	2,970,338
Barley.....	872,238	1,115,062	1,057,144	992,446
Rye.....	174,738	104,043	344,206	187,077
Total grain	30,564,113	18,416,042	24,868,241	28,539,950

The exports from the several seaboard ports for week ending Mar. 3, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	134,444	263,071	682,097	828	.....	2,284
Boston...	23,609	17,149	42,632	.....	.....	.....
Portland.	1,801	84,127	.....	.....	.....	14,041
Montreal.	.....	.....	.....	.....	.....	.....
Philadel..	608	61,087	406,483	125	.....	.....
Baltim're	9,095	133,120	652,851	.....	.....	.....
N.Orl'ns .	639	132,182	296,109	1,250	.....	.....
Total w'k.	170,196	690,730	2,080,172	2,203	.....	16,325
S'me time 1882..	117,861	728,990	719,276	2,931	.....	41,221

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, Mar. 3.	1882. Week, Mar. 4.	1883. Week, Mar. 3.	1882. Week, Mar. 4.	1883. Week, Mar. 3.	1882. Week, Mar. 4.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un.King.	125,720	71,567	390,414	502,591	1,820,050	419,529
Contin'nt	6,238	11,807	293,192	226,399	208,082	229,551
S.& C.Am	12,370	13,514	125	.....	38,448	11,417
W. Indies	20,360	16,192	4,99.	.....	10,327	45,660
Brit. Col's	3,721	3,915	.....	.....	400	7,500
Oth.c'nt's	1,787	866	2,002	.....	4,865	5,619
Total...	170,196	117,861	690,730	728,990	2,080,172	719,276

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to Mar. 3.	1881-82. Sept. 1 to Mar. 4.	1882-83. Sept. 1 to Mar. 3.	1881-82. Sept. 1 to Mar. 4.	1882-83. Sept. 1 to Mar. 3.	1881-82. Sept. 1 to Mar. 4.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	3,804,037	1,668,227	24,797,844	20,847,687	12,010,975	15,416,368
Continent ...	355,015	117,287	20,001,849	7,287,124	1,665,674	3,735,20
S. & C. Am...	397,127	350,872	88,803	4,583	151,488	279,09
West Indies.	501,854	337,336	40,528	19,760	242,672	337,27
Brit. Col'nies	311,787	204,080	7,806	.....	67,708	84,6
Oth. countr's	24,175	21,466	202,4 5	200,268	84,194	89,9
Total.....	5,393,995	2,789,574	45,139,235	28,359,422	14,222,661	19,864,458

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Mar. 3, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	5,964,925	756,486	508,790	63,577	175,518
Do. afloat (est.)	.....	400,000	118,000	104,000	280,000
Albany (est.)	32,000	75,000	115,000	110,000	99,000
Buffalo.	730,922	454	29,199	288,774	24,848
Do. afloat.....	.....	.....	.....	.....	.....
Chicago	5,816,329	4,626,750	1,507,823	171,227	637,384
Do. afloat.....	325,000	357,477	.....	.....	.....
Milwaukee	1,082,835	75,602	1,992	260,007	78,010
Duluth.....	1,254,442	.....	.....	.....	.....
Toledo.....	1,946,433	568,196	637,512	4,300	7,809
Detroit	1,200,365	67,984	8,307	13,514	.....
Oswego.....	115,000	40,300	1,800	150,000	75,000
St. Louis.....	980,265	1,520,235	123,320	50,971	52,200
Cincinnati*.....	87,460	99,991	7,067	212,694	74,343
Boston.....	172,838	81,947	69,688	5,332	251
Toronto.....	464,327	2,887	1,661	130,506	.....
Montreal	198,453	5,970	84,378	29,906	25,193
Philadelphia	713,144	516,763	92,961	.....	.....
Peoria	4,195	173,925	200,393	6,656	149,665
Indianapolis.....	388,700	75,900	17,400	.....	15,500
Kansas City.....	281,690	581,273	21,383	.....	30,650
Baltimore	1,068,009	690,447	.....	.....	.....
Down Mississippi.	154,162	617,754	36,836	.....	.....
On rail.....	350,777	2,310,600	1,078,901	314,808	106,699
Tot. Mar. 3, '83.	23,332,271	13,645,641	4,662,411	1,916,472	1,832,070
Tot. Feb. 24, '83.	22,509,911	11,528,953	4,165,220	1,556,859	1,647,163
Tot. Feb. 17, '83.	21,974,108	11,140,170	4,098,420	1,800,507	1,600,429
Tot. Feb. 10, '83.	22,288,094	10,576,733	4,029,082	1,929,054	1,556,401
Tot. Feb. 3, '83.	22,289,436	10,700,651	4,352,164	2,057,761	1,646,084
Tot. Mar. 4, '82.	16,118,519	14,200,219	2,283,241	2,348,360	1,160,086

* Not before included.

THE DRY GOODS TRADE.

FRIDAY, P. M., March 9, 1883.

There was a better feeling in the dry goods trade the past week, to which the adjournment of Congress, with the temporary settlement of the tariff question, contributed, and a moderately good business was done in all the wholesale branches, in spite of the cold and stormy weather that prevailed a good portion of the time. The growing activity of the Western and Southern jobbing trade was reflected in the increased frequency with which re-orders were received by commission houses and importers, and the jobbing trade here has shown a very marked improvement, a liberal distribution of staple goods, and fabrics specially adapted to the coming season, having been made by all the principal jobbers in this city. The general market continues firm, and a slight advance has been made upon a few makes of staple cotton goods that have been selling for some time past at prices which left a very slim margin of profit to the manufacturers.

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week were 3,968 packages, including 2,011 to Great Britain, 752 to China, 259 to United States of Colombia, 242 to Argentine Republic, 215 to Brazil, 132 to Santo Domingo, 92 to Chili, &c., making the total exports since January 1st, 1883, 24,866 packages, against 23,553 for the corresponding period of last year. Jobbers have done a good business in all seasonable kinds of cotton goods during the week, and manufacturers' agents experienced a very fair demand for plain and colored cottons, the best makes of which were relatively more active than the poorer qualities. Plain brown and bleached goods are steadily held, and some brands of wide sheetings have slightly appreciated. Colored cottons were only in moderate demand at first hands, but a few makes of tickings and cheviots, that have been selling at very low figures, were advanced ¼c. Print cloths were in fair demand but easier, on the basis of 3 11-16c. for 64x64s and 3⅛c. asked for 56x60s. Prints were more freely taken by package buyers, and both calicoes and ginghams were active in jobbers' hands.

DOMESTIC WOOLEN GOODS.—There was a steady demand for heavy clothing woolens at agents' hands, but buyers continued cautious in their operations, owing in a measure to doubts as to the probable effect of the new tariff upon values. Fair orders were, however, placed for popular makes of all-wool and cotton-warp cassimeres, suitings and worsted coatings at current prices, and there was a fair movement in overcoatings and cloakings on account of old orders, and as the result of new business. The recent advance in wool and yarns has imparted firmness to values of clothing woolens, all fabrics of desirability being firmly held by manufacturers' agents. Satinets were in fair request, but Kentucky jeans and doeskins ruled quiet in agents' hands. Worsted and all-wool dress goods were more freely distributed by jobbers and there was a steady call for duplicate lots by package buyers.

FOREIGN DRY GOODS.—There was a better demand for imported goods, although business was checked to some extent by the cold and stormy weather that prevailed during the greater part of the week, Silks were in fair demand, but purchasers were seemingly governed by actual wants. Dress goods continued to move steadily, and there was a fair call for linen and white goods, laces, embroideries, &c. Thus far prices have not been much affected by the new tariff, and such desirable fabrics as are in moderate supply are generally steady.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending March 8, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883, AND SAME DATES IN 1882	Week Ending Mch. 9, 1882.		Since Jan 1, 1882.		Week Ending Mch. 8, 1883.		Since Jan 1, 1883.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—								
Wool.....	879	401,083	11,886	5,567,118	1,240	559,125	11,270	5,799,520
Cotton.....	1,259	410,673	19,718	6,605,857	1,447	520,627	16,740	6,135,232
Silk.....	782	534,024	11,449	7,797,877	992	643,611	9,960	6,128,785
Flax.....	1,315	244,197	26,836	3,421,269	1,668	371,812	13,990	2,242,610
Miscellaneous....	1,285	106,457	2,220,095	1,668	217,979	21,994	1,473,226	
Total	5,523	1,787,334	86,018	28,621,216	6,656	2,313,154	73,254	22,236,403
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.								
Manufactures of—								
Wool.....	493	216,833	3,561	1,545,111	583	251,955	4,274	1,833,339
Cotton.....	288	92,859	4,158	1,291,557	495	139,222	5,537	1,462,851
Silk.....	165	1,337,700	1,643	1,284,035	253	197,242	2,401	1,848,346
Flax.....	680	113,301	6,847	1,139,756	495	115,267	7,411	1,181,549
Miscellaneous	5,341	72,705	33,531	677,320	3,617	84,287	31,636	608,658
Total	6,967	629,418	49,740	5,937,779	7,443	787,978	51,259	7,477,582
Ent'd forconsumpt.	5,523	1,787,334	86,913	25,621,216	6,656	2,313,154	73,254	22,236,403
Total on market....	12,490	2,415,752	136,659	31,558,995	14,099	3,101,132	124,513	29,713,985
ENTERED FOR WAREHOUSE DURING SAME PERIOD.								
Manufactures of—								
Wool.....	492	217,514	3,800	1,595,603	1,007	403,174	5,799	2,422,632
Cotton.....	231	61,701	1,241	1,241,957	595	184,702	6,121	1,820,932
Silk.....	132	93,777	1,386	1,057,259	413	288,899	2,949	2,217,112
Flax.....	610	90,588	5,984	665,445	664	120,507	5,441	1,016,964
Miscellaneous.....	806	56,078	41,508	665,029	1,505	109,993	25,990	782,415
Total	2,271	528,658	56,740	5,625,293	4,184	1,107,275	46,300	8,260,055
Ent'd forconsumpt.	5,523	1,787,334	86,913	25,621,216	6,656	2,313,154	73,254	22,236,403
Total at the port....	7,794	2,315,992	143,658	31,246,509	10,840	3,420,429	119,554	30,496,458

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TO THE BUSINESS PUBLIC.—The subjoined table shows the total circulation of the several editions of THE SUN for 1882, as compared with the corresponding figures of the preceding year:

1882.		1881.	
DAILY.....	44,678,656	DAILY	39,701,161
SUNDAY...	7,414,114	SUNDAY...	7,037,604
WEEKLY .	3,443,260	WEEKLY..	3,498,154
Total ...	55,536,030	Total	...50 236,919

Five million more SUNS were bought and read in 1882 than in 1881. The average circulation of the several editions during the whole of the past year was:

DAILY.....	143,200
SUNDAY	141,810
WEEKLY....	66,216

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Surplus (N. Y. Standard) 678,545 53
Death Losses Paid - - 6,876,901 76
Dividends Paid - - - 3,996,441 27
18,725 Policies in force, insuring $24,083,551.

Paid Death Losses, since Organization,

SEVEN MILLION DOLLARS,

And for Dividends,

NEARLY FOUR MILLIONS.

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Insurance.

OFFICE OF THE

ATLANTIC

Mutual Insurance Co.,

NEW YORK, January 25, 1883.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1882:

Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$4,412,693 58
Premiums on Policies not marked off 1st January, 1882	1,516,844 85
Total Marine Premiums	$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90
Losses paid during the same period	$2,013,767 35
Returns of Premiums and Expenses	$823,304 50

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,974,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
Premium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

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ST. SIMON, ——.....Wed., Mar. 21, 3 P. M.
LABRADOR, Servan.....Wed., March 28, 8 A. M.
NORMANDIE (new).....Wed., May 23

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OFFICE, 119 BROADWAY.

CASH CAPITAL	$3,000,000 00
Reserve for Unearned Premiums	2,116,892 00
Reserve for Unpaid Losses and Claims	317,596 01
Net Surplus	1,774,061 06
Cash Assets, January 1, 1883	$7,208,489 07

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

ÆTNA

Insurance Company

OF HARTFORD.

Assets January 1, 1883	$9,054,610 58
Liabilities for unpaid losses and re-insurance fund	1,961,428 46
Capital	4,000,000 00
NET SURPLUS	$3,193,182 12

No. 2 Courtlandt St., New York.

JAS. A. ALEXANDER, Agent.

North British & Mercantile Ins. Co

OF

LONDON AND EDINBURGH.

United States Board of Management,

NEW YORK:

SOLON HUMPHREYS, Ch'r'n, (E. D. Morgan & Co
DAVID DOWS, Esq. (David Dows & Co.)
E. P. FABBRI, Esq. (Drexel, Morgan & Co.)
HON. S. B. CHITTENDEN.
EZRA WHITE, Esq.
J. J. ASTOR, Esq.

CHAS. E. WHITE, SAM. P. BLAGDEN,

MANAGERS,

Office 51 William St., New York.

Commercial Union Ins. Co.

(OF LONDON),

ALFRED PELL,

Resident Manager,

37 & 39 Wall Street.

THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

VOL. 36. NEW YORK, MARCH 17, 1883. NO. 925.

Financial.

AMERICAN
Bank Note Company,
142 BROADWAY, NEW YORK.
Business Founded 1795.
Incorporated under Laws of State of New York, 1858.
Reorganized 1879.
ENGRAVERS AND PRINTERS OF
BONDS, POSTAGE & REVENUE STAMPS, LEGAL TENDER AND NATIONAL BANK NOTES, of the UNITED STATES; and for Foreign Governments.
ENGRAVING AND PRINTING,
BANK NOTES, SHARE CERTIFICATES, BONDS FOR GOVERNMENTS AND CORPORATIONS, DRAFTS, CHECKS, BILLS OF EXCHANGE, STAMPS, &c., in the finest and most artistic style
FROM STEEL PLATES,
With special safeguards to prevent COUNTERFEITING.
Special papers manufactured exclusively for use of the Company.
SAFETY COLORS. SAFETY PAPERS.
Work Executed in Fireproof Buildings.
LITHOGRAPHIC AND TYPE PRINTING.
RAILWAY TICKETS OF IMPROVED STYLES.
Show Cards, Labels, Calendars.
BLANK BOOKS OF EVERY DESCRIPTION.
ALBERT G. GOODALL, President.
VICE-PRESIDENTS:
J. MACDONOUGH, A. D. SHEPARD,
W. M. SMILLIE, TOURO ROBERTSON.
S. H. STAYNER, Treas.
THEO. H. FREELAND, Secty.

Banque
Centrale Anversoise,
ANTWERP.
Paid-Up Capital, - - 9,000,000 Francs.
BOARD OF DIRECTORS
FELIX GRISAR, President.
ALFRED MAQUINAY (Graff & Maquinay), Vice-Pres
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LOUIS WEBER (Ed. Weber & Cie.)
JULES RAUTENSTRAUCH (C. Schmid & Cie.)
TRANSACTS A
GENERAL BANKING BUSINESS.

ASA P. POTTER, Prest. J. J. EDDY, Cashier.
Maverick National Bank,
BOSTON,
CAPITAL, - - - - - - - $400,000
SURPLUS, - - - - - - - 400,000
Accounts of Banks and Bankers solicited.
Collections made upon favorable terms.
Government Bonds bought and sold.

Aug. T. Post, Banker,
25 NASSAU STREET,
BUYS AND SELLS
State, City and County Securities.
CORRESPONDENCE SOLICITED.

STOCK BROKER.
Lansdale Boardman,
NEW YORK, 80 BROADWAY & 5 NEW ST.,
Opposite Stock Exchange.
TROY, N. Y., 14 & 15 HALL BUILDING.
Private Wire to Troy.
Securities carried on margin. Interest paid on balances

Financial.

DIAMONDS.

Alfred H. Smith & Co.,
182 Broadway, Cor. John St.,
IMPORTERS OF
Diamonds, Fine Rubies, Sapphires, and other Precious Stones,
EXCLUSIVELY.
LONDON, 33 HOLBORN VIADUCT.

Members N. Y. and Philadelphia Stock Exchanges.
L. H. Taylor & Co.,
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S. W. Cor. Third and Chestnut Sts., PHILADELPHIA.
Deposits received subject to check at sight, and interest allowed on daily balances.
Stocks, Bonds, &c., bought and sold on commission in Philadelphia and other cities
Particular attention given to information regarding Investment Securities.
Private wire to New York, Baltimore and other places

A. W. Beasley & Co.,
BANKERS
AND DEALERS IN
INVESTMENT BONDS,
No. 98 Broadway, New York.
We offer a large line of CHOICE Railroad SIX PER CENT bonds on desirable terms to buyers and investors.

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WE MAKE A SPECIALTY OF THESE VERY SAFE SECURITIES, AND BUY AND SELL SAME AT MARKET PRICE.
WE OFFER A LIMITED AMOUNT OF DESIRABLE CAR TRUST ISSUES, ADDITIONALLY SECURED BY THE DIRECT OBLIGATION OF THE **RAILROAD EQUIPMENT COMPANY.**
POST, MARTIN & CO.,
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Simon Borg & Co.,
No. 8 WALL STREET, NEW YORK,
DEALERS IN ALL KINDS OF
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SOUTHERN SECURITIES A SPECIALTY.

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BROKERS IN
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52 BROADWAY.
DOUGLAS HENRY, Member N.Y. Stock Ex. CHARLES SETON HENRY, Member N.Y. Min. Stock Ex.
DANIEL WARFIELD.

Financial.

J. D. PRINCE, JAS WHITELY, H. CRUGER OAKLEY
HARRY C. LOGAN, MAYNARD C. EYRE.
W. R. TRAVERS, Special Partner.
Prince & Whitely,
No. 64 BROADWAY, NEW YORK.
(Branch Office, 180 Fifth Ave.)
All classes of Railway and Mining Stocks bought and sold on Commission.
Private Telegraph Wires to Philadelphia, Wilmington, Baltimore, Washington, Boston, Bridgeport and New Haven.

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Middendorf, Oliver & Co.
BANKERS AND BROKERS,
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P. O. Box 397. **BALTIMORE, Md.**
Special attention given to the negotiation of Foreign Bills of Exchange, Collateral Loans and Commercial Paper.
INDICATORS AND TELEPHONE IN OFFICE.

N. W. Harris & Co.,
INVESTMENT BANKERS,
No. 176 DEARBORN STREET,
CHICAGO, ILL.
BONDS, State, County, City, Town, School, and Car Trust Bought and Sold.
The funding of entire issues receives special attention. Write us if you wish to buy or sell.

The First National Bank.
GRAND RAPIDS, MICH., Feb. 24, 1883.
The First National Bank, of Grand Rapids, located at Grand Rapids, in the State of Michigan, is closing up its affairs, its corporate existence having expired on February 24, 1883. All note holders and other creditors of said association are therefore hereby notified to present the notes and other claims against the association for payment.
HARVEY J. HOLLISTER, Cashier.

The Old National Bank
OF GRAND RAPIDS, MICH.
Capital Limit, - - - - - $1,500,000
Capital Paid in, - - - - 400,000
Referring to the foregoing the officers and directors of the OLD NATIONAL BANK OF GRAND RAPIDS, beg leave to announce that on Monday, February 26 inst., they will continue the business of banking in all its branches, at the same place of business, as successor of the First National Bank of Grand Rapids.
As substantially the same management will continue in the new organization, with equal capital (which will be speedily doubled) it is hoped the generous confidence and patronage so long bestowed upon its predecessor, will be continued to the present institution.
S. L. WITHEY, President.
H. J. HOLLISTER, Cashier.

Montana National Bank,
HELENA, M. T.
UNITED STATES DEPOSITORY.
Capital, - - - - - - - - $250,000
C. A. BROADWATER, Pres't. A. G. CLARKE, V.-Pres't.
E. SHARPE, Cashier.

Foreign Exchange.

Drexel, Morgan & Co.,

WALL STREET,

CORNER OF BROAD, NEW YORK.

Drexel & Co., No. 34 South Third Street, **PHILADELPHIA.**

Drexel, Harjes & Co 31 Boulevard Haussmann **PARIS.**

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Deposits received subject to Draft. Securities bought and sold on Commission. Interest allowed on Deposits. Foreign Exchange. Commercial Credits. Cable Transfers. Circular Letters for Travelers, available in all parts of the world.

ATTORNEYS AND AGENTS OF
Messrs J. S. MORGAN & CO.,
No. 22 OLD BROAD STREET, LONDON.

Brown Brothers & Co.,

No. 59 WALL ST., N. Y.,

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BILLS OF EXCHANGE

ON GREAT BRITAIN AND IRELAND, FRANCE, GERMANY, BELGIUM, SWITZERLAND, NORWAY, DENMARK, SWEDEN AND HOLLAND.

Issue Commercial and Travelers' Credits

IN STERLING,

AVAILABLE IN ANY PART OF THE WORLD.

And in Francs, in Martinique and Guadaloupe.

MAKE TELEGRAPHIC TRANSFERS OF MONEY

BETWEEN THIS AND OTHER COUNTRIES.

MAKE COLLECTIONS OF DRAFTS drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

J. & J. Stuart & Co.,

33 NASSAU STREET.

BILLS OF EXCHANGE ON

SMITH, PAYNE & SMITH'S,
BANKERS, LONDON;

MANCHESTER & COUNTY BANK, "LIMITED;"
MANCHESTER, PAYABLE IN LONDON;

ULSTER BANKING COMPANY,
BELFAST, IRELAND

AND ON THE

NATIONAL BANK OF SCOTLAND,
EDINBURG, AND BRANCHES;

ALSO,

CABLE TRANSFERS AND LETTERS OF CREDIT

J. & W. Seligman & Co.,

BANKERS,

No. 23 BROAD STREET,

New York.

Issue Letters of Credit for Travelers,

Payable in any part of Europe, Asia, Africa, Australia and America.

Draw Bills of Exchange and make Telegraphic Transfers of Money on Europe and California.

JOHN MUNROE & Co.,

No. 8 Wall Street, New York,

No. 4 Post Office Square, Boston.

CHEQUES AND CABLE TRANSFERS ON

MUNROE & CO., PARIS.

STERLING CHEQUES AND BILLS AT SIXTY DAYS' SIGHT ON

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CIRCULAR NOTES AND CREDITS FOR TRAVELERS.

NEW YORK: WILLIAM HEATH, CHAS. E. QUINCEY. LONDON: W. RUSSELL WISE. PARIS: T. E. DAVIS.

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(ESTABLISHED 1861.)

BANKERS AND BROKERS,

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Members of New York Stock Exchange.

FOREIGN EXCHANGE. CABLE TRANSFERS.

William Heath & Co.,

10 Throgmorton Ave., London, Eng.

Draw Bills of Exchange and transact a general financial commission business. Particular attention given to American Securities.

William Heath & Co.,

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Orders solicited for London and American markets for investment or on margin. Railway, State and City Loans negotiated.

Foreign Exchange.

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Issue Travelers' Credits, available in all parts of the world, through the

MESSRS. DE ROTHSCHILD

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Also Commercial Credits and Transfers of Money on California, Europe and Havana.

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Accounts and Agency of Banks, Corporations, firms and individuals received upon favorable terms. Dividends and interest collected and remitted. Act as agents for corporations in paying coupons and dividends; also as transfer agents. Bonds, stocks and securities bought and sold on commission, at the Stock Exchange or elsewhere. Sterling Exchange and Cable Transfers bought and sold.

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THE DEUTSCHE BANK, BERLIN, HAMBURG AND BREMEN:
ANDRE GIROD & CO., PARIS.

Kidder, Peabody & Co.,

BOSTON, MASS.,

Cor. Wall and Nassau Sts., New York.

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CABLE TRANSFERS, BILLS OF EXCHANGE AND COMMERCIAL AND TRAVELERS' CREDITS.

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PERIER FRERES & CO., Paris.
MENDELSSOHN & CO., Berlin.

Schulz & Ruckgaber,

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CORRESPONDENTS OF THE

International Bank of London (Limited) London.

Messrs. John Berenberg, Gossler & Co. Hamburg.

Messrs. Marcuard, Krauss & Co., Paris

Commercial and Travelers' Credits. Bills of Exchange Cable Transfers.

J. H. GOADBY & B. E. WALKER,

JOINT AGENTS

Canadian Bank of Commerce,

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BUY AND SELL STERLING EXCHANGE, CABLE TRANSFERS, ETC.

ISSUE COMMERCIAL CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD

James T. Bates & Co.,

(ESTABLISHED 1868,)

BANKERS AND BROKERS,

Mills Building, New York.

Members of the New York Stock Exchange.

Checks and Cable Transfers on JAMES T. BATES & CO., Geneva, Switzerland.

J. W. Wilson & Co.,

27 & 29 BEAVER ST.,

NEW YORK.

Bills of Exchange and Letters of Credit on Mexico.

THE

Anglo-Californian Bank

(LIMITED).

LONDON, Head Office, 3 Angel Court.
SAN FRANCISCO Office, 422 California St.
NEW YORK Agents, J. & W. Seligman & Co.
BOSTON Correspond'ts, Massachusetts N. B'k.

Authorized Capital, - - 36,000,000
Paid up and Reserve, - 1,700,000

Transact a general banking business. Issue Commercial credits and Bills of Exchange, available in all parts of the world. Collections and orders for Bonds, Stocks, etc., executed upon the most favorable terms. FRED'K E. LOW, IGNATZ STEINHART, } Managers
P. N. LILIENTHAL, Cashier.

Foreign Exchange.

Kountze Brothers,

BANKERS,

120 Broadway (Equitable Building), NEW YORK.

LETTERS OF CREDIT AND CIRCULAR NOTES

issued for the use of travelers in all parts of the world.

Bills drawn on the Union Bank of London.
Telegraphic transfers made to London and to various places in the United States.
Deposits received subject to check at sight, and interest allowed on balances.
Government and other bonds and investment securities bought and sold on commission.

JOHN S. KENNEDY. J. KENNEDY TOD. O. H. NORTHCOTE, ALEXANDER BARING, Member N. Y. Stock Exch.

J. S. Kennedy & Co.,

No. 63 WILLIAM STREET,

BANKERS.

Act as Agents for Banks, Bankers and Railroad Companies.

Issue commercial credits, also foreign and domestic travelers' letters of credit in pounds sterling & dollars.

Offer Investment Securities.

Buy and sell bonds, stocks and securities in all American, Canadian, British and Dutch markets, on Commission.

Collect dividends, coupons and foreign and inland Drafts.

Sell Bills of Exchange on Melville, Evans & Co; C. J. Hambro & Son, LONDON and on H. Oyens & Sons, AMSTERDAM.

Foreign Bankers.

Nederlandsch Indische Handelsbank,

AMSTERDAM, HOLLAND.

ESTABLISHED IN 1863.

Paid-Up Capital, 12,000,000 Guilders ($4,800,000 Gold.)

HEAD OFFICE IN AMSTERDAM.

Agencies in Batavia, Soerabaya and Samarang
Correspondents in Padang.

Issue commercial credits, make advances on shipments of staple merchandise, and transact other business of a financial character in connection with the trade with the Dutch East Indies.

BLAKE BROTHERS & CO.,

AGENTS FOR NORTH AMERICA,

18 WALL STREET, NEW YORK.

28 STATE STREET, BOSTON

Bank of Australasia,

(INCORPORATED 1835.)

No. 4 Threadneedle St., London, England.

PAID-UP CAPITAL, £1,200,000.
UNDIVIDED PROFITS (including Guarantee and Reserve Funds) £453,114.

Letters of Credit and Drafts issued on the 101 branches of the Bank in the Colonies of Queensland, New South Wales, Victoria, South Australia, Tasmania, and New Zealand. Bills negotiated or sent for Collection. Telegraphic transfers made. Deposits received in London at interest for fixed periods on terms which may be ascertained at the office.

PRIDEAUX SELBY, Secretary

Hong Kong & Shanghai

BANKING CORPORATION.

CAPITAL (paid-up)..... $5,000,000
RESERVE FUND..... 2,350,000

HEAD OFFICE, HONG KONG.

The Corporation grant Drafts, issue Letters of Credit for use of Travelers, and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon Manila, Hong Kong, Foochow, Amoy, Ningpo Shanghai, Hankow, Yokohama, Hiogo, San Francisco and London.

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AND

COMMISSION MERCHANTS

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Gerhard & Hey,

REVAL.

OFFICES AT

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Commissioners & Forwarding Agents, SHIP BROKERS.

Undertake to cash Bills, Advances and Freight-Amounts; execute all orders in the line of Banking, Commission and Forwarding Business on the most moderate terms.

Ship-owners are requested to address vessels bound for Reval unto the care of

GERHARD & HEY,
REVAL, RUSSIA.

Foreign Bankers.

The City Bank,

(LIMITED.)

LONDON, ENGLAND.

Authorized Capital, - - - - - £4,000,000
Subscribed Capital, - - - - - - 3,200,000
Paid-Up Capital, - - - - - - 800,000

Reserve Fund, £330,000.

HEAD OFFICE, THREADNEEDLE ST.

BRANCHES:

Bond Street, London, | Tottenham Court Road
Ludgate Hill, London, | London.
Knightsbridge, London, | Paddington, London.
Holborn, London, | Aldgate, London.
| Old Street, London.

The bank, while conducting the general business of London Bankers, gives special attention to the agency of Foreign and Colonial Banks.

A. G. KENNEDY, Manager.

Canadian Bankers.

Bank of Montreal.

CAPITAL, - - - $12,000,000, Gold.
SURPLUS, - - - $5,500,000, Gold.

C. F. SMITHERS, President.
W. J. BUCHANAN, General Manager.

NEW YORK OFFICE,

Nos. 59 & 61 WALL STREET.

WALTER WATSON, ALEX'R LANG, } Agents.

Buy and sell Sterling Exchange, Francs and Cable Transfers; grant Commercial and Travelers' Credits, available in any part of the world; issue drafts on, and make collections in, Chicago and throughout the Dominion of Canada.

London Office, No. 9 Birchin Lane.

Imperial Bank of Canada.

CAPITAL (paid up), - - - $1,300,000
RESERVE, - - - - - - - $460,000

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HEAD OFFICE, TORONTO.

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Approved Canadian business paper discounted at the Head Office on reasonable terms, and proceeds remitted by draft on New York.

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President, SIR HUGH ALLEN.
Vice-President, ROBERT ANDERSON, Esq
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GEORGE HAGUE, General Manager.
J. H. PLUMMER, Assistant General Manager.
BANKERS:
LONDON, ENG.—The Clydesdale Bank (Limited.)
NEW YORK—The Bank of New York, N.B.A.

The New York Agency buys and sells Sterling Exchange, Cable Transfers, issues Credits available in all parts of the world, makes collections in Canada and elsewhere, and issues Drafts payable at any of the offices of the bank in Canada. Demand Drafts issued payable in Scotland and Ireland, and every description of foreign banking business undertaken

New York Agency, 48 Exchange Place.

HENRY HAGUE, JOHN B. HARRIS, JR., } Agents.

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OF
BRITISH NORTH AMERICA,

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Buy and sell Sterling Exchange and Cable Transfers. Issue demand drafts on Scotland and Ireland, also on Canada, British Columbia, Portland, Oregon San Francisco and Chicago.

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Gzowski & Buchan,

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Prompt attention given to Collection of Commercial Bills and Canadian Funds on all points in Canada; American and Sterling Exchange, and Stocks, Bonds, etc., bought and sold.

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(Formerly CHAS. A. SWEET & Co.),

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Bank of Deposit,

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Interest on deposits subject to check.
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BANKERS.

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BANKERS,

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BOSTON.

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Wilbour, Jackson & Co.,

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DEALERS IN CAR TRUSTS AND OTHER INVESTMENT SECURITIES.

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A. P. Turner & Co.,

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Buy and sell all classes of Western Pennsylvania Securities. Correspondence solicited.

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TRANSACT A GENERAL DOMESTIC AND FOREIGN BANKING BUSINESS.

Wilson, Colston & Co.,

BANKERS AND BROKERS,

BALTIMORE.

INVESTMENT and VIRGINIA SECURITIES a specialty.

Correspondence solicited and information furnished.

N. Y. Correspondents—McKim Brothers & Co.

Southern Bankers.

THE CITY BANK OF HOUSTON,
CAPITAL, $500,000,

Houston, Texas.

We give special attention to collections on all accessible points.

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B. F. WEEMS, Cashier. BENJ. A. BOTTS, Pres't.

E. E. BURRUSS, Pres't. A. K. WALKER, Cashier

First National Bank,

WILMINGTON, N. C.

Collections made on all parts of the United States

WM. C. COURTNEY, Pres. ERNEST H. PRINGLE, Cash

BANK OF CHARLESTON,

NATIONAL BANKING ASSOCIATION,

CHARLESTON, S. C.

SPECIAL ATTENTION GIVEN TO COLLECTIONS.

R. H. MAURY & CO.,

STOCK BROKERS,

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Buy and sell Government, State, Municipal and Railroad Bonds and Stocks, &c. Virginia State Tax-Receivable Coupons bought and sold. All orders promptly attended to.

New York Correspondent. VERMILYE & CO.

MERCHANTS' NATIONAL BANK,

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Collections made on all Southern points on best terms; prompt returns.

JOHN P. BRANCH, President.
JOHN F. GLENN, Cash. FRED. R. SCOTT, Vice-Pres't.

Thos. P. Miller & Co.,

BANKERS,

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Special attention paid to collections, with prompt remittances at current rates of exchange on day of payment. Buy and sell State of Alabama and City of Mobile Bonds.

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THOMAS BRANCH & CO.,

BANKERS AND COMMISSION MERCHANTS,

RICHMOND, VIRGINIA.

Virginia Bonds funded under the Funding Act passed by the last Legislature, for ¼ per cent commission. New North Carolina 6 per cent bonds, secured by lien on the State's stock in the North Carolina Railroad, for sale.

Western Bankers.

THOS. M. THORNTON. WM. W. THORNTON, Cash

W. F. THORNTON & SON,

(Established 1859.)

BANKERS AND BROKERS,

SHELBYVILLE, ILLINOIS.

Collections made in Shelby and adjoining Counties and Proceeds remitted on Day of Payment.

REFERENCES—National Bank of Commerce, New York. Union National Bank, Cincinnati. Third National Bank, St. Louis. Traders' Bank, Chicago. Indiana Banking Company, Indianapolis.

ESTABLISHED 1871.

P. F. KELEHER & CO.,

305 OLIVE STREET, ST. LOUIS,

Dealers in Western Securities.

Defaulted Bonds of Missouri Kansas and Illinois a Specialty. Good Investment Securities, paying from 4½ to 10 per cent, for sale.

References in New York, by permission, Clark Dodge & Co., 51 Wall St.; Hatch & Foote, 13 Wall St. References in St. Louis, Banks generally.

C. F. PENZEL, President. { STATE BANK, Incorporated 1875. } C. T. WALKER Cashier.

German Bank,

LITTLE ROCK, ARK.

CAPITAL (Paid-in) - - - - - - $75,000
SURPLUS, - - - - - - - - - 25,000

Prompt attention given to all business in our line

N. Y. CORRESPONDENTS—Donnell, Lawson & Co. and the Metropolitan National Bank.

Western Bankers.

Mortgages on Farms
AND
Kansas City Real Estate,

NETTING SEVEN PER CENT

Semi-Annual Interest to Investors.

We negotiate Loans on improved and productive farms in the best portions of Kansas and Missouri, worth from three to five times the amount loaned.

Acknowledged to be the most SAFE and PROFITABLE form of investing money known.

In an experience of many years and loaning two million dollars, not one dollar lost.

We assume the responsibility of MAKING ONLY SAFE LOANS; of collecting the interest and principal and remitting to investors, FREE OF CHARGE, and in case of any trouble or delay in making such collections, AGREEING TO STAND ALL EXPENSE and SHIELD INVESTORS FROM LOSS. TITLES GUARANTEED. ALL FUNDS PROMPTLY PLACED. Write for circular and full particulars, stating amount you would wish to invest on satisfactory evidence as to securities, titles, &c. Address,

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GENERAL AGENT FOR NEW ENGLAND
No. 3 Custom House Street,
PROVIDENCE, R. I.,
OR
JARVIS, CONKLIN & CO.,
LOAN BROKERS,
KANSAS CITY, MISSOURI.

THE WESTERN

Farm Mortgage Co.,

LAWRENCE, KANSAS,

Offers to investors the best securities in the market FIRST MORTGAGE LOANS UPON IMPROVED FARMS. Interest and principal paid on day of maturity in New York. Funds promptly placed. Large experience. No losses. Send for circular, references and sample forms. F. M. PERKINS, President; J. T. WARNE, Vice-Prest.; L. H. PERKINS, Secretary; CHAS. W. GILLETT, Treas. N. F. HART Auditor.

Financial.

SHERMAN S. JEWETT, Pres. JOSIAH JEWETT, V-Pres
WILLIAM C. CORNWELL, Cashier.

Bank of Buffalo,

CAPITAL, - - - - - - - - - $300,000.

BUFFALO, N. Y.

This bank has superior facilities for making collections on all accessible points in the United States, Canada and Europe. Liberal terms extended to accounts of bankers and merchants.

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LOANS NEGOTIATED.
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A strictly commission business conducted in the purchase and sale of Stocks and Bonds on Margin or for investment.

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Stocks and bonds bought and sold on commission. Interest allowed on deposits subject to sight draft. Letters of inquiry cheerfully answered.

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Stocks, Bonds and Government Securities bought and sold on commission. Interest allowed on deposits subject to check at sight.

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GOVERNMENT BONDS,
STOCKS AND INVESTMENT SECURITIES
TIME LOANS NEGOTIATED.

STEPHEN CAHOONE, JR.. WM. P. WESCOTT.
Member N. Y. Stock Exchange.

Pollock & Bixby,

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Buy and sell on commission, or carry on margin, all securities dealt in at the New York Stock Exchange.

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Have constantly on hand and for sale WESTERN CITY AND FARM MORTGAGES, Bearing 7 to 8 per cent interest.

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Circulars with full particulars mailed on application.

Financial.

The New England Mortgage Security Co.

OFFERS FOR SALE

5 per cent 20-year Bonds, $1,000 each,

SECURED BY FIRST MORTGAGES ON IMPROVED FARMS.

Guaranteed, Principal and Interest, by its

CAPITAL STOCK OF $1,000,000.

Interest Coupons payable July 1 and Jan. 1.

Bonds registered to order or payable to bearer at option. These bonds are commended to the attention of the most conservative investors, as they are believed to be as perfect a security as can be obtained.

A pamphlet with full information will be sent on application to the company's office.

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Bonds of Suretyship.

FIDELITY & CASUALTY CO.

OF NEW YORK.

Assets	$400,000 00
Capital invested in U. S. Bonds	250,000 00
On deposit with Insurance Department	100,000 00

Officials of Banks, Railroads and Transportation Companies, Managers, Secretaries and Clerks of Public Companies, Institutions and Commercial firms, can obtain security from this Company, at moderate charges.

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Full information as to details, rates, &c., can be obtained on application to head office, 170 Broadway, N. Y.

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OF NORTH AMERICA.

Cash Capital	$300,000
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Designated as a legal Depository by order of Supreme Court. Receive deposits of money on interest, act as fiscal or transfer agent, or trustee for corporations and accept and execute any legal trusts from persons or corporations on as favorable terms as other similar companies.

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We make U. S. Bonds and Investment Securities a specialty, execute orders in STOCKS and BONDS for cash or carry the same on margin. We transact a general BANKING business and ALLOW INTEREST on DEPOSITS. Branch Offices, connected by private wire, Norwich, Conn., Gloucester, Mass., and 131 Devonshire Street, Boston, Mass.

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Investments carefully attended to.

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Intimate knowledge of all for past fifteen years. Information cheerfully given. Investors or dealers wishing to buy or sell are invited to communicate. All stocks dealt in at New York Stock Exchange carried on margins.

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BOUGHT AND SOLD.

See quotations of City Railroads in this paper.

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GAS, INSURANCE, BANK STOCKS, &c.

SECURITIES BOUGHT AT THE AUCTION SALES.

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J. C. Walcott & Co.,

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No. 3 Pine Street, New York.

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R. T. Wilson & Co.,

BANKERS AND COMMISSION MERCHANTS

2 Exchange Court New York.

Bank Statement.

REPORT OF THE CONDITION OF THE

MERCANTILE NATIONAL BANK

at New York, in the State of New York, at the close of business March 13, 1883:

RESOURCES.

Loans and discounts		$5,344,481 21
Overdrafts		48 52
U. S. bonds to secure circulation		850,000 00
Other stocks, bonds and mortgages		61,500 00
Real estate		200,000 00
Current expenses and taxes paid		31,476 67
Premiums paid		13,000 00
Specie	$981,656 80	
Legal-tender notes	27,100 00	
Bills of other banks	77,804 00	
Checks and other cash items	6,964 90	
Exchanges for Clearing House	506,234 74	
Due from other National banks	171,873 54	
Due from State banks and bankers	25,466 87	
Redempt'n fund with U. S. Treasurer (5 pr. ct. of circulation)	37,750 00	
		2,089,853 05
Total		$9,472,360 05

LIABILITIES.

Capital stock paid in		$1,000,000 00
Surplus fund		150,000 00
Undivided profits		106,347 67
National bank notes outstanding		756,000 00
Dividends unpaid		213 00
Individual deposits subject to check	$6,121,985 21	
Demand ctfs. of deposit	2,137 74	
Certified checks	153,458 61	
Cashier's checks outst'd'g	77,500 00	
Due to other Nat'l banks	2,607,109 82	
Due to State bks & b'kers	1,491,608 18	
		8,453,799 05
Total		$9,472,360 05

State of New York, County of New York, ss:

I, F. B. SCHENCK, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief. F. B. SCHENCK, Cashier.

Subscribed and sworn to before me this 16th day of March, 1883. F. A. K. BRYAN, Notary Public, N. Y. County.

Correct—Attest: WM. P. ST. JOHN, CHAS. M. VAIL, ISAAC WALLACH, } Directors.

Financial.

Seaboard Bank,

Organized under the State Laws of New York.

Welles Building, 18 Broadway, N. Y.

CAPITAL $500,000.

W. A. PULLMAN .....President.
S. G. BAYNE.....Vice-President.
S. G. NELSON..... Cashier

DIRECTORS:

CHARLES WHEELER, D. O'DAY,
JOS. SEEP, N. MEHLEN,
W. A. ROSS, J. J. VANDERGRIFT,
L. H. SMITH, S. G. BAYNE,
W. A. PULLMAN.

Solicits deposits from banks, on which liberal interest will be paid on daily balances. Makes collections, transacts a general banking business. Makes call or time loans on Oil Certificates, Produce Receipts, Bills of Lading and other marketable securities.

Investment Bonds.

FIRST-CLASS RAILROAD BONDS,

PAYING

5 Per Cent to 7 Per Cent

PER ANNUM ON AMOUNT INVESTED,

FOR SALE BY

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No. 4 BROAD STREET, NEW YORK.

DEFAULTED SECURITIES

taken in payment at full market rates, when desired.

WM. C. NOYES,

No. 21 NASSAU STREET,

DEALER IN

CITY RAILWAY STOCKS.

GAS STOCKS.

Telegraph and Cable Stocks.

TRUST COS.' STOCKS.

Bank Stocks. Insurance Stocks.

DESK ROOM TO LET.

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A SPECIALTY.

Cash paid at once for the above securities; or they will be sold on commission, at seller's option.

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AND

208 MONTAGUE ST., BROOKLYN.

GAS STOCKS

AND

GAS SECURITIES,

Street Railroad Stocks and Bonds,

AND ALL KINDS OF

BROOKLYN SECURITIES

DEALT IN.

SEE GAS QUOTATIONS IN THIS PAPER.

GEO. H. PRENTISS, CYRUS E. STAPLES.
Member N. Y. Stock Exchange.

Albert E. Hachfield,

17 NASSAU STREET.

Bonds and Investment Securities

WANTED:

Indianapolis & St. Louis 1sts.
Joliet & Northern Indiana 1sts.
Cincinnati Hamilton & Dayton Bonds.
Missouri Kansas & Texas Scrip.

N. T. Beers, Jr.,

Brooklyn Securities, City Bonds,

Gas Stocks, &c.,

No. 1 NEW STREET,

NEW YORK.

To Investors.

BROOKLYN AND NEW YORK SECURITIES.

FRANK B. BEERS,

16 Court St, BROOKLYN. | 31 Pine St., NEW YORK.

CITY BONDS, GAS STOCKS, RAILROAD STOCKS

J. C. Chew,

No. 7 WALL STREET, NEW YORK.

TEXAS RAILWAYS,

BONDS, LANDS, &c.

Desirable Texas Securities for Investment constantly on hand.

WESTERN UNION TELEGRAPH COMPANY, NEW YORK, March 14, 1883.

DIVIDEND No. 63.

The Board of Directors have declared a quarterly dividend of One and Three-fourths per cent upon the capital stock of this Company, from the net earnings of the three months ending March 31st inst., payable at the office of the Treasurer on removal of legal restraint prohibiting such payment, on and after the sixteenth day of April next, to shareholders of record on the 20th of March instant.

The transfer books will be closed at 3 o'clock on the afternoon of March 20th inst., and opened on the morning of the 17th of April next.

R. H. ROCHESTER, Treasurer.

OFFICE OF THE HOMESTAKE MINING COMPANY, 18 WALL STREET, NEW YORK, Mar. 12, 1883.

DIVIDEND NO. 55.

The regular Monthly Dividend of Forty Cents per share has been declared for February, payable at the office of the transfer agents, Lounsbery & Haggin, 18 Wall Street, on the 26th inst.

Transfer books close on the 20th inst.

LOUNSBERY & HAGGIN, Transfer Agents.

THE OREGON & TRANSCONTINENTAL COMPANY, NEW YORK, March 15, 1883.

A Quarterly Dividend of One and One-half per cent (1½ per cent) on the capital stock of this Company will be paid on and after April 16, 1883, at the office of the Farmers' Loan and Trust Company.

The transfer books will be closed March 31, 1883, and reopen April 17, 1883.

C. A. SPOFFORD, Assistant Secretary.

County, City & Town Bonds of West. States
Wisconsin Central RR. Old Land Grant Bonds
St. Joseph & Western RR. Stock.
St. Joseph & Pacific RR. Bonds.
City of St. Joseph Mo., Old Bonds.
International Improvement Co. Subscriptions.
Brooklyn Elevated RR. Securities.
American Cable Co. Subscriptions.
Midland Railroad of N. J. Securities.
Chicago & Grand Trunk RR. Securities.
South Carolina RR. Securities.
Grand Rapids & Indiana RR. Stock.
Cincinnati Richmond & Fort Wayne Stock.
Bought by WM. R. UTLEY,
No 31 PINE STREET, NEW YORK

Financial.

TO THE CREDITORS
OF THE
Late City of Selma.

Under and by virtue of an Act of the General Assembly of the State of Alabama, entitled: "An act to vacate and annul the charter, and dissolve the corporation of the City of Selma, and to provide for the application of the assets thereof to the payment of the debts thereof," approved Dec. 11, 1872, the said corporation has been dissolved; its power to levy and collect taxes for the payment of its debts has been resumed by, and lodged in, the State; and the undersigned have been appointed Commissioners to apply the assets to the payment of its debts, and to negotiate with its debtors a settlement of the balances which may remain due.

By virtue of a subsequent Act of said General Assembly, we are further authorized to make and enter into agreements with the creditors of said corporation, for the settlement of its debts, and to issue bonds, in the name of the late "City of Selma," to carry such agreements into effect; subject, however, to the approval of the City Court of Selma, which is a State Court of general jusisdiction. And in order to secure the payment of said bonds, and the interest thereon, the General Assembly, in and by the act last above mentioned, has levied an annual tax of five mills on the dollar, upon the value of all taxable property within the territorial limits, formerly embraced in the City of Selma, and provided for its collection and application accordingly; and has pledged the State to increase said rate of taxation, from time to time, if necessary for the payment of the principal and interest of said bonds, to a rate not exceeding the constitutional limit of one per cent per annum; and has reserved this power of taxation to the State, to be exercised through the agencies and machinery of the State government, free from the influence and control of local authorities.

We have entered upon the discharge of our duties, and desire to bring the business to a close as speedily as practicable. The outstanding debt amounts to about four hundred thousand dollars, and bears interest at the rate of eight per cent per annum, payable semi-annually. It was contracted many years ago, in aid of railroad enterprises, in anticipation of correlative benefits, increased population and enhanced values, which have not been realized; and but few of those who were inhabitants of the city when this debt was contracted now reside, or own property, within its limits. During all this period, taxes for the State, for the County, on behalf of the public schools, for the government of the city, and for the payment of the interest on said debt, have been regularly levied and collected, and faithfully disbursed. Those taxes have amounted, in the aggregate, to over two and one-half per cent per annum, upon the value of property, in addition to income, occupation, and personal taxes, and the like. Anxious to discharge their obligations, the people have borne these heavy burdens with commendable patience, in the hope that, in the progress of time, the debt would be greatly reduced, and ultimately extinguished. In this they have been disappointed: the debt has continued to increase, while their ability to discharge it has diminished. A portion of the debt has matured, and been reduced to judgment, and the remainder is rapidly approaching maturity. As the matter stood the interest could not be met as it accrued, much less the principal; and with this heavy debt outstanding, and while such onerous taxes were annually levied and collected, there was no reasonable hope of improvement in the prosperity and pecuniary condition of the people of Selma.

The creditors of the city, we respectfully submit, owe it to their own interest, as well as to the circumstances of the debtor, to make such abatement of the debt, and such agreements in reference thereto, as will enable the people to carry the burden, and insure the punctual payment of the principal and interest of the bonds which may be issued under the provisions of the act aforesaid, according to the tenor and effect thereof. And in view of the pecuniary condition of our people, the shrinkage in value of their real estate, and the character and amount of the debt, we will undertake to pay, to such of said creditors as are willing to accept it in satisfaction, fifty cents on the dollar of the principal and accrued interest of the debt to July 1, 1883, payable in cash, at such time as may be agreed upon; and to such of said creditors as prefer bonds, as provided for in said act, to be used and received, in discharge of the old debt, upon such basis of the scaling or abatement thereof, as may be agreed upon, we offer, and propose to issue said bonds, bearing such rate of interest, and payable at such time and place, and on such other terms and conditions, within the limitations of the act aforesaid, as may be agreed upon in the conference which we invite.

In order to facilitate negotiations, adjustment and settlement, we respectfully suggest that the creditors appoint agents and representatives here, authorized to act on their behalf, to the end that, upon conference with us, and a survey and consideration of the situation, including the condition and debt-paying capacity of the people and property within the territorial limits aforesaid, a solution may be speedily reached, and an agreement made, alike equitable and just to the creditors and debtor.

Our term of office is limited by law, and an early response is respectfully requested.

WILLIAM B. GILL,
HORACE H. STEWART,
EMILE GILLMAN,
Commissioners of the City of Selma.

Selma, Ala., Feb. 20, 1883.

Schuyler N. Warren & Co

51 Exchange Place.

INVESTMENT SECURITIES.

City, Railroad, Gas, Electric Light and Miscellaneous Stocks and Bonds.

Financial.

Wall and Pine Street

OFFICES TO LET.

THE WHOLE OR PART OF THE LIGHT AND COMMODIOUS OFFICES on the FIRST FLOOR OF

56 WALL STREET,

with entrance also on Pine street, having a frontage of 24 feet on the latter, large and improved safes, and open fire-places and grates.

Also a suite of offices on the third floor, with use of elevator.

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BANK CIRCULATION AND GOVERNMENT BONDS.

The internal revenue portion of the tariff law passed by Congress, has incidentally affected the currency question in quite a sensitive point. This seems to have been hitherto wholly overlooked, both in the discussions during the consideration of the bill and in the later comments on the results. The truth is, the circulation of the United States is made up of so many sorts and kinds, and is, in several particulars, so unresponsive to natural forces, that in keeping pace with its varying phases, one has not only to follow the ordinary commercial influences, but perhaps more especially to have a constant watch over legislation and Treasury regulations.

The point we now have in mind is the effect on bank note circulation of the remission by Congress of the tax on bank capital. These two facts may seem at first sight to have little relation to each other, but a moment's reflection will show that they are very intimately connected. It should be remembered however at the start, that the actual profit to the banks on circulation has been for a considerable time a debatable question. We say this while well knowing that, previous to the repeal referred to, a 3 per cent bond even at 104, with the current rate of interest for money at 6 per cent, could be made to show a nominal balance in favor of taking out circulation. It is, however, correctly termed nominal, as the calculation makes no allowance for the possible loss of the premium by the speedy redemption of the bond or for many little extra expenses a bank is put to for incidentals connected with circulation, and further for the fact that it is the compounding of interest on its whole capital every 90 days by the bank, and therefore the much higher average rate than 6 per cent, which enables the bank to pay taxes, running expenses, and after that dividends. Hence, although as we say there has been hitherto a nominal profit in keeping circulation, yet ever since the conversion of the 3½s into 3s and the rise of the 3s to a premium (that is, ever since October came in) the Comptroller's monthly statement, as to issuing and retiring bank notes, has shown a small but constant decrease. Thus the total bank notes outstanding October 1, 1882, was $362,077,630 and on the first of March, 1883, it was $360,566,380—a loss of about 1½ millions in the 5 months, nearly nine hundred thousand dollars of it being lost in February. The fact therefore to be borne in mind is that since the conversion of the 3½s into the 3s and the high rates for the bonds which have subsequently ruled, the taking out of bank circulation has been unprofitable.

With such conditions, then, our banking institutions are about to come under the operation of the new law taking off the tax on bank capital. That tax was ¼ of one per cent on the average amount of capital *in excess of that invested in United States bonds.* Thus up to the present time there has existed a premium of ¼ of one per cent in favor of keeping capital in United States bonds, and to that extent an inducement to retain the bonds which were the basis for the circulation, and therefore for retaining the circulation. In other words, under the old law, here is clearly a premium of ¼ of one per cent, which has always been given to the bank taking out circulation, while now, under the new law, this inducement or profit is wholly gone; hence to the extent of this old tax on capital the net result to the bank on the currency it holds is of course less favorable.

The retiring of bank notes is also in a measure facilitated by the provision in the Bank Extension act of July, 1882, authorizing banks of $150,000 or less capital to diminish their bond holdings to one quarter of their capital. At the time the act passed, the Comptroller stated that there were 1,341 banks which would come under the provision in question; that is to say, there were within the national system that number of banks having each $150,000 or less capital. Previous to that date every organization under the national law (even those with but

$50,000 capital) was required to keep $50,000 invested in United States bonds; and all of these small banks have been accustomed to carry the full amount of circulation they were authorized to take out. But now, as we see, the revenue law takes away the advantage hitherto derived from holding bonds, and hence takes away just so much of the profit on circulation, while the Bank Extension act permits the reduction in the amount of bond holdings. Thus in a particular where there was only a debatable advantage, the law comes in and removes one half of one per cent from the profit side of the account. Can there be any doubt as to the result, and do not such conclusions suggest that this question of bank circulation is likely to become a very urgent one by the time the next Congress meets?

It may be asked whether some change may not be effected in the conditions attending the taking out of currency and whether some relief in this particular may not be reached through lower market rates for Government securities. That is of course in a measure possible; and when we remember that not only national banks, but also State banks, private banks, and to some extent savings banks, have now less inducement than heretofore for holding bonds, it would certainly seem as if the supply afloat might increase. We leave that question, however, for the reader to settle for himself, remarking simply that at present prices the tendency to retire bank notes must hereafter become more active, and the temptation for banks and bankers to hold Government securities must diminish.

THE FINANCIAL SITUATION.

The past week has been conspicuous mainly for the high rates of interest which have prevailed here; for the steadier tone even under this adverse condition of our stock market; for the continued, though irregular, retrograde movement in the breadstuffs speculation under a return of favorable weather in Europe and America for crop development and farm work; and for the improving feeling among manufacturers and mercantile classes notwithstanding the many failures which have become so important a feature in the situation.

A circumstance also which marks the week, as it likewise did the previous one, is the great number of railroad reports which have been made public for the calendar year of 1882. Two and a half months are undoubtedly required for gathering in the returns and doing the work, where long, elaborate and detailed statements are prepared. But to withhold information on most points through the year, and then two or three months after the year closes to give the public a few totals without the means of proving their worth, is the treat most railroad managers now-a-days offer investors. Not infrequently—as is the case in some instances this week—in examining the figures thus pushed out, it can be seen that a desired result has evidently been forced by decreasing or increasing running expenses, or by turning traffic temporarily on or off a given line, or by a mere fiction in book-keeping. This manner of dealing with the public has become in varying degrees of culpability the rule, not the exception now; it is, therefore, with the utmost gratification we learn that at a meeting of the State Railroad Commission held last week Mr. O'Donnell offered the following resolution.

"*Resolved*, That every railroad corporation in the State, in addition to its annual report to the Board of Railroad Commissioners, be required to make quarterly reports, beginning with the first day of July, upon forms provided by this Board, showing its financial condition, and that such report be published at least once in a daily newspaper published at the place where the principal office of such railroad company shall be; and such report shall be made by all railroads and railways and the corporations, receivers, trustees, directors, or others owning or operating the same, and also by all sleeping and drawing-room car companies or corporations, and by all other associations, partnerships, companies or corporations engaged in transporting passengers or freight upon any railway as lessees or otherwise."

If the State Commission would only follow up the idea and spirit of this resolve, with the purpose of forcing into broad day-light all acts in reference to bond and stock issues, and of giving speedy publicity to all the traffic returns and expenditures of the roads under its control, made up on a uniform basis, it will have given the best possible proof of the necessity for its existence. To be sure, New York State is not the country. But let us set our own house in order first, and we shall go far towards building up an enlightened public sentiment which will make openness and straightforward veracity the rule among directors and managers and not the exception.

A humorous phase in railroad management has lately grown out of the matter of floating debts, and the queer twists and turns their manipulation appears to make desirable. There is certainly nothing marvelous in the fact that a road, which is pushing its extensions rapidly, finds its cash account in arrears; in fact it would be almost marvelous if it were not so. But only harm comes in trying to make an asset out of a debit. Rabelais's facetious will—which announced that he had nothing, he owed much, and the rest he gave to the poor—was conceived in much the same spirit. A better policy perhaps than this, though we do not advocate it, would be to follow the plan adopted by a celebrated banking house during the war, which, while the Government was increasing its obligations daily by millions, used to console and humor the people by considering whether after all a public debt was not a blessing. A debt may in some sense be a blessing—adversity not unfrequently is—but we can conceive of no condition in which, or process worth adopting by which, the debt itself can be figured out of existence. It will not pay for the attempt.

Among the unsatisfactory exhibits made public this week is the abstract of the Wabash report for 1882. It is more remarkable, perhaps, for what it omits than for what it proclaims. The total of the funded debt is mentioned, and gross and net earnings are given, but there is no statement of the income account. Not even the interest and rentals paid—supposed to be essential items in interpreting the year's results—are furnished, though no pains are spared to place the net receipts for 1881 alongside of those for 1882, so as to make it conspicuous that there has been a gain in that particular. We give here, as we have not had room to do so elsewhere, a comparison with previous years, so far as this year's report permits us to make it.

	1880.	1881.	1882.
Mileage end of year ..	2,479	3,348	3,518
Gross earnings.....	$12,429,112	$14,467,789	$16,831,690
Operating expenses ..	7,787,349	10,792,943	11,664,752
Net earnings..... ..	$4,640,763	$3,674,846	$5,186,938
Other receipts.....	33,601	277,245	328,760
Total income..... ..	$4,674,364	$3,952,091	$5,515,698
Less—			
Rentals paid.....	$483,255	$1,009,079	(?)
Interest on debt.....	2,657,360	3,447,627	(?)
Taxes, rent of cars, &c	514,569	637,504	(?)
Total payments....	$3,655,184	$5,094,210	(?)
Remainder.....	Sur.$1,019,180	Def.*$1,142,119	(?)

* This was increased by dividends paid upon preferred stock to a deficiency of $2,472,037.

The above stops for 1882 just where it begins to be interesting. Rentals must certainly have increased this year. How much shall we put down for them? We do not know. Interest on debt—which debt the exhibit

announces to be $70,000,000—must reach somewhere near $4,600,000, as the most of the company's obligations are at 7 per cent. The report of last year gave the interest on the debt outstanding, February 1, at $ 4,380,082. Calling then the interest 4½ millions, and leaving the taxes, rent of cars &c. the same as in 1881, the reader can easily work out the amount of the deficit. It is proposed now to make this property instantly valuable by hitching it on to the Iron Mountain road; whereas the Iron Mountain is apparently only able to work out a satisfactory balance in its own favor during 1882, by a kind of book-keeping which decreases expenses more than a million dollars compared with the previous year.

Considering the fact that money is so active, the stock market has been pretty firmly held this week. The leaders have, to the best of their ability, resisted the tendency or efforts for a decline, and as often as prices fell off, the cliques would come to the relief of their specialties, and move them up again. Advantage has been taken of the declaration of an increased dividend on Western Union, to advance the market price of that stock. The Wabash stocks have been pushed up on the rumor already referred to that the managers proposed to lease that property to the St. Louis Iron Mountain & Southern, which in turn is already leased and is a part of the Missouri Pacific. The manipulators apparently forget that all three of these roads are virtually now under one management, and possess whatever advantage they could obtain by such an alliance. The trunk-line shares have been favored by unofficial reports of enormous traffic receipts during late weeks, while the Southwesterns have felt the influence of official support.

It is almost needless to say that non-professionals are out of the market as buyers at present, and while money continues so active all small speculators must stand aloof. And yet the conditions are such that valuable properties are well held. The truth is, earnings continue satisfactory, and in view of the large amounts of produce still to be moved, it is felt that they must during the summer compare very favorably with last year. We have received this week the net figures of the Chicago Burlington & Quincy for January. We see that the gross earnings record a falling off of $33,000, but as operating expenses decreased $70,000, net earnings were actually $37,000 greater than last year and larger than ever before. The special significance of this, is the fact that many Western roads sustained heavy losses this year on account of snow. The Burlington & Quincy, being further South, probably suffered much less than such lines as the St. Paul or Northwest. To show how the figures compare not only with 1882, but also with 1881 and 1880, we have prepared the following statement.

January.	1880.	1881.	1882.	1883.
Gross earnings	$1,432,740	$1,307,948	$1,658,834	$1,625,680
Operating expenses	651,394	711,889	888,919	818,283
Net earnings	$781,346	$596,059	$769,915	$807,397

But besides the favorable traffic returns, the state of our foreign trade still continues to encourage hopeful views as to the future. After our last report, exchange recovered its extreme depression, as we indicated it was likely to do; but the condition of the trade balance, aided by the close money market, soon brought the rates down again. In calculating now, however, the profit on the import of gold, allowance must be made for the fact that fine bars cannot be procured from the Bank of England, that the price has slightly advanced in the open market, and that American double eagles are held at a premium. Importers therefore must be content to bring out British sovereigns or pay the advanced price for fine bars or American coin. Of course, in the absence of demand for sterling, those holders of commercial bills who can retain them are not pressing their offerings on the market. We last week made up the shipments of gold afloat at that date, at about 4 million dollars. The withdrawal on Friday of £200,000 which we announced in our last, we have since learned was consigned to Speyer & Co. The Adriatic arrived here yesterday with £100,000, the first consignment to the Bank of British North America. We hear as we write of a further shipment to-day of one million marks ($250,000) from Bremen and £20,000 from Havre.

Money has continued very active during the week and borrowers have been compelled to resort to the Stock Exchange for funds which they could not obtain at the banks, the latter being so low in reserve as to prevent them from making loans with their usual liberality. There does not seem to be much prospect of any effective relief to the market speedily. The gold now in transit from Europe will not be available until next week and will not appear in the bank statement until the 24th inst. Meanwhile the demand for customs is likely to be large, and the inquiry for the interior shows as yet but little indication of abating. It is reported from Washington that the Acting Secretary of the Treasury is indisposed to anticipate the payment of the 120th call for bonds, or indeed to make a new call for extended 3½s at present. If this be true, the supply from the Treasury will be confined to the payment of $7,389,713 50 interest on the 4 per cents, which is due April 1, and to the redemption of $2,000,000 called bonds owned by this State, which the authorities have requested shall be paid on that date. The overdue called bonds come in very slowly although there are nearly $14,000,000 still outstanding, interest on which has ceased. Usually about the 1st of April there is a demand upon this centre from the East and other near-by points for funds for the semi-annual settlements. If this inquiry is as urgent this year as it has been previously, the demand may possibly absorb about all the money now on the way from Europe, and what is to come out of the Treasury, thus extending the period of activity into April. The Treasury operations for the week ended the 16th appear to have resulted in a gain, which is a loss to the banks, of $2,436,277. The interior movement is as follows.

Receipts at and Shipments from N. Y.	*Received.*	*Shipped.*
Currency	$1,007,000	$1,389,000
Gold	21,000	876,000
Total	$1,028,000	$2,265,000

The Bank of America neither paid out nor received anything on account of the associated banks during the week.

Last week's bank statement doubtless very nearly reflected the actual condition of the institutions. Considering this fact, the following will indicate the character of this week's return.

	Into Banks.	*Out of Banks*	*Net Loss.*
Sub-Treasury operations, net	$.....	$2,436,277	$2,436,277
Interior movement	1,028,000	2,265,000	1,237,000
Total	$1,028,000	$4,701,277	$3,673,277

It is not expected that while our exchanges are in the present condition, there will be much trading in securities between London and New York, and this week cable quotations have been irregular. The following will show relative prices at the opening each day.

	Mar. 12.		Mar. 13.		Mar. 14.		Mar. 15.		Mar. 16.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices
U.S.4s,c.	119·43	119⅛	119·18	119⅜	118·70	119⅜	117·61‡	120	118·09‡	120
U.S.3½s	103·87	103½	103·66	103½	103·54	103	103·09	103⅜	103·21	103⅛
Erie.....	37·66	37¾	37·70	37⅝	37·70	37½	37·51	37¼	37·38	37⅜
2d con.	96·22	97¼	96·75	97	97·00	96½	96·55	96¼	96·80	96¼
Ill. Cent.	144·21	144	143·92	144	144·28	144	143·99	144	143·99	144
N. Y. C.,	128·90	128⅝	128·76	128½	128·64	127⅞	128·56‡	128¼	128·32‡	‡125½
Reading	26·73†	53¾	27·03†	53⅞	26·79†	52¾	26·74†	52¾	26·49†	52½
Ont.W'n	25·51	25¼	25·46	25¼	26·00	25¾	26·25	26	26·25	25¾
St. Paul.	101·57	101⅝	102·82	102½	102·57	101¾	102·24	101⅝	101·88	101½
Exch'ge, cables.	4·86		4·85		4·85		4·84		4·84	

* Expressed in their New York equivalent. † Ex interest.
‡ Reading on basis of $50, par value.

Government bonds have been irregular this week There was a disposition to realize upon the short-date securities, and at the same time the long bonds were so scarce that they readily advanced in consequence of the investment demand usual at this season. Rumors early in the week that the Secretary of the Treasury would issue a call for bonds aided this movement in the 4s and 4½s.

The Bank of England rate of discount remains unchanged at 3 per cent, although money in the open market is close up to the minimum of the Bank. The loss of bullion for the week is £260,000 and the reduction of the proportion of reserve to liabilities is 13-16 per cent. The Bank of France reports a loss of 1,975,000 francs gold and 9,775,000 francs silver, and the Bank of Germany, since last return, shows a decrease of 194,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	March 15, 1883.		March 16, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England.....	22,688,567	.....	23,171,738	.....
Bank of France.....	39,747,580	42,776,363	33,926,427	45,539,386
Bank of Germany.....	7,918,823	23,756,475	7,057,250	21,171,750
Total this week.....	70,354,972	66,532,838	64,155,415	66,711,136
Total previous week.....	70,538,284	66,453,217	62,940,472	66,287,653

The Assay Office paid through the Sub-Treasury $233,747 for domestic bullion, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Mch. 9...	$474,989 73	$18,000	$29,000	$375,000	$53,000
" 10...	507,091 75	15,000	36,000	386,000	69,000
" 12...	681,864 54	26,000	40,000	528,000	87,000
" 13...	683,283 12	26,000	40,000	479,000	138,000
" 14...	466,638 22	22,000	13,000	387,000	39,000
" 15...	337,499 71	26,000	15,000	254,000	42,000
Total.	$3,145,367 07	$133,000	$173,000	2,409,000	$428,000

THE ILLINOIS CENTRAL.

There are a few railroad reports that one always takes up with a genuine feeling of satisfaction, convinced that no jugglery, no stock-jobbing arrangement of figures, no book-keeping fictions or tricks—nothing to deceive in any way—will be met with, but a plain, straightforward statement, whether the year's results be good or bad. The Illinois Central is pre-eminently of this class; its management have not only earned well their reputation for a skillful and wise conduct of affairs, but the road stands conspicuous as a type of the few properties that have always been worked in the interest of their stockholders. Take their most prominent of late enterprises—the Chicago St. Louis & New Orleans—which has now finally been merged with the Illinois Central. What more striking illustration can be given of careful and honest management than it affords.

The acquisition of that property at a time when it could be had for a comparatively small sum, offers strong evidence of the sagacity of the policy that secured it. But more important is the marvelous change that has been made in it within a comparatively brief period. It was in 1877 that the Illinois Central finally took full charge of the line. The company had previously made large advances to the individual organizations then operating the road—the Mississippi Central and the New Orleans Jackson & Great Northern—but as these became more and more involved in debt with each succeeding year, and as negotiations looking to their direct control had failed, it became necessary to put them through the process of bankruptcy, and in the year mentioned the Illinois Central bought them in at foreclosure sale and united them (after the needed legislation had been secured) under the name of the Chicago St. Louis & New Orleans. This, however, did not by any means end the difficulties. The line had not only to be made self-sustaining, but as a first pre-requisite it was necessary that it should be put in at least fair running order, for it came into the Illinois Central's hands in an exceedingly dilapidated condition, with track worn out, with equipment and motive power no better, besides being inadequate, with shops, stations, &c., almost useless—in fact, it was in just that condition that one would expect any bankrupt concern hardly paying expenses for years, to be in.

Yet at the end of 1882, but little more than five years afterwards, the property is surrendered to the Illinois Central in a state of efficiency second to none in the country—steel-railed its entire length and of standard gauge, comprising 548 miles of main line and 31 miles of branches, with an equipment of 2,241 cars and 106 locomotives, and having besides $1,125,000 of bonds and $623,043 of cash in its treasury, and its credit so improved that its old maturing bonds bearing 6@8 per cent could be replaced at 5 per cent. Surely this is a triumph of skill and prudence in railroad management such as Messrs. W. H. Osborn, J. C. Clarke, Stuyvesant Fish, and the gentleman in the Illinois Central directory, can safely point to with pride, and the experience is so phenomenal in our railroad life that we may well be pardoned this detailed reference to it. The example almost inspires us with new hope, and encourages the thought that some day not very remote, under the demands of an enlightened public opinion, we may be permitted to chronicle hosts of other instances just like it.

The figures contained in the report issued this week are given so fully in our railroad columns on another page, that we need not go into details here. But we may refer briefly to the effect upon the company's capital account of the consolidation. As is well known, the strong feature in the Illinois Central hitherto has been its small debt, the total amount outstanding at the end of 1882 being only $9,800,000, or actually $700,000 smaller than it was in 1877, though mileage during the same time has been increased by 220 miles. This reduction has been effected through gradual redemptions from year to year, and through the sale in 1881 of 2½ millions of Chicago St. Louis & New Orleans bonds which the company held, while on the other hand there has been an increase of $2,200,000 on account of the new mileage built or acquired, $1,600,000 of this being in bonds of the Springfield Division and $600,000 in bonds of the Middle Division. Thus in the matter of funded debt its position has steadily improved, and on December 31, 1882, the annual call for interest was only $531,000, while its gross earnings in the year on the Illinois lines were but little less than 7 million dollars (the Iowa lines contributing the

remainder of the company's earnings). Now the question is, will the company hereafter lose its strong position as respects small fixed charges. Let us see.

Of course the Illinois Central assumes the whole of the Chicago St. Louis & New Orleans Company's debt, and consequently that must be considered as part of its own debt now. The amount of this on January 1 was $18,000,000, or nearly twice as large as that of the Illinois Central. But not all of the 18 millions was outstanding, as over 5 millions of it was in the Illinois Central treasury, so that practically the debt is only 13 millions, which, added to the $9,800,000 on the Illinois Central, would give a total somewhat less than 23 millions for which that company is responsible, calling for $1,363,460 annually. In addition, the Illinois Central guarantees 4 per cent upon the stock ($10,000,000) of the New Orleans road, requiring $400,000 more. This stock is at present in the company's treasury to the extent of $5,570,000, but, as is known, it is to be distributed to the Illinois Central stockholders on the 2d of July next in the form of a 17 per cent dividend, which would absorb all but $640,000 of it, so that we may regard virtually the whole 10 millions as being out. Adding the interest on the 13 millions debt ($832,460) to the $400,000 dividends on the stock, we get a total charge to the Illinois Central on its Southern line of $1,232,460 which would take precedence of dividends upon its stock.

At first sight, this would seem to weaken the position of the company and argue an encroachment upon the returns to stockholders. A moment's consideration of a few facts will serve to dispel that idea. The truth is, the Southern line will in all probability be able to meet the whole charge out of its own net earnings, and the Illinois Central not be called upon for any portion of it. The St. Louis & New Orleans Company has never furnished any statement of its net earnings, and we can not therefore say just what they have been in recent years. The reason for this omission, according to Mr. Clarke, the general manager, is that no particular pains were taken to keep construction expenses and ordinary expenses separate, all the net earnings, after the payment of interest, being used for improvements and betterments. He feels convinced, however, that the road can now be operated and steadily improved for about 60 per cent of gross earnings. As we have been furnished with the gross earnings for each year since the reorganization, we can easily calculate what that would leave for interest and other charges. The following are the figures of gross earnings of the St. Louis & New Orleans road for five years.

Year.	Earnings.	Year.	Earnings.
1878	$2,842,434	1881	$4,059,151
1879	3,357,305	1882	3,846,987
1880	3,716,902	Average five years.	$3,564,556

On the basis of 60 per cent for expenses, the gross earnings of 1881 would yield $1,623,660; those of 1882, when the revenue was reduced by reason of the contraction in the yield of cotton in the season of 1881, $1,538,794; and the average for the five years, embracing the year 1878 (the first under the new management) when the receipts were a million less than in 1882, $1,425,822; while the amount required for the 4 per cent dividend on the stock and interest on the debt (always excluding in the latter the 5 millions bonds held by the Illinois Central itself, the paying interest on which would simply be transferring money from one account to another in the same office) is $1,232,460, showing that in each case the road earned more than sufficient to cover this item, and therefore will not be a burden to the Illinois Central.

The present position of the Illinois Central may be briefly summarized as follows. Its stock of 20 millions remains unchanged. Its debt will be $23,000,000, and there will be 10 millions of leased line certificates. The latter two items precede the stock and call for a payment of $1,763,460 annually. Then there is the rental of the leased lines in Iowa, which varies with gross earnings, but which in 1882 amounted to $761,226. Adding this on, we get a total of about 2½ million dollars. This is absolutely the whole of the fixed charges that precede dividends upon the stock, and against this there is the revenue to be derived from 1,909 miles of road, after deducting only operating expenses and taxes. These 1,909 miles earned $12,752,299 gross in 1882, namely $6,959,780 on the Illinois lines, $1,945,532 on the Iowa lines, and $3,846,987 on the Southern line. Leaving out the latter because its expenses are not known, and besides do not enter into the accounts of the Illinois Central for 1882, we find that the gross earnings of the Illinois and Iowa lines were $8,905,312, of which $3,998,566 was absorbed by expenses, leaving the net $4,906,746. Deducting what was paid ($1,245,977) for rentals, taxes, &c., there remains $3,660,769 actually available. Receipts from sales of land and other sources swelled this to $3,988,326, from which was paid $531,000 for interest and $2,030,000 for 7 per cent dividends upon the stock, leaving an actual surplus on the year's operations of $1,427,326—all this was left after paying in full every charge, and the company employed it to the extent of $1,271,452 in new construction in Illinois. What other company can report 1¼ millions spent in 1882 on new property out of net earnings? The expenditures for betterments in 1883, it is stated, will not exceed $500,000, so that $750,000 from this source alone could be applied to the charges of the Southern line without any effect upon the net result.

THE ST. PAUL'S FLOATING DEBT.

The Chicago Milwaukee & St. Paul Company has this week made public an exhibit of its income account for the year 1882, and also a statement giving the nature and amount of its floating liabilities at the end of the year. The former is certainly quite encouraging. The latter is hardly less so, but has produced the reverse of a good impression because it is so arranged as to make the net result appear much more favorable than the facts really warrant; and under the revulsion of feeling that invariably follows any attempt to make a thing seem better than it is, the figures have wholly failed of their object.

At the moment, floating debts seem to be the bane of railroad corporations. And yet, although undesirable, and especially so in periods of distrust like the present, they are a necessary evil connected with a corporation prosecuting considerable new work requiring a large outlay of money, the bonds necessary to pay which must be reserved until the work is completed—as happens to be the case with the divisional bonds of the St. Paul on many of its new lines. This being known, we do not think such a debt—so long as it was kept within manageable limits—would create any uneasiness, were it not that the public is losing confidence in railroad managers, so many of whom persist in perverting and doling out only such information as it suits their purpose or convenience to give. It may be broadly stated that no such decline in the stock market as has taken place since July 1881 would have been possible in good properties, except that

with each day's developments it becomes more and more evident that in the majority of cases roads are run, not in the interest of their stockholders, as the poor deluded investor at one time supposed, but in the interest of those who for the time being happen to be in control and who usually find a profitable pastime in milking both the public and the company.

But let us see how the St. Paul reaches the result that it has no floating debt except the little sum of $334,424. As a first step the directors give us an enumeration of liabilities to the amount of $7,160,502. Then follows a statement of assets available against this, made up of $2,969,732 cash on hand, $1,787,509 due from sales of land, $573,724 from agents and miscellaneous accounts, &c., and $1,495,113 materials and supplies on hand, which together aggregate $6,826,078, leaving apparently only $334,424 of floating debt without any offset. The reader will readily see that in the first place this is open to the same objection that the Union Pacific exhibit was last week, namely that of counting fuel and materials as a convertible asset, as if, should the company's notes become due and the creditors clamorous, the company could sell its materials without suspending all operations. We do not believe that the company's own officers consider this item as a proper deduction. Indeed, they betray their feeling in the matter in an unmistakable way. The Union Pacific gave the item bare and naked, but the St. Paul people go into specifications as if conscious of their weakness, saying "materials, consisting of steel and iron rails, timber, fuel, ties," &c., and add "to be used in 1883, for which the company had advanced cash." One cannot help asking if the company had to advance 1¼ millions cash in 1882 for materials to be used in 1883, will it not require a corresponding amount in 1883 for materials in 1884? The company's officers have certainly given evidence in their former reports of the fact that a stock of materials must always be kept on hand, that it cannot be sold under any circumstance, and that it cannot therefore form part of mere current accounts. Moreover, as the company is growing so rapidly, this stock must be increased from time to time, so that the gain of $470,000 this year over 1881 which is shown in that item may be taken as a necessary consequence of such growth and larger use, and in no degree a convertible asset.

The next defect in the statement pertains to the item of cash due from sales of land. The amount so due is given as $1,787,000, which is certainly very large, considering that on the 1st of January, 1882, the total amount reported due on contracts of all kind was only $757,746, while as to the ordinary sales per year, the last report shows that but a little over $300,000 was realized in cash from this source during the whole of 1881. It would certainly seem that under the circumstances the company might better have elaborated this item, rather than that of materials. Still, we know enough of its affairs to be able to affirm that its land sales were very large during 1882—not, however, on account of sales in the ordinary way to settlers, but because of the disposal of several parcels to English, Danish and other syndicates. In fact, the company is believed to have virtually closed out its land grants during the year—at any rate all lying in Minnesota. But the point is, when will it receive payment for the same? Certainly not at once for the whole of it. Yet the company reports as an available cash item 1¾ millions of cash due on land sales. Cash due when? This year, next year, or several years hence? This question is especially pertinent when we remember that only a few months ago the land agent of the St. Paul was in a telegraphic despatch from Chicago, reported as saying that the company could not wind up its land business for some time yet, since most of the sales had been made on long time, and the last payment would not fall due for at least five years. One of the company's officials who could "give no information except such as the board of directors authorized him to, from time to time," expressed himself to us to the effect that the cash was actually due now, but obviously we cannot accept such a statement without full confirmation from some one directly in authority, and we are therefore left in doubt as to whether the 1¾ millions from land sales is immediately or only prospectively available.

But, most important of all, is the fact that though pretty nearly the whole of the company's half-yearly interest is payable on the 1st of January—there are only four small issues altogether, aggregating less than 5¼ millions, having a different interest date than January and July—absolutely no allowance for the same is made in the published statement. This has always been the case, it is true—in the company's balance sheet, at least—but the omission is especially important this year from the circumstance that the company has issued what purports to be a complete exhibit of its current liabilities, and as this interest was due the very next day after the date to which the report was made, it should certainly have been included. Whatever may be said of the Union Pacific in other respects, it must be acknowledged that it squarely toes the mark in this particular, for it does not fail to add on in full that interest. It does even more. It gives separately an item showing interest *accrued* to the 1st of the year, although neither due nor payable.

To get, therefore, at the correct total of the St. Paul's floating debt—that is, without offset—we should add to the net amount given in the company's statement $1,495,113 for fuel and materials, and say $2,650,000 for interest due on the 1st of January, which would give a total of 4¼ millions unprovided for. This is by no means alarming, but it is certainly quite a different sum from what the company makes it out to be. Further, if "cash due from sales of land" is not all available, then just to that extent is the floating debt still further increased. In some quarters there is a disposition to add also the amount required for the dividends due on stock April 1, but as this is not called for until three months after the close of the year, and the company could undoubtedly meet it out of current earnings, that would be scarcely fair. As to the interest which was due January 1 and not allowed for, this much is clear, the company held the full amount of cash to meet it, which was not the case last year; and to show how 1882 and 1881 compare on the different items, we give the following table.

Description of Debt.	*December 31,* 1882.	*December 31,* 1881.
	$	$
Bills payable	2,712,038	2,490,297
Unpaid vouchers and pay-rolls	2,216,630	2,161,109
Miscellaneous accounts & current balances.	2,141,916	1,401,850
Dividends and interest unclaimed	83,163	118,727
Encumbrances assumed	6,755	6,755
Total	7,160,502	6,178,838
Add interest due Jan. 1 (estimated)	2,650,000	2,400,000
Grand total	9,810,502	8,578,838
Less—		
Cash on hand	2,969,732	555,201
Cash due on stock subscription	.....	1,129,215
Due from agents, &c.	226,987	315,245
Miscellaneous accounts	345,138	347,396
Due from land sales	1,787,509	.....
Bills receivable	1,600	1,000
Total	5,330,966	2,348,057
Net floating debt	4,479,536	6,230,781
Fuel and materials	1,495,113	1,028,764

If all the assets here mentioned are available (including the item of land sales), then the company's floating debt this year makes quite a favorable comparison with a year

ago, showing as it does a decrease in net demand liabilities of 1¾ millions, besides an increase of $470,000 in the stock of supplies on hand; and there was, therefore, no reason whatever why the company should not have made a full and complete exhibit after the manner of the above. Had this been done, the frankness and sincerity of the management would have commanded universal confidence, and tended to enhance the value of the company's securities As it is, there is a feeling that the company has endeavored to represent its condition in this respect to be better than it really is, and consequently it is suffering in public estimation.

THE SITUATION IN FRANCE—WHITHER DRIFTING.

It requires no very acute perception to enable one to see that the situation in France has become somewhat critical. Since the death of Gambetta it has been apparent to the most casual observer that the Government was daily more and more losing its grip, and that some change was imminent. It is doubtful, indeed, whether, if Gambetta had been spared, changes of more or less importance could have been averted. It might have been possible for him so to have controlled and shaped events as to have saved the republic. Now that he is gone, and no competent leader has appeared in his place, it is difficult to resist the conviction that the existing form of government is in some danger of being set aside.

We are not disposed to place too much reliance on the rumors and reports which come to us daily from the French capital, or upon the declarations of the Bonapartist chief or the head of the House of Bourbon. It is not difficult to understand why the republic should have few attractions to Prince Napoleon or to the Count de Chambord. It is in the way of both. In the opinion of Prince Napoleon, the salvation of France depends upon the restoration of the one-man power; and few can doubt, in spite of his generous assertions to the contrary, that the restoration of the one-man power means the re-establishment of the empire in the interests of the House of Bonaparte. The declared opinion of the Count de Chambord is that the republic is infallibly leading France to ruin; and it was doubtless his intention on Tuesday last, when replying to the address of the four hundred workingmen from Lyons, to convey the idea that there was no way of safety except through the restoration of her legitimate sovereign, and the proclamation of Henry V., king by divine right. Although not disposed to attach much importance to either declaration, it is impossible not to feel that the present situation is favorable to the restoration of such pretensions. If the times had not been in some way disjointed, we should not have had either the proclamation of the one or the gloomy prediction of the other. France is ill at ease, and seems no longer to be careful to conceal the fact. It may or may not be true that President Grevy meditates the resignation of his position, but the instability of cabinets, the comparative powerlessness and inefficiency of the executive, the growing power of extreme radicalism, the depression of trade, and the general want of confidence in the Government, are visible manifestations of a state of things which cannot last.

It would be unjust, as we have said again and again in these columns when speaking of the later troubles of France, to say that the present state of things is due to a want of ability on the part of the men who have latterly controlled the destinies of that country, or to any actual mismanagement. Perhaps Prince Napoleon did not really make a maladroit illustration the other day when he compared France to a nervous woman, whose position and whose temper are subject to sudden and unreasonable changes. For one cannot help saying that there is something in the character of the French people which predisposes them periodically in favor of a change of government. Probably no people in Europe are more disposed to attribute their periods of depression to the government. In times of prosperity the Government is praised. In times of adversity, the Government with equal unreason, is blamed. We think there is truth, also, in the statement of Prince Napoleon, that the French people like a strong government, and that they have a preferment for the living embodiment of that government in one man. Cæsarism in its milder sense is not offensive to them. Furthermore, there is abundant evidence that France is now in one of her periodic moods for change and that she is dissatisfied with things as they are.

One wish of the people seems reasonable—they want a *plebiscite*. It is by insisting on this point that Prince Napoleon is more and more commanding the ear of the nation. The republic has now been in existence for more than twelve years, and yet the people have never had a direct voice in the election of their chief magistrate. It was distinctly stipulated when Marshall MacMahon was made President by the Chambers for seven years, that at the expiration of his term of office his successor should be elected by a vote of the whole people. MacMahon, it will be remembered, did not complete his seven years; and in spite of the protestations of many that the right of electing the President had fallen to the people, it was again claimed and exercised by the Chambers on the ground that the stipulated seven years had not expired. If the claim put forth on behalf of the Chambers was well founded, they had the right to elect only for the unexpired term; but they exceeded that right, and elected President Grevy for a second period of seven years. It will be seen from this statement of the case that much depends on the course which M. Grevy may pursue. It is undoubtedly desirable that he should hold on and complete his term. But it may be impossible for him to do so, with a proper regard to his own comfort, and with a view to the welfare of France. Should he resign it would be difficult for the Chambers to repeat the experiment of filling the vacant chair. If they should claim the right, there is certainly a probability that there would be trouble. If the claims should be conceded, it is really hard to say what might happen. If Gambetta had been alive he would undoubtedly have found his opportunity. In the circumstances, the chances are perhaps in favor of Prince Napoleon, for somehow, amiable and excellent men as they all are, the Orleans Princes are not popular. Prince Napoleon is not unwilling to accept the title of President; but knowing as we do the traditions of the Bonapartes, and remembering the examples of 1848 and 1852, we cannot doubt that the election of Prince Napoleon would be soon followed by the re-establishment of the Empire.

It is, however, possible that President Grevy may be able to hold on, and complete his term of office. In such a case the conflict may be postponed and perhaps averted.

St. Louis & San Francisco.—The annual meeting of the stockholders of this company was held at the company's office in St. Louis. C. P. Huntington, James D. Fish, Leland Stanford, William F. Buckley, Jay Gould, Horace Porter, Russell Sage, A. S. Hatch, Jesse Seligman, Walter L. Frost, E. F. Winslow, R. S. Hayes and Charles W. Rogers were unanimously elected directors. The number of shares voted was 174,764 out of the total of 250,000 shares. The new board will meet at an early day in New York for organization. The only change in the directory is the substitution of Gen. Horace Porter, of New York, for A. W. Nickerson, of Boston.

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—M'ch 3.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12·4½ @12·5	Mch. 3	Short.	12·98
Amsterdam	Short.	12·1 @12·2	....	.....	.....
Antwerp	3 mos.	25·45 @25·50	Mch. 3	Short.	25·25
Hamburg	"	20·63 @20·65	Mch. 3	"	20·44
Berlin	"	20·63 @20·65	Mch. 3	"	20·43
Frankfort	"	20·63 @20·65	Mch. 3	"	20·44
St. Petersb'g	"	23⅜ @23⅝	....	....	.....
Paris	Short.	25·20 @25·27½	Mch. 3	Checks	25·22½
Paris	3 mos.	25·37½@25·42½	Mch. 3	3 mos.	25·24
Vienna	"	12·10 @12·12½	Mch. 3	Short.	11·98
Madrid	"	46⅛ @46	....	....	.....
Bilbao	"	46⅛ @46	....	....	.....
Genoa	"	25·80 @25·65	Mch. 3	Short.	25·30
Lisbon	"	51⅞ @51 13/16	....	....	.....
Alexandria	....	.....	Feb. 28	3 mos.	97
New York	.....	.....	Mch. 3	Short.	4·82½
Bombay	60 days	1s. 7½d.	Mch. 3	tel'gh.	1s. 7 9/16d.
Calcutta	"	1s. 7½d.	Mch. 3	tr'sf'rs.	1s. 7 11/32d.
Hong Kong	....	.....	Mch. 3	4 mos.	3s. 8¼d.
Shanghai	....	.....	Mch. 3	"	5s. 0¾d.

[From our own correspondent.]

London, Saturday, March 3, 1883.

The directors of the Bank of England have this week reduced their minimum rate of discount to three per cent—a movement which has occasioned no surprise in any quarter. The demand for money for commercial purposes has become so restricted of late that the supply of mercantile bills remains extremely scarce, and there seems to be no prospect of any immediate increase in it. Trade, however, is not in a depressed condition, but, as is well known, it is being conducted with small profits, competition being very keen in nearly every department of business. The failures which took place towards the close of last year, the very unfavorable weather for agricultural operations, and the long continuance of a 5 per cent rate of discount, have undoubtedly had an adverse influence, but, now that the money market is in a very easy condition, and that the weather has not only improved, but has also the appearance of being settled and dry, we may hope for some revival in commercial affairs. In fact, with the adverse features mentioned disappearing, the prospect has become more bright than it has been for some months past.

The position of the Bank of England is now quite satisfactory, and as the foreign exchanges continue favorable to us, a continuance of the present easy condition of things, as far as the money market is concerned, is more than probable. Speculation in Stock Exchange securities has for some time past been kept within very narrow limits, owing to the fact that it is injudicious to buy either for the rise, or to sell for a fall, in prices. Several failures have taken place on the Stock Exchange this week, but they have had no special significance. They have been mostly for small amounts, and have not, in consequence, exercised much influence, though they may have had the effect of producing a larger measure of caution. New companies, however, continue to be introduced to public notice, notwithstanding that many of those which have been brought forward during the last two years have been a disappointment to the subscribers, some of them now undergoing the process of liquidation.

The proportion of reserve to liabilities at the Bank of England is at present 43 per cent, which compares with 37⅝ per cent last year. This is indicative of strength; but it is not regarded as probable that the Bank rate will fall below its present figure, viz., 3 per cent. The supply of gold held by the Bank now amounts to £23,142,567, against £21,780,989 last year; while the total reserve is £14,056,952, against £12,514,534. At this period a year ago the Bank rate was 5 per cent, and the open market rate 4½ per cent, the former is now 3 per cent and the latter 2⅝ per cent. A feature in this week's return is that the total of "other securities" has been augmented to the extent of £1,109,784, due, no doubt, to loans granted to the Stock Exchange, a fortnightly settlement having been in progress during the early part of the week. The following are the quotations for money to-day, and the interest allowed by discount houses to-day and same date of the previous three weeks.

London.	Bank Rate.	Open Market Rates. Bank Bills. Three Months.	Four Months	Six Months	Trade Bills. Four Months	Six Months	Interest Allowed for Deposits by Joint Stock Banks.	Disc'nt Houses. At Call.	7 to 14 Days.
Feb. 2	4	3¼@—	3¼@—	3¼@—	3⅜@4	3¾@4¼	3	3	3¼
" 9	4	3⅛@3⅜	3⅛@3⅜	3⅛@3⅜	3⅛@4	3¾@4¼	3	3	3¼
" 16	3½	3 @—	3 @—	3¼@—	3⅛@3¾	3⅛@4	2½	2½	2¾
" 23	3½	3 @—	3 @—	3 @—	3¼@3¾	3¼@4	2½	2½	2¾
Mar. 2	3	2⅝@—	2⅝@—	2⅝@—	2¾@3¼	3 @3½	2	2	2¼

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
	£	£	£	£
Circulation	24,835,615	25,016,455	25,751,200	26,954,665
Public deposits	9,697,166	9,136,618	10,522,076	9,926,362
Other deposits	22,812,629	23,853,766	25,700,508	25,971,140
Governm't securities	12,383,372	13,133,684	14,831,808	16,532,024
Other securities	24,563,579	25,883,187	23,049,294	21,344,230
Res've of notes & coin.	14,056,952	12,514,534	16,930,266	16,561,320
Coin and bullion in both departments	23,142,567	21,780,989	27,581,556	28,515,985
Proportion of reserve to liabilities	43·01	37¾	46⅛	45¾
Bank rate	3 p. c.	5 p. c.	3 p. c.	3 p. c.
Consols	102¼	100¼	99 5/8d.	97⅞
Eng. wheat, av. price.	41s. 9d.	45s. 7d.	40s. 9d.	43s. 0d.
Mid. Upland cotton	5 9/16d.	6½d.	6 3/8d.	7 5/16d.
No. 40 Mule twist	9¾d.	10¾d.	10½d.	10½d.
Clear'g-house return	137,856,000	136,093,000	161,859,000	156,886,000

Rates of interest at	March 1. Bank Rate.	Open Market	February 22. Bank Rate.	Open Market	February 15. Bank Rate.	Open Market	February 8. Bank Rate.	Open Market
Paris	3	2½	3	3⅜	3½	2⅞	3½	3
Berlin	4	2⅝	4	2½	4	2¾	4	2¾
Frankfort	—	2¾	—	2¾	—	2⅞	—	2⅞
Hamburg	—	2⅝	—	2⅝	—	2¾	—	2¾
Amsterdam	5½	5	5½	5	5½	5	5½	5
Brussels	3½	3	3½	3	3½	3¼	4	3½
Madrid	4½	4½	4½	4½	4½	4½	4½	4½
Vienna	4	3⅝	4	3⅝	4½	3⅞	4½	4
St. Petersburg	6	5½	6	6	6	6	6	6

Tenders were received in the Bank of England on Thursday for £1,656,000 in Treasury bills. The amounts allotted were as follows: In bills at three months, £1,206,000, and at six months, £450,000. Tenders for bills at three months at £99 8s. 4d. will receive about ¼ per cent, and above in full; and for bills at six months at £98 16s. 10d. and above in full. This represents a discount rate of £2 6s. 8d. and £2 6s. 4d. per cent, respectively, or about 2 5-16 per cent per annum.

The traffic receipts of railways in England since the commencement of the year now amount on eighteen principal lines to £7,643,031, against £7,597,832, showing an increase of £45,199, or 0·59 per cent. On the four principal Scotch lines, since February 1, they have been £474,637, against £466,581, being an increase of £8,056, or 1·72 per cent.

The committee of the ten associated Australian banks have been instructed by the Government of Victoria to offer for subscription the unissued portion of the Victoria 4 per cent railway loan of 1881, amounting to £3,399,300. The debentures will be for £100, £500 and £1,000 each, and interest is to date from January 1 last.

India Council bills have been disposed of this week at 1s. 7½d. the rupee. During the current financial year the Council have disposed of bills and telegraphic transfers to the amount of about £13,500,000. It was officially stated that £14,200,000 would be required.

Messrs. Morton, Rose & Co. offer for subscription £226,500 six per cent sterling debentures of the city of Winnipeg, the capital of the Province of Manitoba, Dominion of Canada. The loan is repayable in 1907, and the price of issue is 107.

The revenue receipts for the current financial year, viz., from April 1 to February 24, including the previous balance, now amount to £86,085,549, against £34,480,956 in 1881-2. Those from customs duties reach a total of £17,814,000, against £17,560,000; from excise, £24,759,000, against £25,035,000; from stamps, £10,630,000, against £10,399,305; from property and income tax, £8,800,000, against £8,073,000; from the Post Office, £6,636,000, against £6,432,000; and from the telegraph service, £1,515,000, against £1,445,000. The expenditure in the same period has been £78,386,960, against £77,105,930, the naval and military outlay having been £47,807,724, against £45,609,920.

Advices from the Hague state that the Dutch Government, in demonetizing 25,000,000 florins of silver, will suffer a loss of about 5,000,000 florins; but it is understood that that estimate was based upon the sale of standard silver at 49½d. per oz.

In the gold market, during the week, the only feature has been that some small sums have been purchased in the open market for India. In the siver market there has been a fair degree of firmness, there having been a demand for coinage purposes as well as for India. The price of fine bars is now 51d. per ounce. Mexican dollars, after realizing 50 13-16d. per ounce, have declined 1-16d., owing to a liberal supply having come forward from Mexico. The following prices of bullion are from Messrs. Pixley & Abell's circular:

GOLD.	s.	d.		s.	d.
Bar gold, fine.....per oz. standard.	77	9	@	.....	
Bar gold, contain'g 20 dwts. silver...per oz. standard.	77	10 1/2	@	.....	
Spanish doubloons.....per oz.	73	10	@	73	10 1/4
South American doubloons.....per oz.	73	8 1/2	@	.....	
United States gold coin.....per oz.	.....		@	.....	
German gold coin.....per oz.	.....		@	.....	

SILVER.	d.		d.
Bar silver, fine.....per oz. standard.	51	@	....
Bar silver, contain'g 5 grs. gold.....per oz. standard.	51 3/8	@	....
Cake silver.....per oz.	55	@	....
Mexican dollars.....per oz.	49 11/16	@	....
Chilian dollars.....per oz.	....	@	....

Quicksilver, £5 17s. 6d. Discount, 3 per cent.

Mr. J. S. Jeans, the Secretary of the British Iron Trade Association, has issued some additional information, in advance of the annual report. From this it appears that important progress is being made in steel manufacture. The total production of Bessemer steel ingots in the United Kingdom is stated at 1,673,649 tons, an increase of 231,930 tons on the production of the previous year. Seventy-four per cent of the ingots made were manufactured into Bessemer steel rails, against 70 per cent in 1881 and 1880, the production of rails being 1,235,785 tons, an increase of 212,045 tons on that of 1881. The largest quantities of ingots were turned out in South Wales and Sheffield. The number of Bessemer converters at work during the year was 80, two less than in 1881, the average output per converter having increased from 17,582 tons to 20,920 tons. In 1879 the average yield per converter was only 12,641 tons. The best result obtained during 1882 was a make of 78,202, with two converters. The make of "open-hearth" steel was 436,000 tons, against 338,000 tons in 1881. Scotland is the chief seat of this industry, the production of the Scotch open-hearth works having been more than doubled during 1882, as compared with that of the previous year. On January 1, 1883, there were 1,082,487 tons of steel, iron, and wooden shipping in process of construction, or about to be built, in the United Kingdom, 182,116 tons less than on January 1, 1882.

The weather is much more settled, and is, in fact, all that could be desired. The land is in a much more satisfactory condition, and is daily improving. Farmers have therefore been able to resume ploughing, and are now busy with planting spring wheat. Floods are now, to a considerable extent, caused by the rapidity with which the water is carried off the land by an extensive system of drainage; but this fact leads to the conclusion that a brief period of dry weather should exercise a speedy influence in bringing the soil into a condition fit for ploughing and sowing. With the aid of machinery arrears are soon made up, and it is quite possible that a very gloomy prospect will soon be converted into one giving encouragement with regard to the future. The meat question has already become a very serious one, prices, though high, still tending upwards. It is satisfactory to know, therefore, that the pastures promise to be luxuriant, and that graziers will be able to allow their stock to mature at a comparatively small cost. The fact, however, cannot be obliterated that our stocks of beasts and sheep are annually diminishing; but it is understood that the supply of pigs has largely increased. This, however, is not sufficient to cheapen the price of meat, and we can only look forward therefore to heavy butchers' bills for a long time to come.

The finer weather has caused the wheat trade to rule quiet, and millers having purchased somewhat freely of late, they are now operating with great caution. Prices are scarcely so strong as they were, but no desire is shown to force sales.

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first twenty-six weeks of the season, compared with the corresponding period in previous seasons:

IMPORTS.

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....cwt.	33,133,960	31,248,270	29,465,268	33,349,121
Barley.....	9,887,021	7,556,742	7,448,683	9,084,151
Oats.....	7,405,553	1,672,543	5,194,242	7,542,278
Peas.....	1,142,841	932,579	1,347,562	1,231,391
Beans.....	1,253,407	910,939	1,205,121	1,536,707
Indian corn.....	7,060,711	11,525,757	16,989,162	11,513,042
Flour.....	8,493,395	4,174,415	6,796,992	5,864,397

SUPPLIES AVAILABLE FOR CONSUMPTION—26 WEEKS.

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat.cwt.	33,133,960	31,248,270	29,465,268	33,349,121
Imports of flour.....	8,493,395	4,174,415	6,796,992	5,864,397
Sales of home-grown produce.....	22,238,400	20,738,100	17,280,750	13,383,760
Total.....	63,865,745	56,160,785	53,543,010	52,597,278
Av'ge price of English wheat for season, qr.	41s. 1d.	46s. 10d.	42s. 6d.	46s. 8d.

The following are the present quantities of wheat, flour and Indian corn afloat to the United Kingdom:

	At present.	Last week.	1882.	1881.
Wheat.....qrs.	2,030,000	2,050,000	2,963,000	2,299,000
Flour.....	242,000	250,000	185,000	130,000
Indian corn.....	203,000	258,000	159,000	282,000

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending March 16:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	51 1/8	51 3/16	51 3/16	51 3/16	51 3/16	51 3/16
Consols for money.....	102 1/8	102 3/16	102 3/16	102 1/4	102 3/16	101 15/16
Consols for account.....	102 3/8	102 5/16	102 7/16	102 1/2	102 5/16	102 1/16
Fr'ch rentes (in Paris) fr.	81·90	81·80	81·70	82·07 1/2	81·72 1/2	81·77 1/2
U. S. 5s ext'n'd into 3 1/2s	106 7/8	106 7/8	106 7/8	106 3/4	106 1/2	106 1/2
U. S. 4 1/2s of 1891.....	115 7/8	115 7/8	115 7/8	116 1/8	116 1/4	116 1/2
U. S. 4s of 1907.....	122 7/8	122 7/8	122 7/8	122 7/8	x121 1/2	122 1/4
Chic. Mil. & St. Paul.....	104	104 1/4	106 1/2	105 1/2	105 5/8	105 1/4
Erie, common stock.....	38 1/2	38 3/4	39 1/4	38 7/8	38 7/8	38 5/8
Illinois Central.....	148 3/4	148 1/2	148 1/2	148 3/4	148 3/4	148 1/2
N. Y. Ontario & West'n.	26 1/8	26 1/8	26 1/4	26 7/8	27 1/8	26 3/4
Pennsylvania.....	64 1/4	64 1/2	64 5/8	64 1/2	64 1/4	.....
Philadelphia & Reading.	27 5/8	27 1/2	28	27 5/8	27 5/8	27 3/8
New York Central.....	131 1/2	132 5/8	133	132 1/2	x130 3/4	129 1/2

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State)..100 lb.	12 3	12 3	12 3	12 3	12 3	12 3
Wheat, No. 1, wh. "	9 3	9 3	9 2	9 2	9 1	9 1
Spring, No. 2, n. "	9 6	9 6	9 6	9 6	9 6	9 6
Winter, West., n "	9 7	9 7	9 6	9 6	9 6	9 6
Cal. white..... "	9 5	9 5	9 5	9 5	9 5	9 5
Corn, mix., West. "	6 7 1/2	6 7	6 6 1/2	6 6 1/2	6 6	6 6
Pork, West. mess..₱ bbl.	80 0	82 0	82 0	82 0	82 0	82 0
Bacon, long clear, new..	51 0	51 6	52 0	52 6	53 0	53 0
Beef, pr. mess, new, ₱ tc.	93 0	93 0	93 0	95 0	95 0	95 0
Lard, prime West. ₱ cwt.	52 0	58 3	58 0	58 0	58 3	58 6
Cheese, Am. finest.....	66 0	66 0	66 0	67 6	67 6	68 6

Commercial and Miscellaneous News

NATIONAL BANKS.—The following national banks have lately been organized:

2,897—The First National Bank of Anrora, Neb. Capital, $50,000. T. A. McKay, President; Wm. C. Wentz, Cashier.

2,898—The Saxton National Bank of Saint Joseph, Mo. Capital, $100,000. A. M. Saxton, President; R. W. Hocker, Assistant Cashier.

2,899—The Penn National Bank of Reading, Pa. Capital, $100,000. Isaac W. Levan, President; Calvin D. Moses, cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in dry goods and an increase in general merchandise. The total imports were $10,305,183, against $11,339,604 the preceding week and $6,927,115 two weeks previous. The exports for the week ended March 13 amounted to $7,507,419, against $7,720,703 last week and $5,909,490 two weeks previous. The following are the imports at New York for the week ending (for dry goods) March 8 and for the week ending (for general merchandise) March 9; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods.....	$2,768,815	$3,244,629	$2,315,992	$3,420,429
Gen'l mer'dise..	7,142,102	6,235,563	5,907,255	6,884,754
Total.....	$9,910,917	$9,530,192	$8,223,247	$10,305,183
Since Jan. 1.				
Dry goods.....	$29,175,271	$26,458,413	$31,246,509	$30,496,459
Gen'l mer'dise..	64,234,498	53,518,067	64,348,768	60,873,930
Total 10 weeks	$93,409,769	$79,976,480	$95,595,277	$91,370,389

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending March 13, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week...	$6,932,979	$8,326,399	$6,180,100	$7,507,419
Prev. reported..	55,521,068	67,393,592	57,929,563	62,798,816
Total 10 weeks	$62,454,047	$75,719,991	$64,109,663	$70,306,235

The following table shows the exports and imports of specie at the port of New York for the week ending March 10, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	$.....	$.....	$1,600	$1,600
France	.....	.....	.....	.....
Germany	.....	.....	.....	190
West Indies	.....	.....	3,569	408,959
Mexico	.....	.....	.....	.....
South America	.....	32,865	8,885	65,689
All other countries	20,000	50,785	.....	6,500
Total 1883	$20,000	$83,650	$14,054	$482,938
Total 1882	750,000	9,863,998	32,441	377,219
Total 1881	.....	116,210	1,482,877	6,283,547
Silver.				
Great Britain	$506,000	$2,573,282	$.....	$.....
France	.....	122,615	.....	.....
Germany	.....	.....	62,521	226,278
West Indies	.....	.....	100	45,159
Mexico	.....	.....	169,989	602,957
South America	.....	.....	2,504	17,364
All other countries	1,568	2,771	.....	2,400
Total 1883	$507,563	$2,698,701	$235,114	$894,158
Total 1882	190,408	2,367,751	22,316	318,398
Total 1881	361,024	2,331,871	72,333	643,533

Of the above imports for the week in 1883, $3,985 were American gold coin and $63,771 American silver coin. Of the exports during the same time $20,000 were American gold coin.

Foreign Trade of New York—Monthly Statement.—In addition to the foregoing tables, made up from weekly returns, we give the following figures for the full months, also issued by our New York Custom House. The first statement covers the total imports of merchandise.

IMPORTS INTO NEW YORK.

Months.	1883.			1882.		
	Dry Goods.	General Merchandise.	Total.	Dry Goods.	General Merchandise.	Total.
	$	$	$	$	$	$
January	13,345,312	27,915,300	41,260,612	12,328,440	29,545,834	41,872,274
February	13,730,717	26,749,010	40,479,727	16,604,077	25,386,583	41,990,660
Total	27,076,029	54,664,310	81,740,339	28,930,517	54,932,417	83,862,934

EXPORTS FROM NEW YORK.

Months.	Total Merchandise.	
	1883.	1882.
	$	$
January	28,891,932	27,844,940
February	28,426,360	25,735,057
Total	57,318,292	53,583,997

CUSTOMS RECEIPTS.

Months.	At New York.	
	1883.	1882.
	$	$
January	12,574,838	13,387,516
February	12,191,603	13,585,053
Total	24,766,441	26,972,569

Virginia Bond Decision.—A Washington dispatch of March 13 in the *New York World* gives the following relative to the recent bond decision:

"There seems to be a good deal of misapprehension afloat as to the real bearing of the decision just rendered by the Supreme Court of the United States in the suit affecting the Virginia bonds. The question of the legality of the Virginia act of 1872 prohibiting tax-collectors from receiving anything in payment of taxes except coin, Treasury notes or national bank notes was not raised before the Supreme Court at all in this suit, for the reason that it has been settled by a decision of the Supreme Court of Appeals of Virginia long ago in the suit brought by Antoni against one Wright. The highest court in the State decided that the law was unconstitutional, and its decision was accepted by both sides without an appeal.

"Then the State, seeing that it could not force collectors against the decision of its own courts to refuse to take the coupons, enacted another law which did not prohibit the reception of coupons for taxes, but which made a change in the means to be employed by the bondholder to enforce such reception. Previous to the enactment of that law the bondholder could obtain a writ of mandamus to compel the collector to take the coupons. Afterwards he had to establish the genuineness of every single coupon by a formal and vexatious action in the State courts, paying his taxes meanwhile in money. In other words, the law of 1882 changed the remedy open to the bondholders from a simple mandamus proceeding to a proceeding of identification in the local courts in the case of every separate coupon. The question brought before the United States Supreme Court was not at all the constitutionality of the act of 1872. It was whether this change of remedies made by the laws of 1882 was such as to impair the obligation of the State's contract with its bondholders. The court held that it was not. The unconstitutionality of the act of 1872—the original "coupon-killer" act—and the obligation of the State to receive the coupons for taxes were settled some time ago in the case of Antoni vs. Wright, and those questions have never been raised since.

"Mr. Royal has been quoted as saying that 'when the taxpayer has tendered to the tax collector the State's coupons in payment of his taxes he has done all his duty. It is of no consequence to him whether the State gets any revenue or not. If she chooses to refuse his coupons and be out her revenue it is no concern of his.'

"This is all wrong. The law provides that, pending the conclusion of the suit to establish the genuineness of the coupons, the taxpayer shall pay his taxes in money, the amount to be subsequently refunded to him if the coupons are declared genuine. The State therefore gets its revenue in money regardless of the tender of the coupons. Of course she will have to refund if she concludes to recognize the coupons, but Mr. Royal's statement that the taxpayer has nothing to do but offer the coupons, and that his whole duty is then done, is all wrong, as his clients will find if they take such advice."

Wabash St. Louis & Pacific.—At the annual meeting of the stockholders in St. Louis, the following directors were elected to serve three years: Jay Gould, Russell Sage, Sidney Dillon, R. S. Hayes, T. E. Tutt, James F. How, Samuel Sloan, G. G. Haven, S. Humphreys, C. Ridgely, James F. Joy, James Cheney, George L. Dunlap and A. L. Hopkins. The only change made in the new directory over the one retiring is that of Mr. B. W. Lewis, who was withdrawn at his own request and his place filled by R. S. Hayes. The annual report was read and accepted, and a brief synopsis of the figures, as telegraphed, is subjoined. Without the particular details of interest and rentals, however, the exhibit is of little use.

Earnings for year	$16,851,690
Operating expenses	11,664,752
Net earnings	$5,186,938
Miscellaneous receipts	328,760
Total net receipts for 1882	$5,515,698
Net income, 1882	$3,952,092
Funded debt	70,937,854
Loans and notes payable	3,276,056
Sundry securities on hand	8,667,696

—It was reported in Wall Street that the Wabash Railway was about to become by lease a part of the Southwestern system; that it was the intention to lease the road to the Missouri Pacific, but for the purpose of avoiding legal complications it had been decided to lease it to the St. Louis Iron Mountain & Southern, which is owned by the Missouri Pacific. By this means the laws of Missouri relating to the leasing or the uniting of parallel lines of railroad would not be violated.

Russell Sage, who is a director of the three companies, replied to questions of a *New York Tribune* reporter about the lease; "The directors have been authorized to make such a lease whenever they think it will be advantageous to all concerned. It hasn't been done yet because, you see, there are a good many legal questions about it. That's about it; its a question for the lawyers; they are at work on it now. Perhaps it cannot be done, but the directors favor it, and I guess our lawyers will fix it somehow. Yes, yes! we were talking about it for six weeks. It will be a great thing for all of us—there is no doubt about that. Why, it will be another Kansas and Texas lease—that's it. We shall give the Wabash its net earnings, but nothing more. We shall guarantee nothing. But it isn't done yet, and perhaps it won't be for a few weeks."

Cumberland Valley.—The Cumberland Valley earned last year $793,316, an increase of $68,546. The operating expenses were $259,858, an increase of $57,744, leaving net earnings of $229,452, out of which was paid $26,548 interest on the bonded debt, $11,807 State taxes, and $177,785 in dividends at the rate of 10 per cent on the capital stock. The cost of operating the road was 66·71 per cent of the gross earnings. The company will pay off at maturity its $81,000 6 per cent bonds maturing on the 1st of January.

N. Y. N. H. & Hartford.—At the monthly meeting of the directors of this road the plans to improve the road, at a cost of $1,000,000, were approved. This sum will be used in reducing the grades and in shortening the curves.

—The Guarantee Company of North America publishes its annual report for 1882, showing that during the year it issued 7,874 bonds for new business, guaranteeing $8,879,125. The total revenue was $122,878. The company has been managed with much enterprise, having Sir Alexander T. Galt as its President in Canada, head office in Montreal, and the following New York directors: Jos. W. Drexel, A. L. Hopkins, H. Victor Newcombe, Erastus Wiman, John Paton, Daniel Torrance and Gen. E. F. Winslow. The New York office is 178 Broadway.

—The First National Bank of Grand Rapids, Mich., is now closing up its affairs, but the Old National Bank will continue the business of the former bank. As the management of the Old Nat. will be substantially the same as that of its predecessor, the officers hope for the continued patronage and confidence so long enjoyed by the First National.

—Messrs. Thomas P. Miller & Co., of Mobile, Ala., offer their services to persons in New York having banking business to transact with Mobile. They deal in foreign exchange of every kind, and are prepared to cash good drafts or ship-bills drawn on European cities.

—Attention is called to the advertisement in another column of a suite of offices to let on the first floor of 56 Wall Street, having an entrance also on Pine Street. For banking or insurance purposes the offices are desirably located.

—The Homestake Mining Company has declared its fifty-fifth dividend (for February) of $50,000, payable at the office of the transfer agents, Lounsbery & Haggin, on the 26th inst.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son:

Shares.		*Shares.*	
150	Mechanics' Nat. Bank	150	15 N. Y. Equitable Ins. Co. 146½
360	Manhattan Gas Light Company	234–235	20 Broadway Ins. Co. 175
430	New York Gas Light Co.	125	10 Guardian Fire Ins. Co. 61
40	Municipal Gas Light Co., New York	189¾	15 New York Bowery Fire Ins. Co. 165
18	East River Nat. Bank	111	50 Real Estate Trust Co. 50
20	North River Bank	121	50 Rich. & Danv. Ext. Co. (40 p. c. paid up) for $50
50	Brooklyn Fire Ins. Co.	175	*Bonds.*
28	Howard Ins. Co.	70	$4,000 Sand'ky Mans & New. RR. 1st 7s. due 1909 116¼
80	Phenix Ins. Co. of Bkln.	140	$1,000 New York Mutual Gas Light Co. 1st 6s 103¼ & int
15	National Fire Ins. Co.	87	
50	Home Ins. Co.	140	

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Chic. Mil. & St. Paul com. & prof.	3½	April 16	Mch. 27 to April 17
Dubuque & Sioux City	3	April 16	April 1 to April 16
Lehigh Valley (quar.)	2	April 16	Mch. 18 to ———
Oregon & Transcontinent'l (quar.)	1½	April 16	April 1 to April 16
Insurance.			
Jefferson	5	On dem.	———
Miscellaneous.			
Western Union Tel. (quar.)	1¾	April 16	Mch. 21 to April 16

NEW YORK, FRIDAY, MARCH 16, 1883—5 P. M.

The Money Market and Financial Situation.—The stringency in money has been the absorbing topic of the week in Wall Street. The actual scarcity of loanable funds appears to be undeniable, and all the charges of manipulation for speculative effect are of little consequence, when the banks are so low in their reserves that they are obliged to call in money from all quarters to keep their statements near to the legal requirement. On the other hand, it is true that in such a time as this the absolute control of a few million dollars in cash enables the owners, if they desire, to exercise an influence over the money market from day to day which they could not possibly do in ordinary times. The question is anxiously asked, how long is this tight money likely to continue? And it is impossible to give a precise answer. The demand for money at the West is large, and our banks this week show a further loss by shipments to the country, but the supply which is to make up for the loss in this direction is somewhat uncertain. In the first place, there is the natural increase in loanable funds which will take place by the attraction towards this centre of all available money which can be sent here, to obtain for a while the 10 to 15 per cent rate. Then there are the gold receipts from abroad ($500,000 in this morning), variously estimated as a total of three to four millions. And finally, the possible action of the Secretary in offering to pay in advance the bonds embraced in the call maturing May 1. What the result of these various forces will be it is impossible now to predict with certainty, but the better opinion points towards a firm, if not stringent, money market until the early days of April, and a gradual relaxation after that.

In the meantime there are some circumstances in the situation bearing upon railroad stocks which are particularly good. It is rather fortunate that just when the price of money puts such a check on animation at the Stock Exchange, the facts in regard to tonnage and railroad earnings are in many respects so favorable. In fact, it is possible to detect a reason for the higher rates of money in the movement of cotton and breadstuffs alone. For the latest week reported the receipts of breadstuffs at Western cities and cotton at Southern cities compared as follows with the corresponding week of 1882:

	Cotton. bales.	Flour. bbls.	Wheat. bush.	Corn. bush.	Oats. bush.
1883.....	111,000	209,703	1,223,931	3,165,520	1,017,163
1882.....	57,454	125,084	287,475	691,090	489,313

These figures, and the railroad earnings derived from the larger tonnage, are not exceptional or limited to a single week, and they go far to confirm what has heretofore been said in this report of the excess of the crops of 1882 over those of 1881.

The money market has worked very closely throughout the week, and at no time have loans on stocks been made at low rates, unless it happened to be near the close of business when most acounts had been made up; such exceptional rates are not worth noticing. On strict government bond business the rates on new loans have been 5@6 per cent, and on stock collaterals the rates have ranged in the week from 6 to 17 per cent, but during the past few days the bulk of transactions has been at 10@15 per cent. Commercial paper is in little demand, with nominal quotations for prime paper 6@7 per cent.

The Bank of England weekly statement on Thursday showed a decrease of £260,000 in specie for the week, and the percentage of reserve to liabilities was 42 3-16, against 43 last week; the discount rate remains at 3 per cent. The Bank of France lost 1,975,000 francs gold and 9,775,000 francs silver.

The New York City Clearing-House banks in their statement of March 10 showed a further decrease of $2,851,375 in their legal reserve, the total deficiency being $5,166,150, against $2,314,775 March 10.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883. Mar. 10	Differ'nces fr'm previous week.	1882. Mar. 11.	1881. Mar. 12.
Loans and dis.	$325,180,000	Dec. $2,202,300	$313,715,800	$296,282,900
Specie	51,519,700	Dec. 3,813,200	55,888,500	55,508,000
Circulation	16,609,200	Inc. 61,000	19,830,600	15,466,100
Net deposits	298,411,400	Dec. 7,842,500	286,042,700	271,668,800
Legal tenders	17,917,000	Dec. 998,800	16,310,000	12,466,600
Legal reserve	$74,602,350	Dec. $1,960,625	$71,510,675	$67,917,200
Reserve held	69,436,700	Dec. 4,812,000	72,198,500	68,334,600
Surplus	*$5,166,150	Dec. $2,851,375	$687,825	$417,400

* Deficit.

Exchange.—Foreign Exchange was firmer early in the week on a good demand for bankers' short-bills, but with the tight money, rates quickly fell off, and the tone has been weak most of the time. To-day there was rather more firmness, and prime bankers' 60 days' sterling bills sold about 4 81; demand bills, 4 83½; cables, 4 84. Continental bills as follows, viz.: Francs, 5 23¾ and 5 21¼; reichsmarks, 94¼@94⅜ and 94⅝@94¾; guilders, 39¾@40.

In domestic bills New York exchange was quoted as follows to-day at the undermentioned cities: Savannah buying ⅛, selling par@⅛ prem.; Charleston buying 1-16 to par; selling par to ⅛; New Orleans com., 100 dis.@par; bank, 100 prem.; St. Louis, 25 prem.; Chicago, 50 dis.; Boston, 40@45 dis.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

March 16.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 80¼@4 81⅛	4 83 @4 83¼
Prime commercial	4 80 @4 80¼	4 82½@4 83
Documentary commercial	4 78¾@4 79¼	4 81½@4 82
Paris (francs)	5 26¼@5 23¾	5 23¾@5 21¼
Amsterdam (guilders)	39¼@ 39⅜	39⅛@ 40
Frankfort or Bremen (reichmarks)	93⅛@ 94⅛	94¼@ 94¾

Coins.—The following are quotations in gold for various coins:

Sovereigns	$4 92 @$4 86	Silver ⅛s and ¼s	— 99¾@ par.
Napoleons	3 82 @ 3 86	Five francs	— 92 @ — 95
X X Reichmarks	4 72½@ 4 76½	Mexican dollars	— 86½@ — 86½
X Guilders	3 95 @ 3 99	Do uncommer'l	— 85 @ — 85½
Span'h Doubloons	15 60 @15 75	English silver	4 75 @ 4 83
Mex. Doubloons	15 50 @15 65	Prus. silv. thalers	— 68 @ — 70½
Fine silver bars	1 10¾@ 1 11¼	U. S. trade dollars	— 99 @ — 99⅜
Fine gold bars	par@¼ prem.	U. S. silver dollars	— 99¾@ par
Dimes & ½ dimes	— 99⅝@ par		

United States Bonds.—There has been no particular feature in the dealings in government bonds, except that on moderate transactions the prices have yielded but little. The demand for money has evidently not led to the selling of many bonds.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Mar. 10.	Mar. 12.	Mar. 13.	Mar. 14.	Mar. 15.	Mar. 16
5s, continued at 3½	Q.-Feb.	*103½	*103½	*103½	*103	*103⅜	*103½
4½s, 1891	reg. Q.-Mar.	*112⅜	*112⅜	*112½	*112⅞	*112⅞	112¾
4½s, 1891	coup. Q.-Mar.	*112⅜	112½	*112½	*112⅞	*112⅞	*112¾
4s, 1907	reg. Q.-Jan.	*118½	11⁰⅜	119	119	119½	119⅛
4s, 1907	coup. Q.-Jan.	119⅛	119¼	119⅞	120	*120	*120
3s, option U. S.	reg. Q.-Feb.	*104	*104	103⅞	103¾	*103½	103¾
6s, cur'cy, 1895	reg. J. & J.	*128	*128	*128	*128	*128	*128
6s, cur'cy, 1896	reg. J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1897	reg. J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1898	reg. J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1899	reg. J. & J.	*130	*130	*130	*130	*130	*130

*This is the price bid at the morning board; no *sale* was made.

State and Railroad Bonds.—The transactions in State bonds at the New York Board have been quite limited. Some sales of Louisiana consols were made at 69, and to-day at the call Tennessees were quoted at 41½@42.

Railroad bonds have fallen off slightly in activity, and some bonds also in prices. In periods of tight money there is usually a good opportunity for investors to purchase bonds for cash, and at the present moment it is worth their while to look into the market, as just prior to this stringency in money the tendency of bonds was evidently upward.

Railroad and Miscellaneous Stocks.—The course of the stock market was reasonably well foreshadowed in our remarks of last week, when it was stated that any advance which might fairly be expected in certain stocks would probably be checked for a while by stringency in money. There is little reason to doubt that there is still a strong undertone of confidence in stocks, and this has recently been fortified by the generally good character of the annual reports for 1882 which have been coming out lately, and by the very fair outlook for traffic during the next three months. This week we have the dispatches from St. Louis giving an excellent report of the Gould roads in 1882, and if the figures are all as strong as stated in these dispatches, Mr. Gould could not do a better thing for his companies than to have published a full and fair report of their operations and financial condition. It is hoped that this will be done.

The general market the past few days has been rather weak, under the pressure of tight money. The amount of sales has been rather small, and where parties are able to carry their stocks, the disposition is shown to hold on for a while with the hope of a re-action as soon as money relaxes.

In the statement of joint income of the Michigan Central and Canada Southern roads for January, the figures $172,000 were the net income over fixed charges, and not the net earnings over operating expenses.

It is rumored quite positively that the lease of Wabash to Missouri Pacific or Iron Mountain has been arranged, and will probably be consummated on the basis of giving Wabash its net earnings only. The items of railroad earnings and income accounts on another page are worthy of special attention.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING MARCH 16, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, March 10.	Monday, March 12.	Tuesday, March 13.	Wednesday, March 14.	Thursday, March 15.	Friday, March 16.	Sales of the Week (Shares).	Range Since Jan. 1, 1883. Lowest.	Highest.	For Full Year 1882. Low.	High
RAILROADS											
Boston & N. Y. Air-Line, pref.	....	....	80 80	....	....	*80 83	110	79 Jan. 3	82 Jan. 17	60	80½
Burlington Cedar Rap. & No.	*80	....	*80	....	....	59½ 59½	2,090	80½ Feb. 15	83 Jan. 5	67	85⅛
Canadian Pacific	59½ 59½	59¾ 59¾	59½ 59½	....	....	66¾ 67⅝	26,600	58¼ Feb. 23	61½ Feb. 12	.....	.....
Canada Southern	66¾ 68¼	68⅛ 69⅛	68⅛ 69⅛	68 68¼	67½ 68	....	.....	63¾ Feb. 19	71¾ Jan. 19	44	73
Cedar Falls & Minnesota	....	....	....	....	....	....	.....	12 Feb. 27	15 Jan. 3	14	30
Central of New Jersey	71⅜ 72⅝	72⅜ 73	72 72⅞	71¾ 72⅛	71½ 72⅛	71⅛ 71⅝	27,174	68¼ Jan. 3	76½ Jan. 18	63¼	97½
Central Pacific	81⅛ 81¾	81¾ 82⅛	81¼ 82¼	80⅞ 81¼	81 81⅜	80⅛ 80¾	14,250	79 Feb. 7	88 Jan. 5	82⅜	97⅛
Chesapeake & Ohio	*21½ 22½	*22 22½	*22⅛ 22⅜	*21 22½	*21 22½	*20 22½	.....	20½ Feb. 23	23¾ Jan. 20	19½	27
Do 1st pref	*30½ 32	31¾ 32	32 32¼	31¾ 32	*30½ 33	....	700	29⅞ Feb. 24	35½ Jan. 20	27¼	41½
Do 2d pref	*23½ 24½	*24 26	*24 24¼	*23 24½	*23 24½	....	400	22½ Feb. 26	27 Jan. 22	21	[illegible]
Chicago & Alton	134 134⅛	*134¾ 136	135 135	*134 135	134¾ 134¾	135 135	685	130 Feb. 20	137¼ Jan. 22	127½	145¾
Do pref	*135	....	*138	....	....	*137	.....	140 Feb. 10	145 Feb. 14	130	146
Chicago Burlington & Quincy	118⅝ 119¼	119½ 120⅜	120½ 121⅛	120 120⅜	120⅜ 120⅞	119¾ 120¼	12,368	115¾ Feb. 20	125⅞ Jan. 18	120½	141
Chicago Milwaukee & St. Paul	100¼ 101¼	101 102⅜	101⅞ 102¾	101⅜ 101⅞	101¼ 101½	100¾ 101½	182,575	97⅛ Feb. 20	108½ Jan. 20	96½	128¼
Do pref	....	119¾ 119¾	120¼ 120¼	*119 120	119¼ 119½	119 119	1,266	116⅜ Feb. 7	122 Jan. 4	114½	144¼
Chicago & Northwestern	132⅜ 133½	133⅜ 133⅞	132⅞ 133½	132¾ 133	132½ 132¾	131¾ 132½	14,950	128⅛ Feb. 2	136¼ Jan. 4	124	150¾
Do pref	†148 150	148 148½	148 148½	147⅜ 147¾	147¼ 147¼	146 146½	3,020	143 Feb. 20	151⅛ Jan. 5	136	175
Chicago Rock Isl. & Pacific	123 124	123¾ 124¼	124 124½	123¼ 123¾	123⅜ 124	122½ 123½	4,300	118 Feb. 21	127¼ Jan. 5	122	140¼
Chicago St. Paul Minn. & Om.	48¾ 48¾	48⅜ 49¾	49⅛ 50⅜	49 49¾	48½ 49¼	47⅜ 48½	12,300	44¾ Feb. 19	55 Jan. 18	29¾	58¼
Do pref	108¾ 108¾	108½ 108¾	108¾ 109¼	107½ 108	107⅜ 108	106⅜ 107½	3,200	102¾ Feb. 19	113¼ Jan. 5	97½	117
Cincinnati Sand. & Cleveland	....	....	48½ 48½	....	....	....	100	46 Feb. 15	49½ Mar. 9	44	62
Cleveland Col. Cin. & Ind	74 74	74½ 74¾	*74 75	*73 75	....	72⅛ 72⅛	406	68¾ Feb. 20	84 Jan. 5	65½	92¾
Cleveland & Pittsburg guar	....	....	....	....	....	....	.....	138¾ Mar. 6	142 Jan. 26	133	140
Columbia & Greenville, pref	40 41	....	41 41	....	....	....	400	31 Feb. 26	41 Mar. 10	50	104
Columbus Chic. & Ind. Central	*6 7	*6 7	6¾ 7	6⅞ 6⅞	*6¾ 7	6¼ 6¼	650	3¼ Jan. 20	7⅜ Mar. 5	3⅞	21⅞
Delaware Lackawanna & West	124⅛ 125¼	125 125⅝	124⅝ 125⅝	124¼ 124⅞	124 124⅛	123¾ 124¼	231,620	118⅜ Feb. 16	129¼ Jan. 4	116¼	150¼
Denver & Rio Grande	44½ 45½	45⅜ 46	45¾ 47	46 47⅜	46¼ 47¼	46 46¾	67,830	30⅞ Jan. 2	51⅜ Jan. 20	38¼	74⅝
Dubuque & Sioux City	*86 88	92 92	....	....	*86½	*86½ 89	58	87½ Feb. 21	92 Mar. 12	[illegible]	96½
East Tennessee Va. & Ga	9⅛ 9⅝	9⅜ 9⅝	9⅝ 9½	9¼ 9¼	9½ 9½	9¼ 9⅝	7,115	8⅛ Feb. 21	10¼ Jan. 2	8	16
Do pref	16¼ 17½	17 17½	17¼ 17¼	*16½ 18	*16¼ 17	*16 17	2,400	14¾ Feb. 20	18¼ Jan. 2	15½	26½
Fort Worth & Denver City	....	31⅜ 31⅝	....	....	....	....	.....	30 Jan. 2	33⅞ Jan. 19	29½	42⅝
Green Bay Winona & St. Paul	....	....	....	6¾ 6¾	6¾ 6¾	....	200	5 Feb. 9	6¾ Mar. 14	6	10
Hannibal & St. Joseph	....	* 43	* 43	* 43	* 42	* 42	.....	38 Mar. 6	46¾ Jan. 17	45	110
Do pref	81 82	81⅞ 82½	81 82½	*80½ 82	*80 82¼	80 81	1,700	72 Jan. 3	87¾ Jan. 30	72	111¼
Houston & Texas Central	*72½ 75	*72⅜ 78½	*72½ 78½	78½ 78½	*72½ 79	*72½ 78½	100	73 Feb. 17	79 Jan. 16	61	92½
Illinois Central	144 144	*144⅜ 144¼	*143 144	144 144	143 143	*143 143½	855	141⅝ Jan. 3	147 Jan. 30	127¾	150½
Do leased line	....	....	....	....	80 80	....	100	77 Feb. 17	81 Jan. 22	.....	.....
Indiana Bloom'n & Western	33½ 34	34 35¼	35 35⅜	34 34⅞	34½ 34½	33 33¼	8,820	27 Feb. 16	35¼ Mar. 12	30	49½
Lake Erie & Western	29⅛ 30¼	30 30½	30¼ 31	30 31	31 31⅞	30¼ 31	9,070	26 Feb. 16	33¼ Jan. 18	23½	[illegible]
Lake Shore	110 111½	111⅛ 111⅜	110⅜ 111⅜	110⅜ 110⅞	110⅛ 110¼	109⅜ 110¼	48,155	106⅝ Feb. 16	114⅞ Jan. 18	98	120⅛
Long Island	62¼ 62¼	62¼ 62½	62½ 62½	62⅝ 62⅞	63⅛ 63⅝	63 63	1,076	60 Jan. 2	65 Jan. 18	49½	65
Louisville & Nashville	54¼ 55⅜	55 55⅜	55 55⅞	54⅞ 55½	54⅜ 55⅛	53⅝ 54⅞	17,540	51⅜ Feb. 19	58½ Jan. 20	46½	100¾
Louisville New Albany & Chic	....	....	....	....	*54	*54 60	.....	55 Mar. 9	68 Jan. 5	57	78
Manhattan	46 46	46 46	46½ 48½	*45 47	45 45⅛	45 45	1,000	45 Feb. 28	53⅞ Feb. 9	40	60⅛
Do 1st pref	*85 87	*85 87	85 85	*85 87	*85 88	*85 87	7	84¾ Jan. 3	90 Jan. 18	82	98½
Do common	*45 46	*45 46	*45½ 47	*45 46½	*45 46½	*45 46	.....	48 Feb. 21	53 Feb. 10	[illegible]	[illegible]
Manhattan Beach Co	21 22	21¾ 23½	23¾ 25	24½ 26	25 26½	*23 26	4,448	15 Feb. 21	26½ Mar. 15	15	37
Memphis & Charleston	....	41 42¼	....	41 41	40 40	40 40	900	36 Feb. 19	55 Jan. 8	42¼	82⅜
Metropolitan Elevated	*80 85	*80 85	*80 85	*80 85	*80 85	80 80	100	79½ Mar. 7	85 Jan. 8	77	93
Michigan Central	94⅝ 95¾	95½ 96⅛	95½ 96⅜	95¼ 95⅞	94⅝ 95½	93½ 95	26,310	90 Feb. 20	100⅛ Jan. 19	77	105
Milwaukee L. Sh. & Western	....	....	* 17	* 163¼	* 163¼	* 163¼	.....	15 Feb. 28	18 Jan. 4	13	21
Do pref	*43½ 44½	44¼ 44½	44⅜ 45¼	44½ 44¾	*44 45	*44 45	1,200	42 Mar. 5	48½ Jan. 20	41⅜	58¼
Minneapolis & St. Louis	27¼ 27¾	26¾ 26¾	27 27¼	27 27	*26 27	*26 27	625	22⅞ Feb. 20	30¾ Jan. 18	19	36⅜
Do pref	60½ 61	61 61	*60½ 61½	*59½ 61	*59 61	* 60	300	52 Feb. 20	68½ Jan. 18	59	77
Missouri Kansas & Texas	31¼ 31¾	31⅝ 32¼	31⅝ 32½	31⅜ 31¾	31¼ 31½	30¼ 31⅛	32,531	29¼ Feb. 20	34⅞ Jan. 18	28⅜	42½
Missouri Pacific	101 102⅛	101⅜ 103	102⅜ 103¼	102½ 103	102½ 102¾	101⅝ 102½	40,514	97¾ Feb. 26	105⅝ Jan. 19	88⅜	112½
Mobile & Ohio	*17 18	18 19	19¼ 19⅜	*18¼ 19¼	18 18	....	1,900	15 Feb. 16	19½ Jan. 5	12	35¾
Morris & Essex	....	122½ 122½	....	123¼ 123¼	123½ 123½	....	352	120 Feb. 15	124 Jan. 9	119¾	128
Nashville Chattanooga & St. L.	58½ 59	*58 60	59 59	59 59½	*59⅛ 60½	58¾ 59	3,500	55⅝ Jan. 3	64⅞ Jan. 22	47	87½
New York Central & Hudson	127½ 128⅛	128½ 128⅞	128 128⅝	127¾ 128⅛	†125⅝ 128¼	126 126½	41,578	124¼ Feb. 3	129⅛ Mar. 10	123⅝	138
New York Chic. & St. Louis	12⅜ 12¾	12⅞ 12⅞	12¾ 12⅞	12½ 12⅝	12½ 12½	12⅛ 12⅜	3,480	10 Feb. 2	15½ Jan. 5	10½	17¾
Do pref	28½ 28½	29 29	29 29½	29½ 29½	*28½ 29½	28 28½	1,100	23 Feb. 7	35 Jan. 4	27	37⅝
New York Elevated	*100 107	*100 107	*100 107	*100 107	*100 107	*100 107	.....	101 Jan. 13	105 Feb. 16	100	109½
New York Lack. & Western	....	89 89	88½ 88¾	89¼ 89¼	....	88 88	545	85½ Mar. 1	89½ Mar. 5	.....	.....
New York Lake Erie & West	37⅛ 38	37⅝ 37⅞	37½ 38	37⅜ 37⅝	37⅜ 37½	36⅞ 37⅜	46,210	34⅜ Feb. 20	40⅞ Jan. 18	33¼	43¾
Do pref	....	....	....	....	....	....	.....	75 Feb. 19	83 Jan. 5	67	88¼
New York & New England	....	....	....	....	....	....	.....	45½ Feb. 3	52¼ Jan. 9	45	60½
New York New Haven & Hart.	....	173½ 174	....	....	175 175	174 174	258	169 Jan. 16	175 Jan. 10	168	186
New York Ontario & Western	*24⅞	25⅛ 25¼	25¼ 25¼	25¾ 26⅛	26 26⅛	25½ 25¾	2,502	24¾ Mar. 2	27⅛ Jan. 15	20½	31⅞
Norfolk & Western, pref	41½ 41½	....	43 43	*42 42½	*41⅝ 42½	41½ 41⅝	380	37½ Feb. 26	49¾ Jan. 20	44¼	[illegible]
Northern Pacific	49⅛ 49½	49⅝ 50⅛	50⅛ 51⅛	49¾ 50½	49⅝ 50	49⅛ 49½	60,017	44⅞ Feb. 20	51⅜ Jan. 20	28¾	54⅜
Do pref	85¾ 86¼	86⅜ 86¾	86⅝ 87⅜	86⅞ 87	86 86½	84¾ 85⅞	32,035	79⅜ Feb. 20	87½ Jan. 18	66¾	100⅜
Ohio Central	12¼ 13	12½ 12⅞	12⅜ 13¼	12⅜ 12⅝	12½ 12¾	12 12¾	20,309	9⅛ Feb. 16	13⅞ Jan. 18	11⅜	25⅝
Ohio & Mississippi	....	....	....	*32½	*32¼ 33¼	33 33	50	29 Feb. 14	34½ Jan. 4	27	[illegible]
Ohio Southern	....	....	12½ 12½	....	....	....	100	10 Feb. 2	13¾ Jan. 18	11	23½
Oregon & Trans-Continental	84 84⅜	84⅝ 85¼	84⅝ 85½	84¼ 84⅝	84 84½	83 83¾	22,545	79 Feb. 20	89 Jan. 19	60	98¾
Peoria Decatur & Evansville	22½ 23¼	23½ 23½	23½ 24	23 23½	23¾ 23¾	22 22¼	3,400	19⅝ Feb. 19	28 Jan. 18	23	39¾
Philadelphia & Reading	53⅛ 53⅝	53¾ 53⅞	52⅝ 53⅞	52⅛ 52⅞	52⅝ 52¾	52⅛ 52½	22,500	49⅝ Feb. 20	58½ Jan. 18	46¾	67½
Pittsburg Ft. Wayne & Chic	....	135 136	....	137 137	137 137	....	419	135 Jan. 2	138 Jan. 16	130	139
Rensselaer & Saratoga	....	....	....	....	....	....	.....	139½ Jan. 3	144 Mar. 3	131½	144
Rich. & Allegh., st'ck trust ctfs.	10¾ 11¼	11 11¼	11¼ 11¼	....	....	....	2,300	10 Feb. 20	15 Jan. 6	13	40
Richmond & Danville	*54 55	54⅞ 55½	55 55¼	*53 55	54 54½	52 52	1,145	47 Jan. 13	60 Jan. 18	52	250
Richmond & West Point	*24 25	24¾ 24¾	24¼ 24¾	*23 25	23½ 23½	22½ 23¼	1,300	21 Feb. 16	29 Jan. 30	23	263
Rochester & Pittsburg	19¼ 19¼	19½ 19⅝	19⅜ 19½	19¼ 19¼	19 19	19 19	2,290	16¾ Feb. 16	22 Jan. 5	17½	36⅛
St. Louis Alton & Terre Haute	70¾ 71¾	71 71¾	70½ 70¾	69⅞ 70½	70 70¼	69½ 70	4,175	48 Jan. 3	71¾ Mar. 10	20½	50
Do pref	99¼ 99½	99½ 99½	98½ 99½	*97 99¾	*97 99¾	97½ 97½	510	90 Jan. 3	100¾ Jan. 30	55	94½
St. Louis & San Francisco	*29 34	*29 34	*30 34	*30 34	*30 34	30 30	100	29½ Feb. 28	34⅞ Jan. 12	31	48⅞
Do pref	*48 50	*48 49½	49 49	*48 49½	*48½ 50	48¾ 48¾	250	48 Feb. 23	54⅞ Jan. 12	43	66½
Do 1st pref	*90 94	91½ 92	93 93	*91 93	*91½ 94	*91½ 94	350	89 Feb. 28	100½ Jan. 11	73¾	106½
St. Paul & Duluth	....	*35 38	....	*35 38	*35 38	*35 38	.....	33 Feb. 15	40⅞ Jan. 9	26	42¾
Do pref	....	94½ 94¾	94½ 94¾	*94 95	*94 95	*94 95	500	91 Feb. 20	97½ Jan. 4	68	99¼
St. Paul Minneap. & Manitoba	143½ 144	144 145	146 146	144 145	145 145⅞	144½ 145	2,350	133 Feb. 20	147¼ Jan. 18	108½	166½
Texas & Pacific	39⅞ 40½	40¼ 40⅞	40¼ 41	40¼ 40½	39⅞ 40½	39⅛ 40	88,110	36¾ Jan. 3	43 Jan. 18	34	52
Union Pacific	95¾ 97½	97½ 98⅞	98½ 99⅜	95⅝ 96⅜	95⅝ 96⅛	94⅜ 95¾	177,913	91¼ Feb. 7	104¾ Jan. 18	98⅛	119¾
Wabash St. Louis & Pacific	28¾ 29⅜	29 29¼	29⅛ 30	29⅛ 30⅛	29¼ 30	28⅝ 29	12,800	26½ Feb. 26	36¼ Jan. 18	23⅝	39⅞
Do pref	48¼ 49½	49 49⅜	49 50¼	49⅜ 50⅞	49 50½	48⅜ 49¼	63,505	44¾ Feb. 26	57½ Jan. 18	45⅞	71⅝
MISCELLANEOUS.											
American Tel. & Cable Co	67⅞ 67⅞	....	....	66 66½	....	67 67	285	64⅜ Feb. 26	69½ Jan. 15	65	74
American District Telegraph	....	....	....	....	35 35	....	50	30 Jan. 22	47 Mar. 9	31	60
Colorado Coal & Iron	32 32⅝	32½ 33	32¼ 32½	32¼ 32½	32⅞ 32⅞	31⅝ 32¾	2,000	29¼ Feb. 7	33⅝ Feb. 12	25	53⅞
Delaware & Hudson Canal	108½ 108½	105⅜ 108½	108 108¼	108 108¼	107⅝ 107⅞	107 107⅛	2,304	103⅝ Feb. 13	109½ Jan. 5	102⅜	119¾
Homestake Mining	....	....	16 16	....	....	....	100	15 Mar. 6	19 Jan. 19	15⅝	19¾
Mutual Union Telegraph	....	19 19	....	*18 20	*17 19	*17 19	110	19 Feb. 27	25 Jan. 17	19⅞	30¼
New Central Coal	*13 15	....	*13 15	....	....	....	.....	13 Feb. 27	14 Jan. 4	13½	23
Ontario Silver Mining	....	23 23	....	....	....	....	70	18 Feb. 10	35½ Jan. 8	33	40
Oregon Improvement Co	....	....	....	....	....	85½ 85½	150	85½ Mar. 16	91½ Mar. 5	.....	.....
Oregon Railway & Nav. Co	....	139 139	....	....	....	....	100	132 Feb. 20	144 Jan. 18	128	163⅛
Pacific Mail	41 41	41¼ 41½	41½ 41¾	40¾ 41	40¾ 41¼	40½ 41	2,000	39 Jan. 25	43⅝ Jan. 18	32¾	48¾
Pullman Palace Car	120 120½	*123	122 122	122 122	*121 122	120¾ 120¾	785	117 Feb. 23	126 Jan. 20	117	145
Quicksilver Mining	*3 10	*8¾ 9½	*8½ 10	*8⅜ 9½	*8½ 9½	*8 9½	.....	8 Feb. 1	9½ Mar. 3	8	14¼
Do pref	* 46	* 46	* 46	* 46	* 46	*43 46	.....	37½ Jan. 26	46½ Mar. 6	40	62¼
Western Union Telegraph	83⅞ 84¾	84½ 85	84⅞ 85½	84¾ 85⅛	84⅝ 85¼	83¾ 84⅝	72,519	79¼ Feb. 5	85½ Mar. 13	76⅛	93⅝
EXPRESS.											
Adams	*130 133	130 130	*128 132	130 130	* 130	*125 130	10	130 Mar. 9	135 Jan. 5	133	149½
American	89 90	90 90	89⅞ 90	90 90½	89 90½	88 90	509	88 Mar. 16	93 Jan. 5	[illegible]	97½
United States	*59 62	*60 62	60 60	*57 60	*57 62	*57 62	25	60 Mar. 9	65½ Jan. 6	62	80¼
Wells, Fargo & Co	122¼ 123	*120 125	*120 125	123½ 123½	124 124	*120 125	46	122 Feb. 19	126 Jan. 8	125	137
COAL AND MINING.											
Consolidation Coal	....	*25	25 25	*25	*25	*25	100	25 Mar. 13	27⅝ Jan. 19	27½	36⅞
Little Pittsburg Mining	....	....	....	....	....	....	.....	....	....	1½	2¼
Mariposa Land & Mining	....	....	....	....	....	....	.....	....	....	1¼	2½
Maryland Coal	*15 18	*15 18	*15 18	....	....	....	.....	17 Jan. 15	17 Jan. 15	13	26
Pennsylvania Coal	....	....	....	....	....	....	.....	270 Feb. 2	270 Feb. 2	215	245
Standard Consol. Mining	....	....	6½ 6½	....	....	6½ 6½	125	5½ Feb. 17	6½ Jan. 8	4½	19¾
Cameron Coal	....	....	....	....	....	....	.....	14 Feb. 27	18 Jan. 3	18	37¼
Central Arizona Mining	....	....	....	....	....	....	.....	⅝ Jan. 29	⅛ Jan. 12	⅛	1⅝
Deadwood Mining	....	....	....	....	....	....	.....	....	....	4	6¾
Excelsior Mining	....	....	....	....	....	....	.....	....	....	⅛	2⅞
Robinson Mining	....	....	....	....	....	....	.....	....	....	1	4
Silver Cliff Mining	....	....	....	....	....	....	.....	....	....	2	2¾
Stormont Mining	....	....	....	....	....	....	.....	....	....	1⅛	1⅛

* These are the prices bid and asked; no sale was made at the Board. † Lowest price is ex-dividend.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama –		
Class A, 3 to 5, 1900	81½	83
Class A, 3 to 5, small	84	
Class B, 5s, 1906	101	
Class C, 4s, 1906	83	
6s, 10-20s, 1900	104	
Arkansas –		
6s, funded, 1899-1900		20
7s, L. Rock & Ft. S. 188.		55
7s, Memp. & L. Rock RR		51
7s, L. R. P. B. & N. O. RR	35	47
7s, Miss. O. & R. R. RR.	35	
7s, Arkansas Cent. RR.		20
Connecticut–6s, 1883-4	102	
Georgia - 6s, 1886		
7s, new, 1886	106½	
7s, endorsed, 1886	106½	
7s, gold, 1890	114	
Louisiana –		
7s, consol., 1914		69
7s, small		
Louisiana–Continued–		
Ex matured coupon		
Michigan –		
7s, 1890	115	
Missouri -		
6s, due 1883	101	
6s, due 1886	106½	
6s, due 1887	107	
6s, due 1888	109	
6s, due 1889 or 1890		
Asyl'm or Univ., due '92	112½	
Funding, 1894-95	116	
Hannibal & St. Jo., '80.		112
Do do '87		112
New York –		
6s, gold, reg., 1887		
6s, gold, coup., 1887		
6s, loan, 1891		
6s, loan, 1892		
6s, loan, 1893		
N. Carolina–6s, old, J.&J.	29	
6s, old, A.&O.	29	
N. Carolina–Continued–		
No Carolina RR., J.&J	155	
Do A.&O	155	
Do 7 coup's off, J.&J	130	
Do 7 coup's off, A.&O.	130	
Funding act, 1866 1900	10	
Do 1868 1898	10	
New bonds, J.&J., '92-8	15	
Do A.&O	15	
Chatham RR	3½	
Special tax, class 1, '98-9	5	
Do class 2	5	
Do to W. N. C. RR	5½	
Do Western RR.	5½	8
Do Wil.C.&Ru.R.	5½	8
Do W'n. & Tar R.		
Consol. 4s, 1910	78	
Small	77	
Ohio –		
6s, 1886	109	
Rhode Island–		
6s, coupon, 1893-99	116	
South Carolina		
6s, Act Mar. 23, 1869		
non fundable, 1888		
Brown consol'n 6s, 1893	102½	
Tennessee–6s, old, 1892 8	41½	
6s, new, 1892 8-1900		42
6s, new series, 1914		
Comp'mise, 3 4-5 6s, 1912	43	
Virginia–6s, old	36	39
6s, new, 1866	36	
6s, new, 1867		
6s, consol. bonds		
6s, ex-matured coupon		
6s, consol., 2d series		
6s, deferred		
District of Columbia–		
3-65s, 1924		
Small bonds		
Registered		
Funding 5s, 1899		
Do small		
Do registered		

RAILROAD BONDS.

Railroad Bonds. (*Stock Exchange Prices.*)		
Ala. Central–1st, 6s, 1918		
Alleg'y Cen.–1st, 6s, 1922		
Atch. T. & S. Fe–4½, 1920		
Sinking fund, 6s, 1911	*100	
Atl. & Pac.–1st, 6s, 1910	94	94¼
Balt. & O.–1st, 6s, Prk. Br.	*113⅞	114
Bost. Hartf. & E.–1st, 7s	45	46½
Guaranteed		
Bur. C. Rap. & No.–1st, 5s	100¼	101
Minn. & St. L. –1st, 7s, gu	*120	
Iowa C. & West.–1st, 7s		
C. Rap. Ia. F. & N.–1st, 6s		
1st, 5s, 1921		
Buf. N. Y. & Phil.–1st, 6s	96½	97
Central Iowa–1st, 7s, '99	*108	
Char. Col. & Aug.–1st, 7s	*108	
Ches. & Ohio–Pur. m'y fd.		
6s, gold, series A, 1908	*108½	
6s, gold, series B, 1908		91⅜
6s, currency, 1918	52½	54
Mortgage 6s, 1911	*100	
Chicago & Alton–1st, 7s	117½	
Sinking fund, 6s, 1903	113½	
La. & Mo. Riv.–1st, 7s	116½	
2d, 7s, 1900	*109	
St. L. Jack. & Chic.–1st	117	
1st, guar. (564), 7s, '94	117	
2d (360), 7s, 1898		
2d, guar. (188), 7s, '98		
Miss. R. Br'ge–1st, s.f. 6s		
C. B. & Q.–Consol. 7s, 1903	126½	127
5s, sinking fund, 1901	*	106½
Ia. Div.–S. F., 5s, 1919	102½	
S. F., 4s, 1919	88½	89¼
Denver Div.–4s, 1922	*83½	84½
4s, 1921		
C. R. I. & P.–6s, cp., 1917	*123½	125
6s, reg., 1917	*	125
Keo. & Des M.–1st, 5s	*103½	
Central of N. J.–1st, '90.	*114	
1st consol. assented, '99	111	
Conv., assented, 7s, 1902		114
Adjustment, 7s, 1903	*106	106½
Leh. & W. B.–Con. g'd, as	100	
Am. D'k & Imp.–5s, 1921	88	
C. M. & St. P.–1st, 8s, P. D.		132
2d, 7 3-10, P. D. 1898	*120½	122
1st, 7s, 3 g., R. D., 1902.	*125	
1st, LaC. Div., 7s, 1893.	118	
1st, I. & M., 7s, 1897	*119½	120½
1st, I. & D., 7s, 1899	*119	
1st, C. & M., 7s, 1903	123	
Consol. 7s, 1905	120¼	123
2d, 7s, 1884	104	106
1st, 7s, I. & D. Ext., 1908	*120	123
S. W. Div., 1st, 6s, 1909.	108	110
1st, 5s, LaC. & Dav., 1919	96	
1st, S. Minn. Div. 6s, 1910	106	
1st, H. & D., 7s, 1910		119
Ch. & Pac. Div., 6s, 1910	109½	111
1st, Chic. & P. W., 5s, 1921	92¾	93
Min'l Pt. Div., 5s, 1910		92½
C. & I. Sup. Div., 5s, 1921		
Wis. & Min. D., 5s, 1921		91½
C. & N'west.–S.fd., 7s, '85	105½	
Interest bonds, 7s, 1883	103	
Consol. bonds, 7s, 1915		134
Extens'n bonds, 7s, '85.	100	
1st, 7s, 1885	105½	
Coupon, gold, 7s, 1902	124	
Reg., gold, 7s, 1902	124½	124¾
Sinking fund, 6s, 1929.	112½	
Sinking fund, reg		112½
Sinking fund, 5s, 1929.	101⅜	
Sinking fund, reg	101¾	
Escan'a & L. S.–1st, 6s.		114
Des M. & Min's–1st, 7s		
Iowa Midland–1st, 8s		133
Peninsula–1st, conv. 7s	120	
Chicago & Mil.–1st, 7s.	118	121
Win. & St. P.–1st, 7s, '87	107¼	108
2d, 7s, 1907	*121½	
Mil. & Mad.–1st, 6s, 1905		
C. C. C. & Ind'a–1st, 7s, s.f.		
Consol. 7s, 1914	121½	
C. St. P. M. & O.–Consol. 6s		107
C. St. P. & M.–1st, 6s, 1918	114	115
N. Wis.–1st, 6s, 1930		
St. P. & S. C.–1st, 6s, 1919	111	113
Chic. & E. Ill.–1st, s.f., cur.	97	
Col. & Green.–1st, 6s, 1916	95	
2d, 6s, 1926		
Col. H. Val. & Tol.–1st, 5s	82	
Del. L. & W.–7s, conv., '92	116	
Mortgage 7s, 1907	*126	
Syr. Bing. & N. Y.–1st, 7s	*123½	130
Morris & Essex.–1st, 7s	135½	137
2d, 7s, 1891	110	
Bonds, 7s, 1900		
7s of 1871, 1901	122	
1st, consol., guar., 7s.	121½	121⅞
N. Y. Lack. & W.–1st, 6s	113½	
Del. & H.–1st, 7s, 1884	*	104
7s, 1891	*113	
1st, ext., 7s, 1891		116
Coup., 7s, 1894	115	
Reg., 7s, 1894		117
1st, Pa. Div., cp., 7s, 1917		124
Pa. Div., reg., 7s, 1917		
Del. & H.–Continued–		
Alb. & Susq.–1st, 7s	111	
2d, 7s, 1885	106¼	
1st, cons., guar. 7s, 1906		
1st cons., 6s, 1906	*	115
Reus. & Sar.–1st, coup.	138	
1st, reg., 1921	*139	
Denv. & Rio Gr.–1st, 1900	109⅛	
1st consol., 7s, 1910	91	
Denv. So. F. & Pac.–1st, 7s.	*95	
Det. Mac. & Marq.–1st, 6s		
Land grant, 3½s, S. A.	116	117
E. T. Va. & G.–1st, 7s, 1900		
1st, cons., 5s, 1930	72⅜	72½
Divisional 5s, 1930	92	
Eliz. C. & N.–S.f., deb. c. 6s		
1st, 6s, 1920		92
Eliz. Lex. & Big S.–6s	93	93½
Erie–1st, extended, 7s	*125½	127
2d, extended, 5s, 1919	105½	106½
4th, extended, 5s, 1920	103½	
5th, 7s, 1888		
1st cons., gold, 7s, 1920	125	126
1st cons., fd. coup., 7s		
Reorg., 1st lien, 6s, 1908		
Long Dock b'ds, 7s, '93.		120½
Buff. N. Y. & E.–1st, 1916	131	
N. Y. L. E. & W.–New 2d 6		97
2d, consol., fd. cp., 5s	95	96
But. & S. W.–M. 6s, 1908		
Ev. & T. H.–1st, cons., 6s		98
Fl't & P. M'rq.–M. 6s, 1920		114
Gal. Har. & S. Ant.–1st, 6s		
2d, 7s, 1905	104	
Mex. & Pac.–1st, 5s	*	91½
2d, 6s, 1931		
Gr'n Bay W. & S. P.–1st, 6s	*76	80
Gulf Col. & S. Fe–7s, 1909	112	112½
Han. & St. Jos.–8s, conv.	104¼	
Consol. 6s, 1911	*	105
Hous. & T. C.–1st, M. L., 7s	108½	
1st, West. Div., 7s	105½	
1st, Waco & N., 7s	112	
2d consol., main line, 8s		126
2d, Waco & No., 8s, 1915		
General, 6s, 1921		
Hous. E. & W. Tex.–1st, 7s	91	102
Ill. Cent.–Sp. Div.–Cp. 6s		
Middle Div.–Reg., 5s		
C. St. L. & N. O.–Ten. l., 7s	*113	
1st consol., 7s, 1897	*113	
2d, 7s, 1907	*100	
Gold, 5s, 1951	*102	103
2d Div., 7s, 1894		117
Ced. F. & Minn.–1st, 7s	*	113
Ind. Bl. & W.–1st pref. 7s	118	
1st, 4-5-6s, 1909	86½	88
2d, 4-5-6s, 1909	*73½	74
East'n Div.–6s, 1921	*91½	94
Indianap. D. & Spr.–1st, 7s	100	
2d, 5s, 1911		
Int. & Gt. No.–1st, 6s, gold	107	
Coupon, 6s, 1909	82	83½
Kent'ky Cen.–M., 6s, 1911		
Lake Shore & Mich. So.–		
Mich. S. & N. I.–S.fd., 7s	106¾	
Cleve. & Tol.–Sink. fd.	105½	
New bonds, 7s, 1886	107	107⅞
Cleve. P. & Ash.–7s	113	
Buff. & Erie–New bds.	118	
Kal. & W. Pigeon–1st.	*100	
Det. M. & T.–1st, 7s, 1906		
Lake Shore–Div. bonds	*121	123½
Consol., coup., 1st, 7s	*125¼	125¾
Consol., reg., 1st, 7s	*	126
Consol., coup., 2d, 7s	120⅞	
Consol., reg., 2d, 7s		120
Long Isl. R.–1st, 7s, 1898		118
1st consol., 5s, 1931	98	98¼
Louisv. & N.–Cons. 7s, '98	118	
2d, 7s, gold, 1883	102	
Cecilian Br'ch–7s, 1907	101½	
N. O. & Mob.–1st, 6s, 1930		95
E. H. & N.–1st, 6s, 1919		102
General, 6s, 1930	93	95
Pensac'la Div.–6s, 1920		
St. L. Div.–1st, 6s, 1921	*	98
2d, 3s, 1980		
Nashv. & Dec.–1st, 7s	114½	115½
S. & N. Ala.–S.f., 6s, 1910		
Lebau'n-Knox–6s, 1931	*100	
Louisv. C. & L.–6s, 1931	*100	
L. Erie & W.–1st, 6s, 1919	98	99
Sandusky Div.–6s, 1919		95
Laf. Bl. & M.–1st, 6s, 1919	*98½	100
Louisv. N. Alb. & C.–1st, 6s		102¼
Manhat. B'ch Co.–7s, 1909		88
N. Y. & M. B'h–1st, 7s, '97		125
Marietta & Cin.–1st, 7s.		
1st, sterling		
Metr'p'lit'n El.–1st, 1908		97½
2d, 6s, 1899	83	
Mex. Cen.–1st, 7s, 1911.	*73	
Mich. Cen.–Con., 7s, 1902	125	
Consolidated 5s, 1902	*104	
Equipm't bds., 8s, 1883.		
6s, 1909		
Coupon, 5s, 1931	*100⅜	
Registered, 5s, 1931		
Jack. Lan. & Sag.–6s, '91		
Mil. & No.–1st, 6s, 1910.	90	96
Mil. L. S. & W.–1st, 6s, 1921		98
Minn. & St. L.–1st, 7s, 1927	*119	
Iowa Ext.–1st, 7s, 1909	*115	
2d, 7s, 1891	*100	
S'th'w. Ext.–1st, 7s, 1910	*111	111½
Pac. Ext.–1st, 6s, 1921.	*102	102½
Missouri Kan. & Tex.–		
Gen. con., 6s, 1920	70	
Cons. 7s, 1904-5-6	*105	
Cons. 2d, income, 1911.	57	
H. & Cent. Mo.–1st, '90	*108	108
Mobile & Ohio.–New, 6s.	107¼	
Collat. Trust, 6s, 1892.	*	106
Morgan's La. & T.–1st, 6s		
Nash. Chat. & St. L.–1st, 7s	114	
2d, 6s, 1901		
N. Y. Central–6s, 1883	103½	
6s, 1887	107⅛	
6s, real estate, 1883	*102	102½
6s, subscription, 1883	*102⅛	
N. Y. C. & H.–1st, cp., 7s	130¼	130¾
1st, reg., 1903	130	
Huds. R.–7s, 2d, s.f., '85	106⅞	107¼
Can. So.–1st, int. g'ar. 5s	96⅛	96¼
Harlem–1st, 7s, coup.	*130	
1st, 7s, reg., 1900	*130	
N. Y. Elev'd–1st, 7s, 1906	116	117¼
N. Y. Pa. & O.–Pr. l'n, 6s, '95		
N. Y. C. & N.–Gen., 6s, 1910	46	49
Trust Co., receipts	46	48
N. Y. & New Eng.–1st, 7s	*115	
1st, 6s, 1905		
N. Y. C. & St. L.–1st, 6s, 1921	95½	00
N. Y. W. Sh. & Buff.–Cp. 6s	76	76⅞
Nevada Cent.–1st, 6s		
N. Pac.–G. l. g., 1st, cp. 6s		104⅛
Registered, 6s, 1921		
N. O. Pac.–1st, 6s, g., 1920	87½	88
Norf. & W.–G'l, 6s, 1931.	101	
Ohio & Miss.–Consol. s. f.		118
Consolidated 7s, 1898	*	117¾
2d consolidated 7s, 1911	*120	
1st, Springfield Div., 7s	*	119
Ohio Central–1st, 6s, 1920	*	88
1st Ter'l Tr., 6s, 1920	*	80
1st Min'l Div., 6s, 1921.		
Ohio So.–1st, 6s, 1921		82⅞
Oreg'n & Cal.–1st, 6s, 1921	91	
Or. & Trans'l–6s, '82-1922	93	93¼
Oreg. Imp. Co.–1st, 6s	91	91½
Panama–S.f., sub. 6s, 1910	*103	
Peoria Dec. & Ev.–1st, 6s		
Evans. Div., 1st, 6s, 1920	*95	
Peoria & Pek. U'n–1st, 6s	100	102
Pac. RRs.–Cen. P.–G., 6s	114	114½
San Joaquin Branch		116
Cal. & Oregon–1st, 6s		106
State Aid bds., 7s, '84		
Land grant bonds, 6s.		
West. Pac.–Bonds, 6s.		
So. Pac. of Cal.–1st, 6s.	105	105½
Union Pacific–1st, 6s.	114⅛	
Land grants, 7s, '87-9.	109	
Sinking funds, 8s, '93.	115½	
Registered 8s, 1893.		
Collateral Trust, 6s.	*	103
Kans. Pac.–1st, 6s, '95	*108½	
1st, 6s, 1896	108½	109
Den. Div., 6s, as'd, '99	107¾	108½
1st consol., 6s, 1919.	99½	100
C. Br. U. P.–F. c., 7s, '95	*99½	
At. C. & P.–1st, 6s, 1905		91
At. J. Co. & W.–1st, 6s	*	89½
Oreg. Short L.–1st, 6s	*95	
Ut. So.–Gen., 7s, 1909	101	103
Exten., 1st, 7s, 1909	99	
Mo. Pac.–1st, cons., 6s.	102½	103¾
3d, 7s, 1906		112
Pacific of Mo.–1st, 6s	105	105½
2d, 7s, 1891		113
St. L. & S. F.–2d, 6s, cl. A	*98½	100
3-6s, class C, 1906	95	
3-6s, class B., 1906	95	97¼
1st, 6s, Peirce C. & O.		
Equipment, 7s, 1895.	100	103
Gen. mort., 6s, 1931.	99	99½
So. Pac. of Mo.–1st	103⅜	
Tex. & Pac.–1st, 6s, 1905	104	
Consol., 6s, 1905	91½	94
Income & Ld. gr., reg.	63½	63½
1st, Rio G. Div., 6s, 1930	81⅜	81½
Pennsylvania RR.–		
Pa. Co's guar. 4½s, 1st c.	*95½	96
Registered, 1921		
Pitt. C. & St. L.–1st, c. 7s		
1st, reg., 7s, 1900		
2d, 7s, 1913		
Pitts. Ft. W. & Ch.–1st	136¼	
2d, 7s, 1912	*133	
3d, 7s, 1912	*	131
Clev. & Pitts.–Cons. s. f.	125	126½
4th, sink. fd., 6s, 1892.	108½	
Col. C. & I. C.–1st, consol.	*148	
2d consol., 7s, 1909		
1st, Tr'st Co. ctfs., ass'd		
2d, Tr'st Co. ctfs., ass'd		
1st, Tr't Co. ctfs., suppl.	*116	
St. L. V. & T. H.–1st, g., 7s	114	
2d, 7s, 1898		
2d, guar., 7s, 1898	73	
Pitts. E. & E.–1st, 6s, 1911		
Rome W. & Og.–Con. 1st,	73	
Roch. & Pitts.–1st, 6s, 1921	104	104½
Rich. & Al.–1st, 7s, 1920	76	
Rich. & Danv.–Cons. g., 6s	93½	94¾
Debenture 6s, 1927	63	64¼
Atl. & Ch.–1st, p., 7s, '97		
Incomes, 1900	*76¾	
Scioto Val.–1st, cons., 7s		
St. L. & Iron Mt.–1st, 7s		114
2d, 7s, 1897	108½	
Arkansas Br.–1st, 7s	108	110
Cairo & Fulton–1st, 7s	107	108½
Cairo Ark. & T.–1st, 7s		109¾
Gen. r'y & l. gr., 6s, 1931	*	79
St. L. Alton & T. H.–1st.		
2d, pref., 7s, 1894	*102	
2d, income, 7s, 1894		106
Bellev. & S. Ill.–1st, 8s	*122	
St. P. Minn. & Man.–1st, 7s	108¼	109
2d, 6s, 1909		109
Dakota Ext.–6s, 1910	108½	109
Min's Un.–1st, 6s, 1922		110
St. P. & Dul.–1st, 5s, 1931	*100	
So. Car. Ry.–1st, 6s, 1920	102⅜	103
2d, 6s, 1931	93	95
Tex. Cen.–1st, s.f., 7s, 1909	107	108
1st mort., 7s, 1911	*106	
Tol. Del. & Bur.–Main, 6s	*	55
1st, Dayt. Div., 6s, 1910		
1st, Ter'l trust, 6s, 1910		
Va. Mid.–M. inc., 6s, 1927	52⅝	
Wab. St. L. & P.–Gen'l, 6s	79½	79½
Chic. Div.–5s, 1910		81½
Hav. Div.–6s, 1910	*	87
Tol. P. & W.–1st, 7s, 1917	107	108½
Iowa Div.–6s, 1921		89
Ind'polis Div.–6s, 1921		
Detroit Div.–6s, 1921		
Cairo Div.–5s, 1931		
Wabash–M., 7s, 1909	*	95½
Tol. & W.–1st, ext., 7s	*106	108½
1st, St. L. Div., 7s, '89	*100	100¼
2d, ext., 7s, 1893		100
Equip. b'ds, 7s, 1883	*	80
Consol. conv., 7s, 1907	*92	94
Gt. West.–1st, 7s, '88		103
2d, 7s, 1893		100
Q. & T.–1st, 7s, 1890.		103
Han. & Naples–1st, 7s		
Ill. & So. Ia.–1st Ex., 6s		
St. L. K. C. & N.–R. c. 7s	*107¾	108
Om. Div.–1st, 7s	*102	
Clar'da Br.–6s, 1919		
St. Chas. Br.–1st, 6s		
No. Missouri–1st, 7s.	*	120
West. Un. Tel.–1900, cp.	116	
1900, reg		115⅝
N. W. Telegraph–7s, 1904		
Mut. Un. T.–S. F., 6s, 1911	83	83½
Spring Val. W. W.–1st, 6s		
Oregon RR. & N.–1st, 6s	106¼	106¾

INCOME BONDS.

(*Interest payable if earned.*)

Ala. Cent.–Inc. 6s, 1913.		
Alleg'y Cent.–Inc., 1912.		
Atl. & Pac.–Inc., 1910		
Central of N. J.–1908	81	85
Col. C. & I. C.–Inc. 7s, '90	67	70
Reorg'n Tr'st Co. Cert.		60
Cent. Ia.–Coup. debt ctfs.		
Ch. St. P. & M.–L. g. inc., 6s		
Chic. & E. Ill.–Inc., 1907		
Des M. & Ft. D.–1st, inc., 6s		
Det. Mac. & Marq.–Inc.		
E. T. V. & Ga.–Inc., 6s, 1931	33¾	34½
El. C. & No.–2d, inc., 1970		
G. Bay W. & St. P.–2d, inc.	10	
Ind. Bl. & W.–Inc., 1919		
Consol., Inc., 6s, 1921.		49
Ind'a Dec. & Spr'd–2d inc	30	40
Trust Co. certificates		
Leh. & Wilkesb. Coal–'88	80	
Lake E. & W.–Inc. 7s, '99	40	46
Sand'ky Div.–Inc., 1920	36	
Laf. Bl. & Mun.–Inc. 7s, '99	40	
Mil. L. S. & W.–Incomes		
Mob. & O.–1st prf. debon.		85
2d pref. debentures		49
3d pref. debentures	30	32
4th pref. debentures	*	30
N. Y. Lake E. & W.–Inc. 6s	60	98
N. Y. P. & O.–1st inc. sc., 7s		55
Ohio Cent.–Income, 1920		30
Min'l Div.–Inc. 7s, 1921		
Ohio So.–2d inc., 6s, 1921	25	30
Ogdens. & L. C.–Inc., 1920		
Small		
Peoria D. & Ev.–Inc., 1920	*	60
Evans. Div.–Inc., 1920		63
Peoria & Pek. Un.–Inc., 6s		
Roch. & Pitts.–Inc., 1921	43½	44
Rome W. & Og.–Inc., 7s	42½	
So. Car. Ry.–Inc., 8s, 1931	57½	58
St. Louis I. Mt. & So.–		
1st, 7s, pref., int. accum.	121	
2d, 6s, int. accum'lative	*118	
St'g l. & Ry.–Ser. B., inc. '94		
Plain incomes, 6s, 1898.		37
Sterling Mt. Ry.–Inc., '95		
St. L. A. & T. H.–Div. bds.	74¾	75½
Tol. Del. & B.–Inc., 6s, 1910	*	13½
Dayton Div.–6s, 1910.		
Tex. & st. L.–L. g., inc 1920		

* No price Friday—these are latest quotations made this week.

† Coupons on since 1869.

New York Local Securities.

Bank Stock List.

COMPANIES. Marked thus (*) are not National.	Par.	PRICE. Bid.	Ask.
America*	100	151	155
Amer. Exchange	100	.....	128½
Bowery	100	.....	.....
Broadway	25	.....	.....
Butchers' & Drov's'	25	.....	.....
Central	100	.....	.....
Chase	100	180	.....
Chatham	25	136	.....
Chemical	100	.....	.....
Citizens'	25	119	125
City	100	.....	.....
Commerce	100	15	.....
Continental	100	.....	120
Corn Exchange*	100	.....	.....
East River	25	.....	.....
Eleventh Ward*	25	.....	.....
Fifth	100	.....	.....
Fifth Avenue*	100	.....	.....
First	100	.....	.....
Fourth	100	.....	.....
Fulton	30	.....	.....
Gallatin	50	.....	.....
German American*	75	85	95
German Exchange*	100	.....	.....
Germania*	100	.....	.....
Greenwich*	25	.....	.....
Hanover	100	140	.....
Imp. & Traders'	100	.....	.....
Irving	50	.....	.....
Island City*	50	.....	.....
Leather Manuf'rs'	100	.....	.....
Manhattan*	50	.....	.....
Marine	100	.....	.....
Market	100	.....	.....
Mechanics'	25	.....	.....
Mechanics' & Trads'	25	98	.....
Mercantile	100	115	117
Merchants'	50	.....	.....
Merchants' Exch	50	.....	99
Metropolis*	100	.....	.....
Metropolitan	100	.....	.....
Murray Hill*	100	.....	.....
Nassau*	100	128	.....
New York	100	.....	.....
N. Y. Nat. Exch	100	.....	.....
Ninth	100	.....	.....
North America*	70	.....	101¼
North River*	50	.....	125
Oriental*	25	.....	.....
Pacific*	50	160	.....
Park	100	.....	.....
People's*	25	.....	.....
Phenix	20	.....	.....
Produce*	50	.....	.....
Republic	100	133	140
St. Nicholas*	100	.....	136
Seventh Ward	100	.....	110
Second	100	.....	.....
Shoe & Leather	100	.....	.....
State of New York*	100	.....	.....
Third	100	.....	.....
Tradesmen's	40	.....	115
Union	50	155	.....
United States	100	.....	150
Wall Street	50	.....	105
West Side*	100	.....	.....

Insurance Stock List.
[Prices by E. S. Bailey, 7 Pine St.]

COMPANIES.	Par.	PRICE. Bid.	Ask.
American	50	145	150
Amer. Exchange	100	105	110
Bowery	25	150	165
Broadway	25	174	180
Brooklyn	17	165	175
Citizens'	20	140	150
City	70	109	115
Clinton	100	120	125
Commercial	50	90	97
Continental	100	230	240
Eagle	40	220	240
Empire City	100	70	80
Exchange	30	85	100
Farragut	50	117	125
Firemen's	17	70	80
Firemen's Trust	10	75	85
Franklin & Emp.	100	115	120
German-American	100	190	200
Germania	50	140	145
Globe	50	110	120
Greenwich	25	240	280
Guardian	100	60	65
Hamilton	15	114	117
Hanover	50	130	135
Hoffman	50	80	88
Home	100	140	145
Howard	50	75	80
Importers' & Trad's'	50	80	85
Irving	100	60	70
Jefferson	30	130	135
Kings C'nty (Bkn.)	20	180	210
Knickerbocker	40	70	80
Lamar	100	70	75
Long Isl'd (B'klyn)	50	110	112½
Lorillard	25	55	65
Manufac. & Build.	100	107	113
Manhattan	100	1	5
Mech. & Traders'	25	115	125
Mechanics' (Bklyn)	50	130	140
Mercantile	50	60	70
Merchants'	50	100	110
Montauk (Bklyn.)	50	108	115
Nassau (Bklyn.)	50	140	150
National	37½	85	93
N. Y. Equitable	35	145	150
N. Y. Fire	100	70	80
N. Y. & Boston	100	5	10
New York City	100	60	65
Niagara	50	150	160
North River	25	103	108
Pacific	25	160	170
Park	100	109	117
Peter Cooper	20	158	165
People's	50	108	115
Phenix	50	140	145
Relief	50	60	70
Republic	100	75	85
Rutgers'	25	120	135
Standard	50	100	105
Star	100	70	74
Sterling	100	50	60
Stuyvesant	25	120	126
Tradesmen's	25	65	75
United States	25	130	135
Westchester	10	120	126
Williamsburg City	50	220	260

Gas and City Railroad Stocks and Bonds.
[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date. *	Bid.	Ask.
		$		p.c.			
Brooklyn Gas-Light	25	2,000,000	Var's	5	Nov., '82	114	116
Citizens' Gas-L. (Bklyn.)	20	1,200,000	Var's	3	Jan., '83	75	77
Bonds	1,000	315,000	A. & O.	3½	Oct., '82	105	110
Harlem	50	1,850,000	F. & A	3	Aug., '82	98	100
Jersey City & Hoboken	20	750,000	J. & J.	7½	Jan., '83	155	160
Manhattan	50	4,000,000	J. & J.	5	Dec., '82	230	235
Metropolitan	100	2,500,000	M. & S.	8	Feb., '83	188	190
Bonds	500	750,000	F. & A.	3	.....	105	110
Mutual (N. Y.)	100	3,500,000	Quar.	2½	Jan., '83	116	120
Bonds	1,000	1,500,000	M. & N.	6	1982	103	105
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '82	55	60
Scrip	Var's	700,000	M. & N.	3½	Nov., '82	90	95
New York	100	4,000,000	M. & N.	5	Nov., '82	125	127
People's (Bklyn.)	10	1,000,000	J. & J.	3½	Jan., '76	52	55
Bonds	1,000	375,000	M. & N.	3½	Nov., '82	105	108
Bonds	Var's	125,000	Var's	3	Oct., '82	87	92
Central of New York	50	466,000	F. & A.	3	Aug., '82	80	90
Williamsburg	50	1,000,000	Quar.	1½	Feb., '82	70	.....
Bonds	1,000	1,000,000	A. & O.	3	Oct., '82	100	105
Metropolitan (Bklyn.)	100	1,000,000	M. & N.	3	Jan., '83	81	84
Municipal	100	3,000,000	.....	5	Feb., '83	188	190
Bonds	.....	750,000	M. & N.	6	1888	106	110
Fulton Municipal	100	1,500,000	.....	.....	.....	70	77

[Quotations by H. L. Grant, Broker, 145 Broadway.]

					*		
Bl'cker St. & Fult. F.—Stk	100	900,000	J. & J.	¾	Jan., '83	24	26
1st mort.	1,000	694,000	J. & J.	7	July, 1900	107	112
Br'dway & 7th Av.—St'k.	100	2,100,000	Q.—J.	2	Jan., '83	144	146
1st mort.	1,000	1,500,000	J. & D.	7	June, '84	102	103
Brooklyn City—Stock	10	2,000,000	Q.—F.	3½	Feb., '83	210	216
1st mort.	1,000	300,000	M. & N.	7	.....	102	110
Br'dway (Bkln.)—Stock	100	200,000	Q.—J.	3	Jan., '83	190	200
Bklyn. Crosstown—Stock	100	400,000	Q.—J.	2	Jan., '83	150	.....
1st mort. bonds	1,000	300,000	Q.—J.	7	1888	105	112
Bushw'kAv. (Bkln)—St'k	100	500,000	J. & J.	2½	Jan., '83	150	.....
Cent. Pk. N. & E. Riv.—Stk	100	1,800,000	Q.—J.	2	Jan., '83	143	145½
Consol. mort. bonds	1,000	1,200,000	J. & D.	7	Dec., 1902	115	118
Christ'ph'r&10th St—Stk	100	650,000	F. & A.	2½	Feb., '83	108	112
Bonds	1,000	250,000	J. & J.	7	1898	106	112
DryDk.E.B.& Bat'y—Stk	100	1,200,000	Q.—F.	4	Feb., '83	250	265
1st mort., consol.	500&c.	900,000	J. & D.	7	June, '93	115	117
Eighth Av.—Stock	100	1,000,000	Q.—J.	3	Jan., '83	250	.....
1st mort.	1,000	203,000	J. & J.	7	June, '84	100	110
42d & Grand St. F'ry—Stk	100	748,000	M. & N.	6	Nov., '82	250	.....
1st mort.	1,000	236,000	A. & O.	7	April, '93	110	115
Central Crosstown—Stk.	100	600,000	.....	.....	.....	78	82½
1st mort.	1,000	200,000	M. & N.	7	Nov., 1904	103	108
Houst. W. St. & P. F'y—Stk	100	250,000	.....	.....	.....	80	.....
1st mort.	500	500,000	J. & J.	7	July, '94	110	115
Second Av.—Stock	100	1,199,500	J. & J.	5	Jan., '83	180	185
3d mort.	1,000	150,000	A. & O.	7	April, '85	103	.....
Consol. conv.	1,000	1,050,000	M. & N.	7	Nov., '88	108	108
Sixth Av.—Stock	100	750,000	M. & N.	5	Nov., '82	240	250
1st mort.	1,000	500,000	J. & J.	7	July, '90	110	115
Third Av.—Stock	100	000,000	Q.—F.	5	Feb., '82	270	.....
1st mort.	1,000	2,000,000	J. & J.	7	July, '90	110	113
Twenty-third St.—Stock	100	2600,000	F. & A.	4	Feb., '83	155	162
1st mort.	1,000	250,000	M. & N.	7	May, '93	113	114

* This column shows last dividend on *stocks*, but date of maturity of *bonds*.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.	Bid.	Ask.
BOSTON.		
Atch. & Topeka—1st, 7s.	118¾	119
Land grant, 7s	.....	.....
Atlantic & Pacific—6s	.....	20
Income	.....	.....
Boston & Maine—7s	.....	121¼
6s	.....	.....
Boston & Lowell—7s	.....	.....
6s	.....	.....
Boston & Providence—7s	.....	.....
Burl. & Mo.—Ld. gr., 7s.	116	.....
Nebraska, 6s Ex.	113	.....
Nebraska, 6s	104	.....
Nebraska, 4s	.....	.....
Chic, Burl. & Q.—D. Ex	.....	83¾
Conn. & Passumpsic—7s	.....	.....
Connotton Valley—6s	.....	.....
5s	.....	.....
California Southern—6s	.....	.....
East'rn, Mass.—6s, new	112	113
Fort Scott & Gulf—7s	.....	.....
Hartford & Erie—7s	.....	.....
K. City Lawr. & So.—5s	.....	.....
K. City St. Jo. & C. B.—7s	.....	112½
Little R. & Ft. S.—7s, 1st	90	.....
Mass. Central—6s	21	.....
Mexican Central—7s	.....	71½
N. Y. & N. England—6s	105	105½
7s	.....	114½
N. Mexico & So. Pac.—7s	111½	.....
Ogdensb. & L. Ch.—Con. 6s	.....	.....
Income	.....	.....
Old Colony—7s	.....	.....
6s	.....	.....
Pueblo & Ark. Val.—7s	.....	.....
Rutland—6s, 1st	102½	102¾
Sonora—7s	.....	.....
T. Clnn. & St. L.—1st, 6s	10½	10¾
Income	.....	.....
Dayton Division	.....	.....
Main line	.....	.....
STOCKS.		
Atchison & Topeka	81¼	81¾
Boston & Albany	*175	175½
Boston Clinton & Fitchb.	55	60
Boston & Lowell	92	98
Boston & Maine	.....	131½
Boston & Providence	162½	.....
Cheshire, preferred	.....	.....
Chic. & West Michigan	.....	.....
Cinn. Sandusky & Cleve.	.....	.....
Concord	101	101½
Connecticut River	.....	.....
Conn. & Passumpsic	.....	89
Connotton Valley	.....	.....
Eastern, Mass.	50	.....
Eastern, New Hampsh.	.....	.....
Fitchburg	119	.....
Flint & Pere Marquette	25	.....
Preferred	98¼	99
Fort Scott & Gulf—Pref.	.....	.....
Common	.....	.....
Iowa Falls & Sioux City	.....	85
Little Rock & Ft. Smith	31	.....
Maine Central	.....	.....
Manchester & Lawrence	.....	.....
Marq. Hought'n & Onton.	55½	.....
Preferred	.....	.....
Nashua & Lowell	150	.....
N. Y. & New England	46½	47
Northern of N. Hampsh.	110	.....
Norwich & Worcester	157	.....
Ogdensb. & L. Champlain	.....	.....
Old Colony	.....	135
Portland Saco & Portsm.	112¼	.....
Pullman Palace Car	121	122
Rutland—Preferred	17	18
Revere Beach & Lynn	.....	115
Tol. Cinn. & St. Louis	3¾	3⅞
Verm't & Massachusetts	.....	.....
Worcester & Nashua	.....	.....
Wisconsin Central	22⅝	22¾
Preferred	.....	30
PHILADELPHIA.		
RAILROAD STOCKS. †		
Allegheny Valley	2	5
Buffalo Pittsb. & West'n	16⅝	17
Preferred	31	.....
Camden & Atlantic	.....	.....
Preferred	.....	50
Catawissa	21	.....
1st preferred	57	58
2d preferred	54	56
Delaware & Bound Brook	130	135
East Pennsylvania	.....	.....
Elmira & Williamsport	40	.....
Preferred	55	.....
Har. P. Mt. Joy & Lanc'r	70	.....
Huntingd'n & Broad Top	14½	15
Preferred	.....	30
Lehigh Valley	65⅜	65⅝
Preferred	.....	.....
Little Schuylkill	59	62
Minehill & Sch. Haven	64	.....
Nesquehoning Valley	51¾	52½
Norfolk & West'n—Com.	41⅝	.....
Preferred	55¾	55⅞
Northern Central	55⅜	56
North Pennsylvania	68¼	69
Pennsylvania	61¾	61⅞
Philadelphia & Erie	20	21
Phila. Ger. & Norristown	106	.....
Phila. Newtown & N.Y.	.....	.....
Phila. & Reading	26¼	26⅜
Phila. & Trenton	190	191
Phila. Wilm. & Balt.	61½	61¾
Pittsb. Cin. & St. L.—Com.	.....	.....
St. Paul & Duluth—Com.	35	.....
Preferred	.....	.....
United N. J. Companies	191¾	.....
West Chester—Cons. pref.	.....	.....
West Jersey	.....	50
West Jersey & Atlantic	33	.....
CANAL STOCKS.		
Lehigh Navigation	41	41¼
Pennsylvania	.....	.....
Schuylkill Navigation	.....	.....
Preferred	14¾	15⅜
RAILROAD BONDS.		
Allegh. Val.—7 3-10s, '96	122½	125
7s, E. ext., 1910	122	123
Inc. 7s, end., coup., '94	45	49
Belvid'e Del.—1st, 6s, 1902	.....	121
2d, 6s, 1885	102	.....
3d, 6s, 1887	104	.....
Buff. N. G. & Phil.—1st, 6s	.....	.....
2d, 7s, 1908	.....	.....
Cons. 6s, 1921	.....	.....
1st, Tr. 6s, 1922	.....	.....

SECURITIES.	Bid.	Ask.
Buff. Pitts. & W.—Gen, 6s	.....	.....
Cam. & Amboy—6s, c., '89	.....	.....
Mort., 6s, 1880	112	112½
Cam. & Atl.—1st, 7s, g., '93	119	.....
2d, 6s, 1904	102	.....
Cons., 6 p. c.	.....	.....
Cam. & Burl. Co.—6s, '97.	.....	.....
Catawissa—1st, 7s, con. c.	.....	.....
Chat. M., 10s, 1888	.....	.....
New 7s, reg. & coup.	120	121
Chart'rs V.—1st, 7s, 1901	.....	.....
Connect'g 6s, cp., 1900-04	115	.....
Delaware—6s, rg. & cp., V.	124	125
Del. & Bound Br—1st, 7s	124	.....
East Penn.—1st, 7s, 1888	.....	.....
Easton & Amb'y—5s, 1920	105	107½
El & Wmsp't-1st, 6s, 1910	115	.....
5s, perpetual	.....	.....
Harrisb'g—1st, 6s, 1883	.....	.....
H & B. T.—1st, 7s, g., 1890	.....	.....
Cons. 5s, 1895	.....	88
Ithaca & Ath.—1st, gld., 7s	.....	.....
Junction—1st, 6s, 1882	.....	.....
2d, 6s, 1900	110	.....
Leh. V.—1st, 6s, C. & R., '98	123	.....
2d, 7s, reg., 1910	.....	133
Cons. 6s, C. & R., 1923	123	.....
N. O. Pac.—1st, 6s, 1920	87¾	.....
No. Penn.—1st, 6s, cp., '85	103½	104
2d, 7s, cp 1896	120	.....
Gen., 7s, reg., 1903	124½	125
Gen., 7s, cp., 1903	.....	125
Debenture 6s, reg	104	.....
Norfolk & West.—Gen. 6s	101	.....
Oil City & Chic.—1st, 6s	.....	.....
Oil Creek—1st, 6s, coup.	104	.....
Pennsylv.—Gen., 6s, reg.	126	126¾
Gen, 6s, cp., 1910	.....	124
Cons., 6s, reg., 1905	119½	120½
Cons., 6s, coup., 1905	.....	119
Cons, 5s, reg., 1919	106	.....
Pa. & N. Y. C.—7s, 1896, 7, 1906	120	120¼
	123	.....
Perkiomen—1st, 6s, cp. '87	104	.....
Phil. & Erie—2d, 7s, cp., '88	112½	.....
Cons., 6s, 1920	.....	.....
Cons., 5s, 1920	104½	.....
Phila. Newt. & N.Y.—1st	93	97
Phil. & R.—1st, 6s, 1910	.....	121
2d, 7s, coup., 1893	.....	120
Cons., 7s, reg., 1911	125½	126½
Cons., 7s, coup., 1911	125½	126
Cons., 6s, g., I.R.C. 1911	112	.....
Imp., 6s, g., coup., 1897	90	96¼
Gen., 6s, g., coup., 1908	101	102
Gen., 7s, coup., 1908	92	95
Income, 7s, coup., 1896	.....	83
Cons. 5s, 1st ser., c., 1922	.....	83
Cons. 5s, 2d ser., c., 1933	65	67
Conv. Adj. Scrip, '85-88	83	87
Debenture coup., 1893	.....	75
Deb. coup. off, 1893	.....	.....
Scrip, 1882	113	114
Conv., 7s, R. C., 1893	.....	.....
Conv. 7s, coup. off, 1893	70	75
Conv. 7s, cp. off, Jan., '85	.....	90
Phil. Wil. & Balt.—4s, tr. ct	93½	94
Pitts. Cin. & St. L.—7s, reg	120½	121¼
Pitts. Titus. & B.—7s, cp.	95	96
Rich. & Dan.—Cons. int. 6s	.....	.....
Shamokin V. & Potts.—7s	122	.....
Sunbury & Erie—1st, 7s	.....	.....
Sunb. Has. & W.—1st, 5s	88	.....
2d, 6s, 1938	27	28
Syr. Gen. & Corn.—1st, 7s.	.....	.....
Texas & Pacific—1st, 6s, g.	103	104
Rio Gr. Div.—1930	81¾	.....
Cons, 6s, gold, 1905	93⅝	94
Inc. & L. Gr., 7s, 1915	.....	.....
Union & Titusv.—1st, 7s.	95½	.....
United N. J.—Cons. 6s, '94	.....	.....
Warren & F.—1st, 7s, '96	111	.....
West Chester—Cons. 7s.	117	118
West Jersey—6s, deb. cp.	.....	.....
1st, 6s, coup., 1896	115	.....
1st, 7s, 1899	123	.....
Cons. 6s, 1909	112	.....
W. Jersey & Atl.—1st, 6s, C.	110	110
Western Penn.—6s, coup.	109	109½
6s, P. B., 1896	107	.....
Gen., 7s, coup., 1901	.....	.....
CANAL BONDS.		
Ches. & Del.—1st, 6s, 1886	80	85
Lehigh Nav.—6s, reg., '84.	103	103¼
Mort. RR., reg., 1897	116¼	.....
Cons., 7s, reg., 1911	.....	118½
Greenw'd Tr., 7s, reg.	.....	.....
Morris—Boat Loan rg., '85	.....	.....
Pennsylv.—6s, cp., 1910	85	86
Schuylk. Nav.—1st, 6s, rg.	.....	107
2d, 6s, reg., 1907	89	90
BALTIMORE.		
RAILR'D STOCKS. Par		
Baltimore & Ohio 100	199	209
1st pref.	129	.....
2d pref.	120	.....
Parkersburg Br. 50	8½	9
Northern Central 50	55½	56
Western Maryland 50	14	14¼
Central Ohio—Com. 50	49	.....
Pittsburg & Connellsville	.....	.....
RAILROAD BONDS.		
Atlanta & Charl.—1st	107	107⅜
Inc.	76	78½
Balt. & Ohio—6s, '85, A. & O	105	105¾
Columbia & Greenv.—1sts	101	102
2ds	78	80
N. W. Va.—3d, guar., J. & J.	121⅝	122¼
Pittsb. & Con'ells.—7s, J. & J	104	.....
No. Central—6s, '85, J. & J.	117½	.....
6s, 1900, A. & O.	115	.....
6s, gold, 1900, J. & J.	108	109
Cen. Ohio.—6s, 1st, M. & S.	110½	.....
W. Md.—6s, 1st, g., J. & J.	.....	.....
1st, 1890, J. & J.	.....	.....
2d, guar., J. & J.	110	.....
2d, pref.	.....	.....
2d, guar. by W. Co., J. & J.	.....	.....
6s, 3d, guar., J. & J.	132	133
Mar. & Cin.—7s, '91, F. & A.	104½	104⅝
2d M. & N	53⅞	54⅛
8s, 3d, J. & J.	94½	95½
Richm. & Danv.—Gold, 6s	.....	.....
Union RR.—1st, gua. J. & J	109½	.....
Canton endorsed	101½	102
Virginia & Tenn.—6s	123½	125
8s	120	.....
Wil. & Weldon—Gold, 7s.	110¼	.....
Wilm. C. & Aug.—6s		

* Ex-dividend. † Per share. ‡ In default. § Ex-rights.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "January 1 to latest date" furnish the gross earnings from January 1 to, and including the period mentioned in the second column.

Roads.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo	1883.	1882.	1883.	1882.
		$	$	$	$
Ala.Gt.Southern	February..	81,768	66,731	165,899	127,305
Buff. Pittsb. & W	January...	78,821	62,150	78,821	62,150
Bur.Ced.R.& No.	1st wk Mar	56,.65	50,023	440,668	528,477
Central of Ga...	January...	311,200	332,786	311,200	332,786
Central Iowa....	February..	79,956	96,353	157,265	189,384
Central Pacific.	February.*	1,424,000	1,720,675	3,142,000	3,560,144
Chesap. & Ohio.	February..	250,287	179,053	494,429	387,799
Chicago & Alton	1st wk Mar	150,831	121,791	1,327,262	1,228,518
Chic. Bur. & Q..	January...	1,625,680	1,658,834	1,625,680	1,658,834
Chic. & East. Ill.	1st wk Mar	37,392	34,532	290,724	307,208
Chic.& Gr.Trunk	Wk. Mar. 3	57,713	36,748	423,570	296,763
Chic. Mil &St. P.	1st wk Mar	402,000	335,727	3,019,000	3,146,63 ·
Chic. & Northw.	1st wk Mar	418,700	372,200	3,060,307	3,491,311
Ch.St.P.Min.&O.	1st wk Mar	91,500	87,500	672,100	748,100
Chic. & W. Mich.	4th wk Feb	28,959	27,251	195,173	219,943
Cin.Ind.St.L.&C.	1st wk Mar	50,538	44,885	.....	.....
Clev.Akron& Col	1st wk Mar	10,004	8,295	81,499	73,316
Col. Hock.V.& T.	1st wk Mar	68,432	50,045	486,533	441,237
Danbury & Nor.	January...	17,277	13,417	17,277	13,417
Denv. & Rio Gr.	2d wk Mar	121,700	116,700	1,080,100	1,114,999
Denv.& R.Gr.W.	1st wk Mar	6,100	.....	55,500	.....
Des Mo.& Ft. D.	1st wk Mar	6,692	6 0'8	48,283	70,917
Det. Lan. & No..	4th wk Feb	30,830	30,783	198,171	229,650
Dub. & Sioux C.	1st wk Mar	26,178	21,803	158,636	209,332
Eastern	4th wk Feb	58,035	53,998	515,450	429,238
E.Tenn.Va.&Ga.	1st wk Mar	69,288	56,732	705,792	546,189
Eliz. Lex. & B.S	February..	56,198	26,751	103,526	55,461
Evansv. & T. H.	1st wk Mar	15,310	16,389	118,808	129,942
Flint & P. Marq.	1st wk Mar	48,877	41,048	404,581	372,479
Ft.W. & Denver.	1st wk Mar	6,200	.....	.....	.....
Georgia	February..	143,291	113,777	277,697	235,898
Grand Trunk....	Wk. Mar. 3	321,175	289,713	2,787,383	2,515,301
Gr.Bay W.&St.P.	1st wk Mar	7,197	7,221	53,221	59,301
Gulf Col.&San.Fe	February..	133,590	82,093	295,605	183,029
Hannibal&St.Jo	1st wk Mar	46,383	41,956	409,958	320,248
Hous.E.&W.Tex	February..	21,466	15,290	46,314	33,578
Illinois Cen. (Ill.)	February..	417,420	340,668	1,003,023	1,128,929
Do (Iowa)	February..	121,995	156,606	243,837	315,089
Do So. Div.	February..	362,656	290,724	786,770	563,433
Ind.Bloom.& W	1st wk Mar	71,877	55,226	522,950	426,805
K.C.Ft.S. & Gulf	3d wk Feb.	28,755	27,220	242,080	233,988
L. Erie & West'n	1st wk Mar	29,411	22,086	269,174	248,859
L. R. & Ft.Smith	February..	35,392	33,973	90,763	71,586
L.Rk.M.Riv.& T.	February..	32,000	18,975	67,407	41,575
Long Island....	1st wk Mar	39,749	34,770	297,396	270,503
Louisv.& Nashv.	1st wk Mar	260,700	245,020	2,392,135	2,169,862
Mar.Hough.& O.	January...	19,203	25,441	19,203	25,441
Memp. & Charl.	February..	103 000	97,616	215,996	198,731
Mexican Cent...	2d wk Feb.	39,307	.....	212,715	.....
Do No.Div	4th wk Feb	4,571	.....	31,878	.....
Mexican Nat'l..	1st wk Mar	14,014	.....	118,225	.....
Mil. L.Sh.& West	2d wk Mar	18,240	15,335	166,116	162,851
Missouri Pacific.	1st wk Mar	195,105	123,553	1,548,634	1,145,272
Central Br'ch.	1st wk Mar	31,301	18,228	249,570	147,735
Int. & Gt. No..	1st wk Mar	74,999	65,219	710,683	511,226
Mo. Kan. & T..	1st wk Mar	137,420	111,375	1,175,895	906,213
St.L.Ir.Mt.& S.	1st wk Mar	135,940	132,824	1,323,979	1,150,321
Tex. & Pacific.	1st wk Mar	103,751	79,179	1,054,320	681,701
Whole System	1st wk Mar	678,516	530,379	6,063,081	4,542,470
Mobile & Ohio..	February.	172,200	158,589	388,805	318,265
Nash.Ch.& St.L.§	January...	197,388	170,753	197,388	170,753
N. Y.& N. Engl'd	February..	231,741	217,262	490,007	431,103
Norfolk & West.	1st wk Mar	41,895	35,560	.....	.....
Northern Cent..	January....	499,252	407,368	499,252	407,368
Northern Pacific	1st wk Mar	114,500	84,250	879,627	598,554
Ohio Central....	1st wk Mar	16,585	12,490	168,323	156,770
Ohio & Miss....	February..	283,999	260,139	.....	.....
Ohio Southern..	1st wk Mar	8,159	6,162	79,095	63,669
Oregon & Cal...	January...	82,400	.....	.....	.....
Oregon R.&N.Co	February..	†241,700	289,284	610,300	682,673
Pennsylvania ..	January...	3,929,357	3,373,321	3,929,357	3,373,321
Peo. Dec. & Eve.	4th wk Feb	14,838	13,240	95,990	125,658
Phila. & Read..	January...	1,808,775	1,503,075	1,808,775	1,503,075
Do C. & Iron	January...	951,219	948,391	951,219	948,391
Philadelp.& Erie	January...	319,720	252,727	319,720	252,727
Richm.& Danv..	1st wk Mar	†74,900	†63,6 0	663,905	639,250
Ch'l Col.&Aug.	1st wk Mar	†15,109	†12,641	179,836	147,884
Columb. & Gr.	1st wk Mar	†16,786	†12,860	183,478	160,700
Va. Midland..	1st wk Mar	†16,493	†11,704	227,266	181,881
West No. Car.	1st wk Mar	†3,765	†2,312	51,412	29,302
St. L.Alt. & T.H.	1st wk Mar	31,905	22,657	270,830	232,038
Do (brchs.)	1st wk Mar	17,500	15,012	149,906	138,054
St. Louis & Cairo	4th wk Feb	3,711	1,774	49,028	56,150
St.L.&San Fran.	1st wk Mar	72,768	63,434	587,367	564,872
St. Paul & Dul..	1st wk Mar	19,988	14,119	154,958	133,913
St. P. Minn.& M.	1st wk Mar	131,287	123,028	1,010,662	936,847
Scioto Valley...	1st wk Mar	10,417	9,037	80,124	80,998
South Carolina.	January...	129,432	125,467	129,432	125,467
Tol. Cin. & St. L.	January...	80,002	69,433	80,002	69,433
Union Pacific...	13 dys Mar	945,953	869,431	4,268,357	4,591,265
Utah Central ..	January...	99,181	109,989	99,181	109,989
Vicksb'rg& Mer.	February..	44,709	43,012	95,847	90,321
Wab.St.L.& Pac.	1st wk Mar	307,736	291,256	2,686,277	2,655,989
West Jersey	January...	61,820	53,448	61,820	53,448
Wisconsin Cent.	3d wk Feb	37.099	35.159	.....	.....

* Earnings on 2,895 miles this year against 2,917 in 1882.
† Freight earnings. § All lines included.
‡ Traffic interrupted by floods.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
	$	$	$	$
Mar. 10..	1,187,580 42	914,404 89	125,316,970 11	6,560,707 48
" 12..	1,560,995 13	918,116 12	126,007,119 84	6,512,724 88
" 13..	1,528,773 84	1,148,259 66	126,414,874 59	6,485,840 25
" 14..	1,237,638 39	1,430,191 07	126,168,346 28	6,559,815 88
" 15..	1,000 688 77	783,382 28	126,507,097 41	6,438,371 24
" 16..	1,262,662 33	770,351 93	126,958,343 86	6,479,435 19
Total	7,798,338 88	5 964,705 93	.....	.....

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on March 10:

Banks.	Capital.	Average amount of—				
		Loans and discounts.	Specie.	Legal Tenders	Net dep'ts other than U. S.	Circulation.
	$	$	$	$	$	$
New York.....	2,000,000	9,417,000	1,588,000	534 000	8,8-8 000	468,000
Manhattan Co...	2,050,000	7 124 000	1 002 000	549 000	5,5-0 000	.....
Merchants.....	2,000,000	6,788,000	751 000	550 000	5 470 000	359,300
Mechanics'.....	2,000,000	7,553 000	1,100 000	382,700	6,312 000	.....
Union.....	1,200,000	4, 61 000	203 000	100 000	3,350 000	.....
America.....	3,000,000	9,622,000	700 000	300 000	6 502 000	1,166
Phœnix.....	1,000,000	2,887,000	639 000	64 000	2 581,000	897,600
City.....	1,000,000	8,143,500	1,485,000	493 00	7 671 700	.....
Tradesmen's....	1,000,000	2,93 .500	25 .00	116 500	1 621,0 0	707,500
Fulton	600,000	1,6 .,000	313 400	60 100	1 272 000	.....
Chemical.....	300,000	13,.8 .,100	2,91 .,300	319 100	12 541,000	.....
Merch'nts' Exch.	1,000 000	8,502 200	389 500	881,000	3 070 800	891,700
Gallatin Nation'l	1,000,000	4,321,000	304 300	97 200	4 202 000	768 400
Butchers'&Drov.	300,000	1,640,000	314,300	93 000	1,541,100	240,700
Mechanics' & Tr.	200,000	1,010,000	130 000	116 000	1,0 0 000	128,000
Greenwich.... ...	200,000	590,900	24 700	160 400	915 500	2,000
Leather Man'f'rs	600,000	3,015,600	241 300	241 300	2 154,200	538 600
Seventh Ward...	300,000	1,171,200	142 000	148 200	1 156 100	20,700
State of N. York.	800,000	3,047,700	657 300	114 300	3 974 800	.....
American Exch ..	5,000,000	14,.70,000	1,358 000	467 000	9 984 000	.....
Commerce.....	5,000,000	15 709 300	1 757,300	651 000	9 01 .,000	937 200
Broadway.....	1,000,000	5,244 000	666 8 ..	186 500	3,880 000	580 000
Mercantile.....	1,000,000	6,348,800	1,295 .00	3 0 .,000	6 102 800	793 600
Pacific.....	422,700	2,341,800	257 .00	17 .,000	2,417 200	.....
Republic	1,500,000	6,121,000	1,2 .,000	255 000	3 068 800	900,000
Chatham	450 000	3,580,000	622 000	137,000	3 881 000	45,000
People's.....	200,000	1,566,000	93 500	100 400	1 600 200	5,400
North America..	700,000	2,8 .,300	271 0..	184 000	2 404 000	.....
Hanover	1,000,000	5,126 100	1,330,0..	1,56,,200	8 959 400	150 000
Irving.....	500,000	3,181,700	419,3..	289 .00	2 925 0..	418 500
Metropolitan	3,000,000	13,0 9 900	2,021 0..	625 000	9 854,000	1,224 900
Citizens'.....	500,000	2,45 .,5 0	35 .,8..	234 700	2 189 700	170 000
Nassau	500,000	2,3 .,.. 0	92 7..	247,800	2,55 .,200	.....
Market.....	500,000	2,847,600	547 1..	88,4..	2 408 0..	436,900
St. Nicholas.....	500,000	2,4 0 .,300	178,0..	67 2..	1,915 300	.....
Shoe & Leather..	500,000	2 .9 .00	591 0..	210 .00	3 089 0..	450,000
Corn Exchange..	1,000,000	4 25 .,8..	173 700	180 0..	2 808,600	4,500
Continental.....	1,000,000	5,984,200	1,188,800	13 .,700	6 277 600	450,000
Oriental.....	300,000	2,121,100	85 4..	3.. 2..	1,94 .,200	.....
Marine	400,000	3,404,000	591 0..	19 .,000	3,706 000	270,000
Importers' & Tr..	1,500,000	20,.84,300	5,077,8..	657,000	21,816,200	1,348 900
Park	2,000,000	17 286,400	4,347,600	788 300	21,579 200	45,000
Wall St. Nation'l	500,000	1,670,800	265. 0..	173,300	1,651 700	.....
North River.	240,000	1,6 5 000	22,0..	103,000	1,504,000	.....
East River	250,000	1,292,700	60 700	115,300	942 200	225,000
Fourth National.	3,200,000	17 047,800	3 5 3,1..	717,600	17,301,600	569,900
Central Nat.....	2,000,000	7,6 8,300	236,500	1,142,000	8,236 000	267,000
Second Nation'l	300,000	3,3 6.,000	603 0..	389 000	3,929,000	90,000
Ninth National..	750,000	6,348,100	835,9..	354,000	5,3 .. ,200	597,300
First National..	500,000	15,251,000	3,021,0..	374,000	15,352 000	44 900
Third National..	1,000,000	5,833 200	891,0..	5 9,900	6,034 300	.....
N. Y. Nat. Exch..	300,000	1,415,400	162 300	120 600	1,110,200	269 900
Bowery National	250,000	1,991,100	217,0..	245, 00	1,820,700	225,000
N. York County..	200,000	1,756,500	23 .,0..	5 0,8..	2 054,100	180,000
Germ'n Americ'n	75 .,000	2,403,700	324 4..	48 800	2 113,9..	.....
Chase National..	300,000	5,461 100	1,133,9..	3 4 4,400	6 150,1..	45,000
Fifth Avenue....	100,000	2,0 2,900	46 .,7..	130 3..	2 190 5..	.....
German Exch. ..	200,000	1,705,500	55,000	1 1 .,000	1,848 0..	.....
Germania.....	200,000	1,621,0..	72,8..	137,900	1 696,10..	.....
U. S. Nat.	300,000	5,104 500	1,131,8..	79 3..	5,314 5..	450,000
Lincoln Nat.....	800,000	1,365,000	222,8..	142,300	1,3 0.,700	45 000
Total.....	60,962,700	325,180,000	51,519,7..	17,917,000	208,411,400	16,609 200

* 5 days only.

The deviations from returns of previous week are as follows:

Loans and discounts	Dec. $2,202,300	Net deposits	Dec. $7,849,500
Specie	Dec. 3,813,200	Circulation	Inc. 64,000
Legal tenders	Dec 968,800		

The following are the totals for three weeks:

	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Exp. Clear.
1883.	$	$	$	$	$	$
Feb. 24....	325,391,000	58,504,300	20,023,500	309,27 .,200	16,495,700	649,397,613
Mch. 3....	327,472,300	55,932,900	18,915,8..	303,.23,900	16 5 5,200	760,188,160
" 10	325,185,000	5 .,519,700	17,01 .,0..	298,.11,100	16,6 9,200	748,544,055

Boston Banks.—Following are the totals of the Boston banks.

	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Exp. Clear.
1883.	$	$	$	$	$	$
Feb. 26..	150,154,200	4,814,900	3,919,200	88,0 9,.00	29,086,500	60,721,965
Mch. 5 .	147,75 ,200	4,.60,.00	3,771,200	5 ,417,800	30,153,300	70,044,668
" 12..	145,672,100	4,891,300	3,841,800	84,141,900	30,142,200	65,578,167

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

	Loans.	L. Tenders.	Deposits.	Circulation.	Exp. Clear.
1883.	$	$	$	$	$
Feb. 26.....	75,442,655	18,572,129	61,419,0.0	9,747,850	47,581,856
Mch. 5....	76,8 8,491	17,312,125	64, 70,2.0	9,7 .,4.8	62,3.0,719
" 12.....	75,991,463	17,.04,227	61,9 5,061	9,79 ,.98	53,14..

Unlisted Securities.—Following are quoted at 38 New Street:

	Bid.	Asked.
Amer. Heat & Power .	....	....
Am. Railw'y Imp Co—		
Ex bonds and stock.	17½	....
Atl. & Pac.—6s. 1st....	92½	....
Blocks 35 per cent..	102⅝	105
Cent. Branch.....	85	....
Incomes do	20	....
Bost.H.& E.—New st'k	⅛	⅝
Old.....	¼	½
Buff. N. Y. & Pn.,new	30	33½
Preferred, new.....	61	63
Cal. & Chi. Canal Dock	20	....
Pref	75	82
Chic & Atl.—Stk..	19	....
1st mort.....	95	....
Contin'l'l Cons.—85 p c	50	54
Den.& R.G.R'y—Cons.	8⅜	89
Denver & Rio. Gr.West	21	....
1st mort.	67¼	67⅜
Edison Elec. Light....	300	....
Gn. Pac. R'y., 1st m..	82¼	....
Gal. Houst. & Hen...	....	6½
Gal. Har. & S. Ant....	30	....
Ind. Dec. & Springf...	3	7
Keely Motor	5¼	7¼
Lehigh & Wilkesb. Co.	8	20
Mexican Telegraph	150	170
Mex. Or. Interocan'l & Internat. scrip .	4½	5
Mexican. Nat.....	8	9
Preferred.....	....	35
1st mort.....	48	49
Mich.&O.—Subs.55 p.c	85	105
M.U.St'k Trust Certs..	16	17½
N. J. Southern.....	¾	1⅛
N. J. & N. Y.....	2	3
N.Y.W.Sh.&Buff.—Stk		
del.wh.iss.on old sub	33¼	35
5s	75¾	76¼
Subs. O. & W.. 85 p.c	75⅝	75¾
N.Y.Ch.& St. L.,equip.	101	103⅛
N Y. Sus. & West.—Stk	5	7⅛
Preferred	14	18
1st mort.....	73	74
North Pac. div. bonds.	8-⅝	89½
No. Riv. Const.—90p.c	101¼	101¾
N.Y. & Scranton cons., 100 p.c,ex-b. & st'k.	....	....
Ohio C.—Riv. Div. 1st.	59⅝	60
Incomes.....	14	14½
Oregon Improvem't....	....	....
1st mort.....	....	....
Oregon Sh. Line delivered when issued.....	....	26
Subs. 80 p. c.....	100	....
Pensac. & Atl.....	22½	30
1st mort.....	75	80
Pitts. & Western.	15	19
Rich &D.Ext. subs.70%	50½	59
Roch.&Pitts. cons.,1st	90	90½
St. Jo. & West.....	8	11
Kans. & Neb., 1st...	60	65
do do 2d....	15	....
Tex.&Col.Imp.—60p.c	88	100
ex-bd.....	12½	....
Tex.&St.1st.M &A.Div	....	68
Tol. Cin. & St. Louis..	....	9½
1st mort.....	35	38½
Incomes	....	11
U. S. Elec. Light 1	31½	140
Vicksb'g & Meridian..	4	5
pref	10	....
1st mort.....	93	96¾
2d mort	54	59
Incomes	25	30
Wisconsin Central....	21¾	22½
Pref.....	....	29
1st mort 1st pref ...	75	85½
1st mort	....	81½
2d mort.....	49	55

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The Investors' Supplement *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* Chronicle. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Illinois Central Railroad.

(*For the year ending December* 31, 1882.)

The report of the directors to the shareholders for 1882 states that the gross traffic was $8,905,312, as against $8,586,397 for the year 1881, an increase of $318,914. The passenger traffic shows an increase of $261,991. The net earnings from traffic were $3,660,769, as against $3,227,181 for the year 1881, an increase of $433,587. The net receipts from all sources were $3,988,326.

"From this fund, besides paying the interest on the debt, and the usual dividends on the shares, viz. 3½ per cent on March 1, 1882, and 3½ per cent on September 1, 1882, permanent improvements have been made to the extent of $1,271,451. Included among these are expenditures for increased terminal facilities in Chicago, two additional freight tracks for a distance of 9½ miles, and the extension of the double tracks from Kensington to Monee, 19½ miles, 91·38 miles of track have been laid with steel rails—79·69 miles of road ballasted—526,889 ties placed in the track—a considerable addition made to station grounds—16·21 miles of new sidings laid—4,021 feet of crib wall and 6,243 feet of piling were constructed for protection on lake shore, and a considerable addition made to the company's passenger equipment. After these deductions, there is a balance of income for the year of $155,451. The entire line of the Illinois Central proper, as well as that from Cairo to New Orleans, is now laid with steel rails, and the increased net result shown is largely owing to this fact. The estimated expenditures for betterments in 1883, in Illinois, will probably not exceed $500,000.

"On the 1st January, 1883, this company took formal possession as lessee of the Chicago St. Louis & New Orleans Railroad (which will be known in future as the "Southern Division"), thus increasing its mileage to 1,908·65 miles.

"During the past year $4,422,700 of the stock of the Chicago St. Louis & New Orleans Railroad Company has been exchanged for this company's leased line stock certificates, bearing four per cent interest. Of this sum $1,100,000 was issued against stock formerly held by this company and sold, and the remaining $3,322,700 was exchanged by other holders, thus placing with this company all but $7,300 of the $10,000,000 of stock of the Chicago St. Louis & New Orleans Railroad Company, of which $4,422,700 is pledged against the leased line certificates, and $5,570,000 is the unencumbered property of this company." * * *

"There has been expended during 1882 $108,009 upon the construction of a branch road running to the important manufacturing town of South Chicago. This, as well as the extension of the Middle Division to Bloomington, will be open for business in the early spring. Two important branch lines connecting with the Southern Division are also under construction, one from Jackson, the capital of Mississippi, to Yazoo City, 48 miles, which will be laid with selected iron taken from the track last year and retained for that purpose; the other is a continuation of the Kosciusko Branch from that point to Aberdeen, 97 miles. It is estimated that about $2,000,000 will be required during 1883, in addition to the money already spent and material provided, for these branches." * * *

"During 1882, 23,455·13 acres of land were sold for $114,331·26, an average price of $4 87 per acre. $127,508 has been received from the sales of lands and collections on contracts, and passed to the credit of income. The company now has 206,589 acres remaining unsold." * * *

"Since the close of the year the directors have sold $310,000 of the company's registered 5 per cent Middle Division bonds of 1921, against outlays on this division during 1882. Neither the bonds nor the proceeds of the sale are represented in the accompanying balance sheet.

"The directors have ordered the distribution to the shareholders on July 2, 1883, of stock of the Chicago St. Louis & New Orleans Railroad Company, in the proportion of 17 shares to each 100 shares of Illinois Central Railroad stock, as registered at the close of business on June 15, 1883."

The comparative statistics for four years compiled for the Chronicle are as follows:

ROAD AND EQUIPMENT.

	1879.	1880.	1881.	1882.
Total road operated.	1,286	1,320	1,320	1,330
Locomotives	203	213	224	224
Pass.,mail&exp. cars	175	189	203	225
Freight cars	5,155	5,368	5,951	6,061
Derricks & other cars	21	21	21	21

OPERATIONS AND FISCAL RESULTS.

Operations—	1879.	1880.	1881.	1882.
Passengers carried	1,807,744	2,753,544	4,008,047	4,340,211
Passenger mileage	44,586,972	63,306,528	82,068,222	85,331,954
Freight (tons) moved	2,324,485	2,703,582	2,875,833	2,909,578
Fr'ght (tns) mileage.	335,470,860	381,288,482	386.035,424	417,792,652
Av. rate p. t'n p.mile.	1·52 cts.	1·54 cts.	1·52 cts.	1·42 cts.
Earnings—	$	$	$	$
Passenger	1,368,526	1,591,429	1,775,721	2,037,712
Freight	5,116.962	5,883,123	5,875,649	5,918,152
Mail, express, &c.	763,695	847,575	935,027	949,448
Total gross earn'gs	7,249,183	8,322,127	8,586,397	8,905,312
Operating expenses—	$	$	$	$
Maint'nce of way,&c.	706,106	902,207	958,646	771,925
Maint'nce of equip.	519,877	658,709	757.788	789,257
Transportat'n exp'ns	1,558,332	1,845,359	2,134,301	2,005,197
Miscellaneous	257,105	284,013	307,431	432,187
Total	3,041,470	3,690,287	4,158,166	3,998,566
Net earnings	4,207,763	4,631,840	4,428,231	4,906,746
P.c. of op. ex. to e'ngs	41·95	44·34	48·42	44·91

INCOME ACCOUNT.

	1879.	1880.	1881.	1882.
Receipts—	$	$	$	$
Net earnings	4,207,763	4,631,840	4,428,231	4,906,746
Interest	102,321	112,000	161,105	181,825
Miscellaneous	113,461	165,551	286,224	145,732
Total net income	4,423,545	4,909,391	4,875,560	5,234,303
Disbursements—	$	$	$	$
Rent'ls pd.on fa.lines	615,830	708,702	735,696	761,227
Interest on debt	669,484	672,600	668,000	531,000
Taxes	395,011	444.125	465,352	484,750
Dividends	1,740,000	1,740,000	2,030,000	2,030,000
Construction in Illinois during year	386,016	842,323	925,380	1,271,452
Total disbursem'ts	3,806,341	4,407,750	4,824,428	5,078,429
Balance, surplus	617,204	501,641	51,132	155,874

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—	1879.	1880.	1881.	1882.
Railroad, buildings, equipment, &c.	$ 33,956,782	$ 34,040,853	$ 34,080,728	$ 34,190,295
Springfield Division.	1,600,000	1,600,000	1,600,000	1,600,000
Middle Division	200,000	200,000	500,000	1,355,355
Southern Division	.....	.....	.....	28,000,000
W. & E. Division	.....	.....	.....	141,000
Stocks owned	6,745,943	2,668,000	2,668,000	*4,456,000
Bonds owned		6,631,522	3,632,000	†5,028,000
Materials, fuel, &c.	429,109	479,269	534,678	841,977
Assets in Chicago	.....	119,503	195,008	180,871
Assets in New York	862,764	882,154	921,256	922,471
Assets in N. Orleans.	.....	.....	.....	114,213
Assets in Ins. fund	24,656	45,143	61,963	65,185
Total	43,819,254	46,666,444	44,193,633	76,895,367
Liabilities—	$	$	$	$
Stock, common	29,000,000	29,000,000	29,000,000	29,000,000
Bonds (see Sup'm't)	12,100,000	12,004,000	9,919,500	‡9,831,000
Chic. St. L.&N.O. st'k	.....	.....	.....	10,000,000
Chic. St. L.&N.O. bd's	.....	.....	.....	18.000,000
Dividends	.....	.....	.....	1,160,000
Insurance fund	24,656	45,143	61,963	65,185
Miscell's liabilities	117,229	222,212	.....	.....
Bal. surplus account	504,530	5,395,089	5,212,170	8,839,182
Bal. income account	2,072,839			
Total liabilities	43,819,254	46,666,444	44,193,633	76,895 367

* 55,700 shares Chicago St. Louis & N. O. RR. Co. at 80 per cent.
† Chic. St. L. & N. O. 5 per cent gold bonds of 1951.
‡ Of this amount $31,000 bonds have been called in.

St. Louis & San Francisco Railway.

(*For the year ending Dec.* 31, 1882.)

The annual report for 1882, just issued, presents the following condensed statement of the earnings and expenses for that year in comparison with those of the preceding year:

MAIN LINE AND BRANCHES.

	1882.	1881.	*Inc. or Dec.*
Gross earnings	$3,572,240	$3,160,523	Inc.$411,717
Operating expenses	$1,420,722	$1,335,182	Inc. $85,539
Expenses New York office	34,013	33,907	Dec. 1.864
Taxes	81,125	93,987	Dec. 12,862
Net earnings	$2,036,349	$1,695,444	Inc.$340,904
Deduct improvements	89,890	152,886	Dec. 62,996
Net surplus earnings	$1,946,458	$1,542,558	Inc.$403,900

Mr. E. F. Winslow, the President, says in his report: "The aggregate of earnings, both gross and net, for 1882 was the largest in the history of the company. A small proportion only of the favorable results above shown for 1882 was attained during the first six months of that year. Owing to the partial failure of the crops of the preceding year the traffic on our lines in the period named was greatly curtailed. During that period, also, the percentage of operating expenses was considerably larger than the average of the same for the year. In the latter half of the year a very great change in this respect was effected, reducing all expenses and taxes for the whole year to 43 per cent of gross earnings." * * *

"To the surplus earnings for the past year, as stated ($1,946,458), there was added $36,609 for income and profits from other sources (not including dividends on the first preferred stock in the company's treasury). There was paid or appropriated $1,080,841 for interest and sinking funds for the year on the bonded indebtedness, and also $294,752 for two semi-annual dividends of three and one half (3½) per cent each on the first preferred stock outstanding. The payment of these sums, together with others chargeable to income account, as shown by statement of that account herewith, leaves $543,561. By reason of the transfer of $40,000 of interest on Wichita bonds accrued to January 1, 1882, from rental account to general income account, the balance of the income account for the year is shown by the statement to be $503,561. The last semi-annual dividend, payable Feb. 1, 1883, is the fifth that has been declared in consecutive order." * * *

"The changes in the bonded indebtedness since the state-

ment given in my last annual report have been as follows: The amount of equipment bonds outstanding Dec. 31, 1882, was $603,000 against $639,000 at the same date in the preceding year, there having been issued $42,000 additional of these bonds during the year, and $78,000 of outstanding bonds during the same time having been purchased and canceled by the trustees with moneys in the sinking fund.

"In the financial statement it will be noticed that bills payable are stated at $1,120,391. This is for indebtedness incurred for new construction and equipment under the general mortgage, and in anticipation of the sale of the bonds under that mortgage. In addition to the $2,500,000 of these bonds shown to be issued and outstanding, the company has given to the syndicate which purchased the same an option to call for and take an additional $1,500,000. The time of this option is as yet unexpired, and meantime the company has agreed to suspend any other sales of the same. The total amount which the company may issue to this time is $5,000,000. The indebtedness referred to under the head of bills payable is principally secured by the pledge of the general mortgage bonds, the sales of which are thus held in abeyance. And, in connection with this matter, it is important to note, and attention is particularly called thereto, that, on the contra side of the statement, there is shown a large amount of available resources as an offset to such indebtedness. The aggregrate value of these resources, large as it is in excess of the amount of the indebtedness to be met, does not include the value of the bonds pledged for the latter (and of others of the same description which the company is now entitled to issue), nor of $360,000 of the company's equipment bonds unsold, nor of any of the shares of the capital stock of the company owned by it as hereafter stated; besides which there are large amounts, the proceeds of land sales, shortly to be received, as well as other assets of considerable value, under agreements which have been made, and which are soon to be consummated.

"In the last report the amount of the general mortgage bonds outstanding Dec. 31, 1881, was stated at $1,000,000, the same bearing interest at the rate of five per cent per annum. It was subsequently found to be necessary and expedient to raise the rate of interest on the earlier issue of bonds under this mortgage from five to six per cent, as is authorized by the terms and provisions of the instrument, and as duly sanctioned and directed by the stockholders. The directors accordingly took due action in the premises, and the first $1,000,000 of the bonds issued, at five per cent, has been called in and canceled, and, in place thereof, an issue of a like amount of general mortgage, six per cent bonds has been made. There has also, during the past year, been a further issue of $1,500,000 of such bonds, and the total amount of the same outstanding Dec. 31, 1882, is $2,500,000. The entire proceeds of the sale of these bonds have been used for the construction and equipment of new lines and extensions as prescribed by the mortgage, reference to which is hereinafter more fully made." * * *

"In my last report I stated the measures which had been taken and were then pending looking to the consolidations of the companies owning the various branch lines operated by this company, and the subsequent consolidation with or acquisition by this company of the same. These have all been duly consummated, and at the last annual meeting of our stockholders all further necessary action on the part of this company in these particulars was duly taken.

The lines of road thus acquired are as follows:

From Plymouth, Mo., to Fort Smith, Ark.....miles.	133
" Oswego to Wichita, Kans.....	145
" Galena to Girard, Kans.....	47

and the same, together with all the rights, franchises and properties pertaining thereto, are now owned and controlled by this company."

The work of new construction during the past year has been as follows:

Pacific to St. Louis.—Distance, 34 miles; eight and one-half miles eastwardly from Pacific have been completed, and further work has been and is now being done.

Arkansas Division.—The work on this line, from Brentwood to Fort Smith, a distance of 45½ miles, has been completed during the year, and the whole line is now in operation to the latter point.

White River Branch.—This is a road extending in a southerly direction from Springfield on the main line, which was recently determined upon, and is projected at this time for a distance of about 35 miles. Twenty miles are now completed and were opened for traffic shortly before the close of the year.

Sixty-five miles additional of the Central division of the Atlantic & Pacific road from Vinita to Tulsa, on the Arkansas River (99 miles in all), in the Indian Territory, were recently completed and are now in operation from the western terminus of the St. & S. F. main line at Seneca, and it is proposed to continue the further extension of the same.

"The sales of the company's lands during the past year have amounted to 225,369 acres for the sum of $360,294, and 335 town lots were sold for $6,776; total sales, $367,071.

"In my last annual report mention was made of a negotiation then pending for the sale of a large body of lands to a company of Scotch settlers. This was duly consummated, the sale embracing about 165,000 acres of lands, and being the second sale by this company to parties representing similar interests. The agent acting for these parties has just exercised their option to take about 170,000 acres more of our lands, and the company has also just concluded negotiations for the sale of about 150,000 acres additional to a party of American capitalists. Both transactions will be closed at an early date."

ASSETS OF THE LAND DEPARTMENT DEC. 31, 1882.

South Pacific lands.....acres	405,741
Atlantic & Pacific lands.....	80,479
On hand Dec. 31, 1882.....	486,220
Estimated value of the above.....	$891,901
Town lots on hand Dec. 31, 1882.....	1,901
Estimated value of same at $50 per lot.....	$95,050
Contracts on hand Dec. 31, 1882—	
South Pacific lands, value.....	$513,228
Atlantic & Pacific lands, value.....	50,079
	$563,307

The comparative statistics for three years, prepared for the CHRONICLE, are as follows:

	1880.	1881.	1882.
Miles operated.....	599	661	725
OPERATIONS AND FISCAL RESULTS.			
Operations—	1880.	1881.	1882.
Passengers carried.....	184,744	203,228	348,811
Passenger mileage.....	11,886,882	18,529,140	20,148,500
Rate per passenger per mile.....	3·57 cts.	3·59 cts.	3·68 cts.
Freight (tons) moved.....	636,686	683,544	753,573
Freight (tons) mileage.....	109,178,009	123,867,774	137,334,335
Average rate per ton per mile.....	1·99 cts.	1·80 cts.	1·93 cts.
Earnings—	$	$	$
Passenger.....	424,102	665,331	741,388
Freight.....	2,180,333	2,342,610	2,618,383
Mail, express, &c.....	93,936	152,582	182,469
Total gross earnings.....	2,698,371	3,160,523	3,572,240
Operating expenses—	$	$	$
Maintenance of way, &c.....	439,582	447,578	461,535
Equipment and motive power.....	376,199	437,899	470,196
Transportation expenses.....	302,184	382,383	421,125
Taxes.....	42,342	93,988	81,125
General and miscellaneous.....	123,766	103,231	101,609
Extraordinary.....	222,116	152,887	89,871
Total.....	1,506,169	1,617,966	1,625,781
Net earnings.....	1,192,202	1,542,557	1,946,459

INCOME ACCOUNT.

	1880.	1881.	1882.
Receipts—	$	$	$
Net earnings.....	1,192,202	1,542,557	1,946,459
Other receipts.....	25,598	50,648	56,857
Total net income.....	1,217,800	1,593,205	2,003,316
Disbursements—			
Interest on debt and sinking fund	705,950	821,492	1,071,815
Int. accrued, not due, to Dec. 31.	101,254	109,805	49,026
Dividends.....	157,500	315,000	315,000
Miscellaneous.....	105,022	162,575	63,913
Total disbursements.....	1,069,726	1,408,932	1,499,754
Balance, surplus.....	148,074	184,273	503,562

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1880.	1881.	1882.
Assets—	$	$	$
Railroad, buildings, equipm't, &c.	38,015,382	38,280,340	42,061,662
Stocks owned, cost.....	1,121,625	1,121,585	551,785
Bonds owned, cost.....	402,344	483,551	†469,556
Bills receivable.....	710,685	710,685	1,032,512
Materials, fuel, &c.....	138,407	154,656	108,756
Cash on hand.....	873,428	271,911	156,848
Sundry construction accounts.....	3,245,232	4,126,135	4,634,935
Accounts receivable.....	100,092	82,653	81,458
Miscellaneous items.....	84,269	83,319	188,451
Total.....	44,690,464	45,815,134	49,285,363
Liabilities—			
Stock, common.....	10,500,000	10,500,000	10,500,000
Stock, preferred.....	10,000,000	10,000,000	10,000,000
Stock, 1st preferred.....	4,500,000	4,500,000	4,500,000
Funded debt (see SUPPLEMENT)..	17,900,000	18,650,000	20,361,000
Interest accr'd to Dec. 31, not due	141,251	149,865	158,891
Coupons due.....	223,394	225,145	297,445
Due for current operations.....	217,847	247,863	289,916
Bills payable and loans.....	.....	.....	1,120,391
Land Department.....	.....	.....	451,977
Dividends.....	144,694	144,735	152,212
Construction accounts.....	341,627	.....	.....
All other dues and accounts.....	96,613	286,992	76,135
Balance of income account.....	625,005	910,534	1,374,096
Total liabilities.....	44,690,464	45,815,134	49,285,363

* Stocks owned as follows: St. Louis & San Francisco com., $106,900; pref., $231,600; 1st pref. $213,285.

† Bonds owned are St. Louis Wichita & Western.

The above balance sheet does not include the land department assets, which are estimated by the company as follows:

	1880.	1881.	1882.
Lands.....	$2,036,312	$1,749,455	$891,962
Town lots.....	50,240	44,720	95,050
Contracts.....	637,702	545,925	583,307
Cash balance.....	43,982	177,403	460,052
	$2,767,636	$2,517,503	$2,019,371
Less land deb. bonds outstanding	118,000	.....	.....
Value of assets.....	$2,649,636	$2,517,503	$2,019,371

GENERAL INVESTMENT NEWS.

Boston & Maine—Eastern.—At Boston, March 13, at a meeting of the directors of the Eastern Railway Company, an agreement for a consolidation of that road with the Boston & Maine Railroad Company was adopted, and a special meeting of the stockholders to ratify the same was called for March 28. The Boston & Maine Railroad Company has already ratified this agreement. The *Traveler* says: "The basis of the consolidation is 7 per cent to the Boston & Maine Railroad, the interest on the Eastern Railroad bonds, payment of the fixed charges on both roads, and 6 per cent out of the surplus to the Eastern Railroad."

Canada Southern.—This company owns all the bonds of its side lines except some seventy or eighty, which are in litiga-

tion. Its mortgage of $14,000,000, the friends of the company say, in effect covers its side lines, since their bonds were taken up by means of the C. S. bonds and the C. S. mortgage itself is drawn so as to cover the C. S. interest in these side lines. The C. S. bonds are, therefore, in this view a lien upon some 400 miles of road,—or at the rate of about $35,000 a mile. The interest (not principal) is guaranteed by the New York Central & Hudson River Railroad Company for twenty years from Jan. 1, 1878, and under the recent traffic agreement with the Michigan Central Railroad Company, that company virtually guarantees it for twenty-one years from Jan. 1, 1883. But, aside from all guarantees, the Canada Southern road has in the past two years earned more than the full interest charge on its bonds. During January and February the car movement on the Canada Southern was increased over 70 per cent in comparison with the same months of 1882, and the business could be increased much more if equipment could be obtained rapidly enough. Thirteen new engines were placed on the C. S. in January and ten in February, and yet the motive power is reported not sufficient for the business offering. Canada Southern 5 per cent bonds are lower than many of the first-class 5 per cent bonds not bearing any guarantees.

Central New Jersey.—The figures given below are from the report filed with the State Comptroller of New Jersey. They are only for the lines in New Jersey and show very little. Since this company went into the receiver's hands in February, 1877, there has been no full report of its operations. This calls for some explanation, as the court and its officers are supposed to be the protectors of such property for the benefit of the stock and bond holders and creditors. What holder of stock or bonds has any information to-day as to the real income account of the Central Railroad of New Jersey in any of the past five years? Such secrecy in regard to a property under the control of a court of equity seems unpardonable. The following is a synopsis of the report on the lines of the company operated in the State of New Jersey for the year ending December 31, 1882, filed with the State Comptroller at Trenton:

	1882	1881.
Gross earnings	$6,460,155	$6,594.883
Operating expenses	3,765,335	4,364,235
Net earnings	$2,694,819	$2,230,648

Charleston & Savannah.—At the annual meeting last week the resolution authorizing the issue of the $150,000 of first mortgage bonds, to take up the pressing judgments, was adopted. It was also resolved to increase the authorized amount of bonds to $1,000,000 for the purpose of buying new equipment and improving the road. The President reported that last year's earnings were about $50,000 more than those of the previous year.

Chicago Burlington & Quincy.—Earnings for the month of January, 1883, were as follows, compared with corresponding time last year:

	Gross earnings.	*Expenses.*	*Net earnings.*
1883	$1,625,680	$818,283	$807,396
1882	1,658,833	888,918	769,914

Chicago & Eastern Illinois—Chicago Danville & Vincennes.—The following was in the press dispatches from Chicago March 14: In the case of the trustees, Fosdick and Fish, against the Chicago Danville & Vincennes Railroad Company, Judge Blodgett, of the Federal Court, to-day made a number of rulings. The Court denied the motion of the stockholders of the old Danville & Vincennes Railroad that the property be ordered back into the hands of a receiver, on the ground that the Chicago & Eastern Illinois Railroad Company is a responsible corporation. The Court also denied the motion for reference to a master in chancery, pending the hearing of a case in which the Chicago & Eastern Illinois Railroad Company is defendant; also the motion to strike the bill from the files, on the ground that the Chicago & Eastern Illinois Company claimed to be *bona fide* purchasers, and might have a right to a decree,

Chicago Milwaukee & St. Paul.—United States Commissioner Ryan, special master in the old suit of Barnes et al. vs. the St. Paul road et al., returned a report favorable to the bondholders. The report amounts practically to a decision, and contains the following points: All bonds embraced in the claims of Mathew H. Robertson, William H. Sisson, A. S. Bright, A. T. Gunnison, Andrew J. Riker, August V. Suelflohn, M. M. Comstock, Marie Christie Emmons, Reid & Smith, and J. H. Tesch, and genuine bonds of the La Crosse and the Milwaukee Company, secured by mortgages or deeds of trust to Wm. Barnes, and that all said bonds were issued and negotiated *bona fide* for value, by the La Crosse Company; that all of the bonds referred to in the last finding of a former decree of Court are embraced in $259,000 bonds, as to which the plea of defendant, the St. Paul Company, has been overruled by this court; that none of said bonds have ever been converted into stock of the Milwaukee, Minnesota Company to be surrendered to be canceled, but that all of said bonds are now held and owned in good faith by the respective persons claiming under them; that no valid, legal or equitable defense has been presented before the master as to any of said bonds, or claim based thereon, that said claim upon bonds presented as justly due, and in equity ought to be enforced against the property given as security in said mortgages; that each of the claimants has a claim against such security to the amount of the principal of his books, forty-nine coupons and interest on coupons from the dates of their maturity to this date.

The counsel of the St. Paul company said the case would be immediately appealed to the U. S. Supreme Court, and probably reversed.

Cleveland Lorain & Wheeling.—At Cleveland, Ohio, March 14, the board of directors of this road, successor to the Cleveland Tuscarawas Valley & Wheeling road, organized by electing Selah Chamberlain, President; W. S. Streator, Vice-President; Oscar Townsend, General Manager; C. D. Cutter, Secretary and Treasurer; W. H. Park, Auditor; and William Thornby, Superintendent.

Connotton Valley.—The new subscription for $760,000 having failed to realize quite $300,000, the directors have issued the following circular letter: "The subscription to the securities offered under the circular of this company, dated Feb. 15, 1883, being insufficient to carry out the entire plan, the organization of the company to build the railroad to Lanesville will be for the present postponed. Your subscription will, as contemplated by the circular, with your consent, be applied to the completion of the subscriptions to the Boston Car Trust Association and the Cleveland Terminal Trust Association, and be ratably divided between them."

The Straitsville division of the road is now completed to a point five miles from Coshocton, and trains are running to Buena Vista. The company will have sufficient funds to finish and equip the road and extend the line at the Cleveland end. The business of the road is increasing, particularly the coal tonnage. * * * —*Boston Herald.*

Erie—"Nickel-Plate."—A fast freight line is to be put on the New York Lake Erie & Western and the New York Chicago & St. Louis (Nickel-Plate) railroads, and trains will begin running about April between New York and Chicago and intermediate and tributary points. It will be known as the "Traders' Dispatch." The contract was signed for the Erie by George R. Blanchard, the Vice-President, and for the New York Chicago & St. Louis by William K. Vanderbilt, the President. Four thousand cars will be put into the service at the outset, an officer of the Erie said, and more will be added as needed. The time and rates will be the same as by other lines. The main points besides New York & Chicago from which freight will be taken will be Boston, Philadelphia and St. Louis. Among the other roads that will participate in the arrangement will be the Lehigh Valley, the New York & New England, the Fitchburg, the Boston Hoosac Tunnel & Western, the Delaware & Hudson Canal Company's roads and the Cincinnati Hamilton & Dayton. * *—*N. Y. Times.*

Kansas City Fort Scott & Gulf.—Track-laying on the Memphis extension of the Kansas City Fort Scott & Gulf Railroad has been completed to the station of Koshkonong, 152 miles east of Springfield, Mo. From Koshkonong to Memphis the distance is 152 miles, of which about 40 miles of the track has been laid, which leaves 112 miles of track yet to be put down. The entire length of the road between Kansas City and Memphis will be 482 miles.

Lamoille Valley Extension Co.—At St. Johnsbury, Vt., March 13, the annual meeting of stockholders of this railroad company was held. It was voted to issue bonds to the amount of $350,000, to complete the road, and accept of the Phelps-Vanderbilt contract, which leases the road on completion in perpetuity to the Ogdensburg & Lake Champlain railroad. This road forms a connection between the Ogdensburg & Lake Champlain and the St. Johnsbury & Lake Champlain railroads, forming a through line from the West to the seaboard. Contracts have been made and work begun, and it is expected the road will be completed by the first of September next.

Missouri—Hannibal & St. Joseph Bonds.—The State Auditor says, in reference to the payment of interest on the Hannibal & St. Joseph Railroad State Bonds, that the Board of Fund Commissioners still adhere to the resolution adopted on that subject on the 14th day of January, 1883, viz.: "The question is now in litigation before his honor, Judge McCreary, in the United States District Court, and will again be heard at the March term proximo, and at present the Fund Commissioners are not disposed to take any action in the matter until it is disposed of by the Court."

Missouri Pacific.—The annual meeting of stockholders was held at the general offices of the company in St. Louis, March 13, and 245,171 shares of stock were represented. The following directors were elected, being the same as those composing the board during the previous year: Jay Gould; R. S. Hayes, St. Louis; A. L. Hopkins, Russell Sage, Fred. L. Ames, William F. Buckley, Sidney Dillon, Thomas T. Eckert, George J. Forrest, Samuel Sloan, H. G. Marquand, George J. Gould; S. H. H. Clark, Omaha, Neb.

The following exhibits the salient points in the report of the operations of the road submitted by Captain R. S. Hayes, First Vice-President: The mileage operated Dec. 31, 1882, comprised 990 miles, an increase during the year of 205 miles. The equipment at the close of the year was: Locomotives, 152; passenger cars, 81; baggage, mail and express cars, 30; stock cars, 533; box cars, 2,474; flat and coal cars, 1,475; cabooses, 93; road service cars, 27; refrigerator cars, 100; total cars, 4,813, together with three transfer and ferry boats. The capital stock of the company on Dec. 31, 1882, was $29,958,900. Amount of funded debt Dec. 31, 1882, was $25,379,000.

The reports of gross and net earnings are compared with 1881, but the comparison does not amount to much, since the receipts from "miscellaneous" sources in 1881 constituted so large a part of the income.

The gross earnings for the year were $8,094,618, showing an increase of $1,372,141.

The operating expenses for the year (including improvements, betterments, taxes, &c.), were $4,476,210, showing an

increase of $848,055. Ratio of operating expenses to earnings (including improvements, betterments, taxes, &c.), 55 The cost of all improvements and betterments was charged to "operating expenses," there being no improvement or betterment account, and no expenditure was charged to "construction," excepting the first cost of the roads constructed, with their equipment. Total amount of improvements and betterments included in "operating expenses," $409,799. The net earnings for the year (after payment of expenses, taxes and cost of improvements and betterments), were $3,618,408, showing an increase of $549,573. The main track contained at the close of the year 718 miles of steel, or 72 per cent.

A second track from St. Louis to Laclede (eight miles) was completed with steel rails, ballast and iron bridges. All construction in progress during the year was finished, with the exception of the extension of the Jefferson City Leavenworth & Southwestern Railway from Cooper to Osage River, about six miles of which will soon be completed.

Natchez Jackson & Columbus.—This Railroad Company has completed its road from Natchez to Jackson, Miss., 100 miles, and commenced running through trains early in November, 1882. Forty miles of the road were built during last year. Total cost of road and equipment, $1,095,489 to 1st January, 1883.

The funded debt is	$201,900
Floating debt	170,561
Bonds of City of Natchez for which the company is liable	225,000
Total	$597,461

GROSS EARNINGS.

Freight	$75,690
Passengers	24,343
Miscellaneous	4,154
Total	$104,188
Operating expenses	65,865
Net earnings	$38,323

Gross receipts for the months of November and December, when the road was opened to Jackson:

Freight	$26,261
Passengers	8,716
Total	$34,978

N. Y. Mutual Gas Light Co.—This company has canceled a $1,000,000 mortgage which had been put upon its works on the East River, at Eleventh and Twelfth streets, its pipes, franchises, &c, to secure an old issue of bonds, and recorded a new mortgage for $1,500,000 to Cornelius Vanderbilt and George J. Forrest, to secure a new issue of 6 per cent bonds of the par value of $1,000 each, issued in November last and payable in 1902.

New York & Sea Beach.—This road will be sold at public sale in New York, March 20, by George S. Bowdoin and J. W. Smith, trustees. The road extends from Bay Ridge, N. Y., to Coney Island, 6 miles, and the property includes the dock and 4½ acres of land at Bay Ridge, and the Palace Hotel at the Coney Island terminus. The funded debt consists of $200,000 first mortgage bonds, $200,000 second mortgage bonds and about $30,000 real estate mortgages.—*Railroad Gazette.*

Ohio & Mississippi.—The following is the report for February of John M. Douglas, Receiver of the O. & M. Railroad Company, filed in the United States Circuit Court:

RECEIPTS.		DISBURSEMENTS.	
Cash on hand Feb. 1, '83.	$119,425	Vouchers paid subsequ'nt to Nov. 17, 1876	$156,545
Received from agents	298,824	Remit'd to N.Y. to pay co'p	100,000
Conductors	7,992	Pay-rolls	149,630
Individuals, &c	26,348	Arrearages	564
Am. Express Co	803	Cash on hand March 1, '83	47,404
Adm'rs P. Zinn	750		
Total	$454,145	Total	$454,145

Railroad Construction (New.)—The latest information of the completion of track on new railroad is as follows:

Des Moines Osceola & Southern.—Extended from Davis City, Iowa, southwest to Decatur, 25 miles. Gauge 3 feet.

Kansas City Fort Scott & Gulf.—This company's Memphis line is extended from West Plains, Mo., southeast to Koshkonong, 11 miles.

Norfolk & Western.—The New River division is extended northwest to Pocahontas, Va., 7 miles.

Pittsburg McKeesport & Youghiogheny.—Track laid from West Newton, Pa., Northwest to Boston, 18 miles.

St. Louis & San Francisco.—Extended from Pacific, Mo., east to Eureka, 7 miles.

This is a total of 68 miles, making 329 miles thus far reported for 1883, against 823 miles reported at the corresponding time in 1882, 427 miles in 1881, 733 miles in 1880 and 204 miles in 1879.—*Railroad Gazette.*

Richmond & Danville System.—The increase in net earnings on the Richmond & Danville system of roads is quite extraordinary. Not only are the gross earnings much larger than in 1882, but with this improvement there is also a large decrease in expenses, resulting in an increase of the reported net earnings of nearly 90 per cent in the two months. The following is a comparative statement of the gross and net earnings in February, and for the two months—January and February, in 1883 and 1882:

GROSS EARNINGS.

	February.		Two Months.	
	1883.	1882.	1883.	1882.
Richmond & Danville	$329,247	$286,021	$589,005	$575,650
Virginia Midland	113,822	94,159	210,773	170,177
Charl't'n Col. & Aug.	94,108	73,467	164,727	135,243
Columbia & Greenv.	95,615	77,272	166,692	147,840
West. No. Carolina	27,557	13,947	47,647	26,990
Total	$660,351	$544,866	$1,178,844	$1,055,900

NET EARNINGS.

	February.		Two Months.	
	1883.	1882.	1883.	1882.
Richmond & Danville	$183,503	$99,229	$301,319	$174,570
Virginia Midland	50,514	24,924	77,305	39,281
Charl't'n Col. & Aug.	58,783	26,920	93,054	46,136
Columbia & Greenv.	60,379	33,491	77,824	49,193
West. No. Carolina	12,740	Def. 3,077	17,702	Def. 3,545
Total	$366,202	$180,989	$567,204	$301,335

St. Louis Iron Mountain & Southern.—The stockholders of the St. Louis Iron Mountain & Southern Railway at their annual meeting in St. Louis re-elected the old directors, there being represented 220,239 shares of stock. The following gentlemen composed the board: Jay Gould, New York; R. S. Hayes, St. Louis; Thos. T. Eckert, F. L. Ames, Sidney Dillon, H. G. Marquand, Henry Whelen, J. S. Lowrey, J. T. Terry, Samuel Shether, Russell Sage, New York; R. J. Lackland, R. C. Kerens, St. Louis.

The report of Captain R. S. Hayes, First Vice-President, contained a summary of the company's business during the year. The mileage of the road on December 31, 1882, consisted of 882 miles; increase during the year, 163 miles. The main track contained at the close of the year 689 miles of steel, which was 78 per cent of the whole mileage. The locomotive and car equipment at the close of the year was: Locomotives, 141; passenger cars, 62; baggage, mail and express cars, 34; stock cars, 576; box cars, 2,447; flat and coal cars, 1,433; cabooses, 64; road service cars, 23; refrigerator cars, 100; total cars; 4,839. In addition to the above equipment two transfer and ferry boats are in use at Cairo and Belmont. The capital stock and funded debt at the close of the year were as follows: Capital stock December 31, 1882, $22,840,085; funded debt December 31, 1882, $33,929,901.

The statement of gross and net earnings is quite inconclusive without any details and without the full income account, but as Mr. Hayes reported the figures they are as follows: Gross earnings for 1882, $7,582,208; increase over 1881, $178,976; operating expenses for 1882 (including taxes, improvements, betterments, etc.), $3,910,883; decrease, as compared with 1881, $1,020,980; ratio of operating expenses (including taxes, improvements, betterments, etc.), to earnings was 51 per cent; the cost of all improvements and betterments was charged to "operating expenses," there being no improvement or betterment account, and no expenditure was charged to "construction," excepting the first cost of the roads constructed, with their equipment. The total amount of improvements and betterments included in "operating expenses" was $277,321. The net earnings for the year (after payment of expenses, taxes, improvements, betterments, etc.), were $3,671,325. Increase over 1881, $1,199,957.

The floods of the Mississippi and tributaries during the spring of 1882 did considerable damage to the road. The transfers and traffic at Cairo and Belmont were suspended for nearly a month, while the southern part of the road in Arkansas suffered severely from high water; all the cost of these repairs, however, was included in "operating expenses."

The only construction in progress at the close of the year was upon the White River Branch, Newport to Batesville (26 miles), of which 13 miles remain to complete, and the Doniphan Branch, Neeleyville to Doniphan (20 miles), of which 10 miles remain to complete. Almost the entire expenditures had been made upon them before the close of the year, and their completion will only occupy a short period.

West Jersey.—At Camden, N. J., March 6, the annual meeting of the West Jersey Railroad Company was held, and the report was read showing that after paying all liabilities and two dividends of 3 per cent, one in stock and one in cash, there remained a surplus of $103,921. During the year a road was built to Sea Isle City at a cost of $40,000. The extension to Salem was finished and a double track was laid from Vinona to Temperanceville at a cost of $92,000. The net income for the year was $310,980.

Western Union Telegraph—The corrected statement for the quarter ended December 31, 1882, shows that the net revenues of that quarter were $2,053,145, instead of $2,150,000 as was estimated by the statement of December 13. For the current quarter ending March 31 the statement now issued gives the income as follows compared with the same quarter in 1882:

QUARTERS ENDING MARCH 31.

	—Actual for 1882.—		—Est'm'd for 1883—
Net revenues		$1,606,458	$1,750,000
Deduct—			
Interest on bonds	$106,700		$106,500
Sinking fund	20,000	126,700	20,000 126,500
Net earnings per quarter		$1,479,758	$1,623,500
Dividends, 1½ in 1882 and 1¾ in 1883.		1,199,500	1,399,750
Surplus for quarters		$280,258	$223,750
Add surplus Jan. 1		1,035,273	3,393,885
Surplus March 31		$1,315,531	$3,617,635

The statement says that "the business of the calendar year ended Dec. 31, 1882, being fully balanced up, shows a gross revenues for the year of $18,398,968, and net profits $7,624,833. The rentals of all leased lines and cables are charged in current expenses, leaving only the interest and sinking fund on bonded debt, amounting to less than $470,000, as fixed charges on net profits. Deducting this, leaves the net profits for the year 1882 over $7,150,000 above fixed liabilities, being about nine per cent on the capital stock outstanding."

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, March 16, 1883.

The weather has become more spring-like, and some progress has been made in the resumption of inland navigation at the North and West. But the impulse to trade which should come from these influences is not so much felt as it ought to be, owing to the dearness of money, which seriously impedes the discount of mercantile paper. The clause in the new tariff excluding packages from the computation of the dutiable cost of all foreign merchandise, goes into operation at once, and will have the effect of stimulating certain classes of imports which can come in only under the higher rates of duty after July 1st.

The provision market closed easy and speculation was slow. The Western advices were quiet but no pressure to sell was noticed. The feature of the week here has been the activity and advance in lard for May delivery. To-day mess pork sold on the spot at $19 25@$19 50; April contracts quoted $19 15 asked. Bacon was quoted at 10½c. for long clear on the spot; long and short sold at the West at 10¼c. Beef hams were quiet at $21 50@$22 for Western prime. Beef was quiet at $25@$27 for city extra India mess. Lard was weak and irregular. The export demands were fair, but speculation lacked animation and tone. Sales on the spot of prime Western at 11·70@11·62½c.; refined to the Continent, 11·70c.; South America, 11·90c.; May options sold at 11·75@11·69c., closing lower and weak; March, 11·50@11·55c. April, 11·55c.; 2,000 tcs. May, 11 60c., June, 11·63@11·65c.; July, 11·66c.; August, 11·70c. Tallow was firm at 8¼@8½c. Stearine in better sale at 11¾@11 13-16c. for choice. Butter is steady and cheese steady and fairly active.

Rio coffee has been quiet and unchanged on the spot at 9¼c. for fair cargoes; options have sold fairly, but have not fluctuated widely, though the closing prices to-night show a decline compared with a week ago. No. 7 standing at 7·20@7·30c. for March, 7·35@7·40c. for April, 7·50@7·55c. for May, 7·65@7·70c. for June, and 7·85@7·90c for July; mild grades have been fairly active for Maracaibo at steady prices. Tea has been weak for green and Japan and firm for blacks, especially Oolong, of which important sales have been made; a failure in the trade has inspired a certain distrust among dealers for some days past. Rice has been fairly active and steady for domestic, though sales of Rangoon have been made at 4⅞c. Foreign dried fruits have sold moderately at lower prices; green have been in good demand. Spices have been quiet. Cuba molasses has been active at an advance to 32½c. for 50-degrees test, with sales of cargoes here and at Delaware Breakwater approximating 5,000 hogsheads; grocery grades have been quiet and steady; choice New Orleans has been scarce and wanted. Raw sugar has been steady but only fairly active, and to-day, with a failure reported in the trade, the market, though still steady, was quiet at 7 1-16@7⅛c. for fair refining; centrifugal of 98-degrees test, has sold at 8c., and 96-degrees test closed at 7 13-16@and 7⅞c.

	Hhds.	Boxes.	Bags.	Melado.
Receipts since March 1	23,196	....	101,011	200
Sales since March 1	22,358	....	138,168	200
Stock March 14, 1883	19,365	5,459	466,784	....
Stock March 15, 1882	11,613	5,132	315,141	137

Refined has been quiet of late, and closed at 8⅜c. for standard soft white "A," 9@9⅛c. for powdered, 8 13-16c. for granulated and 9¼c. for crushed.

Kentucky tobacco has been quiet, owing mainly to the want of suitable stocks, and sales for the week are only 350 hhds., of which 150 for export and 200 for home consumption. Prices are firm at 5½@6½c. for lugs and 7@10½c. for leaf. Seed leaf was quiet, but steady prices are the rule; sales for the week 1,000 cases, including 400 cases 1880 crop Pennsylvania at 6@16c.; 150 cases 1881 crop New England at 16@35c.; 200 cases 1881 crop Wisconsin Havana seed at 14@18c. and 250 cases 1880–81 crops Ohio at 5½@6½c.; also 600 bales Havana at 88c. @$1 15 and 600 bales Sumatra at $1 05@$1 40.

Naval stores have been irregular, while rosins have ruled steady at $1 65@1 70 for common to good strained. Spirits turpentine has declined to 49¼@49½c. Refined petroleum is quiet, but in the main steady; 110 test quoted 8⅜c.; 70 test, 8¼c.; crude certificates opened irregular at 99½@98¼c., but recovered and sold at 99¾c.; the closing figures were $1 01⅞ bid and $1 02 asked. Hops rule steady, and the best grades of State 1882 are held at 87½@90c. Lard and cotton seed oils are quiet, but otherwise the market is steady. Ingot copper is essentially steady; 300,000 lbs. Lake were sold at 17⅝@17¾c; Baltimore, 15¾c. Wool is less active; poor grades are weak.

Rates for ocean freight room have declined; the tone at the close was irregular and the movement small. Liverpool steam grain taken at 3⅞@4d.; flour, 15s.; bacon, 17s. 6d.@20s.; cheese, 20@25s.; cotton, 9-64@5-32d; grain to London by steam quoted 5½@6d.; do. taken to Glasgow at 4½d.; do. to Hull at 4¾d.; do. to Bristol at 4½d; do. to Hamburg at 70 pfennigs.; do. to Marseilles at 11c.; do. to Havre quoted 12c.; do. to Antwerp, 4½d.; do. to Amsterdam and Rotterdam, 9c.; do. to Cork for orders, 5s. per qr.; refined oil to Bremen or Hamburg, 3s. 1½d.; do. in cases to Japan, 34c.; do. from Philadelphia to Venice, 20c.

COTTON.

FRIDAY, P. M., March 16, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (March 16) the total receipts have reached 111,181 bales, against 124,826 bales last week, 135,321 bales the previous week and 134,448 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,137,721 bales, against 4,174,689 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 963,032 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	2,750	2,519	1,988	2,067	2,640	3,085	15,049
Indianola, &c.	....	....	....	....	....	129	129
New Orleans	4,490	6,732	5,425	15,124	2,899	6,594	41,264
Mobile	363	756	135	631	549	383	2,817
Florida	....	....	....	....	....	175	175
Savannah	1,142	2,126	1,899	1,175	1,842	2,666	10,850
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	2,484	1,320	1,149	1,711	1,108	1,447	9,219
Pt. Royal, &c.	....	....	....	....	....	383	383
Wilmington	170	522	330	199	305	209	1,735
Moreh'd C., &c	....	....	....	....	....	200	200
Norfolk	1,557	3,606	3,363	1,269	1,425	1,467	12,687
West Point, &c	....	....	....	....	....	3,589	3,589
New York	533	701	981	926	543	1,147	4,831
Boston	266	654	775	1,226	1,038	515	4,474
Baltimore	....	....	....	....	....	650	650
Philadelp'a, &c.	177	485	684	223	603	957	3,129
Totals this week	13,932	19,421	16,729	24,551	12,952	23,596	111,181

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last years.

Receipts to March 16.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston	15,049	706,442	4,392	382,812	66,522	48,887
Indianola, &c.	129	15,651	84	13,278	.....	.....
New Orleans	41,264	1,428,925	9,063	1,095,459	327,239	291,222
Mobile	2,817	294,673	4,073	238,861	37,540	26,959
Florida	175	14,590	45	26,712	.....	.....
Savannah	10,850	733,308	9,895	679,367	70,894	61,939
Brunsw'k, &c	.....	5,508	.....	6,964	.....	.....
Charleston	9,219	525,089	6,021	460,560	55,816	41,292
Pt. Royal, &c.	383	21,533	218	22,472	417	.....
Wilmington	1,735	120,160	1,566	129,170	13,433	4,643
M'head C., &c	200	17,096	74	25,498	.....	.....
Norfolk	12,687	695,393	10,631	541,954	61,947	46,688
West Point, &c	3,589	202,588	1,477	173,486	.....	.....
New York	4,831	117,070	1,107	138,016	210,493	334,443
Boston	4,474	137,535	5,282	170,503	5,885	11,245
Baltimore	650	37,322	.....	14,077	25,914	35,437
Philadelp'a, &c.	3,129	64,838	3,526	55,470	8,445	17,729
Total	111,181	5,137,721	57,454	4,174,689	886,545	920,484

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	15,178	4,476	12,611	4,396	4,237	6,092
New Orleans.	41,264	9,063	42,447	17,837	19,521	25,836
Mobile	2,817	4,073	5,562	3,337	4,632	8,063
Savannah	10,850	9,895	10,186	5,368	4,486	9,251
Charl'st'n, &c	9,602	6,239	8,945	2,589	3,668	5,430
Wilm'gt'n, &c	1,935	1,640	922	563	1,144	3,166
Norfolk, &c.	16,276	12,108	13,694	9,581	7,618	7,520
All others	13,259	9,960	13,833	5,940	14,846	10,365
Tot. this w'k.	111,181	57,454	108,200	49,611	60,202	75,723
Since Sept. 1.	5137,721	4174,689	4918,422	4394,250	4058,522	3827,988

Galveston includes Indianola; Charleston includes Port Royal, &c., Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 107,213 bales, of which 55,098 were to Great Britain, 7,561 to France and 44,554 to the rest of the Continent, while the stocks as made up this evening are now 886,545 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Mar. 16. Exported to—				From Sept. 1, 1882, to Mar. 16, 1883. Exported to—			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	9,666	1,723	5,612	17,031	263,422	33,600	126,595	426,617
New Orleans	17,355	5,188	13,627	36,170	624,039	217,227	328,612	1,170,478
Mobile	.....	.....	.....	.....	21,742	5,423	.....	30,165
Florida	.....	.....	.....	.....	.....	.....	.....	.....
Savannah	3,100	.....	12,175	15,275	97,230	25,658	221,433	344,321
Charleston*	2,333	.....	3,186	5,524	120,000	24,775	165,065	309,840
Wilmington	.....	.....	.....	.....	46,666	.....	1,500	48,466
Norfolk	3,676	.....	3,768	7,444	336,688	.....	13,997	350,685
New York	6,328	650	4,835	11,813	339,060	23,037	119,250	481,347
Boston	4,664	.....	.....	4,664	117,230	.....	443	117,673
Baltimore	3,471	.....	1,321	4,792	120,020	8,419	33,393	161,832
Philadelp'a, &c	4,500	.....	.....	4,500	57,116	.....	1,688	58,804
Total	55,098	7,561	44,554	107,213	2,150,183	383,189	1,016,976	3,500,248
Total 1881-82	55,147	839	24,810	80,796	1,659,777	255,874	625,874	2,535,525

* Includes exports from Port Royal, &c.
Includes exports from West Point, &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

MAR. 16, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans	30,215	13,720	21,591	1,135	66,661	260,573
Mobile	3,000	3,600	1,200	1,200	9,000	28,540
Charleston	3,600	None.	5,750	1,300	10,650	45,166
Savannah	4,500	None.	22,300	1,400	28,200	42,694
Galveston	14,257	946	10,145	668	26,016	40,506
Norfolk	7,104	None.	1,300	3,638	12,042	49,905
New York	2,300	None.	1,150	None.	3,450	207,043
Other ports	4,000	None.	500	None.	4,500	51,594
Total 1883	68,976	18,266	63,939	9,341	160,522	726,023
Total 1882	73,071	15,688	32,531	6,125	127,415	793,069
Total 1881	99,078	25,203	61,311	6,322	191,914	664,566

The speculation in cotton for future delivery has been quite slow at this market during the past week, and in general the fluctuations in values were unimportant. On Saturday Monday and Tuesday, in the morning, prices were stronger, and in the afternoon, weaker. There was scarcely any change from the close of Tuesday to the close of Thursday. But to-day was dull and weak, the close being steady though at some further decline. The floods in the Mississippi Valley began to recede early in the week, and no serious overflow this season is apprehended. The weather has become more spring-like at the South, and the prospects are now fair that he opening planting season will be a good one. Receipts at the ports and at the interior towns have fallen off somewhat, but still very largely exceed last year. Foreign advices have not been of a character to support prices, though less depression has been reported at Manchester. Cotton on the spot has been in rather better demand for home consumption, and tocks continue light. Quotations were advanced 1-16c. on Thursday. To-day the tone was weak and the close nominal at 10¼c. for middling uplands.

The total sales for forward delivery for the week are 313,500 bales. For immediate delivery the total sales foot up this week 4,713 bales, including 480 for export, 2,840 for consumption, 1,393 for speculation and — in transit. Of the above, 1,100 bales were to arrive. The following are the official quotations for each day of the past week.

March 10 to March 16.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y.	7 1/2	7 1/2	7 1/2	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16
Strict Ord.	7 15/16	7 15/16	7 15/16	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
Good Ord.	8 3/4	8 3/4	8 3/4	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16
Str. G'd Ord	9 3/16	9 3/16	9 3/16	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Low Midd'g	9 11/16	9 11/16	9 11/16	10	10	10	10	10	10
Str. L'w Mid	10	10	10	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Middling	10 3/16	10 3/16	10 3/16	10 7/16	10 7/16	10 7/16	10 7/16	10 7/16	10 7/16
Good Mid.	10 5/8	10 5/8	10 5/8	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8
Str. G'd Mid	10 7/8	10 7/8	10 7/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Midd'g Fair	11 3/8	11 3/8	11 3/8	11 5/8	11 5/8	11 5/8	11 5/8	11 5/8	11 5/8
Fair	12 1/8	12 1/8	12 1/8	12 3/8	12 3/8	12 3/8	12 3/8	12 3/8	12 3/8
—	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y.	7 1/2	7 9/16	7 9/16	7 13/16	7 7/8	7 7/8	7 13/16	7 7/8	7 7/8
Strict Ord.	7 15/16	8	8	8 1/4	8 5/16	8 5/16	8 1/4	8 5/16	8 5/16
Good Ord.	8 3/4	8 13/16	8 13/16	9 1/16	9 3/16	9 3/16	9 1/16	9 3/16	9 3/16
Str. G'd Ord	9 3/16	9 1/4	9 1/4	9 1/2	9 9/16	9 9/16	9 1/2	9 9/16	9 9/16
Low Midd'g	9 11/16	9 3/4	9 3/4	10	10 1/16	10 1/16	10	10 1/16	10 1/16
Str. L'w Mid	10	10 1/16	10 1/16	10 1/4	10 5/16	10 5/16	10 1/4	10 5/16	10 5/16
Middling	10 3/16	10 1/4	10 1/4	10 7/16	10 1/2	10 1/2	10 7/16	10 1/2	10 1/2
Good Mid.	10 5/8	10 11/16	10 11/16	10 7/8	10 15/16	10 15/16	10 7/8	10 15/16	10 15/16
Str. G'd Mid	10 7/8	10 15/16	10 15/16	11 1/8	11 3/16	11 3/16	11 1/8	11 3/16	11 3/16
Midd'g Fair	11 3/8	11 7/16	11 7/16	11 5/8	11 11/16	11 11/16	11 5/8	11 11/16	11 11/16
Fair	12 1/8	12 3/16	12 3/16	12 3/8	12 7/16	12 7/16	12 3/8	12 7/16	12 7/16
STAINED.				Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary				7 1/8	7 1/8	7 1/8	7 1/8	7 3/16	7 3/16
Strict Good Ordinary				7 15/16	7 15/16	7 15/16	7 15/16	8	8
Low Middling				8 5/8	8 5/8	8 5/8	8 5/8	8 11/16	8 11/16
Middling				9 7/16	9 7/16	9 7/16	9 7/16	9 1/2	9 1/2

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Ex-port.	Con-sump.	Spec-ul'n	Tran-sit.	Total.	Sales.	Deliv-eries.
Sat.	Quiet	....	255	....	....	255	67,900	500
Mon.	Firm	200	762	290	....	1,252	47,000	500
Tues.	Quiet and firm	....	397	....	....	397	55,800	800
Wed.	Firm	200	265	500	....	965	47,000	800
Thurs	Steady at 1/16 adv	50	674	350	....	1,074	36,300	700
Fri.	Easier	30	487	253	....	770	59,500	300
Total		480	2,840	1,393	....	4,713	313,500	3,600

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	February.
Saturday, Mch. 10—	Variable.	Aver. 10·16	Aver. 10·32	Aver. 10·46	Aver. 10·59	Aver. 10·73	Aver. 10·84	Aver. 10·55	Aver. 10·23	Aver. 10·13	Aver. ——	Aver. ——	Aver. ——
Sales, total	67,200	600	14,700	21,300	16,000	4,000	5,900	1,000	1,000	2,500	——	——	——
Prices paid (range)	10·12@10·33	10·16@10·17	10·29@10·34	10·42@10·47	10·56@10·61	10·70@10·74	10·81@10·85	10·55@—	10·22@10·24	10·12@10·14	10·13@10·15	——	——
Closing	Easy.	10·15—	10·29—10·30	10·43—10·44	10·57—10·58	10·70—10·71	10·81—10·82	10·51—10·53	10·22—10·24	10·12—10·14	10·13—10·15	——	——
Monday, Mch. 12—	Variable.	Aver. 10·13	Aver. 10·30	Aver. 10·44	Aver. 10·57	Aver. 10·70	Aver. 10·81	Aver. 10·52	Aver. 10·23	Aver. 10·12	Aver. 10·14	Aver. ——	Aver. ——
Sales, total	47,000	1,700	11,100	12,600	6,000	2,700	5,200	100	300	2,500	— @10·14	——	——
Prices paid (range)	10·11@10·33	10·13@10·17	10·27@10·30	10·41@10·46	10·54@10·59	10·67@10·72	10·78@10·83	10·50@—	10·20@10·25	10·11@10·14	10·11@10·13	——	——
Closing	Easier.	10·13—	10·28—10·29	10·42—10·43	10·55— —	10·67—10·68	10·79— —	10·50—10·52	10·19—10·21	10·10—10·11	10·11—10·13	——	——
Tuesday, Mch. 13—	Firmer.	Aver. 10·17	Aver. 10·30	Aver. 10·44	Aver. 10·57	Aver. 10·70	Aver. 10·81	Aver. 10·52	Aver. 10·23	Aver. 10·12	Aver. 10·14	Aver. ——	Aver. ——
Sales, total	55,800	1,200	15,600	13,300	3,500	3,500	3,400	—	2·0	2,700	300	——	——
Prices paid (range)	10·12@10·33	10·15@10·18	10·28@10·32	10·42@10·46	10·55@10·59	10·69@10·71	10·79@10·83	— @10·53	10·22@10·25	10·12@10·15	10·13@10·16	——	——
Closing	Steady.	10·15—10·16	10·28—10·29	10·42—10·43	10·56— —	10·68—10·69	10·80—10·81	10·49—10·51	10·22—10·23	10·12—10·13	10·13—10·15	——	——
Wednesday, Mch 14—	Quiet.	Aver. 10·17	Aver. 10·30	Aver. 10·43	Aver. 10·57	Aver. 10·70	Aver. 10·80	Aver. 10·52	Aver. 10·23	Aver. 10·14	Aver. 10·14	Aver. ——	Aver. ——
Sales, total	47,000	1,700	12,700	10,800	11,100	3,900	3,400	400	1,000	1,600	400	——	——
Prices paid (range)	10·13@10·33	10·16@10·20	10·28@10·31	10·42@10·44	10·55@10·57	10·68@10·70	10·79@10·82	10·51@10·52	10·22@10·23	10·12@10·14	10·14@10·15	——	——
Closing	Irregular.	10·18—10·20	10·29—10·30	10·42—10·43	10·56— —	10·68—10·69	10·79—10·80	10·51—10·52	10·22—10·23	10·12—10·14	10·13—10·15	——	——
Thursday, Mch. 15—	Dull.	Aver. 10·16	Aver. 10·29	Aver. 10·42	Aver. 10·56	Aver. 10·69	Aver. 10·80	Aver. 10·52	Aver. 10·23	Aver. 10·13	Aver. 10·15	Aver. ——	Aver. ——
Sales, total	36,300	1,100	11,400	10,800	4,500	2,800	3,800	400	100	1,300	400	——	——
Prices paid (range)	10·14@10·33	10·16@10·17	10·28@10·30	10·41@10·43	10·55@10·57	10·67@10·69	10·79@10·91	10·52@10·53	10·22@10·24	10·14@10·15	10·14@10·15	——	——
Closing	Easy.	10·15—10·16	10·27—10·28	10·41—10·42	10·55—10·56	10·67—10·68	10·79— —	10·40—10·51	10·24—10·24	10·12—10·14	10·13—10·15	——	——
Friday, Mch. 16—	Easier.	Aver. 10·14	Aver. 10·26	Aver. 10·39	Aver. 10·53	Aver. 10·63	Aver. 10·77	Aver. 10·49	Aver. 10·21	Aver. ——	Aver. ——	Aver. ——	Aver. ——
Sales, total	39,500	600	9,800	21,100	8,800	5,900	8,700	600	100	——	——	——	——
Prices paid (range)	10·10@10·33	10·12@10·16	10·25@10·27	10·38@10·40	10·52@10·54	10·64@10·67	10·76@10·78	— @10·49	10·21@—	——	——	——	——
Closing	Steady.	10·14—10·15	10·26—10·27	10·39—10·40	10·53—10·54	10·65—10·66	10·77— —	10·47—10·49	10·21—10·22	——	——	——	——
Total sales this week.	313,500	6,900	88,200	92,300	64,600	23,800	37,400	1,900	4,400	11,700	1,300	——	——
Average price, week		10·16	10·30	10·43	10·56	10·69	10·81	10·53	10·23	10·13	10·14	——	——
Total sales since Sep. 1, 1882	14,443,700	1,964,700	1,558,400	1,946,100	1,206,300	515,800	610,500	7,100	30,900	57,400	3,400	——	——

* Includes sales in September, 1882, for September, 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,100; September-January for January, 2,070,200; September-February for February, 1,300,200.

Transferable Orders—Saturday, 10·13c.; Monday, 10 13c.; Tuesday, 10·20c.; Wednesday, 10·20c.; Thursday, 10·20c.; Friday, 10·15c.

Short Notices for March—Saturday, 10·12c.; Monda , 10 11 & 10·11c.; Tuesday, 10·13c.; Wednesday, 10·14@10·17c.; Thursday, 10·14c.; Friday, 10·14c.

☞ We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week.

·04 pd. to exch. 100 March s. n. 12th, for regular.
·13 pd. to exch. 300 Apr. for May.
·27 pd. to exch. 300 April for June.
·40 pd. to exch. 300 April for July.
·52 pd. to exch. 100 April for Aug.
·28 pd. to exch. 400 April for June.
·13 pd. to exch. 300 Apr. for May.
·10 pd. to exch. 200 Mar. for April.
·36 pd. to exch. 200 Mar. for June.
·26 pd. to exch. 500 April for June.
·24 pd. to exch. 1,000 June for Aug.
·67 pd. to exch. 400 Nov. for Aug.
·13 pd. to exch. 500 April for May.
·13 pd. to exch. 600 April for May.
·13 pd. to exch. 200 April for May.

At the Interior Towns the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

Towns.	Movement to March 16, 1883. Receipts. This week.	Receipts. Since Sept. 1, '82.	Shipm'ts. This week.	Stock Mch. 16.	Movement to March 17, 1882. Receipts. This week.	Receipts. Since Sept. 1, '81.	Shipm'ts. This week.	Stock Mch. 17.
Augusta, Ga.	2,260	168,552	2,965	19,335	1,532	154,487	4,553	22,611
Columbus, Ga.	1,023	102,243	1,218	13,964	673	89,043	3,067	10,663
Macon, Ga.	497	55,482	1,022	5,800	379	58,347	469	6,532
Montgomery, Ala.	542	95,139	1,445	8,069	184	92,609	1,970	7,361
Selma, Ala.	1,029	127,433	1,043	7,893	284	70,892	527	6,188
Memphis, Tenn.	10,411	450,344	11,112	73,261	2,417	308,411	8,617	73,423
Nashville, Tenn.	727	41,278	763	7,523	596	50,919	1,924	14,791
Dallas, Tex.	916	37,306	792	1,947	69	24,546	...	674
Jefferson, Tex.	160	23,387	170	165	20	12,731	64	875
Shreveport, La.	2,531	88,748	1,618	11,058	380	58,858	1,400	10,045
Vicksburg, Miss.	2,747	105,887	3,414	5,833	597	130,204	2,990	3,187
Columbus, Miss.	319	37,341	535	2,450	91	27,101	760	3,442
Eufaula, Ala.	450	42,092	1,186	3,677	260	46,668	314	2,216
Griffin, Ga.	46	25,536	104	1,042	66	30,716	922	3,442
Atlanta, Ga.	1,701	133,212	4,162	21,742	1,135	116,708	4,528	17,782
Rome, Ga.	1,096	78,837	2,056	8,834	734	78,046	953	5,734
Charlotte, N. C.	1,218	46,581	1,718	1,300	786	25,776	886	500
St. Louis, Mo.	9,604	386,917	8,264	62,694	3,718	330,947	10,230	56,865
Cincinnati, O.	9,138	252,644	8,750	10,931	12,640	300,676	13,169	7,778
Total, old towns.	46,422	2,327,959	53,837	287,608	26,561	2,017,685	56,833	252,673
Newberry, S. C.	518	21,409	518	200	242	14,142	92	500
Raleigh, N. C.	1,115	43,806	892	2,968	1,739	52,576	1,440	4,658
Petersburg, Va.	586	21,694	635	3,265	428	24,562	434	4,672
Louisville, Ky.	439	27,866	728	4,851	667	25,981	1,312	2,269
Little Rock, Ark.	914	46,550	400	3,879	256	23,899	334	2,251
Brenham, Tex.	279	30,312	222	1,519	15	21,166	42	500
Houston, Tex.	7,838	640,314	8,327	12,883	3,000	371,117	4,009	12,870
Total, new towns	11,689	832,041	11,722	29,565	6,365	533,443	7,673	31,720
Total, all	58,111	3,160,000	65,559	297,173	32,926	2,551,128	64,506	284,393

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 7,415 bales, and are to-night 14,935 bales *more* than at the same period last year. The receipts at the same towns have been 19,861 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 608,872 bales *more* than for the same time in 1881-2.

The Visible Supply of Cotton to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (March 16), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	920,000	757,000	786,000	573,000
Stock at London.....	68,300	57,000	51,200	29,904
Total Great Britain stock	988,300	814,000	837,200	607,904
Stock at Hamburg.....	3,200	2,400	6,000	3,000
Stock at Bremen.....	40,200	33,100	37,000	22,340
Stock at Amsterdam.....	27,000	19,600	37,800	26,900
Stock at Rotterdam.....	2,000	287	1,080	1,410
Stock at Antwerp.....	900	1,400	810	420
Stock at Havre.....	125,000	137,000	138,000	48,930
Stock at Marseilles.....	4,300	2,320	5,000	2,130
Stock at Barcelona.....	55,000	43,500	25,100	27,128
Stock at Genoa.....	8,700	7,000	3,000	2,500
Stock at Trieste.....	4,700	2,388	3,700	1,390
Total continental stocks...	271,000	248,995	257,490	136,148
Total European stocks...	1,259,300	1,062,995	1,094,690	744,052
India cotton afloat for Europe.	249,000	303,000	177,000	168,946
Amer'n cotton afloat for Eur'pe	587,000	366,000	650,000	538,110
Egypt, Brazil, &c., afit for E'r'pe	42,000	46,000	21,000	22,862
Stock in United States ports ..	886,545	920,484	856,480	817,266
Stock in U. S. interior towns..	267,608	252,673	287,314	281,047
United States exports to-day..	22,400	16,500	10,500	11,000
Total visible supply.....	3,313,853	2,967,652	3,096,984	2,583,283
Of the above, the totals of American and other descriptions are as follows:				
American—				
Liverpool stock.....	638,000	542,000	599,000	421,000
Continental stocks.....	187,000	145,000	195,000	128,000
American afloat for Europe....	587,000	366,000	650,000	538,110
United States stock.....	886,545	920,484	856,480	817,266
United States interior stocks..	267,608	252,673	287,314	281,047
United States exports to-day..	22,400	16,500	10,500	11,000
Total American.....	2,608,553	2,242,657	2,598,294	2,196,423
East Indian, Brazil, &c.—				
Liverpool stock.....	262,000	215,000	187,000	157,000
London stock.....	68,300	57,000	51,200	29,904
Continental stocks.....	84,000	103,995	62,490	8,148
India afloat for Europe.....	249,000	303,000	177,000	168,946
Egypt, Brazil, &c., afloat..	42,000	46,000	21,000	22,862
Total East India, &c	705,300	724,995	498,690	386,860
Total American.....	2,608,553	2,242,657	2,598,294	2,196,423
Total visible supply.....	3,313,853	2,967,652	3,096,984	2,583,283
Price Mid. Upl., Liverpool	5 5/8d.	6 11/16d.	6 3/16d.	7 5/16d.

☞ The imports into Continental ports this week have been 34,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 346,201 bales as compared with the same date of 1882, an *increase* of 216,869 bales as compared with the corresponding date of 1881 and an *increase* of 730,570 bales as compared with 1880.

Quotations for Middling Cotton at Other Markets.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending March 16.	Closing Quotations for Middling Cotton on—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston....	9 3/4	9 3/4	9 3/4	9 3/4	9 7/8	9 7/8
New Orleans.	9 5/8	9 5/8	9 11/16	9 11/16	9 11/16	9 11/16
Mobile.....	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Savannah....	9 5/8	9 5/8	9 5/8	9 5/8	9 3/8	9 5/8
Charleston...	10	10	10	10	10	10
Wilmington..	9 5/8	9 5/8	9 5/8	9 5/8	9 5/8	9 5/8
Norfolk.....	9 11/16	9 11/16	9 3/4	9 3/4	9 3/4	9 3/4
Boston.....	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Baltimore...	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Philadelphia.	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Augusta	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8
Memphis.....	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
St. Louis.....	9 1/2	9 1/2	9 1/2	9 9/16	9 9/16	9 9/16
Cincinnati...	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Louisville....	9 5/8	9 5/8	9 5/8	9 5/8@9 3/4	9 5/8@9 3/4	9 5/8@9 3/4

Receipts from the Plantations.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

Receipts from Plantations.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns		
	'80-'81.	'81-'82.	'82-'83.	'80-'81.	'81-'82.	'82-'83	'80-'81.	'81-'82.	'82-'83.
Dec 29.....	196,435	200,624	251,923	363,025	466,536	379,855	233,673	210,186	294,785
Jan. 5.....	110,735	152,429	224,997	337,634	438,659	383,647	85,374	139,502	228 789
" 12.....	129,604	114,868	175,382	309,550	435,050	380,248	101,490	96,959	171,983
" 19.....	138,879	99,990	150,360	309,262	419,043	367,067	138,591	83,983	139,109
" 26.....	125,070	92,031	136,400	306,321	400,986	350,749	122,129	74,024	119,182
Feb. 2.....	147,129	95,057	171,316	317,866	390,019	347,523	158,674	84,090	168,090
" 9.....	133,723	83,779	165,868	313,837	380,528	343,584	129,694	77,288	161,929
"	146,589	72,031	146,180	312,559	372,454	326,796	145,252	63,957	129,342
"	133,359	60,160	134,448	317,588	362,430	321,424	143,397	50,136	129,076
Mch. 2.....	133,931	51,980	135,321	323,459	343,072	308,417	138,801	33,022	122,314
" 9.....	140,126	58,747	124,626	319 252	315,973	304,621	136,900	31,648	121,030
" 16.....	108,200	57,454	111,181	320,500	284,393	297,173	109,468	25,874	103,733

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,418,409 bales; in 1881-82 were 4,413,657 bales; in 1880-81 were 5,200,084 bales.

2. That, although the receipts at the out-ports the past week were 111,181 bales, the actual movement from plantations was only 103,733 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 25,874 bales and for 1881 they were 109,468 bales.

Amount of Cotton in Sight March 16.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to March 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to Mch. 16	5,137,721	4,174,689	4,918,422	4,394,250
Interior stocks on March 16 in excess of September 1.....	280,688	238,968	281,662	285,795
Tot. receipts from plantat'ns	5,418,409	4,413,657	5,200,084	4,680,045
Net overland to March 1	526,556	353,355	415,047	445,723
Southern consumpt'n to Mch. 1	200,000	155,000	135,000	120,000
Total in sight March 16	6,144,965	4,922,012	5,750,131	5,245,768

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,222,953 bales, as compared with 1880-81 is 394,834 bales and with 1879-80, 899,197 bales.

Weather Reports by Telegraph.—Weather conditions have in general been quite favorable during the week throughout the South. The rainfall has in the main been small, and farm work has made fair progress. In the earliest districts planting has already begun. The Mississippi is now falling rapidly and the people are relieved from the the fears of an extensive flood.

Galveston, Texas.—It has rained hard on two days of the week, the rainfall reaching one inch and twenty-four hundredths. The roads are bad, but improving. The thermometer has ranged from 53 to 70, averaging 62.

Indianola, Texas—We have had hard rain on three days of the week; nevertheless corn and cotton planting are making good progress. The rainfall reached two inches and fifty-hundredths. Average thermometer 62, highest 72, lowest 41.

Dallas, Texas.—It has rained on two days of the week, the rainfall reaching fifty-three hundredths of an inch. Work is proceeding fairly. The thermometer has averaged 53, the highest being 72 and the lowest 34.

Brenham, Texas.—We have had rain on one day of the week, the rainfall reaching one inch and five hundredths. Corn planting is making good progress. The thermometer has averaged 54, ranging from 36 to 73.

Palestine, Texas.—We have had showers on two days of the week, the rainfall reaching one inch. Plowing is progressing. The thermometer has ranged from 45 to 75, averaging 60.

Huntsville, Texas.—It has been showery on two days of the week, the rainfall reaching one inch. Farm work is proceeding slowly. Average thermometer 58, highest 76, and lowest 40.

Weatherford, Texas.—We have had showers on two days of the week, the rainfall reaching fifty hundredths of an inch. Crop preparations are beginning. The thermometer has averaged 58, the highest being 72 and the lowest 34.

Belton, Texas.—It has been showery on two days of the week, the rainfall reaching one inch. Farmers are busy plowing and planting corn. The thermometer has averaged 59, ranging from 37 to 81.

Luling, Texas.—It has rained hard on one day of the week, but no serious damage has been done. The rainfall reached one inch and twenty-five hundredths. Corn has generally been planted, and cotton planting is making good progress. The thermometer has ranged from 41 to 73, averaging 57.

New Orleans, Louisiana.—It has rained on one day of the week, the rainfall reaching one hundredth of an inch. The thermometer has averaged 61.

Shreveport, Louisiana.—We have had generally fair weather during the week, with light rain yesterday, followed by North winds and clear weather to-day. The rainfall reached sixty-seven hundredths of an inch. The thermomehas ranged from 36 to 70.

Vicksburg, Mississippi.—It has rained on one day of the week, and the remainder of the week has been pleasant. The weather is turning colder.

Columbus, Mississippi.—We have had no rain during the week. The days have been warm but the nights have been cold.

Little Rock, Arkansas.—The weather has been cloudy on three days of the week with rain on one day and the remainder of the week has been clear and pleasant. The rainfall reached twenty-one hundredths of an inch. Average thermometer 47, highest 63 and lowest 31.

Memphis, Tennessee.—It has rained lightly on one day of the week. The roads are in good condition and the crop is being marketed freely. The river is now ten inches below the danger line, is falling fast, and will soon be inside of its banks. Preparations are being made for the next crop. The thermometer has averaged 49·5, ranging from 33 to 67.

Nashville, Tennessee.—We have had no rain during the week. Average thermometer 47, highest 66 and lowest 26.

Mobile, Alabama.—It has been showery on one day of the week, the rainfall reaching four hundredths of an inch. The thermometer has averaged 55, the highest being 74 and the lowest 41.

Montgomery, Alabama.—We had rain on four days during the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached thirty-seven hundredths of an inch. The weather has been too cold at night. We have had frost three nights and ice one. Seven million crop is getting to be the popular estimate. The thermometer has ranged from 36 to 72, averaging 52.

Selma, Alabama.—It has rained on two days of the week and the remainder of the week has been pleasant. The rainfall reached fifteen hundredths of an inch. The thermometer has averaged 49, ranging from 33 to 67.

Madison, Florida.—Telegram not received.

Macon, Georgia.—It has rained ou one day of the week, and we have had some ice. The thermometer has ranged from 30 to 70, averaging 49.

Columbus, Georgia.—We have had rain on one day of the week, the rainfall reaching thirty-five hundredths of an inch. Average thermometer 56, highest 69 and lowest 30.

Savannah, Georgia.—It has rained on two days, and the remainder of the week has been pleasant. The rainfall reached eighty-nine hundredths of an inch. The thermometer has averaged 55, the highest being 69 and the lowest 48.

Augusta, Georgia.—We had light rain on three days during the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached fifty-nine hundredths of an inch. The crop is being marketed freely. The thermometer has averaged 51, ranging from 33 to 74.

Atlanta, Georgia.—It has rained on one day of the week, the rainfall reaching forty hundredths of an inch. The thermometer has ranged from 29 to 66, averaging 46·5.

Charleston, South Carolina.—We have had rain on two days during the week, the rainfall reaching seventy-eight hundredths of an inch. Average thermometer 51, highest 70 and lowest 36.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock March 15, 1883, and March 16, 1882.

	Mch. 15, '83.		Mch. 16, '82.	
	Feet.	Inch.	Feet.	Inch.
New Orleans.....Below high-water mark	2	2	0	8
Memphis.....Above low-water mark.	33	11	35	4
Nashville.....Above low-water mark.	10	8	38	1
Shreveport.....Above low-water mark.	24	10	33	0
Vicksburg.....Above low-water mark.	43	1	48	1

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to March 15.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent	Total.	Great Britain	Continent.	Total.	This Week.	Since Jan. 1.
1883	26,000	33,000	59,000	129,000	227,000	356,000	72,000	536,000
1882	30,000	11,000	41,000	254,000	141,000	394,000	59,000	514,000
1881	11,000	21,000	32,000	71,000	143,000	214,000	34,000	320,000
1880	.....	6,000	6,000	72,000	112,000	184,000	43,000	311,000

According to the foregoing, Bombay appears to show an *increase* compared with last year in the week's receipts of 13,000 bales, and an *increase* in shipments of 18,000 bales, and the shipments since January 1 show a *decrease* of 38,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1883.....	4,000	1,000	5,000	45,000	9,000	54,000
1882.....	11,800	2,300	14,100	65,700	23,400	89,100
Madras—						
1883.....	500	200	700	4,500	1,000	5,500
1882.....	200	.....	200	4,300	2,000	6,300
All others—						
1883.....	.....	.....	.....	4,000	2,000	6,000
1882.....	1,300	.....	1,300	11,600	4,300	15,900
Total all—						
1883.....	4,500	1,200	5,700	53,500	12,000	65,500
1882.....	13,300	2,300	15,600	81,600	29,700	111,300

The above totals for the week show that the movement from the ports other than Bombay is 9,900 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	50,000	356,000	41,000	394,000	32,000	214,000
All other p'rts.	5,700	65,500	15,600	111,300	6,200	125,200
Total.....	64,700	421,500	56,600	505,300	38,200	339,200

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, March 15.	1882-83.		1881-82.		1880-81.	
Receipts (cantars*)—						
This week....	14,000		28,000		36,000	
Since Sept. 1	2,180,000		2,711,000		2,616,000	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)—						
To Liverpool.....	4,000	210,000	4,500	221,000	5,000	189,000
To Continent	3,000	71,000	11,000	155,838	4,160	93,624
Total Europe.....	7,000	281,000	15,500	376,838	9,160	282,624

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending March 15 were 14,000 cantars and the shipments to all Europe were 7,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that there is a better business. We give the prices of to-day below, and leave previous weeks' prices for comparison

	1883.							1882.						
	32s Cop. Twist.		8¼ lbs. Shirtings.			Cott'n Mid. Upl'ds		32s Cop. Twist.		8¼ lbs. Shirtings.			Cott'n Mid. Upl'ds	
	d.	d.	s.	d.	s.	d		d.	d.	s.	d.	s.	d.	
Jan 12	8⅝	@ 9¼	6	0	@7	6	5 11/16	9⅜	@10	6	6	@8	0	6 11/16
" 19	8⅝	@ 9¼	6	0	@7	4½	5⅝	9½	@10	6	7½	@8	0	6⅝
" 26	8⅝	@ 9⅜	6	1@	7	6	5⅝	9½	@10	6	7½	@8	0	6⅝
Feb. 2	8⅝	@ 9⅝	6	0	@7	6	5 11/16	9⅝	@10	6	6	@8	0	6⅝
" 9	8¾	@ 9⅝	6	0	@7	6	5 11/16	9⅝	@10	6	6	@8	0	6⅝
" 16	8¾	@ 9½	5	11	@7	4½	5⅝	9⅝	@ 9⅞	6	5	@7	10½	6 11/16
" 23	8⅝	@ 9⅜	5	10	@7	3	5⅝	9⅜	@ 9⅞	6	6	@7	10½	6 11/16
Mch. 2	8⅝	@ 9½	5	10	@7	3	5 9/16	9⅜	@ 9⅞	6	6	@7	10½	6⅝
" 9	8⅝	@ 9½	5	10	@7	3	5 9/16	9⅞	@10	6	6	@7	10½	6⅝
" 16	8⅝	@ 9½	5	9	@7	3	5⅝	9⅝	@10 3/16	6	6	@8	0	6 11/16

European Cotton Consumption to March 1.—The cable brings us to-day Mr. Ellison's cotton figures brought down to March 1. We have also received the revised totals for last year, and give them for comparison. The takings by spinners, in *actual* bales and pounds, have been as follows.

From Oct. 1 to March 1.	*Great Britain.*	*Continent.*	*Total.*
For 1882-3.			
Takings by spinners...bales	1,583,760	1,466,600	3,050,360
Average weight of bales....	443	438	440·6
Takings in pounds	701,605,680	642,370,800	1,343,976,480
For 1881-2.			
Takings by spinners...bales	1,431,040	1,135,240	2,566,280
Average weight of bales....	442	438	440
Takings in pounds.....	632,519,680	497,235,120	1,129,754,800

According to the above, the average weight of the deliveries in Great Britain is 443 pounds per bale to March 1, against 442 pounds per bale during the same time last season. The Continental deliveries average 438 pounds, against 438 pounds last year, and for the whole of Europe the deliveries average 440·6 pounds per bale, against 440 pounds during the same period last season. In the following table we give the stock held by the mills, their takings and their consumption, each month since October 1, all reduced to bales of 400 pounds each for this season and last season. It is a very convenient and useful summary.

Oct. 1 to March 1. Bales of 400 lbs. each. 000s omitted.	1882-3.			1881-2.		
	Great Britain.	*Continent.*	*Total.*	*Great Britain.*	*Continent.*	*Total.*
Spinners' stock Oct 1.	82,	139,	221,	25,	240,	265,
Takings in October...	233,	149,	382,	336,	133,	469,
Total supply.....	315,	288,	603,	361,	373,	734,
Consumption in Oct..	284,	244,	528,	280,	232,	512,
Spinners' stock Nov. 1	31,	44,	75,	81,	141,	222,
Takings in November.	387,	320,	707,	438,	362,	800,
Total supply.....	418,	364,	782,	519,	503,	1,022,
Consumption in Nov .	355,	305,	660,	350,	290,	640,
Spinners' stock Dec. 1	63,	59,	122,	169,	213,	382,
Takings in December.	301,	397,	698,	263,	253,	516,
Total supply.....	364,	456,	820,	432,	466,	898,
Consumption in Dec..	284,	244,	528,	280,	232,	512,
Spinners' stock Jan. 1	80,	212,	292,	152,	234,	386,
Takings in January..	389,	342,	731,	261,	253,	514,
Total supply.....	469,	554,	1,023,	413,	487,	900,
Consumption in Jan..	288,	248,	536,	280,	232,	512,
Spinners' stock Feb. 1	181,	306,	487,	133,	255,	388,
Takings in February.	444,	398,	842,	283,	242,	525,
Total supply.....	625,	704,	1,329,	416,	497,	913,
Consumption in Feb.	360,	310,	670,	280,	232,	512,
Spinners' stock Mar. 1	265,	394,	659,	136,	265,	401,

A more striking comparison with last year is reached by bringing together the above totals and adding the average weekly consumption up to the present time for the two seasons.

Oct. 1 to March 1. Bales of 400 lbs. each. 000s omitted.	1882-3.			1881-2.		
	Great Britain	*Continent.*	*Total.*	*Great Britain*	*Continent.*	*Total.*
Spinners' stock Oct. 1.	82,	139,	221,	25,	240,	265,
Takings to March 1 ..	1,754,	1,606,	3,360,	1,581,	1,243,	2,824,
Supply.....	1,836,	1,745,	3,581,	1,606,	1,483,	3,089,
Consumption.....	1,571,	1,351,	2,922,	1,470,	1,218,	2,688,
Spinners' stock Mch. 1	265,	394,	659,	136,	265,	401,
Weekly Consumption. 00s omitted.						
In October.....	71,0	61,0	132,0	70,0	58,0	128,0
In November.....	71,0	61,0	132,0	70,0	58,0	128,0
In December.....	71,0	61,0	132,0	70,0	58,0	128,0
In January	72,0	62,0	134,0	70,0	58,0	128,0
In February.....	72,0	62,0	134,0	70,0	58,0	128,0

The foregoing shows that the weekly consumption in Europe is now 134,000 bales of 400 pounds each, against 132,000 bales of the same weight in December. The mills, both in Great Britain and on the Continent, have been purchasing very freely during the month, and the total spinners' stocks are now 258,000 bales in excess of last year.

Jute Butts, Bagging, &c.—The market has not been very active, the only business doing being of a jobbing character. There is no change to report in price, holders continuing to maintain the rates recently established, and at the close the quotations are 9c. for 1½ lb., 9½c. for 1¾ lb., 10¼c. for 2 lb. and 11c. for standard grades. Butts are in moderate request, but the demand does not show any improvement over our last report. There have been sales of about 2,000 bales both grades at full rates; prices are rather easy, and holders are quoting 2c. for paper grades and 2¼@2⅜c. for bagging quality.

Comparative Port Receipts and Daily Crop Movement.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows:

Monthly Receipts.	*Year Beginning September 1.*					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,848	98,491
October..	930,584	853,195	968,318	888,492	689,264	578,533
Novemb'r	1,094,697	974,043	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,664	900,119
January .	752,827	487,727	571,701	647,140	618,727	689,610
February.	595,598	291,992	572,728	447,918	566,824	472,054
Total year	4,862,898	4,033,541	4,598,528	4,215,929	3,836,564	3,561,300
Perc'tage of tot. port receipts Feb. 28. .	85·45	78·28	84·28	86·27	81·95	

This statement shows that up to Feb. 28 the receipts at the ports this year were 829,357 bales more than in 1881-82 and 264,370 bales more than at the same time in 1880-81. By adding to the above totals to Feb. 28 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Feb. 28	4,862,898	4,033,541	4,598,528	4,215,929	3,836,564	3,561,300
Mch. 1....	14,588	6,519	20,473	16,279	10,547	17,754
" 2....	24,228	7,625	12,463	12,171	8.	9,868
" 3....	19,886	10,803	16,505	12,432	19,628	8.
" 4....	8.	6,913	22,115	10,056	19,653	32,985
" 5....	26,858	8.	21,000	13,404	7,947	17,175
" 6....	22,876	13,485	8.	9,829	9,860	9,746
" 7....	16,430	8,582	23,948	8.	15,631	8,873
" 8....	13,081	11,056	24,435	16,415	12,430	12,300
" 9....	25,695	6,673	18,576	6,724	8.	8,728
" 10....	13,932	12,038	19,011	6,711	18,764	8.
" 11....	8.	5,909	28,150	10,944	14,887	19,179
" 12....	19,421	8.	17,256	13,745	8,298	11,487
" 13....	16,729	10,207	8.	7,707	10,344	14,234
" 14....	24,551	10,900	25,282	8.	13,767	13,992
" 15....	12,952	10,289	19,104	13,435	7,531	14,644
" 16....	23,596	7,077	13,192	7,411	8.	11,210
Total.....	5,137,721	4,161,617	4,883,116	4,373,192	4,005,851	3,763,475
Percentage of total port rec'pts Mch. 16	88·16	83·16	87·43	90·07	86·60	

This statement shows that the receipts since Sept. 1 up to to-night are now 976,104 bales more than they were to the same day of the month in 1882 and 252,605 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to March 16 in each of the years named.

The Exports of Cotton from New York this week show an increase, as compared with last week, the total reaching 11,813 bales, against 10,499 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year

Exports of Cotton (bales) from New York since Sept. 1, 1882.

Exported to—	*Week ending—*				*Total since Sept. 1.*	*Same period previous year.*
	Feb. 22.	*March 1.*	*March 8.*	*March 15.*		
Liverpool.....	9,348	8,985	7,078	6,328	335,634	249,165
Other British ports.....	.....	.....	.....	.....	3,426	6,707
Total to Great Britain	9,348	8,985	7,078	6,328	339,060	255,872
Havre.....	.....	1,111	285	650	22,937	19,380
Other French ports.....	.....	.....	.....	.....	100	.....
Total French.....	.....	1,111	285	650	23,037	19,380
Bremen and Hanover	1,200	1,050	1,206	3,328	39,348	29,827
Hamburg.....	1,136	.....	200	80	24,869	14,084
Other ports.....	400	671	1,730	1,159	47,138	4,829
Total to North. Europe	2,736	1,721	3,136	4,567	111,355	48,740
Spain, Op'rto, Gibralt'r, &c	75	.....	.....	268	2,785	837
All other.....	.....	320	.....	.....	5,110	200
Total Spain, &c	75	320	.....	268	7,895	1,037
Grand Total	12,159	12,137	10,499	11,813	481,347	325,029

The Following are the Gross Receipts of Cotton at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York. This week.	New York. Since Sept. 1.	Boston. This week.	Boston. Since Sept. 1.	Philadelphia. This week.	Philadelphia. Since Sept. 1.	Baltimore. This week.	Baltimore. Since Sept. 1.
N. Orl'ans	5,475	173,881	2,299	7,195	.....	.....	.....	.....
Texas ...	3,471	140,473	1,456	19,195	.....	.....	.....	.....
Savannah	1,765	186,252	1,883	60,347	159	12,680	182	75,914
Mobile ...	.....	.....	1,405	1,405	.....	.....	.....	.....
Florida ..	120	9,220	.....	.....	.....	.....	.....	.....
S. Car'lina	4,408	148,186	.....	896	232	9,223	780	17,782
N Car'lina	2,960	46,059	.....	.....	.....	.....	317	15,984
Virginia..	8,869	191,352	4,212	55,777	2,729	43,259	1,723	91,913
North. pts	70	91	3,200	100,078	.....	.....	.....	200
Tenn., &c.	4,831	117,070	5,043	134,878	2,184	54,098	.....	36,326
Foreign ..	382	2,526	.....	.....	.....	.....	.....	.....
This year.	32,300	*	19,689	385,531	5,304	†	3,002	238,119
Last year.	14,042	933,489	5,902	334,499	330	70,508	4,033	176,747

* 1,015,587. † 119,260

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 129,512 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Baltic, 1,033....Lake Manitoba, 618.....Parthia, 2,145.....Peruvian, 100..... Spain, 1,672....Wisconsin, 760	6,328
To Havre, per steamer France, 650	650
To Bremen, per steamers Hohenstauffen, 2,333..Neckar, 995	3,328
To Hamburg, per steamer Polynesia, 80	80
To Rotterdam, per steamer Maas, 70	70
To Amsterdam, per steamer Schiedam, 910	910
To Antwerp, per steamers Hermann, 79....Pennland, 100..	179
To Barcelona, per steamer Alesia, 268	268
NEW ORLEANS—To Liverpool, per steamers Antwerpia, 3,137 ....Leonora, 5,570....per bark Clytie, 3,660	12,367
To Havre, per steamer Dryburgh Abbey, 4,340	4,340
To Rouen, per steamer Boadicea, 200	200
To Bremen, per steamer Europa, 4,514...per ship Excelsior, 4,051	8,565
To Reval, per ships McDougall, 4,278....Lizzie Moses, 4,450 ....per bark Formosa, 2,200	10,928
To Cronstadt, per bark Agostino C., 3,075	3,075
To Malmo, per bark J. A. Brown, 1,441	1,441
To Sebastopol, per steamer Drachenfels, 6,240	6,240
To Barcelona, per bark Agustina Calzada, 1,223	1,223
MOBILE—To Liverpool, per bark Australia, 3,500	3,500
CHARLESTON—To Liverpool, per barks Lady Dufferin, 2,712 Upland and 246 Sea Island....Mollamo, 2,575 Upland.... Saxona, 2,382 Upland and 190 Sea Island	8,105
To Bremen, per bark Alf, 1,050 Upland	1,050
To Reval, per barks Hindoo, 1,190 Upland....Lovetand, 1,410 Upland	2,600
To Barcelona, per brigs Ataulfo, 650 Upland....Paratons, 700 Upland	1,350
To Genoa, per brig Mirra, 100 Upland	100
PORT ROYAL—To Bremen, per ship Port Royal, 2,990	2,990
SAVANNAH—To Liverpool, per bark Wm. Gorden, 2,741 Upland.	2,741
To Amsterdam, per bark J. Walter Scammell, 3,270 Upland.	3,270
TEXAS—To Liverpool, per steamer Alice, 3,473....per bark Herbert C. Hall, 2,098	5,571
To Bremen, per barks Diligentia, 1,075...Wilhelm Foss, 1,209	2,284
To Cronstadt, per bark Fraternitas, 1,487	1,487
To Vera Cruz, per steamer Whitney, 1,290	1,290
NORFOLK—To Liverpool, per steamer Federico, 5,828..... per barks A. E. Killam, 2,228....Calcutta, 2,884..... Plymouth, 5,424	16,364
BALTIMORE—To Liverpool, per steamers Mississippi, 2,710.... Sardinian, 1,833	4,543
To Bremen, per steamer Weser, 2,765	2,765
BOSTON—To Liverpool, per steamers Batavia, 1,045....Bavarian, 2,419....Istrian, 1,603....Kansas, 2,393	7,460
To Annapolis, N. S., per steamer Hunter, 100	100
PHILADELPHIA—To Liverpool, per steamers Lord Clive, 1,350.... Pennsylvania, 400	1,750
Total	129,512

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen and Hamburg.	Amsterdam, Rotterdam & Antw'p.	Reval, Cronstadt and Malmo.	Barcelona.	Vera Cruz.	Total.
New York..	6,328	650	3,409	1,159	.....	268	.....	11,813
N. Orleans.	12,367	4,340	8,565	.....	15,444	1,223	.....	48,379
Mobile	3,500	.....	.....	.....	.....	.....	.....	3,500
Charleston.	8,105	.....	1,050	.....	2,600	1,350	.....	13,205
Port Royal.	.....	.....	2,990	.....	.....	.....	.....	2,990
Savannah..	2,741	.....	.....	3,270	.....	.....	.....	6,011
Texas	5,571	.....	2,284	.....	1,487	.....	1,290	10,632
Norfolk	16,364	.....	.....	.....	.....	.....	.....	16,364
Baltimore..	4,543	.....	2,765	.....	.....	.....	.....	7,308
Boston.....	7,460	.....	.....	.....	.....	.....	.....	7,560
Philadelp'a	1,750	.....	.....	.....	.....	.....	.....	1,750
Total ...	68,729	4,990	21,062	4,429	19,531	2,841	1,290	129,512

Included in the above totals are, from New Orleans to Rouen, 200 bales, to Sebastopol, 6,240 bales; from Charleston to Genoa, 100 bales; from Boston to Annapolis, N. S., 100 bales.

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Liverpool—March 9—Bark Embla, 1,900...March 10—Ship Guldgren, 2,346; brig Juliana, 1,290.
For Havre—March 13—Bark Speranza, 1,723.
For Bremen—March 10—Bark Tanored, 1,600....March 13—Steamer Redewater, 4,042.
NEW ORLEANS—For Liverpool—March 10—Steamer Chancellor, 3,631 ....March 12—Steamer Yucatan, 3,720.
For Havre—March 13—Bark Mod, 3,255....March 14—Bark Giuseppi Lunata, 1,933.
For Bremen—March 12—Steamer Egbert, 3,988.
For Barcelona—March 13—Bark Aranca, ——.
For Malaga—March 13—Bark Eutelia, ——.
For Genoa—March 13—Bark Ferreri, ——.
SAVANNAH—For Barcelona—March 10—Steamer Amaryllis, 5,350.
CHARLESTON—For Liverpool—March 10—Bark Mathilde, 1,400..... March 14—Bark Virginia, 938.
For Barcelona—March 9—Bark Maria Luisa, 530,....March 10—Bark Gefion, 1,536....March 13—Brig Alfredo, 1,100.
NORFOLK—For Liverpool—March 12—Bark Kate Cann, 3,076.
For Reval—March 13—Bark Fedele, 3,768.
BOSTON—For Liverpool—March 7—Steamer Missouri, 3,206 ...March 9—Steamer Iberian, 1,458 ...March 14—Steamer Oceanic, ——.
BALTIMORE—For Liverpool—March 9—Steamer Oranmore, 1,905 ...March 10—Steamer Ontario, 1,568.
For Bremen—March 15—Steamer America, ——.
PHILADELPHIA—For Liverpool—March 9—Steamer British Crown, 2,000 ....March 15—Steamer Indiana, 2,500.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

CITY OF CHESTER, steamer (Br.), Watkins, from New York, March 3, for Liverpool, arrived at Halifax, March 12, in tow of the steamer Missouri (Br.), Olesq, from Boston, March 8, for Liverpool. The City of Chester broke her screw shaft on the 5th inst., when about 675 miles from Sandy Hook and was taken in with on the 6th by steamer Silesia from Hamburg, which towed her for nineteen hours. On the 10th the Missouri took in tow and towed her to Halifax.

HUDSON, steamer, from New Orleans at New York. A fire broke out among the cotton in the hold of steamer Hudson, Freeman, at New York from New Orleans, early A. M. of March 13, and was not extinguished by the fire department till 1 P. M. About 50 bales of cotton were damaged. Loss by water between $10,000 and $15,000; vessel slightly injured. She was being pumped out same evening.

NETO, steamer (Br.), before reported. Steamer San Marcos, from Galveston, which arrived at New York, March 8, brought from Key West 370 bales damaged cotton, which were jettisoned from steamer Neto (Br.), from Galveston for Liverpool, while ashore near Tortugas.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	11 64@1/4	11 64@1/4	5 32@7 32	5 32@7 32	5 32@7 32	5 32@7 32
Do sail...d.	11 64-15 64	11 64-15 64	11 64-15 64	11 64-15 64	11 64-15 64	11 64-15 64
Havre, steam....c.	7 16*	7 16*	3 8*	3 8*	3 8*	3 8*
Do sail.. ....c.	....	....	....	....	....	....
Bremen, steam. .c.	17 32*	17 32*	17 32*	17 32*	17 32*	17 32*
Do sail.....c.	....	....	....	....	....	....
Hamburg, steam.d.	1/4*	1/4*	7 32@1/4*	7 32@1/4*	7 32@1/4*	7 32@1/4*
Do sail...d.	....	....	....	....	....	....
Amst'd'm, steam.c.	1/4@9 32*	1/4@9 32*	52 1/2†	52 1/2†	52 1/2†	52 1/2†
Do sail...d.	....	....	....	....	....	....
Baltic, steam....d.	3 8*	3 8*	3 8*	3 8*	3 8*	3 8*
Do sail.....c.	....	....	....	....	....	....
Barcelona, steam.c.	13 16@7 8*	13 16@7 8*	13 16@7 8*	13 16@7 8*	13 16@7 8*	13 16@7 8*
Genoa, steam ...d.	3 4*	3 4*	3 4*	3 4*	3 4*	3 4*

* Compressed. † Per 100 lbs.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Feb. 23.	Mch. 2.	Mch. 9.	Mch. 16.
Sales of the week.....bales.	44,500	41,500	52,000	61,000
Of which exporters took	5,700	4,600	5,300	5,500
Of which speculators took..	3,100	1,870	4,300	3,500
Sales American	29,500	30,000	38,000	45,000
Actual export.....	7,500	7,800	13,500	6,500
Forwarded.....	26,000	31,500	22,500	27,000
Total stock—Estimated.....	960,000	965,000	968,000	920,000
Of which American—Estim'd	696,000	704,000	694,000	658,000
Total import of the week.....	143,000	79,000	81,000	37,000
Of which American.....	112,000	62,000	44,500	26,500
Amount afloat.....	286,000	282,000	230,000	366,000
Of which American.....	208,000	204,000	220,000	270,000

The tone of the Liverpool market for spots and futures each day of the week ending March 16 and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, 12:30 P.M.	Dull.	Mod. inq. freely supplied.	Mod. inq. freely supplied.	Steady.	Fair demand freely met	Easier.
Mid Upl'ds	5 9/16	5 9/16	5 9/16	5 5/8	5 5/8	5 5/8
Mid. Orl'ns	5 11/16	5 11/16	5 11/16	5 11/16	5 11/16	5 11/16
Sales.....	6,000	8,000	8,000	12,000	12,000	10,000
Spec. & exp.	1,000	1,000	1,000	2,000	2,000	1,000
Futures. Market, 12:30 P.M.	Dull.	Steady.	Dull.	Flat.	In buyers' favor.	Flat.
Market, 5 P. M.	Dull and easier.	Steady.	Barely steady.	Barely steady.	Barely steady.	——

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d and 6 03 means 6 3-64d.*

	Sat., Mch. 10. Open	High	Low.	Clos.	Mon., Mch. 12. Open	High	Low.	Clos.	Tues., Mch. 13. Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
March.....	....	....	....	....	....	....	....	....	5 38	5 39	5 38	5 39
Mar.-April.	....	....	....	....	5 36	5 34	5 36	5 38	5 39	5 39	5 39	5 39
April-May .	5 40	5 40	5 39	5 39	5 40	5 41	5 40	5 41	5 42	5 44	5 42	5 43
May-June..	5 43	5 43	5 43	5 43	5 43	5 45	5 43	5 45	5 45	5 47	5 45	5 46
June-July..	5 47	5 47	5 46	5 46	5 47	5 48	5 46	5 48	5 49	5 51	5 48	5 50
July-Aug...	...	....	....	....	5 50	5 52	5 50	5 51	5 52	5 54	5 52	5 53
Aug.-Sept..	5 54	5 54	5 54	5 54	5 54	5 56	5 54	5 56	5 57	5 58	5 56	5 56
Sept.-Oct...	....	....	....	....	5 51	5 53	5 51	5 53	....	....	....	....
Oct.-Nov....	....	....	....	....	....	....	....	....	5 49	5 49	5 48	5 48
Nov.-Dec...	....	....	....	....	....	....	....	....	....	....	....	....

	Wednes., Mch. 14.				Thurs., Mch. 15.				Fri., Mch. 16.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
March	....	....	....	....	....	....	....	....	5 40	5 40	5 38	5 38
Mar.-April	5 41	5 41	5 40	5 40	....	....	....	....	5 40	5 40	5 38	5 38
April-May	5 44	5 41	5 42	5 42	5 43	5 43	5 43	5 43	5 42	5 42	5 41	5 41
May-June	5 48	5 48	5 45	5 45	5 46	5 46	5 46	5 46	5 45	5 45	5 44	5 45
June-July	5 51	5 51	5 49	5 49	5 50	5 50	5 49	5 49	5 49	5 49	5 48	5 48
July-Aug	5 54	5 54	5 53	5 53	5 54	5 54	5 53	5 53	5 52	5 53	5 52	5 52
Aug.-Sept	5 58	5 58	5 56	5 56	5 57	5 57	5 56	5 56	5 56	5 56	5 55	5 55
Sept.-Oct	5 54	5 54	5 54	5 54	....	....	....	....	5 52	5 52	5 52	5 52
Oct.-Nov	...	....	....	....	5 49	5 49	5 49	5 49	5 48	5 48	5 48	5 48
Nov.-Dec	5 46	5 46	5 46	5 46	5 47	5 47	5 46	5 46	....	....	....	....

BREADSTUFFS.

FRIDAY, P. M., March 16, 1883.

Flour has sold to only a moderate extent, and prices have declined. The supply is ample of most kinds, and even Minnesota grades, of which this can scarcely be said, have shared in the depression. The export demand for the lower grades of both State and Western flour has fallen off materially, and holders have at the same time pressed their supplies for sale. In addition there has been a certain sympathy with the weakness of the wheat market. To-day there was a fair trade in the commoner brands at steady prices; otherwise, trade was dull.

Wheat, owing to more favorable weather both here and abroad and the increase in the visible supply in this country, has declined, especially for the later deliveries. There has been a fair foreign trade and a rather larger speculative business. The fluctuations, both here and in Chicago, have been, it is stated, largely due to manipulation. Advices from Illinois, Missouri and Kansas have reported the winter wheat in good condition, and as a rule the advices from other sections of the winter-wheat belt have been of a more favorable character than recently, though at times the statements have been somewhat conflicting. Covering of shorts here and at the West has caused a re-action in prices at intervals when the weather became suddenly colder, but milder weather and manipulations designed to shake out weak holders have again given the bears the advantage, especially when the dispatches reported the European markets as depressed. By far the larger portion of the transactions in options here have been for May delivery. To-day the market was firm for cash wheat, but again lower for options; No. 2 red sold at $1 19⅝@$1 19⅞ for March, $1 20⅝@$1 21½ for April, $1 22⅞@$1 23⅞ for May and $1 23⅝@$1 24⅜ for June. After 'change the market was weak and unsettled after a decline for the day of 1 to 1½c., caused mainly by free sales to realize; cash wheat was also depressed; No. 2 red closed at $1 21½ cash, delivered, $1 19 for March, $1 20 for April, $1 22¼ for May, and $1 22⅝ for June.

Indian corn has also declined, partly owing to larger receipts, partly by reason of a decline at the West, and partly in sympathy with wheat. A moderate export trade has been done, and options have been fairly active. Fears of a corner on May delivery at Chicago have prevented any very marked decline, but it is now reported that this design has been abandoned, notwithstanding the statements that the short sales for May outstanding are ten times larger than the supply of No. 2 corn there. Whenever there has been a decline here or at the West, shorts have embraced the opportunity to cover pretty freely. To-day there was a further slight decline; No. 2 mixed sold at 70⅜@70½c. for March, 70¾@71c. for April, 71⅛@71½c. for May, 70⅞@71⅛c. for June and 72c. for July.

Rye has been rather weak. Barley has sold moderately at steady prices. Oats have been declining here of late, notwithstanding the material decrease in the supply within a fortnight, this fact being offset by larger receipts at the West, the weakness in other cereals, and a falling off in the speculative demand both here and at Chicago. To-day there was a fair business at a slight decline, No. 2 mixed selling at 51⅝c. for April, 52¼c. for May and 52⅜c. for June.

The following are closing quotations:

FLOUR.

No. 2 spring	$ bbl.	$2 85@	3 30
No. 2 winter		3 00@	3 65
Superfine		3 70@	4 00
Spring wheat extras		4 25@	5 50
do bakers'		5 00@	6 00
Wis. & Minn. rye mix.		5 50@	6 00
Minn. clear and str't		5 00@	7 00
Winter shipp'g extras		4 00@	4 30
Patents, spring		6 50@	7 75
Patents, winter		5 50@	7 15
City shipping extras		$5 30@	6 00
Southern bakers' and family brands		6 00@	7 50
South'n skip'g extras		4 85@	5 90
Rye flour, superfine		3 40@	3 75
Corn meal—			
Western, &c		3 05@	3 65
Brandywine, &c		3 65@	3 80
Buckw't flour, 100 lbs.		2 75@	2 90

GRAIN.

Wheat—			
Spring, per bush.	90	@1 30	
Spring No. 2	1 12	@1 14	
Red winter	1 09	@1 24	
Red winter, No. 2	1 20¾	@1 22½	
White	1 01	@1 26	
White No. 1	1 12	@1 13	
Corn—West. mixed	54	@ 72	
West. mix. No. 2	71½	@ 72½	
White	69	@ 73	
Yellow	69	@ 72	
Buckwheat	70	@ 73	
Rye—Western	72	@ 76	
State & Canada	73	@ 77½	
Oats—			
Mixed	50	@ 52	
White	52½	@ 58	
No. 2 mixed	50¾	@	
No. 2 white	54	@	
Barley—			
Canada No. 1	1 01	@1 02	
Canada bright	1 04	@1 06	
Canada No. 2	96	@ 97	
State, 4-rowed	93	@ 95	
State, 2-rowed	85	@ 90	

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Mar. 10 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48 lbs	Bush.56 lbs
Chicago	91,651	188,665	1,676,825	620,877	201,259	76,638
Milwaukee	63,792	171,399	45,070	83,622	174,564	21,954
Toledo	3,115	809,192	185,726	33,528	4,140	1,992
Detroit	7,196	299,401	97,809	15,749	24,695	386
Cleveland	3,444	24,500	27,500	20,775	4,617	.....
St. Louis	39,210	168,982	769,990	77,337	111,831	10,410
Peoria	1,295	5,950	362,600	165,575	21,000	14,500
Duluth	.....	55,842	.....	.....	.....	.....
Tot. wk. '83	209,703	1,223,931	3,165,520	1,017,463	442,106	125,860
Same wk. '82	125,684	267,475	691,090	489,313	181,494	52,314
Same wk. '81	94,215	551,999	1,509,179	346,924	70,354	27,026
Since Aug. 1—						
1882	6,445,900	60,974,544	56,485,441	32,922,219	12,470,998	3,252,596
1881	5,163,726	32,244,333	77,697,414	23,322,631	10,301,004	3,216,487
1880	5,289,918	59,892,555	74,943,326	23,801,569	10,144,993	2,839,776

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Mar. 10, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour bbls.	2,158,005	1,561,672	1,649,215	869,218
Wheat bush.	4,307,568	3,565,963	2,906,363	2,384,310
Corn	18,010,528	13,609,156	8,542,914	13,111,174
Oats	7,307,133	5,896,353	5,096,888	2,510,912
Barley	2,788,469	1,215,725	1,286,668	732,811
Rye	431,309	452,445	460,185	356,184
Total grain	32,845,007	24,839,643	18,293,018	19,095,391

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week Mar. 10.	1882. Week Mar. 11.	1881. Week Mar. 12.	1880. Week Mar. 14.
Flour bbls.	220,468	148,179	113,996	114,784
Wheat bush.	384,919	301,311	239,114	383,194
Corn	1,958,184	653,750	996,375	1,741,181
Oats	979,254	366,366	336,077	356,836
Barley	349,946	89,816	47,733	84,496
Rye	51,142	47,088	30,222	27,345
Total	3,723,445	1,458,331	1,649,551	2,593,052

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Mar. 10	220,468	537,274	2,507,453	1,015,699	349,946	51,142
Mar. 3	219,236	385,707	2,480,972	821,817	314,728	98,088
Feb. 24	158,030	357,697	1,342,146	881,761	300,211	25,834
Feb. 17	174,896	418,365	1,883,541	725,181	328,470	24,295
Tot. 4 w.	772,630	1,699,043	8,214,112	2,544,458	1,293,355	199,359
4 w'ks 82	595,857	1,016,897	4,369,094	1,450,825	333,912	151,258

The receipts of flour and grain at the seaboard ports for the week ended March 10, follow:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	116,895	425,484	892,163	243,394	72,600	22,964
Boston	67,475	75,899	310,070	142,775	26,500	1,300
Portland	5,985	108,507	8,300	2,800	.....	.....
Montreal	10,095	20,602	.....	6,363	5,900	450
Philadelphia	21,564	79,500	294,200	59,500	28,820	1,500
Baltimore	27,811	198,427	657,803	12,850	.....	1,710
New Orleans	22,731	100,383	402,858	36,090	.....	.....
Total week	272,537	1,008,802	2,578,774	503,772	133,820	27,924
Cor. week '82	247,527	530,218	684,425	261,318	135,390	8,122

The total receipts at the same ports for the period from Dec. 25, 1882, to Mar. 10, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour bbls.	3,156,138	2,361,730	2,601,620	1,797,411
Wheat bush.	10,447,715	6,145,232	9,067,259	7,148,328
Corn	18,956,239	8,241,145	13,300,681	20,977,969
Oats	4,201,531	4,286,521	4,398,730	3,354,172
Barley	1,006,058	1,250,452	1,107,344	1,091,276
Rye	202,662	112,165	361,606	203,029
Total grain	34,817,205	20,035,515	28,235,620	32,774,774

The exports from the several seaboard ports for week ending Mar. 10, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	112,594	308,995	500,419	709	39,139	577
Boston	38,662	179,781	71,631	.....	.....	.....
Portland	5,985	108,507	.....	.....	.....	2,369
Montreal	.....	.....	.....	.....	.....	.....
Philadel	4,286	152,821	100,684	.....	.....	.....
Baltim're	9,310	136,844	192,648	.....	.....	.....
N.Orl'ns	412	.....	213,761	.....	.....	.....
Total w'k	171,249	976,948	1,169,143	709	39,139	2,946
Same time 1882	131,791	1,254,054	673,820	4,802	46,508	46,806

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week Mar. 10.	1882. Week Mar. 11.	1883. Week Mar. 10.	1882. Week Mar. 11.	1883. Week Mar. 10.	1882. Week Mar. 11.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un.King.	132,826	82,742	709,629	416,618	1,031,332	391,600
Contin'nt	11,367	4,031	265,314	807,416	123,017	248,544
S.& C.Am	6,327	25,846	.....	20	10,271	6,249
W. Indies	14,024	11,042	2,000	.....	3,365	26,540
Brit. Col's	6,703	8,080	.....	.....	1,158	887
Oth.c'nt's	2	.....	5	.....	.....	.....
Total...	171,249	131,791	976,948	1,254,054	1,169,143	673,820

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to Mar. 10.	1881-82. Sept. 1 to Mar. 11.	1882-83. Sept. 1 to Mar. 10.	1881-82. Sept. 1 to Mar. 11.	1882-83. Sept. 1 to Mar. 10.	1881-82. Sept. 1 to Mar. 11.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	3,339,403	1,780,999	25,507,473	21,294,305	13,042,307	15,807,968
Continent	586,382	121,368	20,267,163	8,094,540	1,788,691	3,983,746
S. & C. Am	403,451	378,718	88,803	4,768	161,709	293,345
West Indies	515,878	343,678	42,528	19,760	246,037	363,810
Brit. Col'nies	318,490	272,106	7,806	.....	68,500	87,507
Oth. countr's	24,177	21,466	202,410	260,208	84,194	30,902
Total.....	5,585,244	2,921,765	46,116,183	29,613,476	15,391,804	20,568,278

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Mar. 10, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	5,871,345	868,134	444,017	55,794	222,767
Do. afloat (est.)	.....	390,000	125,000	94,000	217,000
Albany	42,000	80,000	117,000	90,000	95,000
Buffalo	799,490	.....	29,199	273,628	24,348
Chicago	5,864,152	4,906,451	1,526,468	160,115	713,225
Do. afloat	313,000	217,000	102,000	.....	.....
Milwaukee	1,160,141	47,801	1,758	280,251	82,546
Duluth	1,269,098	.....	.....	.....	.....
Toledo	2,178,041	570,726	57,722	4,500	8,500
Detroit	1,362,660	86,879	11,384	13,0 6	.....
Oswego	95,000	35,000	1,600	109,7 3	70,000
St. Louis	903,005	1,335,769	80,0 3	40,,12	57,726
Cincinnati	82,687	99,245	9,525	215,457	71,166
Boston	149,420	120,102	93,165	4,922	754
Toronto	505,112	500	1,461	140,832	.....
Montreal	205,873	5,616	90,555	35,400	23,623
Philadelphia	674,392	688,161	90,366	.. ...	.....
Peoria	3,787	828,704	198,129	8,499	156,495
Indianapolis	364,500	77,700	25,200	.....	15,500
Kansas City	229,816	439,157	20,026	210	29,835
Baltimore	933,420	733,627	.....	.....	.....
Down Mississip.	152,355	549,269	36,445	.....	.....
On rail	462,101	2,579,237	1,240,914	454,859	83,838
Tot. Mar. 10, '83.	23,626,395	14,159,098	4,301,937	1,937,508	1,871,823
Tot. Mar. 3, '83.	23,332,271	13,645,641	4,194,411	1,916,472	1,832,070
Tot. Feb. 24, '83.	22,509,914	11,528,953	4,165,220	1,536,859	1,647,163
Tot. Feb. 17, '83.	21,974,108	10,140,170	4,098,420	1,800,507	1,600,429
Tot. Feb. 10, '83.	22,288,094	10,576,783	4,029,082	1,929,054	1,556,401
Tot. Mar. 11, '82.	14,452,348	12,928,173	2,022,885	1,869,803	1,091,706

THE DRY GOODS TRADE.

FRIDAY, P. M., March 16, 1883.

There was during the past week a continuance of the activity lately developed in the jobbing branches of the trade, and a large distribution of seasonable goods was made in this connection. Southern and Western retailers have taken hold with such freedom that they evidently look for a prosperous spring trade, but there was not the least trace of speculation in the demand. Business was somewhat irregular with the commission houses, but staple cotton and woolen goods were in steady request, and a very good trade was done in a few specialties suitable for the coming season. The settlement of the tariff question has stimulated the demand for imported goods, operations on the part of retailers having footed up a very fair aggregate amount. Values were firmly maintained on most kinds of domestic and foreign goods, but there was more pressure to sell certain makes of domestic ginghams, which object was accomplished by means of reduced prices.

DOMESTIC COTTON GOODS.—The exports of domestics for the week were 1,198 packages, of which 661 packages were shipped to Great Britain, 142 to Hayti, 101 to Brazil and the remainder in small lots to other markets. The jobbing trade in plain and colored cottons was quite active, and agents experienced a steady though moderate demand for general re-assortments. Prices remain firm on all the most desirable brown and bleached goods, and some additional makes of wide sheetings, corset jeans, sateens, &c., have been slightly advanced by agents. Print cloths were in moderate demand at 3 11-16c. for 64x64 "spots" and "futures to July," and 3 1-16c. for 56x60s. Prints were freely distributed by jobbers, and there was a steady re-assorting demand for fancies, shirtings, combination suitings, fine sateens, &c., at first hands, resulting in a good aggregate business. Ginghams continued active with jobbers, and a fair thought somewhat irregular movement was reported by agents.

DOMESTIC WOOLEN GOODS.—The demand for men's-wear woolens has not been particulary brisk and few large transactions were reported in any class, but there was such a steady call for small duplicate parcels of cassimeres, worsteds, suitings, &c., that business was fair in the aggregate. Prices of clothing woolens remain steady, and stocks are generally in very good shape, some of the leading mills making cassimeres and worsted coatings having orders on hand to the full extent of their capacity. Overcoatings ruled quiet as regards new business, but there was a steady movement on account of back orders. Jersey cloths continued in good request and firm. Satinets were in irregular demand with most relative activity in medium and fine qualities. Kentucky jeans were jobbed more freely and there was a limited call for jeans and doeskins at first hands. Dress goods, as wool suitings and sackings, nun's veilings, cashmeres, lace buntings, figured worsteds, &c., were in moderate request by package buyers, and a satisfactory distribution was made by jobbers.

FOREIGN DRY GOODS.—The jobbing trade in foreign goods was fairly active, and a good business in certain specialties was done by importers. Black and colored silks and trimming velvets were in steady request at unchanged prices, and dress goods continued to move with considerable freedom. Laces, embroideries and white goods were in steady request, and a moderate business was done in shirting and housekeeping linen goods. Men's-wear woolens remained quiet, but good sales of cloakings were reported.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending March 15, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.			
	Week Ending Mch. 16, 1882.		Since Jan. 1, 1882.	
	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—				
Wool	1,401	$ 897,781	13,287	$ 6,164,906
Cotton	2,041	604,807	21,799	7,300,364
Silk	1,462	1,012,951	12,911	8,410,284
Flax	3,669	394,094	20,668	3,815,363
Miscellaneous	2,557	286,313	29,283	2,485,408
Total	11,030	2,955,656	97,948	28,576,872
Manufactures of—	WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.			
Wool	405	167,352	3,966	1,712,468
Cotton	361	92,616	4,519	1,384,173
Silk	189	158,874	1,832	1,440,960
Flax	548	100,424	7,395	1,240,180
Miscellaneous	4,450	50,912	37,981	728,292
Total	5,953	569,178	55,693	6,505,957
Ent'd for consumpt.	11,030	2,955,656	97,948	28,576,872
Total on market	16,983	3,523,834	153,641	35,082,829
	ENTERED FOR WAREHOUSE DURING SAME PERIOD.			
Manufactures of—				
Wool	331	126,837	4,131	1,722,240
Cotton	277	71,647	1,339	1,313,604
Silk	151	114,497	1,537	1,171,756
Flax	516	65,676	6,500	1,161,121
Miscellaneous	860	46,391	42,368	711,420
Total	2,135	454,848	58,875	6,030,141
Ent'd for consumpt.	11,030	2,955,656	97,948	28,576,872
Total at the p't	13,165	3,410,504	156,823	34,657,013

Manufactures of—						
Wool	491	210,643	1,191	506,811	4,765	2,063,981
Cotton	335	113,461	2,183	744,011	5,922	1,976,115
Silk	311	239,425	1,133	842,766	2,712	2,124,811
Flax	458	104,744	1,529	312,131	7,869	1,280,292
Miscellaneous	1,451	53,431	1,155	254,596	33,087	747,085
Total	3,046	720,704	7,191	2,584,115	54,355	8,198,286
Ent'd for consumpt.	7,191	2,584,115	80,445	24,820,518	80,445	24,820,515
Total on market	10,287	3,304,819	134,800	33,018,804	134,841	33,046,268
Manufactures of—						
Wool	705	283,436	6,504	2,708,066		
Cotton	407	152,632	6,528	1,973,372		
Silk	470	331,922	3,419	2,549,032		
Flax	358	64,035	5,799	1,080,900		
Miscellaneous	156	33,661	26,146	816,076		
Total	2,096	865,696	48,396	9,128,751		
Ent'd for consumpt.	7,191	2,584,115	80,445	24,820,518		
Total entered at the port	9,287	3,449,811	128,841	33,946,269		

Financial.

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Cor. of Montague & Clinton sts., Brooklyn, N. Y.

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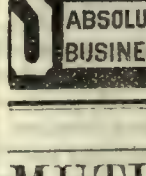
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OFFICE OF THE

ATLANTIC

Mutual Insurance Co.,

NEW YORK, January 25, 1883.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1882:

Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$4,412,693 58
Premiums on Policies not marked off 1st January, 1882	1,516,844 85
Total Marine Premiums	$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90
Losses paid during the same period	$2,013,767 35
Returns of Premiums and Expenses	$823,304 50

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,974,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
Premium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

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LABRADOR, Cuillier.....Wed., March 28, 8 A. M.
AMERIQUE, Santelli.....Wed., April 4, 2 P. M.
NORMANDIE (new), Servan.....Wed., May 23

PRICE OF PASSAGE—(including wine): To Havre—First cabin, $100 and $80; second cabin, $60; steerage, $26—including wine, bedding and utensils. Return tickets at very reduced rates. Checks on Banque Transatlantique, Havre and Paris, in amounts to suit.

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Reserve for Unearned Premiums	2,116,882 00
Reserve for Unpaid Losses and Claims	317,596 01
Net Surplus	1,774,061 06
Cash Assets, January 1, 1883	$7,208,489 07

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

Insurance Company

OF HARTFORD.

Assets January 1, 1883	$9,054,610 58
Liabilities for unpaid losses and re-insurance fund	1,361,428 46
Capital	4,000,000 00
NET SURPLUS	$3,193,182 12

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VOL. 36. NEW YORK, MARCH 24, 1883 NO. 926.

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Execute orders in all securities listed at the New York Stock Exchange. For Sale, FIRST-CLASS RAILROAD "1ST MORTGAGE BONDS.

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Stocks, Bonds and Government Securities bought and sold on commission. Interest allowed on deposits subject to check at sight.

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50 EXCHANGE PLACE,

Brokers in Railroad Stocks and Bonds,

GOVERNMENTS & FOREIGN EXCHANGE,

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WM. P. HUMBERT, Member N.Y. Stock Exch'ge. EDWARD S. BENEDICT. Member N.Y. Produce Exch'ge.

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FORDYCE D. BARKER, Member N. Y. Stock Exch. HENRY C. TINKER. RENSSELAER WESTON.

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BANKERS,

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In addition to a General Banking Business, buy and Sell Government Bonds and Investment Securities.

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Bankers and Brokers.

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Refer to Messrs. FISK & HATCH.

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Organized under the State Laws of New York.

Welles Building, 18 Broadway, N. Y.

CAPITAL $500,000.

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S. G. BAYNE . . . Vice-President.
S. G. NELSON . . . Cashier.

DIRECTORS:

CHARLES WHEELER, JOS. SEPT. W. A. ROSS, L. H. SMITH, D. O'DAY, N. MEHLEN, J. J. VANDERGRIFT, S. G BAYNE, W. A. PULLMAN.

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Bank of Buffalo,

CAPITAL, ... $300,000.

BUFFALO, N. Y.

This bank has superior facilities for making collections on all accessible points in the United States, Canada and Europe. Liberal terms extended to accounts of bankers and merchants.

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Foreign Bankers.

THE

Anglo-Californian Bank

(LIMITED).

LONDON, Head Office, 3 Angel Court.
SAN FRANCISCO Office, 422 California, St.
NEW YORK Agents, J. & W. Seligman & Co.
BOSTON Correspond'ts, Massachusetts N. Bk.

Authorized Capital, - - - $6,000,000
Paid-up and Reserve, - - 1,700,000

Transact a general banking business. Issue Commercial credits and Bills of Exchange, available in all parts of the world. Collections and orders for Bonds, Stocks, etc., executed upon the most favorable terms

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P. N. LILIENTHAL, Cashier.

Nederlandsch Indische Handelsbank,

AMSTERDAM, HOLLAND.

ESTABLISHED IN 1863.

Paid-Up Capital, 12,000,000 Guilders ($4,800,000 Gold.)

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Agencies in Batavia, Soerabaya and Samarang.

Correspondents in Padang.

Issue Commercial credits, make advances on shipments of staple merchandise, and transact other business of a financial character in connection with the trade with the Dutch East Indies.

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[AGENTS FOR NORTH AMERICA,

18 WALL STREET, NEW YORK.

28 STATE STREET, BOSTON.

Bank of Australasia,

(INCORPORATED 1835.)

No. 4 Threadneedle St., London, England.

PAID-UP CAPITAL, £1,200,000.
UNDIVIDED PROFITS (including Guarantee and Reserve Funds) £453,114.

Letters of Credit and Drafts issued on the 107 branches of the Bank in the Colonies of Queensland, New South Wales, Victoria, South Australia, Tasmania, and New Zealand. Bills negotiated or sent for Collection. Telegraphic transfers made. Deposits received in London at interest for fixed periods on terms which may be ascertained at the office.

PRIDEAUX SELBY, Secretary.

Hong Kong & Shanghai

BANKING CORPORATION.

CAPITAL (paid-up)..... $5,000,000
RESERVE FUND..... 2,850,000

HEAD OFFICE, HONG KONG.

The Corporation grant Drafts, issue Letters of Credit for use of Travelers, and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon Manila, Hong Kong, Foochow, Amoy, Ningpo Shanghai, Hankow, Yokohama, Hiogo, San Francisco and London.

A. M. TOWNSEND, Agent, 47 William St

Adolph Boissevain & Co.

BANKERS

AND

COMMISSION MERCHANTS,

AMSTERDAM, HOLLAND

N. Y. Correspondents—Messrs. BLAKE BROS. & Co.

Foreign Bankers.

The City Bank,

(LIMITED.)

LONDON, ENGLAND.

Authorized Capital, - - - - - £4,000,000
Subscribed Capital, - - - - - - 3,200,000
Paid-Up Capital, - - - - - - 800,000

Reserve Fund, £330,000.

HEAD OFFICE, THREADNEEDLE ST.

BRANCHES:

Bond Street, London,
Ludgate Hill, London,
Knightsbridge, London.
Holborn, London,
Tottenham Court Road London.
Paddington, London.
Aldgate, London.
Old Street, London.

The bank, while conducting the general business of London Bankers, gives special attention to the agency of Foreign and Colonial Banks.

A. G. KENNEDY, Manager.

Gerhard & Hey,

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Commissioners & Forwarding Agents, SHIP BROKERS.

Undertake to cash Bills, Advances and Freight-Amounts; execute all orders in the line of Banking, Commission and Forwarding Business on the most moderate terms.

Ship-owners are requested to address vessels bound for Reval unto the care of

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REVAL, RUSSIA.

Canadian Bankers.

Bank of Montreal.

CAPITAL, - - - $12,000,000, Gold.
SURPLUS, - - - $5,500,000, Gold.

C. F. SMITHERS, President.
W. J. BUCHANAN, General Manager.

NEW YORK OFFICE,

Nos. 59 & 61 WALL STREET.

WALTER WATSON, ALEX'R LANG, } Agents.

Buy and sell Sterling Exchange, Francs and Cable Transfers; grant Commercial and Travelers' Credits, available in any part of the world; issue drafts on, and make collections in, Chicago and throughout the Dominion of Canada.

London Office, No. 9 Birchin Lane.

Imperial Bank of Canada.

CAPITAL (paid up), - - - $1,300,000
RESERVE, - - - - - - - $460,000

H. S. HOWLAND, Pres't. D. R. WILKIE, Cashier

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BRANCHES:

St. Catharines, Port Colborne, St. Thomas, Ingersoll, Welland, Fergus, Woodstock, Winnipeg, Man., Brandon.

Dealers in American Currency & Sterling Exchange.

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Agents in New York: BANK OF MONTREAL, 59 Wall Street.

Promptest attention paid to collections payable in any part of Canada.

Approved Canadian business paper discounted at the Head Office on reasonable terms, and proceeds remitted by draft on New York.

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Buy and sell Sterling Exchange and Cable Transfers. Issue demand drafts on Scotland and Ireland, also on Canada, British Columbia, Portland, Oregon San Francisco and Chicago.

Bills collected and other banking business transacted.

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BANKERS AND STOCK BROKERS,

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Canadian Bankers.

Merchants Bank

OF CANADA.

Capital, - - - $5,700,000 Paid Up.

President, SIR HUGH ALLEN.
Vice-President, ROBERT ANDERSON, Esq
HEAD OFFICE, MONTREAL.
GEORGE HAGUE, General Manager.
J. H. PLUMMER, Assistant General Manager.
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NEW YORK—The Bank of New York, N.B.A.

The New York Agency buys and sells Sterling Exchange, Cable Transfers, issues Credits available in all parts of the world, makes collections in Canada and elsewhere, and issues Drafts payable at any of the offices of the bank in Canada. Demand Drafts issued payable in Scotland and Ireland, and every description of foreign banking business undertaken

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(Formerly CHAS. A. SWEET & Co.),

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BANKERRS.

Parker & Stackpole,

BANKERS,

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BALTIMORE.

INVESTMENT and VIRGINIA SECURITIES a specialty.

Correspondence solicited and information furnished.

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Western Bankers.

The First National Bank.

GRAND RAPIDS, MICH., Feb. 24, 1883.

The First National Bank, of Grand Rapids, located at Grand Rapids, in the State of Michigan, is closing up its affairs, its corporate existence, having expired on February 24, 1883. All note holders and other creditors of said association are therefore hereby notified to present the notes and other claims against the association for payment.

HARVEY J. HOLLISTER, Cashier.

The Old National Bank

OF GRAND RAPIDS, MICH.

Capital Limit, - - - - - $1,500,000
Capital Paid in, - - - - 400,000

Referring to the foregoing the officers and directors of the OLD NATIONAL BANK OF GRAND RAPIDS, beg leave to announce that on Monday, February 26 inst., they will continue the business of banking in all its branches, at the same place of business, as successor of the First National Bank of Grand Rapids.

As substantially the same management will continue in the new organization, with equal capital (which will be speedily doubled) it is hoped the generous confidence and patronage so long bestowed upon its predecessor, will be continued to the present institution,

S. L. WITHEY, President.
H. J. HOLLISTER, Cashier.

THOS. M. THORNTON. WM. W. THORNTON, Cash

W. F. THORNTON & SON,

(Established 1859.)

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SHELBYVILLE, ILLINOIS.

Collections made in Shelby and adjoining Counties and Proceeds remitted on Day of Payment.

REFERENCES—National Bank of Commerce, New York. Union National Bank, Cincinnati. Third National Bank, St. Louis. Traders' Bank, Chicago. Indiana Banking Company, Indianapolis.

ESTABLISHED 1871.

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Defaulted Bonds of Missouri Kansas and Illinois a Specialty. Good Investment Securities, paying from 4½ to 10 per cent, for sale.

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BONDS, State, County, City, Town, School and Car Trust Bought and Sold.

The funding of entire issues receives special attention. Write us if you wish to buy or sell.

Montana National Bank,

HELENA, M. T.

UNITED STATES DEPOSITORY.

Capital, - - - - - - - - - $250,000

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E. SHARPE, Cashier.

Trust Companies, &c.

Bonds of Suretyship.

FIDELITY & CASUALTY CO.

OF NEW YORK.

Assets.....$400,000 00
Capital invested in U. S. Bonds..... 250,000 00
On deposit with Insurance Department.. 100,000 00

Officials of Banks, Railroads and Transportation Companies, Managers, Secretaries and Clerks of Public Companies, Institutions and Commercial firms, can obtain security from this Company at moderate charges.

The bonds of this Company are accepted by the courts of the State of New York.

Full information as to details, rates, &c., can be obtained on application to head office, 179 Broadway, N. Y.

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FOR OFFICERS AND EMPLOYEES IN POSITIONS OF TRUST.

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OF NORTH AMERICA.

Cash Capital $300,000
Cash Assets over..... 375,000
Deposit with Insurance Department..... 200,000

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NEW YORK OFFICE:

No. 178 BROADWAY.

NEW YORK DIRECTORS.—Joseph W. Drexel, A. J. Hopkins, H. Victor Newcomb, John Paton, Daniel Torrance, Edw. F. Winslow, Erastus Wiman.

Transacts no other business.

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Designated as a legal Depository by order of Supreme Court. Receive deposits of money on interest, act as fiscal or transfer agent, or trustee for corporations and accept and execute any legal trusts from persons or corporations on as favorable terms as other similar companies.

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WALTER J. BRITTIN, Secretary.

AMERICAN FINANCE COMP'Y,

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Portland Block, Chicago.

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WILL BUY OR SELL DEFAULTED BONDS or convert them into interest-paying investments.

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JOHN C. SHORT, President.

WM. P. WATSON, Sec'y and Treas.

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The Brooklyn Trust Co.

Cor. of Montague & Clinton sts., Brooklyn, N. Y.

This Company is authorized by special charter to act as receiver, trustee, guardian, executor, or administrator.

It can act as agent in the sale or management of real estate, collect interest or dividends, receive registry and transfer books, or make purchase and sale of Government and other securities.

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OF NEW YORK.

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Bankers' Safe Deposit Co

UNITED BANK BUILDING,

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Under the National Bank of the State of New York.

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FIRST-CLASS

Investment Bonds.

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Buy and Sell on Commission, for cash or on margin, all securities dealt in at the New York Stock Exchange.

Interest allowed on daily balances.

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Railroad Securities a Specialty.

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WEDNESDAYS AND SATURDAYS.

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Investment Bonds.

FIRST-CLASS RAILROAD BONDS,

PAYING

5 Per Cent to 7 Per Cent

PER ANNUM ON AMOUNT INVESTED,

FOR SALE BY

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DEFAULTED SECURITIES

taken in payment at full market rates, when desired.

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TRUST COS.' STOCKS.

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N. T. Beers, Jr.,

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NEW YORK.

Schuyler N. Warren & Co

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NETTING SEVEN PER CENT

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We negotiate Loans on improved and productive farms in the best portions of Kansas and Missouri, worth from three to five times the amount loaned.

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We assume the responsibility of MAKING ONLY SAFE LOANS; of collecting the interest and principal and remitting to investors, FREE OF CHARGE, and in case of any trouble or delay in making such collections, AGREEING TO STAND ALL EXPENSE and SHIELD INVESTORS FROM LOSS. TITLES GUARANTEED. ALL FUNDS PROMPTLY PLACED. Write for circular and full particulars, stating amount you would wish to invest on satisfactory evidence as to securities, titles, &c. Address,

H. P. MORGAN,
GENERAL AGENT FOR NEW ENGLAND
No. 3 Custom House Street,
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OR
JARVIS, CONKLIN & CO.,
LOAN BROKERS,
KANSAS CITY, MISSOURI.

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SECURED BY FIRST MORTGAGES ON IMPROVED FARMS.

Guaranteed, Principal and Interest, by its

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The transfer books will be closed at 3 o'clock on the afternoon of March 20th inst., and opened on the morning of the 17th of April next.

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A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

[Entered, according to act of Congress, in the year 1883, by WM. B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

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The Chronicle.

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POST OFFICE BOX 958.

On page 337 will be found the detailed returns, by States, of the National Banks, under the Comptroller's call of December 30, kindly furnished us by Mr. KNOX. Previous returns were published, those for October 3 in the CHRONICLE of November 18, page 568, those for July 1 in the issue of August 19, page 210.

WITHDRAWAL OF BANK CIRCULATION.

Our remarks last week with regard to the tax remission on bank capital and its effect upon bank circulation and upon the demand for Government bonds, have elicited one or two suggestions which make a return to the subject desirable. No one questions the correctness or importance of the point we made, to the effect that the repeal in question takes off one-half per cent from the profit heretofore inuring to bank-note circulation. The only inquiries that have been made, relate to the position this change leaves the bank in—(1) with reference to the profitableness of its circulation, and (2) with reference to the impediments in the way of retiring bank notes.

Last week we rather assumed than demonstrated that there was now no profit left in taking out circulation. It is very difficult to measure in exact figures the entire cost of national notes. Among the majority of New York banks it has been felt, for two or three years, that, situated as they are, there was not enough money in it for the risks assumed; and since the latest rise in the value of bonds consequent upon or following the conversions into 3 per cents, this has become a more decided, active feeling, the total circulation held on the 30th of December, 1882, being reduced to about 18 millions on 50 millions capital, and since then having been further reduced until now the holdings are only about 17 millions on same capital. Thus the opinion prevailing among banks in this city finds clear expression in their taking or keeping out so much less currency than they are entitled to. Of course they have not heedlessly thrown away an evident profit; they act as they think is best for the interests of their trust.

These, however, are results under the laws as they stood previous to the late repeal of the tax on bank capital. The naked figures then showed, with interest at 6 per cent, a small profit on circulation; but the risk of losing a part of the premium on the bond, also the disadvantage of having the capital which covered all of the premium and ten per cent of the bond locked up from active use, and the little extra expenses incidental to circulation which cannot be precisely measured, made up in the judgment of our bank managers, more than enough of loss and risk to balance any such apparent gain from the investment. To show, however, how the case stands to-day, let us take as illustration circulation issued on 3 per cent bonds costing the bank say 104. On the bonds the Government allows an issue of 90 per cent of their face in notes, and pays, of course, 3 per cent interest to the bank. The item given, in the statement below, of $81 cost of redemption of notes at Washington, we take from Comptroller Knox's evidence before the Finance Committee in January 1881, when the bill for refunding the national debt was before the Senate. The Comptroller then stated that during a period of five years the average cost of the total redemptions of national bank notes had been "about nine "one hundredths of 1 per cent, or $81 a year for a bank "with $90,000 circulation." The account then for an organization with $90,000 circulation would stand as follows,—current interest being at 6 per cent.

Interest receipts, with interest 6 per cent—		
Bank invests $104,000 and gets $100,000 of 3 per cents—annual interest received on bonds		$3,000
Obtains on these bonds in circulation	$90,000	
Less the 5 per cent redemption fund	4,500	
The bank, therefore, also makes 6 per cent interest on	$85,500	5,130
Total interest received by bank on bonds and circulation		$8,130
Deduct for losses and expenses—		
Tax on circulation, 1 per cent	$900	
Cost of making redemptions	81	
Annual average loss of premium on bonds	1,000	
Total losses and expenses to be deducted	$1,981	1,981
Leaving the net annual result on investment of $104,000		$6,149
If the $104,000 had been kept by bank and loaned at 6 per cent it would have realized		$6,240
Bank, therefore, actually loses annually by taking out circulation		$91

☞ The 4s bought at 120 would net $116 annual profit on every $90,000 of circulation taken out, *reckoned on the basis of a 6 per cent market*—on a 7 per cent market the *loss* would be $229 on every $90,000 of circulation, and *this loss increases as the interest rate rises.*

This statement shows a clear net loss to the bank of $91 a year on every $90,000 of circulation it takes out on three per cent bonds costing 104. If the three per cents are redeemed in three years—and is it not probable that they all will be?—$333 more must be marked off every twelve months, making the annual loss $424. Then again if the investment is made at a place where the bank can secure 7 or 8 or 9 per cent on its money loaned, the loss is much greater—the amount of loss increasing as the rate of interest rises. For instance, if the ruling rate of interest be 7 per cent, the *annual* deficit in the circulation account in case the bond is redeemed in four years, would be $276, and if redeemed in three years it would be $609. Furthermore, in the above, there is no note taken of the many little expenses and loss of interest to the bank in managing and continuing bank currency and its redemption; nor is any allowance made for the decrease in the power and ability of the bank to attract and do business, through the fact of its having in every $104,000 of its capital $19,500 ($10,000 being the 10 per cent of the face of the bonds for which currency is not issued, $4,000 being the premium paid on the bonds, and $4,500 the 5 per cent redemption fund always to be kept at Washington) locked up in a permanent investment and not responsive to the wants of customers. This is a very important consideration to a bank officer, for in the available funds the bank has to loan, lies the chief source of the power which draws depositors, and therefore secures the profits to banking business.

But enough has been said, we think, to make it very plain that, at the present price of bonds, there is now not only no profit, but an actual loss, in taking out circulation. There remains but one other question about which we have had inquiry, and that is with reference to the rapidity with which national notes can be withdrawn from circulation, in case a general disposition to do it existed. The limitation put upon the absolute freedom which hitherto existed in this particular, is found in the ninth section of the Bank Extension act of last July, where after continuing the power granted by section 4 of the Act of June 20, 1874, to withdraw circulating notes, it enacts as follows:

"*Provided*, That not more than three millions of dollars of lawful "money shall be deposited during any calendar month for this purpose; "*And provided further*, That the provisions of this section shall not "apply to bonds called for redemption by the Secretary of the Treasury, "nor to the withdrawal of circulating notes in consequence thereof."

It will be seen that this section limits action under section 4 of the Act of June 20, 1874, to the depositing of three millions a month, except in the case of withdrawals under called bonds. The first question that arises then is, to what extent can this limit be exceeded under the exception mentioned, if the disposition existed to make use of the privilege it allows? Of course, so far as the banks now hold called bonds or those liable to be speedily called, this power is not open to any doubt. We see that on the first of March they held about 14¼ millions of extended 3½s, and to that extent, therefore, if they desire to do so, they can probably soon have an opportunity to act under the proviso.

But hitherto there has been another way in which the same end could be reached, and the circulation retired to the full amount of each call if the need arose. That is, by acting under regulations of the Treasury Department made pursuant to section 5,167 of the Revised Statutes, which provides that "the Comptroller upon the terms "prescribed by the Secretary of the Treasury, may permit "an exchange to be made of any of the bonds deposited "with the Treasurer by any association, for other bonds of "the United States authorized to be received as security "for circulating notes, if he is of opinion that such "exchange can be made without prejudice to the United "States." If the word "may" in this section is to be interpreted as meaning "shall" (as might be urged, since it is a privilege granted by statute) the bonds as called could be purchased and substituted at Washington and the three million limit per month exceeded to the amount of the calls. Still, if withdrawals should become active so as to exceed the limit materially, we very much doubt whether the Comptroller would interpret this section so as facilitate such a movement.

There is one other section under which the process of retiring notes can be carried on, and that is section 6 of the Bank Extension Act of July 12. That provides for the redemption of the notes of extended banks and is not probably affected by section 9 of the same act which enacts the three million limit. Still, from the examination we have been able to give it, there does not appear to be in section 6 any provision for withdrawing bank currency except as redeemed in the ordinary way, until at the end of three years from date of the reorganization, when the old notes still unredeemed must all be provided for. If the extended banks did not desire new notes in place of the old ones as they are redeemed, or in place of the amount remaining unredeemed at the end of the three years, there seems to be nothing in the act requiring them to take them. As to the case of charters expiring in the future, the inquiry has little interest, as there are none, we believe, terminating hereafter until 1884. On the 25th day of February there were 297 banks, covering 71¼ millions capital and 53¾ millions circulation, which expired and were, we suppose, all extended.

THE FINANCIAL SITUATION.

With the exception of a very close money market, the continued lack of rain in California, and a cold wave which has passed over the northern half of the country attended in many sections with snow, the developments during the week have all been favorable to a growth in business enterprise and activity. At the moment there seems to be some question whether winter wheat has not been harmed in limited districts of the Northwest by the low temperature, and apparently a well-grounded fear that the yield on the Pacific coast will be shortened by drought. Still, a few days of seasonable weather in the one case and of rain in the other, may wholly remove these apprehensions, and if so the early crop outlook will be unusually promising.

Of course the stringency in money, the rate averaging probably about ten per cent during the week, has been a check to enterprise, and a strain on needy borrowers. But this is merely a temporary inconvenience, and likely from this time to grow less severe. On Monday the Treasury Department will anticipate the payment of the April interest without rebate. This interest amounts to $7,389,713 50, as we stated last week, and its prepayment is likely to result in the immediate disbursement of more money than could be expected by anticipating the maturity of the bond call. Besides the promise of that amount, there has already been received from Europe during the week $3,168,790 gold, two-thirds of which was in American coin, and therefore became immediately available on arrival; and by to-day the whole of the week's imports will be in bank, the last payment for the gold bars having been made by the Assay Office yesterday. Added to these receipts we have had at least $500,000 arrive from California, with more expected in a few days from that source, and other arrivals from near-by cities attracted hither by the high rates paid, while at the same time, and as a result in part of the same

cause, there is a partial check in the flow of currency westward. Altogether then, it would seem probable that with such gains in lawful money, with further anticipated arrivals from Europe and with less going to the interior, a turn in the monetary condition had been reached.

A disposition has existed to charge this flurry in money to artificial causes, one party claiming it to be due mainly to manipulation, the operators hoping thereby unfavorably to affect the stock speculation; and the other party charging it to an arbitrary locking up of money in the Treasury. With regard to the former, while advantage has very likely been taken by a few operators for a decline of the low reserves of the banks—as for instance on Thursday afternoon, when rates were marked up to ⅛ of 1 per cent commission and interest, on the discovery that one or two large borrowers had neglected to obtain a supply earlier—yet such movements have been mere incidents of the situation, not in any sense the cause. If the reader has followed our record of the flow of currency from week to week since the first of February, and has kept in mind the fact we brought out last January, that our easy money then was only in consequence of the remarkably low figure to which the Treasury permitted its balance to be drawn down at that date, the problem will be easily solved, and we shall find less cause to blame the Treasury Department now. To show what the banks have lost in lawful money we give the principal items in their return on the 27th of January when the reserve was at the highest, comparing them with last Saturday, the date of greatest depression.

1883.	Loans.	Specie.	Legal Tenders.	Tot'l Lawful Money Res've
January 27	$316,905,400	$63,937,700	$23,351,400	$87,289,100
March 17	319,672,000	48,551,900	17,081,100	65,633,000
Increase	$2,766,600	$.....	$.....	$.....
Decrease	.....	15,385,800	6,270,300	21,656,100

Here we have a loss since January 27 of $15,385,800 specie and $6,270,300 legal tenders, making a total loss of $21,656,100. Our weekly record of the interior movement shows that the drain to the West has reached nearly 8 millions and the Treasury operations have absorbed about 12 millions, making 20 millions out of the total loss of $21,656,100 cash reported above. This seems to be a sufficient answer to the charge that the stringent money market has been due to manipulation.

These facts indicate however, as is undoubtedly true, that money would not have been active unless Secretary Folger had increased his available balance. But was it not very necessary he should increase that balance? We showed in January that it had run down lower than it had ever been allowed to stand before, being only about 111½ millions on the first of January, 122¼ millions on the first of February, and 129 millions on the first of March, against 137 millions, 140¼ millions, and 153 millions on the first of the same three months of 1882. The monthly statement since January a year ago is as follows, the last column showing the available balance.

Date.	Nominal Balance.	Bonds Redeemed but not Matured.	Actual Available Balance.
January 3, 1882	$145,112,116	$8,073,474	$137,038,642
February 1, 1882	141,077,178	640,293	140,436,885
March 1, 1882	155,024,219	107,296	154,916,923
April 1, 1882	147,334,183	.....	147,334,183
May 1, 1882	142,208,881	.....	142,208,881
June 1, 1882	138,319,567	.....	138,319,567
July 1, 1882	119,583,665	.....	119,583,665
August 1, 1882	121,512,719	.....	121,512,719
September 1, 1882	139,507,288	.....	139,507,288
October 1, 1882	134,979,472	6,527,232	128,452,240
November 1, 1882	148,530,516	12,895,372	135,635,144
December 1, 1882	155,764,902	29,860,536	125,904,366
January 2, 1883	140,185,442	28,721,531	111,463,911
February 1, 1883	140,967,825	18,703,848	122,263,977
March 1, 1883	128,944,472	.....	128,944,472

It was the *unnatural* ease of money in the winter months produced by the excessive disbursements of the Treasury then, that has made the disturbance now. The complaint should be, if any is made, that the Department does not determine definitely what balance it needs, and as near as possible always keeps that and no more. Excessive disbursements at any period are just as misleading and disturbing to business interests as the unexpected locking-up of money is at a subsequent period. In fact the former necessitates the latter. We have no doubt the Secretary will do all within his power to relieve the money market and his order directing the prepayment of interest was the wisest provision that could be made to meet the present emergency. Perhaps after the first of April, when he obtains a clearer idea of the demands he must provide for and the changes in the revenue likely to result from the late legislation, the bond call due in May will be anticipated. We see that the Commissioner of Internal Revenue states that the receipts from July 1, 1882, to March 21, 1883, exceed the receipts of the corresponding period of last year by $2,200,000; he also estimates that the receipts for the current fiscal year, if there had been no reduction in taxation, would have amounted to $148,625,000, but that the changes in the revenue laws will cause a reduction of $5,000,000, making the total estimated receipts for the current fiscal year, $143,625,000.

In foreign exchange there was an advance in the rates on Monday by one of the drawers of bills, but the movement was not general, and under the influence of active money and a very limited demand, they were reduced again on Wednesday, being now at the lowest points of the year, both for sterling and francs. There seems to be scarcely any inquiry from merchants. The demand is chiefly to cover gold importations, while the supply is a little more liberal, particularly of commercial bills. Bankers admit that the trade movement now justifies low exchange, though the indications are that the figures of the Bureau of Statistics for February will show a balance of less than ten million dollars in our favor. This estimate we base on the breadstuffs and provisions figures issued this week, and on our own table of cotton exports. To give our readers the results as to breadstuffs, we have prepared the following summary for three years.

EXPORTS OF BREADSTUFFS FOR FEBRUARY, AND FOR THE FIRST EIGHT MONTHS OF THREE FISCAL YEARS.

	1882-83.		1881-82.		1880-81.	
	February.	8 Months.	February.	8 Months.	February.	8 Months.
Quantities.						
Wheat ...bu.	5,666,035	88,300,407	5,318,183	72,949,698	7,650,182	107,079,357
Wht-fl'r.bbls.	902,633	6,372,103	526,499	3,853,474	554,730	5,307,432
Tot. in bush.	9,727,883	116,974,870	7,687,428	89,300,330	10,146,378	130,962,801
Values.	$	$	$	$	$	$
Wh't & flour	11,850,162	137,230,592	9,340,615	109,677,476	11,334,081	147,726,387
Corn & meal	3,814,618	11,191,998	1,749,906	24,777,513	2,389,790	32,551,508
Rye	69,944	689,529	65,628	512,106	181,493	1,507,008
Oats	14,385	115,101	15,178	201,739	9,823	120,681
Barley	14,900	203,092	3,784	124,766	4,645	591,042
Total value	15,773,009	149,431,142	11,175,103	135,296,633	13,919,046	182,428,62

This is a very satisfactory exhibit in the comparison it affords with the movement for the same months in previous years. But it shows a total in February somewhat less in value than in January, while cotton in February also shows about 14 million dollars less than in January, and provisions and petroleum together probably at least one and three quarter millions less, making a total loss in exports compared with January—unless there is some increase in the miscellaneous items—of about 15¾ millions. Most likely there was also a small falling off in the imports, but we do not see how the February trade balance can reach 10 million dollars. Now, however, that the prices of breadstuffs and provisions have declined, a freer movement to

foreign ports has set in and the March balance is likely to be more satisfactory. The result of the revival of shipments is seen in the increasing supply of commercial bills and in the opinions expressed by leading bankers that even with easier rates for money, exchange would now warrant the shipment of gold. It appears that the Bank of England has been content to advance the price of bars to a point which compels a resort to double eagles, and that this is the only effort thus far made to check the movement hither. At current rates for sterling, there is a good profit in bringing American coin out, provided importers choose to take the risk of easier money here on its arrival; but they may avoid this uncertainty by buying in advance, at sufficiently low rates, bills with which to cover the importations. As already stated, the arrivals of gold since the 16th, inclusive, have amounted to about $3,168,790. Of this, however, about $200,000 will not appear in this week's bank statement. The New York Clearing-House banks, according to reports collected by us, have received from and shipped to the interior, gold and legal tenders as follows the past week.

Week Ending March 24, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency	$1,170,000	$1,283,000	Loss. $113,000
Gold	70,000	345,000	Loss. 275,000
Total gold and legal tenders	$1,240,000	$1,628,000	Loss. $388,000

The above shows the actual changes in the bank holdings of gold and legal tenders caused by this movement to and from the interior. In addition to that movement our City banks have also lost $1,924,536 by the operations of the Sub-Treasury, and have gained by the imports of gold, $2,968,790. Adding these items therefore to the above, we have the following, which should indicate the net gain to the New York Clearing-House banks of gold and legal tenders for the week covered by the bank statement to be issued to-day.

Week Ending March 24, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	$1,240,000	$1,628,000	Loss. $388,000
Sub-Treasury operations, net	.....	1,924,536	Loss. 1,924,536
Imports of gold	2,968,790	.....	Gain. 2,968,790
Total gold and legal tenders	$4,208,790	$3,552,536	Gain. $656,254

The Bank of America received $430,000 gold on account of the associated banks during the week, all of which came from Europe, and paid out $625,000 in small lots for use by city banks.

The high rates for money have served pretty effectually to curtail business at the Stock Exchange this week. The leaders have managed to check any decline, even in the face of periodical raids, and some of the specialties have been advanced. On Wednesday and Thursday there was a very decided upward movement in the Northern Pacifics, and on the last-named day the tone was strong in the morning in the expectation of easier money and relief from the Treasury, but in the afternoon unfavorable dispatches from Washington and active money made an unsettled market at the close. Yesterday was a holiday at the Exchange. It is evident that the leaders have devoted their attention almost exclusively to the business of holding the market where it is, hoping that as money becomes easier there will be some outside support, being encouraged in their hope by the satisfactory increase in railroad earnings, the large surplus of old crops still remaining to be marketed, the fairly favorable outlook for winter grain, and the improving business prospects. With such influences operating, if the public had full confidence that the roads would be fairly and honestly managed, there could be very little question as to the future of the market. This loss of confidence in management, however, is getting to be a more serious element in the problem of future prices than some are ready to admit. While earnings can be and are turned on or off a given road at will, and the whole condition made gloomy or glowing at the bidding of the operator behind the scenes, the lambs may purchase, but men who do not keep money to lose will not.

For honestly managed roads, the future to us looks extremely hopeful. Mark the excellent exhibits now being made for 1882, very many of them proving so much better than anticipated. The Chicago Burlington & Quincy is a good illustration of this class. Its lines had been extended very rapidly, its debt and stock heavily increased, and as a consequence it was feared that its showing might be unsatisfactory, while its enemies claimed it would have to suspend or reduce its dividends. We have this week, however, been furnished with an abstract of the income account for 1882 (given in full in our railroad columns) which shows how erroneous such views were. We find that notwithstanding the company paid over five millions ($5,023,599) for dividends, $3,883,789 for interest, $615,622 for taxes, $148,772 for rentals, and carried $750,000 over to renewal fund, besides providing $631,442 for sinking funds, it had remaining a balance to credit of surplus income account on the year's operations of $1,611,463. It is without doubt true that the company having increased its stock and debt, it will have to pay out more for dividends, &c., in the present year than in 1882; but taking the funded liabilities as outstanding January 1, 1883, no additional increase on account of interest will be entailed in 1883. Dividends on stock, however, though they increased from $4,349,286 in 1881, to $5,023,599 in 1882, will require $550,000 additional to maintain 8 per cent on the present amount of stock, and to meet it on the basis of 1882's results there is a balance of $1,611,463 as we have seen. This result is without any allowance for a development of its business the current twelve months.

As to trading in securities between London and New York, there can be very little of it done while the exchanges remain as they now are and prices continue here with so little fluctuation. A considerable decline would create a demand for them, or an advance might start a movement from London. As it is, there is nothing doing. The following shows relative prices in London and New York at the opening each day for leading properties.

	Mar. 19.		Mar. 20.		Mar. 21.		Mar. 22.		Mar. 23.
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	
U.S. 4s, c.	118·94‡	120	119·06‡	120⅛	118·82‡	120	118·70‡	119⅞	Holiday
U.S. 3⅛s	103·19	103⅛	103·44	103⅛	103·09	103	102·85	103	
Erie	37·42	37⅛	37·30	37¼	37·02	36⅞	37·26	37¼	
2d con.	96·90	95¾	96·90	96⅜	96·80	96	96·80	96	
Ill. Cent.	144·38	144	144·62	144⅝	144·23	144	144·71	144¼	
N. Y. C.	125·97	125⅝	125·97	125⅝	125·59	125¼	125·84	125¾	
Reading	26·76†	53¼	26·64†	53½	26·49†	52⅜	26·74†	■	
Ont. W'n	26·16	25¾	26·16	25⅝	25·89	25¼	25·77	25½	
St. Paul.	101·98	101⅝	102·22	101½	101·39	101⅛	101·64	101⅝	
Exch'ge. cables.	4·84½		4·84½		4·84		4·84		

* Expressed in their New York equivalent. † Ex interest.
‡ Reading on basis of $50, par value.

The Bank of England rate of discount remains unchanged at 3 per cent. The Bank lost £67,000 bullion during the week and gained £17,000 on Thursday. The proportion of reserve to liabilities was reduced 1⅛ per cent. The return of the Bank of France shows an increase of 2,400,000 francs gold and a decrease of 5,975,000 francs silver. The Bank of Germany, since last report, has gained 2,560,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	March 22, 1883.		March 23, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England	22,621,590	.....	23,960,946	.....
Bank of France	39,813,801	42,537,624	34,407,229	15,705,982
Bank of Germany	7,961,250	23,883,750	7,093,000	21,270,000
Total this week	70,426,641	66,421,374	65,461,175	66,984,982
Total previous week	70,354,972	66,532,838	64,155,415	66,711 136

The Assay Office has paid through the Sub-Treasury $138,.094 for domestic and $975,966 for foreign bullion. The consignment of $215,000 on Wednesday was paid for on Friday. The Assistant Treasurer has received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Mch. 16..	$405,775 67	$21,000	$39,000	$286,000	$60,000
" 17...	397,670 71	32,000	15,000	287,000	63,000
" 19...	592,783 77	43,000	75,000	385,000	90,000
" 20...	607,641 77	61,000	39,000	432,000	74,000
" 21...	420,314 72	44,000	32,000	286,000	58,000
" 22...	492,966 27	58,000	48,000	312,000	44,000
Total.	$2,917,152 91	$259,000	$248,000	2,018,000	391,000

THE WABASH SYSTEM.

The Wabash (whose pamphlet report has unexpectedly been furnished the public this week) is a corporation somewhat anomalous in character and history. It is situated in the heart of the country, and should, therefore, one would think, be in position to command a good proportion of the increasing traffic between the East and the West, besides sharing in the business to and from the Southwest, and in a minor degree in that of the Northwest and the South; the territory through which it passes is very fertile, and all the larger companies in the district are enabled to make satisfactory returns to their stockholders; the road, moreover, unites such important traffic centres as Omaha, Kansas City and St. Louis, with Chicago, Detroit and Toledo. Yet it cannot earn sufficient to cover interest charges and rentals, let alone dividends on its stock, having for two years now netted an annual deficit. It is the only one among the many companies that have recently issued statements for the year 1882 whose exhibit is disappointing. Now, why does a road apparently so eligibly located make a net result so unsatisfactory? The answer is not difficult to give.

The Wabash is a conspicuous instance of the type of roads that have been growing up of late years, and whose distinguishing peculiarity is their size. The mania for railroad expansion—for the sake of expansion alone, and without regard to its ultimate effects—has perhaps never shown itself in any corporation to the extent that it has in the Wabash. The company has had a corporate existence (in the consolidated form) of only three years. Yet during that time it has increased its mileage from 1,578 miles to 3,518 miles, and its debt from 35 millions to 70 millions. Road after road was added to the system, to "complete" it, and whether a particular line would entail a loss or not does not seem to have been seriously considered. Nor did the company confine itself to the acquisition of mere competing lines, or those that threatened to become such, but apparently every line that in any way came in contact with the system—in fact, every neighboring piece of road lying around loose—must needs be put into the confederation and fed at its expense. Itself but recently released from the sheltering care of receivers—the vicissitudes through which the old Toledo Wabash & Western passed will be remembered by many of our readers—it soon became a great infirmary for the sick of all ages and conditions, and under the strain that this imposed is now again a not inconsiderable weakling itself. To show how the new lines have increased its burdens it is only necessary to say that in the calendar year 1882, though the company earned less than 17 millions gross, the charge for interest, rentals and taxes was over 6 million dollars; while, on the other hand, the ordinary operating expenses were over 11½ millions, or almost 70 per cent of the gross earnings.

The latter feature—the heavy expenses—shows another particular in which the Wabash system labors under great disadvantage, owing to the heterogeneous character of its mileage. It is made up of so many odd and end pieces that the expense of operating it becomes very great, and the difficulty is further aggravated by the fact that the proximity of many of the lines to main or through routes makes remunerative rates on them we presume quite frequently impossible. For instance, in 1882 the average rate per ton per mile on the entire freight traffic of the company was only 95 hundredths of one cent, while the Pennsylvania in a thickly settled country and surrounded by active competitors received as much as 87½ hundredths of one cent on the lines east of Pittsburg and Erie, and on its New Jersey Division almost 1¼ cents a ton a mile. Ninety-five hundredths of a cent a ton a mile might perhaps pay the Wabash on a large volume of through traffic, but it goes without saying that between local points no such figure can at all prove profitable; and though this average offers no guide as to what the company actually did receive on local traffic it indicates clearly enough how large a portion of its tonnage is subject to the influence of low, competitive rates. Mr. Hopkins, the Vice-President, in the present report now states that the effort of the management will be directed towards securing a gradual advance in rates. The experiment is a commendable one and deserves to succeed, but its outcome will be watched with care.

There is, however, still another drawback with which a system like the Wabash—encumbered with so many burdensome lines—has to contend, in addition to the heavy charges for interest and rentals and the high percentage of operating expenses; it has a small income and yet can not confine its energies to developing any one avenue of traffic, but must of necessity seek to develop them all, with the effect of producing only a very poor or indifferent result. It is no doubt true that some of its newer lines—notably those to Chicago and Detroit—were not able to demonstrate the full measure of their capacity in 1882, because in many particulars still incomplete, and that a better showing will probably be made in the present year by them. But the point is, that even when they are complete, the company cannot give them its undivided attention—its entire money and force—but must extend its care over the whole vast system, so that whatever good might otherwise result is lost. The time will undoubtedly arrive when all the mileage in the Wabash system may become profitable, for the country traversed by it is as yet only in the infancy of its development, and destined to continuous growth for many years; but unless the road is assured of abundant crops mean while, this growth will prove of little avail to it, since with its heavy operating expenses, its high interest charges, and the low rates obtained on its tonnage, the lines cannot be kept in proper repairs, and its treasury must remain empty. In that event, competing lines will secure the traffic which should go to it. The truth of this remark will become apparent when we say that as yet we have had only one poor crop, that of 1881, (to which the misfortunes of the company are chiefly ascribed), and yet its effect is seen everywhere in the company's operations and accounts. For instance, though the expenses were very heavy in 1882

(proportionately however not so heavy as in 1881, when there was severe damage by floods) we find that of the 584 engines in the possession of the company, only 238 are reported as being in really first-class condition, while 152 are "in fair order, but may require slight repairs," 117 are "running but needing repairs," 52 are undergoing repairs, and 26 waiting to go into shops. Of the passenger and freight equipment the General Superintendent can only say that it was maintained in "fair" condition, while by the income account we see that the balance paid for use of foreign cars is increasing, having been $174,000 in 1881, and now being $221,000 in 1882, indicating that the company has to rely more and more upon foreign equipment.

It is great satisfaction to note, though, that the managers of the Wabash are beginning to see that in assuming the burdens they have, they made a mistake. Mr. Hopkins is bold enough to declare that if the events that have happened could have been foreseen, "the company might not, "perhaps, have entered upon such extensive undertakings "in the way of additional roads and equipment." Herein lies a great deal of encouragement for the future of Wabash. Once get a man to acknowledge his errors and repent, and you have put him on the high road to a successful career. We may hope, therefore, that the Wabash has done now with the policy of expansion, and will henceforth devote itself, as best it may, to securing good results on the lines already in hand, and not assign any more of its net earnings to intersecting or connecting roads for the privilege of dubbing them "Wabash St. Louis & Pacific" lines. But it were certainly to be deplored if so excellent a lesson as the case of the Wabash affords, should be lost on other companies. There are many railroad corporations at this moment suffering from a similar malady, only a milder form of it, or else are strong enough to bear up under it. Experience clearly demonstrates that a policy of indiscriminate expansion always leads to disastrous results. Extensions and connecting lines are necessary, and should be made or acquired, particularly where they give access to an important traffic centre. In such case, indeed, it would be folly not to try to secure them, and endeavor to form a continuous line under one management. But it is no part of a company's business to seek to devour every competing, connecting and intersecting road. The Pennsylvania tried that once on a very extensive scale, and narrowly escaped going to the wall in consequence. The New York Central (under the old Commodore) and the Baltimore & Ohio pursued a more conservative policy—that of developing a particular line to a given place, and letting all the rest take care of themselves—the only correct policy—and when the years of depression came, they were in position to weather the storm. It should always be remembered that with a railroad, as with the frog in the fable, undue distention speedily brings about a collapse.

As to the results for the year on the Wabash, these were clearly foreshadowed in our remarks last week. The net income fell $583,022 below the sum required for interest, rentals, taxes and other annual charges. This deficit is only about half as large as it was in the previous year, but is discouraging all the same because net earnings were over 1½ million dollars better than in that year, so that it is pretty evident that the adverse feature in the late year's results was the heavy augmentation that occurred in the fixed charges. As the summary published by us last week was incomplete, because some of the items for 1882 could not then be obtained, we repeat it here filled out.

	1880.	1881.	1882.
Mileage end of year.	2,479	3,348	3,518
Gross earnings	$12,428,112	$14,467,789	$16,851,690
Operating expenses.	7,787,349	10,792,943	11,664,752
Net earnings.....	$4,640,763	$3,674,846	$5,186,938
Other receipts.....	33,601	277,245	328,760
Total income	$4,674,364	$3,952,091	$5,515,698
Less—			
Rentals paid.....	$483,255	$1,009,079	$987,608
Interest on debt.....	2,657,360	3,447,627	4,302,006
Tax., rent of cars, &c.	514,569	637,504	809,106
Total payments..	$3,655,184	$5,094,210	$6,098,720
Remainder	Sur. $1,019,180	Def. *$1,142,119	Def. $583,022

* This was increased by dividends paid upon preferred stock to a deficiency of $2,472,037.

The above gives an intelligible exhibit of the company's operations for the three years that the consolidated corporation has been in existence. The report before us is quite full in its details of financial results, but there is one item in the above showing for 1882 which we do not quite understand. Interest on bonded debt is given at only $4,302,006, while by the company's own statement the amount called for per year was on February 1, 1882, as much as $4,380,082, and is now reported on Jan. 1, 1883, to be $4,401,959 annually (not including interest on the company's bonds held in its treasury). The smaller total actually charged may be accounted for by assuming that the company had some small receipts which were considered as offsets to the interest payments, and deducted, but as the figures stand they are certainly in conflict with those given in the exhibit of its debt with the interest on the same.

RETALIATORY LEGISLATION ILLUSTRATED

The case of Hamilton against the now defunct Knickerbocker Life Insurance Company, decided by Judge Arnoux in the Superior Court some weeks ago, gives opportunity for exhibiting in a clear light a class of legislation known as retaliatory, of which the public takes little note. Mr. Hamilton took out a policy for $2,500 Jan. 21, 1873, and died in Alabama, Jan. 1, 1879. On the 12th of February following, the Legislature of Alabama enacted a law (particulars not stated) which was hostile to outside insurance corporations. On June 6, 1881, the New York Legislature enacted a law (chap. 463, laws of 1881), the latter part of which we copy as a curiosity of its kind. The previous portions of the act, which we omit, specify almost every species of favoritism which a State could grant its own insurance corporations, and then enacts as follows.

Wherever, by any law of any other State of the United States, it shall be made unlawful for any person to do any of the acts or things herein before specified within such State, for or on behalf of any insurance company not organized under the laws of such State, except upon terms and conditions, specified in said laws, more onerous than those imposed by the laws of New York in like cases, then and in every such case no suit, proceeding or action shall be instituted, conducted or maintained in any court of this State to recover or enforce any claim founded upon or arising under any policy of insurance issued by any corporation organized under the laws of this State, *where the loss under such policy shall have occurred, or where the person whose life was insured thereby shall have died, within the State* where any such laws as are hereinbefore specified shall be in force at the time such loss or death occurred or at the time such suit, proceeding, or action shall be brought; and whenever, in any action now pending, or hereafter brought, in any court of this State, *any* of the facts hereinbefore specified shall be established, it shall be the duty of the court to dismiss such action.

It is evident that the position of the widow who sued on this policy was one of extraordinary hardship. Her husband having died more than a month *before* the enactment of the Alabama provocative law, the company refused payment, as far as appears, for no reason but that the plan of paying nothing which could be avoided had been adopted by it, in the desperate hope of working out of financial troubles. The claim having dragged along—

whether in suit or not is not stated—for two and a half years, the Legislature of New York then passed the above-quoted retaliatory law, and the company had actually the assurance to plead this law as a bar and ask that the action be dismissed.

The view of the case taken by the Court was, in accordance with the statement of facts, that this law would be *ex post facto*, applied, as in this instance, to a policy already existing when the law was enacted. But the Court also went further, and found that this statute impairs the obligation of contracts by destroying the means for their enforcement, and that no law can be passed which impairs the legal remedies in existence when a contract was made, such remedial laws becoming a part of the contract itself. How far this principle is to be modified under the Virginia bond decision of the Supreme Court is at the moment not clear. But in this case it was also found that the expression "shall be" necessarily applies to any future hostile legislation, the Act of 1881 being meant as a warning, ready to take effect as to any State which thereafter furnished provocation; hence, as Alabama had not since passed any such laws, the Act of 1881 could not apply in the Hamilton case. Decision was therefore given for the policy-holder.

We thus see that this Act of 1881 is loose in phraseology as well as infamous in attempt. Whenever "any" of the facts specified is established, the court in which an action is brought is directed to dismiss it. The presumable and probable intent was that the law was to apply only in retaliation for laws more hostile than those of New York towards outside companies; but the word "*any*" literally applies the law when any other State requires of outside companies "a compliance with any conditions." All States impose conditions; hence, under the literal terms of this law, the courts of New York are prohibited from entertaining any suit on policies maturing without the State, whenever that fact is pleaded and shown in defense.

Nor is this all. If the property on which loss arises is located within an offending State, or if the person whose life was insured happens to die on the soil of such State, the courts of New York are closed against the claim, as just stated, regardless of any other facts. Alabama, for example, having offended, a claim on property situated there is not enforceable in New York, whether owned in Alabama or in Maine; a citizen of Maine, New York, Alabama, or England, happening to die on Alabama soil, though he were killed in a railway disaster while crossing that State, suit on his policy is debarred in New York, because he "died within" the offending State. That this is the intent of the law we see by the words italicized above, which say nothing of citizenship, and can bear no other construction.

Note, therefore, the beauty and the rude justice of retaliatory legislation. Some State having enacted a discriminating law against outside insurance companies, New York must strike back. The offending State having no body to be hit, its citizens are struck at, as though justice was satisfied when an individual is punished for the acts of a State; but this law strikes out so clumsily that it hits property owners and widows any where, and may even hit a New York widow.

A repeal bill has already been introduced at Albany, but the law is dead even without repeal and although not yet passed upon by the court of last resort. For this is a case where the law is worse than those to whom it relates. No insurance company, whose promises are worth paying money for, would hazard its reputation by such a plea; hence the public can own property where they like, and die where destiny calls, without impairing rights of suit in New York courts.

This retaliatory legislation began in the discovery, in some State having few or no insurance companies, that outside companies, which come in "to carry off our money" were a neat resource for taxes, and required close watching. Once begun, the human nature in mankind retorted, and made the thing spread. The practice has been to enact general laws which impose on companies of each State the same burdens imposed in that State upon outside companies; this astonishing law goes further, and attempts to abolish the courts as a retaliatory measure. In the great commercial States, at least, there should be intelligence enough to perceive the elementary fact that all taxes and restrictions, wherever laid nominally, are really borne by citizens of the State which imposes them, because a State cannot go beyond its jurisdiction. The commercial States, which have the most companies and pay most for insurance, have the greatest capacity for suffering in this game of folly; and as New York went to the full length in the law discussed herein, it should now take the lead in wholly wiping out this class of legislation.

ST. PAUL'S FLOATING DEBT.

We give the following letter, though we do not see that it makes out any better case than we did last week. Of course it was perfectly proper, and very desirable, for the company to inform the stockholders just what assets the company had. No one has complained of that. What we took exception to, was the attempt to make certain inconvertible property an offset to a floating debt. By reading our editorial in connection with this letter one can readily determine how far the company has justified the attempt.

To the Editor of the Commercial and Financial Chronicle:

The criticisms made in your last number upon the statement prepared by the Chicago Milwaukee & St. Paul Railway Co. seem hardly merited.

You say: "But let us see how the St. Paul reaches the result that it has "no floating debt except the little sum of $334,424;" and you also say "that there is a feeling that the company has endeavored to represent "its condition in this respect to be better than it really is."

On the contrary, instead of endeavoring to represent its condition in respect of its unfunded liabilities better than it really is, the company's statement gave in detail just what constituted its total unfunded liabilities on Dec. 31, 1882.

It was entirely proper in this connection to inform the stockholders what assets the company had that were applicable to the unfunded liabilities, and a precise statement of them was submitted.

Thus the stockholders were furnished the information to which they were entitled, and upon which they could form their own conclusions. Why should any one complain?

The statement presented by the St. Paul Co. does not state, as you intimate, that it had "no floating debt on Dec. 31, 1882, but $334,424." You will find upon reference to it that it contained no such expression; but that statement does show that on Dec. 31, 1882, the company had on hand in cash—materials for which it had paid cash—cash balances due from miscellaneous accounts and agents and from sales of land—and bills receivable, aggregating $6,826,078, while the unfunded liabilities amounted to $7, 160,502, the difference between which sums was shown to be $334,424.

In view of the gross mis-statements that were current it was manifestly due to the stockholders that they should be furnished with the facts, just as they were very clearly set out in the St. Paul statement referred to.

In your judgment the materials on hand Dec. 31, 1882, of the value of $1,495,112, for which the company had previously paid, should not be regarded as useful for the payment of an unfunded liability; nevertheless the stockholders did not fail to perceive in the statement furnished, that unfunded liabilities to the extent of $1,495,112 were created by the payment for materials that still remained on hand Dec. 31, 1882.

You hesitate to accept the statement made by the company, viz.: "Cash due from sales of land $1,787,508;" but the officers of that company were fully aware that it owned maturing contracts from sales of land amounting to just that sum, and also that they were readily convertible into cash without any sacrifice; indeed, the company has already covered into its treasury $1,600,000 from this asset.

The summary presented was necessarily limited to Dec. 31, 1882, that day being the end of the company's fiscal year; the payment of interest made subsequently to Dec. 31, 1882, could only appear on the books of the company in the year following. There is nothing new introduced into the summary recently presented; it is in exact conformity to the annual reports heretofore published by the St. Paul Company. Very respectfully,

A STOCKHOLDER.

NEW YORK, March 22, 1883.

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—M'ch 8.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12·41½ @12·5	Mch. 8	Short.	12·05½
Amsterdam	Short.	12·1 @12·2	....	....	.....
Antwerp	3 mos.	25·45 @25·50	....	....	.....
Hamburg	"	20·63 @20·66	Mch. 5	"	20·47
Berlin	"	20·63 @20·66	Mch. 8	"	20·43½
Frankfort	"	.....	Mch. 8	"	20·45
St. Petersb'g	"	23¾ @23⅝	Mch. 7	3 mos.	24⅛
Paris	Short.	25·20 @25·27½	Mch. 8	Checks	25·24½
Paris	3 mos.	25·40 @25·45	....	....	.....
Vienna	"	12·10 @12·12½	Mch. 7	3 mos.	11·98
Madrid	"	46⅛ @46	Mch. 7	3 mos.	47·30
Bilbao	"	46¼ @46	....	....	.....
Genoa	"	25·30 @25·65	....	....	.....
Lisbon	"	51⅞ @51 13/16	Mch. 3	3 mos.	53⅛
Alexandria	....	.....	....	....	.....
New York	....	.....	Mch. 8	60 d'ys	4·80½
Bombay	60 days	1s. 9¾d.	Mch. 8	4 mos.	1s. 7⅝d.
Calcutta	"	1s. 9¾d.	Mch. 8	"	1s. 7⅝d.
Hong Kong	....	.....	Mch. 8	"	3s. 8⅛d.
Shanghai	....	.....	Mch. 8	"	5s. 0⅝d.

[From our own correspondent.]

London, Saturday, March 10, 1883.

The leading features of the week just closed have been a return to very wintry weather and some important operations in gold on New York account. The withdrawals of that commodity from the Bank of Englandhave been £500,000, and the movement has occasioned some surprise, as the American exchange has for some time past been above the gold shipping point. It is difficult, however, to account for the future when so vast a business in securities is in progress, and it is now a generally accepted doctrine that the money market, influenced so greatly as it is by movements in bullion, is a department of business upon which it is unwise to place too much reliance.

The directors of the Bank of England have not this week altered their minimum rate of discount, but the prevailing opinion is that there will certainly be a return to 4 per cent if the American demand for gold continues. This week's Bank return is not, however, unfavorable. There has been a decline of only one half per cent in the proportion of reserve to liabilities, the present rate being 42½ per cent, which compares with 40⅛ per cent last year. The supply of gold now held by the Bank of England amounts to £22,948,590, and of gold and silver by the Bank of France to nearly £83,000,000. Should America, therefore, require gold, a moderate quantity can be supplied from this side without materially interfering with the position of the money market. An advance in the Bank rate to 4 per cent may, as stated, become necessary, but that is not a quotation which would be materially injurious to legitimate business. The total reserve of the Bank is now £13,816,675, against £13,218,065 last year. The following are the quotations for money and the interest allowed by the discount houses today and same date of the previous five weeks :

London.	Bank Rate.	Open Market Rates.					Interest Allowed for Deposits by		
		Bank Bills.			Trade Bills.		Joint Stock Banks.	Disc'nt Houses.	
		Three Months.	Four Months.	Six Months.	Four Months.	Six Months.		At Call.	7 to 14 Days.
Feb. 2	4	3⅛@—	3⅛@—	3⅛@—	3⅛@4	3⅜@4⅛	3	3	3⅛
" 9	4	3⅛@3⅜	3⅛@3⅜	3⅛@3⅜	3⅛@4	3⅜@4⅛	3	3	3⅛
" 16	3½	3 @—	3 @—	3⅛@—	3⅛@3⅜	3⅛@4	2½	2½	2¾
" 23	3½	3 @—	3 @—	3 @—	3⅛@3⅜	3⅛@4	2½	2½	2¾
Mar. 2	3	2⅝@—	2⅝@—	2⅝@—	2⅜@3⅛	3 @3½	2	2	2¼
" 9	3	2⅞@3	2⅞@3	2⅞@3	3 @3⅛	3⅛@3⅜	2	2	2¼

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
	£	£	£	£
Circulation	24,881,915	24,825,140	25,368,250	26,553,345
Public deposits	9,417,970	9,811,030	11,564,863	10,808,536
Other deposits	22,884,187	22,873,490	24,570,087	25,365,103
Governm't securities	13,142,018	13,296,309	15,862,908	16,489,524
Other securities	23,874,361	24,708,280	21,048,313	21,143,701
Res've of notes & coin	13,816,675	13,218,065	17,741,883	17,093,019
Coin and bullion in both departments	22,948,590	22,293,205	28,110,133	28,646,364
Proportion of reserve to liabilities	42·51	40¼	48¾	46⅞
Bank rate	3 p. c.	4 p. c.	3 p. c.	3 p. c
Consols	102⅛	100⅝	99⅞d.	97¾
Eng. wheat, av. price	42s. 6d.	44s. 9d.	41s. 7d.	44s. 7d.
Mid. Upland cotton	5 9/16d.	6 11/16d.	6 3/16d.	7 5/16d.
No. 40 Mule twist	9¾d.	10¾d.	10¼d.	10½d.
Clear'g-house return	124,251,000	111,916,000	104,045,000	94,232,000

The Bank rates of discount and open market rates at the chief Continental cities now and for the previous three weeks are as follows. It will be noticed that in Germany the open market rate shows a slight advance.

Rates of interest at	March 8.		March 1.		February 22.		February 15.	
	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market
Paris	3	2½	3	2½	3	3⅜	3½	2⅞
Berlin	4	2¾	4	2⅝	4	2½	4	2¾
Frankfort	—	2¾	—	2¾	—	2¾	—	2⅞
Hamburg	—	2¾	—	2⅝	—	2⅝	—	2¾
Amsterdam	5½	5	5½	5	5½	5	5½	5
Brussels	3½	3	3½	3	3½	3	3½	3¼
Madrid	4½	4½	4½	4½	4½	4½	4½	4½
Vienna	4	3½	4	3½	4	3½	4½	3⅝
St. Petersburg	6	5¾	6	5½	6	6	6	6

With reference to the gold and silver markets, Messrs. Pixley & Abell, under date of March 8, report as follows:

Gold—The demand for gold has been active this week, the inquiries having been for India and America. Recourse has been had to the Bank to fill the orders for the United States, and bars and coin to the value of £540,000 have been withdrawn. The only arrival to report is the Ballarat, with £13,850 from Australia. The Sutlej has taken £54,000 to Bombay.

Silver—Fresh orders for the Mint, coming on a market almost bare of supplies, caused a slight improvement in price, and for this week the rate has been 51⅛d. per oz. The arrivals have been £35,000 from Chili and £13,800 from New York. The P. & O. steamer has taken £115,000 to Bombay. Mexican dollars have again realized 49¾d. per oz., and remain tolerably steady at that quotation.

Exchange—The minimum rate announced yesterday at the Bank of England was 1s. 7 9/16d. for bills, and 1s. 7 11/16d. for transfers, showing a rise of 1/16d. and ⅛d. respectively.

The quotations for bullion are reported as below :

	Price of Gold.				Price of Silver.	
	Mar. 8.	Mar. 1.			Mar. 8.	Mar. 1.
	s. d.	s. d.			d.	d.
Bar gold, fine....oz.	77 9	77 9	Bar silver, fine..oz		51⅛	51
Bar gold, reñ'le.oz.	77 10½	77 10½	Bar silver, containing 5 grs. gold.oz.		51⅛	51⅜
Span. doubloons.oz.	73 10½	73 10½				
S.Am.doubloons.oz.	73 8½	73 8½	Mexican dols...oz		49⅞	49 11-16
U.S. gold coin...oz.	76 7	.....	Chilian dollars..oz.		.....	.....

The 12th of April has been fixed upon by official decree for resumption of specie payments in Italy. It is announced that on and after the date named the notes of two francs and under will be payable in silver at all the State treasuries and canceled; that five franc notes will also be retired as redeemed ; but these and all notes of higher denominations are payable only at certain specified treasuries, and as is understood in gold or silver as required. The question now arises whether Italy can retain its gold, and the tendency will be closely watched. Probably if it flows out, some precautionary measures will be taken by the Government. The resumption act makes the duties payable in gold unless the Government authorizes their payment in notes of not less than 2l. The following statement is given of the sources whence the £16,690,000 of gold which the Treasury now holds has been collected.

England	£2,060,000	Denmark	£220,000	United States	£2,920,000
France	2,580,000	Belgium	90,000	Italy	3,205,000
Germany	2,690,000	Spain	25,000		
Austria	1,500,000	Australia	400,000	Total	£16,690,000
Russia	1,009,000				

As affecting in some measure the future value of silver, we have the announcement lately that the Silver Demonetization Bill in Holland has received the approval of the Council of State. It is consequently being pushed now in the Lower House of the Dutch Parliament as a Government measure. The reserve of coin and bullion held by the Netherlands Bank is about £8,000,000, of which £447,000 is in gold and £7,804,000 in silver. The circulation is about £15,000,000. Their total advances are about £8,600,000, of which about £5,600,000 are on bills and £3,000,000 on loans. The deposits are almost nominal. A bank so circumstanced is naturally peculiarly sensitive to demands for bullion, and this probably assists to account for the measures referred to above. The bill takes power to sell about £2,100,000 of silver by gradual instalments.

Some dissatisfaction has been expressed recently by the mercantile community at the slow delivery of the American mails by the British post-office. Mr. Baxter asked the Postmaster General some questions on the subject in Parliament on Tuesday, and Mr. Fawcett said that he would inquire into the subject, with the object of ascertaining whether it would be possible to effect any improvement by employing other lines of steamers in addition to those by which the mails are now sent.

A prospectus has been issued of the Dakota Stock and Grazing

Company, limited, with a capital of £250,000 in 50,000 shares, of £5 each. The first issue is to consist of £125,000. The object is to acquire and work the cattle ranche of Messrs. N. R. Davis & Co., called the Hot Creek Ranche, situated in Wyoming, Dakota and Nebraska, United States.

Tenders were received on Monday at the Bank of England for £500,000 Hull Corporation 3½ per cent stock. The applications amounted to £1,984,000, at prices varying from £98 for £100 stock down to £94, the minimum. Tenders at £95 1s. 6d., will receive about 12 per cent of the amount applied for, while those above that price will be entertained in full.

Tenders for the unalloted balance of the Victoria 4 per cent loan were received by the ten associated Australian banks on Tuesday, and the amount required was obtained. Prices ranged from £100 to £100 11s. 6d. Tenders at £100 2s. 6d. will receive in full, and at £100 2s. about 20 per cent of the amount applied for. The average price obtained was £100 3s. 6d.

With regard to the new American tariff, a writer in Bradford observes that "great disappointment is expressed among merchants and manufacturers with the new American tariff. Telegraphic dispatches were received to-day by some large American houses from New York agents, stating that on low worsted goods there is an addition of 4c., or rather more than 2d. per yard, which is practically a prohibitive duty, and must affect the worsted industry very materially. The bulk of the trade now carried on with America in the worsted district, of which Bradford is the centre, is included in this class; but as the new tariff does not come into operation till July 1, Bradford merchants expect to be busy in the interval with orders for the States. With regard to the all-wool stuffs, such as better kind of cashmeres, &c., which are made chiefly in France, though partly in the Bradford district, there is also an addition of 5d. per yard to the duty. On some pieces the increased duty will amount to 10s. Most French goods, too, are shipped through Bradford houses, and the outlook for the future in the American trade is regarded as most unfavorable."

With the approach of spring, the weather has become very severe, and there has been rather a heavy fall of snow throughout the country. Agricultural work has been impeded in some localities, but lately we have had several days of dry weather, and the agricultural prospect is decidedly more satisfactory than it was. The recently flooded lands will soon be brought into cultivation again, and a fine average breadth of land will no doubt be planted with cereals, though there may be some diminution as far as wheat is concerned. The trade during the week has been rather quiet, but factors are not willing to accept lower prices. The condition of the supplies of home-grown produce has improved, owing to the drier weather.

The following figures show the extent of the imports of cereal produce into the United Kingdom during the first twenty-seven weeks of the season, compared with the corresponding period in the three previous years:

IMPORTS.

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....cwt.	34,168,387	32,206,073	30,745,890	33,999,245
Barley	10,050,599	7,717,933	7,529,905	9,185,111
Oats.....	7,584,047	1,736,975	5,243,629	7,647,174
Peas.....	1,275,816	965,227	1,373,623	1,253,231
Beans.....	1,321,140	919,485	1,224,127	1,570,122
Indian corn.....	8,194,241	11,719,361	17,218,425	11,890,625
Flour.....	8,982,013	4,384,609	7,038,487	6,024,232

SUPPLIES AVAILABLE FOR CONSUMPTION—27 WEEKS.

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat.cwt.	34,168,387	32,206,073	30,745,890	33,999,245
Imports of flour.....	8,982,013	4,384,609	7,038,487	6,024,232
Sales of home-grown produce.....	23,019,100	21,337,060	17,827,200	12,895,000
Total.....	66,169,500	57,927,742	55,611,577	52,918,477
Av'ge price of English wheat for season, qr.	41s. 1d.	46s. 9d.	42s. 5d.	46s. 7d.
Visible supply of wheat in Unit'd St's..bush.	22,500,000	17,000,000	25,700,000	27,260,000
Supply of wheat and flour afloat to the Un'd Kingd'm.bush.	2,272,000	3,148,000	3,148,000	.....

The following return shows the estimated value of our imports of cereal produce into the United Kingdom during the first six months of the season, compared with the corresponding period in the three previous years:

	1882-83.	1881-82.	1880-81.	1879-80.
Wheat.....	£16,255,170	£17,389,958	£14,395,183	£18,613,254
Barley	3,631,918	3,111,870	3,061,924	4,068,745
Oats.....	2,421,489	1,684,259	1,689,486	2,584,075
Peas.....	467,148	366,892	550,136	487,012
Beans.....	487,961	325,843	487,836	618,255
Indian corn..	2,878,832	3,531,269	4,797,331	3,511,383
Flour.....	6,797,940	4,191,837	5,404,737	4,906,443
Total	£32,940,761	£30,601,926	£23,386,633	£34,819,167

Annexed is a return showing the extent of the imports of wheat and flour into the United Kingdom during the first six months of the season, viz., from September to February, inclusive, compared with the corresponding period in the three previous seasons:

	1882-83.	1881-82.	1880-81.	1879-80.
	WHEAT.			
From—	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*
Russia	3,905,735	3,7[illegible]7,756	7[illegible]9,975	3,216,137
United States	19,419,861	15,762,965	18,[illegible]84,584	19,720,507
Brit. N. America ...	1,571,439	1,70[illegible]07	2,023,076	2,9[illegible]38
Germany	1,437,161	1,005,859	278,024	1,[illegible]7,912
France	6,773	1,784	2,887	5,993
Chilli	838,610	46[illegible]6	519,855	1,001,[illegible]13
Turkey & Roumania.	722,031	9[illegible]9	219,791	[illegible]
Egypt	138,698	23[illegible]4	492,588	1,644,717
British India.....	3,172,131	5,797,335	2,331,871	1,005,137
Australia	634,634	915,735	2,[illegible]8,07[illegible]	928,276
Other countries.....	370,060	40,883	60,111	
Total	32,524,683	30,133,701	27,282,832	31,872,990
	FLOUR.			
Germany	1,121,922	848,285	601,366	564,707
France	86,374	125,113	1[illegible],150	11[illegible]78
United States	5,826,639	2,977,971	4,337,048	3,999,185
Brit. N. America ...	191,591	164,417	315,575	25[illegible]83
Other countries	1,329,109	857,399	1,267,956	957,775
Total	8,555,635	4,974,185	6,674,095	5,831,429

A question was asked in the House of Commons, last night, by Mr. Broadhurst, regarding a memorial of the cotton operatives for a medical inquiry into the system of oversizing cotton cloth, and Sir W. V. Harcourt replied that the facts placed before him justified a medical inquiry being held into the effects upon the persons employed in the process.

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending March 23:

London.	*Sat.*	*Mon.*	*Tues.*	*Wed.*	*Thurs.*	*Fri.*
Silver, per oz.....*d.*	51 13/16	51 13/16	51 13/16	50 3/4	50 3/4	
Consols for money.....	102 13/16	102	102	102	102 1/16	
Consols for account.	102 5/16	102 1/8	102 1/8	102 1/8	102 1/16	
Fr'ch rentes (in Paris) fr.	81·40	81·32½	81·20	80·92½	80·67½	
U. S. 5s ext'n'd into 3¼s	106 5/8	106 1/2	106 1/2	106 1/4	106 1/4	
U. S. 4½s of 1891.....	116 1/8	116 1/4	116 3/8	116 1/4	116 1/4	
U. S. 4s of 1907.....	122 3/4	122 3/8	122 7/8	122 3/8	122 1/2	
Chic. Mil. & St. Paul	101 5/8	105	105	104 3/4	105	
Erie, common stock.....	38 3/8	38 5/8	38 1/2	38 1/4	38 1/2	
Illinois Central.....	148 1/2	149	149 1/4	149	149 1/2	
N. Y. Ontario & West'n.	26 3/4	27	27	26 3/4	26 5/8	
Pennsylvania	64 1/8	64 3/8	64 3/8	64 1/4	64 1/4	
Philadelphia & Reading.	27 1/8	27 5/8	27 1/8	27 3/8	27 3/8	
New York Central.....	129 3/4	130	130	129 3/4	130	

Liverpool.	*Sat.*	*Mon.*	*Tues.*	*Wed.*	*Thurs.*	*Fri.*
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	
Flour (ex. State)..100 lb.	12 3	12 3	12 3	12 3	12 3	
Wheat, No. 1, wh. "	9 1	9 1	9 0	9 0	9 0	
Spring, No. 2, n. "	9 6	9 6	9 6	9 6	9 6	
Winter, West., n "	9 6	9 5	9 3	9 3	9 3	
Cal. white..... "	.....	.....	.....	.....	.....	
Corn, mix., West. "	6 6	6 5	6 2	6 2	6 0	
Pork, West. mess..₱ bbl.	82 0	83 0	83 0	83 0	83 0	
Bacon, long clear, new..	53 0	53 6	53 6	53 0	52 6	
Beef, pr. mess, new, ₱tc.	95 0	95 0	95 0	95 0	95 0	
Lard, prime West. ₱ cwt.	58 0	58 0	58 0	58 0	57 6	
Cheese, Am. finest.....	69 0	70 0	70 0	70 0	70 0	

Commercial and Miscellaneous News

NATIONAL BANKS.—The following national banks have lately been organized:

2,900—The Farmers' National Bank of Boyertown, Pa. Capital, $50,000. Thos. J. B. Rhoads, President; Wm. R. Grim, Cashier.

2,901—The Second National Bank of Lexington, Ky. Capital, $100,000. David H. James, President; W. D. Nicholas, Cashier.

2,902—The First National Bank of David City, Neb. Capital, $50,000. Thos. Wolfe, President: J. W. Gross, Cashier.

2,903—The First National Bank of North Manchester, Ind. Capital, $50,000. Jesse Arnold, President; John R. Wallace, Cashier.

2,904—The Chester National Bank, Pa. Capital, $100,000. Samuel A. Dyer, President; Richard Wetherill, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in dry goods and a decrease in general merchandise. The total imports were $8,945,564, against $10,305,183 the preceding week and $11,339,604 two weeks previous. The exports for the week ended March 20 amounted to $8,419,350, against $7,507,419 last week and $7,720,703 two weeks previous. The following are the imports at New York for the week ending (for dry goods) March 15 and for the week ending (for general merchandise) March 16; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$3,580,508	$2,945,818	$3,410,504	$3,449,811
Gen'l mer'dise..	8,143,675	6,496,552	7,924,424	5,495,753
Total.....	$11,724,181	$9,482,370	$11,334,928	$8,945,564
Since Jan. 1.				
Dry goods	$32,735,777	$29,444,231	$34,657,013	$33,946,289
Gen'l mer'dise..	72,378,173	60,014,619	72,273,192	66,369,663
Total 11 weeks	$105,133,950	$89,458,850	$106,930,205	$100,315,952

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending March 20, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week...	$8,146,413	$7,800,595	$6,134,617	$8,419,350
Prev. reported..	62,454,047	75,719,991	64,109,663	70,306,235
Total 11 weeks	$70,600,460	$83,520,586	$70,244,280	$78,725,585

The following table shows the exports and imports of specie at the port of New York for the week ending March 17, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	$5,600	$5,600	$739,485	$741,085
France	.....	.....	.....	.....
Germany	.....	.....	689,101	689,291
West Indies	.....	.....	14,560	423,519
Mexico	.....	.....	.....	.....
South America	.....	32,865	10,391	76,050
All other countries	.....	50,785	10,396	16,896
Total 1883	$5,600	$89,250	$1,463,933	$1,946,871
Total 1882	1,000	9,864,998	7,847	385,066
Total 1881	.....	116,210	604,451	6,887,998
Silver.				
Great Britain	$726,100	$3,299,382	$.....	$.....
France	34,290	156,935	.....	226,278
German	.....	.....	.....	53,967
West Indies	.....	.....	8,808	831,565
Mexico	.....	.....	228,608	19,636
South America	.....	.....	2,272	3,200
All other countries	.....	2,774	800	
Total 1883	$760,390	$3,459,091	$240,488	$1,134,646
Total 1882	261,236	2,628,987	133,138	451,536
Total 1881	292,778	2,624,649	64,436	707,969

Of the above imports for the week in 1883, $1,189,153 were American gold coin and $9,587 American silver coin.

Pennsylvania Railroad.—The Pennsylvania Railroad Company has issued a circular publishing the provisions of the act of incorporation that no transfer of stock within sixty days of election shall entitle the holder to vote; that no male stockholder living within ten miles of the place of election shall vote by proxy; that no person shall represent more than three absent holders by proxy, and that proxies must be legally executed within three months of the election.

Railroad Construction (New.)—The latest information of the completion of track on new railroad is as follows:

Carson & Colorado.—Extended from Benton, Cal., southward 15 miles Gauge 3 feet.

Cincinnati & Eastern.—Extended from Peebles, O., east to Mineral Springs, 5 miles.

Memphis Selma & Brunswick.—Track laid from Holly Springs, Miss., westward 12 miles. Gauge 5 feet.

Northern Pacific.—Extended westward to Bozeman, Montana, 10 miles.

Rochester & Pittsburg.—Track on the Buffalo division is extended north by west to Cattaraugus Viaduct, 9 miles, and south by east to Colden, N. Y., 13 miles.

Warren & Farnsworth Valley.—Extended from Garfield, Pa., to Vandegrift, 1¼ miles. Gauge 3 feet.

This is a total of 65¼ miles, making 394 miles thus far reported for 1883, against 1,001 miles reported at the corresponding time in 1882, 501 miles in 1881, 753 miles in 1880 and 241 miles in 1879.—*R.R. Gazette.*

Richmond & Danville—Virginia Midland.—At a meeting of the stockholders of the Virginia Midland Railway, held at Alexandria, Va., the directors elected in the interest of the Baltimore & Ohio Railroad in December last resigned, and new directors were elected in their places. The board is in the Richmond & Danville interest, and consists of the following gentlemen: J. S. Barbour, T. M. Logan, John McAnerny, W. P. Clyde, W. N. Payne, M. Bayard Brown, William Keyser, Skipwith Wilmer, Jos. Bryan, Robert T. Baldwin, George Parsons, C. J. Osborne, J. T. Lovell, J. A. Rutherford, W. Bayard Cutting, A. S. Buford and C. G. Holland. A resolution was passed directing the payment on April 15 of interest due January 1, 1883, on the Virginia Midland income bonds.

Schuylkill Navigation—Phila. & Reading.—At a meeting of the stockholders of the Schuylkill Navigation Company, held in Philadelphia, President Gowen's proposition was submitted to merge the former company into the latter upon the following terms: One share of Philadelphia & Reading Railroad common stock and $4 in cash to be given for every two shares of preferred stock of the Schuylkill Navigation Company and one share of the Philadelphia & Reading Railroad common stock and $4 in cash for every four shares of common stock of the Schuylkill Navigation company. After discussion the proposition was laid on the table.

Sea Beach Railroad.—The New York *World* of March 21, said: "The New York & Sea Beach Railroad was to have been sold yesterday at public auction, but as the largest bondholder is in Europe, and as he is able to purchase the road several times over, the sale has been postponed until April 4 in order to give time to communicate with him. The road was organized September 25, 1876, and was opened August 1, 1879; but owing to alleged bad management it has proved a losing investment. It is six miles long and runs from Bay Ridge to the Sea Beach Palace Hotel, Coney Island. It was sold under foreclosure at Brooklyn some time ago and purchased by trustees representing the bondholders. This sale wiped out the stock and floating debt of the company. Its total liabilities now amount to only $475,000. The property includes the road and its equipments, wharf facilities at Bay Ridge and the Palace Hotel and land at Coney Island."

Tennessee Bonds.—The bill funding the Tennessee State debt at 50 cents on the dollar and 3 per cent interest has been signed by the Governor and is now a law.

Vermont & Canada—Central Vermont.—The Boston *Advertiser* says "In consequence of numerous statements that F. A. Brooks, President of the Vermont & Canada Railway, viewed unfavorably the pending negotiations between the Central Vermont and his road, Mr. Brooks tendered his resignation as President and director. The board of directors accepted it, and elected Colonel Albert Clark of Boston to succeed him. The board also voted to accept the draft of a $7,000,000 6 per cent mortgage covering both roads, which was approved and presented by the counsel of both corporations. This leaves no obstacle in the way of a settlement of difficulties, with the exception of a few minor matters of a private nature, and an arrangement between the roads is practically completed. A new corporation will be organized to which the whole property will be transferred."

Virginia State Coupons.—The holders of tax-receivable coupons have proposed to combine and test at law their ability to pay taxes with these coupons without first paying in cash. Their claim will be that an offer of coupons is sufficient to exempt their property from a sale for taxes. Gov. Cameron said to a N. Y. *Herald* correspondent: "I have seen a proposition to deprive the State of its revenues by a combination of bondholders and corporations to resist the law as it stands on our statute books, and has been expounded by the Supreme Court of the United States. No such conspiracy will be allowed to proceed in Virginia while I am Governor, with the powers conferred upon me by the Constitution and the laws. The proposition is revolution, but there is only needed to meet it the plain and usual methods of judicial procedure which the State has provided for her own protection in the exercise of her undisputed right. If harsher means were necessary, they would be employed."

Attorney-General Blair said to the *Herald* correspondent:

"The legislation of the State on the subject of coupons and the effect of the recent decision of the Supreme Court seem to have been equally misunderstood. There are four separate and distinct acts on this subject. One of them, familiarly known as 'Coupon Killer No. 2,' forbids the reception by the tax collector of anything except gold, silver or United States Treasury notes for taxes. This act expressly forbids that the tax collector or his sureties shall by any process be subjected to damages for the failure or refusal of the collector to receive the coupon in payment for taxes.' The first bill, known as 'Coupon Killer No. 1,' was held to be constitutional by the Supreme Court of the State at a time when the Bench was politically hostile to the present administration, and was affirmed by the Supreme Court of the United States. The opinion of a majority of the Supreme Court seems as much misunderstood as the Virginia legislation. When that decision is boiled down it will be found to be a full, absolute and complete affirmance of the decision of that Court in the case of Snead against Tennessee. The only remedy the creditor has is prescribed by the bills alluded to, and they expressly exonerate the tax collector and his sureties from any liability for his refusal to receive the coupons until adjudged to be genuine by a court and jury. The act provides that any creditor that shall receive the coupons before adjudicated by a court and jury to be genuine, will subject himself to penalties prescribed therein; and I shall instruct the Commonwealth's attorneys of the counties and cities of the State to see that those penalties are strictly enforced."

Western of Alabama.—Since the purchase of this road some years ago by the Central of Georgia and the Georgia Railroad companies it has been held by the two companies as joint owners. It has now been decided to capitalize the ownership and issue $3,000,000 stock, one-half to each company. The change will make no difference in the relations of the road, but the stock will appear in the assets of the two companies in place of the one-half share in the road.

—A commercial calendar issued for 1882 has a convenient circular arrangement by which it shows at a glance the lowest and highest quotations each month of leading railroad stocks, foreign exchange, money, cotton, provisions, &c., &c. It has been compiled by Mr. John C. Welch, 72 Beaver Street, New York, and 85 Gracechurch Street, London.

—The entire second floor of the "St. Nicholas Building," corner of Wall and New streets, is offered for rental, also offices on the upper floors. The building has just been handsomely fitted up.

—A very desirable, large office is to let on the first floor of No. 18 William Street, corner of Beaver, See advertisement in another column.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son:

Shares.		*Shares.*	
45	New York County Bk	142	1,000 Silver King Mining, of Colorado, for $155
62	Greenwich Bank	116	*Bonds.*
250	Phœnix Nat. Bank	101	$7,000 Sandusky Mansfield & Newark 7s 116
26	Central Nat. Bank	125	$1,500 Dub. & Sioux City 1st m. 2d Division 114½
17	Am. Exch. Fire Ins	110½	$3,000 N. Y. & Atl. 1st 6s 5
3	Third Avenue RR	288½	$160,000 Rock'way B'ch Imp. Co. 1st 6s, 1910, $5 per bond
12	Mechanics' Nat. Bank	150½	
40	Bowery Fire Ins	165½	
50	Manhattan R'lway (old stock), common	41¼	

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable	Books Closed. (Days inclusive.)
Railroads.			
Boston & N. Y. Air Line pref.	2	April 1	
Chic. Rock Island & Pac. (quar.)	1¾	May 1	Mch. 31 to April 25
Manhattan 1st pref. (quar.)	1½	April 2	Mch. 25 to April 2
N. Y. Lack. & Western (quar.)	1¼	April 2	
Northwestern (S. C.)	3	April 10	April 1 to April 10

NEW YORK, FRIDAY, MARCH 23, 1883—5 P. M.

The Money Market and Financial Situation.—Business was practically closed on Thursday, as Good Friday is quite generally recognized now as a religious holiday.

Any activity at the Stock Exchange which might have been developed has been choked down by the stringency in money. There is no feeling of panic; no great decline in prices; no extraordinary attacks by the bears; but business drags along from day to day with the volume of transactions near a minimum, while those who are carrying stocks tenaciously hold on, and those who are out of stocks pertinaciously hold off. It is suggested by some of the leading brokers that whenever the rates for money get down to a reasonable point, with a good prospect of staying there, we will have every reason to look for considerable purchasing of stocks by outsiders. This opinion is fortified by a reference to the fact that prior to March 4th there was no inducement to buy, and every inducement to keep out of the market, and since March 4th there has been such a stringency in money as to forbid the undertaking of any new obligations. At the same time the railroad situation is becoming daily stronger, and the earnings for March, on the trunk lines at least, will be abnormally large, with every prospect for a comparatively heavy business during the next three months. Thus, it is supposed that only a favorable outlook in the monetary situation is required to stimulate an active business. This opinion is a good one; there is no objection to be made to it; and should the market happen to go the right way, we will hereafter be able to refer to it as an utterance of wisdom.

For the latest week reported the receipts of breadstuffs at Western cities and cotton at the ports compared as follows with the corresponding week of 1882:

	Cotton, bales.	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.
1883	105,000	179,033	914,154	3,262,391	1,242,136
1882	61,916	143,191	316,620	844,785	597,905

The rates for call loans to stock brokers have been high throughout the week, and the exceptional decline on some days to 6 per cent, when all demands had been supplied, is hardly worth mentioning. The bulk of business on stock collaterals has been done at 10@15 per cent; a fair range for the week up to Thursday noon was about 8 to 18 per cent; but on the receipt of dispatches from Washington that payments on the 120th bond call would not be anticipated, rates were squeezed up to 25 per cent. On strict government bond business the large dealers pay 5@6 per cent for new loans. Time loans on stock collateral are made at 6 per cent, and prime commercial paper sells at 6@7 per cent.

The Bank of England weekly statement on Thursday showed a decrease of £67,000 in specie, and the percentage of reserve to liabilities was 40 13-16, against 42 3-16 last week; the discount rate remains at 3 per cent. The Bank of France shows an increase of 2,400,000 francs gold and a decrease of 5,975,000 francs silver.

The New York City Clearing-House banks in their statement of March 17 showed a further increase of $1,604,725 in the amount of deficiency in their reserves below the legal limit, the total deficiency being $6,770,085, against $5,166,150 March 10.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883. Mar. 17.	Differences fr'm previous week.	1882. Mar. 18.	1881. Mar. 19.
Loans and dis.	$319,872,000	Dec. $5,502,000	$312,316,500	$300,177,300
Specie	48,551,900	Dec. 2,967,800	58,580,700	59,852,000
Circulation	16,607,900	Dec. 1,300	20,075,500	15,771,100
Net deposits	289,615,500	Dec. 8,795,900	287,100,800	277,931,600
Legal tenders	17,081,100	Dec. 835,900	16,347,800	12,241,200
Legal reserve	$72,403 875	Dec. $2,198,975	$71,775,200	$69,482,900
Reserve held	65,633,000	Dec. 3,803,700	74,928,500	71,793,200
Surplus	*$6,770,973	Dec. $1,604,725	$3,153,300	$2,310,300

* Deficit.

Exchange.—Foreign Exchange has been weak and rates close about ¼ cent lower than last week. The high price of money has checked the demand for bills, while the supply of commercial has been fair, and some securities have been purchased for London account. On Thursday prime bankers' 60 days sterling bills sold about 4 80¼; demand bills, 4 82¾; cables, 4 83¼. Continental bills were quoted as follows: Francs, 5 24⅛@5 23¾ and 5 21⅞@5 21¼; Reichmarks, 94@94¼ and 94⅜@94¾; guilders, 39¾ and 40.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

March 23.	Sixty Days.	Demand.
Prime bankers' sterling bills on London	4 79 @4 81	4 82½@4 83⅛
Prime commercial	4 79 @4 79½	4 81½@4 82
Documentary commercial	4 78½@4 79	4 81 @4 81½
Paris (francs)	5 25 @5 21⅞	5 22½@5 19⅜
Amsterdam (guilders)	39⅝@ 39⅞	39⅝@ 40⅛
Frankfort or Bremen (reichmarks)	94 @ 94⅝	94½@ 95⅛

United States Bonds.—There has been a fair, but not large, business in government bonds, and prices of the 4 per cents have been well maintained, while the 3 per cents are also firmer on the general prospect that a decrease in government revenue will allow them to remain outstanding for some years.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Mar. 17.	Mar. 19	Mar. 20.	Mar. 21.	Mar. 22.	Mar. 23
5s, continued at 3½	Q.-Feb.	*103½	*103½	*103⅛	*103	*103	
4½s, 1891 reg.	Q.-Mar.	112¾	113	*112⅞	112⅞	*112⅜	
4½s, 1891 coup.	Q.-Mar.	*112¾	*112¾	*112⅞	*112⅜	*112⅜	
4s, 1907 reg.	Q.-Jan.	*119⅛	*119	*119⅛	119	*118⅞	Holiday
4s, 1907 coup.	Q.-Jan.	120⅛	*120	*120	120	120½	
3s, option U. S. reg.	Q.-Feb.	*103½	103⅞	*103⅛	103⅝	*103½	
6s, cur'cy, 1895 reg.	J. & J.	*128	*128	*126	*126	*126	
6s, cur'cy, 1896 reg.	J. & J.	*129	*129	*127	*127	*127	
6s, cur'cy, 1897 reg.	J. & J.	*130	*130	*128	*128	*128	
6s, cur'cy, 1898 reg.	J. & J.	*130	*130	*129	*129	*129	
6s, cur'cy, 1899 reg.	J. & J.	*130	*130	*130	*130	*130	

* This is the price bid at the morning board; no *sale* was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
Mar. 17	1,118,289 77	929,293 89	127,075,078 83	6,551,696 10
" 19	*2,107,805 59	1,104,530 44	128,103,284 44	6,526,745 73
" 10	1,330,202 82	†2,007,480 93	127,379,780 16	6,572,971 85
" 21	972,901 46	1,455,243 13	126,829,600 42	6,640,812 92
" 22	1,344,060 75	674,056 96	127,187,436 21	6,952,980 92
" 23	‡1,963,114 48	881,182 37	128,311,735 37	6,910,613 87
Total	8,836 374 86	7,051,907 77		

* Includes $700,000 gold certificates put into cash.
† Includes $1,009,000 gold certificates taken out of cash.
‡ Includes $1,000,006 silver certificates received from Washington.

State and Railroad Bonds.—The dealings in State bonds have been quite limited, and at Thursday's Board the Tennessee compromise bonds sold at 44½, Tennessee 6s old at 41, Arkansas 7s, L. R. & Ft. Smith, 47-48. The holders of Virginia tax-receivable coupons propose to take measures to see if they can not offer their coupons for taxes and then stand on the defensive and prevent the State from collecting; but under the recent decision of the United States Supreme Court it would appear more likely that the routine prescribed by the State law will have to be followed.

Railroad bonds show only a moderate business on prices generally steady. As there seems to be a very good prospect that these bonds will advance after the early part of April, it is a fair question for investors to consider whether the present is not a good time to buy for cash.

Railroad and Miscellaneous Stocks.—The Stock Board lists from day to day present the appearance of a midsummer stagnation. Of some stocks there are hardly sales enough to make live quotations. The situation is well enough described in the remarks above, that those who hold stocks and have been carrying them for some time are unwilling to throw them overboard now, just when they think that they see a probability of higher prices as soon as the money market relaxes. On the other hand, it is palpable that there is little inducement for outsiders to come in and buy stocks when they have to pay 15 per cent interest for carrying them. In the meantime facts are studied up, and the annual reports of railroads, together with their current returns of earnings, are carefully noted. On another page will be found abstracts from the annual reports of Wabash and of Chicago Burlington & Quincy.

Nothing definite is yet known as to the rumored lease of Wabash to Iron Mountain in the Missouri Pacific interest, or of the rumored lease of Central of New Jersey to the Philadelphia and Reading. As to the latter, there are parties in Philadelphia who assert with much positiveness that Mr. Gowen has been negotiating for such an agreement on some terms or other.

At the close on Thursday prices were weak in consequence of the new squeeze in money, though previously during the day they had been rather strong.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING MARCH 23, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, March 17.	Monday, March 19.	Tuesday, March 20.	Wednesday March 21.	Thursday, March 22.	Friday, March 23.	Sales of the Week (Shares).	Range Since Jan. 1, 1883. Lowest.	Highest.	For Full Year 1882. Low.	High
RAILROADS											
Boston & N. Y. Air-Line, pref.	....	80 80	....	....	....		200	79 Jan. 3	82 Jan. 17	60	80½
Burlington Cedar Rap. & No.	*80	*78	*79	*78	*80		.....	80½ Feb. 15	83 Jan. 5	67	85⅛
Canadian Pacific	59½ 59½	....	....	....	....		300	58¼ Feb. 23	61½ Feb. 12	.....	.....
Canada Southern	66¾ 67⅛	67⅛ 67⅝	67⅛ 67⅛	66⅞ 66⅞	67 67⅛		6,305	63¾ Feb. 19	71¾ Jan. 19	44	73
Cedar Falls & Minnesota	....	....	....	....	....		.....	12 Feb. 27	15 Jan. 3	14	30
Central of New Jersey	71⅜ 72	72⅛ 72⅞	71½ 72½	71⅜ 71⅞	71⅞ 72⅜		19,056	68¼ Jan. 3	76½ Jan. 18	63¼	97½
Central Pacific	80½ 80½	80¾ 81¼	80⅜ 81	80⅜ 80¾	79½ 80⅜		14,709	79 Feb. 7	88 Jan. 5	82⅜	97⅛
Chesapeake & Ohio	*21 22½	*21 22½	*21¼ 22½	*20 22½	*21½		.....	20½ Feb. 23	23¾ Jan. 20	19½	27
Do 1st pref	*31 32	32 32	*32⅛ 32¾	32 32	32½ 33		400	29⅞ Feb. 24	35½ Jan. 20	27¼	41½
Do 2d pref	*23 24¼	*23 24¼	23 23	*22 25	*23¾		100	22½ Feb. 26	27 Jan. 22	21	29
Chicago & Alton	134 134	135 135	133½ 133½	*133 135	*124 135		205	130 Feb. 20	137¼ Jan. 22	127½	145½
Do pref	*137	*137	*135	*136			.....	140 Feb. 10	145 Feb. 14	130	146
Chicago Burlington & Quincy	119⅝ 120½	121 121½	120⅝ 121⅜	120⅜ 121¼	121 122		6,488	115¾ Feb. 20	125⅞ Jan. 18	120½	141
Chicago Milwaukee & St. Paul	101 101¾	101⅝ 101⅞	101 101½	100⅞ 101⅝	101½ 102¼		78,720	97⅞ Feb. 20	108½ Jan. 20	96½	128¼
Do pref	....	119 119¼	*118½ 119½	....	119¾ 119¾		350	116⅜ Feb. 7	122 Jan. 9	114½	144¼
Chicago & Northwestern	132⅜ 132⅞	132¾ 133⅛	132⅜ 132½	132⅛ 132½	132⅜ 133		6,400	128⅛ Feb. 2	136¼ Jan. 4	124	150¾
Do pref	146 146	145½ 146	146 146	145 145	146 146¼		900	113 Feb. 20	151⅜ Jan. 5	136	175
Chicago Rock Isl. & Pacific	122¼ 122⅞	122⅞ 122⅞	121¾ 122⅛	122 122¼	122½ 123¾		2,130	118 Feb. 21	127¼ Jan. 5	122	140¼
Chicago St. Paul Minn. & Om.	47⅞ 48⅝	48½ 48½	48 48	47⅝ 48¼	48¾ 48⅞		3,408	44¾ Feb. 19	55 Jan. 18	29¾	58¼
Do pref	107⅜ 107½	107¾ 108¼	107½ 107½	106⅝ 107¼	107¾ 108¼		2,505	102¾ Feb. 19	113¼ Jan. 5	97½	117
Cincinnati Sand. & Cleveland	....	....	....	....	....		.....	46 Feb. 15	49½ Mar. 9	44	62
Cleveland Col. Cin. & Ind.	*72 74	73 73	72¼ 72¼	*72 73	73½ 73½		300	68¾ Feb. 20	84 Jan. 5	65½	92¾
Cleveland & Pittsburg guar.	*139 140	....	....	....	139½ 139½		160	138¾ Mar. 6	142 Jan. 26	133	140
Columbia & Greenville, pref.	....	54 54	....	....	....		200	31 Feb. 26	54 Mar. 19	50	104
Columbus Chic. & Ind. Central	*6 7	*6 7	*6 7	*6 7	*6 7		.....	3¼ Jan. 20	7¾ Mar. 5	3⅞	21⅞
Delaware Lackawanna & West	122¾ 123¾	123½ 124½	123⅜ 124	123 123⅞	123⅝ 124¾		161,190	118½ Feb. 16	129¼ Mar. 4	116¼	150¼
Denver & Rio Grande	46 46½	46⅜ 46¾	46 46½	45⅞ 46⅜	46½ 47⅜		21,600	39⅞ Jan. 2	51⅜ Jan. 20	38¼	74⅜
Dubuque & Sioux City	*86½	*87 90	*87 90	*86 89	*87 90		.....	87½ Feb. 21	92 Mar. 12	82	96½
East Tennessee Va. & Ga.	*9 10	*9 9½	9 9	8¾ 9	*8¾ 9		1,510	8½ Feb. 21	10¼ Jan. 2	8	16
Do pref	....	*16 17	*15¾ 16¾	16 16	*15½ 16½		100	14¾ Feb. 20	18¼ Jan. 2	15½	26½
Fort Worth & Denver City	30 30¼	....	....	....	....		200	30 Jan. 2	33⅞ Jan. 19	29½	42⅝
Green Bay Winona & St. Paul	6¾ 6¾	....	6¾ 6¾	....	8 8¼		900	5 Feb. 9	8¼ Mar. 22	6	16
Hannibal & St. Joseph	*39 42	*39 42	*..... 41	*..... 41	*..... 42		.....	38 Mar. 6	46¾ Jan. 17	45	110
Do pref	81 81	*80 81	80 80	79¾ 81	78½ 78½		520	72 Jan. 3	87¾ Jan. 30	72	111¼
Houston & Texas Central	*74 79	75 75	*72½ 78	*72½ 78	*72½ 78		100	73 Feb. 17	79 Jan. 16	61	92½
Illinois Central	143½ 144	144 144¾	*144¼ 144¾	*143½	144¼ 144¼		1,558	141⅝ Jan. 3	147 Jan. 30	127¾	150½
Do leased line	....	....	....	....	....		.....	77 Feb. 17	81 Jan. 22	.....	.....
Indiana Bloom'n & Western	32¾ 33¼	33½ 33¾	33½ 33⅝	33 33⅛	33½ 33¾		3,220	27 Feb. 16	35¼ Mar. 12	30	49½
Lake Erie & Western	30½ 31¾	31⅜ 31¾	30¼ 30¾	30 30½	30¾ 31		3,930	26 Feb. 16	33¼ Jan. 18	23½	45
Lake Shore	109¾ 110⅜	110¼ 110⅝	110 110¼	109½ 110	110 110½		11,070	106⅝ Feb. 16	114⅞ Jan. 18	98	120⅜
Long Island	62⅞ 62⅞	....	*62 63½	63½ 63½	62½ 62½		270	60 Jan. 2	65 Jan. 18	49½	65
Louisville & Nashville	54 54½	54½ 54¾	54 54¼	53½ 54⅛	54⅜ 55		11,485	51⅜ Feb. 19	58½ Jan. 20	46½	100¾
Louisville New Albany & Chic	*54 60	....	*50 60	....	*50 58		.....	55 Mar. 9	68 Jan. 5	57	78
Manhattan	*40 45	42⅞ 43	*40 45	40 43¼	40 42½		3,200	40 Mar. 21	53⅞ Feb. 9	40	60⅛
Do 1st pref	*85 87	*85 87	*85 87	*84 87	85 85		200	84¾ Jan. 3	90 Jan. 18	82	98½
Do common	*40 45	*40 44	*40 45	*43 45	*42 43		.....	48 Feb. 21	53 Feb. 10	40	56
Manhattan Beach Co	*23 25	21 24	*24½ 27	25 25	24½ 24½		490	15 Feb. 21	26½ Mar. 15	15	37
Memphis & Charleston	....	....	....	....	38⅜ 38⅜		400	36 Feb. 19	55 Jan. 8	42¼	82⅜
Metropolitan Elevated	79½ 79½	81 81	*80 85	*80 83	*80 83		150	79½ Mar. 7	85 Jan. 8	77	93
Michigan Central	94¾ 95⅛	94⅞ 95¼	94¾ 95¼	94⅛ 94⅞	94½ 95⅛		8,674	90 Feb. 20	100⅛ Jan. 19	77	105
Milwaukee L. Sh. & Western	*..... 16¾	*..... 16¾	*..... 16¾	*..... 16¾	*..... 16¾		.....	15 Feb. 28	18 Jan 4	13	21
Do pref	*44 45	44 44	44¼ 44¼	44 44¼	*44 45		600	42 Mar. 5	48½ Jan. 20	41¾	58¼
Minneapolis & St. Louis	*25 26	*25 26	*25 27	*25 26½	*25½ 26½		.....	22⅞ Feb. 20	30¾ Jan. 18	19	36¾
Do pref	58 58	*58 60	58 58	*57 58	*57 59		400	52 Feb. 20	68½ Jan. 18	59	77
Missouri Kansas & Texas	30¾ 31⅛	31¼ 31⅜	30⅞ 31¼	30¾ 31	31 31⅜		10,750	29¼ Feb. 20	34⅞ Jan. 18	26⅜	42½
Missouri Pacific	101¾ 102¼	102⅛ 102½	101⅝ 102	101¼ 102	†100½ 102⅜		15,315	97¾ Feb. 26	105⅜ Jan. 19	86⅝	112½
Mobile & Ohio	*17 18¾	*17¾ 18¼	*17¾ 18¾	*17 18½	*17½ 18½		.....	15 Feb. 16	19½ Jan. 5	12	35¾
Morris & Essex	....	123¾ 123¾	*122½ 125	....	123½ 124		127	120 Feb. 15	124 Jan. 9	119¾	128
Nashville Chattanooga & St. L.	58 58	*58 59	*58 59	....	*58 59½		2,000	55⅜ Jan. 3	64⅞ Jan. 22	47	87½
New York Central & Hudson	125¼ 125½	125¼ 125⅝	125¼ 125⅝	125¼ 125½	125⅜ 125⅞		15,715	124¼ Feb. 3	129½ Mar. 10	123⅝	138
New York Chic. & St. Louis	12¼ 12¼	12 12	11½ 11⅞	11½ 11½	11⅞ 11⅞		1,920	10 Feb. 2	15½ Jan. 5	10½	17¾
Do pref	*27½ 28½	29 29	*28 28¾	28¼ 28¼	28¼ 28½		700	23 Feb. 7	35 Jan. 4	27	37⅝
New York Elevated	*95 105	103 105	*100	*104			222	101 Jan. 13	105 Feb. 16	100	109½
New York Lack. & Western	88 88¼	....	89¼ 89¼	88 88	x87¾ 87¾		237	85½ Mar. 1	89½ Mar. 5	.....	.....
New York Lake Erie & West.	36⅞ 37¼	37⅛ 37⅜	37 37¼	36⅞ 37¼	37⅜ 37⅜		13,550	34⅜ Feb. 20	40⅞ Jan. 19	33¼	43¾
Do pref	....	....	....	....	....		.....	75 Feb. 19	83 Jan. 5	67	88¼
New York & New England	....	*47 49	....	46 46	45⅝ 45⅝		200	45½ Feb. 3	52¼ Jan. 9	45	60½
New York New Haven & Hart.	....	173½ 173½	174 174	*173			302	169 Jan. 16	175 Jan. 10	168	186
New York Ontario & Western	25½ 25½	25¾ 26	*25½ 26	25 25¾	*25⅜ 25¾		1,598	21¾ Mar. 2	27⅛ Jan. 15	20½	31⅞
Norfolk & Western, pref	42¾ 42¾	42¼ 42¼	41½ 41½	41 41½	41 41½		1,380	37½ Feb. 26	49¾ Jan. 20	44¼	60
Northern Pacific	49¼ 50⅛	50 51	50⅛ 50⅞	50⅛ 50⅜	50⅜ 51¼		52,242	44⅞ Feb. 20	51⅜ Jan. 20	28¾	54⅜
Do pref	85 86⅜	86⅝ 87⅝	86⅜ 87⅜	86¼ 86⅞	86¾ 87½		48,257	79⅜ Feb. 20	87⅜ Mar. 19	66¾	100⅛
Ohio Central	11⅞ 12⅛	12¼ 12½	12 12⅜	11⅞ 12	12 12¼		3,841	9⅛ Feb. 16	18⅞ Jan. 18	11⅜	25⅝
Ohio & Mississippi	....	*32 34	....	....	....		.....	29 Feb. 14	34½ Jan. 4	27	42
Ohio Southern	....	....	....	....	....		.....	10 Feb. 2	13¾ Jan. 18	11	23½
Oregon & Trans-Continental	83 84¾	84¼ 84⅞	83¾ 84½	83½ 84⅜	84 84¾		17,220	79 Feb. 20	89 Jan. 19	60	98¾
Peoria Decatur & Evansville	23 23	*22¾ 23½	22¼ 22⅞	21½ 22	22½ 22¾		1,250	19⅝ Feb. 19	28 Jan. 18	23	39¾
Philadelphia & Reading	52⅝ 53½	53¼ 53¼	52⅝ 53¼	52⅜ 52½	52⅞ 53¼		18,400	49⅜ Feb. 20	58½ Jan. 18	46¾	67½
Pittsburg Ft. Wayne & Chic	....	136 136	*136 136½	x134 135¼	....		10	135 Jan. 2	138 Jan. 16	130	139
Rensselaer & Saratoga	....	....	....	....	....		.....	139½ Jan. 3	144 Mar. 3	131½	144
Rich. & Allegh., st'ck trust ctfs.	....	....	....	....	11 11		150	10 Feb. 20	15 Jan. 6	13	40
Richmond & Danville	53 53	53 53	*51	53 53	53½ 53½		600	47 Jan. 13	60 Jan. 18	52	250
Richmond & West Point	23 23	23 23	22¾ 22¾	*22½ 25	*22½ 25		600	21 Feb. 16	29 Jan. 30	23	263
Rochester & Pittsburg	19 19	19½ 19½	19⅛ 19½	19⅛ 19⅜	19¾ 19⅜		2,985	16¾ Feb. 16	22 Jan. 5	17½	36½
St. Louis Alton & Terre Haute	*68 70	68⅝ 69	*68 70½	68 68¼	69 69		1,000	48 Jan. 3	71¾ Mar. 10	20½	50
Do pref	*97 98½	*97½ 99½	97 97	*96 98½	99 99		300	90 Jan. 3	100⅜ Jan. 30	55	94½
St. Louis & San Francisco	*28 32	*28 31	*29 31	*29 31	*29 31		.....	29½ Feb. 28	34⅞ Jan. 12	31	46⅞
Do pref	*48 48¾	49 49	48½ 48½	*48 49½	*49½ 50		210	48 Feb. 23	54⅞ Jan. 12	43	66½
Do 1st pref	*91½ 94	*91 92½	*91 92½	*91½ 94	*91½ 94		.....	89 Feb. 28	100½ Jan. 11	79¾	106½
St. Paul & Duluth	*35 39	*35 38	*35 38	....	37 37		100	35 Feb. 15	40⅞ Jan. 9	26	42¾
Do pref	*94 95	*94 95½	94 94	....	*93½ 94½		26	91 Feb. 20	97½ Jan. 4	68	99¼
St. Paul Minneap. & Manitoba	146½ 154	152 156	149¾ 153¼	149 153½	155 159		22,198	133 Feb. 20	159 Mar. 22	108½	166½
Texas & Pacific	39⅛ 39½	39½ 40	39 39⅞	39⅛ 39½	39¾ 40⅛		15,750	36¾ Jan. 3	43 Jan. 18	34	55
Union Pacific	94⅞ 95¾	95¾ 96⅜	95½ 96	95⅜ 96⅛	96⅛ 97		82,790	91¼ Feb. 7	104¾ Jan. 18	98¼	119¾
Wabash St. Louis & Pacific	28¾ 29¼	29 29¼	28⅞ 29⅛	28⅝ 28⅞	29¼ 29½		4,219	26¼ Feb. 26	36¼ Jan. 18	23⅝	39⅞
Do pref	48¾ 49⅜	49¼ 49½	49¾ 49⅛	48⅝ 48⅞	48⅞ 49½		16,750	44¾ Feb. 26	57½ Jan. 18	45⅞	71⅝
MISCELLANEOUS.											
American Tel. & Cable Co.	....	65½ 66	....	66 66	....		336	64⅜ Feb. 26	69½ Jan. 15	65	74
American District Telegraph	....	....	....	....	....		.....	30 Jan. 22	47 Mar. 9	31	60
Colorado Coal & Iron	....	32¾ 33	....	32 32½	....		1,100	28¼ Feb. 7	33⅝ Feb. 12	25	53⅞
Delaware & Hudson Canal	107⅝ 107⅝	108 108	108 108	107⅜ 107⅝	107⅞ 108¼		1,593	103⅜ Feb. 13	109½ Jan. 5	102⅜	119¾
Homestake Mining	....	....	....	....	16 16		50	15 Mar. 6	19 Jan. 19	15⅝	19¾
Mutual Union Telegraph	18 18	*18 20	*18 19½	....	*19 20		150	18 Mar. 17	25 Jan. 17	19⅞	30¼
New Central Coal	....	....	....	....	....		.....	13 Feb. 27	14 Jan. 4	13½	23
Ontario Silver Mining	24 24	....	....	....	24 24		70	18 Feb. 10	35½ Jan. 8	33	40
Oregon Improvement Co	84 86	86 86	....	84 84	....		310	84 Mar. 17	91½ Mar. 5	.....	.....
Oregon Railway & Nav. Co	....	....	....	....	139 139		100	133 Feb. 20	144 Jan. 18	128	163½
Pacific Mail	40½ 40½	40⅜ 41	*40¼ 41	40½ 40½	40½ 40⅞		1,650	39 Jan. 25	43⅜ Jan. 18	32¾	48¾
Pullman Palace Car	120 120½	122½ 122½	....	122½ 122½	*120¼ 121½		262	117 Feb. 23	126 Jan. 20	117	145
Quicksilver Mining	*8¼ 9½	*8¼ 9	*8¼ 9	*8¼ 9	*8¼ 9		.....	8 Feb. 1	9½ Mar. 3	8	14¼
Do pref	*..... 46	*..... 46	*..... 46	*43 46	*43 46		.....	37½ Jan. 26	46½ Mar. 6	40	62¼
Western Union Telegraph	83⅝ 84⅜	84⅜ 84¾	83⅜ 84½	81⅞ 82⅜	82⅜ 83		28,685	79¼ Feb. 5	85½ Mar. 13	76½	93⅜
EXPRESS.											
Adams	127 130	*127 130	129 129	*127 129	*127 129		98	127 Mar. 17	135 Jan. 5	133	149½
American	*87 90	*88 91	88¾ 89½	90 90	91 91		223	88 Mar. 16	93 Jan. 5	90	97½
United States	*58 63	*56 62	*56 62	*56 60	59 60		80	59 Mar. 22	65½ Jan. 6	62	80¼
Wells, Fargo & Co	*120 125	*120 125	*120 125	*121 124	123½ 124½		125	122 Feb. 19	126 Jan. 8	125	132
COAL AND MINING.											
Consolidation Coal	*26 28	*26	*26	26 26	*26		100	25 Mar. 13	27⅝ Jan. 19	27½	36⅞
Little Pittsburg Mining	....	....	....	....	....		.....	....	....	1⅛	2¼
Mariposa Land & Mining	....	....	....	....	....		.....	....	....	1¼	2½
Maryland Coal	....	....	....	....	....		.....	17 Jan. 15	17 Jan. 15	13	26
Pennsylvania Coal	....	....	....	....	....		.....	270 Feb. 2	270 Feb. 2	210	245
Standard Consol. Mining	....	....	67⅞ 67⅞	61½ 65⅝	61½ 61½		550	5½ Feb. 17	6⅞ Mar. 20	4½	19¾
Cameron Coal	....	....	....	....	....		.....	14 Feb. 27	18 Jan. 3	18	37¼
Central Arizona Mining	....	....	....	....	....		.....	⅜ Jan. 29	½ Jan. 12	½	1⅝
Deadwood Mining	....	....	....	....	....		.....	....	....	4	6¾
Excelsior Mining	....	....	....	....	....		.....	....	....	¼	2⅞
Robinson Mining	....	....	....	....	....		.....	....	....	1	4
Silver Cliff Mining	....	....	....	....	....		.....	....	....	2	2¾
Stormont Mining	....	....	....	....	....		.....	....	....	1½	1½

HOLIDAY.

* These are the bid and prices asked; no sale was made at the Board. † Lowest price is ex-dividend.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama—		
Class A, 3 to 5, 1906	81⅞	82½
Class A, 3 to 5, small	83	.....
Class B, 5s, 1906	.....	.....
Class C, 4s, 1906	.....	83½
6s, 10-20s, 1930	104	.....
Arkansas—		
6s, funded, 1899-1900	.....	20
7s, L. Rock & Ft. S., 1888	47	.....
7s, Memp. & L. Rock RR	48	51
7s, L. R. P. B. & N. O. RR	46¼	50
7s, Miss. O. & R. R. RR	47	.....
7s, Arkansas Cent. RR.	17¾	22
Connecticut 6s, 1883-4	102	.....
Georgia—6s, 1886	.....	.....
7s, new, 1886	106¼	.....
7s, endorsed, 1886	105¼	.....
7s, gold, 1890	114	.....
Louisiana—		
7s, consol., 1914	.....	69
7s, small	.....	.....
Louisiana—Continued—		
Ex-matured coupon	.....	.....
Michigan—		
7s, 1890	.....	.....
Missouri—		
6s, due 1883	101	.....
6s, due 1886	106	.....
6s, due 1887	107	108
6s, due 1888	.....	113
6s, due 1889 or 1890	.....	.....
Asylum or Univ., due '92	112½	.....
Funding, 1894-95	.....	.....
Hannibal & St. Jo., '86	.....	.....
Do do '87	.....	.....
New York—		
6s, gold, reg., 1887	.....	.....
6s, gold, coup., 1887	.....	.....
6s, loan, 1891	.....	.....
6s, loan, 1892	.....	.....
6s, loan, 1893	.....	.....
N. Carolina 6s, old, J. & J.	31	.....
6s, old, A. & O.	31	.....
N. Carolina—Continued—		
No Carolina RR., J. & J.	153	.....
Do A. & O.	155	.....
Do 7 comp's off, J. & J.	130	.....
Do 7 comp's off, A. & O.	130	.....
Fund'g act, 1866-1900	10	.....
Do 1868-1898	10	.....
New bonds, J. & J., '92-8	15	.....
Do A. & O.	15	.....
Chatham RR.	3½	.....
Special tax, class 1, '98-9	5	.....
Do class 2	5	.....
Do to W. N. C. RR	5½	.....
Do Western RR.	5½	.....
Do Wil. C. & Rn. R.	5	.....
Do W'n. & Tar R.	.....	.....
Consol. 4s, 1910	78	.....
Small	.....	.....
Ohio—		
6s, 1886	.....	.....
Rhode Island—		
6s, coupon, 1893-99	116	.....
South Carolina—		
6s, Act Mar. 23, 1869		
non-funding, 1888	.....	.....
Brown consol'n 6s, 1893	101	1 1
Tennessee—6s, old, 1892-8	40	43
6s, new, 1892-8	.....	42
6s, new series, 1914	.....	42
Compromise 3-4-5-6s, 1912	44	44½
Virginia—6s, old	34	.....
6s, new, 1866	33	.....
6s, new, 1867	33	.....
6s, consol. bonds	.....	.....
6s, ex-matured coupon	.....	.....
6s, consol., 2d series	.....	.....
6s, deferred	.....	.....
District of Columbia—		
3-65s, 1924	.....	.....
Small bonds	.....	.....
Registered	.....	.....
Funding 5s, 1899	.....	.....
Do small	.....	.....
Do registered	.....	.....

RAILROAD BONDS.

Railroad Bonds. (Stock Exchange Prices.)		
Ala. Central—1st, 6s, 1918	.....	.....
Alleg'y Cen—1st, 6s, 1922	.....	.....
Atch. T. & S. Fe—4½, 1920	.....	.....
Sinking fund, 6s, 1911	*100	.....
Atl. & Pac.—1st, 6s, 1910	99	96⅛
Balt. & O.—1st, 6s, Prk. Br.	114	.....
Bost. Hartf. & E.—1st, 7s	46	50
Guaranteed	.....	.....
Bur. C. Rap. & No.—1st, 5s	100½	.....
Minn. & St. L.—1st, 7s, gu	120	.....
Iowa C. & West.—1st, 7s	.....	.....
C. Rap. Ia F. & N.—1st, 6s	.....	.....
1st, 5s, 1921	.....	.....
Buf. N. Y. & Phil.—1st, 6s	96¾	97
Central Iowa—1st, 7s, '99	*	109
Char., Col. & Aug.—1st, 7s	.....	.....
Ches. & Ohio—Pur. m'y'fd.	.....	.....
6s, gold, series A, 1908	*108	.....
6s, gold, series B, 1908	91⅜	92
6s, currency, 1918	53⅛	.....
Mortgage 6s, 1911	100⅞	.....
Chicago & Alton—1st, 7s	117½	.....
Sinking fund, 6s, 1903	*113	.....
La. & Mo. Riv.—1st, 7s	.....	118½
2d, 7s, 1900	.....	.....
St. L. Jack. & Chic.—1st	117½	.....
1st, guar. (564), 7s, '94	117¼	.....
2d (360), 7s, 1898	.....	.....
2d, guar. (180), 7s, '98	.....	.....
Miss. R. Br'ge—1st, s.f. 6s	126½	126¾
C. B. & Q.—Consol. 7s, 1903	106	.....
5s, sinking fund, 1901	.....	89
Ia. Div.—S. F., 5s, 1919	*102½	.....
S. F., 4s, 1919	.....	83½
Denver Div.—4s, 1922	83⅛	83⅞
4s, 1921	.....	.....
C. R. I. & P.—6s, op., 1917	123⅞	.....
6s, reg., 1917	*123	.....
Keo. & Des M.—1st, 5s	103½	.....
Central of N. J.—1st, '90	115	.....
1st consol. assented, '99	111¼	111¾
Conv., assented, 7s, 1903	112	113
Adjustment, 7s, 1903	.....	.....
Leh. & W. B.—Con. g'd, as	102⅛	102½
Am. D'k & Imp.—5s, 1921	88	.....
C. M. & St. P.—1st, 8s, P. D.	.....	132
2d, 7 3-10, P. D., 1898	*120½	.....
1st, 7s, $ g., R. D., 1902	124	128
1st, Lac. Div., 7s, 1893	117½	119½
1st, I. & M., 7s, 1897	119	120
1st, I. & D., 7s, 1899	119	.....
1st, C. & M., 7s, 1903	123	.....
Consol. 7s, 1905	120	122
2d, 7s, 1884	.....	106
1st, 7s, I. & D. Ext., 1908	120	.....
S. W. Div., 1st, 6s, 1909	108	108½
1st, 5s, La C. & Dav., 1919	96	.....
1st, S. Minn. Div. 6s, 1910	105¾	107
1st, H. & D., 7s, 1910	*117½	119
Ch. & Pac. Div.—6s, 1910	*109½	111
1st, Chic. & P. W., 5s, 1921	92⅝	93
Min't Pt. Div., 5s, 1910	.....	92¼
C. & L. Sup. Div., 5s, 1921	.....	.....
Wis. & Min. D., 5s, 1921	.....	91½
C. & N'west.—S. fd., 7s, '85	.....	.....
Interest bonds, 7s, 1883	103¼	.....
Consol. bonds, 7s, 1915	131½	.....
Extens'n bonds, 7s, '85	.....	.....
1st, 7s, 1885	*105	.....
Coupon, gold, 7s, 1902	124½	125
Reg., gold, 7s, 1902	*124	.....
Sinking fund, 6s, 1929	*112½	.....
Sinking fund, reg	.....	112
Sinking fund, 5s, 1929	101½	101⅞
Escan'ba & L. S.—1st, 6s	.....	114
Des M. & Minn.—1st, 7s	.....	.....
Iowa Midland—1st, 8s	132	133
Peninsula—1st, conv. 7s	120	.....
Chicago & Mil.—1st, 7s	.....	122½
Win. & St. P.—1st, 7s, '87	107¼	108
2d, 7s, 1907	.....	123
Mil. & Mad.—1st, 6s, 1905	.....	115
C. C. C. & Ind's—1st, 7s, s.f.	.....	.....
Consol. 7s, 1914	121½	.....
C. St. P. M. & O.—Consol., 6s	106¾	107
C. St. P. & M.—1st, 6s, 1918	114½	115
N. Wis.—1st, 6s, 1930	.....	.....
St. P. & S. C.—1st, 6s, 1919	111½	113
Chic. & E. Ill.—1st, s.f., cur.	96	100½
Col. & Green.—1st, 6s, 1916	.....	.....
2d, 6s, 1926	79½	.....
Col. H. Val. & Tol.—1st, 5s	80	.....
Del. L. & W.—7s, conv., '92	*116	.....
Mortgage 7s, 1907	*125½	.....
Syr. Bing. & N. Y.—1st, 7s	*123	128
Morris & Essex.—1st, 7s	136½	138
2d, 7s, 1891	112	.....
Bonds, 7s, 1900	.....	.....
7s of 1871, 1901	122	123
1st, consol., guar., 7s	121	121⅜
N. Y. Lack. & W.—1st, 6s	113⅛	113½
Del. & H.—1st, 7s, 1884	102⅜	104
7s, 1891	*	115
1st, ext., 7s, 1891	.....	116
Coup., 7s, 1894	115	.....
Reg., 7s, 1894	115	.....
1st, Pa. Div., cp., 7s, 1917	*123	124
Pa. Div., reg., 7s, 1917	*123	124
Del. & H.—Continued—		
Alb. & Susq.—1st, 7s	*111	.....
2d, 7s, 1885	*105	.....
1st, cons., guar., 7s, 1906	*125½	.....
1st cons., 6s, 1906	113	115
Rens. & Sar.—1st, coup.	138	.....
1st, reg., 1921	.....	.....
Denv. & Rio Gr.—1st, 1900	109¾	.....
1st consol., 7s, 1910	91	91½
Denv. So. P. & Pac.—1st, 7s	94	.....
Det. Mac. & Marq.—1st, 6s	*	91
Land grant, 3½s, S. A	.....	.....
E. T. Va. & G.—1st, 7s, 1900	116	117
1st, cons., 5s, 1930	71	72
Divisional 5s, 1930	92	.....
Eliz. C. & N.—S. f., deb. c. 6s	.....	.....
1st, 6s, 1920	.....	.....
Eliz. Lex. & Big S.—6s	94	95
Erie—1st, extended, 7s	*	128
2d, extended, 5s, 1919	107	.....
4th, extended, 5s, 1920	107	.....
5th, 7s, 1888	.....	.....
1st cons., gold, 7s, 1920	125	125½
1st cons., fd. coup., 7s	.....	.....
Reorg., 1st lien, 6s, 1908	.....	110
Long Dock b'ds, 7s, '93	*	121
Buff. N. Y. & E.—1st, 1916	*131	.....
N. Y. L. E. & W.—Now 2d 6	95½	.....
2d, consol., fd. cp., 5s	.....	.....
Buf. & S. W.—M. 6s, 1908	.....	.....
Ev. & T. H.—1st, cons., 6s	*96	97½
Flt & P. M'rq.—M. 6s, 1920	*	115
Gal. Har. & S. Ant.—1st, 6s	.....	.....
2d, 7s, 1905	*107	110
Mex. & Pac.—1st, 5s	.....	.....
2d, 6s, 1931	.....	.....
Hous. E. & W. Tex.—1st, 7s	.....	103
Hous. & T. C.—1st, M. L., 7s	109	109½
1st, West. Div., 7s	106	.....
1st, Waco & N., 7s	112	.....
2d consol., main line, 8s	*118	.....
2d, Waco & No., 8s, 1915	.....	.....
General, 6s, 1921	99	101
Hous. E. & W. Tex.—1st, 7s	.....	103
Ill. Cent.—Sp. Div.—Cp. 6s	110	116
Middle Div.—Reg., 5s	.....	.....
C. St. L. & N. O.—Ten. l., 7s	114	.....
1st consol., 7s, 1897	114	.....
2d, 7s, 1907	.....	125
Gold, 5s, 1951	103	104
2d Div., 7s, 1894	.....	.....
Ced. F. & Minn.—1s', 7s	111½	.....
Ind. Bl. & W.—1st prf. 7s	*118	.....
1st, 4-5-6s, 1909	.....	88
2d, 4-5-6s, 1909	*73	.....
East'n Div., 6s, 1921	*	93
Indianap. D. & Spr.—1st, 7s	101½	102
2d, 5s, 1911	.....	.....
Int. & Gt. No.—1st, 6s, gold	107½	108
Coupon, 6s, 1909	83¼	83½
Kent'ky Cen.—M., 6s, 1911	.....	.....
Lake Shore & Mich. So.—		
Mich. S. & N. I.—S. fd., 7s	106¾	.....
Cleve. & Tol.—Sink. fd.	*105½	.....
New bonds, 7s, 1886	107	109
Cleve. P. & Ash.—7s	113	.....
Buff. & Erie—New bds	119	.....
Kal. & W. Pigeon—1st	*100	.....
Det. M. & T.—1st, 7s, 1906	.....	.....
Lake Shore Div. bonds	*121½	.....
Consol., coup., 1st, 7s	124	.....
Consol., reg., 1st, 7s	124	.....
Consol., coup., 2d, 7s	120⅞	121
Consol., reg., 2d, 7s	120	.....
Long Isl. R.—1st, 7s, 1898	*118⅞	119¼
1st consol., 5s, 1931	94¾	98½
Louisv. & N.—Cons. 7s, '98	116	119
2d, 7s, gold, 1883	102	.....
Cecilian Br'ch—7s, 1907	*101½	.....
N. O. & Mob.—1st, 6s, 1930	90	95
E. H. & N.—1st, 6s, 1919	98	102
General, 6s, 1930	94¾	96
Pensac'la Div.—6s, 1920	90	.....
St. L. Div.—1st, 6s, 1921	99	.....
2d, 3s, 1980	*45	.....
Nashv. & Dec.—1st, 7s	112	115½
S. & N. Ala.—S. f., 6s, 1910	.....	.....
Leban'n-Knox—6s, 1931	*100	.....
Louisv. C. & L.—6s, 1931	*100	.....
L. Erie & W.—1st, 6s, 1919	98	.....
Sandusky Div.—6s, 1919	.....	97
Laf. Bl. & M.—1st, 6s, 1919	*93½	100
Louisv. N. Alb. & C.—1st, 6s	101⅞	.....
Manhat. B'ch Co.—7s, 1909	*	88
N. Y. & M. B'h—1st, 7s, '97	.....	125
Marietta & Cin.—1st, 7s, 1st, sterling	.....	133
Metr'p'lit'n El.—1st, 1908	96	97
2d, 6s, 1899	81	.....
Mex. Cen.—1st, 7s, 1911	74	.....
Mich. Cen.—Con., 7s, 1902	.....	126
Consolidated 5s, 1902	.....	.....
Equipm't b'ds, 8s, 1883	.....	.....
6s, 1909	.....	.....
Coupon, 5s, 1931	.....	101
Registered, 5s, 1931	.....	.....
Jack. Lan. & Sag.—6s, '91	.....	.....
Mil. & No.—1st, 6s, 1910	90	.....
Mil. L. S. & W.—1st, 6s, 1921	*97⅞	98½
Minn. & St. L.—1st, 7s, 1927	119	.....
Iowa Ext.—1st, 7s, 1909	115	.....
2d, 7s, 1891	100	.....
S'thw. Ext.—1st, 7s, 1910	*110	.....
Pac. Ext.—1st, 6s, 1921	*101	.....
Missouri Kan. & Tex.—		
Gen. con., 6s, 1920	79¼	79¾
Cons. 7s, 1904 5 6	105¼	.....
Cons. 2d, income, 1911	57½	58¾
H. & Cent. Mo.—1st, '90	108	108
Mobile & Ohio.—New, 6s	107¼	.....
Collat. Trust, 6s, 1892	.....	103
Morgan's La. & T.—1st, 6s	.....	.....
Nash. Chat. & St. L.—1st, 7s	115	117
2d, 6s, 1901	.....	.....
N. Y. Central—6s, 1883	104¾	105¼
6s, 1887	107⅛	.....
6s, real estate, 1883	*102¼	.....
6s, subscription, 1883	*102¼	.....
N. Y. C. & H.—1st, cp., 7s	129¾	131
1st, reg., 1903	.....	130¼
Huds. R.—7s, 2d, s.f., '85	*107	.....
Can. So.—1st, int. g'ar. 5s	.....	96
Harlem—1st, 7s, coup.	*130	131
1st, 7s, reg., 1900	*130	131
N. Y. Elev'd—1st, 7s, 1906	116	117
N. Y. Pa. & O.—Pr. l'n. 6s, '95	.....	.....
N. Y. C. & N.—Gen., 6s, 1910	*47	.....
Trust Co., receipts	46	47
N. Y. & New Eng.—1st, 7s	*115	.....
1st, 6s, 1905	.....	.....
N. Y. C. & St. L.—1st, 6s, 1921	95⅞	96½
N. Y. W. Sh. & Buff.—Cp. 5s	75⅞	76
Nevada Cent.—1st, 6s	.....	.....
N. Pac.—G. l. g., 1st, cp. 6s	104⅛	104⅜
Registered, 6s, 1921	.....	.....
N. O. Pac.—1st, 6s, g., 1920	.....	87¾
Norf. & W.—G'l, 6s, 1931	100⅝	.....
Ohio & Miss.—Consol. s. f.	117	.....
Consolidated 7s, 1898	.....	.....
2d consolidated 7s, 1911	122	.....
1st, Springfield Div., 7s	.....	119
Ohio Central—1st, 6s, 1920	.....	88⅞
1st Ter'l Tr., 6s, 1920	.....	83
1st Min'l Div., 6s, 1921	*	85
Ohio So.—1st, 6s, 1921	80	.....
Oreg'n & Cal.—1st, 6s, 1921	93	.....
Or. & Trans'l—6s, '82-1922	93	93¼
Oreg. Imp. Co.—1st, 6s	.....	91
Panama—S. f., sub. 6s, 1910	103	103½
Peoria Dec. & Ev.—1st, 6s	*	103
Evans. Div., 1st, 6s, 1920	.....	99
Peoria & Pek. U'n—1st, 6s	100	102
Pac. R'ds.—Cen. P.—G., 6s	111¼	114½
San Joaquin Branch	110	.....
Cal. & Oregon—1st, 6s	*103½	.....
State Aid bds., 7s, '84	.....	.....
Land grant bonds, 6s	*104½	.....
West. Pac.—Bonds, 6s	100½	.....
So. Pac. of Cal.—1st, 6s	*105½	.....
Union Pacific—1st, 6s	114¼	114½
Land grants, 7s, '87-9	.....	110
Sinking funds, 8s, '93	115½	116
Registered 8s, 1893	.....	.....
Collateral Trust, 6s	*	103
Kans. Pac.—1st, 6s, '95	*108½	.....
1st, 6s, 1896	108¾	.....
Den. Div., 6s, as'd, '90	108	108¼
1st consol., 6s, 1919	.....	100
C. Br. U. P.—F. c., 7s, '95	.....	.....
At. C. & P.—1st, 6s, 1905	90	.....
At. J. Co. & W.—1st, 6s	*	89½
Oreg. Short L.—1st, 6s	95½	.....
Ut. So.—Gen., 7s, 1909	101	103
Exten., 1st, 7s, 1909	*	101
Mo. Pac.—1st, cons., 6s	.....	103
3d, 7s, 1906	112	.....
Pacific of Mo.—1st, 6s	105	105½
2d, 7s, 1891	110⅜	113
St. L. & S. F.—2d, 6s, cl. A	98½	.....
3-6s, class C, 1906	98	.....
3-6s, class B., 1906	93	.....
1st, 6s, Peirce C. & O.	.....	.....
Equipment, 7s, 1895	100	103½
Gen. mort., 6s, 1931	.....	.....
So. Pac. of Mo.—1st	104	105
Tex. & Pac.—1st, 6s, 1905	*104	.....
Consol., 6s, 1905	.....	93
Income & Ld. gr., reg.	65½	66
1st, Rio G. Div., 6s, 1930	81½	82
Pennsylvania RR.—		
Pa. Co's guar. 4½s, 1st c.	93	95
Registered, 1921	.....	95½
Pitt. C. & St. L.—1st, c. 7s	.....	.....
1st, reg., 7s, 1900	.....	.....
2d, 7s, 1913	.....	.....
Pitts. Ft. W. & Ch.—1st	136	.....
2d, 7s, 1912	133	.....
3d, 7s, 1912	*	131
Clev. & Pitts.—Cons. s. f.	125	.....
4th, sink. fd., 6s, 1892	108½	.....
Col. C. & I. C.—1st, consol.	142	.....
2d consol., 7s, 1909	.....	.....
1st, Tr'st Co. cf'ts, ass'd	.....	.....
2d, Tr'st Co. cf'ts, ass'd	.....	.....
1st, Tr't Co. cf'ts, suppl.	116	.....
St. L. V. & T. H.—1st, g., 7s	114	.....
2d, 7s, 1898	.....	.....
2d, guar., 7s, 1898	.....	.....
Pitts. E. & E.—1st, 6s, 1911	.....	.....
Rome W. & Og.—Con. 1st,	72	.....
Roch. & Pitt.—1st, 6s, 1921	104	105
Rich. & Al.—1st, 7s, 1920	76	.....
Rich. & Danv.—Cons. g., 6s	94½	96
Debenture 6s, 1927	64¾	65
Atl. & Ch.—1st, p., 7s, '97	.....	.....
Incomes, 1900	* 75½	.....
Scioto Val.—1st, cons., 7s	.....	95
St. L. & Iron Mt.—1st, 7s	113	.....
2d, 7s, 1897	*109	.....
Arkansas Br.—1st, 7s	108	109
Cairo & Fulton—1st, 7s	108	108½
Cairo Ark. & T.—1st, 7s	.....	109
Gen. r'y & l. gr., 5s, 1931	.....	79
St. L. Alton & T. H.—1st	.....	.....
2d, pref., 7s, 1894	.....	.....
2d, income, 7s, 1894	.....	106
Bellev. & S. Ill.—1st, 8s	.....	.....
St. P. Minn. & Man.—1st, 7s	108½	.....
2d, 6s, 1909	109½	.....
Dakota Ext.—6s, 1910	108¾	110
Min's Un.—1st, 6s, 1922	*	110
St. P. & Dul.—1st, 5s, 1931	*100	.....
So. Car. Ry.—1st, 6s, 1920	102	102⅜
2d, 6s, 1931	.....	94
Tex. Cen.—1st, s.f., 7s, 1909	106½	107½
1st mort., 7s, 1911	106½	.....
Tol. Del. & Bur.—Main, 6s	.....	52
1st, Dayt. Div., 6s, 1910	.....	.....
1st, Ter'l trust, 6s, 1910	.....	.....
Va. Mid.—M. inc., 6s, 1927	57	59
Wab. St. L. & P.—Gen'l, 6s	79	80
Chic. Div.—5s, 1910	.....	82
Hav. Div.—6s, 1910	*	87
Tol. P. & W.—1st, 7s, 1917	108	109
Iowa Div.—6s, 1921	*	89
Ind'p'lis Div.—6s, 1921	.....	.....
Detroit Div.—6s, 1921	.....	.....
Cairo Div.—5s, 1931	.....	.....
Wabash—M., 7s, 1909	.....	94
Tol. & W.—1st, ext., 7s	106½	.....
1st, St. L. Div., 7s, '89	*100	101¾
2d, ext., 7s, 1893	100	100½
Equip. b'ds, 7s, 1883	.....	80
Consol. conv., 7s, 1907	90	92
Gt. West.—1st, 7s, '88	*104½	105
2d, 7s, 1893	*	100
Q. & T.—1st, 7s, 1890	*	103
Han. & Naples—1st, 7s	.....	.....
Ill. & So. Ia.—1st Ex., 6s	.....	.....
St. L. K. C. & N.—R. e. 7s	.....	108
Om. Div.—1st, 7s	108	.....
Clar'da Br.—6s, 1919	.....	.....
St. Chas. Br.—1st, 6s	*	97
No. Missouri—1st, 7s	119½	120
West. Un. Tel.—1900, cp	*114	.....
1900, reg	.....	116
N. W. Telegraph—7s, 1904	.....	.....
Mut. Un. T.—S. F., 6s, 1911	82	85
Spring Val. W. W.—1st, 6s	.....	.....
Oregon Ry. & N.—1st, 6s	106¾	107

INCOME BONDS.

(Interest payable if earned.)

Ala. Cent.—Inc. 6s, 1918	.....	.....
Alleg'y Cent.—Inc., 1912	.....	.....
Atl. & Pac.—Inc., 1910	*18	.....
Central of N. J.—1908	81½	85
Col. C. & I. C.—Inc. 7s, '90	.....	.....
Reorg'n Tr'st Co. Cert.	*72	74
Cent. Ia.—Comp. debt cf's	.....	60
Ch. St. P. & M.—L. g. inc., 6s	.....	.....
Chic. & E. Ill.—Inc., 1907	.....	.....
Des M. & Ft. D.—1st, inc., 6s	.....	.....
Det. Mac. & Marq.—Inc.	.....	.....
E. T. V. & Ga.—Inc., 6s, 1931	33⅞	34½
El. C. & No.—2d, inc., 1970	.....	.....
G. Bay W. & St. P.—2d, inc.	16	.....
Ind. Bl. & W.—Inc., 1919	.....	.....
Consol., Inc., 6s, 1921	.....	49
Ind's Dec. & Spr'd—2d inc	*35	40
Trust Co. certificates	.....	.....
Leh. & Wilkesb. Coal—'89	*	80
Lake E. & W.—Inc. 7s, '99	45	48
Sandusky Div.—Inc., 1920	*36	.....
Laf. Bl. & Mun.—Inc. 7s, '99	*40	.....
Mil. L. S. & W.—Incomes	.....	.....
Mob. & O.—1st prf. deben.	*	82½
2d pref. debentures	*	49
3d pref. debentures	.....	.....
4th pref. debentures	.....	.....
N. Y. Lake E. & W.—Inc. 6s	.....	.....
N. Y. P. & O.—1st inc. sc. 7s	*	59
Ohio Cent.—Income, 1920	.....	31
Min'l Div.—Inc. 7s, 1921	.....	.....
Ohio So.—2d inc., 6s, 1921	28	.....
Ogdens. & L. C.—Inc., 1920	.....	.....
Small	.....	.....
Peoria D. & Ev.—Inc., 1920	*	60
Evans. Div.—Inc., 1920	.....	.....
Peoria & Pek. Un.—Inc., 6s	.....	.....
Rens. & Sar.—Inc., 1921	*43½	.....
Rome W. & Og.—Inc., 7s	*42	44
So. Car Ry.—Inc., 6s, 1931	58½	.....
St. Louis I. M. & So.—		
1st, 7s, pref., int. accum.	*121	.....
2d, 6s, int. accum'lative	*118¼	.....
St. L. & Ry. Sec. R. Inc. '94	*	.....
Plain incomes, 6s, 1899	*	37
Sterling Mt. Ry.—Inc., '85	.....	.....
St. L. A. & T. H.—Div. bds	.....	80
Tol. Del. & B.—Inc. 6s, 1910	.....	11½
Dayton Div.—6s, 1910	.....	.....
Tex. & St. L.—L. g., Cp. 1920	.....	.....

* No price Friday—these are latest quotations made this week.

† Coupons on since 1869

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "January 1 to latest date" furnish the gross earnings from January 1 to, and including the period mentioned in the second column.

Roads.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo	1883.	1882.	1883.	1882.
		$	$	$	$
Ala.Gt.Southern	February..	81,768	66,731	165,899	127,305
Buff. Pittsb.& W	January...	78,821	62,150	78,821	62,150
Bur.Ced.R.& No.	2d wk Mar	57,509	49,2[illegible]9	498,177	577,686
Ced. R. & Mo. R.	January...	224,723	255,444	224,723	255,444
Central of Ga...	January...	311,200	33[illegible],786	311,200	332,786
Central Iowa....	February..	79,956	96,353	157,265	189,384
Central Pacific.	February.*	1,424,000	1,720,675	3,142,000	3,560,144
Chesap. & Ohio.	February..	250,287	179,053	494,429	387,799
Chicago & Alton	2d wk Mar	177,534	151,776	1,504,796	1,380,294
Chic. Bur. & Q..	January...	1,625,680	1,658,834	1,625,680	1,658,834
Chic. & East. Ill.	2d wk Mar	31,246	27,629	321,970	334,837
Chic.& Gr.Trunk	Wk.Mar.10	59,603	37,094	483,173	333,857
Chic. Mil.&St. P.	2d wk Mar	443,000	340,265	3,462,000	3,486,[illegible]04
Chic. & Northw.	2d wk Mar	441,000	355,900	3,5[illegible]7,307	3,847,211
Ch.St.P.Min.&O.	2d wk Mar	91,200	96,400	763,300	844,500
Chic. & W. Mich.	1st wk Mar	27,707	27,366	222,880	247,309
Cin.Ind.St.L.&C.	2d wk Mar	51,191	44,905	437,023	496,481
Clev.Akron& Col	2d wk Mar	10,619	9,993	92,118	83,309
Col. Hock.V.& T.	2d wk Mar	65,924	51,000	552,457	492,237
Danbury & Nor.	January...	17,277	13,417	17,277	13,417
Denv. & Rio Gr.	2d wk Mar	121,700	116,700	1,089,100	1,114,999
Denv.& R.Gr.W.	2d wk Mar	5,800	.....	61,300	.....
Des Mo.& Ft. D.	1st wk Mar	6,692	6,018	48,283	70,917
Det. Lan. & No..	1st wk Mar	26,410	27,450	224,581	257,100
Dub. & Sioux C.	1st wk Mar	26,178	21,803	158,636	209,332
Eastern	4th wk Feb	58,035	53,998	515,450	429,238
E.Tenn.Va.&Ga.	2d wk Mar	75,037	53,583	780,829	599,772
Eliz. Lex. & B.S.	February..	56,198	26,751	103,528	55,461
Evansv. & T. H.	2d wk Mar	16,182	15,643	134,990	145,585
Flint & P. Marq.	2d wk Mar	46,737	40,814	451,318	413,293
Ft.W. & Denver.	2d wk Mar	5,800	.....	.....	.....
Georgia.....	February..	143,291	113,777	277,697	235,898
Grand Trunk....	Wk.Mar.10	314,791	285,686	3,102,174	2,800,987
Gr.Bay W.&St.P.	2d wk Mar	8,407	7,654	61,628	66,958
Gulf Col&San. Fe	1st wk Mar	33,511	17,859	329,119	200,888
Hannibal& St.Jo	2d wk Mar	51,965	41,956	461,923	362,[illegible]04
Hous.E.&W.Tex	February..	21,788	15,290	46,636	33,576
Illinois Cen. (Ill.)	February..	447,420	540,668	1,003,023	1,128,929
Do (Iowa)	February..	121,895	156,606	243,837	315,089
Do So. Div.	February..	362,656	290,724	786,770	563,433
Ind.Bloom.& W	2d wk Mar	63,772	46,970	586,722	473,775
K.C.Ft.S. & Gulf	1st wk Mar	37,750	32,612	.....	.....
L. Erie & West'n	2d wk Mar	30,824	21,742	299,998	270,601
L. R. & Ft.Smith	2 wks Mar.	22,117	18,263	112,880	89,949
L.Rk.M.Riv.&T.	2 wks Mar.	12,270	6,916	79,677	48,491
Long Island....	2d wk Mar	37,748	33,954	335,144	309,457
Louisv.& Nashv.	2d wk Mar	257,700	240,240	2,649,835	2,410,102
Mar.Hough.& O	February..	17,000	22,640	36,203	48,081
Memp. & Charl.	February..	103,000	97,616	215,996	198,731
Mexican Cent..	4th wk Feb	31,111	.....	281,809	.....
Do No.Div	1st wk Mar	3,559	.....	35,437	.....
Mexican Nat'l..	2d wk Mar	14,565	.....	132,790	.....
Mil.L.Sh.& West	2d wk Mar	18,240	15,335	166,116	162,851
Missouri Pacific	2d wk Mar	206,223	116,907	1,754,857	1,262,179
Central Br'ch.	2d wk Mar	34,407	17,578	283,977	165,313
Int. & Gt. No..	2d wk Mar	68,735	53,033	779,418	564,259
Mo. Kan. & T..	2d wk Mar	136,639	105,933	1,312,582	1,012,146
St.L.Ir.Mt.& S.	2d wk Mar	150,565	129,012	1,474,544	1,279,363
Tex. & Pacific.	2d wk Mar	129,073	74,440	1,183,393	756,150
Whole System	2d wk Mar	725,693	496,942	6,788,774	5,039,412
Mobile & Ohio..	February.	172,200	158,589	388,808	318,265
Nash.Ch.&St.L.	February..	195,262	174,974	392,650	345,727
N. Y.& N. Engl'd	February..	231,741	217,262	490,007	431,103
Norfolk & West.	2 wks Mar.	87,140	73,206	478,971	391,437
Northern Cent..	January...	499,252	407,368	499,252	407,368
Northern Pacific	2d wk Mar	110,700	84,250	990,327	682,804
Ohio Central....	2d wk Mar	18,999	12,190	187,322	168,960
Ohio & Miss	February..	283,998	260,139	.....	.....
Ohio Southern..	2d wk Mar	6,741	6,619	85,836	70,288
Oregon & Cal...	February..	¶57,390	.....	139,790	.....
Oregon R.&N.Co	February..	‡261,700	289,284	640,300	682,673
Pennsylvania ..	January...	3,929,357	3,373,321	3,929,357	3,373,321
Peo. Dec. & Eve.	1st wk Mar	12,594	10,865	108,584	136,523
Phila. & Read..	February..	1,453,862	1,290,421	3,062,637	2,793,496
Do C. & Iron	February.	923,319	878,584	1,874,535	1,826,975
Philadelp.& Erie	January...	319,720	252,727	319,720	252,727
Richm.& Danv.	2d wk Mar	‡70,200	68,200	731,105	707,450
Ch'l Col.&Aug.	2d wk Mar	‡14,950	‡13,330	194,786	161,214
Columb. & Gr.	2d wk Mar	‡19,050	‡15,080	202,528	175,780
Va. Midland..	2d wk Mar	‡20,806	‡13,242	248,072	195,123
West No. Car.	2d wk Mar	‡4,582	‡3,145	55,994	32,447
St. L. Alt. & T. H	2d wk Mar	27,890	22,657	298,720	254,695
Do (brchs.)	2d wk Mar	20,040	15,790	169,946	156,034
St. Louis & Cairo	2d wk Mar	6,612	8,840	62,807	72,238
St.L.&San Fran.	2d wk Mar	83,497	59,783	670,864	624,655
St. Paul & Dul..	2d wk Mar	18,175	14,119	173,133	148,032
St. P. Minn.& M.	2d wk Mar	163,080	145,533	1,173,742	1,082,380
Scioto Valley...	2d wk Mar	11,125	9,359	91,249	90,357
South Carolina	January...	129,432	125,467	129,432	125,467
Tol. Cin. & St. L	January...	80,002	69,433	80,002	69,433
Union Pacific...	18 dys Mar	1,338,822	1,233,071	4,661,226	4,954,905
Utah Central ...	January...	99,181	109,989	99,181	109,989
Vicksb'rg& Mer.	February..	44,709	43,012	95,847	90,321
Wab.St.L.& Pac.	2d wk Mar	381,025	314,473	3,067,302	3,000,462
West Jersey	January...	61,820	53,448	61,820	53,443
Wisconsin Cent.	1st wk Mar	25,798	19,233	.....	.....

* Earnings on 2,895 miles this year against 2,917 in 1882.
‡ Freight earnings. § All lines included.
‡ Traffic interrupted by floods.
¶ Small earnings due to freshets

Coins.—The following are quotations in gold for various coins:

Sovereigns	$4 81 @$4 85	Silver ½s and ¼s.	— 99¾@ par.
Napoleons	3 81 @ 3 85	Five francs	— 92 @ — 95
X X Reichmarks.	4 72 @ 4 76	Mexican dollars..	— 86⅛@ — 86½
X Guilders	3 95 @ 3 99	Do uncommerc'l.	— 85 @ — 85½
Span'h Doubloons.	15 55 @15 75	English silver	4 75 @ 4 83
Mex. Doubloons..	15 45 @15 60	Prus. silv. thalers.	— 68 @ — 70½
Fine silver bars ..	1 10 @ 1 10½	U. S. trade dollars	— 99 @ — 99⅜
Fine gold bars....	par@¼ prem	U. S. silver dollars	— 99¾@ par
Dimes & ½ dimes.	— 99⅛@ par		

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on March 17:

Banks.	Capital.	Average amount of— Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
	$	$	$	$	$	$
New York.....	2,000,000	9,422,000	1,232,000	448,000	8,132,000	495,000
Manhattan Co...	2,050,000	7,055,000	813,000	237,000	5,325,000	.....
Merchants.....	2,000,000	6,505,400	624,400	585,700	5,076,200	359,800
Mechanics'.....	2,000,000	7,413,000	1,220,000	374,000	6,251,000	.....
Union.....	1,200,000	4,272,600	520,700	175,500	3,113,000	.....
America.....	3,000,000	9,272,000	477,000	302,900	5 86[illegible],900	1,100
Phœnix.....	1,000,000	2,874,000	428,000	84,000	2,347,000	267,600
City.....	1,000,000	7,651,800	1,468,500	449 [illegible]00	7,128,700	.....
Tradesmen's.....	1,000,000	2,929,300	309,500	78,200	1,646,100	800,000
Fulton	600,000	1,628,000	351,900	81,200	1,286,400	.....
Chemical.....	300,000	12,807,300	3,151,600	408,000	12,738,500	.....
Merch'nts' Exch.	1,000,000	3,421,500	329,900	346,300	2,914,500	281,700
Gallatin Nation'l	1,000,000	4,201,800	389 [illegible]00	105 300	2,182 10[illegible]	784 100
Butchers'&Drov.	300,000	1,682,900	274,700	94,500	1,518,700	240 8[illegible]
Mechanics' & Tr.	200,000	1,034,000	132,000	85,000	976,000	128,000
Greenwich.....	200,000	997,700	14,400	140,300	908 800	2,800
Leather Man'f'rs	600,000	3,117,200	33[illegible],600	246,300	2,314,200	540 000
Seventh Ward..	300,000	1,147,300	134,100	143,900	1,118,900	20,000
State of N. York.	500,000	3,765,000	379,400	146,900	3,401,900	.....
American Exch .	5,000,000	13,603,000	1,754,000	467,000	9,942,000	.....
Commerce.....	5,000,000	15,653,000	1,588,800	604,700	8,595,000	1,017,200
Broadway.....	1,000,000	5,420 200	647,900	187,500	3,677,000	900,000
Mercantile.....	1,000,000	6,216,400	1,126,[illegible]00	306,500	5,962,700	755 000
Pacific.....	422,700	2,37[illegible],400	270,800	201,300	2,332,300	.....
Republic	1,500,000	5,007,000	259,400	357 100	2 855,300	528,900
Chatham	450,000	3,531,900	652,800	127,900	3,637,800	45,000
People's.....	200,000	1,575,900	107,100	84,100	1,729,100	5,400
North America..	700,000	2,852,[illegible]00	191,000	187,000	2,735,5 [illegible]	.....
Hanover	1,000,000	7,9[illegible],400	1,447,[illegible]00	666,200	8,439 400	180,000
Irving.....	500,000	3,183,700	488,700	268,400	2,998,200	419 500
Metropolitan	3,000,000	12,9[illegible] 000	1,868 000	432,000	9,315,000	2 250.000
Citizens'.....	600,000	2,393,600	308,900	211,800	2,429 900	269 000
Nassau	500,000	2 295,6[illegible]0	7[illegible] 200	174,200	2,409,100	.....
Market.....	500,000	2,839,500	461,800	93,800	2 348,200	445 000
St. Nicholas.....	500,000	2,388,100	180,500	70,800	1,928,200	.....
Shoe & Leather..	500,000	2,607,000	538,000	205,000	2,926 0[illegible]	450,000
Corn Exchange..	1,000,000	4,030,800	264,500	174,000	2,768,400	4,600
Continental.....	1,000,000	5,828,000	971,700	192,700	5,919 1[illegible]	450,000
Oriental.....	300,000	2,[illegible]00,100	74,500	359 8[illegible]	1,972,700	.....
Marine	400,000	3,463,000	584,000	207,000	3,821,000	270,000
Importers' & Tr..	1,500,000	16,720,3[illegible]	4,71[illegible],900	571 8[illegible]	21,207,400	1,345 900
Park	2,000,000	17 374 [illegible]00	4,287,900	589,700	21,314,000	45,0 [illegible]
Wall St. Nation'l	500,000	1,721,800	314,700	142,800	1,713,200	.....
North River.	240,000	1,615 000	23,000	167,000	1,531,000	.....
East River.....	250,000	1,15[illegible],600	95,800	114,1 [illegible]	929,000	223,800
Fourth National.	3,200,000	16,5[illegible]7,000	3 224,1[illegible]	731,200	16,499,700	539,900
Central Nat.....	2,000,000	7,744,000	623,000	1,080,000	7,928,000	297,000
Second Nation'l	300,000	3,341,000	613,000	325,000	3,913 000	90,000
Ninth National..	750,000	6,088,200	9[illegible],3 [illegible]	3[illegible],000	5,8[illegible],7[illegible]	666,000
First National..	500,000	14,342,000	2,[illegible]57,3 [illegible]	32[illegible],5[illegible]	14,31[illegible],000	44 900
Third National..	1,000,000	5,743 000	8[illegible],6 [illegible]	571,600	5,910,[illegible]	.....
N. Y. Nat. Exch..	300,000	1,444,400	119,[illegible]00	120 900	1,075,500	268,700
Bowery National	250,000	1,970,[illegible]00	212,[illegible]00	248,[illegible]00	1,806,700	225,000
N. York County..	200,000	1,672,100	28[illegible],800	507,100	1,931,900	180,000
Germ'n Americ'n	75[illegible],000	2,493,500	225 1[illegible]	44,200	2 002,[illegible]00	.....
Chase National..	3[illegible],000	5,516 900	1,127,8[illegible]	383 400	6 327,8[illegible]	45,000
Fifth Avenue....	100,000	2,0[illegible],2[illegible]00	377,6[illegible]	143,3[illegible]	2 119,8 [illegible]	.....
German Exch. ..	200,000	1,675,000	78,000	154 000	1,850,2 [illegible]	.....
Germania.....	200,000	1,648,700	67,000	134,000	1 702,70[illegible]	.....
U. S. Nat.	500,000	5,029,700	1,097,700	74,900	5,207,3[illegible]	448,100
Lincoln Nat.....	300,000	1,870,800	210,800	151,300	1,464,100	45,000
Total.....	60,962,700	319,672,000	48,551,900	17,081,100	289,8[illegible],500	16,607,900

The deviations from returns of previous week are as follows:

Loans and discounts	Dec. $5,508 000	Net deposits	Dec. $8,795,900
Specie	Dec. 2,967,800	Circulation	Dec. 1,300
Legal tenders	Dec 885,900		

The following are the totals for three weeks:

1883.	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
	$	$	$	$	$	$
Mch. 3....	327,472,300	55,332,900	18,915,800	303,253,900	16,515,200	760,188,160
" 10....	325,180,000	51,519,700	17,917,000	298,411,400	16,609,200	748,544 655
" 17....	319,672,000	48,551,900	17,081,100	289,615,500	16,607,900	760,5[illegible],987

Boston Banks.—Following are the totals of the Boston banks.

1883.	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Clear.
	$	$	$	$	$	$
Mch. 5 .	147,754,300	4,809,800	3,771,200	8[illegible],417,800	30,153,300	70,033,668
" 12..	145,672,100	4,891,300	3,844,800	84,144,900	30,142,200	65,578,167
" 19..	145,360,200	4,905,660	3,563,000	82,345,700	30,154,900	70,677,[illegible]42

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

1883.	Loans.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
	$	$	$	$	$
Mch. 5....	76,028,691	17,312,425	66, 76,330	9,773,568	62,299,719
" 12.....	75,694,463	17,[illegible]62,227	64,915,[illegible]64	9,782,[illegible]32	53,124,710
" 19.....	75,473,591	16,706,925	64,446,100	9,807,374	55,087,444

Unlisted Securities.—Following are quoted at 38 New Street:

	Bid.	Asked.
Am. Bank Note Co. ..	....	41⅜
Am. Railw'y Imp.Co—		
Ex bonds and stock.	20	28
Atl. & Pac.—6s, 1st....	95⅞	98
Incomes	18	21
Blocks 35 per cent..	104	107
Cent. Branch.....	88½	91
Incomes do	20	....
Bost.H.& E.—New st'k	⅜	⅝
Old.....	¼	½
Buff. N. Y. & Ph.,new	30½	....
Preferred, new.	....	....
Chic & Atl.—Stk..	26	35
1st mort.....100	1¼	103½
Contin't'l Cons.—85 p.c	....	55
Cal. & Chi. Ca'l & Dk..	....	....
Denver & N. Orleans.	....	....
Subsidy scrip.....	....	....
Den.& R.G.R'y—Cons.	83½	....
Denver &Rio. Gr.West	22½	27
1st mort.	70	72
Edison Elec. Light....300		350
Ga. Pac. R'y., 1st m..	82	....
Gal. Har. & S. Ant....	30	....
Keely Motor	5	....
Mexican. Nat.....	8	10
Preferred.....	25	....
1st mort.....	49¼	49⅜
Mich.&O.—Subs.55 p.c	....	105
M.U.St'k Trust Certs..	17	18
M. K. & T. inc scrip.	....	....
Newb. D'tch & Conn..	....	....
1st mort	....	....
N.Y.Chic&St.L. equip.	....	....
N. J. Southern	1	1⅛
N.Y.W.Sh.&Buff.—Stk		
del.wh.iss.on old sub	32	35
5s	75¼	76
Subs. O. & W.. 85 p.c	75¼	76¼
N.Y. Sus. & West.—Stk	5	7½

	Bid.	Asked.
North Pac. div. bonds.	89¼	89½
No. Riv. Const.—90p.c102		105
N.Y. & Scranton cons.,		
100 p.c.ex-b. & st'ck.	....	....
Ohio C.—Riv. Div. 1st.	59¾	61
Incomes.....	13⅝	15
Oregon Improvem't...	....	....
1st mort.....	....	....
Oregon Sh. Line deliv-		
ed when issued.....	21¼	26
Subs. 80 p. c.....102		....
Subs. ex-bd. & st'k...	45	....
Pensac. & Atl.....	23	30
1st mort	75	78
Pitts. & Western.....	15⅜	19
Rich.&D.Ext.subs.70%	52	....
St. Jo. & West.....	7	12
St. Jo. & Pacific 1st.	60	....
do do 2d...	15	....
Kans. & Neb., 1st...	60	....
St. Jo. & Western—		
1st mort., M.&A. div	....	....
Tex.&Col.Imp.—60 p.c100		....
ex-bd.....	12½	13¼
Texas & St. Louis.....	10	....
1st mort.,M.&A.div.	....	68
Incomes	20	....
subs.....	85	88
ex-bonds	....	....
U. S. Elec. Light 131	½	150
Vicksb'g & Meridian..	4⅝	....
pref.....	....	....
1st mort.....	....	....
2d mort	....	....
Incomes	....	....
Wisconsin Central....	22	....
Pref.....	....	....
1st mort 1st pref ...	....	....
1st mort	....	....
2d mort.....	....	....

ABSTRACT FROM REPORTS OF THE NATIONAL BANKS MADE TO THE COMPTROLLER, DEC. 30, 1882.

Dec. 30, 1882.	Number of banks.	Capital.	Surplus.	Deposits. Individual.	Deposits. Other.	Loans and discounts.	Gold.	Silver.	Legal tenders and U. S. certificates of deposit.
Maine	72	$10,485,000	$2,602,173	$10,711,327	$122,210	$10,251,605	$520,097	$64,063	$207,673
New Hampshire	49	6,080,000	1,112,137	4,515,588	287,256	8,140,797	144,088	51,360	129,817
Vermont	46	7,786,000	1,789,083	5,839,654	42,485	12,308,623	189,627	45,280	271,780
Boston	53	50,450,000	11,420,161	73,513,188	104,075	111,900,156	5,829,421	178,162	5,546,758
Massachusetts, other	191	45,102,500	13,537,799	44,247,478	279,009	82,041,024	1,413,138	282,707	1,753,911
Rhode Island	62	20,315,050	3,959,000	11,208,155	135,187	29,314,217	291,422	68,056	552,179
Connecticut	87	25,706,820	6,837,913	23,727,371	289,957	42,464,204	1,041,636	153,139	949,544
Total Division No. 1	580	$166,225,370	$41,259,196	$173,812,761	$1,260,579	$305,515,680	$9,423,429	$842,746	$9,479,692
New York City	48	$50,350,000	$23,087,690	$269,011,802	$590,121	$237,319,100	$49,206,814	$1,315,013	$15,848,610
Albany	7	1,800,000	1,400,000	6,016,355	78,423	7,885,951	500,347	31,052	639,744
New York, other	252	34,163,692	8,402,473	80,615,058	768,434	91,066,592	2,550,907	548,966	4,063,848
New Jersey	66	12,075,350	3,707,272	29,404,027	178,582	32,098,143	753,854	262,858	1,737,743
Philadelphia	32	17,358,000	8,526,303	63,853,717	268,500	57,495,334	5,456,492	566,033	6,819,786
Pittsburg	23	10,030,255	3,185,820	21,399,735	220,335	26,024,360	1,406,107	126,662	1,984,118
Pennsylvania, other	203	30,330,490	8,505,470	60,829,909	408,052	66,165,724	3,117,082	800,374	3,025,416
Total Division No. 2	631	$156,116,787	$56,815,628	$531,160,597	$2,512,756	$518,052,564	$62,991,653	$3,693,878	$35,949,494
Delaware	14	$1,743,985	$547,402	$3,735,813	$49,714	$3,949,009	$120,283	$45,151	$180,602
Baltimore	17	11,490,330	2,656,183	18,531,512	111,809	24,418,310	1,284,741	188,310	1,784,447
Maryland, other	23	2,467,010	733,427	5,236,377	.....	5,330,782	204,509	52,709	339,351
Washington	5	1,125,000	247,684	2,176,240	11,959	2,033,671	123,169	45,101	230,786
Dist. of Columbia, other	1	252,000	60,000	591,026	.....	364,521	52,700	9,189	80,000
Virginia	21	3,321,300	1,081,500	10,710,070	492,281	10,709,672	429,371	182,124	735,268
West Virginia	18	1,836,000	471,036	2,451,242	.....	3,352,369	217,511	38,503	251,634
Total Division No. 3	99	$22,235,625	$5,797,232	$43,432,310	$665,763	$50,158,104	$2,430,284	$561,430	$3,606,076
North Carolina	15	$2,501,000	$472,243	$3,329,206	$177,212	$4,246,201	$153,388	$75,120	$318,664
South Carolina	13	1,885,000	700,038	3,361,631	175,026	3,265,785	200,430	81,168	447,660
Georgia	12	2,281,000	554,973	3,429,653	111,790	4,466,302	277,084	125,276	318,525
Florida	2	100,000	10,742	420,240	.....	320,240	1,812	7,863	48,000
Alabama	9	1,468,000	284,100	2,074,753	40,816	1,992,626	136,045	48,777	204,261
Mississippi	1	75,000	85	207,872	.....	115,222	7,221	22,595	53,940
New Orleans	7	2,875,000	1,055,000	10,761,744	.....	9,249,214	685,464	167,972	1,316,792
Louisiana, other	1	100,000	595	74,139	.....	110,411	715	18,107	6,352
Texas	24	2,177,000	741,625	6,799,053	281,112	6,213,553	290,009	189,001	1,003,979
Arkansas	3	355,000	65,000	560,102	74,086	556,863	6,305	16,106	94,310
Louisville	9	3,551,500	656,971	2,984,023	513,549	7,567,842	236,337	40,428	326,849
Kentucky, other	49	8,113,939	1,511,916	8,856,981	197,987	13,202,347	321,478	79,554	482,975
Tennessee	30	3,865,300	671,326	8,948,995	309,614	9,157,207	428,638	126,249	748,333
Total Division No. 4	175	$29,647,739	$6,724,617	$51,799,492	$1,880,322	$60,464,023	$2,744,959	$998,216	$5,370,849
Cincinnati	12	$8,350,00	$976,500	$10,510,909	$735,000	$18,992,283	$2 9,874	$53,292	$2,882,649
Cleveland	6	4,200,000	740,000	7,868,338	356,382	10,046,980	285,555	38,250	1,108,380
Ohio, other	167	20,124,00	4,134,123	36,671,603	445,579	43,613,257	2,105,055	347,291	2,658,492
Indiana	91	13,323,500	3,576,343	24,614,987	743,851	28,616,517	1,378,045	278,398	2,115,768
Chicago	10	6,700 000	2,185,000	30,121,619	44,035	34,006,069	4,693,867	105,369	4,082,550
Illinois, other	144	12,315,621	3,223,606	32,902,053	710,530	32,172,071	2,031,575	304,677	2,165,922
Detroit	5	2,650,000	335,000	7,093,879	456,072	7,799,595	697,074	108,019	706,160
Michigan, other	80	8,205,000	2,059,652	19,160,274	30,719	22,338,133	1,203,322	223,215	1,035,013
Milwaukee	3	650 000	285,000	3,608,453	454,428	3,410,585	315,122	28,865	515,496
Wisconsin, other	38	2,925,00	683,678	9,950,146	73,059	8,577,337	623,266	81,951	525,947
Total Division No. 5	559	$79,443,121	$18,798,912	$185,502,321	$4,049,655	$209,872,817	$13,624,755	$1,569,336	$17,766,197
Iowa	92	$7,414,750	$1,665,794	$15,742,602	$158,656	$17,397,604	$872,283	$193,647	$1,407,903
Minnesota	34	6,003,700	1,220,288	13,978,582	567,032	18,382,139	866,621	101,917	884,094
St. Louis	5	2,950,000	654,893	5,277,623	114,826	8,437,229	522,437	13,831	1,411,700
Missouri, other	20	2,030,000	436,519	4,681,577	44,284	4,291,531	222,478	53,177	347,332
Kansas	23	1,500,000	289,978	4,206,956	307,430	3,864,574	191,792	58,246	406,991
Nebraska	28	1,961,400	335,500	6,107,952	298,570	7,130,501	411,464	58,847	43[illegible],920
Total Division No. 6	202	$21,889,850	$4,602,972	$49,995,292	$1,490,798	$59,503,878	$3,086,875	$479,665	$4,927,910
Colorado	19	$1,445,000	$623,200	$9,750,335	$242,300	$6,915,774	$393,253	$97,188	$874,723
Nevada	1	75,000	13,958	127,268	.....	202,243	29,830	2,051	1,982
San Francisco	1	1,500,000	197,347	1,840,931	.....	2,920,046	716,470	23,850	12,667
California, other	11	1,960,000	374,339	6,099,115	17,971	5,000,320	1,288,363	46,923	100,702
Oregon	2	300,000	52,000	2,042,168	608,915	1,775,512	303,470	21,488	6,291
Total Division No. 7	34	$5,220,000	$1,260,844	$19,859,821	$868,406	$16,874,495	$2,761,386	$191,500	$996,335
Arizona	1	$100,000	$500	$172,462	$71,802	$112,762	$10,773	$902	$11,660
Dakota	20	1,225,000	154,615	2,787,350	73,621	2,668,060	119,884	22,623	281,763
Idaho	1	100,000	20,000	314,693	.....	132,564	3,650	3,787	36,000
Montana	9	975,000	100,000	3,557,236	185,494	3,358,758	128,967	30,078	304,212
New Mexico	6	550,000	123,703	1,190,113	190,701	1,070,584	87,047	26,834	82,718
Utah	3	350,000	150,000	1,031,608	95,059	608,916	255,125	16,237	38,120
Washington Territory	4	300,000	32,750	773,375	.....	948,362	172,320	16,899	26,362
Wyoming	4	425,000	90,000	1,512,289	63,810	1,114,641	106,696	5,425	75,823
Total Division No. 8	48	$4,105,000	$671,568	$11,339,126	$680,287	$10,014,647	$914,462	$122,585	$855,968
Total for United States	2,308	$484,883,492	$135,930,969	$1,066,901,720	$13,408,566	$1,230,456,214	$97,977,803	$8,449,356	$76,953,421

STATEMENT OF THE NATIONAL BANKS OF THE RESERVE CITIES, AND TOTALS.

TOTALS FOR RESERVE CITIES, &C.	Boston.	N. York.	Albany.	Philadelphia.	Pittsb'g.	Baltimore	Washington.	New Orleans.	Louisville.	Cincinnati.	Cleev'd.	Chicago.	Detroit.	Milwaukee.	St. Louis.	S. Francisco.	Total Reserve Cities.	Total Other Cities.	Total United States.
Resources.	Mil's.	Mil's.	Mil's.	Mil's.	Mil's.	Mil's.	Mil's.	Mil's.	Mil's.	Mil's.	Mil's.	Mil's.	Mil's.	Mil's.	Mil's.	Mil's.	Mil's.	Mil's.	Mil's.
Loans	111·99	237·32	7·88	57·50	26·02	24·42	2·03	9·25	7·57	18·99	10·05	34·01	7·80	3·41	8·44	2·92	569·60	660·56	1,230·5
Bonds for circulation	34·28	20·83	1·72	10·64	7·31	7·54	·73	2·43	3·28	5·89	1·90	·98	1·33	·60	·71	·60	100·77	256·28	357·05
Other U. S. bonds	·37	2·50	·12	·50	·40	·35	·18	.....	·62	1·25	·56	2·23	·54	·55	·32	....	10·49	21·34	31·83
Stocks, bonds, &c.	2·64	12·61	·07	4·96	·86	·09	·11	·55	·04	·70	·53	1·18	·07	·31	·24	....	24·96	42·04	67·00
Due from banks	21·30	24·36	2·80	14·11	3·24	3·95	37	1·60	·80	4·22	1·88	7·74	2·30	·83	1·95	·52	91·97	124·58	216·55
Real estate	3·22	10·58	·33	2·56	1·49	·71	·43	·33	·13	·26	·35	·41	·08	·09	·20	....	21·17	25·82	46·99
Gold	5·82	49·21	·50	5·46	1·40	1·28	·12	·68	·24	·26	·29	4·70	·70	·35	·52	·75	72·28	23·70	97·98
Silver	·18	1·34	·03	·56	·13	·19	·05	·17	·04	·05	·04	·11	·11	·03	·01	·02	3·06	5·39	8·45
Legal tender notes	4·25	14·19	·26	4·61	1·98	1·30	·18	1·32	·33	1·99	1·09	3·25	·71	·32	1·45	·01	37·44	31·04	68·48
National bank notes	2·59	2·43	·13	·71	·35	·52	·04	·14	·12	·45	·29	1·50	·28	·02	·32	·01	9·90	15·85	25·75
Clearing House exch's	10·72	121·46	·30	10·24	1·91	2·28	.....	1·95	·11	·50	·24	3·06	·22	·18	·52	....	155·75	2·20	155·95
U. S. certific's of deposit	1·30	1·65	·38	2·24	.....	·48	·05	.....	.....	·89	·01	·83	.....	.....	.....	.....	7·83	·64	8·47
Due from U.S. Tr'surer.	2·09	1·68	·08	·54	·37	·34	·03	·12	·15	·27	·09	·12	·05	·04	·05	·02	6·04	11·91	17·95
Other resources	1·72	3·86	·17	1·16	·44	·20	·11	·07	·22	·60	·18	·13	·12	·03	·14	·01	9·16	18·72	27·88
Totals	202·47	504·02	14·77	115·79	45·90	43·65	4·43	18·61	13·65	36·38	17·50	60·25	14·31	6·96	14·87	4·86	1,118·4	1,242·4	2,360·8
Liabilities.																			
Capital stock	50·45	50·35	1·80	17·36	10·04	11·49	1·12	2·88	3·55	8·35	4·20	6·70	2·65	·65	2·95	1·50	176·04	308·94	484·98
Surplus fund	11·42	23·09	1·40	8·53	3·18	2·65	·25	1·05	·66	·98	·74	2·19	·33	·29	·65	·20	57·61	78·32	135·93
Undivided profits	4·09	9·16	·33	1·76	·72	1·04	·09	·30	·18	·68	·33	1·07	·35	·16	·18	·12	20·46	31·78	52·24
Circulation	30·47	18·04	1·54	9·50	6·47	6·65	·62	2·13	2·93	5·24	1·76	·93	1·17	·54	·64	·31	88·61	226·83	315·44
Due to depositors	73·65	269 63	6·09	64·12	21·62	18·64	2·19	10·77	3·50	14·24	8·23	30·17	7·55	4·06	5 39	1·84	541·69	5 8·62	1,080·3
Due to banks	32·03	132·22	3·59	14·47	3·30	2·79	·14	1·38	2·22	6·18	1·16	19·37	2·21	1·17	4·79	·86	227·88	43·64	271·52
Other liabilities	·36	1·53	·02	·05	·57	·39	·02	·10	·61	·71	1·14	·12	·05	·09	·27	....	6·03	11·34	17·37
Totals	202·47	504·02	14·77	115·79	45·90	43·65	4·43	18·61	13·65	36·38	17·50	60·25	14·31	6·96	14·87	4·86	1,118·4	1,242·4	2,360·8

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The Investors' Supplement *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* Chronicle. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Wabash St. Louis & Pacific Railway Company.

(*For the year ending December* 31, 1882.)

It will be received with satisfaction that this company has issued its usual pamphlet report for the fiscal year. In a word, the net result of the year was a deficit of $583,022 below the amount required for interest, rentals and charges of every kind, which, with the deficit of 1881, makes a total deficit in profit and loss account of $2,035,880. The main report is by Mr. A. L. Hopkins, Vice-President, and he gives a plain, intelligent and candid statement of the affairs of the company. He says: "The net earnings show an increase of $1,512,092 over those of the year 1881, with an increase of 622 miles in the average length of road operated. Notwithstanding this gain in the profits of our lines, the interest charges and rentals have increased in a larger ratio, and the consequence of this disproportion is a less satisfactory statement than we had anticipated. At the date of our last annual report, Dec. 31, 1881, the total length of road operated was 3,348 miles, while at the close of 1882 it was 3,518 miles, an increase of 170 miles during the year. In point of fact this additional mileage, consisting mainly of the St. Louis Jerseyville & Springfield, the Des Moines & St. Louis, and the extension north of Des Moines, Iowa, was not operated until late in the year, and the lines referred to can hardly be said, even now, to be fairly under way. The operations of the road have therefore been, practically, upon the 3,348 miles stated at the close of 1881." * *

"The Detroit & Butler road, which forms part of our main line from Detroit to Omaha & St. Louis, and is destined to become an important link in the trunk route between these points, was but just opened at the close of 1881, and is even now incomplete in its arrangements for terminal facilities at Detroit. These facilities, consisting of yards, wharves, freight houses, elevators, &c., on the Detroit River, are vital to the interchange of business with the Canada lines at this point. The lack of these facilities has deprived the Wabash Company of a large share of the traffic, to secure which the Detroit & Butler road was built. The Cairo Division suffered an almost entire crop failure in 1881, and consequently had but very little business to contribute during the first eight months of 1882. The Quincy Missouri & Pacific penetrates a new country, but needs a connection with our Omaha extension, before its capacities can be fairly tested. The Braidwood branch has not been operated at all, and the Des Moines & St. Louis, the Des Moines & Northwestern, as well as the Attica & Covington and Champaign & Sidney, have been but nominal additions during the brief time they have been opened. Add to these roads the Humeston & Shenandoah, about 100 miles, constructed jointly with the Chicago Burlington & Quincy Railroad Company, and which connects our Iowa Division with the Omaha extension and completes the air-line from Toledo and Detroit to Council Bluffs, and which has but just been opened, and the Jerseyville road, which has required a great deal of construction work to permit the running of trains with efficient regularity, and we have altogether about 857 miles of road upon which the earnings paid no profit above operating expenses. The interest charges upon these temporarily unproductive lines have amounted to about $700,000.

"In the spring of 1882 the Wabash lines, which traverse the richest and most productive corn belt in the United States, suffered from the serious failure of this crop in 1881, and the business of 1882 did not, therefore, begin to receive the benefit of the full crops of that year until August." * * "The average freight rates have been 9 50-100 mills per ton per mile, a stight increase over the rates of 1881, and the expense per ton per mile has been reduced from 7·04 to 6 94 mills. The earnings per train mile have been $1 38 against $1 27·4 in 1882. The profits on freight, even at this small increase, are by no means satisfactory, nor can such rates be considered a fair compensation for the service performed; but it is nevertheless a slight improvement. The most satisfactory result is in the passenger earnings, which show a gain of $876,531 28, or about 29 per cent. The operating expenses were 69 22-100 per cent, while in 1881 they were 74 60-100 per cent, a reduction of 5 38-100 per cent. This rate, although less than in 1881, is yet much larger than on many of the Western lines, but is not to be attributed to a neglect of economical methods in the operation of the road, but to the higher rates of transportation on the lines with which the comparison is made. Some of the lines, for example, which connect with the Wabash are able to charge from three to four mills per ton per mile on freight more than the Wabash." * * *

"One of the most important and prospectively valuable of the lines added to the Wabash system since 1880, is the Chicago Division, which forms the line between Chicago and St. Louis, Kansas City and Council Bluffs. It has required a large expenditure of money and a great deal of time to secure the necessary terminal facilities in Chicago, and we have not yet realized the full advantages of this line, but the arrangements with the Western Indiana Company, recently perfected, will give the Wabash line facilities for the transportation of freight and passengers equal to any in Chicago. The following figures, showing the amount received on freight to and from our Chicago station since the opening of that division, is a forcible illustration of the rapid growth of its business:

	1880.	1881.	
Five months	$499,931	$1,095,216	Inc. $595,285
	1881.	1882.	
Year	$2,107,168	$3,314,601	Inc. $1,207,432

"The line between Detroit, Toledo and Council Bluffs, via the Toledo Peoria & Western and Iowa Division, opened by the completion of the Humeston & Shenandoah road, will constitute the shortest route from those cities to a connection with the Union Pacific, and will also open a new line between Chicago and Omaha." * * *

"During the year the sum of $3,044,012 has been expended for new construction. Embraced in this charge is the sum of $377,827 for the St. Charles bridge over the Missouri River; $461,500 towards the completion of the Humeston & Shenandoah Road, and $966,209 for car trust and other rolling stock obligations. These expenditures were rendered necessary in order to finish new lines commenced in the previous year, but the requirements of the current year will be comparatively small. The floating debt of the company is almost entirely the result of these construction payments, but the company owns securities, consisting mainly of bonds and stock, valued at $8,667,696, available for the liquidation of the floating debt and future requirements."

The comparative statistics for four years, compiled for the Chronicle, are as follows:

ROAD AND EQUIPMENT.

	1880.	1881.	1882.
Total miles operated	2,479	3,348	3.518
Locomotives	488	*561	*598
Pass'ger, mail & expr'ss cars	289	*372	*387
Freight and all other cars	15,665	*20,139	*19,660

* Includes narrow-gauge equipment.

OPERATIONS AND FISCAL RESULTS.

Operations—	1880.	1881.	1882.
Passengers carried	1,992,763	3,215,200	4,251.393
Passenger mileage	97.774,576	137,114,727	166.198,560
Rate per passenger per mile	2·398 cts.	2·238 cts.	2·373 cts.
Freight (tons) moved	4,533,187	5,393,917	5,911,012
Freight (tons) mileage	1,105,783,399	1,149,774,547	1,247,611,320
Av'ge rate per ton per mile	0·862 cts.	0·928 cts.	0·951 cts.
Earnings—	$	$	$
Passenger	2,344,452	3,067,989	3,944,520
Freight	9,532,334	10,667,906	11,885,226
Mail, express, &c	551,326	731,894	1,021,943
Total gross earnings	12,428,112	14,467,789	16,851,689
Operating Expenses—			
Conducting transportation	.....	.....	4,294,713
Motive power	.....	.....	3,358,723
Maintenance of way	.....	.....	2,790,813
Maintenance of cars	.....	.....	897,142
General expenses	.....	.....	323,361
Total operating exp'ses	7,787,349	10,792,943	11,664,752
Net earnings	4,640,763	3,674,846	5,186,937
Per ct. of expens to earn	62·65	74·59	69·22

INCOME ACCOUNT.

	1880.	1881.	1882.
Receipts—	$	$	$
Net earnings	4,640,763	3,674,846	5,186,937
Other receipts	33,601	277,245	328,760
Total income	4,674,364	3,952,091	5,515,697
Disbursements—	$	$	$
Rentals paid	483,235	1,009,079	987,608
Interest on debt	2,657,360	3,447,627	4,302,006
Taxes, rent of cars, &c	514,569	637,504	.....
Dividends	.....	1,329,918	809,105
Total disbursements	3,655,184	6,424,128	6,098,719
Balance, surplus or deficit	sur.1,019,180	def.2,472,037	def.583,022

GENERAL BALANCE SHEET (CONDENSED) AT CLOSE OF EACH FISCAL YEAR.

Assets—	1880.	1881.	1882.
	$	$	$
RR., b'ldings, equipm't, &c.	83,923,952	107,658,815	113,285,929
Securities & prop'ty on hand	286,119	435,862	8,667,697
Materials, fuel, &c	873,875	1,212,245	700,404
Construction, &c., for year	3,116,529	11,578,866	3,044,013
Income account	.....	1,452,858	2,035,881
Total	88,200,475	122,338,646	127,733,924
Liabilities—	$	$	$
Stock, common	21,614,500	26,921,500	27,140,500
Stock, preferred	20,453,000	23,033,200	23,034,200
Funded debt (see SUP'MENT)	42,094,858	66,291,858	70,937,854
Bills payable	336,703	355,466	239,057
Loans payable	.....	1,500,000	3,037,000
Sundry balances*	2,682,234	4,236,622	3,345,313
Income account	1,019,180	.....	.....
Total liabilities	88,200,475	122,338,646	127,733,924

* Includes audited vouchers, interest accrued, interest not due, unpaid taxes, &c.

Cleveland Columbus Cincinnati & Indianapolis Railway.

(*For the year ending December* 31, 1882.)

For the year 1882 the gross receipts were $4,441,600; total expenses, taxes, interest, etc., $3,589,968; net surplus income, $851,632; dividend No. 17 of 2 per cent payable Feb. 1, 1883, $299,984; balance for the year, $551,648. The report says that "during the first six months of the year there was no im

provement in the through rates of freight traffic, which were in a state of almost hopeless depression, and continuing at the lowest point that had ever been reached in the conduct of rail transportation. But in June, through the earnest co-operation of all roads, an agreement was established, restoring a very moderate tariff upon which for the last half of the year freight rates were well maintained. The restored rates were nevertheless very low, and the basis of the winter tariff only reached the figure of 30 cents per 100 pounds, Chicago to New York. The average gross freight rate per ton-mile for the year is 0·786 cents, against 0·671 cents in 1881, an increase of 0·035 cents, or 5 22-100 per cent. The cost freight rate per ton-mile for the year is 0·513 cents, against 0·511 cents in 1881, an increase of 0·002 cents, or 39-100 per cent." * * "The tons moved one mile in 1882 were 447,411,484 against 480,723,710 in 1881, a decrease of 33,312,226, or 6 93-100 per cent.

"There has been in many quarters an increase of freight, coming to and passing over the road, but on the north and south of the main line between Indianapolis and Cleveland a loss of tonnage has been perceptibly felt through the operations of new and rival roads. The competition of such lines, which develop or originate a limited traffic, but draw or divert largely from the older and established roads, has to be endured. On the Cincinnati & Springfield Division the withdrawal of the New York Pennsylvania & Ohio Company's traffic occurred on the first of the year. The year's earnings of the different freight line organizations connected with your railway have been as follows:

	Received Eastbound.	Received Westbound	Total Revenue.
N. Y. C. R.R. connections	$645,806	$377,558	$1,023,364
Erie Railway connections	157	178	335
Pennsylvania R.R. connections	108,545	19,302	127,848
Total all connections in 1882	$754,508	$397,039	$1,151,548
Total all connections in 1881	855,125	503,853	1,358,979

* * "During the year, and in pursuance of the general authority conferred by the stockholders and directors, the interest of the Pennsylvania Company in the Indianapolis & St. Louis Railroad and its leased line, the St. Louis Alton & Terre Haute Railroad, has been acquired by this company upon terms satisfactory to your Board." * * "The principal changes are that your company becomes a joint lessee with the Indianapolis & St. Louis Railway Company, and jointly liable for the rent to be paid." * * "Under the new lease the rent guaranteed is $450,000, and that amount is all that is to be paid unless the gross earnings exceed $1,750,000, and then but 20 per cent is to be paid of the excess of gross earnings over $1,750,000." * *

There has been advanced to the Cincinnati & Springfield Railway during the year the sum of $159,208 for the purchase of real estate, &c., to which is to be added the deficit in operating during 1882, $279,020, making the total sum advanced $438,228.

In the General Manager' report there will be found details of the extraordinary renewal expenditures, particularly referring to the replacement of wooden structures with permanent iron bridges, altogether aggregating an exceptional outlay in the maintenance of the Cincinnati & Springfield Railway during the past year.

The new expenditures made upon the main line on account of additions, mainly for equipment, were $315,826.

Comparative statistics for four years, not including Cin. & Sp. Division, compiled for the CHRONICLE, are as follows:

ROAD AND EQUIPMENT.

	1879.	1880.	1881.	1882.
Miles owned	391	391	391	391
Locomotives	159	162	166	170
Pass., mail & exp. cars	110	114	114	133
Freight cars	3,335	3,741	4,294	4,226
Coal and other cars	978	913	1,308	1,452

OPERATIONS AND FISCAL RESULTS.

	1879.	1880.	1881.	1882.
Passengers carried	740,181	858,791	899,330	1,035,764
Passenger mileage	34,071,632	40,363,416	41,689,179	44,759,982
Rate per pass. p. mile	2·172 cts.	2·139 cts.	2·159 cts.	2·235 cts.
Freight (tons) moved	2,299,711	2,441,643	2,880,923	2,755,867
Freight (tons) mil'ge	401,107,970	420,482,919	480,723,710	447,411,484
Av. rate p. ton p. mile	0·697 cts.	0·792 cts.	0·671 cts.	0·706 cts.
Earnings—	$	$	$	$
Passenger	739,939	863,448	899,918	1,000,270
Freight	2,796,105	3,328,209	3,225,356	3,159,417
Mail, express, &c.	138,711	146,451	165,076	178,788
Total gross earn'gs	3,675,055	4,338,108	4,290,350	4,338,475
Operating expenses—	$	$	$	$
Maint. of way, &c.	492,223	618,623	600,422	678,638
Maint. of equipment	431,374	520,052	513,478	513,999
Transport'n exp'nses	1,672,315	1,748,983	1,697,346	1,618,685
Miscellaneous	96,395	88,967	155,923	122,456
Total	2,692,307	2,976,625	2,967,169	2,963,778
Net earnings	982,748	1,361,483	1,323,181	1,374,697

INCOME ACCOUNT.

	1879.	1880.	1881.	1882.
Receipts—	$	$	$	$
Net earnings	982,748	1,361,483	1,323,181	1,374,697
Rentals and interest	83,912	102,406	56,271	103,125
Miscellaneous	19,750	123,405	32,240	94,305
Total income	1,086,410	1,587,294	1,441,692	1,572,127
Disbursements—				
Interest on debt	425,180	440,492	475,218	498,615
Taxes	117,014	118,188	112,688	121,276
Dividends	374,770	749,540	.....	.....
Miscellaneous	47,864	16,437	263	12,313
Total disbursem'ts.	964,828	1,324,657	588,174	632,204
Balance, surplus	121,582	262,637	853,518	939,923

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1879.	1880.	1881.	1882.
Assets—	$	$	$	$
Railroad & equipm't.	19,044,765	18,171,135	18,401,082	18,809,704
Real est. & wood l'nds	42,978	32,278	26,048	25,077
St'k & bds. own'd, cst	1,681,843	2,311,565	2,311,565	*1,613,418
Advan's to Cin. & Spr.	1,604,916	1,596,205	1,721,703	2,159,921
Advan's to Ind. & St. L.	.....	.....	.....	72,340
Bills & accts. receiv'ble	948,715	758,691	1,221,966	1,476,678
Materials, fuel, &c.	229,009	221,317	199,522	189,084
Cash on hand	329,986	1,004,595	189,794	206,893
Miscellaneous items	4,655	4,616	4,616	4,590
Total	22,890,811	24,130,502	24,191,886	25,232,624
Liabilities—	$	$	$	$
Stock, common	14,991,800	14,991,700	14,991,700	14,991,600
Bds. (see SUPPLEM'T).	6,337,000	6,270,000	6,405,000	6,30[illegible]
Bills payable	.....	600,000	250,000	40[illegible]
Bills audited	360,387	445,078	512,674	48[illegible]
Dividends	374,770	749,540	.....	21,187
Miscellaneous	21,948	21,700	117,150	11[illegible]
Balance to surplus	795,908	1,058,544	1,912,062	2,851,985
Total liabilities	22,890,811	24,130,502	24,191,886	25,232,624

* In 1882 included—Ind. & St. Louis stock, $300,000; second mortgage bonds, $158,750; equipment bonds, $218,000; Cin. & Spr. 2d and second mortgage bonds, $526,000; Dayton & Union stock and bonds, $68,212; Union Depot (Columbus) stock, $37,208; Merchants' Dispatch stock, $32,600, and a few small items.

Chicago Burlington & Quincy.

(For the year ending Dec. 31, 1882.)

In advance of the printed annual report, the officers of this company have kindly furnished the CHRONICLE with the figures for 1882, with which the following comparative table is made up:

ROAD AND EQUIPMENT.

	1879.	1880.	1881.	1882.
Miles owned and leased	1,760	2,675	2,826	3,159
Miles operated jointly	97	97	98	57
Total operated	1,857	2,772	2,924	3,216

FISCAL RESULTS.

	1879.	1880.	1881	1882.
Earnings—	$	$	$	$
Passenger	2,566,652	3,534,209	3,616,086	4,756,992
Freight	11,650,623	16,054,197	16,595,819	15,711,510
Mail, express, &c.	599,831	903,641	1,112,245	1,534,802
Total gross earnings	14,817,105	20,492,047	21,324,150	22,003,304
Operating expenses—	$	$	$	$
Mainten'ce of way, &c.	1,752,278	2,528,019	584,075	.....
Mainten'ce of equipm't.	1,188,068	1,632,416	1,811,937	.....
Transportat'n expenses	3,927,649	5,144,338	8,003,369	.....
Miscellaneous	60,227	58,131	144,976	.....
Total	7,228,222	9,362,904	10,574,357	10,663,341
Net earnings	7,588,883	11,129,143	10,749,793	11,334,963

INCOME ACCOUNT.

	1879.	1880.	1881.	1882.
Receipts—	$	$	$	$
Net earnings	7,588,883	11,129,143	10,749,793	11,334,963
Net B. & M. land grant	.....	899,315	1,170,437	1,329,725
Total income	7,588,883	12,028,458	11,920,230	12,664,688
Disbursements—	$	$	$	$
Rentals paid	179,093	203,006	310,668	148,771
Interest on debt	2,110,938	3,282,718	3,430,454	3,883,789
Taxes	328,844	441,590	492,154	615,622
Dividends*	3,081,985	4,366,064	4,349,286	5,023,599
Carried to sinking fund	230,493	563,385	687,246	631,443
Accounts written off	423,085	.....	.....	.....
Transf'd to renewal f'nd	1,000,000	1,250,000	1,000,000	750,000
Total disbursements	7,354,438	10,106,763	10,269,808	11,053,224
Balance, surplus	234,445	1,921,695	1,650,422	1,611,464

* In 1879, 8; in 1880, 9¼; in 1881, 8; in 1882, 8.

GENERAL INVESTMENT NEWS.

Atlantic & Pacific.—It is announced that the Atlantic & Pacific Railway will be completed to the Colorado River about June 1. This will be the terminus of this road. At the Colorado River it will connect with a line now being built eastward from the Pacific Coast by the Southern Pacific Railway Company, over which its trains will run to San Francisco. The Southern Pacific extension to the Colorado River will probably also be completed by June 1, so that this new route to the Pacific can be opened at the latest by July 1, 1883.

Chicago & Atlantic.—The Chicago & Atlantic is to be opened for business between Chicago and Huntington April 2, and will be opened for through business, both freight and passenger, May 1, when passenger trains will be run through to New York. The route will be over the Chicago & Atlantic to Marion, thence over the New York Pennsylvania & Ohio to Salamanca, and thence over the Erie to New York. The entire line from Chicago to New York is controlled by the Erie.

Columbus Chicago & Indiana Central—Chicago St. Louis & Pittsburg.—A final meeting of the bondholders of the Columbus Chicago & Indiana Central Railroad was held this week, at which the action of the Purchasing Committee, composed of William L. Scott, Charles J. Osborn and John S. Kennedy, in buying in the road under mortgage foreclosure and arranging for the conversion of the old bonds and stocks into new securities, was approved. The road will be reorganized under the name of the Chicago St. Louis and Pittsburg Railroad, and will remain a part of the Pennsylvania Railroad system. It will be bonded for $22,000,000. Its capital stock will be $30,000,000—$20,000,000 in preferred and $10,000,000 in common stock. The reorganization will be perfected in Ohio, Indiana and Illinois, and States through which the lines pass. Articles of association have been filed changing the name to

the Chicago St. Louis & Pittsburg, with the following directors: William L. Scott, Erie, Pa.; Charles J. Osborne, New York; George B. Roberts and John P. Green, Philadelphia; J. N. McCullough and Thomas D. Messler, Pittsburg; Conrad Baker, Indianapolis; George Hoadley, Cincinnati; and Alfred L. Dennis, Newark, N. J.

Grand Rapids & Indiana.—A press dispatch from Grand Rapids, Ind., March 21, said that the Pennsylvania Railroad Company presented a bill in the Circuit Court of Kent County asking for an injunction against the Grand Rapids & Indiana Railroad Company to restrain the latter from paying the interest maturing on April 1 on its bonded debt secured by the mortgage of October 1, 1869, until it had paid the interest coupons on bonds secured by the same mortgage, previously maturing, purchased and held by the Pennsylvania Railroad Company, amounting with interest to $2,345,000.

Hannibal & St. Joseph.—The Master appointed by the court, J. K. Cravens, has reported, according to published dispatches, that on January 1, 1883, there was due the State $549,000 for unpaid interest. The full text of the report has not yet been received in this city, and Messrs. John F. Dillon and Elihu Root, counsel for the company, say that the decree of the court fixed the basis of the liability of the company and referred no question as to the extent of the liability to the Master. Nothing was referred to him except to make actuarial computations on the basis fixed by the decree. We are certain that under the decree the maximum of the company's liability will not exceed $160,000, and that there is no warrant in the decree for any greater amount.

Massachusetts Central.—At a special meeting of the stockholders of the Massachusetts Central Railroad, in Boston, the 17th inst., the bonds heretofore issued by the corporation were ratified and approved. President Aldrich stated that the directors had decided upon a plan of reorganization. They have already secured the consent of the holders of nearly $3,000,000 of bonds.

Mobile & Alabama Grand Trunk.—A decree has been entered by the Chancery Court of Mobile for the foreclosure of the mortgage on the Mobile & Alabama Grand Trunk road. Unless the company pays $1,240,000, with interest since April, 1874, the road will be advertised and sold.

Nashville Chattanooga & St. Louis.—The following official statement of earnings and net income is made for the month of February and the eight months of the fiscal year from July 1 to February 28:

FEBRUARY.

	1883.		1882.	
	Gross earnings.	*Net earnings.*	*Gross earnings.*	*Net earnings.*
Main Stem	$176,326	$79,679	$159,961	$70,452
Lebanon Branch	4,895	3,297	5,569	4,061
McMinnville Branch	3,807	2,015	3,773	2,025
Fayetteville Branch	4,657	2,591	2,887	1,050
Centrev. Br., nar. gauge	2,599	432	870	Loss 84
D. R.Val. RR., nar. gauge	2,976	910	1,911	Loss 135
Total	$195,262	$88,926	$174,974	$77,370
Interest and taxes	.....	54,529	.....	53,596
Balance net income	.....	$34,397	.....	$23,774

EIGHT MONTHS ENDING FEBRUARY 28.

	1883.		1882.	
	Gross earnings.	*Net earnings.*	*Gross earnings.*	*Net earnings.*
Main Stem	$1,401,254	$608,692	$1,312,988	$519,241
Lebanon Branch	51,628	36,754	42,900	27,239
McMinnville Branch	31,264	15,420	28,962	7,345
Fayetteville Branch	43,363	25,741	25,217	6,821
Centrev. Br., nar. g'e.	19,321	4,734	8,093	191
D.R. Val. RR.,nar.g'e.	27,350	10,815	20,822	Loss 2,811
Total	$1,574,183	$702,159	$1,438,986	$558,028
Interest and taxes	.....	433,929	.....	421,409
Balance net income	.....	$268,230	.....	$136,619

New Orleans Pacific.—A Washington dispatch to the *New York World*, March 17, said: "More than a year ago the New Orleans Pacific Railway Company applied to the Secretary of the Interior for a transfer to itself of the land granted to the New Orleans Baton Rouge & Vicksburg Railroad Company by act of Congress, presenting, at the same time, satisfactory proofs of the transfer as between the two companies Secretary Teller delayed action, but as Congress did not act upon the subject, the application was referred to the President, with a favorable recommendation. The President to-day returned the papers with his approval. This action in favor of the New Orleans Pacific Railroad (now owned and operated by the Texas Pacific Railway Company) is final."

N. Y. Lake Erie & Western.—A dispatch from Buffalo reports that Mr. R. G. Taylor, General Manager of the Bradford Bordell & Kinzua, the Bradford Eldred & Cuba and the Tonawanda Valley & Cuba narrow-gauge railroads, has been trying to complete negotiations for the lease of the roads under his management to the New York Lake Erie & Western Railway.

New York West Shore & Buffalo.—Negotiations which have been pending for some months between the New York West Shore & Buffalo Railway Company and the Boston Hoosac Tunnel & Western Railway Company have been finally concluded. The latter company has disposed of all the interests west of Hoffman's Ferry—a place on the Mohawk River about ten miles west of Schenectady—to the New York West Shore & Buffalo Railway Company, and agrees to extend a road from Schenectady immediately to a connection with the last-named railway. For the rights and property of the Boston Hoosac Tunnel & Western Railroad, the West Shore is to pay $400,000 in cash and $700,000 in its stock. The money and stock go to the Continental Construction Company, which was building and controlled the Hoosac Tunnel road. Included in the transaction is the control by stock and bonds of the Syracuse Chenango & New York Railroad.

Oregon & California—Oregon & Transcontinental.—At a meeting of the preferred stockholders of the Oregon & California Railroad Company, held in London on Saturday, the lease of that road to the Oregon & Transcontinental Company was unanimously ratified. A contract was also entered into by which the lessee company agrees to complete and equip the remaining 125 miles of the Oregon & California Road's Southern Extension, necessary to give connection with the Central Pacific Road. For this work the Oregon & Transcontinental Company will receive from the railroad company first mortgage bonds issued at the rate of $20,000 per mile (on new road) and second mortgage bonds issued at the rate of $10,000 per mile (on whole road), which will amount in the aggregate to about $7,000,000. The lease of the road is for a period of 999 years, the Oregon & Transcontinental Company paying as a rental the amount of fixed charges—interest on the first and second mortgage bonds; $20,000 per annum to maintain the organization of the Oregon & California Railroad Company; $300,000 per annum for dividends on the preferred stock, at the rate of 2½ per cent per annum for 3½ years. After July 1, 1886, the lessees agree to pay in lieu of other rental 35 per cent of the gross earnings, with a guarantee that this percentage shall be sufficient to pay the fixed interest charges, $20,000 per annum for the maintenance of organization, and a minimum of 2 per cent dividend on the preferred stock. The Oregon & California system, when completed, will consist of about 500 miles of standard gauge road. It will form, in connection with the Central Pacific and Northern Pacific Roads, a continuous line from San Francisco to Puget Sound.—*N. Y. Times.*

Philadelphia & Reading.—The gross receipts from the railroads, canals, steam colliers and coal barges in February were $1,453,862 and the net receipts $626,095; for the fiscal year since Nov. 30, 1882, the gross receipts have been $4,858,008 and the net receipts $2,140,047. The gross receipts of the Philadelphia & Reading Coal & Iron Co. in February were $923,318 and net $3,985; since Nov. 30 gross receipts have been $2,944,366, and net loss, $1,306. The total receipts of both companies together for each month of the fiscal year have been as follows:

	Gross Receipts.		*Net Receipts.*	
	1881-82.	1882-83.	1881-82.	1882-83.
December	$3,231,677	$2,865,201	$937,542	$843,783
January	2,451,466	2,559,994	646,913	664,877
February	2,169,005	2,377,181	438,656	630,080
Total 3 months	$7,852,148	$7,802,376	$2,023,111	$2,138,740

The coal tonnage has been as follows, viz.: Carried on the railroad in February, 590,007 tons, against 453,973 tons in February, 1882. Mined by the Coal & Iron Co. and by tenants, 377,845 tons, against 290,654 tons in 1882.

Phila. & Reading—N. Y. Central.—An agreement was made between the New York Central, Reading, the Antrim, the Pine Creek railroads, and Mr. W. H. Vanderbilt. The papers provide (as reported) for the issuing of a first mortgage 50-year bond for $2,500,000 on the Pine Creek Road, both the principal and interest to be guaranteed by the other companies. Mr. Vanderbilt agrees to purchase at par as many of these bonds as are required to pay the floating debt of the Pine Creek Company, to pay for the location and construction of its line, to pay interest during the period of construction and for six months thereafter. The Pine Creek Company further agrees that for all sums of money which it may be necessary for the guarantor companies to pay to protect their guarantee, it will deliver second mortgage bonds at par, and that these second mortgage bonds shall never exceed the amount which may be advanced to protect the guarantee, and that the Pine Creek Company will faithfully apply all its net revenue to pay the interest on the first mortgage bonds, and allow the other companies to inspect its books. A supplemental agreement increases the amount of first mortgage bonds to be issued by the Pine Creek Road to $3,500,000.

Pittsburg Cincinnati & St. Louis.—The annual meeting of this railway company was held in Columbus, March 20. The report of the directors for 1882 was presented, showing gross earnings of $4,214,923; expenses, $2,830,998; net earnings, $1,383,923; interest on investment and rent of equipment, $19,636; total net revenue, $1,403,559; from which deduct interest on funded debt, $851,990, interest on car trusts, $143,541; other charges to income, $129,444; leaving a profit of $278,584 on Pittsburg Cincinnati & St. Louis Railroad proper. Deducting the loss on leased lines of $271,176, leaves a net profit on all lines of $7,407, against the loss in 1881 of $258,783. The earnings of the Columbus Chicago & Indiana Central Railway were $5,122,943; expenses, $4,419,358; net earnings, $703,584.

Toledo Cincinnati & St. Louis.—At Toledo, O., March 20, the annual meeting of the stockholders of the Toledo Cincinnati & St. Louis Railroad (narrow-gauge) was held and the following directors were elected: George William Ballou of New York, John McNab of Gloversville, N. Y., Theodore Adams of Philadelphia, G. C. Moses of Bath, Me., and John Felt Osgood of Boston. A little over 125,000 shares of stock out of a total of 250,000 shares were voted.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, March 23, 1883.

The weather during the most of the week has not been spring-like. The temperature has fallen quite low in all parts of the country, and much snow is reported in some sections; as the week closes, however, there has been a favorable change. To-day, being Good Friday, is partially observed as a holiday, almost all the Exchanges being closed; the banks are open, as it is not a legal holiday. Great stringency has continued to prevail in the money market. This and the other circumstances mentioned have not been favorable to the progress of either legitimate or speculative business. Still, these are merely temporary drawbacks, and there is every reason to anticipate an early change for the better in all respects.

The provision market has been irregular, and although the speculation in lard has been free, it has generally been in the interest of those desiring lower prices. The receipts of hogs at Chicago have been much larger. Here prices are lower and irregular, and Thursday showed much uncertainty. Mess pork was sold on the spot at $19 12½@$19 25; family mess $20@$21; prime mess $18 75; April options for contract Western quoted $18 70@$19 10. Lard sold on the spot at 11·42½c. for prime Western; Continental refined at 11·40c., with South American quoted 11·80c.; for future delivery the speculation was large at 11·40@11·37c. for April, 11·46@11·38c. for May, 11·50@11·40c. for June, 11·50c. for July and 11·57@11 54c. for August, closing about steady; March 11·40@11·45c.; April 11·42@11·43c.; May 11·44@11·45c.; June 11·48c.; July 11·54c.; August 11·57c.; seller year 10·85@10·87c. Bacon was firm at 10½c. for long clear. Beef hams sold at $21 50 at the West. Beef quiet at $26@$27 for city extra India mess. Butter has been easy and irregular, but the feeling at the close is better. Cheese rules steady and lower; ocean freight-rates have called out better export demands. Tallow quiet but steady at 8¼@8⅜c. Stearine is quoted at 11⅝@11¾c. for prime and 9⅞@10c. for oleomargarine.

Rio coffee has latterly been quiet but firm on the spot at 9¼c. for fair cargoes; options have been less active, but have nevertheless advanced somewhat, and closed Thursday at 7·30@7·40c. for No. 7 for March, 7·40@7·45c. for April, 7·60@7·65c. for May, 7·80@7·85c. for June and 7·90@7·95c. for July; mild has been firm, especially for old yellow Maracaibo; Padang has been firm at 18½@19c. owing to the favorable result of the Batavia auction. Rice has been steady but has sold to only a fair extent. Spices have been more active in bonded goods, mainly cassia, which has, however, declined to 6½c. in bond; duty-paid lots are quiet and somewhat nominal in value, buyers purchasing very sparingly, owing to the fact that the duties will be removed after July 1; in this branch of trade, therefore, the demand is mainly for lots in bond which can be held till after that date. Tea has been less active than recently; green has declined slightly at auction, but Japan and Oolong have been steady; at an auction Thursday prices were firm. Foreign dried fruits have been quiet at some decline, while foreign green have been fairly active and steady. Cuba molasses has advanced to 33c. for 50-degrees test refining and has sold fairly at that price; grocery grades have been moderately active and steady. Raw sugar has been quiet and more or less depressed, owing to considerably larger receipts as well as a weak market for refined; fair refining has still been quoted at 7 1-16@7⅛c., while 96-deg. test centrifugal closed at 7¾@7 13-16c., and the average run of Penambuco cargoes at 6¾@6⅞c. Refined has been quiet and closed at 8¾c. for granulated, 8⅞@9c. for powdered, 9¼c. for crushed and 8¼c. for standard "A".

Although the movement in Kentucky tobacco has been small, yet the late range in prices is firmly sustained; the sales for the week include 335 hhds., of which 145 hhds. were for export; lugs were quoted at 5½@6½c. and leaf 7@10½c. Seed leaf has been quiet; sales for the week are only 680 cases, as follows: 200 cases 1881 crop Pennsylvania at 7@12½c.; 180 cases 1880 crop Pennsylvania at 8@18c.; 100 cases 1881 crop New England at 10@30c.; 100 cases 1881 crop Ohio at 5½c and 100 cases sundries at 3½@18c; also, 400 bales Havana at 88c.@$1 18c.

In naval stores little of importance has transpired except the steady decline in spirits turpentine, which was the direct result of the drop at the South and the lack of business interest here; yard lots were quoted at 48@48½c.; common to good strained rosins $1 65@$1 70. Refined petroleum, while remaining quiet, has been advanced by the higher prices for crude certificates; 110-degrees test is now quoted at 8⅝c. and 70-degrees test at 8½c. Crude certificates early in the week were active at much higher figures; since then the realizing sales have brought figures down from $1 10 to $1 03½, with the closing Thursday at $1 02⅞. Hops are looking better; there have been sales of the best State crop of 1882 for May delivery at $1, and for prompt 87½@90c. have been received; yearlings are quoted 70@90c. Linseed oil steady at 55@56c. for city, 53½@54c. for Western and 59@60c. for Calcutta. Lard oil declined to 91c.; crude sperm $1 05; crude menhaden 50c.; crude cotton seed 47c.; refined summer yellow 51@52c.; crude Northern whale 58@60c.; do. Southern 55@57c. Ingot copper steady at 17⅝@17¾c. for Lake and 15¾c. for Baltimore.

Ocean freight-room has been irregular; all rates have declined, and the latest tone shows an easy and unsettled state of affairs. Grain to Liverpool by steam was taken to-day at 2½@3d.; cotton 9-64d.; flour 12s. 6d.; bacon 15s @17s. 6d; cheese 17s. 6d.@20s.; grain to London by steam 4½d.; do. to Glasgow by steam 3½d.; do. to Cardiff by st-am 4¼d.

COTTON.

FRIDAY, P. M., March 23, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (March 23) the total receipts have reached 105,062 bales, against 111,181 bales last week, 124,826 bales the previous week and 135,321 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,242,783 bales, against 4,236,605 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,006,178 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	2,170	2,280	1,935	5,240	2,606	5,319	19,616
Indianola, &c.	....	....	....	....	....	138	138
New Orleans	2,162	5,029	6,833	4,536	3,288	8,149	29,997
Mobile	733	456	421	102	162	766	2,640
Florida	....	....	....	....	....	95	95
Savannah	1,530	2,608	3,032	2,782	2,094	2,681	14,727
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	2,254	1,427	1,438	1,257	728	1,402	8,506
Pt. Royal, &c.	....	....	....	....	....	216	216
Wilmington	238	262	412	220	253	301	1,686
Moreh'd C., &c	....	....	....	....	....	154	154
Norfolk	1,632	2,550	1,654	1,823	1,555	2,529	11,743
West Point, &c	....	....	....	....	....	3,411	3,411
New York	405	567	228	1,426	298	493	3,417
Boston	979	556	633	985	492	980	4,614
Baltimore	....	....	....	....	....	578	578
Philadelp'a, &c.	419	233	1,291	93	639	849	3,524
Totals this week	12,548	15,968	17,877	18,441	12,175	28,050	105,062

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last years.

Receipts to March 23.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston	19,616	726,058	5,560	388,372	63,065	50,589
Indianola, &c.	138	15,789	72	13,350	.....	.....
New Orleans	29,997	1,458,922	13,148	1,108,637	317,480	265,035
Mobile	2,640	297,313	4,154	243,015	34,652	26,820
Florida	95	14,685	82	26,794	.....	.....
Savannah	14,727	748,035	5,931	685,298	73,786	60,197
Brunsw'k, &c	.....	5,508	.....	6,964	.....	.....
Charleston	8,506	533,595	5,616	466,176	50,287	36,819
Pt. Royal, &c.	216	21,749	285	22,757	490	.....
Wilmington	1,686	121,846	1,747	130,917	12,778	6,329
M'head C., &c	154	17,250	184	25,682	.....	.....
Norfolk	11,743	707,136	11,971	553,925	63,946	47,303
West Point, &c	3,411	203,999	1,916	175,402	.....	.....
New York	3,417	120,487	1,496	139,512	226,557	327,315
Boston	4,614	142,149	8,660	179,163	5,885	11,245
Baltimore	578	37,900	19	14,096	26,488	37,718
Philadelp'a, &c.	3,524	68,362	1,075	56,545	9,580	20,358
Total	105,062	5,242,783	61,916	4,236,605	884,904	889,728

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	19,754	5,632	13,113	4,690	5,631	4,151
New Orleans.	29 997	13,148	38,024	27,057	16,667	22,016
Mobile	2,640	4,154	3,784	2,341	2,808	5,246
Savannah	14,727	5,931	7,033	3,500	9,194	8,222
Charl'st'n, &c	8,722	5,905	5,424	3,996	2,848	3,454
Wilm'gt'n, &c	1,840	1,931	1,501	783	1,821	1,895
Norfolk, &c.	15,154	13,897	8,723	6,240	11,353	7,719
All others	12,228	11,332	16,088	4,807	11,336	12,767
Tot. this w'k.	105,062	61,916	93,690	53,419	60,698	65,470
Since Sept. 1.	5242,783	4236,605	5012,112	4447,669	4119,220	3893,458

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 95,059 bales, of which 48,187 were to Great Britain, 11,730 to France and 35,142 to the rest of the Continent, while the stocks as made up this evening are now 884,904 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Mar. 23. Exported to—				From Sept. 1, 1882, to Mar. 23, 1883. Exported to—			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	9,400	.....	8,840	17,240	274,822	33,600	135,435	443,857
New Orleans	14,424	11,662	10,773	36,859	699,663	238,889	339,385	1,307,937
Mobile	.....	.....	1,100	1,100	21,742	5,423	1,100	31,265
Florida	.....	.....	.....	.....	.....	.....	.....	.....
Savannah	.....	.....	4,850	4,850	97,230	25,658	236,283	359,171
Charleston*	4,264	.....	5,414	9,708	124,934	24,775	170,509	319,549
Wilmington	2,150	.....	.....	2,150	49,116	.....	1,500	50,616
Norfolk†	.....	.....	.....	.....	338,688	.....	13 997	350,685
New York	5,916	68	4,133	10,119	344 976	23,105	123 393	491,466
Boston	4,977	.....	.....	4 977	122,227	.....	443	122,670
Baltimore	3,556	.....	.....	3,556	123,640	5,419	56,133	185,192
Philadelp'a, &c	4,500	.....	.....	4,500	61,666	.....	1,668	63,334
Total	48,187	11,730	35,142	95,059	2,198,384	344,869	1,031,838	3,575,111
Total 1881-82	51,059	15,398	11,585	81,080	1,707,836	271,870	697,439	2,677,145

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

Mar. 23, at—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans	30,580	11,097	30,637	3,561	75,875	241,605
Mobile	3,600	3,900	None.	None.	7,500	27,152
Charleston	544	None.	6,144	1,100	7,788	42,499
Savannah	2,700	None.	28,000	2,100	32,800	40,986
Galveston	12,176	1,917	7,579	1,688	23,360	39,705
Norfolk	11,218	None.	1,626	5,416	18,260	45,686
New York	3,800	None.	2,300	None.	6,100	220,457
Other ports	3,500	None.	500	None.	4,000	51,131
Total 1883.	68,118	16,914	76,786	13,865	175,683	709,221
Total 1882	88,389	12,935	22,197	4,867	128,388	761,340
Total 1881	101,159	32,138	62,981	7,741	204,019	626,998

The speculation in cotton for future delivery has been at steadily declining prices, but latterly with more activity in the dealings. The leading influences adverse to the support of values have been dull and drooping, foreign markets, large receipts at the ports and principal interior towns of the South, and the stringency of the money market. The operators for a rise have exhibited a marked loss of confidence in their ability at present to promote any advance in prices. The decline of March options on Wednesday to 10 cents was an especially discouraging feature, as it exhibited inability to carry stocks in store. Yesterday the opening was comparatively steady, in sympathy with steadier Liverpool accounts, but the close was slightly lower, except for March, which recovered a part of Wednesday's decline. Cotton on the spot has continued very quiet, and quotations were reduced 1-16c. on Monday and again on Wednesday. Thursday the market was steady, with more doing for home consumption, middling uplands closing at 10 1/8c. To-day being Good Friday, the Exchange has been closed, and will not open again until Monday.

The total sales for forward delivery for the week are 384,900 bales. For immediate delivery the total sales foot up this week 1,998 bales, including 150 for export, 1,543 for consumption, 305 for speculation and —— in transit. Of the above, 300 bales were to arrive. The following are the official quotations for each day of the past week.

March 17 to March 23.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. ₰ lb	7 9/16	7 1/2	7 1/2	7 7/8	7 13/16	7 13/16	7 7/8	7 13/16	7 13/16
Strict Ord	8	7 15/16	7 15/16	8 5/16	8 1/4	8 1/4	8 5/16	8 1/4	8 1/4
Good Ord	8 13/16	8 3/4	8 3/4	9 3/16	9 1/16	9 1/16	9 3/16	9 1/16	9 1/16
Str. G'd Ord	9 1/4	9 3/16	9 3/16	9 9/16	9 1/2	9 1/2	9 9/16	9 3/8	9 3/8
Low Midd'g	9 3/4	9 11/16	9 11/16	10 1/16	10	10	10 1/16	10	10
Str. L'w Mid	10 1/16	10	10	10 5/16	10 1/4	10 1/4	10 5/16	10 1/4	10 1/4
Middling	10 1/4	10 3/16	10 3/16	10 1/2	10 7/16	10 7/16	10 1/2	10 7/16	10 7/16
Good Mid	10 11/16	10 5/8	10 5/8	10 15/16	10 7/8	10 7/8	10 15/16	10 7/8	10 7/8
Str. G'd Mid	10 15/16	10 7/8	10 7/8	11 3/16	11 1/8	11 1/8	11 3/16	11 1/8	11 1/8
Midd'g Fair	11 7/16	11 3/8	11 3/8	11 11/16	11 5/8	11 5/8	11 11/16	11 5/8	11 5/8
Fair	12 3/16	12 1/8	12 1/8	12 7/16	12 3/8	12 3/8	12 7/16	12 3/8	12 3/8

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. ₰ lb	7 7/16	7 7/16		7 3/4	7 3/4		7 3/4	7 3/4	
Strict Ord	7 7/8	7 7/8		8 3/16	8 3/16		8 3/16	8 3/16	
Good Ord	8 11/16	8 11/16		9	9		9	9	
Str. G'd Ord	9 1/8	9 1/8		9 7/16	9 7/16		9 7/16	9 7/16	
Low Midd'g	9 5/8	9 5/8		9 15/16	9 15/16		9 15/16	9 15/16	
Str. L'w Mid	9 15/16	9 15/16		10 3/16	10 3/16		10 3/16	10 3/16	
Middling	10 1/8	10 1/8		10 3/8	10 3/8		10 3/8	10 3/8	
Good Mid	10 9/16	10 9/16		10 13/16	10 13/16		10 13/16	10 13/16	
Str. G'd Mid	10 13/16	10 13/16		11 1/16	11 1/16		11 1/16	11 1/16	
Midd'g Fair	11 5/16	11 5/16		11 9/16	11 9/16		11 9/16	11 9/16	
Fair	12 1/16	12 1/16		12 5/16	12 5/16		12 5/16	12 5/16	

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary ₰ lb	7 3/16	7 1/8	7 1/8	7 1/16	7 1/16	
Strict Good Ordinary	8	7 15/16	7 15/16	7 7/8	7 7/8	Holiday.
Low Middling	8 11/16	8 5/8	8 5/8	8 9/16	8 9/16	
Middling	9 1/2	9 7/16	9 7/16	9 3/8	9 3/8	

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Export.	Consump.	Spec'l'n	Transit.	Total.	Sales.	Deliveries.
Sat	Dull	....	197	100	....	297	28,200	300
Mon	Quiet at 1/16 dec.	....	103	....	....	103	58,400	300
Tues	Dull	150	154	205	....	509	98,500	300
Wed	Quiet at 1/16 dec.	....	176	....	....	176	104,000	700
Thurs	Quiet	....	913	....	....	913	95,800	400
Fri		....	Holiday		....	....	.....	....
Total		150	1,543	305	....	1,998	384,900	2,000

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

The Sales and Prices of Futures are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	February.
Saturday, Mch. 17—	Dull.	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..
Sales, total	28,200	100	6,600	8,100	4,100	1,900	4,300	300	600	700	1,500	——	——
Prices paid (range)	10·10@10·77	— @10·14	10·25@10·27	10·39@10·40	10·52@10·54	10·65@10·66	10·76@10·77	10·48@ —	10·22@10·23	10·10@10·12	10·13@10·14	— @ —	— @ —
Closing	Steady.	10·13–10·15	10·25–10·26	10·39–10·40	10·52–10·53	10·64–10·65	10·76–10·77	10·47–10·49	10·21–10·23	10·11–10·13	10·12–10·14	——	——
Monday, Mch. 19—	Drooping.	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..
Sales, total	58,400	1,100	9,600	10,500	18,600	5,000	12,600	100	2,200	200	100	——	——
Prices paid (range)	10·15@10·18	10·22@10·27	10·36@10·40	10·48@10·53	10·62@10·64	10·73@10·76	— @10·47	10·20@10·21	— @10·10	10·10@ —	— @ —	— @ —	
Closing	Easy.	10·13–10·15	10·22–10·23	10·36–10·37	10·49– —	10·61–10·62	10·73– —	10·45–10·47	10·18–10·20	10·07–10·10	10·10–10·12	——	——
Tuesday, Mch. 20—	Lower.	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..
Sales, total	98,500	1,000	17,300	18,700	32,600	10,200	11,700	600	2,600	8,100	700	——	——
Prices paid (range)	10·09@10·13	10·18@10·22	10·32@10·36	10·45@10·49	10·58@10·62	10·69@10·73	10·44@10·45	10·15@10·18	10·07@10·09	10·08@10·10	10·09@10·12	——	——
Closing	Steady.	10·09–10·11	10·18–10·19	10·32–10·34	10·46–10·47	10·58–10·59	10·69–10·70	10·41–10·43	10·15–10·17	10·07–10·08	10·08–10·10	——	——
Wednesd'y, Mch 21—	Lower.	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..
Sales, total	104,000	600	12,700	22,800	28,300	11,600	24,300	700	1,300	1,300	300	——	——
Prices paid (range)	10·00@10·70	10·10@10·15	10·18@10·29	10·33@10·43	— @10·44	10·55@10·56	10·66@10·67	10·42@10·43	10·14@10·15	10·06@10·09	— @10·09	——	——
Closing	Quiet.	10·04–10·06	10·15–10·17	10·30–10·31	10·44–10·45	10·56–10·57	10·67–10·68	10·40–10·42	10·15–10·17	10·06–10·08	10·07–10·09	——	——
Thursday, Mch. 22—	Variable.	Aver..	Aver..	Aver..	Aver..	Aver..	Holiday	Aver..	Aver..	Aver..	Aver..	Aver..	Aver..
Sales, total	95,800	300	9,700	24,700	27,100	10,500		17,300	1,200	2,500	2,100	——	——
Prices paid (range)	10·03@10·68	10·13@10·16	10·27@10·31	10·40@10·44	10·53@10·57	10·64@10·69		10·39@10·40	10·15@10·16	10·05@10·07	10·07@10·08	——	——
Closing	Irregular.	10·03@10·05	10·13–10·14	10·28–10·29	10·42–10·43	10·54–10·55	10·65–10·66	10·38–10·39	10·14–10·15	10·05–10·07	10·07–10·09	——	——
Friday, Mch. 23—													
Sales, total													
Prices paid (range)													
Closing													
Total sales this week	384,900	3,100	55,900	84,800	110,700	39,200	70,200	2,100	6,300	7,800	4,700	100	
Average price, week	10·11	10·20	10·34	10·48	10·60	10·71		10·44	10·18	10·09	10·10	10·18	
Sales since Sep. 1, '82*	14,830,600	1,967,800	1,614,300	2,030,900	1,317,500	553,000	680,700	9,200	37,200	65,200	8,100	100	

* Includes sales in September, 1882, for September, 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400; September-January for January, 2,070,200; September-February for February, 1,300,200.

Transferable Orders—Saturday, 10·15c.; Monday, 10·15c.; Tuesday, 10·15c.; Wednesday, 10·10c.; Thursday, 10·10c.; Friday, ——c.

Short Notices for March—Monday, 10·08c.; Tuesday, 10·10@10·05c.; Wednesday, 10·02c.

☞ We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week.

·27 pd. to exch. 200 April for June.
·13 pd. to exch. 500 Apr. for May.
·11 pd. to exch. 300 July for Aug.
·13 pd. to exch. 500 April for May.
·10 pd. to exch. 100 Mar. for April.
·37 pd. to exch. 1,000 May for Aug.
·12 pd. to exch. 200 June for July.
51 pd. to exch. 100 April for Aug.
·27 pd. to exch. 200 April for June.
·23 pd. to exch. 100 June for Aug.
·14 pd. to exch. 500 April for May.
·23 pd. to exch. 5,000 June for Aug.
·28 pd. to exch. 600 April for June.
·12 pd. to exch. 100 June for July.
·14 pd. to exch. 200 April for May.
·51 pd. to exch. 100 April for Aug.
·11 pd. to exch. 100 July for Aug.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (March 23), we add the item of exports from the United States, including in it the exports of Friday only.

☞ Our cable of London and Continental stocks and the afloat are not received, and we repeat last week's figures.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	931,000	776,000	849,000	573,000
Stock at London.....	68,300	61,000	47,100	39,025
Total Great Britain stock	999,300	837,000	896,100	612,025
Stock at Hamburg.....	3,200	2,300	6,000	2,800
Stock at Bremen.....	40,200	33,200	40,100	23,182
Stock at Amsterdam.....	27,000	20,800	42,500	17,330
Stock at Rotterdam.....	2,000	587	1,120	1,278
Stock at Antwerp.....	900	1,400	810	420
Stock at Havre.....	125,000	125,000	136,000	45,010
Stock at Marseilles.....	4,300	2,320	5,000	2,130
Stock at Barcelona.....	55,000	43,500	25,100	28,240
Stock at Genoa.....	9,700	7,000	3,000	2,500
Stock at Trieste.....	4,700	2,388	3,700	1,390
Total continental stocks...	271,000	238,295	263,330	124,280
Total European stocks...	1,270,300	1,075,295	1,159,430	736,305
India cotton afloat for Europe.	249,000	276,000	183,000	149,161
Amer'n cotton afloat for Eur'pe	587,000	379,000	580,000	536,098
Egypt, Brazil, &c., afit for E'r'pe	42,000	54,000	32,000	25,078
Stock in United States ports ..	884,904	889,728	831,017	781,575
Stock in U. S. interior towns..	251,898	227,339	277,992	266,120
United States exports to-day..	7,700	6,700	23,000	1,000
Total visible supply.....	3,292,802	2,908,112	3,086,439	2,498,640
Of the above, the totals of American and other descriptions are as follows:				
American—				
Liverpool stock.....	668,000	537,000	653,000	419,000
Continental stocks.....	187,000	134,000	196,000	110,000
American afloat for Europe....	587,000	379,000	580,000	536,098
United States stock.....	884,904	889,728	831,017	781,575
United States interior stocks..	251,898	227,339	277,992	266,120
United States exports to-day..	7,700	6,700	23,000	1,000
Total American.....	2,586,502	2,173,817	2,561,009	2,116,793
East Indian, Brazil, &c.—				
Liverpool stock.....	263,000	239,000	196,000	154,000
London stock.....	68,300	61,000	47,100	39,025
Continental stocks.....	84,000	104,295	67,330	14,280
India afloat for Europe.....	249,000	276,000	183,000	149,161
Egypt, Brazil, &c., afloat....	42,000	54,000	32,000	25,078
Total East India, &c.....	706,300	734,295	525,430	341,847
Total American.....	2,586,502	2,173,817	2,561,009	2,116,793
Total visible supply.....	3,292,802	2,908,112	3,086,439	2,498,640
Price Mid. Upl., Liverpool	5 5/8d.	6 11/16d.	6 3/16d.	7 3/8d.

The above figures indicate an *increase* in the cotton in sight to-night of 384,690 bales as compared with the same date of 1882, an *increase* of 206,363 bales as compared with the corresponding date of 1881 and an *increase* of 794,162 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

Towns.	Movement to March 23, 1883. Receipts. This week.	Receipts. Since Sept. 1, '82.	Shipments. This week.	Stock Mch. 23.	Movement to March 24, 1882. Receipts. This week.	Receipts. Since Sept. 1, '81.	Shipments. This week.	Stock Mch. 24.
Augusta, Ga.....	1,567	170,119	2,269	18,633	1,238	155,725	3,486	20,363
Columbus, Ga....	671	102,914	6,799	7,836	509	89,552	1,666	9,500
Macon, Ga.....	300	55,782	800	5,300	505	58,852	557	6,450
Montgomery, Ala.	1,245	128,718	1,612	7,442	560	93,169	1,137	6,451
Selma, Ala.....	416	93,555	642	7,667	205	71,098	1,133	5,557
Memphis, Tenn.	8,903	459,247	10,877	71,487	3,285	312,196	11,933	65,115
Nashville, Tenn.	618	41,897	230	1,713	778	51,095	1,013	13,613
Jefferson, Tex....	786	23,497	1,020	1,713	40	24,586	717	650
Dallas, Tex.....	110	90,787	2,731	10,366	464	59,322	1,849	8,660
Shreveport, La..	2,000	37,538	2,533	5,300	260	27,204	1,257	2,997
Vicksburg, Miss.	2,039	107,857	1,125	2,647	103	130,464	2,246	2,190
Columbus, Miss.	197	42,572	1,036	3,121	314	46,982	1,137	6,557
Eufaula, Ala ...	480	25,739	446	789	150	30,767	643	1,428
Griffin, Ga.....	193	134,535	3,745	19,620	2,336	119,044	2,169	17,645
Atlanta, Ga.....	1,623	79,787	1,517	8,387	1,132	79,178	1,340	5,517
Rome, Ga.....	950	46,598	1,517	1,000	777	26,553	977	360
Charlotte, N. C..	1,017	30,403	5,351	7,700	2,890	333,837	8,729	51,026
St. Louis, Mo....	6,367	296,534	20,193	6,623	5,874	306,550	5,781	5,571
Cincinnati, O....	15,890							
Total, old towns.	47,413	2,375,372	63,123	251,996	22,164	2,039,849	47,448	227,389
Newberry, S. C..	400	21,809	400	200	198	14,340	198	500
Raleigh, N. C....	1,000	44,803	1,068	2,900	950	54,403	1,158	4,450
Petersburg, Va..	425	22,119	490	3,200	248	24,810	746	4,174
Louisville, Ky..	512	28,393	141	5,227	750	26,731	1,440	5,579
Little Rock, Ark.	690	30,403	232	4,337	136	21,390	916	1,471
Brenham, Tex....	181	47,240	193	1,507	424	34,035	33	853
Houston, Tex....	6,682	646,998	6,888	10,677	4,009	374,660	7,700	9,170
Total, new towns	9,893	841,936	11,412	29,048	6,715	540,569	12,206	26,220
Total, all	57,308	3,217,308	74,535	279,946	28,879	2,580,418	59,654	253,618

* Included in the shipments this week are 3,329 bales of cotton burned in the Fontaine Cotton Warehouse on the 22d.

† This year's figures estimated

The above totals show that the old interior stocks have *decreased* during the week 15,710 bales, and are to-night 24,509 bales *more* than at the same period last year. The receipts at the same towns have been 25,249 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 636,890 bales *more* than for the same time in 1881-2.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending March 23.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	*Mon.*	*Tues.*	*Wednes.*	*Thurs.*	*Fri.*
Galveston....	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8	Holiday
New Orleans.	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	
Mobile.....	9 1/2@9 5/8	9 1/2@9 5/8	9 1/2@9 5/8	9 1/2@9 5/8	9 1/2@9 5/8	
Savannah....	9 5/8	9 5/8	9 5/8	9 9/16	9 9/16	
Charleston...	10	10	10	10	10	
Wilmington..	9 7/8	9 5/8	9 5/8	....	9 5/8	
Norfolk	9 3/4	9 3/4	9 3/4	9 11/16	9 11/16	
Boston	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	
Baltimore...	10 1/8	10 1/8	10 1/8	10 1/8	10	
Philadelphia.	10 1/8	10 1/8	10 1/8	10 1/2	10 1/8	
Augusta	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8	
Memphis....	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	
St. Louis.....	9 9/16	9 9/16	9 1/2	9 1/2	9 1/2	
Cincinnati ...	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	
Louisville....	9 5/8@9 3/4	9 5/8@9 3/4	9 5/8@9 3/4	9 5/8@9 3/4	9 5/8@9 3/4	

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	*Receipts at the Ports.*			*St'k at Interior Towns.*			*Rec'pts from Plant'ns*		
	'80-'81.	'81-'82	'82-'83.	'80-'81.	'81-'82	'82-'83	'80-'81.	'81-'82	'82-'83.
Jan. 5.....	110,735	152,434	224,947	337,694	438,659	388,647	85,374	139,502	228,789
" 12	122,804	114,808	175,382	309,550	435,050	380,245	101,492	93,357	171,988
" 19.....	138,879	99,990	150,360	309,282	419,043	367,967	128,791	83,981	138,109
" 26 ...	125,070	92,031	146,400	306,321	406,188	350,749	122,129	74,024	119,183
Feb. 2	147,129	95,457	171,316	317,826	390,019	347,223	158,674	84,080	168,090
" 9.....	133,723	83,779	165,388	313,837	380,528	343,584	139,691	77,288	161,929
" 16	146,589	72,631	146,130	312,555	372,454	326,796	145,252	63,957	129,342
" 23	134,259	60,161	134,448	317,588	362,430	321,421	148,397	50,122	139,076
Mch. 2.....	133,031	51,980	135,327	322,458	349,072	308,417	138,901	32,623	122,314
" 9.....	140,126	58,717	124,826	319,252	315,973	304,621	136,900	31,648	121,030
" 16	109,209	57,451	111,151	320,500	284,393	297,173	109,168	25,874	104,223
" 23.....	93,690	61,916	105,062	309,513	253,618	279,443	82,703	31,141	87,835

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,506,244 bales; in 1881-82 were 4,444,798 bales; in 1880-81 were 5,282,787 bales.

2. That, although the receipts at the out-ports the past week were 105,062 bales, the actual movement from plantations was only 87,835 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 31,141 bales and for 1881 they were 82,703 bales.

AMOUNT OF COTTON IN SIGHT MARCH 23.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to March 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to Mch. 23	5,242,783	4,236,605	5,012,112	4,447,669
Interior stocks on March 23 in excess of September 1.....	263,461	208,193	270,675	271,235
Tot. receipts from plantat'ns	5,506,244	4,444,798	5,282,787	4,718,904
Net overland to March 1	326,556	353,335	415,047	445,723
Southern consumpt'n to Mch. 1	200,000	155,000	135,000	120,000
Total in sight March 23	6,232,800	4,953,153	5,832,834	5,284,627

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,279,647 bales, as compared with 1880-81 is 399,966 bales and with 1879-80, 948,173 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather has continued generally favorable at the South during the week, and in most sections satisfactory progress has been made with farm work.

Galveston, Texas.—We have had showers on three days of the week, the rainfall reaching fifty-seven hundredths of an inch. The weather has been favorable everywhere. Corn has generally been planted in the southern half of the State and cotton planting is making good progress; in the northern half corn is now being planted. Average thermometer 57, highest 71 and lowest 42.

Indianola, Texas.—It has been showery on three days of the week, the rainfall reaching one inch and eleven hundredths. Corn planting is finished and cotton planting is progressing favorably. The thermometer has ranged from 42 to 73, averaging 61.

Dallas, Texas.—We have had a shower on one day of the week, the rainfall reaching eleven hundredths of an inch. Plowing and corn planting are making good progress. We had a killing frost on one night, but no serious damage done. The thermometer has averaged 54, ranging from 28 to 79.

Brenham, Texas.—It has been showery on two days of the week, the rainfall reaching thirty-five hundredths of an inch. Corn and cotton planting are progressing favorably. The thermometer has averaged 55, the highest being 76 and the lowest 33.

Palestine, Texas.—We have had showers on two days of the week, the rainfall reaching ninety hundredths of an inch. Crop preparations are active. Average thermometer 54, highest 74, lowest 34.

Huntsville, Texas.—It has been showery on two days of the week, the rainfall reaching ninety-five hundredths of an inch. Good progress is being made in corn planting. The thermometer has ranged from 34 to 77, averaging 56.

Weatherford, Texas.—We had a shower on one day of the week, the rainfall reaching ten hundredths of an inch. We had a killing frost on one night of the week, but there was nothing above ground to be hurt. The thermometer has ranged from 28 to 79, averaging 54.

Belton, Texas.—It has been showery on one day of the week, the rainfall reaching thirty-five hundredths of an inch. Corn planting is progressing. A killing frost on one night of the week did no damage. The thermometer has averaged 60, the highest being 79 and the lowest 31.

Luling, Texas.—We had a light shower on one day of the week, the rainfall reaching but five hundredths of an inch. Corn planting is finished, and cotton planting is progressing favorably. Prospects are fair. The thermometer has averaged 59, ranging from 39 to 78.

New Orleans, Louisiana.—It has rained on two days of the week, the rainfall reaching eleven hundredths of an inch. The thermometer has averaged 60.

Shreveport, Louisiana.—The weather has been fair during the week, with a rainfall of sixty-three hundredths of an inch. The thermometer has ranged from 35 to 78.

Vicksburg, Mississippi.—Telegram not received.

Columbus, Mississippi.—It has rained on one day of the week, the rainfall reaching forty-two hundredths of an inch.

Little Rock, Arkansas.—It has been cloudy on two days of the week, with rain on one, and the remainder of the week has been clear and pleasant. The rainfall reached ten hundredths of an inch. The thermometer has averaged 48, ranging from 30 to 73.

Memphis, Tennessee.—We have had rain on one day and snow on one day of the week, the rainfall, including melted snow, reaching forty-three hundredths of an inch. Average thermometer 44, highest 71 and lowest 29.

Nashville, Tennessee.—It has rained on two days of the week, the rainfall reaching forty-eight hundredths of an inch. Snow fell here during the week. The thermometer has averaged 42, the highest being 72 and the lowest 25.

Mobile, Alabama.—It was showery on three days during the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached six hundredths of an inch. The thermometer has ranged from 39 to 76, averaging 56.

Montgomery, Alabama.—We had rain on three days during the early part of the week and the latter portion has been clear and pleasant, but too cold. The rainfall reached twenty-seven hundredths of an inch. We had light frost on Thursday night. Average thermometer 52, highest 76, lowest 34.

Selma, Alabama.—The weather has been too cold during the week. The thermometer has ranged from 34 to 74, averaging 49.

Madison, Florida.—Telegram not received.

Macon, Georgia.—We have had rain on two days during the week. The weather has been cold. Average thermometer 52, highest 72, lowest 32.

Columbus, Georgia.—It has rained on one day of the week, the rainfall reaching thirty hundredths of an inch. By the fire in the Fontaine cotton warehouse on March 22, 3,320 bales of cotton were burned. The thermometer has ranged from 42 to 66, averaging 55.

Savannah, Georgia.—It has rained on two days of the week and the remainder of the week has been pleasant. The rainfall reached twenty-four hundredths of an inch. The thermometer has averaged 56, the highest being 76 and the lowest 41.

Augusta, Georgia.—We had light rain on three days the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached eighty-eight hundredths of an inch. The thermometer has ranged from 32 to 74, averaging 51.

Atlanta, Georgia.—The weather has been generally dry and cold during the week, with rain on two days, the rainfall reaching fifty-two hundredths of an inch. Average thermometer 48, highest 60 and lowest 27.

Charleston, South Carolina.—It has rained on two days of the week, the rainfall reaching eleven hundredths of an inch. The thermometer has averaged 52, ranging from 39 to 72.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock March 22, 1883, and March 23, 1882.

		Mch. 22, '83.		*Mch. 23, '82.*	
		Feet.	*Inch.*	*Feet.*	*Inch.*
New Orleans	Below high-water mark	1	9	0	8
Memphis	Above low-water mark.	24	0	34	10
Nashville	Above low-water mark.	6	8	19	1
Shreveport	Above low-water mark.	22	2	27	4
Vicksburg	Above low-water mark.	42	10	48	1

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to March 22.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	*Shipments this week.* Great Brit'n.	Continent.	Total.	*Shipments since Jan. 1.* Great Britain	Continent.	Total.	*Receipts.* This Week.	Since Jan. 1.
1883	1,000	24,000	25,000	130,000	251,000	381,000	76,000	612,000
1882	35,000	5,000	40,000	288,000	146,000	434,000	76,000	590,000
1881	12,000	4,000	16,000	83,000	147,000	230,000	45,000	365,000
1880	14,000	8,000	22,000	86,000	120,000	206,000	48,000	359,000

According to the foregoing, Bombay appears to show an *increase* compared with last year in the week's receipts of —— bales, and a *decrease* in shipments of 15,000 bales, and the shipments since January 1 show a *decrease* of 53,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week. Great Britain.	Continent.	Total.	*Shipments since January 1.* Great Britain.	Continent.	Total.
Calcutta—						
1883	1,500	.....	1,500	46,500	9,000	55,500
1882	1,000	.....	1,000	66,700	23,400	90,100
Madras—						
1883	.....	.....	.....	4,500	1,000	5,500
1882	.....	.....	.....	4,300	2,000	6,300
All others—						
1883	.....	.....	.....	4,000	2,000	6,000
1882	.....	.....	.....	11,600	4,300	15,900
Total all—						
1883	1,500	.....	1,500	55,000	12,000	67,000
1882	1,000	.....	1,000	82,600	29,700	112,300

The above totals for the week show that the movement from the ports other than Bombay is 500 bales *more* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883. This week.	1883. Since Jan. 1.	1882. This week.	1882. Since Jan. 1.	1881. This week.	1881. Since Jan. 1.
Bombay	25,000	381,000	40,000	434,000	16,000	230,000
All other p'rts.	1,500	67,000	1,000	112,300	6,100	131,300
Total	26,500	448,000	41,000	546,300	22,100	361,300

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, March 22.	1882-83.	1881-82.	1880-81.
Receipts (cantars*)—			
This week	Not received.	25,000	32,000
Since Sept. 1	2,180,000	2,736,000	2,648,000

	1882-83. This week.	1882-83. Since Sept. 1.	1881-82. This week.	1881-82. Since Sept. 1.	1880-81. This week.	1880-81. Since Sept. 1.
Exports (bales)—						
To Liverpool	.....	210,000	2,000	223,000	9,000	198,000
To Continent	.....	71,000	2,500	158,338	7,411	101,035
Total Europe	.....	281,000	4,500	381,338	16,411	299,035

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending March 22 were —— cantars and the shipments to all Europe were —— bales.

MANCHESTER MARKET.—No report received from Manchester to-night.

	1883. 32s Cop. Twist.	1883. 8¼ lbs. Shirtings.	Cott'n Mid. Uplds	1882. 32s Cop. Twist.	1882. 8¼ lbs. Shirtings.	Cott'n Mid. Uplds
	d. d.	s. d. s. d	d.	d. d.	s. d. s. d.	d.
Jan 19	8⅝ @ 9¼	6 0 @7 4½	5⅝	9½ @10	6 7½@8 0	6¾
" 26	8¾ @ 9¾	6 1@ 7 6	5⅝	9½ @10	6 7½@8 0	6⅝
Feb. 2	8¾ @ 9⅝	6 0 @7 6	5 11/16	9⅜ @10	6 6 @8 0	6⅝
" 9	8¾ @ 9⅝	6 0 @7 6	5 11/16	9⅜ @10	6 6 @8 0	6½
" 16	8¾ @ 9½	5 11 @7 4½	5⅝	9⅜ @ 9⅞	6 5 @7 10½	6 7/16
" 23	8⅝ @ 9⅜	5 10 @7 3	5⅝	9⅜ @ 9⅞	6 6 @7 10½	6 7/16
Mch. 2	8½ @ 9¼	5 10 @7 3	5 9/16	9⅜ @ 9⅞	6 6 @7 10½	6½
" 9	8⅜ @ 9¼	5 10 @7 3	5 9/16	9 7/16 @10	6 @7 10½	6⅝
" 16	8⅜ @ 9¼	5 9 @7 3	5⅝	9⅝@10 3/16	6 7½@8 0	6 11/16
" 23	.... .. Not received.....		.... ..	9 9/16@10¼	6 7½@8 0	6 11/16

NEW YORK COTTON EXCHANGE—THE PRESENT RATES OF COMMISSION MAINTAINED.—On Wednesday the 21st, a meeting was held of the New York Cotton Exchange, pursuant to a call, to consider the advisability of reducing the commission rates as now fixed by the by-laws. The meeting was held with closed doors, Mr. M. B. Fielding presiding, and Mr. George E. Moore acting as Secretary. Mr. C. E. Rich offered the following resolution:

Resolved, That it is the sense of this meeting that the Board of Managers be respectfully requested to prepare and submit to the Exchange an amendment to chapter 3, article 9, of the by-laws, to the effect.—First: That the rate of commission to be charged to the members of the Exchange who have not an office in the City of New York shall be changed from 7/8 cents to 4/8 cents for every bale bought or sold. Second—That a rebate of 10 per cent per 100 bales for the round turn be allowed to an agent who is not a member of the Exchange. Third—That all rules and by-laws inconsistent with these provisions be repealed.

Mr. I. B. Froelich seconded the resolution. Messrs. Hentz, Ranger, Inman, and others who were in favor of the reduction, argued that it would increase the business of the Exchange, and that the present rates were higher than those of other exchanges. The opposition claimed that the reduction would not give any material increase of business, and that it would be a breach of faith on the part of the Exchange to reduce the rates after having induced so many merchants to join, with the understanding that the commission should not be changed.

Mr. R. C. Allen offered the following substitute:

Resolved, That the Board of Managers are requested to bring before the members of the Exchange for consideration a by-law repealing the present commission law.

This having manifested few supporters, the following amendment offered by Mr. Donnell was adopted:

Resolved, That it is the sense of this meeting that it is inexpedient and would be an act of bad faith to those who purchased seats on the pledge of a fixed commission law to repeal or so amend the same as to impair their value, unless the money so received be returned to the purchasers with interest; and it is further the opinion of this meeting that no change should be made in the commission law without the consent and approval of a majority of the non-resident members.

The meeting adjourned after having been in session nearly three hours.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows:

Monthly Receipts.	*Year Beginning September 1.*					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,848	98,491
October..	980,584	853,195	968,318	888,492	689,264	578,533
Novemb'r	1,024,607	974,013	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,664	900,119
January	752,827	497,727	571,701	647,140	618,727	689,610
February.	595,598	291,992	572,729	447,918	566,824	472,054
Total year	4,862,898	4,033,541	4,598 528	4,215,929	3,836,564	3,561,300
Per'c'tage of tot. port receipts Feb. 28.		85·45	78·28	84·28	86·27	81 95

This statement shows that up to Feb. 28 the receipts at the ports this year were 829,357 bales more than in 1881-82 and 264,370 bales more than at the same time in 1880-81. By adding to the above totals to Feb. 28 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Feb. 28	4,862,898	4,033,541	4,598.528	4,215,929	3,836,564	3,561,300
Mch. 1	14,588	6,519	20,473	16,279	10,547	17,754
" 2	21,228	7,625	12,465	12,171	8.	9,868
" 3	19,856	10,803	16,505	12,432	19,628	8.
" 4	8.	6,913	22,115	10,036	19,653	32,985
" 5	26,858	8.	21,006	13,404	7,947	17,173
" 6	22,876	13,485	8.	9,829	9,860	9,746
" 7	16,436	8,582	28,948	8.	15,631	8,873
" 8	13,081	11,056	24,435	16,415	12,430	12,300
" 9	25,695	6,673	18,576	6,724	8.	8,728
" 10	13,932	12,038	19,011	6,711	13,794	8.
" 11	8.	5,909	28,150	10,944	14,887	19,179
" 12	19,421	8.	17,256	13,745	8,298	11,487
" 13	16,729	10,207	8.	7,707	10,344	14,234
" 14	24,551	10,900	25,282	8.	13,767	13,902
" 15	12,952	10,289	19,164	13,435	7,531	14,644
" 16	23,596	7,077	13,192	7,411	8.	11,210
" 17	12,548	13,072	14,900	6,660	12,019	8.
" 18	8.	9,411	18,406	4,150	7,453	18,579
" 19	15,968	8.	15,917	10,218	8,718	16,441
" 20	17,877	13,242	8.	11,141	10,534	10,397
" 21	18,144	8,810	17,571	8.	13,897	11,021
" 22	12,175	10,096	13,407	11,637	6,427	8,072
" 23	28,050	8,894	8,052	8,099	8.	9,800
Total	5,242,783	4,225,166	4,973,369	4,423,127	4,064,949	3,837,788
Percentage of total port rec'pts Mch. 23		89·51	84·67	88·47	91·40	88·31

This statement shows that the receipts since Sept. 1 up to to-night are now 1,017,617 bales more than they were to the same day of the month in 1882 and 269,414 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to March 23 in each of the years named.

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 10,119 bales, against 11,813 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year.

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1882.

Exported to—	*Week ending—*				*Total since Sept. 1.*	*Same period previous year.*
	March 1.	*March 8.*	*March 15.*	*March 22.*		
Liverpool	8,985	7,078	6,328	5,916	341,550	265,163
Other British ports	.....	.....	.....	.....	3,426	6,707
TOTAL TO GREAT BRITAIN	8,985	7,078	6,328	5,916	344,976	271,870
Havre	1,111	285	650	68	23,005	20,056
Other French ports	.....	.....	.....	.....	100	.....
TOTAL FRENCH	1,111	285	650	68	23,105	20,056
Bremen and Hanover	1,050	1,206	3,328	2,665	42,018	31,322
Hamburg	....	200	80	708	25,577	14,134
Other ports	671	1,730	1,130	432	17,570	4,929
TOTAL TO NORTH. EUROPE	1,721	3,136	4,587	3,805	115,160	50,385
Spain, Op'rto, Gibralt'r, &c	.....	.....	268	30	2,815	837
All other	320	.....	.....	300	5,410	300
TOTAL SPAIN, &c	320	.....	268	330	8,225	1,137
GRAND TOTAL	12,137	10,499	11,813	10,119	491,466	343,448

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	*New York.*		*Boston.*		*Philadelphia.*		*Baltimore.*	
	This week.	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*
N. Orl'ans	7,511	181,372	.....	7,193	.....	.....	.....	.....
Texas	3,600	144,073	.....	19,195	.....	.....	.....	.....
Savannah	2,100	188,352	1,744	62,091	61	12,741	762	76,676
Mobile	.....	.....	1,837	3,362	.....	.....	.....	.....
Florida	3	9,223	.....	.....	.....	.....	.....	.....
S. Car'lina	4,484	152,970	.....	896	159	9,382	574	18,356
N Car'lina	724	46,783	.....	.....	.....	.....	379	16,363
Virginia	5,193	196,745	4,155	59,932	1,246	44,505	1,945	93,858
North. pts	10	104	5,011	111,089	.....	.....	.....	200
Penn., &c.	2,924	119,904	2,657	137,535	2,004	56,102	996	37,322
Foreign	16	2,536	.....	.....	.....	.....	.....	.....
This year.	26,563	*	15,404	401,235	3,470	‡	4,656	242,775
Last year.	17,002	†	11,624	344,443	3,638	74,146	2,322	179,069

* 1,012,152 † 1,000,491 ‡ 122,730

JUTE BUTTS, BAGGING, &c.—The market continues rather quiet, and the business for the week is reported light. The firm prices which are asked restrict trade to some extent, the only orders being for the consuming trade. Holders continue to quote combination figures, and we hear of nothing to be had at less than 9c. for 1¼ lbs.; 9½c. for 1¾ lbs.; 10¼c. for 2 lbs., and 11c. for standard grades. Butts are not active, and we only hear of a few lots, in all about 1,000 bales, for which 1⅞@2⅛c. were the figures paid, and the market closes with sellers naming 1⅞@2c. for paper grades, and 2¼@2½c. for bagging qualities.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 105,562 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Arizona, 679....Catalonia, 3,251....Germanic, 1,804....Lake Champlain, 182	5,916
To Havre, per steamer St. Simon, 68	68
To Bremen, per steamers Elbe, 1,347....Oder, 1,318	2,665
To Hamburg, per steamers Australia, 658 ...Hammonia, 50	708
To Rotterdam, per steamers Maas, (additional) 50....W. A. Scholten, 100	150
To Antwerp, per steamers Belgenland, 183....Plantyn, 99..	282
To Corunna, per bark Vegar, 30	30
To Genoa, per steamer Pawnee, 300	300
NEW ORLEANS—To Liverpool, per steamers Chancellor, 3,655.... Madrid, 1,279 ...Red Sea, 5,355....Yucatan, 3,720....per ship William, 3,587	17,596
To Havre, per steamer Le Chatelier, 1,933 ...per bark Mod, 1,754....per barkentine Giuseppe Lanata, 1,501	5,188
To Bremen, per steamer Egbert, 3,988	3,988
To Reval, per bark Bollona, 4,068	4,068
To Barcelona, per barks Aranco, 700..Nuevo Lautaro, 1,000	1,700
To Malaga, per bark Eutella, 2,290	2,290
To Genoa, per bark Ferreri, 1,579	1,579
CHARLESTON—To Liverpool, per barks Mathilda, 1,200 Upland and 200 Sea Island....Virginia, 789 Upland and 149 Sea Island	2,338
To Barcelona, per bark Geflon, 1,556 Upland ...per brigs Alfredo, 1,100 Upland ...Maria Luisa, 580 Upland	3,136
SAVANNAH—To Liverpool, per barks Boroma, 1,500 Upland.... Pohona, 1,600 Upland	3,100
To Bremen, per steamer Troubadour, 5,175 Upland	5,175
To Cronstadt, per bark Agar, 1,650 Upland	1,650
To Barcelona, per steamer Amaryllis, 5,350 Upland	5,350
TEXAS—To Liverpool, per ship Guldregn, 2,346....per barks Colin Archer, 2,373....Embla, 1,900....Fido, 1,757....per brig Juliana, 1,290	9,666
To Havre, per bark Speranza, 1,723	1,723
To Bremen, per steamer Redewater, 4,042....per bark Tancred, 1,600	5,642
NORFOLK—To Liverpool, per bark Kate Cann, 3,676	3,676
To Reval, per bark Felix, 3,768	3,768

	Total bales.
BALTIMORE—To Liverpool, per steamers Ontario, 1,568....Oranmore, 1,967	3,535
To Bremen, per steamer America, 1,061	1,061
BOSTON—To Liverpool, per steamers Iberian, 1,458....Missouri, 3,206	4,664
PHILADELPHIA—To Liverpool, per steamers British Crown, 2,000 ....Indiana, 2,500	4,500
Total	105,562

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen & Hamburg.	Rotterdam & Antwerp.	Reval & Stadt.	Barcelona, Malaga & Cronstadt.	& Corunna.	Genoa.	Total.
New York..	5,916	68	3,373	432	.....	30	300		10,119
N. Orleans.	17,596	5,188	3,983	.....	4,068	3,990	1,579		36,409
Charleston.	2,338	.....	.....	.....	.....	3,186	.....		5,524
Savannah..	3,100	.....	5,175	.....	1,650	5,350	.....		15,275
Texas	9,666	1,723	5,642	.....	.....	.....	.....		17,031
Norfolk	3,676	.....	.....	.....	3,768	.....	.....		7,444
Baltimore..	3,535	.....	1,061	.....	.....	.....	.....		4,596
Boston.....	4,664	.....	.....	.....	.....	.....	.....		4,664
Philadelp'a	4,500	.....	.....	.....	.....	.....	.....		4,500
Total...	54,991	6,979	19,239	432	9,486	12,556	1,879	105,562	

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Bremen—March 19—Bark Margrete, 3,020.
For Cronstadt—March 17—Bark Gustafa, 1,100.
NEW ORLEANS—For Liverpool—March 16—Steamer Mayaguez, 2,399 ....March 17—Steamers Engineer, 4,792; Serra, 4,200.
For Havre—March 17—Steamer City of Lincoln, 6,161; ship John Murphy, 5,519.
For Reval—March 17—Bark Frier, 1,600....March 19—Bark Sator, 2,000.
For Barcelona—March 19—Ship Joaquin Serra, 650.
For Genoa—March 17—Bark Vittoria M, 1,676.
For Vera Cruz—March 17—Steamer City of Mexico, 491.
MOBILE—For Barcelona—March 17—Bark Anita, 1,100.
SAVANNAH—For Reval—March 21—Bark Emma Marr, 3,000.
For Cronstadt—March 19—Bark Rosa, 1,850.
CHARLESTON—For Liverpool—March 16—Bark James Kenway, 1,840 March 19—Bark J. H. McLaren, 2,424.
For Reval—March 21—Bark Skibladner, 1,305.
For Cronstadt—March 20—Bark Johannes Foss, 1,300.
For Norrkoping—March 20—Bark Fruen, 1,289.
For Barcelona—March 17—Brig Dolores, 1,550.
WILMINGTON—For Liverpool—March 20—Bark Marie, 2,150.
BOSTON—For Liverpool—March 15—Steamer Norseman, 1,914....March 16—Steamer Samaria, 1,052.....March 19—Steamer Virginian, 2,011....March 20—Steamer Palestine, ——.
BALTIMORE—For Liverpool—March 17—Steamers Eduardo, 100; Mentmore, 2,084....March 20—Steamer Sarmatian, 1,372.
PHILADELPHIA—For Liverpool—March 16—Steamer Ohio, 2,000..... March 20—Steamer Lord Gough, 1,500....March 22—Steamer Illinois, 1,000.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

CITY OF LINCOLN, steamer (Br.), Wood, from New Orleans for Havre, ran aground out of the channel in the South Pass, near Crane Island, La., below New Orleans, March 18. Towboats would make an effort to get her off. She may have to be lightered. Her cargo consists of grain and cotton.

COUNSELLOR, steamer (Br.), Lang, from New Orleans, February 12, for Liverpool, put into Isle of Aix, March 19, with loss of propeller. She had been towed for six days by the steamship Chateau Lafite (Fr.), which arrived at Bordeaux, March 20, from New York.

MORRO CASTLE, steamer, before reported seriously damaged by fire. A portion of the damaged cotton ex-steamer Morro Castle, say 250 whole and 150 bales loose cotton, was sold at Charleston, Mch. 15. The loose was purchased at 1¼@1½c. and the bales at 2@3⅝c. per pound.

NORFOLK, steamer (Br.), Woolston, from Savannah, took fire at Amsterdam, March 14. The fire was not extinguished until much damage had been done.

GIUSEPPE LANATA, barkentine (Ital.), from New Orleans, March 18, for Havre, was discovered to be on fire the same day. She was taken in tow and run ashore between South Pass and Pass a l'Outre. The fire was extinguished on the 19th. She was towed to New Orleans on the 21st. She has a large quantity of water in her, is badly listed, and will discharge her cargo (cotton).

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	5 32@7 32	5 32@7 32	5 32@7 32	5 32@7 32	5 32@7 32	Holiday
Do sail...d.	11 64-15 64	11 64-15 64	11 64-15 64	11 64-15 64	11 64-15 64	
Havre, steam....c.	3*	3*	3*	3*	3*	
Do sail.. ....c.	....	....	....	....	....	
Bremen, steam. .c.	17 32*	17 32*	17 32*	17 32*	17 32*	
Do sail.....c.	....	....	....	....	....	
Hamburg, steam.d.	7 32@¼*	7 32@¼*	7 32@¼*	7 32@¼*	7 32@¼	
Do sail...d.	....	....	....	....	....	
Amst'd'm, steam.c.	52½†	52½†	52½†	52½†	52½†	
Do sail...d.	....	....	....	....	....	
Baltic, steam....d.	3*	3*	3*	3*	3*	
Do sail.....c.	....	....	....	....	....	
Barcelona, steam.c.	13 16@7 8*	13 16@7 8*	13 16@7 8	13 16@7 8*	13 16@7 8*	
Genoa, steam ...d.	3*	3*	3*	3*	3*	

* Compressed. † Per 100 lbs.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Mch. 2.	Mch. 9.	Mch. 16.	Mch. 22.
Sales of the week.....bales.	41,500	52,000	61,000	43,500
Of which exporters took	4,600	5,300	5,500	5,800
Of which speculators took..	1,870	4,300	3,500	2,600
Sales American	30,000	38,000	45,000	28,000
Actual export.....	7,800	13,500	6,500	5,700
Forwarded.....	31,500	22,500	27,000	17,500
Total stock—Estimated.....	965,000	968,000	920,000	931,000
Of which American—Estim'd	704,000	692,000	658,000	668,000
Total import of the week.....	79,000	81,000	37,000	69,000
Of which American.....	62,000	44,500	26,500	52,000
Amount afloat.....	292,000	290,000	366,000	331,000
Of which American.....	201,000	220,000	270,000	248,000

The tone of the Liverpool market for spots and futures each day of the week ending March 23, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, 12:30 P.M.	Mod. inq. freely supplied.	Mod. inq. freely supplied.	Easier.	Easier.	Mod. inq. freely supplied	Holiday
Mid Upl'ds	5 5/8	5 5/8	5 5/8	5 5/8	5 5/8	
Mid. Orl'ns	5 11/16	5 11/16	5 11/16	5 11/16	5 11/16	
Sales.....	8,000	10,000	7,000	10,000	8,000	
Spec. & exp.	1,000	2,000	1,000	1,000	1,000	
Futures.						
Market, 12:30 P.M.	Dull.	Very dull.	Barely steady.	Quiet.	Steady.	
Market, 5 P. M.	Quiet.	Barely steady.	Dull and easier.	Dull and easier.	Barely steady.	

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d. and 6 03 means 6 3-64d.*

	Sat., Mch. 17.				Mon., Mch. 19.				Tues., Mch. 20.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
March	....	....	....	....	....	....	....	....	5 38	5 38	5 38	5 38
Mar.-April..	....	....	....	....	5 38	5 38	5 38	5 38	5 38	5 38	5 38	5 38
April-May .	5 41	5 41	5 40	5 40	5 40	5 41	5 40	5 41	5 40	5 40	5 39	5 39
May-June..	5 44	5 44	5 43	5 44	5 43	5 44	5 43	5 43	5 43	5 43	5 42	5 42
June-July..	5 47	5 47	5 46	5 46	5 46	5 47	5 43	5 46	5 46	5 46	5 46	5 46
July-Aug...	5 51	5 51	5 50	5 50	5 50	5 51	5 50	5 51	5 50	5 50	5 50	5 50
Aug.-Sept.	5 54	5 54	5 54	5 54	5 54	5 54	5 53	5 53	5 53	5 53	5 53	5 53
Sept.-Oct...	....	....	....	....	5 51	5 51	5 51	5 51	....	....	....	....
Oct.-Nov....	5 47	5 47	5 47	5 47	....	....	....	....	5 46	5 46	5 46	5 46
Nov.-Dec...	....	....	....	....	5 44	5 44	5 44	5 44	....	....	....	....
Dec.-Jan....	....	....	....	....	....	....	....	....	5 45	5 45	5 45	5 45

	Wednes., Mch. 21.				Thurs., Mch. 22.				Fri., Mch. 23.
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	
	d.	d.	d.	d.	d.	d.	d.	d.	
March	5 37	5 37	5 37	5 37	5 37	5 37	5 36	5 36	
Mar.-April..	....	....	....	....	....	....	....	....	
April-May..	5 39	5 39	5 38	5 38	5 38	5 38	5 38	5 38	
May-June..	5 42	5 42	5 42	5 42	5 42	5 42	5 41	5 41	
June-July..	5 46	5 46	5 45	5 45	5 45	5 45	5 45	5 45	
July-Aug...	5 49	5 49	5 49	5 49	5 49	5 49	5 48	5 48	
Aug.-Sept..	5 52	5 53	5 52	5 52	5 52	5 52	5 51	5 51	
Sept.-Oct....	....	....	....	....	....	....	....	....	
Oct.-Nov....	..	....	....	....	5 45	5 45	5 45	5 45	
Nov.-Dec...	5 43	5 43	5 43	5 43	5 42	5 42	5 42	5 42	
Dec.-Jan...	....	....	....	....	....	....	....	....	

Holiday

BREADSTUFFS.

FRIDAY, P. M., March 23, 1883.

Flour has been quiet and depressed, especially for the winter wheat grades. The receipts have been moderate, particularly of spring wheat brands, but the supply of all kinds has been ample for the demand prevailing, and this fact, in connection with the liberal supplies abroad and the decline in wheat, has served to depress the market. To-day there was only a moderate trade, and prices showed no marked change.

Wheat has continued to sell fairly for foreign markets and early in the week there was quite a good business on speculation; but latterly the trading in options has fallen off somewhat. Prices have declined 1 to 2c., mainly owing to depressed markets in Europe. The general tendency of prices, both here and at the West, has been downward, though heavy snow storms in some parts of the West and an unusually low temperature for this time of the year have at times given a firmer tone to the market. Latterly, however, there has been a noticeable disposition to sell, and the market both here and at Chicago has been weak and unsettled. Operators during the last few days have been disposed to pursue a rather cautious policy until it is more definitely known whether or not the cold weather has done any serious damage to the crop. In some of the winter-wheat sections the temperature has been down nearly to zero at times during the week, and it is averred that no little damage has been done; while it is also claimed that the acreage in Kansas shows some decrease compared with last year. To-day the market was ½c. to 1c. higher, owing to an advance at the West; No. 2 red sold at $1 18⅜@1 19¼ for April, $1 20⅞@1 21⅝ for May, $1 21¼@1 22 for June, and $1 19@1 19½ for July. The cold weather at the West caused considerable covering of contracts both here and at Chicago to-day; the closing prices here are $1 18¾ for No. 2 red for March, $1 19¼ for April, $1 21½ for May and $1 22¼ for June.

Indian corn has declined 3 to 4c., mainly owing to the decline in wheat. The foreign demand has not been brisk and the speculation has not gone beyond moderate limits. Wall Street operators have, it is said, sustained the Chicago market at times, and the effect was noticeable in a somewhat firmer tone here, but it proved only momentary. Rumors that corn in some of the Chicago elevators was becoming heated have either proven unfounded or could not be authenticated. To-day the market here was irregular, opening ½c. to 1c. lower, but later recovering the decline; No. 2 mixed sold at 66⅛c. for March, 66¾c. for April and 67⅝c. for May.

Rye and barley have been quiet, and the former rather depressed. Oats have been moderately active at a decline, mainly owing to a weak market in Chicago. To-day there was a further decline; No. 2 mixed sold at 50½@50⅞c. for April, 50½@51¼c. for May and 50⅝@51¼c. for June.

The following are closing quotations:

FLOUR.

No. 2 spring...₩ bbl.	$2 70@ 3 25	City shipping extras.	$5 25@ 5 65
No. 2 winter	2 75@ 3 60	Southern bakers' and family brands	5 75@ 7 00
Superfine.....	3 60@ 3 95	South'n skip'g extras.	4 75@ 5 75
Spring wheat extras..	4 00@ 5 50	Rye flour, superfine..	3 00@ 3 75
do bakers'.....	5 00@ 6 00	Corn meal—	
Wis. & Minn. rye mix.	5 00@ 5 50	Western, &c.....	3 00@ 3 55
Minn. clear and stra't	4 50@ 7 00	Brandywine, &c....	3 60@ 3 65
Winter shipp'g extras.	3 90@ 4 25	Buckw't flour, 100 lbs.	2 75@ 2 90
Patents, spring.....	6 00@ 7 75		
Patents, winter.....	5 50@ 7 25		

GRAIN.

Wheat—		Rye—Western	72 @ 74
Spring, per bush.	90 @1 28	State & Canada..	73 @ 77
Spring No. 2.....	1 12 @1 14	Oats—	
Red winter	1 03 @1 20	Mixed.....	49¾@ 51½
Red winter, No. 2	1 19¼@1 20¾	White.....	51 @ 55
White.....	1 03 @1 25	No. 2 mixed.	50 @ 50¾
White No. 1.....	1 10 @1 12¼	No. 2 white.....	53 @ 53¼
Corn—West. mixed	55 @ 66	Barley—	
West. mix. No. 2.	66 @ 67¼	Canada No. 1....	1 01 @1 02
White.....	68 @ 70	Canada bright...	1 03 @1 06
Yellow.....	68 @ 70	Canada No. 2....	96 @ 97
Buckwheat.....	70 @ 73	State, 4-rowed...	88 @ 95
		State, 2-rowed...	85 @ 88

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Mar. 17 and since Aug. 1 for each of the last three years:

Receipts at—	*Flour.*	*Wheat.*	*Corn.*	*Oats.*	*Barley.*	*Rye.*
	Bbls.196lbs	*Bush.60 lbs*	*Bush.56 lbs*	*Bush.32 lbs*	*Bush.48 lbs*	*Bush.56 lbs*
Chicago.....	70,752	184,278	1,404,084	715,229	179,285	72,903
Milwaukee..	57,402	165,918	26,910	94,570	142,780	17,910
Toledo.....	1,613	198,709	291,589	10,000	1,800	1,762
Detroit.....	4,801	161,881	101,768	17,864	30,089	.....
Cleveland....	2,486	32,895	35,000	7,700	7,995	.....
St. Louis	40,321	182,779	1,069,840	127,233	75,321	4,370
Peoria.	1,995	3,250	423,300	268,550	21,160	18,900
Duluth	.....	15,044	.....	.....	.....	.....
Tot. wk. '83	179,033	944,154	3,262,391	1,242,136	458,325	115,859
Same wk. '82	143,191	316,620	844,785	597,905	169,532	39,936
Same wk. '81	210,520	919,723	1,944,624	604,838	129,537	40,905
Since Aug. 1—						
1882.....	6,624,933	61,919,298	59,747,832	34,164,355	12,929,323	3,368,455
1881.....	5,393,917	32,560,953	78,542,199	23,920,536	10,470,536	3,256,423
1880.....	5,158,438	60,812,278	76,887,950	27,406,457	10,274,532	2,881,741

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Mar. 17, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	2,310,226	1,707,327	1,762,369	968,610
Wheat.....bush.	4,777,795	3,954,641	3,467,635	3,317,008
Corn.....	19,776,799	14,771,713	10,566,316	15,405,861
Oats.....	8,378,095	6,453,072	5 549,673	2,365,351
Barley	3,104,327	1,301,221	1,356,875	807,426
Rye	462,362	593,234	536,572	395,316
Total grain	36,499,378	27,073,884	21,477,071	22,790,961

Below are the rail shipments from Western lake and river ports for four years:

	1883. *Week Mar. 17.*	1882. *Week Mar. 18.*	1881. *Week Mar. 19.*	1880. *Week Mar. 21*
Flour.....bbls.	152,221	145,655	113,151	99,392
Wheat.....bush.	306,896	379,256	367,920	932,678
Corn.....	1,533,495	1,019,779	1,625,608	2,234,687
Oats.....	1,045,623	553,989	409,280	354,439
Barley.....	315,958	85,499	70,207	73,614
Rye.....	29,319	40,789	76,337	39,132
Total.....	3,231,191	2,079,312	2,549,402	3,694,550

The rail and lake shipments from same ports for last four weeks were:

Week ending—	*Flour, bbls.*	*Wheat, bush.*	*Corn, bush.*	*Oats, bush.*	*Barley, bush.*	*Rye, bush*
Mar. 17...152,221	470,227	1,766,271	1,070,962	315,858	31,053	
Mar. 10...220,468	537,274	2,507,453	1,015,699	349,946	51,142	
Mar. 3...219,236	385,707	2,480,972	821,817	314,724	98 088	
Feb. 24...158,030	357,697	1,342,146	881,761	300,211	25,834	
Tot. 4 w.	749,955	1,730,905	8,096,842	3,790 249	1,280,743	206,117
4 w'ks 82.	586,005	1,274,174	3,940,151	1,507,289	333,599	145,999

The receipts of flour and grain at the seaboard ports for the week ended March 17 follow:

At—	*Flour, bbls.*	*Wheat, bush.*	*Corn, bush.*	*Oats, bush.*	*Barley, bush.*	*Rye, bush.*
New York	124,558	352 000	927,200	365,700	105,500	16,000
Boston.....	68,132	78,632	265,764	118,050	9,575	2,100
Portland	575	48,729	8,500	1,500	.....	.....
Montreal.....	11,320	31,900	4,497	.....	3,100	.....
Philadelphia...	37,722	73,800	852,300	62,000	21,000	1,000
Baltimore.....	28,312	345,740	471,220	65,850	.....	3,214
New Orleans...	20,257	200,332	562,995	48,165	.....	.....
Total week...	291,206	1,130,553	2,492,136	672,165	139,175	22,992
Cor. week '82..	222,733	317,653	309,817	379,112	99,325	10,145

The total receipts at the same ports for the period from Dec. 25, 1882, to Mar. 17, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	3,447,344	2,584,103	2,843,122	1,992,728
Wheat.....bush.	11,578,248	6,462,885	10,391,977	8,490 203
Corn.....	21,448,675	8,550,982	15,674,531	24,243,473
Oats.....	4,866,693	4,665,833	4,722,370	3 827,132
Barley.....	1,145,593	1,349,777	1,183,391	1,133,212
Rye.....	225,614	122,310	385,810	224,858
Total grain	39,264,856	21,151,567	32,358,002	37,512,180

The exports from the several seaboard ports for week ending Mar. 17, 1883, are shown in the annexed statement:

Exports from—	*Flour.*	*Wheat.*	*Corn.*	*Oats.*	*Rye.*	*Peas.*
	Bbls.	*Bush.*	*Bush.*	*Bush.*	*Bush.*	*Bush.*
New York	86,801	502,209	735,160	2,527	27,688	3,871
Boston...	20,565	53,446	57,039	.....	.....	.....
Portland.	72	48,729	.....	.....	.....	.....
Montreal.	.....	.....	.....	.....	.....	.....
Philadel..	4,734	90,434	185,024	.....	.....	.....
Baltim're	5,323	192,800	712,744	.....	.....	.....
N.Orl'ns .	.....	231,815	530,772	.....	.....	.....
Total w'k.	117,495	1,119,523	2,220,739	2,527	27,688	3,871
Sime time 1882. .	147,532	774,630	632,168	2,925	65,579	25,026

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	*Flour.*		*Wheat.*		*Corn.*	
	1883. *Week, Mar. 17.*	1882. *Week, Mar. 18.*	1883. *Week, Mar. 17.*	1882. *Week, Mar. 18.*	1883. *Week, Mar. 17.*	1882. *Week, Mar. 18.*
	Bbls.	*Bbls.*	*Bush.*	*Bush.*	*Bush.*	*Bush.*
Un. King.	83,640	97,072	749,703	267,186	1,763,497	501,409
Contin'nt	4,650	10,486	367,445	504,397	435,787	91,913
S. & C. Am	8,048	21,398	375	1,017	8,642	7,807
W. Indies	16,544	14,153	2,000	2,000	11,733	18,794
Brit. Col's	2,827	3,599	.....	.....	.....	10,931
Oth. c'nt's	1,786	874	.....	.....	1,080	1,314
Total...	117,495	147,582	1,119,523	774,630	2,220,739	632,168

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	*Flour.*		*Wheat.*		*Corn.*	
	1882-83. *Sept. 1 to Mar. 17.*	1881-82. *Sept. 1 to Mar. 18.*	1882-83. *Sept. 1 to Mar. 17.*	1881-82. *Sept. 1 to Mar. 18.*	1882-83. *Sept. 1 to Mar. 17.*	1881-82. *Sept. 1 to Mar. 18.*
	Bbls.	*Bbls.*	*Bush.*	*Bush.*	*Bush.*	*Bush.*
Un. Kingdom	4,020,593	1,878,041	28,257,176	21,541,491	14,805,804	16,309,377
Continent...	371,032	131,854	20,034,608	8,598,937	2,224,178	4,075,059
S. & C. Am...	411,502	398,116	89,178	5,030	170,351	268,152
West Indies.	532,422	362,831	41,528	21,760	257,176	382,604
Brit. Col'nies	321,317	277,765	7,800	.....	68,866	98,483
Oth. countr's	25,963	22,340	202,416	200,208	85,374	41,216
Total.....	5,682,739	3,069,947	47 235,709	30,388,104	17,612,543	21,200,446

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Mar. 17, 1883, was as follows:

In store at—	*Wheat, bush.*	*Corn, bush.*	*Oats, bush.*	*Barley, bush.*	*Rye, bush.*
New York	5,541,154	915,648	592,905	46,534	158,588
Do. afloat (est.)	.....	125,000	90,000	108,000	270,000
Albany	28,000	75,000	110.000	88,000	100,000
Buffalo.....	762,506	.....	29,199	250,723	22,848
Chicago.....	5,067,421	5,425,015	1,535,409	146,695	772,724
Do. afloat.....	313,000	217,000	102.000	.....	.....
Milwaukee.....	1,221,927	44,229	1,862	281,040	87,105
Duluth.....	1,277,644	.....	.....	.....	.....
Toledo.....	2,770,289	653,060	44 018	5,456	8,861
Detroit.....	1,452,083	130,329	16,578	12,019	.....
Oswego.....	75,000	30,000	2,000	71,592	65,000
St. Louis.....	737,192	1,875,191	62,927	52,294	50,819
Cincinnati.....	66,323	117,120	9,413	207,750	73,051
Boston.....	101,425	78,404	102,933	3,187	754
Toronto.....	533,249	2,400	1,461	140,726	19
Montreal	215,202	5,616	93,814	35,400	24,497
Philadelphia	618,066	897,914	105,579	.....	.....
Peoria	4,501	488,894	196,413	3,879	149,476
Indianapolis.....	354,300	79,600	38,400	.....	15 600
Kansas City.....	200,098	430,754	19,901	210	27,267
Baltimore	1,105,518	850,326	.....	.....	.....
Down Mississ.pi.	163,331	232,776	25,339	.....	1,734
On rail.....	428,700	2,186,223	1,372,041	432,506	46,319
Tot. Mar. 17, '83.	23,966,929	14,921,859	4,571,224	1,891,011	1,874,642
Tot. Mar. 10, '83.	23,626,395	14,159,038	4,501,947	1,967,508	1,871,883
Tot. Mar. 3, '83.	23,332,271	13,645,641	4,194,411	1,916,472	1,832,070
Tot. Feb. 24, '83.	22,969,914	11,528,953	4,165 [illegible]	1,[illegible]	1,[illegible]
Tot. Feb. 17, '83.	21,974,108	10,140,170	4,098,420	1,800,507	1,600,429
Tot. Mar. 18, '82.	13,415,924	11,842,896	1 [illegible]	1 [illegible]	1,073,732

The following statement, prepared by the Bureau of Statistics, will show the exports of domestic breadstuffs from the undermentioned customs districts, during the month of Feb., 1883, and for the eight months ended the same, as compared with the corresponding months of the previous year:

Customs Districts.	Barley. Bushels.	Barley. Dollars.	Wheat. Bushels.	Wheat. Dollars.	Indian corn. Bushels.	Indian corn. Dollars.	Wheat flour. Barrels.	Wheat flour. Dollars.	Indian corn meal. Barrels	Indian corn meal. Dollars.	Oats. Bushels.	Oats. Dollars.	Rye. Bushels.	Rye. Dollars.
New York	140	144	1,422,261	1,676,824	1,588,942	1,144,030	517,140	3,094,391	8,709	36,542	11,918	6,536	87,991	60,944
Boston	.....	.....	38,787	46,673	233,554	173,207	104,416	697,749	3,905	11,764	.....	.....	.....	.....
Philadelphia	.....	.....	202,680	237,941	776,319	554,550	18,870	111,566	676	2,521	2,755	1,561	.....	.....
Baltimore	.....	.....	1,011,728	1,199,089	1,737,641	1,237,349	66,333	415,001	215	796	20	12	.....	.....
New Orleans	.....	.....	207,412	232,691	630,012	614,436	4,161	24,450	3	11	2,573	1,411	.....	.....
San Francisco	21,844	14,756	2,537,907	2,829,310	2,564	2,543	74,432	390,885	45	293	7,512	4,712	.....	.....
Chicago	.....	.....	4,780	4,925	10,875	6,200	264	1,432	.....	.....	.....	.....	.....	.....
Detroit	.....	.....	3,000	3,300	12,704	7,876	16,356	98,136	3,192	7,980	.....	.....	.....	.....
Huron	.....	.....	.....	.....	12,078	7,172	5,898	29,317	.....	.....	.....	.....	.....	.....
Key West	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miami	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, Feb., 1883*	21,984	14,900	5,666,035	6,491,026	5,304,689	3,744,365	902,633	5,368,136	19,570	67,253	25,018	14,386	66,944	39,944
Total, Feb., 1882*	4,383	3,784	5,318,183	6,222,841	2,418,266	1,698,228	526,499	3,117,554	16,021	51,680	26,465	15,178	66,011	39,528
Total, 8 mos. ended Feb. 28, 1883*	288,288	203,922	98,300,107	98,928,221	14,685,160	10,551,170	6,372,103	38,302,371	165,307	640,822	205,095	115,101	910,983	689,528
Total, 8 mos. ended Feb. 28, 1882*	172,528	124,793	72,049,698	85,913,138	8,358,474	5,704,393	3,068,474	21,214,191	709,114	5,273,031	440,473	204,739	502,094	512,108

Customs Districts.	Total values for the month of— Feb., 1883	Feb., 1882.	Total values for the eight months ended— Feb. 28, '83.	Feb. 29, '82.
New York	$6,026,411	$4,922,057	$61,274,185	$58,019,880
Boston	929,393	914,258	9,849,510	8,538,211
Philadelphia	908,142	455,967	7,552,554	8,162,339
Baltimore	2,852,247	1,091,401	24,337,197	18,119,266
New Orleans	573,031	59,526	8,201,436	2,439,679
San Francisco	3,242,499	2,696,586	24,388,521	28,682,523
Chicago	12,557	7,199	2,675,946	1,866,319
Detroit	117,292	127,342	1,390,795	1,580,270
Huron	36,489	14,588	198,647	30,381
Key West	.....	.....	2,353,047	799,130
Miami	.....	.....	.....	.....
Total, Feb., 1883*	$15,773,009	$11,175,193	$140,131,142	$130,396,832
Total, Feb., 1882*	.....	.....	.....	.....
Total, 8 mos. ended Feb. 28, 1883*	.....	.....	.....	.....
Total, 8 mos. ended Feb. 28, 1882*	.....	.....	.....	.....

*Included in the foregoing totals are the reports from Milwaukee, New Haven, Portland, Richmond, Willamette and Yorktown, the details for February, 1883, being as follows:

	Milwaukee.	New Haven.	Portland.	Richmond.	Willamette.	Yorktown.
Barley—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Indian corn—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Indian corn meal—						
Barrels	.....	1,825	.....	.....	.....	.....
Value $	.....	7,343	.....	.....	.....	.....
Oats—						
Bushels	.....	240	.....	.....	.....	.....
Value $	.....	123	.....	.....	.....	.....
Rye—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Wheat—						
Bushels	.....	.....	.....	.....	235,480	.....
Value $	.....	.....	.....	.....	260,273	.....
Wheat flour—						
Barrels	.....	707	8,000	17,153	57,503	11,100
Value $	.....	3,877	45,100	108,579	281,053	66,600
Total values—						
Feb., '83 $	.....	11,343	45,100	108,579	541,326	66,600
Feb., '82 $	.....	.....	6,000	114,986	762,293	.....
8 months—						
1883 $	240,516	50,532	132,066	830,238	3,181,139	800,734
1882 $	379,010	50,056	205,742	1,273,564	5,003,922	.....

THE DRY GOODS TRADE.

FRIDAY, P. M., March 23, 1883.

The jobbing trade has progressed favorably the past week, and a fair business was done by domestic commission merchants and importers, in spite of the stringency of the money market, which tended to restrict operations to some extent. There was a large representation of retailers in the city, and their purchases of spring and summer fabrics were conducted with a fair degree of liberality, while staple goods were taken freely and in good-sized parcels. Some large lots of fancy cassimeres and ginghams were offered through the medium of the auction rooms without affecting the general market, and nearly all domestic and foreign fabrics of a strictly desirable character are steadily held at unchanged prices. The marked preference lately accorded to the *best* makes of goods has caused some manufacturers to change their production, and the supply of low grade cotton and woolen fabrics is steadily being curtailed.

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week were 3,957 packages, including 1,932 to British East Indies, 751 to China, 324 to Great Britain, 241 to Brazil, 124 to Hayti, 122 to Venezuela, &c., making the total shipments for the expired portion of the year 30,021 packages, against 27,648 for the same time in 1882. The main feature of the week's business was the activity of the jobbing trade, large aggregate sales of all seasonable fabrics having been made (in package and assorted lots) by the principal jobbers. At first hands the demand was chiefly of a moderate character, and the best brands of brown, bleached and colored cottons were relatively more active than the lower qualities. Prices of staple cottons are without quotable change, and generally steady. Print cloths were in moderate demand and fractionally lower; prints continued active with jobbers, and there was a fair call for duplicate parcels of leading makes at first hands. Ginghams continued unsettled, and large sales of certain makes were made by jobbers at relatively low figures.

DOMESTIC WOOLEN GOODS.—There was only a moderate demand for clothing woolens by buyers on the spot, but some very fair orders were obtained through the medium of traveling salesmen, and agents continued to make steady deliveries on account of back orders. Medium all-wool cassimeres and choice cotton-warp cassimeres were in fair request, but fine suitings were a trifle slow. Worsted coatings met with moderate sales, and leading makes are closely sold up by agents. Cloakings were mostly quiet, but Jersey cloths continued in good demand, light supply and firm. Fine satinets were in fair request, but other grades ruled quiet, and there was a very light business in Kentucky jeans and doeskins. Flannels and blankets were dull (as usual at this stage of the season) and carpets were in irregular demand at first hands. Wool and worsted dress goods were jobbed in liberal quantities, and there was a steady call for small re-assortments by package buyers.

FOREIGN DRY GOODS.—The demand at first hands has shown some irregularity, and while a very fair business was done in a few specialties, the general movement has barely realized expectations. The jobbing trade was of good aggregate proportions, dress goods, silks, trimming velvets, ribbons, cotton "wash" fabrics, printed sateens, &c., having been in noticeably good demand by retailers. Swiss and Hamburg embroideries, laces and white goods were in moderate request, but linen goods were somewhat quiet, as were hosiery and fabric gloves, and men's-wear woolens were slow of sale.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending March 22, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.									
	Week Ending Mch. 23, 1883.		Since Jan 1, 1883.		Week Ending Mch. 22, 1882.		Since Jan 1, 1882.			
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.		
Manufactures of—		$		$		$		$		
Wool	910	397,914	14,197	6,562,823	896	368,175	13,357	6,076,006		
Cotton	1,653	535,414	23,442	7,835,778	1,814	521,150	20,737	7,419,363		
Silk	968	657,157	13,879	9,467,985	824	410,711	11,212	7,221,202		
Flax	1,634	264,994	22,302	3,680,357	719	175,310	17,558	2,303,132		
Miscellaneous	1,460	230,170	30,753	2,715,578	.....	.....	23,868	.....		
Total	6,625	2,085,649	101,573	30,662,521	6,292	1,871,072	86,737	26,691,590		
Ent'd forconsump.	4,445	2,085,649	436,723	.....	.....	.....	.....	.....		
Total on market	11,070	2,522,372	164,711	37,605,201	12,873	2,678,944	147,673	35,697,748		
Manufactures of—	WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.									
Wool	346	138,047	4,312	1,850,510	607	252,877	5,372	2,316,858		
Cotton	200	55,564	4,719	1,430,737	496	159,680	6,418	2,135,792		
Silk	142	97,106	1,974	1,538,013	275	217,485	2,987	2,342,996		
Flax	461	79,067	7,856	1,319,247	274	101,964	8,343	1,388,227		
Miscellaneous	3,296	66,939	41,277	795,171	4,729	75,866	37,816	822,935		
Total	4,445	436,723	60,138	6,942,680	6,581	807,872	60,936	9,006,158		
Ent'd forconsump.	3,625	2,085,649	101,573	30,662,521	6,292	1,871,072	86,737	26,691,590		
Total at the port	8,071	2,118,625	161,894	37,075,638	11,429	2,692,549	140,270	36,629,118		
Manufactures of—	ENTERED FOR WAREHOUSE DURING SAME PERIOD.									
Wool	323	156,090	4,514	1,878,330	618	244,399	7,122	2,950,467		
Cotton	168	39,081	1,507	1,352,656	418	124,264	6,946	2,097,838		
Silk	96	66,824	1,633	1,238,580	326	193,214	3,745	2,742,248		
Flax	197	37,247	6,697	1,198,366	643	111,502	6,442	1,192,501		
Miscellaneous	602	33,731	42,970	745,151	3,132	138,398	29,278	954,474		
Total	1,446	332,973	60,321	6,413,117	5,137	811,777	53,533	9,937,528		
Ent'd forconsumpt.	6,625	2,085,649	104,573	30,662,521	6,292	1,871,072	86,737	26,691,590		
Total entered at the port	8,071	2,418,625	164,894	37,075,638	11,429	2,682,849	140,270	36,629,118		

THE DRY GOODS TRADE.

FRIDAY, P. M., March 23, 1883.

The jobbing trade has progressed favorably the past week, and a fair business was done by domestic commission merchants and importers, in spite of the stringency of the money market, which tended to restrict operations to some extent. There was a large representation of retailers in the city, and their purchases of spring and summer fabrics were conducted with a fair degree of liberality, while staple goods were taken freely and in good-sized parcels. Some large lots of fancy cassimeres and ginghams were offered through the medium of the auction rooms without affecting the general market, and nearly all domestic and foreign fabrics of a strictly desirable character are steadily held at unchanged prices. The marked preference lately accorded to the *best* makes of goods has caused some manufacturers to change their production, and the supply of low grade cotton and woolen fabrics is steadily being curtailed.

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	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.		
Manufactures of—		$		$		$		$		
Wool	910	397,914	14,197	6,562,823	896	368,175	13,357	6,076,006		
Cotton	1,653	535,414	23,442	7,835,778	1,814	521,150	20,737	7,419,363		
Silk	968	657,157	13,879	9,467,985	824	410,711	11,212	7,221,202		
Flax	1,634	264,994	22,302	3,680,357	719	175,310	17,558	2,303,132		
Miscellaneous	1,460	230,170	30,753	2,715,578	.....	.....	23,868	.....		
Total	6,625	2,085,649	101,573	30,662,521	6,292	1,871,072	86,737	26,691,590		
Ent'd forconsump.	4,445	2,085,649	436,723	.....	.....	.....	.....	.....		
Total on market	11,070	2,522,372	164,711	37,605,201	12,873	2,678,944	147,673	35,697,748		
Manufactures of—	WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.									
Wool	346	138,047	4,312	1,850,510	607	252,877	5,372	2,316,858		
Cotton	200	55,564	4,719	1,430,737	496	159,680	6,418	2,135,792		
Silk	142	97,106	1,974	1,538,013	275	217,485	2,987	2,342,996		
Flax	461	79,067	7,856	1,319,247	274	101,964	8,343	1,388,227		
Miscellaneous	3,296	66,939	41,277	795,171	4,729	75,866	37,816	822,935		
Total	4,445	436,723	60,138	6,942,680	6,581	807,872	60,936	9,006,158		
Ent'd forconsump.	3,625	2,085,649	101,573	30,662,521	6,292	1,871,072	86,737	26,691,590		
Total at the port	8,071	2,118,625	161,894	37,075,638	11,429	2,692,549	140,270	36,629,118		
Manufactures of—	ENTERED FOR WAREHOUSE DURING SAME PERIOD.									
Wool	323	156,090	4,514	1,878,330	618	244,399	7,122	2,950,467		
Cotton	168	39,081	1,507	1,352,656	418	124,264	6,946	2,097,838		
Silk	96	66,824	1,633	1,238,580	326	193,214	3,745	2,742,248		
Flax	197	37,247	6,697	1,198,366	643	111,502	6,442	1,192,501		
Miscellaneous	602	33,731	42,970	745,151	3,132	138,398	29,278	954,474		
Total	1,446	332,973	60,321	6,413,117	5,137	811,777	53,533	9,937,528		
Ent'd forconsumpt.	6,625	2,085,649	104,573	30,662,521	6,292	1,871,072	86,737	26,691,590		
Total entered at the port	8,071	2,418,625	164,894	37,075,638	11,429	2,682,849	140,270	36,629,118		

Rice.

Dan Talmage's Sons & Co

MILLERS, FACTORS

AND COMMISSION MERCHANTS IN

RICE,

96 Wall Street, New York,
10, 12 & 14 East Bay, Charleston,
108 Bay Street, Savannah,
41 & 43 North Peters St., New Orleans

Bank Statements.

REPORT OF THE CONDITION OF THE AMERICAN EXCHANGE NATIONAL BANK, at New York, in the State of New York, at the close of business on the 13th day of Mar., 1883:

RESOURCES.

Loans and discounts		$18,205,002 56
Overdrafts		36,765 20
U. S. bonds to secure circulation (par value)		50,000 00
Other stocks, bonds and mortgages		33,729 71
Due from other national banks		912,209 75
Due from State and private banks and bankers		177,659 47
Banking house, &c.		349,252 12
Current expenses and taxes paid		9,023 40
Checks and other cash items		623,3-7 44
Exchanges for Clearing House		4,304,337 10
Bills of other banks		92,8-5 00
Specie		2,038,103 87
Legal-tender notes		553,931 00
Due from U. S. Treasurer, other than 5 per cent redemption fund		10,000 00
Total		$22,582,396 71

LIABILITIES.

Capital stock paid in	$5,000,000 00
Surplus fund	1,250,000 00
Undivided profits	316,251 88
State bank circulation outstanding	8,8-3 00
Dividends unpaid	10,923 50
Individual deposits subject to check	9,318,377 41
Demand certificates of deposit	31,859 13
Certified checks	1,717,600 37
Due to other national banks	2,973,093 81
Due to State and private banks and bankers	1,965,257 81
Total	$22,582,396 71

State of New York, County of New York, ss:

I, DUMONT CLARKE, Cashier of the American Exchange National Bank of the city of New York, do solemnly swear that the above statement is true to the best of my knowledge and belief.

DUMONT CLARKE, Cashier.

Subscribed and sworn to before me this 20th day of Mar., 1883. Witness my hand and notarial seal.

A. G. ROGERS,
Notary Public, N. Y. Co.

Correct.—Attest:
JNO T TERRY,
GEO. BLISS,
FREDERICK BILLIN -S,
} Directors.

REPORT OF THE CONDITION OF THE CHEMICAL NATIONAL BANK OF NEW YORK, at New York, in the State of New York, at the close of business on the 13th day of March, 1883:

RESOURCES.

Loans and discounts		$11,837,-9 62
Overdrafts		1,301 89
U. S. bonds to secure circulation (par value)		100,000 00
U. S. bonds on hand (par value)		308,000 00
Other stocks and bonds		210,693 45
Due from other national banks		398,370 33
Due from State and private banks and bankers and corporations		577,958 51
Banking house		150,000 00
Current expenses and taxes paid		1,973 10
Checks and other cash items		62,711 40
Exchanges for Clearing House		1,10-,116 71
Bills of other banks		35,900 00
Fractional paper currency, nicke s and cents		4,809 00
Specie, viz—Gold coin	$1,625,872 50	
Gold treasury certific's	500,000 00	
Gold Clearing House certificates	1,069,000 00	
Silver coin	130,614 59	
Silver treas'y certific's	35,290 00—	1,360,777 09
Legal tender notes		445,021 00
Due from U. S. Treasurer other than 5 per cent redemption fund		10,000 00
Total		$19,211,832 20

LIABILITIES.

Capital stock paid in	$300,000 00
Surplus fund	3,000,000 00
Undivided profits	709,572 21
State bank circulation outstanding	10,937 00
Dividends unpaid	3,355 00
Individual deposits subject to check	$12,149,541 53
Demand certificates of deposit	88,352 78
Certified checks	216,913 91
Cashier's checks outstanding	78,791 13—12,533,299 40
Due to other national banks	1,902,106 44
Due to State and private banks and bankers	701,112 15
Total	$19,211,832 20

State of New York, County of New York, ss:

I, WM. J. QUINLAN, JR., Cashier of "The Chemical National Bank of New York," do solemnly swear that the above statement is true, to the best of my knowledge and belief.

WM. J. QUINLAN, JR., Cashier.

Sworn to and subscribed before me this 19th day of March, 1883. ROBERT G. ROBERTS,
Notary Public, New York County.

Correct—Attest:
J. A. ROOSEVELT,
FREDERIC W. STEVENS,
ROBERT GOELET,
} Directors.

Bank Statements.

REPORT OF THE CONDITION OF THE FOURTH NATIONAL BANK OF THE CITY OF NEW YORK, at New York, in the State of New York, at the close of business March 13, 1883:

RESOURCES.

Loans and discounts		$15,160 7-2 96
Overdrafts		344 09
U. S. bonds to secure circulation		6 0-0 00
Other stocks, bonds and mortgages		128,885 35
Due from other national banks		1,061,121 58
Due from State banks and bankers		45,311 34
Real estate, furniture and fixtures		640,000 00
Current expenses and taxes paid		77,3-3 56
Premiums paid		13,500 00
Checks and other cash items		51,305 57
Exchanges for Clearing House		7,512,887 00
Bills of other banks		20,040 00
Fract'l paper currency, nickels & pennies		1,171 63
Specie		3,239,541 00
Legal tender notes		801,202 00
Redemption fund with U. S. Treasurer (5 per cent of circulation)		27,000 00
Due from U. S. Treasurer other than 5 per cent redemption fund		1,000 00
Total		$29,337,755 92

LIABILITIES.

Capital stock paid in	$3,200,000 00
Surplus fund	640,000 00
Undivided profits	580,881 91
National bank notes outstanding	5,39,920 00
Dividends unpaid	20,669 37
Individual deposits subject to check	7,883,401 95
Time certificates of deposit	50,200 89
Deposits for acceptances	4,696,633 59
Cashier's checks outstanding	7,008 30
Due to other national banks	11,211,073 97
Due to State banks and bankers	487,346 23
Total	$29,337,755 92

State of New York, County of New York, ss:

I, HENRY BUCKHOUT, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

HENRY BUCKHOUT, Cashier.

Subscribed and sworn to before me, this 17th day of March, 1883. D. G. FANNING,
Notary Public.

Correct—Attest:
ROBT. W. STUART,
JOHN H. INMAN,
FREDERICK MEAD,
} Directors.

REPORT OF THE CONDITION OF THE CONTINENTAL NATIONAL BANK, New York, at the close of business on the 13th day of March, 1883:

RESOURCES.

Loans and discounts		$5,2-0,-94 54
Overdrafts		87 92
U. S. bonds to secure circulation		500,000 00
U. S bonds on hand		10,000 00
Other stocks, bonds and mortgages		225,454 99
Due from other national banks		164,557 18
Due from State banks and bankers		88,104 28
Banking house		385,000 00
Other real estate		200,000 00
Current expenses and taxes p id		34,899 20
Premiums paid		47,302 81
Checks and other cash items		19,199 38
Exchanges for Clearing House		2,208 2-0 33
Bills of other banks		9,17- 00
Fractional currency, includ'g nickels		9 97
Specie, including go d Treasury cifs		1,084,098 65
Legal-tender notes		80,746 00
Redemption fund with U. S. Treasurer (5 per cent of circulation)		22,500 00
Total		$10,274,574 54

LIABILITIES.

Capital stock paid in	$1,000,000 00
Surplus fund	200,000 00
Undivided profits	80,778 90
National bank notes outstanding	450,000 00
Dividends unpaid	11,820 00
Deposits—Individual	$2,705,609 44
National banks	2,389,469 57
State banks and bankers	1,092,914 24
Certificates of deposit	2,923 31—6,201,003 56
Acceptances	2,183,938 70
Cashier's checks	150,031 38
Total	$10,274,574 54

State of New York, County of New York, ss:

I, FRED'K TAYLOR, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

FRED'K TAYLOR, Cashier.

Subscribed and sworn to before me this 19th day of March, 1883. EDWIN F. COREY,
Notary Public, New York Co.

Correct—Attest:
WILLIAM D. MORGAN,
CHARLES H. MARSHALL,
EDMUND D. RANDOLPH,
} Directors.

REPORT OF THE CONDITION OF THE MARINE NATIONAL BANK, at the City and in the State of New York, at the close of business March 13, 1883:

RESOURCES.

Loans and discounts		$3,115,423 51
Overdrafts		7,744 55
U. S. bonds to secure circulation		900,000 00
Other stocks, bonds and mortgages		60,617 08
Due from other national banks		213,403 28
Due from State banks and bankers		15,113 30
Real estate, furniture and fixtures		368,205 95
Current expenses and taxes paid		1,443 83
Checks and other cash items		58,870 32
Exchanges for Clearing House		580,777 72
Bills of other banks		89,231 00
Fractional paper currency, nickels and pennies		757 57
Specie		648,217 00
Legal-tender notes		199,300 00
U. S. ctfs. of deposits for legal tenders		18,500 00
Total		$5,607 536 14

LIABILITIES.

Capital stock paid in	$400,000 00
Surplus fund	100,000 00
Undivided profits	40,815 65
National Bank notes outstanding	270,000 00
Dividends unpaid	741 71
Individual deposits subject to check	3,379,382 25
Demand certificates of deposit	365,801 07
Certified checks	450,195 70
Due to other national banks	481,331 56
Due to State banks and bankers	105,378 40
Total	$5,607,536 14

State of New York, County of New York, ss:

I, JOHN D. FISH, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

JOHN D. FISH, Cashier.

Subscribed and sworn to before me this 19th day of March, 1883. ROBERT OWEN,
Notary Public, N. Y. County.

Correct—Attest:
JOS. W. YATES,
HENRY BARROW,
JOHN T. WILSON,
} Directors.

Bank Statements.

REPORT OF THE CONDITION OF THE PHENIX NATIONAL BANK, at New York, in the State of New York, at the close of business March 13, 1883:

RESOURCES.

Loans and discounts		$2,551,7-7 [illegible]
Overdrafts		[illegible]
U. S. bonds to secure circulation		[illegible]
Other stocks, bonds and mortgages		[illegible]
Due from other national banks		[illegible]
Due from State banks and bankers		[illegible]
Real estate		[illegible]
Current expenses and taxes paid		[illegible]
Premiums paid		[illegible]
Checks and other cash items		[illegible]
Exchanges for Clearing House		[illegible]
Bills of other banks		[illegible]
Fract'l paper currency, nickels & pennies		[illegible]
Specie		[illegible]
Legal tender notes		194 [illegible]
Redemption fund with U. S. Treasurer (5 per cent of circulation)		44 [illegible]
		10,500 00
Total		$7,621,1-0 97

LIABILITIES.

Capital stock paid in	$1,000,000 00
Surplus fund	187 [illegible]
Undivided profits	72 [illegible]
National bank notes outstanding	2-0,-00 00
Taxes account	[illegible]
Dividends unpaid	[illegible]
Individual deposits subject to check	2,5-3 [illegible]
Demand certificates of deposit	[illegible]
Certified checks	2,95- [illegible]
Cash'r's checks outstanding	[illegible]
Due to other national banks	388,0-0 27
Due to State banks and bankers	111,037 06
Total	$7,621,1-0 97

State of New York, County of New York, ss:

I, JOHN PARKER, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

JOHN PARKER, Cashier.

Subscribed and sworn to before me this 17th day of Mar., 1883. ELIJAH H. RIKER, Notary Public.

Correct—Attest:
WILLIAM BRYCE,
D. G. BACON,
EUGENE DUTILH,
} Directors.

REPORT OF THE CONDITION OF THE NATIONAL BANK OF THE REPUBLIC, at New York, in the State of New York, at the close of business March 13, 1883:

RESOURCES.

Loans and discounts		$3,020 [illegible]
Over rafts		[illegible]
U. S. bonds to secure circulation		1,000,000 00
Other stocks, bonds and mortgages		[illegible]
Due from other national banks		[illegible]
Due from State banks and bankers		[illegible]
Real estate		600,000 00
Current expenses		[illegible]
Checks and other cash items		12,-[illegible]
Exchanges for Clearing House		3,[illegible]
Bills of other banks		[illegible]
Fract'l paper currency, nickels & pennies		[illegible]
Specie		251,640 [illegible]
Legal tender notes		150,-22 00
Redemption fund with U. S. Treasurer (5 per cent of circulation)		45,000 00
Total		$10,035,-84 02

LIABILITIES.

Capital stock paid in	$1,500,000 00
Surplus fund	[illegible]
Undivided profits	223,248 60
National bank notes outstanding	[illegible]
Dividends unpaid	17,-25 50
Individual deposits subject to check	2,-90,651 80
Demand certificates of deposit	[illegible]
Certified checks	2,-04,-[illegible]
Cashier's checks outstanding	[illegible]
Due to other national banks	933,355 [illegible]
Due to State banks and bankers	524,-79 22
Total	$10,035,-84 02

State of New York, County of New York, ss:

I, E. H. PULLEN, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

E. H. PULLEN, Cashier.

Subscribed and sworn to before me this 19th day of March, 1883. JAMES WALSH,
Notary Public, Kings Co.
Certificate filed in N.Y. Co.

Correct—Attest:
H. W. FORD,
W. K. SOUTTER,
OLIVER S. CARTER,
} Directors.

REPORT OF THE CONDITION OF THE THIRD NATIONAL BANK OF THE CITY OF NEW YORK, in the State of New York, at the close of business March 13, 1883:

RESOURCES.

Loans and discounts		$5,060,584 00
Overdrafts		[illegible]
U. S. bonds to secure circulation		50,000 00
U. S. bonds on hand		25,000 00
Other stocks, bonds and mortgages		[illegible]
Due from other National banks		425,[illegible]
Due from State banks and bankers		8,121 21
Real estate		51,[illegible]
Current expenses and taxes paid		31,[illegible]
Premiums paid		[illegible]
Exchanges for Clearing House		781,[illegible]
Bills of other Banks		14,[illegible]
Fractional paper currency, nickels and cents		247 [illegible]
Specie		781,[illegible]
Legal tender notes		601,000 00
Due from U. S Treasurer (other than 5 per cent redemption fund)		[illegible]
Total		$8,[illegible]

LIABILITIES.

Capital stock paid in	$1,000,000 00
Surplus fund	[illegible]
Undivided profits	[illegible]
Individual deposits subject to check	1,07[illegible]
Demand certificates of deposit	[illegible]
Certified and accepted checks	[illegible]
Cashier's checks outstanding	[illegible]
Due to other National banks	[illegible]
Due to State banks and bankers	[illegible]
Total	$8,[illegible]

State of New York, County of New York, ss:

I, GEO. L. HUTCHINGS, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

GEO. L. HUTCHINGS, Cashier.

Subscribed and sworn to before me this 19th day of March, 1883. EUGENE L. ELMAN,
Notary Public, N. Y. County.

Correct—Attest:
WM. A. BOOTH,
PARKER HANDY,
CHARLES LANIER,
} Directors.

(Signed)

Bank Statements.

REPORT OF THE CONDITION OF THE NATIONAL PARK BANK New York City, at the close of business March 13, 1883:

RESOURCES.

Loans and discounts	$16,453,756	10
Overdrafts	6,667	54
U. S. bonds to secure circulation	50,000	00
U. S. bonds to se ure deposits	250,000	00
Other stocks, bonds, &c	1,424,028	74
Due from other Nat onal banks	1,6.6,405	57
Due from State and private banks and bankers	28,003	88
Banking-house	750,000	00
Other real estate	87,673	37
Premiums paid	5,625	00
Checks and other cash items	52,633	34
Exchanges for Clearing House	1,416,914	55
Bills of other banks	14,000	00
Fractional currency, nickels and cents	775	84
Specie—Gold coin	1,619,923	00
Gold Treasury certificates	110,000	00
Gold Clearing House certificates	2,030,000	00
Silver coin	7,549	95
Silver Treasury certificates	493,000	00
Legal tender notes	349,703	00
Redemption fund with U. S. Treasurer (5 per cent of circulation)	2,250	00
Due from U. S. Treasurer	48,000	00
Total	$26,806,969	88

LIABILITIES.

Capital stock paid in	$2,000,000	00
Surplus fund	1,000,000	00
Undivided profits	209,040	44
Circulation outstanding	45,000	00
Dividends unpaid	3,272	00
Individual deposits subject to check	8,648,989	55
Demand certificates of depo it	209,244	36
Certified checks	287,476	46
Cashier's checks outstanding	150,000	00
Deposits of U. S. disburs ng officers	294,152	58
Due to other National banks	10,523,990	43
Due to State and private banks and bankers	3,525,795	06
Total	$26,806,969	88

State of New York, County of New York ss:

I, E. K. WRIGHT, Cash er of the National Park Bank, N. Y. City, do solemnly swear that the above statement is true, to the best of my knowledge and belief. [Signed] E. K. WRIGHT, Cashier.

Sworn to and subscribed before me this 19th day of March, 1883. GEORGE S. HICKOK, Notary Public, N. Y. County.

Correct—Attest: GEO. H. POTTS, WILLIAM H. FOGG, OLIVER HOYT, } Directors.

Southern Bankers.

THE CITY BANK OF HOUSTON,
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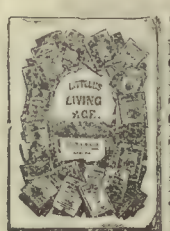
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OFFICE OF THE

ATLANTIC

Mutual Insurance Co.,

NEW YORK, January 25, 1883.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1882:

Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$4,412,693 58
Premiums on Policies not marked off 1st January, 1882	1,516,844 85
Total Marine Premiums	$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90
Losses paid during the same period	$2,013,767 35
Returns of Premiums and Expenses	$823,304 50

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,974,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
Premium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

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J. D. Jones,	Horace Gray,
Charles Dennis,	Edmund W. Corlies,
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AMERIQUE, Santelli.....Wed., April 4, 2 P. M.
CANADA, Frangeul.....Wed., April 11, 8 A. M.
NORMANDIE (new), Servan.....Wed., May 23

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Special Train from Havre to Paris.

The Compagnie Generale Transatlantique delivers at its office in New York special train tickets from Havre to Paris. Baggage checked through to Paris without examination at Havre, provided passengers have the same delivered at the Company's Dock in New York, Pier 42 North River, foot of Morton St. at least two hours before the departure of a steamer

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ORDERS FOR FUTURE CONTRACTS EXECUTED IN NEW YORK AND LIVERPOOL.

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Special attention given to the purchase and sale of contracts for future delivery.

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COTTON COMMISSION MERCHANTS,
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Orders for Future Contracts Executed in New York and Liverpool.

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COTTON BROKERS,
No 114 PEARL STREET.
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Messrs. Finlay, Muir & Co., Calcutta and Bombay.
Messrs. Samuel H. Buck & Co., New Orleans.

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HOME
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CASH CAPITAL	$3,000,000 00
Reserve for Unearned Premiums	2,116,832 00
Reserve for Unpaid Losses and Claims	317,596 01
Net Surplus	1,774,061 06
Cash Assets, January 1, 1883	$7,208,489 07

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

ÆTNA
Insurance Company
OF HARTFORD.

Assets January 1, 1883	$9,054,610 58
Liabilities for unpaid losses and re-insurance fund	1,961,428 46
Capital	4,000,000 00
NET SURPLUS	$3,193,182 12

No. 2 Courtlandt St., New York.
JAS. A. ALEXANDER, Agent.

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& Mercantile Ins. Co.
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THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 36. NEW YORK, MARCH 31, 1883 NO. 927.

Financial.

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142 BROADWAY, NEW YORK.
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Incorporated under Laws of State of New York, 1858.
Reorganized 1879.
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THEO. H. FREELAND, Secty.

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Centrale Anversoise,
ANTWERP.
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OTTO GUTHER (Cornelius-David).
EMILE DE GOTTAL.
AD FRANK (Frank, Model & Cie.)
AUG. NOTTEBOHM (Nottebohm Freres).
FR. DRANSE (Machiels Lores).
JOH. DAN. FUHRMANN, Jr. (Joh. Dan. Fuhrmann.)
LOUIS WEBER (Ad. Weber & Cie.)
JULES RAUTENSTRAUCH (C. Schmid & Cie.)
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BOSTON.
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SURPLUS, - - - - - - - - 400,000
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Financial.

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Nederlandsch Indische Handelsbank,

AMSTERDAM, HOLLAND.

ESTABLISHED IN 1863.

Paid-Up Capital, 12,000,000 Guilders ($4,800,000 Gold.)

HEAD OFFICE IN AMSTERDAM.

Agencies in Batavia, Soerabaya and Samarang.

Correspondents in Padang.

Issue Commercial credits, make advances on shipments of staple merchandise, and transact other business of a financial character in connection with the trade with the Dutch East Indies.

BLAKE BROTHERS & CO.,

[AGENTS FOR NORTH AMERICA.

18 WALL STREET, NEW YORK.

28 STATE STREET, BOSTON.

Bank of Australasia,

(INCORPORATED 1835.)

No. 4 Threadneedle St., London, England.

PAID-UP CAPITAL, £1,200,000.
UNDIVIDED PROFITS (including Guarantee and Reserve Funds) £453,114.

Letters of Credit and Drafts issued on the 107 branches of the Bank in the Colonies of Queensland, New South Wales, Victoria, South Australia, Tasmania, and New Zealand. Bills negotiated or sent for Collection. Telegraphic transfers made. Deposits received in London at interest for fixed periods on terms which may be ascertained at the office.

PRIDEAUX SELBY, Secretary.

Hong Kong & Shanghai

BANKING CORPORATION.

CAPITAL (paid-up)..... $5,000,000
RESERVE FUND..... 2,353,000

HEAD OFFICE, HONG KONG.

The Corporation grant Drafts, issue Letters of Credit for use of Travelers, and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon Manila, Hong Kong, Foochow, Amoy, Ningpo Shanghai, Hankow, Yokohama, Hiogo, San Francisco and London.

A. M. TOWNSEND, Agent, 47 William St

Adolph Boissevain & Co.

BANKERS

AND

COMMISSION MERCHANTS,

AMSTERDAM, HOLLAND

N. Y. Correspondents—Messrs. BLAKE BROS. & Co.

Foreign Bankers.

The City Bank,

(LIMITED.)

LONDON, ENGLAND.

Authorized Capital, - - - - - £4,000,000
Subscribed Capital, - - - - - - 3,200,000
Paid-Up Capital, - - - - - - - 800,000
Reserve Fund, £330,000.

HEAD OFFICE, THREADNEEDLE ST.

BRANCHES:

Bond Street, London, Ludgate Hill, London, Knightsbridge, London, Holborn, London, Tottenham Court Road London, Paddington, London, Aldgate, London, Old Street, London.

The bank, while conducting the general business of London Bankers, gives special attention to the agency of Foreign and Colonial Banks.

A. G. KENNEDY, Manager.

Gerhard & Hey,

REVAL.

OFFICES AT

LEIPSIC, BERLIN, MOSCOW, NIJNI-NOVGOROD, during the Fair.

Commissioners & Forwarding Agents, SHIP BROKERS.

Undertake to cash Bills, Advances and Freight-Amounts; execute all orders in the line of Banking, Commission and Forwarding Business on the most moderate terms.

Ship-owners are requested to address vessels bound for Reval unto the care of

GERHARD & HEY,
REVAL, RUSSIA.

Canadian Bankers.

Bank of Montreal.

CAPITAL, - - - $12,000,000, Gold.
SURPLUS, - - - $5,500,000, Gold.

C. F. SMITHERS, President.
W. J. BUCHANAN, General Manager.

NEW YORK OFFICE,

Nos. 59 & 61 WALL STREET.

WALTER WATSON, ALEX'R LANG, } Agents.

Buy and sell Sterling Exchange, Francs and Cable Transfers; grant Commercial and Travelers' Credits, available in any part of the world; issue drafts on, and make collections in, Chicago and throughout the Dominion of Canada.

London Office, No. 9 Birchin Lane.

Imperial Bank of Canada.

CAPITAL (paid up), - - - $1,300,000
RESERVE, - - - - - - - $460,000

H. S. HOWLAND, Pres't. D. R. WILKIE, Cashier

HEAD OFFICE, TORONTO.

BRANCHES:

St. Catharines, Port Colborne, St. Thomas, Ingersoll, Welland, Fergus, Woodstock, Winnipeg, Man., Brandon.

Dealers in American Currency & Sterling Exchange.

Agents in London: BOSANQUET, SALT & Co., 73 Lombard Street. | Agents in New York: BANK OF MONTREAL, 59 Wall Street.

Promptest attention paid to collections payable in any part of Canada.

Approved Canadian business paper discounted at the Head Office on reasonable terms, and proceeds remitted by draft on New York.

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BANK OF BRITISH NORTH AMERICA,

No. 52 WALL STREET.

Buy and sell Sterling Exchange and Cable Transfers. Issue demand drafts on Scotland and Ireland, also on Canada, British Columbia, Portland, Oregon San Francisco and Chicago.

Bills collected and other banking business transacted.

D. A. McTAVISH, W. LAWSON, } Agents.

Gzowski & Buchan,

BANKERS AND STOCK BROKERS,

TORONTO, CANADA.

Prompt attention given to Collection of Commercial Bills and Canadian Funds on all points in Canada; American and Sterling Exchange, and Stocks, Bonds, etc., bought and sold.

Correspondents—Bank of New York, New York; and Alliance Bank, London.

Canadian Bankers.

Merchants Bank

OF CANADA.

Capital, - - - $5,700,000 Paid Up.

President, SIR HUGH ALLEN.
Vice-President, ROBERT ANDERSON, Esq
HEAD OFFICE, MONTREAL.
GEORGE HAGUE, General Manager.
J. H. PLUMMER, Assistant General Manager.
BANKERS:
LONDON, ENG.—The Clydesdale Bank (Limited.)
NEW YORK—The Bank of New York, N.B.A.

The New York Agency buys and sells Sterling Exchange, Cable Transfers, issues Credits available in all parts of the world, makes collections in Canada and elsewhere, and issues Drafts payable at any of the offices of the bank in Canada. Demand Drafts issued payable in Scotland and Ireland, and every description of foreign banking business undertaken

New York Agency, 48 Exchange Place.

HENRY HAGUE, JOHN B. HARRIS, JR., } Agents.

New England Bankers.

Brewster, Cobb & Estabrook,

BANKERS,

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BOSTON.

MEMBERS OF THE NEW YORK AND BOSTON STOCK EXCHANGES.

ALSO.

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Perkins, Dupee & Co.,

(Formerly CHAS. A. SWEET & Co.),

BANKERS AND BROKERS,

No. 40 STATE STREET,

BOSTON, MASS.

Dealers in Municipal, State and Railroad Bonds.

Bank of Deposit,

84 Devonshire & 20 Water Sts., cor. opp. P. O.
BOSTON.

Interest on deposits subject to check.
Bonds and other investments bought and sold.
Correspondence invited.
Orders executed at Boston and New York Stock Exchanges, of which we are members.

F. A. Hawley & Co.,

BANKERS.

Parker & Stackpole,

BANKERS,

No. 60 DEVONSHIRE STREET,

BOSTON.

JOSHUA WILBOUR, BENJAMIN A. JACKSON, CHARLES H. SHELDON, JR. WILLIAM BINNEY, JR.

Wilbour, Jackson & Co.,

BANKERS AND BROKERS,

52 WEYBOSSET STREET,

PROVIDENCE, R. I.

Dealers in Commercial Paper, Government and other first-class Bonds and Securities and Foreign Exchange.

Private Telegraph Wire to New York and Boston.

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MIDDLETOWN, CONN.,

Buy and sell Government, State, Municipal and Railroad Bonds and Stocks. Investments for Savings Banks a specialty. Correspondence solicited.

Pennsylvania Bankers.

E. W. Clark & Co.,

BANKERS,

No. 35 South Third Street, Philadelphia.

DEALERS IN CAR TRUSTS AND OTHER INVESTMENT SECURITIES.

Stocks and Bonds bought and sold on Commission

Pennsylvania Bankers.

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PHILADELPHIA.

Dealers in all issues of United States Bonds. Investment Securities a specialty. Correspondence invited and full information upon financial subjects furnished.

A. P. Turner & Co.,

BANKERS AND BROKERS,

No. 207 WALNUT PLACE,

PHILADELPHIA.

Geo. B. Hill & Co.,

BROKERS,

PITTSBURG, PA.,

Buy and sell all classes of Western Pennsylvania Securities. Correspondence solicited.

Baltimore Bankers.

J. W. MIDDENDORF, W. B. OLIVER, C. A. ALBERTI, Members Baltimore Stock Exchange.

Middendorf, Oliver & Co.

BANKERS AND BROKERS,

S. W. Corner German & South Sts.,

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Special attention given to the negotiation of Foreign Bills of Exchange, Collateral Loans and Commercial Paper.

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BANKERS,

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BALTIMORE,

TRANSACT A GENERAL DOMESTIC AND FOREIGN BANKING BUSINESS.

Wilson, Colston & Co.,

BANKERS AND BROKERS,

BALTIMORE.

INVESTMENT and SOUTHERN SECURITIES a specialty.

Correspondence solicited and information furnished.

N. Y. Correspondents—McKim Brothers & Co.

Western Bankers.

The First National Bank.

GRAND RAPIDS, MICH., Feb. 24, 1883.

The First National Bank, of Grand Rapids, located at Grand Rapids, in the State of Michigan, is closing up its affairs, its corporate existence, having expired on February 24, 1883. All note holders and other creditors of said association are therefore hereby notified to present the notes and other claims against the association for payment.

HARVEY J. HOLLISTER, Cashier.

The Old National Bank

OF GRAND RAPIDS, MICH.

Capital Limit, - - - - - $1,500,000
Capital Paid in, - - - - 400,000

Referring to the foregoing the officers and directors of the OLD NATIONAL BANK OF GRAND RAPIDS, beg leave to announce that on Monday, February 26 inst., they will continue the business of banking in all its branches, at the same place of business, as successor of the First National Bank of Grand Rapids.

As substantially the same management will continue in the new organization, with equal capital (which will be speedily doubled) it is hoped the generous confidence and patronage so long bestowed upon its predecessor, will be continued to the present institution.

S. L. WITHEY, President.
H. J. HOLLISTER, Cashier.

C. F. PENZEL, President. { STATE BANK, Incorporated 1875. } C. T. WALKER, Cashier.

German Bank,

LITTLE ROCK, ARK.

CAPITAL (Paid-in) - - - - - - $75,000
SURPLUS, - - - - - - - - - - 25,000

Prompt attention given to all business in our line. N. Y. CORRESPONDENTS—Donnell, Lawson & Co. and the Metropolitan National Bank.

ESTABLISHED 1871.

P. F. KELEHER & CO.,

305 OLIVE STREET, ST. LOUIS,

Dealers in Western Securities.

Defaulted Bonds of Missouri Kansas and Illinois Specialty. Good Investment Securities, paying 4½ to 10 per cent, for sale.

References in New York, by permission, Clark Dodge & Co., 51 Wall St.; Hatch & Foote, 13 Wall St. References in St. Louis, Banks generally.

Western Bankers.

N. W. Harris & Co.,

INVESTMENT BANKERS,

No. 176 DEARBORN STREET,

CHICAGO, ILL.

BONDS, State, County, City, Town, School and Car Trust Bought and Sold.

The funding of entire issues receives special attention. Write us if you wish to buy or sell.

Montana National Bank,

HELENA, M. T.

UNITED STATES DEPOSITORY.

Capital, - - - - - - - - $250,000

C. A. BROADWATER, Pres't. A. G. CLARKE, V.-Pres't.
E. SHARPE, Cashier.

THOS. M. THORNTON. WM. W. THORNTON, Cash

W. F. THORNTON & SON,

(Established 1859.)

BANKERS AND BROKERS,

SHELBYVILLE, ILLINOIS.

Collections made in Shelby and adjoining Counties and Proceeds remitted on Day of Payment.
REFERENCES—National Bank of Commerce, New York. Union National Bank, Cincinnati. Third National Bank, St. Louis. Traders' Bank, Chicago. Indiana Banking Company, Indianapolis.

Safe Deposit Companies.

SAFE DEPOSIT VAULTS
OF
The National Park Bank

OF NEW YORK.

214 & 216 BROADWAY.

ENTRANCE THROUGH THE BANK.

Bankers' Safe Deposit Co

UNITED BANK BUILDING,

Cor Wall Street and Broadway.

SAFES

OF MOST APPROVED CONSTRUCTION FOR
Bankers, Brokers, Merchants, &c.

DEPOSIT YOUR SECURITIES
IN THE
State Safe Deposit Vault,

Cor. William St. & Exchange Place,

Under the National Bank of the State of New York.

BURGLAR AND FIRE PROOF.

Investments.

REED & HURLBUT,

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FIRST-CLASS

Investment Bonds.

Geo. K. Sistare's Sons,

17 NASSAU ST., NEW YORK,

DEALERS IN

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Buy and Sell on Commission, for cash or on margin, all securities dealt in at the New York Stock Exchange.

Interest allowed on daily balances.

All deposits subject to check at sight.

Particular attention to orders by mail or telegraph.

Albert E. Hachfield,

17 NASSAU STREET.

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WANTED:

Indianapolis & St. Louis 1sts.

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Special Investments.

Prentiss & Staples,

No. 11 WALL STREET, NEW YORK

AND

208 MONTAGUE ST., BROOKLYN.

GAS STOCKS

AND

GAS SECURITIES,

Street Railroad Stocks and Bonds,

AND ALL KINDS OF

BROOKLYN SECURITIES

DEALT IN.

SEE GAS QUOTATIONS IN THIS PAPER.

GEO. H. PRENTISS, CYRUS E. STAPLES.
Member N. Y. Stock Exchange.

WM. C. NOYES,

No. 21 NASSAU STREET,

DEALER IN

CITY RAILWAY STOCKS.

GAS STOCKS.

Telegraph and Cable Stocks.

TRUST COS.' STOCKS.

Bank Stocks. Insurance Stocks.

Investment Bonds.

FIRST-CLASS RAILROAD BONDS,

PAYING

5 Per Cent to 7 Per Cent

PER ANNUM ON AMOUNT INVESTED,

FOR SALE BY

TOBEY & KIRK,

No. 4 BROAD STREET, NEW YORK.

DEFAULTED SECURITIES

taken in payment at full market rates, when desired.

Fred. H. Smith,

STOCK AND BOND BROKER,

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Railroad Securities a Specialty.

Intimate knowledge of all for past fifteen years. Information cheerfully given. Investors or dealers wishing to buy or sell are invited to communicate. All stocks dealt in at New York Stock Exchange carried on margins.

H. L. Grant,

No. 145 BROADWAY

NEW YORK.

CITY RAILROAD STOCKS & BONDS

BOUGHT AND SOLD.

See quotations of City Railroads in this paper.

N. T. Beers, Jr.,

Brooklyn Securities, City Bonds,

Gas Stocks, &c.,

No. 1 NEW STREET,

NEW YORK.

Schuyler N. Warren & Co

51 Exchange Place.

INVESTMENT SECURITIES.

City, Railroad, Gas, Electric Light and Miscellaneous Stocks and Bonds.

County, City & Town Bonds of West. States
Wisconsin Central RR. Old Land Grant Bonds
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St. Joseph & Pacific RR. Bonds.
City of St. Joseph Mo., Old Bonds.
International Improvement Co. Subscriptions.
Brooklyn Elevated RR. Securities.
American Cable Co. Subscriptions.
Midland Railroad of N. J. Securities.
Chicago & Grand Trunk RR. Securities.
South Carolina RR. Securities.
Grand Rapids & Indiana RR. Stock.
Cincinnati Richmond & Fort Wayne Stock.
Bought by WM. E. UTLEY,
NO 31 PINE STREET, NEW YORK

Special Investments.

Mortgages on Farms
AND
Kansas City Real Estate,

NETTING SEVEN PER CENT

Semi-Annual Interest to Investors.

We negotiate Loans on improved and productive farms in the best portions of Kansas and Missouri, worth from three to five times the amount loaned.

Acknowledged to be the most SAFE and PROFITABLE form of investing money known.

In an experience of many years and loaning two million dollars, not one dollar lost.

We assume the responsibility of MAKING ONLY SAFE LOANS; of collecting the interest and principal and remitting to investors, FREE OF CHARGE, and in case of any trouble or delay in making such collections, AGREEING TO STAND ALL EXPENSE and SHIELD INVESTORS FROM LOSS. TITLES GUARANTEED. ALL REMITTANCES PROMPTLY PLACED. Write for circular and full particulars, stating amount you would wish to invest on satisfactory evidence as to securities, titles, &c. Address,

H. P. MORGAN,

GENERAL AGENT FOR NEW ENGLAND

No. 3 Custom House Street,

PROVIDENCE, R. I.,

OR

JARVIS, CONKLIN & CO.,

LOAN BROKERS.

KANSAS CITY, MISSOURI.

The New England Mortgage Security Co.

OFFERS FOR SALE

5 per cent 20-year Bonds, $1,000 each,

SECURED BY FIRST MORTGAGES ON IMPROVED FARMS.

Guaranteed, Principal and Interest, by its

CAPITAL STOCK OF $1,000,000.

Interest Coupons payable July 1 and Jan. 1.

Bonds registered to order or payable to bearer at option. These bonds are commended to the attention of the most conservative investors, as they are believed to be as perfect a security as can be obtained.

A pamphlet with full information will be sent on application to the company's office.

43 MILK STREET, BOSTON.

DIRECTORS.

HENRY SALTONSTALL, AUSTIN CORBIN,
E. ELLERTON PRATT, J. BAXTER UPHAM,
L. D. FARNSWORTH, GILMAN S. MOULTON,
CHARLES L. FLINT.
VICE-PRESIDENTS.
THOMAS WIGGLESWORTH, GEO. C. RICHARDSON,
ELISHA ATKINS, JOHN WEBSTER,
AMOS T. FROTHINGHAM.
CHARLES L. FLINT, President.
J. F. F. BREWSTER, Treasurer.

THE WESTERN

FARM MORTGAGE CO.,

LAWRENCE, KANSAS,

Offers to investors the best securities in the market FIRST MORTGAGE LOANS UPON IMPROVED FARMS. Interest and principal paid on day of maturity in New York. Funds promptly placed. Large experience. No losses. Send for circular, references and sample forms. F. M. PERKINS, President; J. T. WARNE, Vice-Prest.; L. H. PERKINS, Secretary; CHAS. W. GILLETT, Treas. N. F. HART Auditor.

To Investors.

BROOKLYN AND NEW YORK SECURITIES.

FRANK B. BEERS,

16 Court St, BROOKLYN. | 31 Pine St., NEW YORK.

CITY BONDS.
GAS STOCKS.
RAILROAD STOCKS

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GAS, INSURANCE, BANK STOCKS, &c.

SECURITIES BOUGHT AT THE AUCTION SALES.

36 PINE STREET, N. Y.

Send for Circular.

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A SPECIALTY.

Cash paid at once for the above securities; or they will be sold on commission, at seller's option.

DESK ROOM TO LET.

J. M. Gillespie

INSURANCE SCRIP, &c.,

No. 4 HANOVER ST., NEW YORK.

Member of N. Y. Produce and Maritime Exchanges.

Interest and Dividends.

THE INTEREST AND DIVIDENDS on the following bonds and stocks are payable at the banking house of Messrs. WINSLOW, LANIER & CO., corner of Nassau and Cedar Streets, New York City, on and after April 2, 1883:

Atlas Engine Works, Indianapolis, Indiana—
First Mortgage 8s.
Columbus & Hocking Valley Railroad Co.—
First Mortgage 7s.
Cincinnati Hamilton & Dayton Railroad Co.
First Consolidated Mortgage 7s.
First Consolidated Mortgage 6s.
Dayton & Michigan Railroad Co.—
Third Mortgage 7s.
Indiana State—
Five-Twenty 5s.
Indianapolis, Indiana—
School 5s.
Municipal 8s, series "B. B."
Pittsburg Fort Wayne & Chicago Railway Co.—
First Mortgage 7s, Series "D."
Second Mortgage 7s, Series "K."
Third Mortgage 7s.
Special Stock 1¾ per cent Quarterly Dividend.
Stafford Township.
School 7s.

APRIL 3.

Pittsburg Fort Wayne & Chicago Railway Co.—
Regular Stock 1¾ per cent Quarterly Dividend.

APRIL 15.

Bath County, Kentucky—
Compromise 7s.
Centre Township, Indiana—
School 7s.
Richland Township, Indiana—
School 7s.

APRIL 20.

Bedford, Indiana—
Municipal 6s.
Colfax City, Indiana—
Municipal 8s.

THE LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.,
TREASURER'S OFFICE,
GRAND CENTRAL DEPOT,
NEW YORK, March 27, 1883.

The Board of Directors of this Company have this day declared a QUARTERLY DIVIDEND of TWO PER CENT upon its capital stock, payable on TUESDAY, the FIRST DAY OF MAY NEXT, at this office.

For the purpose of this dividend, and also for the annual meeting of the stockholders for the election of directors, &c., which is to be held on the 2d day of May next, the transfer books will be closed at 3 o'clock P. M. on FRIDAY, the 30th inst., and will be reopened on the morning of Friday, the 4th day of May next.

F. W. VANDERBILT,
Acting Treasurer.

PITTSBURG, March 27, 1883.

AT A MEETING OF THE BOARD OF DIRECTORS of the GRAND RAPIDS & INDIANA RAILROAD COMPANY held here today, in view of the fact that the Pennsylvania Railroad Company had commenced a suit in the courts of Michigan claiming that the past-due coupons of this company held by it should be paid before the coupons falling due April 1, 1883, and asking that this company be restrained from paying the coupons falling due April 1, 1883, until its past-due coupons are paid, it was resolved, under the advice of counsel, to withhold the payment of all coupons until the order of the courts, or until the further order of the board of directors of the company.

W. O. HUGHART, President.

CANADIAN PACIFIC RAILWAY COMPANY.—The Coupons due April 1, 1883, on the First Mortgage Five Per Cent Land Grant Gold Bonds of this Company will be paid on and after Monday, April 2, 1883, on presentation at the offices of the Company in Montreal or London, or at the office of the Company's Agents,

Messrs. J. S. KENNEDY & CO.,
No. 63 William Street, New York.

CHARLES DRINKWATER, Secretary and Treasurer.

THE ST. PAUL MINNEAPOLIS & MANITOBA RAILWAY COMPANY,
No. 63 WILLIAM STREET, NEW YORK,
MARCH 28, 1883.

The Coupons due 1st April, 1883, on the Second Mortgage Bonds of this Company, will be paid on and after Monday, April 2, 1883, on presentation at this office.

JOHN S. KENNEDY,
Vice-President.

OFFICE OF CHICAGO ST. PAUL MINNEAPOLIS & OMAHA RAILWAY COMPANY, OFFICE No. 52 WALL STREET, NEW YORK, March 24, 1883.—A Dividend of ONE AND THREE-QUARTERS Per Cent on the Preferred Stock of this company will be paid at this office on Friday, April 20 next. Transfer books of Preferred and Common Stocks will be closed on March 31 inst. and reopened April 23, 1883. M. L. SYKES, Treasurer.

OFFICE OF THE OREGON PACIFIC RAILROAD COMPANY, 16 & 18 EXCHANGE PLACE, New York, March 29, 1883.—The Coupons due April 1st on the First Mortgage Bonds of this Company will be paid at this office on and after Monday, April 2, 1883. T. E. HOGG, President.

ST. LOUIS FORT SCOTT & WICHITA RAILROAD.—Coupons of the First Mortgage Seven Per Cent Bonds, due 1st April next, will be paid by MORAN BROTHERS,
68 William Street.

THE HOUSTON & TEXAS CENTRAL RAILWAY COMPANY, HOUSTON, TEX., Mar. 22, 1883.—Coupons of the General Mortgage Six Per Cent and Consolidated Eight Per Cent Bonds of this company due April 1, 1883, will be paid by JOHN J. CISCO & SON, No. 59 Wall Street, New York.

E. W. CAVE, Treasurer.

GALLATIN NATIONAL BANK, NEW YORK, March 28, 1883.—The Directors of this Bank have this day declared a dividend of FIVE PER CENT out of the profits of the past six months, payable April 10 proximo.

The transfer books will remain closed until that date.

ARTHUR W. SHERMAN, Cashier.

To Let.

Welles Building.

Some offices, both large and small, suitable for Banking, Insurance, Brokers, Lawyers, and other business purposes, are still unlet in this magnificent building, situated on Broadway and Beaver Street, opposite Bowling Green. This building is so thoroughly fire-proof that the owner has no insurance thereon whatever. The boiler-room is outside and separate from the building, which avoids all danger from explosion. Every office is well lighted and ventilated, and the plumbing work is on an entirely new system, and so constructed as to exclude sewer gas and noxious odors of every kind, and every office is abundantly supplied with pure spring water from an artesian well on the premises. For rent and particulars apply in said building to

M. M. VAIL,
No. 18 Broadway, New York.

Wall and Pine Street

OFFICES TO LET.

THE WHOLE OR PART OF THE LIGHT AND COMMODIOUS OFFICES on the FIRST FLOOR OF

56 WALL STREET,

with entrance also on Pine street, having a frontage of 24 feet on the latter, large and improved safes, and open fire-places and grates.

Also a suite of offices on the third floor, with use of elevator.

Apply on the Premises.

TO LET.

ENTIRE SECOND FLOOR,
ALSO OTHER OFFICES,
ST. NICHOLAS BUILDING,
No. 7 Wall Street.

TO LET.

THE ENTIRE GROUND FLOOR
Of Building, No. 18 WILLIAM ST.,
N. E. Cor. of William and Beaver Streets,
OPPOSITE SITE OF NEW COTTON EXCHANGE
Suitable for Insurance, Banking or Cotton Brokers' office. Apply at Room 6, 18 William Street.

Financial.

Central Trust Company

OF NEW YORK.
15 Nassau St., Cor. of Pine St.

CAPITAL, $1,000,000 in U. S. Bonds.

With $1,000,000 SURPLUS.

Allows interest on deposits, returnable on demand, or on specified dates.

Is a legal depository for money paid into Court. Is authorized to act as Executor, Administrator, Guardian, or in any other position of trust.

Also as Registrar or Transfer Agent of Stocks and Bonds, and as Trustee for Railroad Mortgages.

HENRY F. SPAULDING, President.
FREDERICK P. OLCOTT, } Vice-Presidents.
B. B. SHERMAN, }
C. H. P. BABCOCK, Secretary.
GEORGE SHERMAN, Assistant Secretary.

BOARD OF TRUSTEES.

Class of 1884.	Class of 1885.	Class of 1886.
A. A. Low,	S. D. Babcock,	David Dows,
Fred'k H. Cossitt,	I. N. Phelps,	George W. Lane,
Jac'b D. Vermilye	Jno. Thorne,	Benj. B. Sherman,
Wm. Allen Butler	Amos R. Eno,	J. Pierpont Morgan
Percy R. Pyne,	Gust'v Schwab	Chas. Lander,
Wm. H. Appleton	J. P. Wallace,	George I. Seney,
Edm. W. Corlies,	Josiah M. Fiske	Chas. G. Landon,
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8 % First Mortgages

ON

COTTON PLANTATIONS,

WORTH THREE TIMES THE LOAN.

For security, profit, income and area, these afford the most desirable income security in existence. These investments are made under our personal supervision, and are only to be obtained during the Winter Months. Send for circular.

FRANCIS SMITH & CO.,

INDIANAPOLIS, IND.; VICKSBURG, MISS.
MONTGOMERY, ALA.; COLUMBUS, MISS.

POLLOCK & BIXBY.—THE COPARTNERSHIP heretofore existing between the undersigned has been dissolved this day by mutual consent. William Pollock is authorized to sign in liquidation.

WM. POLLOCK.
A. J. BIXBY.

Financial.

$500,000

Rio Grande & Pecos RR.

COMPANY

FIRST MORTGAGE

SIX PER CENT BONDS, DUE 1912.

INTEREST PAYABLE JUNE AND DECEMBER.

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More definite information will be furnished on application; also, the report of MR. JOHN BIRKINBINE, Civil Engineer, who has recently examined for us the Railroad and Coal Fields.

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HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

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BANK RESERVES AND CIRCULATION.

The result we reached last week with regard to the profit and loss on bank circulation, has been questioned in a circular issued by one of our leading banking firms in two particulars. We are told, in the first place, that the 3 per cents will not be redeemed in four years, and that it would be as wise an assumption to put the date at eight or ten or twelve years within which the bonds will be redeemed, as to put it at four years. In the second place, it is claimed that the five per cent redemption fund locked up in the Treasury at Washington, being by law a part of the reserve the bank is required to hold, can draw no interest in any event, and therefore the lack of such interest forms no part of the expense or loss chargeable to circulation, and that we made therefore a second error in admitting those figures into our calculation.

As to the first point criticised, it being so much a matter of opinion, we shall not refer to it here further than to say, that every prudent bank manager will consider the evidence carefully and exercise his own judgment. It is simply a weighing of probabilities, no result being capable of demonstration. One cannot but remember, however, three or four stubborn facts:—(1) that it will take only about 112 millions a year, beginning with next July, to wipe out of the debt statement every 3 per cent bond in *three* years, instead of the four years allowed in our statement; (2) that the revenue laws as they stand to-day will, in the estimation of the best judges, afford at least 120 millions surplus next fiscal year for that purpose; (3) that whatever may be said of the disposition of the next House on tax questions, it will certainly be inclined to keep appropriations down, while the Senate will stand on revenue matters substantially as during past years; (4) and finally, that in prosperous times tax reduction always falls far short of reducing revenue in the estimated amount. Such facts as these, and others which will readily occur to the reader, were what led us, when we wrote, to think that our statement was very conservative, and we see no reason to change the view we then held.

The other point made against us, however, involves not only a question of practice, but also a principle of so much importance that we are inclined to give more fully the reasons which led us to insert the item objected to. Of course legally, this five per cent locked up in the Treasury is a part of the bank's reserve—a part of the amount the law requires to be kept on hand in cash. But what for to be kept? To provide against the sudden demand of depositors! Can any one realize the incongruity without being struck with its grotesqueness? Here is a sum of money in Washington, which the note issuer can never obtain in any emergency, which can never be used to pay a depositor, which in a case of urgency is of no more avail to him than the gold in the Bank of England, yet since by a legal fiction it can be called a part of the reserve against deposits, it is assumed that well-managed banks will depend upon it as such.

We are not discussing the propriety of reserves. We must assume that the views with regard to banking business which experience has pronounced sound, are a correct guide for the profession now. Way back in 1858 the Clearing House Association of New York City agreed "to keep on hand at all times an amount of coin equivalent "to not less than 20 per cent of our net deposits of every "kind." That was a time too when the weekly clearings were not much in excess of 100 millions, against now from 600 millions to over 1,000 millions, and when the superstructure of credit, carried by the banks, bore a similar or even a smaller relation to their present burden. Furthermore, it is satisfactory to know that the average bank manager of to-day appreciates the situation, and always intends to carry, and does carry, in ordinary times more than the required reserve, exclusive of the redemption fund, so that in moments of pressure he can respond to calls upon him without too severe a contraction of his loans. Hence, though legally the redemption fund counts as cash, practically it is not cash and is not so treated; in other

words, just so much more is kept idle because of the unavailability of the amount locked up in Washington. This is most clearly seen in the following table which gives the amount of reserve required and the amount held by the national banks (1) of New York City, (2) of the other reserve cities, (3) of the States, &c., exclusive of reserve cities, and (4) the totals for all banks for a series of years.

Dates.	New York City.			Other Reserve Cities.			States, Excl'sive of Reserve Cities			Total.		
	Reserve Required.	Reserve Held	Redemption Fund.	Reserve Required.	Reserve Held	Redemption Fund.	Reserve Required.	Reserve Held	Redemption Fund.	Reserve Required.	Reserve Held	Redemption Fund.
	Mill.	Mill.	Mill.	Mill.	Mill.	Mill.	Mill.	Mill.	Mill.	Mill.	Mill.	Mill.
May 1, 1878	45·5	56·9	1·1	48·0	64·4	3·1	42·5	99·3	10·6	136·0	220·6	15·1
June 29, 1878	49·1	60·1	1·1	49·7	69·2	3·2	42·5	102·3	10·8	141·3	231·6	15·1
Oct. 1, 1878	47·4	50·9	1·1	50·0	71·1	3·2	43·4	106·1	11·0	140·8	228·1	15·3
April 4, 1879	43·1	46·6	1·1	48·6	64·5	3·3	44·1	105·7	10·9	137·8	216·8	15·3
June 14, 1879	50·9	56·6	1·1	52·7	74·3	3·3	45·1	112·4	10·9	148·7	243·3	15·3
Oct. 2, 1879	52·6	53·1	1·1	57·2	83·5	3·5	49·5	124·3	11·2	159·3	260·9	15·8
Apr. 23, 1880	56·0	58·4	1·0	64·5	82·5	3·7	57·8	134·0	11·4	178·3	274·9	16·1
June 11, 1880	61·9	76·4	1·0	67·2	92·8	3·6	57·8	138·6	11·3	186·9	307·8	15·9
Oct. 1, 1880	67·0	70·6	0·9	72·4	105·2	3·7	61·6	147·2	11·3	201·0	323·0	15·9
May 6, 1881	69·3	79·9	1·0	77·9	100·2	3·6	69·1	155·3	11·0	216·3	335·5	15·6
June 30, 1881	78·0	81·9	1·0	86·0	116·0	3·6	72·6	170·1	11·1	236·6	368·0	15·7
Oct. 1, 1881	67·2	62·5	1·0	83·9	100·8	3·7	76·1	158·3	11·4	227·2	321·6	16·1
May 19, 1882	66·8	70·5	1·0	80·9	102·4	3·6	77·9	154·7	11·3	225·6	327·6	15·9
July 1, 1882	69·3	72·1	1·0	81·8	95·9	3·5	79·1	151·9	11·1	230·2	319·9	15·6
Oct. 3, 1882	63·5	64·4	1·0	79·7	89·1	3·5	81·9	150·4	11·3	225·1	303·9	15·8
Average...	59·2	64·1	1·0	66·7	87·5	3·5	60·0	134·0	11·1	185·1	285·6	15·6

This statement proves that, outside of the reserve cities, the banks always hold, exclusive of the redemption fund, more than twice the legal requirement; that in the reserve cities other than New York they average about a third more than necessary; while in New York—though excessive taxation added to the necessity the bank is under of earning dividends, has forced a less conservative management than formerly prevailed—yet even there, the statement shows a considerable excess, the average holdings since 1878 being 4 millions more than the required reserve *plus* the redemption fund. The further fact, that in this city, which bears the strain of the whole system, the cash, in times of extreme activity, falls below the legal limit, does not affect the general truth or conclusion. A reserve is kept to be used in an emergency, the law contemplates its being overdrawn at such a moment, and the fact that it is at times so overdrawn in no wise weakens the statement, which the above figures prove, that the redemption fund in Washington does not in practice lessen the amount of reserve otherwise held by our banks. That is to say, that fund, being locked up in a Government vault and not being available in an emergency, does keep idle just so much more of the bank's assets than would be idle if it was restored to the possession of the bank.

It will be well for the critical reader to study the above table. We have given a line at the bottom of it, averaging the holdings since 1878. According to it the reserve cities other than New York have on the average held 17½ millions more than the required reserve *plus* the redemption fund, while the States, &c., exclusive of the reserve cities, have averaged 63 millions more than the requirement *plus* the redemption fund. The truth is, this is a natural result of their business necessities. The national banking act makes it obligatory for the country banks to hold in all 15 per cent of their deposits and for the reserve cities to hold 25 per cent, but it allows three-fifths of the country banks' 15 per cent to be in any of the reserve cities, and one-half of the 25 per cent of the banks of the reserve cities, to be in New York. Practice has proved that no bank can conduct its business without having a considerable balance to draw upon in the hands of its correspondents, and an examination of the returns of the individual banks shows that during the most of the time the full three-fifths allowed is thus employed. When it is so employed (and a very considerable portion of it always is) there remains only 6 per cent (if the legal limit is not exceeded) in the vaults of the country bank and 12½ per cent with the reserve cities, for home use; and that, too, without making any allowance for the 5 per cent held in the reserve fund. Of course, the banks have found that percentage wholly inadequate, and hence it is that the country banks always report so much more than 15 per cent and the reserve city banks always report so much more than 25 per cent, counting the amount in their vaults and in the reserve agents' hands. So we only come back to the point already stated, that the 5 per cent redemption fund is an extra sum which is always kept idle, and that the provision of the law that permits it to be counted as a part of the reserve never has in practice relieved the banks to any extent whatever from carrying other reserve.

But this discussion has been sufficiently prolonged. Our purpose has been served if we have made clear some of our reasons for making the statements we did, and if we have put bank officials on the inquiry with regard to the profitableness of their circulation.

THE FINANCIAL SITUATION.

The changes in the situation during the week have generally been in a favorable direction. Rain has fallen in considerable and perhaps in sufficient quantities over the drier portions of California; it is as yet too soon to know whether this secures abundant crops in those sections, but most certainly great good has been done, and the worst of the harm threatened has been averted. In the West also the reports not only with regard to the winter wheat, but also respecting preparations for spring sowing, have been of a more encouraging character; while in the cotton States, the decided fall in the Mississippi River has removed a source of anxiety, and the weather prevailing, except in some of the more northern sections, has given good opportunity for reasonable progress in farm work. Altogether, therefore, the crop outlook, notwithstanding the backward Spring, seems at the moment especially promising.

This question of crops is for the time being the controlling influence in commercial circles. We greatly need for business development a promising summer and abundant harvests this year. The country has not yet recovered from the failure of 1881. Only now are the Western farmers marketing last year's surplus, and if the outlook continues assuring as the spring advances, they will continue in the same course, spending the results and contributing largely towards keeping up an active summer trade. Then with another bountiful crop year, furnishing means to the producer, cheap food to the consumer, active work for railroads and large surpluses for export, we should have the best of reasons for anticipating prosperity everywhere. In the meantime the situation, though in commercial circles fairly satisfactory, is still kept somewhat unsettled by the daily news from the producing sections, set afloat by speculators on both sides, and therefore colored to meet their wishes. This must continue until the season has advanced far enough to unmistakably tell its own story.

The returning ease in money, which our last report indicated, has made further decided and rapid progress this week. This has been due not to any check in the flow of currency to the interior, but to small additions to the cash in bank on account of gold arrivals from Europe, and to the disbursements by the Treasury. Additional relief is now anticipated from the offer of the Department to pay the bonds embraced in the 120th call with interest to date of presentation, at the rate of five

millions per week, commencing next Wednesday. It is believed that between four and five millions will be presented the coming week, but as there is usually a drain to the East about the first of April, that movement is likely to have some counteracting effect Perhaps, after April comes in, there will be a return of funds from the West, though the return current is not anticipated with any great confidence as long as the crop. movement continues so free. Meanwhile, this centre will be dependent mainly upon the policy pursued by the Treasury, to supply the call on our banks for customs and revel nue payments to the Government, unless gold imports should be speedily resumed, which does not at present seem likely.

It becomes a matter of great importance therefore for the officials at Washington to watch the inflow of revenue and revise estimates, which latter, according to the latest reports of the Pension Bureau, appear to be in a wonderfully chaotic state. There can be no cause so inexcusable for a disturbance of business, as an unnecessary locking up of money in the Treasury, and on its face it does seem blameworthy to have the available cash balance dancing between 111 and 140 millions. Besides, to the ordinary view, there appears to be no reason for delaying further bond calls. Judge Folger showed in his annual report that he would have about 120 millions applicable to the payment of the public debt. The calls from the 114th to the 120th with the 10 million offer which matured February 28, are all that are chargeable to this year's revenue. Those calls aggregate only $104,693,200, and of the ten million offer, but $5,998,950 were accepted ; so that the total thus far paid and agreed to be paid out of this year's income is but $110,692,150. We are aware that some telegrams from Washington include in the payments, the 113th call which matured on July 1, 1882, of $11,137,050, but that neither as a matter of fact nor of construction can in any sense be said to have come out of this year's revenue.

These statements show a balance of about 10 millions still applicable to the payment of the public debt even on the basis of Secretary Folger's estimates. But since that report was prepared the Pension Bureau has reduced its wants, and within a week it has been given out that instead of 100 millions it can only use 70 millions up to July 1st ; thus (if this report is correct) 30 millions must be added to Secretary Folger's surplus, to be reduced, however, by whatever amount the revenue is cut short before the first of July through the changes by Congress in the internal-revenue law. Now in view of such facts and reports as these and of the large available balance the Treasury still has, even after anticipating all its April demands for interest, it seems as if something definite as to future calls might be known and done. Then, too, the relief that is to come through the prepayment of the 120th call could be decidedly advanced, if the securities did not have to be sent to Washington for redemption. This involves the delay of transmitting the bonds, of the return of the proceeds, and of the slow work in making the examinations which experience shows consumes altogether about five or more days. Under the operation of the order as it now stands, it is anticipated that the presentations for payment next week will not exceed five million dollars, including two millions held by the State of New York which it is said are to be forwarded at once.

The public looks to the Treasury just now a little more eagerly than it did, because of the turn upward in the foreign exchange market, and the prospect that our foreign trade is not likely to warrant any further considerable movement of gold this way until in the summer, when exports will be stimulated by the new crops. The decided advance in rates was due in part to our easier money market, in part to the announcement that the proportion of reserve to liabilities of the Bank of England had been reduced to 38½ per cent, but mainly to a demand for sterling both from importers of goods and from bankers remitting in payment of securities sold here on European account, at a time when the supply of commercial bills was short. It is claimed that the small offerings have been due to holders of commercial sterling keeping it off the market in hope of getting better prices. This view finds some confirmation in more liberal offerings yesterday at the advance in rates, and a consequently easier exchange market. The future depends largely upon the movement of breadstuffs, and this in turn will doubtless be influenced to a considerable extent by the condition of our winter grain crop. If we should have seasonable weather, thus hastening the growth of the wheat plant and enabling the farmers to determine its probable yield based upon acreage, the surplus grain now in the hands of the producers would be marketed and prices would naturally decline so that we could reasonably look for a liberal export movement. If, on the contrary, the season should continue backward, thus retarding the development of the growing grain and preventing early planting, the movement of our cereals might be deferred, thereby limiting the supply of commercial bills. In any event there does not seem much reason to anticipate for a time at least further gold shipments, and the two consignments of £100,000 each on the Werra and the Donau, to the Bank of British North America, will probably end gold importations for the present. So, as we said before, we must look to the interior currency movement and to the Treasury disbursements for any relief to our money market which may be needed during future weeks. The New York Clearing House banks, according to reports collected by us, have received from and shipped to the interior, gold and legal tenders as follows the past week.

Week Ending March 31, 1883.	*Received by N.Y. Banks.*	*Shipped by N.Y. Banks.*	*Net Interior Movement.*
Currency	$1,134,000	$1,746,000	Loss. $612,000
Gold	18,000	522,000	Loss. 504,000
Total gold and legal tenders	$1,152,000	$2,268,000	Loss. $1,116,000

The above shows the actual changes in the bank holdings of gold and legal tenders caused by this movement to and from the interior. In addition to that movement our City banks have gained $1,657,426 by the operations of the Sub-Treasury, and $630,000 more by imports of gold or payments on account of same through the Assay Office. Adding these items therefore to the above, we have the following, which should indicate the net gain to the New York Clearing-House banks of gold and legal tenders for the week covered by the bank statement to be issued to-day.

Week Ending March 31, 1883.	*Into Banks.*	*Out of Banks*	*Net Change in Bank Holdings.*
Banks' Interior Movement, as above	$1,152,000	$2,268,000	Loss. $1,116,000
Sub-Treasury operations, net	1,657,426	.....	Gain. 1,657,426
Imp'ts of gold & Assay Office pay'ts	630,000	.....	Gain. 630,000
Total gold and legal tenders	$3,439,426	$2,268,000	Gain. $1,171,426

The stock market has been more active this week. On Monday, Central Pacific was the weak feature, the probable reasons for which are suggested in part in another column ; the speculators for a fall, took advantage of the decline in this property and made more or less vigorous demonstrations upon other leading stocks. On Tuesday there was an unsettled market in the morning, but a stronger tone in the afternoon;

and on Wednesday there was more activity in the speculation than at any time for the last ten days. On Thursday realizing sales first started the market downward, and then came an attack upon Oregon-Transcontinental, based upon a rumor that there will be a new issue of stock. The fall in this, unfavorably affected the Northern Pacifics and eventually disturbed the whole list, not only on that day but on Friday as well. These recurring downward movements have made it very difficult for the leaders to sustain their special properties, compelling them to continue their purchases. The cliques have, doubtless, largely increased their holdings during the last three or four weeks, while money has been stringent, taking the stocks thrown over both by exhausted holders and those sold by the speculators for a decline. It was anticipated that with easier money and an improvement in the situation, outside aid might be enlisted and a moderate distribution be made. But now confidence to a certain extent has been again unsettled by a decline in properties which have hitherto been regarded as among the best on the list, and unless the fall in them is satisfactorily explained, non-professional speculators may be inclined to wait a little longer before risking their money.

The statement has been unofficially made this week that the earnings of the trunk lines of railroad are largely above those of the same time last year, and it is claimed by the Pennsylvania managers that it is difficult to procure sufficient rolling stock to do the business offering. The Pennsylvania exhibit of earnings for February has just been issued, and it confirms to some extent this report. It will be remembered that in February last year the road was still suffering from the effects of the railroad war, but as a partial offset there was the favoring influence of a very mild winter, though this was accompanied in some sections by heavy floods. This year there was no war, but the volume of traffic over the trunk lines was diminished by reason of snows and floods, which impeded transportation on many of the connecting lines in the West, Northwest and Southwest. Notwithstanding these adverse influences there is a gain of $405,465 in gross earnings and $257,073 in net earnings. In order that comparisons may be made with 1881, 1880, and 1879, as well as with 1882, we give the following statement of earnings and expenses for five years past.

Lines East of Pittsburg.	1883.	1882.	1881.	1880.	1879.
February.					
Gross earnings	$3,712,215	$3,306,750	$3,095,614	$2,944,576	$2,538,039
Operating expenses	2,375,521	2,227,129	1,937,510	1,712,394	1,365,053
Net earnings	$1,336,694	$1,079,621	$1,158,104	$1,232,182	$1,172,986
Jan. 1 to March 1—					
Gross earnings	$7,641,572	$6,680,071	$6,284,829	$6,028,127	$5,081,463
Operating expenses	4,833,820	4,526,184	3,919,864	3,429,647	2,888,946
Net earnings	$2,807,752	$2,153,887	$2,364,965	$2,598,480	$2,192,517

It will be seen from this that both February and the two months ending with February, record an uninterrupted increase in gross earnings from year to year, in keeping with the continuous growth in the volume of business. But the most gratifying feature in the statement is the gain in net earnings. After 1880, though gross earnings increased, net steadily declined; now in 1883 there is a handsome improvement, bringing the totals to larger figures than ever before. This relates to the lines east of Pittsburg. The lines west of Pittsburg make an unfavorable exhibit. January showed quite an increase on last year, but February shows a deficiency in meeting liabilities (the only form in which we get figures on these lines) of $164,776, or even larger than in 1882, when the comparison was with a *surplus* of $165,000 in 1881. The deficiency last year was easily explained by the rate war and the heavy floods that prevailed, but this year though the floods were hardly less severe (in the Ohio Valley they were, of course, more severe), and there was an interruption of traffic by snows in the Northwest, rates were so much better that a further loss is rather a surprise.

It would appear from the demand for sterling to cover sales of securities that the movement between New York and London has been this way during the week. The following shows relative prices of leading bonds and stocks in London and New York at the opening each day.

	Mar. 26.	*Mar. 27.*		*Mar. 28.*		*Mar. 29.*		*Mar. 30.*	
		*Lond'n prices.**	*N.Y. prices.*	*Lond'n prices.**	*N.Y. prices.*	*Lond'n prices.**	*N.Y. prices.*	*Lond'n prices.**	*N.Y. prices.*
U.S.4s,c.	Holiday in London	118·82‡	120	119·06‡	120	119·06‡	120¼	119·43‡	120¾
U.S.3½s		102 85	103¼	102·95	103¼	103·06	103¼	103·06	103¼
Erie		37·14	37⅛	36·94	37	37·34	37⅜	37·10	37
2d con.		96·80	96¼	96·90	96⅞	97·00	96⅜	97·00	96⅛
Ill. Cent.		144·95	144⅛	144·62	145	145·74	145¼	145·74	144⅛
N. Y. C.		125 84	125¼	125 60	125½	126·34	126	126·22	125¾
Reading		26·62†	52⅞	26·28†	53	26·67†	53⅛	26·43†	53
Ont. W'n		26·05	25⅜	25·43	25⅛	25·94	25¾	25·94	25⅝
St. Paul		102·12	98⅜‡	101·74	98⅝‡	103·30	99⅞‡	99·81	99
Exch'ge, cables.		4·84		4·84⅛		4·85		4·85	

* Expressed in their New York equivalent. † Ex interest.
‡ Reading on basis of $50, par value.

The Bank of England reports a loss of £302,000 bullion for the week and a reduction of 2 9-16 in the proportion of reserve to liabilities. The Bank of France gained 1,650,000 francs gold and lost 9,525,000 francs silver, and the Bank of Germany, since last report, shows a decrease of 2,461,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	March 29, 1883.		*March* 30, 1882.	
	Gold.	*Silver.*	*Gold.*	*Silver.*
	£	£	£	£
Bank of England	22,319,201	.....	24,082,964	.....
Bank of France	39,909,600	42,156,357	34,554,428	45,888,628
Bank of Germany	7,895,987	23,687,963	6.885,750	20,657,250
Total this week	70,124,788	65,844,320	65,523,142	66,545,878
Total previous week	70.426,641	66.421.374	65.461,175	66,984,982

The Assay Office paid out $123,234 for domestic and $471,721 for foreign bullion through the Sub-Treasury during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	*Duties.*	*Consisting of—*			
		Gold.	*U. S. Notes.*	*Gold Certif.*	*Silver Certificates.*
Mch.23...	$354,238 44	$37,000	$60,000	$210,000	$46,000
" 24...	333,989 12	16,000	26,000	246,000	46,000
" 26...	437,351 14	38,000	17,000	332,000	50,000
" 27...	649,151 14	47,000	51,000	416,000	135,000
" 28...	354,772 43	20,000	23,000	281,000	32,000
" 29...	496,226 80	49,000	19,000	373,000	54,000
Total	$2,625,729 07	$207,000	$196,000	1,858,000	$363,000

SOUTHERN PACIFIC—CENTRAL PACIFIC.

In an article on the Southern Pacific combination published in the early part of the year, we called attention to the great extent of that system, and incidentally alluded to the large profits that the Central Pacific appeared to derive from its lease of the lines. We had the figures of earnings then for only a part of the year—nine months,—but now have obtained those for the remaining three months, enabling one to see more clearly the importance of this Southern Pacific lease. The inquiry has an especial interest at the present moment by reason of the sudden activity this week of the hitherto dormant shares of the Central Pacific.

It is to be remembered that the term of this lease is a very short one—for five years only, and that three years have already expired. Of course, if the arrangement were for a long period, it would be a matter of comparatively little moment whether the lines netted a present

profit or not, since the result, being embraced in the returns of the Central Pacific, would continue to affect the income of that company in the future as in the past; but, being a short lease, and having, moreover, as we shall show, proved very profitable to the lessee, its expiration and non-renewal would deprive the Central of a source of income which it has hitherto enjoyed.

This consideration becomes all the more important when we also remember that the interests of the Southern Pacific seem in no way to hinge upon a connection with the Central. In our article of last January we showed that the Southern Pacific Company was virtually independent, since its northern division extended into San Francisco and the gap between that division and the Southern could be closed by building only 100 miles of road. Furthermore, a new class of business is springing up, which benefits only the Southern Pacific, and in furthering which the Central is serviceable only so far as it supplies the track to take the place of the former company's incomplete line to San Francisco. This has particular reference to an interchange of commodities between California and the South, and to the formation of a through route to Europe via Galveston and New Orleans, for grain and other articles raised and received on the Pacific Coast—the through route involving also a connection of points on the Atlantic seaboard with points on the California Coast (the latter being effected by means of steamers running between the Gulf ports and the Atlantic Coast), and extending even into Oregon by recent arrangements, steamers having lately been put on to ply between San Pedro in Southern California and the Columbia River.

Then as to through business by rail from points on and east of the Mississippi, where there was any choice at all the Southern route would be preferred, because the haul over its lines is longer; whereas by using the more northern route the benefit of a haul only as far as Ogden is secured (several hundred miles less), the tonnage at the latter point passing to the Union Pacific. Besides, the Atlantic & Pacific is nearing completion, and will afford another through line with the Southern Pacific, some hundred miles shorter than the present one—the St. Louis & San Francisco forming the eastern end of the route and the Atchison Topeka & Santa Fe at present supplying the connecting link between the two.

These facts seem to support the conclusion that when the present lease of the Southern Pacific lines runs out it may not be renewed, and hence it becomes of interest to know what the Central Pacific cleared on the lease in the last year. First, it should be said, though, that there are three separate Southern Pacific organizations—the Southern Pacific of California, the Southern Pacific of Arizona, and the Southern Pacific of New Mexico. The lines of the latter two are leased to the Central Pacific entire, but in the case of the Southern Pacific of California the Central Pacific works only the Southern division, the Northern division being operated on its own account, and therefore not entering into our present calculations. It will be understood that all these lines are leased to the Central Pacific for a certain rental, and that where net earnings are more than sufficient to meet it, the sum remaining constitutes the profit to that company. The lease rental is a fixed sum per mile, but is not uniform on all lines, being $3,000 per year on the California section and only $1,620 per year on the Arizona and New Mexico sections. Knowing the rental and having obtained the gross earnings for the year 1882, we may arrive at an approximation of the result to the Central Pacific.

Taking, first, the Southern Pacific of California, we find that the gross earnings of the Southern Division in 1882 were $3,986,415. In 1881 the earnings were $3,183,121. We have no means of telling what the expenses were in 1882, but in 1881 they amounted to $1,288,727, which, deducted from the earnings for that year, left $1,894,394 as the net income above operating expenses, out of which the Central Pacific paid $1,650,600 for rental, on a little over 550 miles of road, leaving a net profit of $243,794. This is according to a statement prepared last July for the Southern Pacific people by the Secretary of the Central Pacific, who took no pains to conceal that there was a profit in this amount, but on the contrary gave utterance to the opinion that "this company expects to make a larger net profit this "year, under the lease, than it did in 1881." The ratio of expenses to earnings in 1881 was only about 40½ per cent. We have no reason to suppose that there was any material change in the percentage in 1882, but to be on the safe side we will assume that 45 per cent of earnings was absorbed in operating the road in that year. This would leave net earnings of say $2,200,000. The lease rental paid out of this must have been larger than in 1881. At the end of the year 83 miles of the Mojave extension (the line to connect with the Atlantic & Pacific) were in operation, which at $3,000 a mile would call for an increase of $249,000 in the rental; but probably not more than half this additional mileage was operated all through the year, so that on the remainder the company could not have paid a whole year's rent. The sum of $200,000 would seem to be a full allowance for this purpose, which added to the $1,650,000 paid in 1881, would make the amount for 1882 $1,850,000. Deducting this from the $2,200,000 net earnings, we should get a profit for the year of $350,000.

So much for the Southern Pacific of California. With reference to the Southern Pacific of Arizona and New Mexico, we regret that we have no past figures of expenses to use as a guide. Inasmuch, however, as the California road is operated for but little over 40 per cent, it may be taken for granted that the percentage on the other roads will not be above 50. On this basis the $2,799,136 earned by the Southern Pacific of Arizona in 1882 would yield a net revenue of $1,399,568, and the $734,797 earned by the Southern Pacific of New Mexico a net revenue of $367,398. The lease rental is much smaller than in the case of the California road, being, as stated above, only $1,620 per mile. The Arizona line, which is 384 miles long, would accordingly call for $622,080, and the New Mexico line on its 167 miles $270,540. Taking these amounts out of the net earnings would leave respectively a profit of $777,488 and $96,858 on the Arizona and New Mexico divisions, and the account to the Central Pacific on all the Southern Pacific lines leased would stand thus.

Southern Pacific of California—		
Gross earnings, leased lines	$3,986,415	
Operating expenses at, say, 45 per cent	1,793,887	
Net earnings	$2,192,528	
Rental paid	1,850,000	
Profit to Central Pacific		$342,000
Southern Pacific of Arizona—		
Gross earnings	$2,799,136	
Operating expenses, at 50 per cent	1,399,568	
Net earnings	$1,399,568	
Lease rental	622,080	
Profit to Central Pacific		777,000
Southern Pacific of New Mexico—		
Gross earnings	$734,797	
Operating expenses, 50 per cent	367,399	
Net earnings	$367,398	
Rental	270,540	
Profit		96,000
Total gain to Central Pacific		$1,215,000

If these calculations are correct—and we see no reason to doubt that they are—the Central Pacific derived a profit on the Southern Pacific lease in 1882 of over $1,200,000. That, therefore, measures the loss of income (on the basis of the 1882 results) that the company would sustain after January 1, 1885, if the Southern Pacific lines should be operated on their own account. The loss in gross earnings would be the sum of the earnings on the different divisions—$3,986,415 in California, $2,799,136 in Arizona, and $734,797 in New Mexico, or $7,520,348 altogether.

BRITISH INDIA—NATIVE JUDGES.

Lord Ripon's proposition to place British subjects in India under native jurisdiction in grave criminal cases, is a bold one, and has created quite a little stir in England. The British empire in India is justly regarded with pride by all loyal subjects of the Queen, and her administration of its affairs has certainly been attended with a great measure of success. It might not be difficult to show where England has made mistakes or where she has done wrong in India; but this, after all, would only be to show that the human instrumentality at its best is not perfect. Still there are few who can refuse to admit that British rule in India has been a blessing to many millions of Asiatics, and that her continued hold on Hindostan is not only desirable in the interests of the Indian people themselves, but necessary to the peace and welfare of the world at large.

It would be wrong, nevertheless, to shut out from our minds the thought that Great Britain holds India as a kind of trust. India can never become a homogeneous part of the British empire. So long as it is held it must be held as a dependency. It is reasonable to suppose, however, that some time in the future, be it near or remote, the Indian people can resume their political rights and enter upon the work of governing themselves. To prepare them for such a state of things is manifestly one of the duties which devolve upon the British Government and people. If India is not advancing in fitness for some such result, the British Government would hardly be entitled to praise. But we know that India has made great progress under British rule, and that the natives, by education and by self-restraint, are becoming fitted to take a share in the great work of governing the country; and we know that the British Government is disposed to trust them, and to give them municipal and other privileges. The great difficulty, however, is to know just how far to go—how much to grant. With the recollection of the terrible uprising of the native population in 1857, the Anglo-Indian Government have need to move with cautious steps, and to see that in extending the liberties of the natives, and so increasing their influence, they are not letting slip from their own hands the reins of power.

It has been the custom of Governors-General to signalize their tenure of office by some important annexation, or by some measures of reform. The Marquis of Ripon is no exception to the rule, as the proposed change in the criminal code proves. He has not had the advantages enjoyed by his predecessor, Lord Lytton, of associating his name with demonstrations of power or grand public and imposing ceremonies. But he has found what he thinks is an opportunity for work congenial to his taste. The time, he believes, has come when the native Indian may be trusted with some official responsibility. Local self-government, no matter in how qualified a form, will mark a great change in the administration of affairs in India; and on some such reform Lord Ripon has set his heart. A few steps in this direction have already been taken, with what success of course it is too soon to have any positive knowledge. The Europeans resident in India are naturally distrustful of all such measures. Lord Ripon, however, seems to have perfect faith in his own judgment. The proposal to place British subjects under native jurisdiction in criminal cases, and in circumstances where the ordinary guarantees for the rightful administration of justice do not and cannot exist, certainly evinces great confidence in the natives. The rule at present in force is a compromise. The old rule, prior to the criminal procedure code of 1872, which was only a rearranged and amended form of the code of 1861, was that British subjects, wherever resident, could be tried only by jury in a Presidency town, and before the High Courts. For some years past, it appears, there has been one native on the roll of Calcutta police magistrates, and exercising as such the same jurisdiction as his European colleagues over British subjects as well as over natives. Lord Ripon calls this an anomaly, and asks why there should be a native magistrate in one place and not in another? He proposes that this anomaly shall cease to exist, and that competent native magistrates shall be scattered liberally over India.

It is not at all improbable that Lord Ripon's plan will work satisfactorily enough. It may turn out to be a wise and timely change. In the meantime, however, it is to be regarded as an experiment only; and the experiment, it must be admitted, is somewhat hazardous. It does not please the British residents. It is denounced as dangerous, and fitted to discourage the employment of English capital; as a breach of the agreement made in 1872; as an unstatesmanlike movement; as a tinkering measure, and as a violation of the fundamental principle laid down by Sir James Stephen in 1872; and it is declared that it will have the effect of embittering race antipathies instead of sweeping them away. The London *Times*, stirred up into something like indignation, speaks of Lord Ripon as the greatest anomaly in the situation, and advises him to pack up his trunks and quit. And Sir James Stephen in a long letter to the *Times* criticises the action of the Governor-General unsparingly, and sees "in "the proposed change about criminal procedure a "symptom, all the more formidable because in itself it is "slight and utterly needless, of a determination to try to "govern India upon principles inconsistent with the foun-"dations on which British power rests." It remains to be seen whether in the face of such opposition the proposed change will be carried out.

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—M'ch 17.			*EXCHANGE ON LONDON.*		
On—	*Time.*	*Rate.*	*Latest Date.*	*Time.*	*Rate.*
Amsterdam	3 mos.	12·4½ @12·5	Mch. 17	Short.	12·08
Amsterdam	Short.	12·1 @12·2	....	....	.....
Antwerp	3 mos.	25·47½@25·52½	Mch. 17	Short.	25·26
Hamburg	"	20·63 @20·66	Mch. 17	"	20·48
Berlin	"	20·63 @20·66	Mch. 17	"	20·48
Frankfort	"	.....	Mch. 17	"	20·48
St. Petersb'g	"	23½ @23⅜	....	....	.....
Paris	Short.	25·22½@25·27½	Mch. 17	Short.	25·25½
Paris	3 mos.	25·42½@25·47½	....	....	.....
Vienna	"	12·10 @12·12½	....	....	.....
Madrid	"	46¼ @46	....	....	.....
Bilbao	"	46¼ @46	....	....	.....
Genoa	"	25·57½@25·62½	Mch. 17	Short.	25·30
Lisbon	"	51⅞ @51 13/16	....	....	.....
Alexandria	....	.....	....	....	.....
New York	....	.....	Mch. 17	60 d'ys	4·80½
Bombay	60 days	1s. 9¾d.	Mch. 16	tel.trsf.	1s. 7 19/32d.
Calcutta	"	1s. 9¾d.	Mch. 16	tel.trsf.	1s. 7 9/16d.
Hong Kong	....	.....	....	....	.....
Shanghai	....	.....	....	....	.....

[From our own correspondent.]

LONDON, Saturday, March 17, 1883.

As far as the Bank of England is concerned, no important movements in gold have taken place during the week; but the New York exchange being low, there are still apprehensions that the demand will before long revive. Some gold has been sent from Paris direct to New York. The directors of the Bank of England have not considered it necessary to alter their minimum rate of discount, the quotation being still 3 per cent; but in the open market there has been a fair degree of firmness, and the rate for three months' bills is 2¾ to 2⅞ per cent.

There has been no increase in the supply of mercantile paper, nor is any improvement in this respect probable. The commercial inquiry for money is in fact of a very mediocre character, and were it not for this fact the exports of gold to America would have had more marked results. With so much capital unemployed in London and Paris, and with money stringent in New York, it is scarcely to be expected that the opportunity will not be taken of procuring additional profit when such a course is possible with safety. The connection of the New York with the leading European commercial centers is now so intimate that America must always exercise considerable influence upon the money markets of the Old World. The movements will no doubt, owing to the vast speculation which is carried on between the various bourses, be frequently spasmodic, though severe; but the operations are more or less profitable, though they create some disturbance and anxiety in commercial circles. The position of the Bank of England is at present sufficiently strong to bear some strain upon its resources; but there is no reason for believing that any important or protracted demand for gold is likely to arise. The probability still seems to be that the money market will remain easy until the autumnal demand sets in, the nature and extent of which are necessarily matters of great uncertainty.

The note circulation of the Bank of England now amounts to £24,569,155, being a decrease for the week of £312,760. The supply of bullion has fallen off to the extent of £260,889, the total being £22,688,201, against £23,171,738 last year. According to the daily returns, the Bank had lost a sum of £367,000, but £107,000 in coin has been received from provincial circulation, and the deficiency is therefore less important than otherwise would have been the case. The result is that there is not only no reduction in the total reserve, but a small increase of about £52,000. The total under that head is now £13,869,046, against £14,330,243 last year; the proportion to the liabilities of the establishment being 42⅛ per cent, against 42½ per cent last year.

A Stock Exchange settlement has produced some additional firmness in the money market during the week, and the payments in full on account of the Victoria Government loan have had a like effect. The tone of the market is decidedly steady.

The following are the quotations for money and the interest allowed by the discount houses to-day and same date of the previous five weeks:

London.	Bank Rate.	Open Market Rates. Bank Bills. Three Months.	Four Months	Six Months	Trade Bills. Four Months	Six Months	Interest Allowed for Deposits by Joint Stock Banks.	Disc'nt Houses. At Call.	7 to 14 Days.
Feb. 9	4	3⅛@3⅜	3⅛@3⅜	3⅛@3⅜	3⅛@4	3⅛@4¼	‖	3	3¼
" 16	3½	3 @ —	3 @ —	3⅛ @ —	3⅛@3¼	3⅛@4	2½	2½	2¾
" 23	3½	3 @ —	3 @ —	3 @ —	3⅛@3¼	3⅛@4	2½	2½	2¾
Mar. 2	3	2⅝@ —	2⅝@ —	2⅝@ —	2⅝@3¼	3 @3½	2	2	2¼
" 9	3	2⅝@3	2⅝@3	2⅝@3	3 @3¼	3⅛@3⅜	2	2	2¼
" 16	3	2⅝@ —	2⅝@ —	2⅝@ —	3⅛@3⅜	3⅛@3½	2	2	2¼

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
	£	£	£	£
Circulation	24,569,155	24,591,495	25,157,295	26,289,185
Public deposits	9,874,288	9,795,537	11,895,713	11,473,273
Other deposits	22,824,440	23,730,972	26,093,196	26,838,564
Govern'm't securities	13,397,000	13,296,309	15,862,908	16,606,899
Other securities	23,952,387	24,491,677	22,901,467	22,585,017
Res've of notes & coin	13,869,046	14,330,243	17,732,894	17,681,336
Coin and bullion in both departments	22,688,201	23,171,738	27,890,189	28,970,521
Proportion of reserve to liabilities	42·16	42⅝	46⅜	45⅞
Bank rate	3 p. c.	4 p. c.	3 p. c.	3 p. c
Consols	102⅛	101⅛	100⅛d.	98⅛
Eng. wheat, av. price	42s. 6d.	44s. 9d.	42s. 3d.	44s. 8d.
Mid. Upland cotton	5⁹/₁₆d.	6¹⁵/₁₆d.	6³/₁₆d.	7¼d.
No. 40 Mule twist	9⅜d.	10⅝d.	10½d.	1s. 0¼d.
Clear'g-house return	107,871,000	96,307,000	138,430,000	127,140,000

The Bank rates of discount and open market rates at the chief Continental cities now and for the previous three weeks are as follows:

Rates of Interest at	March 15. Bank Rate.	March 15. Open Market	March 8. Bank Rate.	March 8. Open Market	March 1. Bank Rate.	March 1. Open Market	February 22. Bank Rate.	February 22. Open Market
Paris	3	2⅝	3	2⅝	4	3⅛	3	3⅛
Berlin	4	2¾	4	2¾	4	2¾	4	2¼
Frankfort	—	2¾	—	2¾	—	2¾	—	2¾
Hamburg	—	2¾	—	2¾	—	2¾	—	2¾
Amsterdam	5	4¾	5½	5	5½	5	5½	5
Brussels	3½	3	3½	3	3½	3	3½	3
Madrid	4½	4½	4½	4½	4½	4½	4½	4½
Vienna	4	3½	4	3½	4	3½	4	3½
St. Petersburg	6	5½	6	5½	6	5½	6	6

With reference to the gold and silver markets, Messrs. Pixley & Abell, under date of March 15, report as follows:

Gold.—There has been no further demand for America, and the small orders for bars have been filled by the stock in hand. Sovereigns to the value of £50,000 have been withdrawn from the Bank for Cyprus, and £23,000 from Australia have been sent in. The arrivals comprise £23,980 from Australia and £3,700 from the West Indies. The Assam has taken £5,000 to Bombay.

Silver.—Some amounts of silver have been placed during the week at a slight improvement in price, a few small orders having come to hand for immediate shipment to the East; the rate obtained was 51 3/16d per oz. The market is not very active to-day, the arrival of the Pacific and West India steamers being awaited. The John Elder brought £11,000 English currency from Australia, the Werra brought £30,000 from New York, the Don brought £18,000 from West Indies—total, £59,000. The Assam has taken £57,000 and the Carthage £25,000 to India.

Mexican Dollars.—A rise of 1/16d. was paid in order to secure some dollars for the Peninsular and Oriental steamer leaving to-day. There are considerable amounts expected to arrive by the French steamer due to-day, and by the West India mail boat, due on the 29th. The market is, therefore, now quiet, awaiting the receipt of the consignments by these vessels. The Peninsular and Oriental steamer has taken £78,468 to China and the Straits.

Exchange.—There was no change in the minimum rate announced yesterday at the Bank of England. The allotments were: On Calcutta, 19,57,000 rs; Bombay, 3,043,000 rs; average rate, 1s. 7·562d. Tenders on both Presidencies at 1s. 7 9/16d receive about 87 per cent. 1,00,000 rs of transfers on Bombay were sold at 1s. 7 11/16d. 50 lakhs are offered for next week.

The quotations for bullion are reported as below:

	Price of Gold. Mar. 15.	Mar. 8.		Price of Silver. Mar. 15.	Mar. 8.
	s. d.	s. d.		d.	d.
Bar gold, fine...oz.	77 9	77 9	Bar silver, fine..oz.	51 3-16	51⅛
Bar gold, refin'le.oz.	77 10½	77 10½	Bar silver, containing 5 grs. gold.oz.	51 9-16	51⅝
Span. doubloons.oz.	73 10½	73 10½			
S.Am.doubloons.oz.	73 8½	73 8½	Mexican dols...oz	49 13-16	49¾
U.S. gold coin...oz.	76 7	76 7	Chilian dollars..oz.	.....	.....

The Treasury balance at the Bank of England is now £9,674,288, showing an increase for the week of £456,318—a small amount, considering that the rate of income tax is higher than it was at this period last year. At this period last year the total was about the same, but in 1881 it was £11,900,000. The expenditure of the country continues very heavy, and attention was called in Parliament this week to the annual and chronic increase. The Navy estimates for the new financial year amount to £10,757,000 as compared with £10,483,900 expended last year, while those for the Army amount to £17,000,000, or an increase of £148,000 over the previous year. Since the first of April last the expenditure of the country has been £82,050,236, against £80,212,116, while the receipts have been £82,270,221, against £80,474,762. Advances, under various acts, have, however, been repaid into the Exchequer to the extent of £2,036,447, against £1,851,915—sums which are not included in the above totals. The property and income tax have, up to March 10, brought in a sum of £10,015,000, against £8,933,000 in the same period of the previous financial year. The estimate of Mr. Gladstone was £11,662,000, so that under those taxes about £1,650,000 has to be collected in three weeks to verify it.

The half-yearly meeting of the shareholders of the Bank of England was held on Thursday, when a dividend of 5¼ per cent for the half year, or at the rate of 10½ per cent per annum was declared. The net profits of the half year had been £761,827. The result is regarded as being very satisfactory.

The traffic receipts of the principal railways of the United Kingdom for last week show an increase compared with last year of £7,540. Since the commencement of the year they have amounted to £9,603,776, against £9,512,252, showing an increase of £91,254, or 0·9 per cent. Since the 1st of February on the three leading Scotch lines they have been £718,817, against £701,876, an increase of £16,941, or 2·4 per cent.

Silver has been in fair demand, and the price of fine bars is 51 3-16d. per ounce. Mexican dollars are quoted at 49 13-16d. per ounce. India Council bills have realized an average price of 1s. 7 5-62d. the rupee.

A telegram from Calcutta states that the budget for 1883-4 has been published. It makes provision for drawing about £16,300,000 in drafts and telegraphic transfers from this side, and takes power to raise, if necessary, a sum of 2½ crores of rupees in the shape of a 4-per-cent-rupee loan for the execution of various public works.

French financial affairs, as far as the public finances go, are in a condition which require careful attention. The official journal of Thursday made the announcement that the Minister of Finance is authorized to create 1,200,000,000 francs, or nearly £50,000,000 sterling of 3 per cent redeemable rentes for the consolidation of the capital of the floating debt.

We have had a week of dry, cold weather, though snow has fallen in a few localities. The progress of agricultural work has been rapid, the land being in a more satisfactory condition than it has been for some months past. The weather this month is certainly in harmony with its traditions, and if the succeeding months are as favorable we may yet have some excellent crops. The wheat trade has presented no new feature. Millers operate cautiously, but good dry wheats are firm in price.

Notwithstanding the scarcity and high price of Indian corn, the value of feeding stuffs, such as grinding barley, oats, beans and peas, during the last six months, has been far from extravagant. The following figures, showing that our imports have been very large this season, explain this fact:

	Sept. 1, '82, *to* *Feb.* 28, 1883.	*Sept.* 1, '81, *to* *Feb.* 28, 1882.	*Sept.* 1, '80, *to* *Feb.* 28, 1881.
Barley.....cwt.	10,082,466	7,569,043	7,441,936
Oats	7,308,271	4,689,254	4,739,098
Peas	1,150,381	873,434	1,342,853
Beans	1,238,154	835,728	1,176,927
Total	19,779,272	13,972,459	14,700,804

The imports of Indian corn have declined from 10,627,281 cwt. during the first six months of last season to 7,699,317 cwt. this season, or to the extent of about 3,000,000 cwt.; but that deficiency is more than made up by the large increase in the receipts of the above-mentioned commodities.

The following figures show the extent of the imports of cereal produce into the United Kingdom during the first twenty-eight weeks of the season, compared with the corresponding period in the three previous years:

IMPORTS.

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....cwt.	34,930,201	33,524,146	31,625,034	34,796,096
Barley	10,228,150	7,913,489	7,675,539	9,372,175
Oats	7,836,902	5,268,288	5,268,435	7,851,225
Peas	1,219,690	977,511	1,382,617	1,274,416
Beans	1,398,411	970,767	1,269,070	1,588,429
Indian corn	8,647,917	12,018,661	17,465,793	12,183,561
Flour	9,415,800	4,599,797	7,237,036	6,175,848

SUPPLIES AVAILABLE FOR CONSUMPTION—28 WEEKS.

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat.cwt.	34,930,201	33,524,146	31,625,034	34,796,096
Imports of flour	9,415,800	4,599,797	7,237,036	6,175,848
Sales of home-grown produce	23,842,310	21,989,300	18,428,400	14,320,630
Total	68,189,311	60,013,243	57,290,470	55,292,574
Av'ge price of English wheat for season, qr.	41s. 2d.	46s. 8d.	42s. 5d.	46s. 6d.
Visible supply of wheat in Unit'd St's..bush.	23,300,000	14,500,000	24,400,000	27,246,500

Annexed is a return showing the extent of the exports of British and Irish produce and manufactures, and of foreign and colonial wool, to the United States during the month of February, and during the two months ended February 28, compared with the two previous seasons:

	In February. 1882.	*In February.* 1883.	*In Two Months.* 1882.	*In Two Months.* 1883.
Alkali.....cwt.	214,201	263,204	481,134	605,128
Apparel and slops.....£	3,159	2,137	6,703	6,977
Bags and sacks.....doz.	60,723	71,560	122,927	131,952
Beer and ale.....bbls.	1,750	2,633	4,201	5,619
Cotton piece goods..yds.	8,570,800	6,404,400	21,174,100	14,954,500
Earthenw.& porcelain.£	63,066	82,425	106,461	138,322
Haberdashery and millinery.....£	61,294	52,887	130,658	96,663
Hardware & cutlery..£	33,463	28,024	82,037	73,311
Iron—Pig.....tons.	26,914	18,907	58,374	40,133
Bar, &c.....tons.	3,261	1,197	5,900	2,513
Railroad.....tons.	23,509	5,017	51,032	11,623
Hoops, sheets, boiler & armor plates...tons.	1,795	2,646	3,528	3,961
Tin plates& sheets.tns	13,314	14,660	33,273	31,031
Cast and wrought.tns	732	235	1,330	1,007
Old for remanuft.tons.	13,157	2,190	22,374	7,535
Jute yarn.....lbs.	816,100	359,400	1,448,900	1,116,500
Jute piece goods...yds.	7,403,200	7,329,300	14,253,100	16,611,400
Lead—Pig, &c.....tons.	110	111	336	156
Linen piece goods...yds.	9,965,300	9,946,000	29,112,000	20,539,200
Machinery—Steam engines.....£	6,969	3,810	8,799	9,694
Other kinds.....£	37,691	39,561	83,076	76,703
Paper—Writing or printing & envelopes.cwt.	526	1,193	1,101	2,432
Other kinds except paper hangings...cwt.	1,155	832	3,835	1,256
Salt.....tons.	21,839	21,701	39,902	45,463
Silk broadstuffs.....yds.	40,361	38,197	95,672	72,838
Other articles of silk only.....£	2,985	7,447	15,330	10,185
Mixed with other materials.....£	23,889	15,331	55,516	27,664
Spirits—British...galls.	5,066	9,173	15,542	19,784
Stationery, other than paper.....£	8,157	6,227	16,402	11,105
Tin—Unwrought...cwt.	775	513	1,417	1,462
Wool—British.....lbs.	210,600	551,800	700,500	1,012,400
Colonial & foreign..lbs.	1,394,802	1,503,345	4,085,305	5,375,138
Woolen fabrics.....yds.	742,000	826,700	1,548,200	1,787,700
Worsted fabrics.....yds.	3,161,800	3,378,300	6,289,200	6,626,200
Carpets, not being rugs.....yds.	131,200	124,600	267,300	252,500

The exports of British and Irish produce to British North America during the same periods were as follows:

	In February. 1882.	*In February.* 1883.	*In Two Months.* 1882.	*In Two Months.* 1883.
Apparel and slops....£	12,788	18,589	25,234	31,771
Cotton piece goods..yds.	6,408,200	6,563,600	13,663,200	15,192,700
Earthenw.& porcelain.£	1,995	4,971	6,392	8,116
Haberdashery and millinery.....£	96,330	114,598	218,209	219,303
Hardware & cutlery..£	10,070	12,556	25,724	26,926
Iron—pig.....tons.	309	101	1,008	335
Bar, &c.....tons.	1,052	1,228	3,019	2,677
Railroad.....tons.	316	1,890	898	8,177
Hoops, sheets and boiler plates...tons.	452	581	1,048	1,084
Tin plates.....tons.	432	894	882	1,581
Cast and wrought.tns	269	664	851	1,274
Linen piece goods..yds.	550,000	636,900	1,202,700	1,494,100
Seed oil.....galls.	4,597	91,200	15,799	190,700
Salt.....tons.	1,498	3,403	1,818	3,453
Silk broad stuffs.....yds	28,192	44,068	91,322	114,396
Silk Ribbons.....£	1,952	3,395	8,483	10,259
Spirits—British...galls.	4,730	8,551	11,379	14,641
Stationery, other than paper.....£	1,016	2,082	3,739	4,035
Sugar—Refined, and candy.....cwt.	68	2,152	1,757	6,064
Woolen fabrics.....yds.	617,400	934,400	1,227,300	1,777,200
Worsted fabrics....yds.	959,100	800,700	2,060,700	1,868,100
Carpets, not being rugs.....yds.	200,900	268,500	377,800	460,500

The following comparative table shows the increase or decrease in the export trade of the United Kingdom during the month of February, 1883, and for the two months ending Feb. 28, 1883.

	Month end'g Feb. 28,'83. Increase. £	Decrease. £	*2 mos. end'g Feb. 28,'83.* Increase. £	Decrease. £
Russia	.....	29,945	.....	77,235
Germany	34,759	.....	.....	58,804
Holland	20,553	.....	.....	38,606
Belgium	57,643	.....	99,109	.....
France	.....	219,758	.....	291,848
Turkey	76,707	.....	.....	36,106
Spain, &c.	.....	11,701	.....	24,603
Portugal, &c.	.....	11,138	.....	5,701
Italy	64,789	.....	147,810	.....
Denmark	5,115	.....	155	.....
Greece, Austria, Roumania, Sweden, &c...	52,086	.....	55,402	.....
United States	.....	203,917	.....	674,059
British North America.	117,442	.....	190,007	.....
British Possessions—				
W.Ind.Isl'ds& Guiana	.....	19,599	.....	13,449
South Africa	.....	193,880	.....	339,048
West Coast Africa	6,399	.....	11,381	.....
Channel Isl'ds, Malta and Gibraltar	.....	16,453	.....	23,582
Other small colonies.	.....	.....	.....	.....
India, Straits Settlem'ts and Ceylon	.....	18,927	909,078	.....
Australia	.....	103,134	45,200	.....
Egypt	74,258	.....	194,658	.....
China, &c.	.....	163,715	.....	279,132
Brazil	.....	74,755	.....	119,257
Japan	.....	67,404	.....	125,843
Argentine Republic	34,519	.....	69,327	.....
Mexico	.....	16,813	1,248	.....
Chili	1,473	.....	.....	84,150
Peru	.....	8,805	.....	19,025
U. S. of Colombia	.....	6,147	.....	11,380
Uruguay	6,963	.....	20,889	.....
Other small States	603,398	.....	1,240,827	.....
Unenumerated goods	.....	655,184	.....	627,425
	1,166,111	1,821,295	2,982,091	2,849,299
Less Decrease	.....	1,166,111	2,849,299	.....
Decrease on month.	.....	655,184	132,792	

	Month.	*2 Months.*
Total Board of Trade returns, 1883	18,280,810	38,889,469
Do do 1882	18,935,994	38,756,677
Decrease in 1883	655,184	Inc.132,792

The Board of Trade returns for February, and the two months ended February 28, were issued last week, and they are not of a very satisfactory character. Some disappointment has been occasioned; our export trade having been decidedly smaller than last year. The following are the leading particulars:

	1881. £	1882. £	1883. £
Imports in February	36,646,270	33,002,892	36,890,096
Imports in 2 months	63,399,232	65,022,359	72,626,942
Exports in February	16,835,550	18,935,994	13,280,810
Exports in 2 months	34,154,461	38,756,677	38,869,469

The following figures relate to the two months ended 28th February:

IMPORTS.

	1881.	1882.	1883.
Cotton.....cwt.	3,408,100	3,153,510	4,279,938

EXPORTS.

	1881.	1882.	1883.
Cotton.....cwt.	270,910	201,290	358,719
Cotton yarn.....lbs.	36,838,600	37,606,500	40,024,700
Cotton piece goods....yards.	788,224,400	724,841,100	749,962,700
Iron and steel.....tons.	349,982	317,301	515,646
Jute piece goods.....yards.	28,164,500	30,854,500	33,643,400
Linen yarn.....lbs.	2,583,700	3,160,400	2,791,300
Linen piece goods.....yards.	33,102,900	35,191,600	33,640,900
Silk manufactures.....£	406,512	484,708	476,839
British wool.....lbs.	3,094,600	1,641,600	2,054,200
Colonial and foreign wool.lbs.	13,812,964	13,183,086	15,734,973
Woolen yarn.....lbs.	3,359,100	4,186,200	4,160,300
Wool fabrics.....yards.	8,512,200	16,085,100	16,085,700
Worsted fabrics.....yards.	38,730,000	35,331,600	28,023,100
Flannels.....yards.	1,139,100	2,152,100	1,547,300
Carpets.....yards.	1,301,100	1,962,700	2,090,800
Blankets.....pairs.	234,940	313,039	289,840

The following were the quantities of cotton manufactured piece goods exported in February, compared with the corresponding month in the two preceding years:

Exported to—	1881. Yards.	1882. Yards.	1883. Yards.
Germany	4,733,500	3,402,000	4,436,700
Holland	3,538,600	3,803,400	2,718,300
France	4,805,900	6,887,100	5,711,200
Portugal, Azores & Madeira	6,315,300	4,388,000	3,887,300
Italy	8,951,300	4,632,800	7,807,500
Austrian Territories	531,100	629,700	821,300
Greece	2,007,200	1,638,900	2,687,400
Turkey	28,356,700	22,558,500	25,991,100
Egypt	12,161,500	5,900,200	12,225,100
West Coast of Africa (For.)	4,104,500	4,332,100	4,403,800
United States	8,285,800	8,570,800	6,404,400
Foreign West Indies	7,623,300	4,215,300	5,256,400
Mexico	2,934,000	4,671,500	2,923,200
Central America	3,373,000	1,983,000	1,198,500
United States of Colombia	4,329,900	3,837,800	3,465,400
Brazil	15,522,100	17,195,900	15,424,500
Uruguay	3 140,100	2,862,000	2,909,300
Argentine Republic	10,008,600	5,173,800	7,013,500
Chili	4,413,700	5,277,900	4,750,800
Peru	1,461,700	2,516,500	1,741,100
China and Hong Kong	37,172,700	43,868,500	30,367,200
Japan	4,001,800	5,818,900	3,477,800
Dutch Possessions in India	7,007,900	6,777,800	9,421,600
Philippine Islands	3,461,000	7,379,000	2,886,800
Gibraltar	1,073,100	843,200	796,400
Malta	1,583,400	1,800,900	1,283,600
West Coast of Africa (Brit.)	3,463,700	3,137,300	3,691,100
British North America	6,101,900	6,408,200	6,563,600
British West India Islands & Guiana	2,478,800	4,136,600	3,022,500
British Possessions in South Africa	1,719,800	2,880,500	1,524,900
British India—			
Bombay	40,257,600	44,557,100	43,628,500
Madras	5,955,500	7,611,000	10,013,700
Bengal	96,153,100	69,888,000	62,248,200
Straits Settlements	9,921,300	9,835,900	8,846,300
Ceylon	1,711,300	1,244,500	1,635,000
Australia	3,606,900	6,253,100	4,893,000
Other countries	14,573,000	17,225,100	23,126,300
Total unbleached or bleached	262,989,600	247,571,800	228,697,800
Total printed, dyed, or colored	112,053,000	103,704,000	107,997,100
Total mixed materials, cotton predominating	1,803,700	2,917,600	2,474,400
Grand total	376,851,300	354,193,400	339,169,300

Other manufactures of cotton show as follows.

	1881.	1882.	1883.
Lace and patent net.....£	218,418	256,210	321,158
Hosiery of all sorts.....£	105,390	107,247	106,019
Thread for sewing.....lbs.	905,996	1,118,960	1,005,100
Other manufs. unenumer'd.£	78,317	91,274	103,775
Tot. value of cotton manfs.£	5,304,856	5,097,107	4,963,437

The movements in bullion in February and during the two months ended February 28 were as follows:

GOLD.

	1881. £	1882. £	1883. £
Imports in February	1,328,172	2,424,630	315,582
Imports in 2 months	1,810,120	2,717,924	823,158
Exports in February	341,284	962,918	237,515
Exports in 2 months	1,451,190	3,359,982	463,907

SILVER.

Imports in February	703,890	532,458	633,351
Imports in 2 months	1,212,215	1,031,042	1,536,921
Exports in February	611,541	416,314	751,565
Exports in 2 months	1,556,166	1,148,375	1,731,616

TOTALS OF GOLD AND SILVER.

Imports in February	2,032,062	2,957,148	949,233
Imports in 2 months	3,022,405	3,748,966	2,363,079
Exports in February	955,828	1,379,232	980,080
Exports in 2 months	3,007,356	4,508,357	2,195,523

The following figures relate to the United States:

GOLD.

	1881. £	1882. £	1883. £
Imports in February	710	1,121,431	192
Imports in 2 months	8,763	1,122,105	192
Exports in February	12,100	.....	.....
Exports in 2 months	612,980	31,160	.....

SILVER.

Imports in February	218,690	193,942	154,999
Imports in 2 months	508,564	351,707	455,843
Exports in February	7,740	287	42,200
Exports in 2 months	9,710	375	44,550

TOTALS OF GOLD AND SILVER.

Imports in February	2,032,062	2,957,148	948,233
Imports in 2 months	3,022,405	3,748,960	2,363,079
Exports in February	19,840	287	42,200
Exports in 2 months	622,720	31,535	44,550

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending March 30:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	50⅛	Holiday.	50⅛	50⅞	50⅞	51
Consols for money	102		102	102	102⅛	102⅛
Consols for account	102⅛		102⅛	102⅛	102⅛	102⅛
Fr'ch rentes (in Paris) fr.	80 82½		80 17½	80 30	80 22½	80 17½
U. S. 5s ext'n'd into 3½s	106¼		106¼	106⅛	106⅛	106¼
U. S. 4½s of 1891	116¼		116¼	116⅜	116½	116⅝
U. S. 4s of 1907	122⅜		122⅜	122⅞	123	123
Chic. Mil. & St. Paul	105⅜		105½	105	105⅛	102¼ x
Erie, common stock	38⅝		38¼	38⅝	38⅝	38¼
Illinois Central	149½		149⅜	150⅛	150⅛	150⅛
N. Y. Ontario & West'n.	26⅝		26½	26⅝	26⅝	.....
Pennsylvania	64⅝		64¼	64⅜	64½	64⅝
Philadelphia & Reading	27⅝		27¼	27⅜	27½	27⅝
New York Central	130¼		129¾	130	130⅛	.....

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	Holiday.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State)..100 lb.	12 3		12 3	12 3	12 3	12 3
Wheat, No. 1, wh. "	9 0		8 11	8 11	8 11	8 11
Spring, No. 2, n. "	9 6		9 6	9 6	9 6	9 6
Winter, West., n "	9 3		9 2	9 2	9 2	9 2
Cal. white "	.....		.....	.....	.....	.....
Corn, mix., West. "	6 0		6 0	6 0	6 0	6 0
Pork, West. mess...p bbl.	83 0		83 0	83 0	83 0	83 0
Bacon, long clear, new	52 6		52 0	52 0	52 0	52 0
Beef, pr. mess, new, p tc.	95 0		95 0	95 0	95 0	95 0
Lard, prime West. p cwt.	57 6		57 0	57 0	57 6	57 6
Cheese, Am. finest	70 0		70 0	70 0	70 0	70 0

Commercial and Miscellaneous News

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in dry goods and an increase in general merchandise. The total imports were $9,537,392, against $8,945,564 the preceding week and $10,305,183 two weeks previous. The exports for the week ended March 27 amounted to $7,349,022, against $8,419,350 last week and $7,507,419 two weeks previous. The following are the imports at New York for the week ending (for dry goods) March 22 and for the week ending (for general merchandise) March 23; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$2,806,376	$2,107,511	$2,418,625	$2,682,940
Gen'l mer'dise	5,726,387	7,830,250	5,359,127	6,904,543
Total	$8,532,763	$9,937,761	$7,777,752	$9,587,392
Since Jan. 1.				
Dry goods	$35,562,153	$31,351,742	$37,073,638	$36,629,118
Gen'l mer'dise	78,104,560	67,844,869	77,632,319	73,274,226
Total 12 weeks	$113,666,713	$99,396,611	$114,707,957	$109,903,344

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending March 27, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week	$7,291,412	$7,418,223	$5,817,425	$7,349,022
Prev. reported	70,600,460	83,520,586	70,244,280	78,725,585
Total 12 weeks	$77,891,872	$90,938,809	$76,061,705	$86,074,607

The following table shows the exports and imports of specie at the port of New York for the week ending March 24, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports. Week.	Exports. Since Jan. 1.	Imports. Week.	Imports. Since Jan. 1.
Great Britain	$.....	$5,600	$729,975	$1,471,060
France	.....	.....	104,220	104,220
Germany	.....	.....	530,740	1,220,031
West Indies	.....	.....	14,210	437,729
Mexico	.....	.....	.....	.....
South America	.....	32,865	100	76,190
All other countries	1,000	51,785	.....	16,896
Total 1883	$1,000	$90,250	$1,379,245	$3,326,116
Total 1882	.....	9,864,998	28,855	413,921
Total 1881	2,000	118,210	3,339,590	10,227,589
Silver.				
Great Britain	$362,000	$3,661,382	$.....	$.....
France	15,570	172,505	.....	226,278
German /	.....	.....	.....	61,268
West Indies	.....	.....	7,301	945,376
Mexico	.....	.....	113,811	20,482
South America	.....	.....	846	3,200
All other countries	.....	2,771	.....	.....
Total 1883	$377,570	$3,836,661	$121,958	$1,256,604
Total 1882	254,920	2,883,307	75,469	327,005
Total 1881	204,471	2,829,120	86,259	794,228

Of the above imports for the week in 1883, $9,370 were American gold coin and $8,006 American silver coin. Of the exports during the same $1,000 were American gold coin.

Cleveland Tuscarawas & Wheeling.—A suit was brought by Clement L. Russell, of Massillon, against the Cleveland Tuscarawas Valley & Wheeling Railroad, of which he is a bondholder, to prevent a confirmation of the sale of the road by the Union Trust Company of New York. The suit was brought on the ground that a large proportion of the second mortgage bonds of the road, which purchasers had turned in as part of purchase money, $628,000, were illegally issued, and therefore should not be acceptable as part of the purchase money upon which a pro rata share of the purchase price should be allowed, and also because a large part of the valuable coal lands along the line of the southern division of the road was not appraised and sold. Judges Baxter and Welker confirmed the sale, but directed a reference to a special master to hear testimony and make a report as to whether $628,000 of the bonds were illegally issued, or if issued or hypothecated and sold, to whom so hypothecated, for what sum, and to whom sold; and, second, what lands, if any, belonging to defendant, and subject to sale, were not sold, and the value thereof.

Painesville & Youngstown.—The first-mortgage bondholders have begun foreclosure proceedings, and have deposited their bonds with a committee, which is to conduct the suit and to buy in the road. Negotiations are in progress for the transfer of the property after reorganization to parties in the interest of the New York Chicago & St. Louis. The line will be changed to standard gauge, and will be used to form connections for Cleveland and to Pittsburg. The road is now of 3 feet gauge, and extends from Fairport, O., to Youngstown, 63 miles.

Richmond & Danville System.—The earnings as given in the table of weekly earnings on another page, still show an increase. It is expected by the Richmond & Danville managers that the completion of the Georgia Pacific Road to Birmingham, Ala., will add considerably to the traffic of the system. The Georgia Pacific, which is an extension westward from for Atlanta, Ga., of the Richmond & Danville System, was opened business March 15, to Anniston, Ala. (104 miles west of Atlanta), where it connects with the Selma Division of the East Tennessee Virginia & Georgia line. It is stated that the gap between Anniston and Birmingham is under contract for completion early next fall, while the balance of the line to Columbus, Miss., is progressing rapidly. The Richmond & Danville Extension Company, which is building this line, offers for sale its first mortgage bonds, and the official statement says that the road costs over $20,000 per mile, while the first mortgage is limited to $10,000 per mile. The road is laid with 50 lb. steel rails.

Sutro Tunnel.—The annual report of the Sutro Tunnel Company for the year ending March 1, states: "There has been no material change in the condition of the mining interests on the Comstock lode during the past year. The ores upon which the company has received royalty during the year were generally of a low grade and were taken from the ground above the level of the tunnel. Large reserves of ores of that character are known to exist above the tunnel level in several of the mines. We are glad to be able to state that the company's ranches have again yielded a profit. For the purposes of the work, the company has been obliged during the year to add $36,040 to its mortgage indebtedness, making the total indebtedness on that account (which is the only indebtness the company has) $982,962, exclusive of interest, which on January 1st last amounted to $334,181. During the past three years about 2,920 feet of the main tunnel have been re-timbered. This ground stands very well and requires but little attention. But many of the timbers which were put in before that time are decayed and will have to be replaced during the coming year, including those within the 224 feet of heavy swelling ground near the Combination shaft connection. There are also about 600 feet of ground which is constantly swelling which should be re-timbered, and about 3,000 feet of track which should be re-graded. The receipts and disbursements for the year to March 1 were as follows:

For royalties	$47,627
Receipts under mortgage	39,040
Other sources	10,583
Cash on hand	2,002
Total	$99,212

"The disbursements were $98,077 for all expenses of operation."

Utah Central.—The *World* publishes the following statement of the operations of this company for the year ending Dec. 31, 1882:

EARNINGS.

Balance on hand January 1		$240,734
Freight—ordinary		1,170,472
Passenger—ordinary	$308,839	
Storage and cartage	660	
Expressage	6,175	
United States mails	20,412—	336,087
Miscellaneous—sundry sources		24,927
Debts due by company		497,861
Gross earnings		$2,272,083

EXPENSES.

Conducting transportation	$223,347
Motive power	170,471
Maintenance of cars	34,225
Maintenance of way	172,655
General expenses	7,375
Increased expenses and taxes	25,562
Total expenses	$633,537

Net proceeds to balance—		
Permanent improvements	$299,800	
Dividends	53,500	
Interest on bonds	333,000	
Debts due to company	$424,507	
Material on hand	268,119	
Cash in hands of Treasurer	27,437	
Cash in hands of Secretary	32,181—	$1,638,545
Total		$2,272,083

Vermont Central.—A dispatch from Burlington, Vt., March 27, said: "In the U. S. Court here to-day the celebrated Vermont Central Railroad litigation was brought to an end. In the cases of Francis A. Brooks and other holders of the first mortgage bonds against the Vermont Central Railroad Company and others, a decree of foreclosure was entered by arrangement between litigants, and the other cases, eight in number, were discontinued. They have been in the State and Federal courts nearly thirty years. The reorganization of the Central Vermont Company will now be effected immediately."

Western Union Telegraph—Mutual Union.—Judge Freedman, in the Superior Court, Chambers, rendered a decision this week on the motion to continue the temporary injunction recently granted in favor of Josiah C. Reiff, a shareholder of the Western Union Telegraph Company, restraining that company and the Mutual Union Telegraph Company from taking any steps to perfect the lease of the latter's lines. Judge Freedman holds that the temporary injunction should be continued until the determination of the suit, or until the requisite number of shareholders of the Western Union Company shall have given their consent to the lease at a general meeting called for that purpose. On this latter point his decision covers very important ground, and an abstract of it is given as follows:

"Have then finally the forms of law been complied with? The statutes required that the lease should be ratified by a three-fifths vote of the board of directors, and the consent of three-fifths of the shareholders in interest, given by vote or in writing at a general meeting of the shareholders called for the purpose. It was admitted that the requisite vote of the board of directors of the Western Union Company had been obtained and that three-fifths of the shareholders in interest had given their consent to the lease in writing, though not at a general meeting. The defendants contended that the intention of the Legislature was to make a consent in writing equivalent to a vote at a general meeting. But according to the settled rules of construction of statutes, the intention of the law-makers must be first gathered from the words used by them. Judge Freedman then examines critically the language of the statute and arrives at the conclusion that the Legislature must be taken to have intended that the consent of the shareholders was to be given at a regular meeting. This construction was the more to be adopted because it led to no absurd conclusion. It might even be supported by substantial reasons. It was a general rule of corporation law that all business requiring the assent of shareholders should be done at a general meeting. It could not be assumed that the Legislature intended to abolish this general rule in the absence of a clear expression of such intention. The importance of the statutory requirement in the present case became more apparent when the following circumstances were considered. The defendants said that three-fifths of the shareholders in interest had given their assent to the lease, but they furnished no list and no disclosure of names. Prior to the execution of the lease, transfers of numbers of shares of Western Union stock took place daily in Wall Street, so that it became important to ascertain whether the alleged shareholders who signed the consent were at the time actual *bona fide* shareholders.

"The most suitable occasion to determine who are the shareholders of a company is at a meeting called for the purpose on notice to act. Judge Freedman concludes his opinion with the declaration that in his opinion the true interpretation of the statute corresponded with its grammatical construction, and that the failure of the Western Union Company to obtain the consent of the requisite number of its shareholders at a general meeting called for that purpose constituted a defect, but the only defect in the proceedings for the acquirement of the lines of the Mutual Union Company. The plaintiff was therefore entitled to have the injunction continued during the pendency of the action, but leave should be given to the Western Union Company to convoke a general meeting of its shareholders for the purpose of procuring the consent of the lease, according to the requirements of the statute. At any time, upon due proof that the consent of the shareholders required by law has been obtained, the defendants might move to have the injunction dissolved."

BURDETT'S OFFICIAL INTELLIGENCE FOR 1883.—LONDON, Effingham, Wilson, Royal Exchange, E. C. This volume, prepared by Mr. Henry C. Burdett, Secretary of the Share and Loan Department of the London Stock Exchange, is a most complete work of its sort. It furnishes a compendium of information regarding all classes of securities known to the London market, and is published under the sanction of the committee of the Stock Exchange. The volume is most elaborate, consisting of 900 pages of condensed matter, and should be seen and examined to be appreciated. The price of the book is £1 11s. 6d., and any parties wishing to do so can examine a copy at the CHRONICLE office and forward their orders to the publisher.

—Messrs. Chas. D. Barney & Co., of Philadelphia, are offering for sale $500,000 of the first mortgage 6 per cent bonds of the Rio Grande & Pecos Railroad of Texas. These bonds are offered at 95 and accrued interest, and full particulars will be found in the advertisement on another page.

—Messrs. J. S. Kennedy & Co., 63 William Street, will pay the coupons due April 1 on the Canadian Pacific Railway 5 per cent land bonds; also the coupons on the St. Paul Minneapolis & Manitoba second mortgage bonds.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son:

Shares.		*Shares.*	
60	Brooklyn Fire Ins. Co.	120	Citizens' National Bank
560	Spring Mount'n Coal Co.	25	New York Gas-Light Co.
22	Keely Motor Co.	11	Metropol'n Gas-Light Co. of Brooklyn
20	Montauk Fire Ins. Co. of Brooklyn	200	Bayonne & Greenv. Gas-Light Co. (50 p. ct. pd.)
15	Brooklyn Fire Ins. Co.	*Bonds.*	
20	Rutgers Fire Ins. Co.	$14,000	Port Huron & North-W. RR., 1st, 7s, due '99.
25	Howard Fire Ins. Co.	$2,000	City of Rahway, N. J., 7s, bonds, due Dec., '86.
30	Jefferson Ins. Co.		June, 1878, coupons on.
20	N. York Bowery Ins. Co.		
100	North River Bank		
50	Continental Nat. Bank		

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Chic St P. Minn.&Om.pref.(quar.)	1¾	April 20	April 1 to April 22
Danbury & Norwalk	2½	April 20	April 11 to April 20
Delaware Lack. & West. (quar.)	2	April 20	April 6 to April 20
Housatonic pref. (quar.)	2	April 16	April 6 to April 16
Lake Shore & Mich. So. (quar.)	2	May 1	Mch. 31 to May 3
Montgomery & Eufaula	10	On dem.	
Pittsb. Ft. W. & Chic. (quar.)	1¾	April 3	
do do special (quar.)	1¾	April 1	
Sunbury & Lewiston	3	April 2	Feb. 16 to
Bank.			
Gallatin National	5	April 10	Mch. 29 to April 9

NEW YORK, FRIDAY, MARCH 30, 1883—5 P. M.

The Money Market and Financial Situation.—The week has not been marked by decided animation, but the money market has relaxed and the general feeling has perceptibly improved. The return of Mr. Gould from his Southern trip is commented upon as one of the points of the week, and the newspapers report him, as usual, as expressing a feeling of much confidence in the future strength of the stock market.

In commercial affairs, and particularly in the movements of staple products on the railroads, the month of March will show a conspicuous increase in business over the same month of last year.

For the latest week reported, the receipts of breadstuffs at Western cities and cotton at the ports compared as follows with the corresponding week of 1882:

	Cotton, bales.	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush
1883.....	87,000	173,132	756,326	3,260,615	1,015,263
1882.....	54,035	113,679	417,109	964,189	640,015

The weekly returns of railroad earnings, so far as they go, confirm the results which might be expected from the foregoing statistics, but on the trunk lines running east from Chicago the returns are very meagre, and in no section of the country have we so few weekly or monthly reports from the railroads. The Grand Trunk of Canada is the only one of the trunk lines running east from Chicago that furnishes weekly reports of its traffic.

The relaxation in the money market is an encouraging feature of the week, and it is believed that the open market rates of 10 to 15 per cent have had their reasonable influence in drawing loanable funds toward this centre. The new law has been more thoroughly tested this time than ever before, and it has worked to the general satisfaction of Wall Street.

The old method of paying a commission per diem made the rates actually much higher, while it was always an evasion of the law and an undignified method of transacting business. The Treasury disbursements of April interest, and the notice that on each of three Wednesdays, beginning with April 4, the Treasury would pay in advance $5,000,000 of the bonds embraced in the 120th call, have had much to do with the growth of ease in the loan market.

On Saturday, the 24th, loans to stock brokers were as high as 12 per cent, but on Monday rates fell off to 8@10 per cent, and from that gradually declined, until they reached normal prices of 6@7 per cent on Thursday. To-day the rates on stock collateral were about 7 per cent. Government bond dealers have had money at 4@6 per cent throughout the week. Prime commercial paper is quoted at 6@6½ per cent.

The New York City Clearing-House banks in their statement of March 24 showed a decrease of $1,315,800 in the amount of deficiency in their reserves below the legal limit, the total deficiency being $5,455,075, against $6,770,875 March 17.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883. Mar. 24	Differ'nces fr'm previous week.	1882. Mar. 25.	1881. Mar. 26.
Loans and dis.	$312,879,100	Dec. $6,792,000	$311,219,400	$300,622,000
Specie	47,997,400	Dec. 554,500	58,602,100	57,668,900
Circulation	16,356,200	Dec. 251,700	20,096,500	16,630,500
Net deposits	281,911,500	Dec. 7,704,000	285,659,600	275,586,500
Legal tenders	17,025,400	Dec. 55,700	16,150,900	12,934,500
Legal reserve	$70,477,875	Dec. $1,926,000	$71,414,900	$68,896,625
Reserve held	65,022,800	Dec. 610,200	74,753,000	70,663,400
Surplus	*$5,455,075	Inc. $1,315,800	$3,338,100	$1,706,775

* Deficit.

The Bank of England weekly statement on Thursday showed a decrease of £302,000 in specie, and the percentage of reserve to liabilities was 38¼, against 40 13-16 last week; the discount rate remains at 3 per cent. The Bank of France gained 1,650,000 francs gold and lost 9,525,000 francs silver.

Exchange.—The easier rates for money led to a natural advance in rates of exchange, as the demand was stimulated. The further withdrawals of gold from the Bank of England, for shipment to this country, have been checked, at least for the time being. To-day prime bankers' 60-day sterling bills sold at 4 81@4 81¼; demand, 4 83¼@4 84; cables, 4 84¼@4 84¼. Continental bills were as follows, viz.: Francs, 5 23¼@5 23¾ and 5 20⅝@5 21¼; reichsmarks, 94¼@94⅝ and 91¼@91⅝; guilders, 39¾@39 13-16 and 40@40 1-16.

In domestic bills New York exchange was quoted as follows to-day at the undermentioned cities: Savannah buying ⅛, selling par@⅛ prem.; Charleston buying par, selling ⅛@¼ prem.; New Orleans com., 50 prem., bank, 150 prem.; St. Louis, 25 prem.; Chicago, par; Boston, 25@30 premium.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

March 30.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 81¼@4 82	4 83¾@4 84¼
Prime commercial	4 80½@4 81	4 83 @4 83½
Documentary commercial	4 79¾@4 80¼	4 82½@4 82¾
Paris (francs)	5 23¾@5 21¾	5 21¼@5 19⅜
Amsterdam (guilders)	39¾@ 39⅞	40 @ 40⅛
Frankfort or Bremen (reichmarks)	94¼@ 94⅝	94⅜@ 95⅛

United States Bonds.—The government bond market has been more active than for some weeks before, and there has been a large demand for bonds from some of the New England States and from New Jersey, by parties who are preparing for taxation on their exhibit of property as of April 1. The demand has been for all the popular classes of bonds.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Mar. 24.	Mar. 26	Mar. 27.	Mar. 28.	Mar. 29.	Mar. 30
5s, continued at 3½	Q.-Feb.	*103	*103¼	*103¼	*103¼	*103¼	*103¼
4½s, 1891 reg.	Q.-Mar.	*112¾	113	*112⅞	*112⅞	113¼	*113⅜
4½s, 1891 coup.	Q.-Mar.	*112¾	*113	112⅞	113⅛	112¼	113⅜
4s, 1907 reg.	Q.-Jan.	*119	119	*119	119¼	*119¼	119½
4s, 1907 coup.	Q.-Jan.	*120	120½	*120	*120	120¼	120½
3s, option U. S. reg.	Q.-Feb.	*103⅝	103⅞	103⅜	103⅞	*104¼	*104⅜
6s, cur'cy, 1895 reg.	J. & J.	*126	*126	*126	*128	*128	*128
6s, cur'cy, 1896 reg.	J. & J.	*127	*127	*127	*128	*128	*128
6s, cur'cy, 1897 reg.	J. & J.	*128	*138	*128	*129	*129	*129
6s, cur'cy, 1898 reg.	J. & J.	*129	*129	*129	*122	*132	*131
6s, cur'cy, 1899 reg.	J. & J.	*130	*130	*130	*132	*133	*133

* This is the price bid at the morning board; no *sale* was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
Mar. 24..	1,198,545 06	999,054 03	128,275,765 30	7,146,074 97
" 26..	1,023,994 51	1,784,826 50	127,835,123 01	6,825,885 27
" 27..	1,661,264 90	2,897,205 93	126,513,353 52	6,911,713 73
" 28..	1,007,184 81	1,823,187 65	125,846,966 71	6,762,097 70
" 29..	1,481,018 86	1,122,858 78	126,163,162 81	6,804,061 68
" 30..	1,338,545 84	1,018,751 98	126,518,541 08	6,768,477 27
Total....	*7,710,553 98	9,645,884 87	.....	.....

* Above receipts include $900,000 gold certificates put into cash.

State and Railroad Bonds.—Dealings in Southern State bonds at the Board have been rather more active, particularly in Tennessees and Arkansas railroad bonds. To-day Tenn. 6s new sold at 42, new series 41½; and yesterday compromise bonds at 45@45⅛. Arkansas 7s, L. R. P. B. & N. O., sold at 49½; Ark. 7s, Miss. Oua. & Red River, at 49¾; and L. Rock & Fort Smith, 51.

Railroad bonds have been more active, and prices are in some cases firmer. The Mo. Kan. & Tex. general mortgage bonds have sold largely at the board, and have been about the most active of the list.

Railroad and Miscellaneous Stocks.—The stock market remained sluggish in the early part of the week, but in the past few days there has been more animation, and in certain specialties the volume of sales has been considerable. One of the principal movements of the week was the decline in Central Pacific stock under considerable sales. The report was current in the Street that some large holders had been selling freely, as there appeared to be no other particular reason for a sudden decline in the stock. Michigan Central fell off when the directors determined to pass the quarterly dividend; but this had little significance, as they merely voted to make the dividend periods semi-annual, leaving August next as the time for the first dividend since the Canada Southern alliance went into effect.

The Oregon Transcontinental and the Northern Pacific stocks also showed some activity, and among the coal stocks Del. Lack. & West., on which a 2 per cent quarterly dividend has been declared, payable April 20.

In the last hour of business there was considerable strength shown, and some stocks sold at the best prices of the day.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING MARCH 30, AND SINCE JAN. 1, 1883.

STOCKS.	Saturday, March 24.	Monday, March 26.	Tuesday, March 27.	Wednesday March 28.	Thursday, March 29.	Friday, March 30.	Sales of the Week (Shares).	Range Since Jan. 1, 1883. Lowest.	Highest.	For Full Year 1882. Low.	High
RAILROADS											
Boston & N. Y. Air-Line, pref.	....	....	....	78 79	....	....	268	78 Mar. 28	82 Jan. 17	60	80½
Burlington Cedar Rap. & No.	81 81	80¼ 80¼	....	80 80	80¼ 80¼	80 80	197	80 Mar. 28	83 Jan. 5	67	85⅜
Canadian Pacific	....	....	59½ 59½	....	....	....	500	58¼ Feb. 23	61½ Feb. 12	.....	.....
Canada Southern	66½ 66⅜	67 67¼	66 66¾	66⅜ 68	67½ 68	67⅛ 67⅝	8,300	63¾ Feb. 19	71¾ Jan. 19	44	73
Cedar Falls & Minnesota	13 13	....	....	....	....	....	200	12 Feb. 27	15 Jan. 3	14	30
Central of New Jersey	77½ 79⅜	76¼ 78½	74½ 76⅝	74⅜ 76½	75¾ 76⅝	75⅝ 76¾	126,069	74⅜ Mar. 28	88 Jan. 5	82⅜	97⅛
Central Pacific	*21 22½	*21 22½	*21 22	*21 22	*21 22½	*21 22	.....	20½ Feb. 23	23¾ Jan. 20	19½	27
Chesapeake & Ohio	32½ 32½	*31 33	*31 33	*31 33	*31 33	*31½ 33	110	29⅞ Feb. 24	35½ Jan. 20	27¼	41½
Do 1st pref	*23 25½	*23 25½	*23 25	*23 24	*23 24½	*23 24	.....	22½ Feb. 26	27 Jan. 22	21	29
Do 2d pref	....	....	....	134½ 134½	124⅞ 134⅞	134½ 134½	805	130 Feb. 20	137¼ Jan. 22	127½	145½
Chicago & Alton	....	....	....	....	....	....	.....	140 Feb. 10	145 Feb. 14	130	146
Do pref	121½ 122¼	122 122½	121½ 122½	121⅝ 124¼	123⅞ 124½	123¾ 124¾	14,280	115¾ Feb. 20	125⅞ Jan. 18	120½	141
Chicago Burlington & Quincy	101½ 102½	1983¼ 1027⅞	97⅞ 98¾	98⅜ 99⅝	99¼ 99⅞	98⅞ 99½	122,614	97⅛ Feb. 20	108½ Jan. 20	96¼	128¼
Chicago Milwaukee & St. Paul	120 120	1197⅛ 1197⅛	....	1164¾ 117	117⅛ 117⅜	117 117¼	1,310	116⅜ Feb. 7	122 Jan. 9	114½	144¼
Do pre	132½ 132⅞	132½ 132⅞	132⅜ 132⅜	132½ 133⅝	133½ 133⅞	133⅜ 133⅝	8,800	128⅛ Feb. 2	136¼ Jan. 4	124	150¾
Chicago & Northwestern	*145¾ 146¼	146½ 146⅝	146¾ 146¾	146¼ 146¼	148 148½	148 148	555	143 Feb. 20	151⅜ Jan. 5	136	175
Do pref	123 123½	1233¼ 124	123⅝ 123⅞	124 124⅛	124½ 124¾	†123 124½	2,981	118 Feb. 21	127¼ Jan. 5	122	140¼
Chicago Rock Isl. & Pacific	48 48½	47⅝ 48⅛	47¼ 47¾	48 48⅞	48⅝ 49⅜	47¼ 48½	18,200	44¾ Feb. 19	55 Jan. 18	29¾	58¼
Chicago St. Paul Minn. & Om.	....	107 107	107 107	107¾ 107¾	107½ 108	106⅜ 107	2,955	102¾ Feb. 19	113¼ Jan. 8	97½	117
Do pref	....	49 49	....	....	....	....	200	46 Feb. 15	49½ Mar. 9	44	62
Cincinnati Sand. & Cleveland	72½ 73	*72¾ 73½	....	73 73	73½ 73½	73 73	850	68¾ Feb. 20	84 Jan. 5	65½	92¾
Cleveland Col. Cin. & Ind	....	139 139	139¼ 139¼	....	....	139¼ 139⅜	331	138⅜ Mar. 6	142 Jan. 26	133	140
Cleveland & Pittsburg guar	....	46 46	....	....	....	....	100	31 Feb. 26	54 Mar. 19	50	104
Columbia & Greenville, pref	....	*6 7	*5½ 7	6 6	*5½ 6¾	5½ 5½	314	3¼ Jan. 20	7¾ Mar. 5	3⅞	21⅞
Columbus Chic. & Ind. Central	123¾ 124½	121⅛ 124⅝	123⅝ 124⅜	124 125¼	124½ 125½	124½ 125⅜	209,520	118⅛ Feb. 16	129¼ Jan. 4	116¼	150¼
Delaware Lackawanna & West	46⅝ 47⅜	46¾ 47¼	45⅞ 46¾	46¼ 47½	46¾ 47⅜	46¾ 47⅝	37,070	39⅞ Jan. 2	51⅜ Jan. 20	38¼	74⅝
Denver & Rio Grande	....	87 87	....	....	85 85	86 88	138	85 Mar. 29	92 Mar. 12	82	96½
Dubuque & Sioux City	8¾ 8¾	8¾ 9	*8¾ 9	*8¾ 9	9¼ 9¼	*9 9¼	2,058	8⅛ Feb. 21	10¼ Jan. 2	8	16
East Tennessee Va. & Ga	*15½ 16	15¾ 15¾	16½ 16½	*16 16¾	16¾ 17	*16½ 17	1,600	14¾ Feb. 20	18¼ Jan. 2	15½	26½
Do pref	....	....	....	30⅜ 30⅜	....	30 30⅝	300	30 Jan. 2	33⅞ Jan. 19	29½	42⅝
Fort Worth & Denver City	....	....	....	9 9⅞	9¾ 9¾	....	1,900	5 Feb. 9	9⅞ Mar. 28	6	16
Green Bay Winona & St. Paul	8¼ 8¼	9 9¼	....	....	....	....	.....	38 Mar. 6	46¾ Jan. 17	45	110
Hannibal & St. Joseph	*39 42	*39 42	....	....	....	....	.....	72 Jan. 3	87¾ Jan. 30	72	111¼
Do pref	*80 81	*80 81	*80 81	81 81	81 81½	*80½ 82	300	73 Feb. 17	79 Jan. 16	61	92½
Houston & Texas Central	*72½ 78	*72½ 78	*72½ 78	*72½ 78	*72½ 74⅜	*72½ 79	.....	141⅝ Jan. 3	147 Jan. 30	127¾	150½
Illinois Central	*143¾ 144¾	144⅞ 144⅞	144½ 144½	145 145¼	145¼ 145¾	144⅛ 144½	2,482	77 Feb. 17	81 Jan. 22	.....	.....
Do leased line	80 80	....	....	80 80	....	....	375	27 Feb. 16	35¼ Mar. 12	30	49½
Indiana Bloom'n & Western	33¼ 33¼	33⅜ 33¾	32¾ 33	33¼ 34¼	33½ 34⅜	33⅜ 33¾	2,150	26 Feb. 16	33¼ Jan. 18	23½	45
Lake Erie & Western	30¾ 30¾	31¼ 31¼	30½ 30½	30½ 31¾	31 32	30⅝ 30⅞	2,520	106⅝ Feb. 16	114⅞ Jan. 18	98	120⅛
Lake Shore	110⅜ 110½	110½ 110⅝	109¾ 110¼	110⅜ 111	110½ 111¼	†108⅝ 110⅝	19,750	60 Jan. 2	65 Jan. 18	49½	65
Long Island	....	62½ 62½	62⅜ 62⅜	63¼ 63¼	62⅞ 62⅞	....	350	51⅜ Feb. 19	58½ Jan. 20	46½	100¾
Louisville & Nashville	54¼ 54½	53⅞ 54⅜	53⅜ 53¾	53¾ 54⅝	54¼ 54¾	54 54½	9,000	55 Mar. 9	68 Jan. 5	57	78
Louisville New Albany & Chic	....	*50 53	....	....	....	....	.....	40 Mar. 21	53⅞ Feb. 9	40	60⅛
Manhattan	43 43½	42½ 42½	*40 43	*41 43½	*40 42	*40 42	600	813¾ Jan. 3	90 Jan. 18	82	98½
Do 1st pref	*84 86	....	*84 86	*84 85	*84 85	*84 86	.....	48 Feb. 24	53 Feb. 10	40	50
Do common	*40 44	....	*40 43	*41 43½	*40 42	*40 42	.....	15 Feb. 21	20½ Mar. 15	15	37
Manhattan Beach Co	24 24	*21 26	24¼ 24¼	24¼ 24¼	*24 25	....	325	86 Feb. 19	55 Jan. 8	42¼	82⅜
Memphis & Charleston	38 38	....	....	38½ 38¾	....	....	500	79½ Mar. 7	85 Jan. 8	77	93
Metropolitan Elevated	*80 85	....	80 80	*79¾ 80¼	*79¾ 80½	*80 81½	100	90 Feb. 20	100⅛ Jan. 19	77	105
Michigan Central	93½ 94⅝	93¼ 94⅛	91¾ 93	92⅝ 94¼	93⅝ 94½	93¼ 93¾	44,800	15 Feb. 28	18 Jan. 4	13	21
Milwaukee L. Sh. & Western	....	 17	....	....	....	..... 16¾	.....	42 Mar. 5	48½ Jan. 20	41⅜	58¼
Do pref	....	*43¼ 45	*43½ 46	....	44⅝ 44⅝	*43 44	110	22⅞ Feb. 20	30¾ Jan. 18	19	36¾
Minneapolis & St. Louis	*25 26½	27 27	26 26	26 26	*26 27½	*25 26	400	52 Feb. 20	63½ Jan. 18	59	77
Do pref	*57 59	57½ 57½	....	*57 58½	*57½ 59	*57 59	100	79¼ Feb. 20	84⅞ Jan. 18	63	92½
Missouri Kansas & Texas	30⅞ 31⅜	31 31¼	30½ 30⅞	30⅞ 31⅝	31¼ 31⅞	31⅛ 31½	15,242	97⅜ Feb. 26	105⅝ Jan. 19	86⅝	112½
Missouri Pacific	100½ 101	101 101¼	100¾ 101½	101⅛ 102⅛	101¾ 102½	101½ 102	20,100	200	15 Feb. 16	19½ Jan. 5	12	35¾
Mobile & Ohio	*17 18½	17½ 17½	*17	18 18	*18 18½	*17	.....	79	120 Feb. 15	124 Jan. 9	119¾	128
Morris & Essex	....	....	122 122½	122 122	*122 125	*123 125	400	555⅜ Jan. 3	647⅜ Jan. 22	47	87½
Nashville Chattanooga & St. L	*58½ 59½	*58 59	*58½ 59½	....	*57½ 58½	57 57	9,934	124¼ Feb. 3	129⅛ Mar. 10	123⅜	138
New York Central & Hudson	125⅝ 125⅞	125¾ 125⅞	125¼ 125½	125½ 126	125⅞ 126¼	125¾ 126	1,700	10 Feb. 2	15½ Jan. 5	10½	17¾
New York Chic. & St. Louis	12 12	12 12	11¾ 11⅞	11¾ 12	*11⅝ 12	12 12	600	23 Feb. 7	35 Jan. 4	27	37⅝
Do pref	*27½ 28½	28½ 28½	27½ 28	*27¼ 28	*27 28	*27½ 28	.....	101 Jan. 13	105 Feb. 16	100	109½
New York Elevated	*104	....	*101 110	*104 110	*104 110	*101 110	.....	85½ Mar. 1	89½ Mar. 5	.....	.....
New York Lack. & Western	....	....	87¾ 88	....	88 88	88 88	340	84⅜ Feb. 20	407⅛ Jan. 18	33¼	43¾
New York Lake Erie & West	37 37⅛	37⅛ 37¼	36⅞ 37⅛	37 37⅜	37¼ 37⅜	36⅞ 37⅛	15,100	75 Feb. 19	83 Jan. 5	67	88¼
Do pref	....	....	....	....	....	....	.....	45½ Feb. 3	52¼ Jan. 9	45	60½
New York & New England	....	....	....	....	*46 48	....	.....	174 175	70	169 Jan. 16	175 Jan. 10	168	186
New York New Haven & Hart	....	....	....	....	....	....	70	24¾ Mar. 2	27⅛ Jan. 15	20¼	31⅞
New York Ontario & Western	25¾ 25¾	25½ 25½	25⅛ 25⅜	25⅝ 25⅝	*25¾ 26	25¼ 25¼	769	37½ Feb. 26	49¾ Jan. 20	44¼	60
Norfolk & Western, pref	41½ 42	*41 42	*41 42	41½ 41½	41 41¼	*40½ 41¾	1,100	44⅞ Feb. 20	51⅜ Jan. 20	28¾	54⅜
Northern Pacific	50½ 51⅜	50¼ 51	49⅞ 50⅜	50⅜ 50⅞	50¼ 51	49⅝ 50⅛	52,293	79⅜ Feb. 20	87⅝ Mar. 19	66¾	100⅜
Do pref	86¼ 87⅛	86⅜ 87	85⅞ 86¼	86½ 86⅞	85½ 87	85¼ 86¼	40,731	1,890	9⅛ Feb. 16	13⅞ Jan. 18	11⅜	25⅝
Ohio Central	12 12¼	12 12⅛	11⅞ 11⅞	12 12¼	12⅛ 12¼	12¼ 12¼	500	29 Feb. 14	34½ Jan. 4	27	42
Ohio & Mississippi	....	....	....	....	33 33½	32½ 32½	150	10 Feb. 2	13¾ Jan. 18	11	23½
Ohio Southern	12½ 12½	....	....	....	....	....	60,915	79 Feb. 20	89 Jan. 19	60	98¾
Oregon & Trans-Continental	84⅜ 84⅜	84¼ 84¼	83⅞ 84¼	84⅝ 84¾	82⅜ 84⅜	81⅞ 83	1,000	19⅝ Feb. 19	28 Jan. 18	23	39¾
Peoria Decatur & Evansville	22¾ 22¾	22½ 22½	*22½ 23¼	22½ 22¾	22¼ 23¼	*23 23	7,910	49⅜ Feb. 20	58½ Jan. 18	46¾	67½
Philadelphia & Reading	52⅞ 53	52⅞ 52⅞	52⅝ 52⅞	53 53⅛	53⅛ 53½	52¾ 53⅜	.....	135 Jan. 2	138 Jan. 16	130	139
Pittsburg Ft. Wayne & Chic	....	....	....	....	....	....	.....	139½ Jan. 3	144 Mar. 3	131½	144
Rensselaer & Saratoga	....	....	....	....	....	....	200	10 Feb. 20	15 Jan. 6	13	40
Rich. & Allegh., stock trust ctfs.	....	....	....	....	11 11	....	210	47 Jan. 13	60 Jan. 18	52	250
Richmond & Danville	*52 54	*52 54	52½ 52½	*52 54	54 54	*53 54½	300	21 Feb. 16	29 Jan. 30	23	263
Richmond & West Point	*22½ 25	*22½ 25	22 22	*22 25	*22 24	*22½ 25	19,883	16¾ Feb. 16	22 Jan. 5	17½	36½
Rochester & Pittsburg	19¼ 19¼	19 19⅛	19 19⅛	19¼ 20¼	20 20⅞	20 20½	1,400	48 Jan. 3	71¾ Mar. 10	20½	50
St. Louis Alton & Terre Haute	*69 70¼	70½ 71	69 69	68 69	69½ 70	70 70	1,000	90 Jan. 3	100¾ Jan. 30	55	94½
Do pref	*97½ 99⅜	*97 99½	....	....	99 99¾	*98½ 99½	.....	29½ Feb. 23	34⅞ Jan. 12	31	46⅞
St. Louis & San Francisco	*29 31	....	*29 31	*29 31	*29 34	*29 31	.....	48 Feb. 23	54⅞ Jan. 12	43	66½
Do pref	*48 50	....	*48 50	*48¼ 50	*48 50	*49 50	.....	89 Feb. 28	100½ Jan. 11	79¾	106½
Do 1st pref	*91½ 94	....	*91½ 94	*91½ 94	*91½ 94	*91½ 94	.....	35 Feb. 15	40⅞ Jan. 9	26	42¾
St. Paul & Duluth	....	*35 38	*35 38	....	*35 38	*35 38	.....	91 Feb. 20	97½ Jan. 4	68	99¼
Do pref	94 94	*93½ 94½	*93½ 94½	*93 94½	*94 95	100	8,413	133 Feb. 20	160 Mar. 24	108½	166½
St. Paul Minneap. & Manitoba	158 160	154½ 159¼	155¼ 157	158 159	157⅝ 159	158⅛ 158½	32,275	36¾ Jan. 3	43 Jan. 18	31	55
Texas & Pacific	39½ 40	39¾ 40⅜	39¼ 39¾	39⅞ 40⅞	40¼ 41	40 40⅜	108,568	91¼ Feb. 7	104¾ Jan. 18	98½	119¾
Union Pacific	96⅜ 96¾	95⅞ 96¾	94¾ 96⅛	94⅞ 96¼	95⅝ 96¼	95⅜ 96⅛	5,000	26½ Feb. 26	36¾ Jan. 18	23⅝	39⅞
Wabash St. Louis & Pacific	28¾ 29½	29 29⅛	28¾ 28¾	29¼ 30¼	29⅞ 30¼	29 29⅞	16,560	41¾ Feb. 26	57½ Jan. 18	45⅞	71⅝
Do pref	49 49⅜	49⅛ 49⅝	48⅝ 49	48¾ 50⅜	49½ 50⅜	49 49⅝					
MISCELLANEOUS.											
American Tel. & Cable Co	....	65 65	....	....	....	....	200	64⅜ Feb. 26	69½ Jan. 15	65	74
American District Telegraph	....	....	....	....	....	....	.....	30 Jan. 22	47 Mar. 9	31	60
Colorado Coal & Iron	31¾ 32	32 32¼	....	32⅛ 32¼	32½ 32¾	32½ 32½	1,510	28¼ Feb. 7	33⅝ Feb. 12	25	53⅞
Delaware & Hudson Canal	108 108	108⅛ 108¼	107⅞ 107⅞	108¼ 108¼	108 108¼	108 108	1,117	105⅜ Feb. 13	109½ Jan. 5	102¾	119¾
Homestake Mining	15½ 15½	15⅛ 15½	15½ 15½	15¼ 15¾	15½ 15½	15¼ 15½	1,050	15 Mar. 6	19 Jan. 19	15⅝	19¾
Mutual Union Telegraph	....	18¼ 19	17½ 18½	18⅛ 18⅛	18¼ 18¼	*18 19	6,485	17½ Mar. 27	25 Jan. 17	19⅞	30¼
New Central Coal	....	....	12½ 12½	....	....	....	100	12½ Mar. 27	14 Jan. 4	13½	23
Ontario Silver Mining	....	....	....	....	....	....	.....	18 Feb. 10	35½ Jan. 8	33	40
Oregon Improvement Co	....	....	....	....	83 83	....	100	83 Mar. 30	91¼ Mar. 5	.....	.....
Oregon Railway & Nav. Co	....	137 137	....	....	138 138	....	200	132 Feb. 20	144 Jan. 18	128	163⅛
Pacific Mail	40½ 40½	*40 41	40½ 40½	40¼ 40⅜	40¾ 40⅞	*40 40½	2,710	39 Jan. 25	43⅜ Jan. 18	32¾	48¾
Pullman Palace Car	120¾ 120¾	121½ 121½	120 120	121½ 121½	121 121	121 121	143	117 Feb. 23	126 Jan. 20	117	145
Quick-Silver Mining	*8 9	*8¼ 9	*8 9	*8 9	*8¼ 9½	*8¼ 9	.....	8 Feb. 1	9½ Mar. 3	8	14¼
Do pref	*43 44½	42 43	*42 43½	*42 43	*43 44½	*42 44	300	37½ Jan. 26	46½ Mar. 6	40	62¼
Western Union Telegraph	82⅜ 82¾	81⅞ 82½	81¾ 82⅛	82⅛ 82⅞	82⅛ 82⅞	82⅛ 82½	15,510	79¼ Feb. 5	85½ Mar. 13	76⅛	93⅜
EXPRESS.											
Adams	128 128½	128 128	*127 128	127½ 127½	128 128	127⅜ 127⅜	100	127 Mar. 17	135 Jan. 5	133	149½
American	89 89	91 91	89 89	89 90	*88 90	88 88	228	88 Mar. 16	93 Jan. 5	90	97½
United States	*55 60	*55 60	*55 60	*53 58	*53 58	*53 58	.....	59 Mar. 22	65½ Jan. 6	62	80¼
Wells, Fargo & Co	*121 124½	*120 124	*120 124	*120 124	*120 121½	*120 124	.....	122 Feb. 19	126 Jan. 8	125	132
COAL AND MINING.											
Consolidation Coal	*25	*25	*25	*25	*25	*25	.....	25 Mar. 13	27⅝ Jan. 19	27½	38⅞
Little Pittsburg Mining	....	....	....	....	....	....	.....	....	....	1⅛	2¼
Mariposa Land & Mining	....	....	....	....	....	....	.....	....	....	1¼	2½
Maryland Coal	....	....	....	....	....	....	.....	17 Jan. 15	17 Jan. 15	13	26
Pennsylvania Coal	....	....	....	....	....	....	.....	270 Feb. 2	270 Feb. 2	240	245
Standard Consol. Mining	....	....	6½ 6½	....	....	....	200	5½ Feb. 17	6⅞ Mar. 20	4½	19¾
Cameron Coal	....	....	....	....	....	....	.....	14 Feb. 27	18 Jan. 3	18	37¼
Central Arizona Mining	....	¼ ¼	....	....	....	....	200	¼ Mar. 26	½ Jan. 12	½	1⅝
Deadwood Mining	....	....	....	....	....	....	.....	....	....	4	6¾
Excelsior Mining	....	....	....	....	....	....	.....	....	....	⅛	2⅞
Robinson Mining	....	....	....	....	....	....	.....	....	....	1	4
Silver Cliff Mining	....	....	....	....	....	....	.....	....	....	2	2¾
Stormont Mining	....	....	....	....	....	....	.....	....	....	1½	1½

* These are the bid and prices asked; no sale was made at the Board. † Lowest price is ex-dividend.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama—		
Class A, 3 to 5, 1906	82	.....
Class A, 3 to 5, small	84	.....
Class B, 5s, 1906	100	102¾
Class C, 4s, 1906	82½	.....
6s, 10 20s, 1900	104	.....
Arkansas—		
6s, funded, 1899 1900	.....	.....
7s, L. Rock & Ft. S. 188	.....	.....
7s, Memp.& L. Rock RR	40	50
7s, L. R.P.B. & N.O. RR	.....	49
7s, Miss. O. & R. R. RR.	40	.....
7s, Arkansas Cent. RR.	17½	25
Connecticut 6s, 1883-4	102	.....
Georgia—6s, 1886	.....	105
7s, new, 1886	106½	107¾
7s, endorsed, 1886	106½	.....
7s, gold, 1890	115	117
Louisiana—		
7s, consol., 1914	65	67
7s, small	62	.....
Louisiana—Continued—		
Ex-matured coupon	55	60
Michigan—		
7s, 1890	115	.....
Missouri—		
6s, due 1883	101½	.....
6s, due 1886	106½	.....
6s, due 1887	107½	.....
6s, due 1888	109½	.....
6s, due 1889 or 1890	110	.....
Asyl'm or Univ., due '92	113	.....
Funding, 1894 95	117	.....
Hannibal & St. Jo., '86	.....	112
Do do '87	.....	112
New York—		
6s, gold, reg., 1887	.....	.....
6s, gold, coup., 1887	.....	.....
6s, loan, 1891	.....	.....
6s, loan, 1892	.....	.....
6s, loan, 1893	.....	.....
N. Carolina—6s, old, J.&J.	31	.....
6s, old, A.&O.	31	.....
N. Carolina—Continued—		
No Carolina RR., J &J	155	.....
Do A &O	155	.....
Do 7 coup's off, J.&J	130	.....
Do 7 coup's off, A &O	130	.....
Funding act, 1866 1900	10	13
Do 1868 1898	10	13
New bonds, J.&J., '92-8	15	.....
Do A.&O	15	.....
Chatham RR	3½	.....
Special tax, class 1, '98 9	5	8
Do class 2	5	8
Do to W. N. C. RR	5	8
Do Western RR	5	8
Do Wil C.& Rn.R.	5	8
Do W'n. & Tar R	5	.....
Consol. 4s, 1910	78¼	80
Small	75	.....
Ohio—		
6s, 1886	109½	109½
Rhode Island—		
6s, coupon, 1893-99	116	.....
South Carolina—		
6s, Act Mar. 23, 1869	.....	7
non-fundable, 1888	.....	.....
Brown consol'n 6s, 1893	102½	103¾
Tennessee—6s old, 1892 8	42	.....
6s, new, 1892 8, 1900	40	42
6s, new series, 1914	42	.....
Compromise 3 4 5 6s, 1912	45	.....
Virginia—6s old	36½	30
6s, new, 1866	36½	.....
6s, new, 1867	36½	.....
6s, consol. bonds	36	.....
6s, ex-matured coupon	40	.....
6s, consol., 2d series	50	.....
6s, deferred	.....	14
District of Columbia—		
3 65s, 1924	.....	.....
Small bonds	.....	.....
Registered	.....	.....
Funding 5s, 1899	.....	.....
Do small	.....	.....
Do registered	.....	.....

RAILROAD BONDS.

Railroad Bonds. (Stock Exchange Prices.)		
Ala. Central—1st, 6s, 1918	.....	.....
Alleg'y Cen.—1st, 6s, 1922	.....	.....
Atch T. & S. Fe—4½, 1920	.....	.....
Sinking fund, 6s, 1911	.....	.....
Atl & Pac.—1st, 6s, 1910	*96½	97
Balt. & O.—1st, 6s, Prk. Br.	*114¼	.....
Best. Hartf. & E.—1st, 7s	.....	50
Guaranteed	.....	.....
Bur. C. Rap & No.—1st, 5s	101	101¼
Minn. & St. L.—1st, 7s, gu	120	.....
Iowa C. & West.—1st, 7s	.....	.....
C. Rap. Ia. F. & N.—1st, 6s	.....	.....
1st, 5s, 1921	.....	95
Buf. N. Y. & Phil.—1st, 6s	*100	101
Central Iowa—1st, 7s, '99	*108	108
Char. Col. & Aug.—1st, 7s	.....	.....
Ches & Ohio—Pur. m'y fd.	*108¼	.....
6s, gold, series A, 1908	*108¼	.....
6s, gold, series B, 1908	92¼	92½
6s, currency, 1918	52⅝	53
Mortgage 6s, 1911	101½	.....
Chicago & Alton—1st, 7s	*117¾	.....
Sinking fund, 6s, 1903	113½	.....
La. & Mo. Riv.—1st, 7s	116	.....
2d, 7s, 1900	*109	.....
St. L. Jack & Chic.—1st	*117	.....
1st, guar (564), 7s, '94	*115½	.....
2d (360), 7s, 1898	.....	.....
2d, guar. (188), 7s, '98	.....	.....
Miss. R. Br'ge—1st, s.f. 6s	.....	.....
C.B.&Q.—Consol. 7s, 1903	127¼	127½
5s, sinking fund, 1901	.....	107
Ia. Div.—S. F., 5s, 1919	*102½	.....
S. F., 4s, 1919	88½	.....
Denver Div.—4s, 1922	84	85
4s, 1921	*	83
C. R. I. & P. 6s, cp., 1917	.....	124½
6s, reg., 1917	.....	124½
Keo. & Des M.—1st, 5s	103½	.....
Central of N. J.—1st, '90	115	.....
1st consol. assented, '99	112	.....
Conv., assented, 7s, 1902	112¾	.....
Adjustment, 7s, 1903	.....	106½
Leh. & W. B.—Cons. g'd. 4s	.....	103¼
Am. D'k & Imp.—5s, 1921	88	.....
C.M.& St.P.—1st, 8s, P.D.	130	132
2d, 7 3-10, P. D., 1898	120	.....
1st, 7s, $ g., R. D., 1902	.....	126
1st, Lac. Div., 7s, 1893	117	119
1st, I. & M., 7s, 1897	119	119¾
1st, I. & D., 7s, 1899	119	.....
1st, C. & M., 7s, 1903	123	.....
Consol. 7s, 1905	120	.....
2d, 7s, 1884	.....	.....
1st, 7s, I. & D. Ext., 1908	120	.....
S. W. Div., 1st, 6s, 1909	108	108½
1st, 5s, L.&C. & Dav., 1919	96	.....
1st, S. Minn. Div. 6s, 1910	106	107
1st, H. & D., 7s, 1910	.....	119
Ch. & Pac. Div., 6s, 1910	*	113
1st, C. Inc. & P. W., 5s, 1921	92⅝	93
Min't Pt. Div., 5s, 1910	.....	92¼
C. & I. Sup. Div., 5s, 1921	.....	.....
Wis. & Min. D., 5s, 1921	.....	91¼
C. & N'west.—S.fd, 7s, '85	105	.....
Interest bonds, 7s, 1883	103¼	104
Consol. bonds, 7s, 1915	131½	.....
Extens'n bonds, 7s, '85	.....	.....
1st, 7s, 1885	105	.....
Coupon, gold, 7s, 1902	124	125
Reg., gold, 7s, 1902	124	.....
Sinking fund, 6s, 1929	112½	.....
Sinking fund, reg	.....	112½
Sinking fund, 5s, 1929	101½	101⅝
Sinking fund, reg	.....	.....
Escan'a & L.S.—1st, 6s	.....	114
Des M. & Min's—1st, 7s	.....	.....
Iowa Midland—1st, 8s	132	134
Peninsula—1st, conv. 7s	.....	.....
Chicago & Mil.—1st, 7s	.....	.....
Win. & St. P.—1st, 7s, '87	107¼	.....
2d, 7s, 1907	.....	125
Mil. & Mad.—1st, 6s, 1905	.....	.....
C.C.C. & Ind's—1st, 7s, s.f.	.....	.....
Consol. 7s, 1914	122	123
C.St.P.M.&O.—Consol., 6s	106⅞	107
C.St.P.&M.—1st, 6s, 1918	114½	115
N. Wis.—1st, 6s, 1930	.....	.....
St.P.&S.C.—1st, 6s, 1919	112¾	113
Chic.&E.Ill.—1st, s.f., cur.	.....	100
Col. & Green.—1st, 6s, 1916	97	.....
2d, 6s, 1926	82	.....
Col. H. Val. & Tol.—1st, 5s	81	.....
Del. L.&W.—7s, conv., '92	115	.....
Mortgage 7s, 1907	124	.....
Syr. Bing. & N. Y.—1st, 7s	124	.....
Morris & Essex.—1st, 7s	135	.....
2d, 7s, 1891	112	.....
Bonds, 7s, 1900	114	120
7s of 1871, 1901	122	.....
1st, consol., guar., 7s	121⅞	.....
N.Y. Lack. & W.—1st, 6s	*	113½
Del. & H.—1st, 7s, 1884	*	104
7s, 1891	*	114
1st, ext., 7s, 1901	.....	.....
Coup., 7s, 1894	126	.....
Reg., 7s, 1894	.....	.....
1st, Pa. Div., cp., 7s, 1917	123¼	125
Pa. Div., reg., 7s, 1917	122½	123½
Del. & H.—Continued—		
Alb. & Susq.—1st, 7s	*111	.....
2d, 7s, 1885	105	.....
1st, cons., guar. 7s, 1906	.....	.....
1st cons., 6s, 1906	*	115½
Rens. & Sar.—1st, coup.	138	.....
1st, reg., 1921	.....	.....
Denv. & Rio Gr.—1st, 1900	.....	112
1st consol., 7s, 1910	93½	93¾
Deny. So. P. & Pac.—1st, 7s	95	.....
Det. Mac. & Marq.—1st, 6s	.....	91
Land grant, 3½s, S. A.	.....	.....
E. T. Va. & G.—1st, 7s, 1900	116½	117
1st, cons., 5s, 1930	71	72
Divisional 5s, 1930	92	.....
Eliz. C. & N.—S.f., deb. c. 6s	.....	.....
1st, 6s, 1920	.....	92
Eliz. Lex. & Big S.—6s	90	94
Erie—1st, extended, 7s	*122	123
2d, extended, 5s, 1919	107	.....
4th, extended, 5s, 1920	107	.....
5th, 7s, 1888	.....	110
1st cons., gold, 7s, 1920	125½	.....
1st cons., fd. coup., 7s	.....	.....
Reorg., 1st lien, 6s, 1908	.....	110
Long Dock b'ds, 7s, '93	*	121
Buff. N. Y. & E.—1st, 1916	*131	.....
N. Y. L. E. & W. New 2d 6	*96¼	97
2d, consol., fd. cp., 5s	.....	.....
Buf. & S. W.—M. 6s, 1908	.....	.....
Ev. & T. H.—1st, cons., 6s	96¼	97¼
Fl't & P. M'rq.—M. 6s, 1920	*	115
Gal. Har. & S. Ant.—1st, 6s	.....	.....
2d, 7s, 1905	.....	.....
Mex. & Pac.—1st, 5s	.....	.....
2d, 6s, 1931	.....	.....
Gr'n Bay W. & S. P.—1st, 6s	*80⅛	84
Gulf Col. & S. Fe—7s, 1909	.....	112½
Han. & St. Jos.—8s, conv.	101	101½
Consol. 6s, 1911	104¼	105
Hous. & T. C.—1st, M. L., 7s	108½	.....
1st, West. Div., 7s	105½	.....
1st, Waco & N., 7s	113	114
2d consol., main line, 8s	.....	.....
2d, Waco & Nu., 8s, 1915	.....	.....
General, 6s, 1921	*101	101¼
Hous. E. & W. Tex.—1st, 7s	.....	102
Ill. Cent.—Sp. Div.—Cp. 6s	.....	116
Middle Div.—Reg., 5s	.....	.....
C. St. L. & N. O.—Tenn. l., 7s	*114	.....
1st consol., 7s, 1897	*114	.....
2d, 7s, 1907	*110	125
Gold, 5s, 1951	103½	.....
2d Div., 7s, 1894	*116	119
Ced. F. & Minn.—1st, 7s	*111	115
Ind. Bl. & W. 1st pref. 7s	118	.....
1st, 4-5-6s, 1909	.....	88
2d, 4 5-6s, 1909	*73	.....
East'n Div.—6s, 1921	*92	.....
Indianap. D. & Spr.—1st, 7s	101½	102½
2d, 5s, 1911	.....	.....
Int. & Gt. No.—1st, 6s, gold	108¼	.....
Coupon, 6s, 1909	.....	83
Kent'ky Cen.—M., 6s, 1911	.....	.....
Lake Shore & Mich. So.—	.....	.....
Mich S. & N. I. S.fd., 7s	106¼	.....
Cleve. & Tol.—Sink. fd.	105½	.....
New bonds, 7s, 1886	108	109
Cleve. P. & Ash. 7s	113½	.....
Buff. & Erie—New bds.	119½	.....
Kal. & W. Pigeon—1st	*100	.....
Det. M. & T.—1st, 7s, 1906	122	123½
Lake Shore—Div. bonds	124	.....
Consol., coup., 1st, 7s	122	.....
Consol., reg., 1st, 7s	120½	120⅜
Consol., coup., 2d, 7s	120	.....
Consol., reg., 2d, 7s	.....	.....
Long Isl. R.—1st, 7s, 1898	98⅜	98¾
1st consol., 5s, 1931	118	118⅜
Louisv. & N.—Cons. 7s, '98	*102	.....
2d, 7s, gold, 1883	102	.....
Cecilian Br'ch—7s, 1907	90	.....
N. O. & Mob.—1st, 6s 1930	95	.....
E. H. & N.—1st, 6s, 1919	*	95⅛
General, 6s, 1930	.....	.....
Pensac'la Div.—6s, 1920	*90	.....
St. L. Div.—1st, 6s, 1921	*96	.....
2d, 3s, 1980	*45	.....
Nashv. & Dec.—1st, 7s	112	.....
S. & N. Ala.—S.f., 6s, 1910	.....	.....
Leban'n-Knox—6s, 1931	*100	.....
Louisv. C. & L.—6s, 1931	*100	98
L. Erie & W.—1st, 6s, 1919	*97	.....
Sandusky Div.—6s, 1919	.....	95
Laf. Bl. & M.—1st, 6s, 1919	96	.....
Louisv. N. Alb. & C.—1st, 6s	101⅞	102⅛
Manhat. B'chCo.—7s, 1909	*	88
N. Y. & M. B'h—1st, 7s, '97	*	125
Marietta & Cin.—1st, 7s	*	132
1st, sterling	.....	.....
Metr'p'lit'n El.—1st, 1908	96⅛	96¾
2d, 6s, 1899	80	83
Mex. Cen.—1st, 7s, 1911	74	.....
Mich. Cen.—Con., 7s, 1902	125	126½
Consolidated 5s, 1902	.....	.....
Equipm't bds., 8s, 1883.	.....	.....
6s, 1909	.....	.....
Coupon, 5s, 1931	.....	101½
Registered, 5s, 1931	.....	101
Jack. Lan. & Sag.—6s, '91	.....	.....
Mil. L. S. & W.—1st, 6s, 1921	98¼	99
Minn. & St. L.—1st, 7s, 1927	119	121
Iowa Ext.—1st, 7s, 1909	115	117
2d, 7s, 1891	101	.....
S'thw. Ext.—1st, 7s, 1910	*110	.....
Pac. Ext.—1st, 6s, 1921	*101	.....
Missouri Kan. & Tex.—		
Gen. con., 6s, 1920	80½	80¾
Cons. 7s, 1904-5-6	105	.....
Cons. 2d, income, 1911	58	58½
H. & Cent. Mo.—1st, '90	*107	.....
Mobile & Ohio.—New, 6s	108	.....
Collat. Trust, 6s, 1892	.....	.....
Morgan's La & T.—1st, 6s	.....	.....
Nash. Chat. & St. L.—1st, 7s	116	117
2d, 6s, 1901	.....	.....
N. Y. Central—6s, 1883	101	101⅛
6s, 1887	107⅛	108
6s, real estate, 1883	102	.....
6s, subscription, 1883	102	.....
N. Y. C. & H.—1st, cp., 7s	129¾	.....
1st, reg., 1903	130	.....
Hnds. R.—7s, 2d, s.f., '85	*107	.....
Can. So.—1st, int. g'ar. 5s	95½	95⅝
Harlem—1st, 7s, coup.	*	132
1st, 7s, reg., 1900	*	131
N. Y. Elev'd—1st, 7s, 1906	116	117¼
N. Y. Pa. & O.—Pr. l'n, 6s, '95	.....	.....
N. Y. C. & N.—Gen., 6s, 1910	46	.....
Trust Co., receipts	46	.....
N. Y. & New Eng.—1st, 7s	115	.....
1st, 6s, 1905	.....	.....
N. Y. C. & St. L.—1st, 6s, 1921	.....	96⅜
N. Y. W. Sh. & Buff.—Cp. 5s	76¼	76½
Nevada Cent.—1st, 6s	.....	.....
N. Pac.—G. l. g., 1st, cp. 6s	104¼	104½
Registered, 6s, 1921	.....	.....
N. O. Pac.—1st, 6s, g., 1920	87⅝	87⅞
Norf. & W.—Gen. 6s, 1931	*100	.....
Ohio & Miss.—Consol. s. f.	*116½	.....
Consolidated 7s, 1898	.....	.....
2d consolidated 7s, 1911	*122½	.....
1st, Springfield Div., 7s	.....	118¾
Ohio Central—1st, 6s, 1920	88⅛	88½
1st Ter'l Tr., 6s, 1920	*	80
1st Min't Div., 6s, 1921	.....	.....
Ohio So.—1st, 6s, 1921	80	83
Oreg'n & Cal.—1st, 6s, 1921	93¾	95
Or. & Trans'l—6s, '82-1922	93½	93¾
Oreg. Imp. Co.—1st, 6s	90⅛	91
Panama—S. f. sub. 6s, 1910	100	.....
Peoria Dec. & Ev.—1st, 6s	.....	103
Evans. Div., 1st, 6s, 1920	.....	97
Peoria & Pek. Un.—1st, 6s	100	101
Pac. RRs.—Cen. Pac.—G. 6s	113⅝	114¼
San Joaquin Branch	103½	105½
Cal. & Oregon—1st, 6s	110	115
State Aid bds., 7s, '84	100	.....
Land grant bonds, 6s	.....	107½
West. Pac.—Bonds, 6s	109	.....
So. Pac. of Cal.—1st, 6s	105½	106
Union Pacific—1st, 6s	114	114½
Land grants, 7s, '87-9	109	110
Sinking funds, 8s, '93	116¼	.....
Registered 8s, 1893	116	.....
Collateral Trust, 6s	103½	.....
Kans. Pac.—1st, 6s, '95	108½	.....
1st, 6s, 1896	108½	.....
Den. Div., 6s, as'd, '99	108½	109
1st consol., 6s, 1919	100	100½
C. Br. U. P.—F. c., 7s, '95	.....	101
At. C. & P.—1st, 6s, 1905	.....	91½
At. J. Co. & W.—1st, 6s	.....	90½
Oreg. Short L.—1st, 6s	96½	97
U. S. So.—Gen., 7s, 1909	101½	103
Exton., 1st, 7s, 1909	.....	111
Mo. Pac.—1st, cons., 6s	102¾	103⅜
3d, 7s, 1906	113	.....
Pacific of Mo.—1st, 6s	105	.....
2d, 7s, 1891	.....	113
St. L. & S. F.—2d, 6s, cl. A	.....	100
3-6s, class C, 1906	.....	96½
3-6s, class B., 1906	.....	97
1st, 6s, Pierce C. & O.	.....	.....
Equipment, 7s, 1895	*100	103½
Gen. mort., 6s, 1931	*99	99½
So. Pac. of Mo.—1st	103	104
Tex. & Pac.—1st, 6s, 1905	*104	.....
Consol., 6s, 1905	.....	95
Income & Ld. gr., reg.	67	67¼
1st, Rio G. Div., 6s, 1930	82½	82¼
Pennsylvania RR.—		
Pa. Co's gu. 4½s, 1st c.	95	96
Registered, 1921	.....	95
Pitt. C. & St. L.—1st, c. 7s	.....	.....
1st, reg., 7s, 1900	.....	.....
2d, 7s, 1913	.....	.....
Pitts. Ft. W. & Ch.—1st	136	.....
2d, 7s, 1912	133	.....
3d, 7s, 1912	*129	.....
Clev. & Pitts.—Cons. s. f.	.....	.....
4th, sink. fd., 6s, 1892	*108	.....
Col. C. & I. C.—1st, consol.	.....	.....
2d consol., 7s, 1909	.....	.....
1st, Tr'st, c. of 5s, ass'd	.....	.....
2d, Tr'st, c. of 5s, ass'd	.....	.....
1st, Tr'st Co. 6s, stppl.	116	.....
St. L. Y. & T. H.—1st, g., 7s	*113	.....
2d, 7s, 1898	.....	.....
2d, guar., 7s, 1898	.....	.....
Pitts. B. & B.—1st, 6s, 1911	.....	.....
Rome W. & Og.—Con. 1st,	.....	73
Roch. & Pitt.—1st, 6s, 1921	105	.....
Rich. & Al.—1st, 7s, 1920	.....	77½
Rich. & Danv.—Cons. s. 6s	94¼	95
Debenture 6s, 1927	65	65¼
Atl. & Ch.—1st, p., 7s, '97	.....	.....
Incomes, 1900	.....	75½
Scioto Val.—1st, cons., 7s	.....	95
St. L. & Iron Mt.—1st, 7s	111	.....
2d, 7s, 1897	109¾	.....
Arkansas Br.—1st, 7s	108½	109
Cairo & Fulton—1st, 7s	108	109½
Cairo Ark. & T.—1st, 7s	107	.....
Gen. r'y & l. gr., 5s, 1931	*73½	70
St. L. Alton & T. H.—1st	.....	.....
2d, pref., 7s, 1894	*105¾	.....
2d, income, 7s, 1894	100	106½
Bolley, & S. Ill.—1st, 8s	.....	.....
St. P. Minn. & Man.—1st, 7s	108¼	.....
2d, 6s, 1909	110¾	.....
Dakota Ext.—6s, 1910	108½	109
Min's Un.—1st, 6s, 1922	.....	.....
St. P. & Dul.—1st, 5s, 1931	.....	.....
So. Car. Ry.—1st, 6s, 1920	102	103½
2d, 6s, 1931	91	96
Tex. Cen.—1st, s.f., 7s, 1909	105	.....
1st mort., 7s, 1911	105	.....
Tol. Del. & Bur.—Main, 6s	.....	52
1st, Dayt. Div., 6s, 1910	.....	.....
1st, Ter'l trust, 6s, 1910	.....	.....
Va. Mid.—M. inc., 6s, 1927	55	.....
Wab. St. L. & P. Gen'l, 6s	79	80
Chic. Div.—6s, 1910	.....	81
Hav. Div.—6s, 1910	.....	87
Tol. P. & W.—1st, 7s, 1917	107½	109
Iowa Div. 6s, 1921	.....	88
Ind'polis Div.—6s, 1921	.....	.....
Detroit Div.—6s, 1921	80	.....
Cairo Div.—5s, 1931	.....	.....
Wabash—M., 7s, 1909	.....	95
Tol. & W.—1st, ext., 7s	106	.....
1st, St. L. Div., 7s, '89	101	.....
2d, ext., 7s, 1893	100	100½
Equip. b'ds, 7s, 1883	.....	.....
Consol. conv., 7s, 1907	92	95
Gt. West.—1st, 7s, '88	.....	105½
2d, 7s, 1893	100	100¼
Q. & T.—1st, 7s, 1890	.....	103
Han. & Naples—1st, 7s	.....	.....
Ill. & So. Ia.—1st Ex., 6s	.....	.....
St. L. K. C. & N.—R. e. 7s	.....	...
Om. Div.—1st, 7s	111½	.....
Clar'da Br.—6s, 1919	.....	.....
St. Chas. Br.—1st, 6s	.....	.....
No. Missouri—1st, 7s	119½	120
West. Un. Tel.—1900, cp	*115	117
1900, reg	114	116
N. W. Telegraph—7s, 1901	.....	.....
Mut. Un. T.—S. F., 6s, 1911	.....	84⅞
Spring Val. W. W.—1st, 6s	.....	.....
Oregon RR. & N.—1st, 6s	*106½	107

INCOME BONDS.

(Interest payable if earned.)

Ala. Cent.—Inc. 6s, 1918	.....	.....
Alleg'y Cent.—Inc., 1912	.....	.....
Atl. & Pac.—Inc., 1910	*	20
Central of N. J.—1908	82½	87
Col. C. & I. C.—Inc. 7s, '90	*73	.....
Georg'a Tr'st Co. Cert.	.....	73
Cent. Ia.—Coup. debt ctfs.	.....	60
Ch. St. P. & M.—L.g. inc., 6s	.....	.....
Chic. & E. Ill.—Inc. 7s, 1907	.....	.....
Des M. & Ft. D.—1st, inc., 4s	.....	.....
Det. Mac. & Marq.—Inc.	.....	.....
E. T. V. & Ga.—Inc., 6s, 1931	34	35
El. C. & No.—2d, inc., 1970	.....	.....
G. Bay W. & St. P.—2d, inc	.....	24½
Ind. Bl. & W.—Inc., 1919	.....	.....
Consol., Inc., 6s, 1921	.....	49
Ind's Dec. & Spr'd—2d inc	.....	.....
Trust Co. certificates	*31	.....
Leh. & Wilkesb. Coal—'88	.....	.....
Lake E. & W.—Inc. 7s, '99	*42	.....
Sand'ky Div.—Inc., 1920	.....	.....
Laf. Bl. & Mun.—Inc. 7s, '09	41	.....
Mil. L. S. & W.—Incomes	.....	.....
Mob. & O.—1st pref. deben.	*80	.....
2d pref. debentures	*	49
3d pref. debentures	*	35
4th pref. debentures	.....	.....
N. Y. Lake E. & W.—Inc. 6s	*	100
N. Y. P. & O.—1st inc. ac., 7s	*	35
Ohio Cent.—Income, 1920	30	.....
Min'l Div.—Inc. 7s, 1921	.....	.....
Ohio So.—2d inc., 6s, 1921	*27	.....
Ogdens. & L. C.—Inc., 1920	.....	.....
Small	.....	.....
Peoria D. & Ev.—Inc., 1920	*	60
Evans. Div.—Inc., 1920	*	60
Peoria & Pek. Un.—Inc., 6s	.....	.....
Roch. & Pitts.—Inc., 1921	43	43⅛
Rome W. & Og.—Inc., 7s	40	44
So. Car. Ry.—Inc., 6s, 1931	60¼	63
St. Louis I. Mt. & So.—	.....	.....
1st, 7s, pref., int. accum.	.....	.....
2d, 6s, int. accum. active	.....	.....
St. L. & Ry.—Sec. 2 inc. 6s	.....	.....
Plain incomes, 6s, 1916	.....	37
Sterling M. Ry.—Inc., 5s	.....	.....
St. L. A. & T. H.—Div. 6s	.....	76
Tol. Del. & B.—Inc. 6s, 1910	11	12
Dayton Div.—6s, 1920	.....	.....
Tex. & St. L.—Inc. 7s, 1920	.....	.....

* No price Friday—these are latest quotations made this week.

† Coupons on since 1869

New York Local Securities.

Bank Stock List.

COMPANIES. Marked thus (*) are not National.	Par.	PRICE. Bid.	Ask.
America*	100	.....	.....
Amer. Exchange	100	.....	129
Bowery	100	.....	.....
Broadway	25	.....	.....
Butchers' & Drov's'	25	.....	.....
Central	100	.....	.....
Chase	100	.....	.....
Chatham	25	.....	.....
Chemical	100	.....	.....
Citizens'	25	124	.....
City	100	.....	.....
Commerce	100	.....	.....
Continental	100	.....	.....
Corn Exchange*	100	.....	.....
East River	25	118	.....
Eleventh Ward*	25	.....	.....
Fifth	100	.....	.....
Fifth Avenue*	100	.....	.....
First	100	.....	.....
Fourth	100	.....	.....
Fulton	30	.....	.....
Gallatin	50	.....	.....
German American*	75	.....	.....
German Exchange*	100	.....	.....
Germania*	100	.....	.....
Greenwich*	25	.....	.....
Hanover	100	140	.....
Imp. & Traders'	100	.....	.....
Irving	50	136	.....
Island City*	50	.....	.....
Leather Manuf'rs'	100	.....	.....
Manhattan*	50	.....	155
Marine	100	156	160
Market	100	.....	.....
Mechanics'	25	.....	.....
Mechanics'& Trads'	25	98	.....
Mercantile	100	115	117
Merchants'	50	.....	.....
Merchants' Exch	50	.....	.....
Metropolis*	100	.....	.....
Metropolitan	100	160	165
Murray Hill*	100	.....	.....
Nassau*	100	.....	.....
New York	100	145	.....
N. Y. Nat. Exch	100	.....	.....
Ninth	100	120	.....
North America*	70	.....	.....
North River*	30	119	130
Oriental*	25	.....	.....
Pacific*	50	160	.....
Park	100	.....	.....
People's*	25	.....	.....
Phenix	20	.....	.....
Produce*	50	.....	.....
Republic	100	.....	.....
St. Nicholas*	100	.....	.....
Seventh Ward	100	.....	.....
Second	100	.....	.....
Shoe & Leather	100	125	.....
State of New York*	100	.....	.....
Third	100	.....	.....
Tradesmen's	40	.....	.....
Union	50	.....	.....
United States	100	145	.....
Wall Street	50	102	105
West Side*	100	.....	.....

Insurance Stock List.

[Prices by E. S. Bailey, 7 Pine St.]

COMPANIES.	Par.	PRICE. Bid.	Ask.
American	50	145	150
Amer. Exchange	100	107	111
Bowery	25	150	160
Broadway	25	170	175
Brooklyn	17	170	175
Citizens'	20	140	150
City	70	109	115
Clinton	100	120	125
Commercial	50	90	97
Continental	100	230	240
Eagle	40	220	240
Empire City	100	70	80
Exchange	30	85	100
Farragut	50	117	125
Firemen's	17	70	80
Firemen's Trust	10	75	82½
Franklin & Emp	100	115	120
German-American	100	186	200
Germania	50	143	148
Globe	50	110	120
Greenwich	25	240	280
Guardian	100	60	65
Hamilton	15	110	116
Hanover	50	130	135
Hoffman	50	80	88
Home	100	140	145
Howard	50	70	75
Importers'& Trad's'	50	80	85
Irving	100	60	70
Jefferson	30	126	130
Kings C'nty (Bkn.)	20	180	210
Knickerbocker	40	70	80
Lamar	100	70	75
Long Isl'd (B'klyn)	50	110	112½
Lorillard	25	55	60
Manufac. & Build	100	107	113
Manhattan	100	1	5
Mech. & Traders'	25	115	125
Mechanics' (Bklyn)	50	130	140
Mercantile	50	60	65
Merchants'	50	100	105
Montauk (Bklyn.)	50	102	105
Nassau (Bklyn.)	50	140	150
National	37½	85	90
N. Y. Equitable	35	145	150
N. Y. Fire	100	70	80
N. Y. & Boston	100	1	6
New York City	100	60	65
Niagara	50	150	160
North River	25	103	108
Pacific	25	160	170
Park	100	108	117
Peter Cooper	20	155	165
People's	50	108	113
Phenix	50	140	145
Relief	50	55	65
Republic	100	75	80
Rutgers'	25	120	130
Standard	50	100	105
Star	100	70	74
Sterling	100	50	60
Stuyvesant	25	120	126
Tradesmen's	25	65	70
United States	25	126	133
Westchester	10	120	126
Williamsburg City	50	220	260

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date. *	Bid.	Ask.
Brooklyn Gas-Light	25	2,000,000	Var's	5	Nov., '82	114	116
Citizens' Gas-L. (Bklyn.)	20	1,200,000	Var's	3	Jan., '83	77	80
Bonds	1,000	315,000	A. & O.	3½	Oct., '82	105	110
Harlem	50	1,850,000	F. & A	3	Aug., '82	98	100
Jersey City & Hoboken	20	750,000	J. & J.	7½	Jan., '83	155	165
Manhattan	50	4,000,000	J. & J.	5	Feb., '83	230	235
Metropolitan	100	2,500,000	M. & S.	8	Feb., '83	188	190
Bonds	500	750,000	F. & A.	3	.....	105	110
Mutual (N. Y.)	100	3,500,000	Quar.	2½	Jan., '83	116	120
Bonds	1,000	1,500,000	M. & N.	6	1982	103	105
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '82	60	65
Scrip	Var's	700,000	M. & N.	3½	Nov., '82	90	95
New York	100	4,000,000	M. & N.	5	Nov., '82	126	127½
People's (Bklyn.)	10	1,000,000	J. & J.	3½	Jan., '76	54	55
Bonds	1,000	375,000	M. & N.	3½	Nov., '82	106	110
Bonds	Var's	125,000	Var's	3	Oct., '82	90	95
Central of New York	50	466,000	F. & A.	3	Aug., '82	80	90
Williamsburg	50	1,000,000	Quar.	1½	Feb., '82	70	75
Bonds	1,000	1,000,000	A. & O.	3	Oct., '82	105	110
Metropolitan (Bklyn.)	100	1,000,000	M. & N.	3	Jan., '83	82½	85
Municipal	100	3,000,000	.....	5	April, '83	190	192
Bonds	.....	750,000	M. & N.	6	1888	106	110
Fulton Municipal	100	3,000,000	.....	.....	.....	70	77
Bonds	.....	300,000	J. & J.	6	.....	101	103

[Quotations by H. L. Grant, Broker, 145 Broadway.]

					*		
Bl'cker St.& Fult.F.—Stk	100	900,000	J. & J.	¾	Jan., '83	24	26
1st mort	1,000	694,000	J. & J.	7	July, 1900	107	112
Br'dway & 7th Av.—St'k	100	2,100,000	Q.—J.	2	April, '83	143	146
1st mort	1,000	1,500,000	J. & D.	7	June, '84	102	103
Brooklyn City—Stock	10	2,000,000	Q.—F.	3½	Feb., '83	210	216
1st mort	1,000	300,000	M. & N.	7	.....	102	110
Br'dway (Bkln.)—Stock	100	200,000	Q.—J.	3	April, '83	190	200
Bklyn. Crosstown—Stock	100	400,000	Q.—J.	2	April, '83	150	.....
1st mort. bonds	1,000	300,000	Q.—J.	7	1888	105	112
Bushw'kAv. (Bkln)—St'k	100	500,000	J. & J.	2½	April, '83	150	.....
Cent. Pk. N. & E. Riv.—Stk	100	1,800,000	Q.—J.	2	April, '83	141	144
Consol. mort. bonds	1,000	1,200,000	J. & D.	7	Dec., 1902	115	114
Christ'ph'r & 10th St—Stk	100	650,000	F. & A.	2½	Feb., '83	108	112
Bonds	1,000	250,000	J. & J.	7	1898	106	112
DryDk.E.B.& Bat'y—Stk	100	1,200,000	Q.—F.	4	Feb., '83	250	265
1st mort., consol	500&c.	900,000	J. & D.	7	June, '93	115	117
Eighth Av.—Stock	100	1,000,000	Q.—J.	3	April, '83	250	.....
1st mort	1,000	1,03,000	J. & J.	7	June, '84	100	110
42d & Gr'nd St.F'ry—Stk	100	748,000	M. & N.	6	Nov., '82	250	.....
1st mort	1,000	236,000	A. & O.	7	April, '93	110	115
Central Crosstown—Stk	100	600,000	.....	.....	.....	78	82½
1st mort	1,000	200,000	M. & N.	7	Nov., 1904	103	108
Houst.W.St.&P.F'y—Stk	100	250,000	.....	.....	.....	80	.....
1st mort	500	500,000	J. & J.	7	July, '94	109	112
Second Av.—Stock	100	1,199,500	J. & J.	5	Jan., '83	180	185
3d mort	1,000	150,000	A. & O.	7	April, '85	103	.....
Consol	1,000	1,050,000	M. & N.	7	Nov., '88	106	108
Sixth Av.—Stock	100	750,000	M. & N.	5	Nov., '82	240	250
1st mort	1,000	500,000	J. & J.	7	July, '90	110	115
Third Av.—Stock	100	2,000,000	Q.—F.	5	Feb., '82	270	.....
1st mort	1,000	2,000,000	J. & J.	7	July, '90	110	113
Twenty-third St.—Stock	100	600,000	F. & A.	4	Feb., '83	155	162
1st mort	1,000	250,000	M. & N.	7	May, '93	113	114

* This column shows last dividend on *stocks*, but date of maturity of *bonds*.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.	Bid.	Ask.
BOSTON.		
Atch. & Topeka—1st, 7s.	118½	119
Land grant, 7s	111½	.....
Atlantic & Pacific—6s	.....	95
Income	19	19½
Boston & Maine—7s	.....	.....
Boston & Albany—7s	.....	.....
6s	.....	.....
Boston & Lowell—7s	.....	.....
6s	.....	.....
Boston & Providence—7s	.....	.....
Burl. & Mo.—Ld. gr., 7s	116	.....
Nebraska, 6s	113	.....
Nebraska, 6s	102¼	103
Nebraska, 4s	.....	81
Chic.Burl.& Q.—D.Ex	.....	88¾
Conn. & Passumpsic—7s	.....	.....
Connotton Valley—6s	.....	.....
5s	.....	.....
California Southern—6s	.....	.....
East'rn, Mass.—6s, new	112	113
Fort Scott & Gulf—7s	.....	.....
Hartford & Erie—7s	.....	.....
K. City Lawr. & So.—5s	.....	.....
K. City St. Jo. & C. B.—7s	110	110½
Little R. & Ft. S.—7s, 1st	91	92
Mass. Central—6s	23	24
Mexican Central—7s	72½	.....
N. Y. & N. England—6s	.....	106
7s	114½	115
N. Mexico & So. Pac.—7s	112	113
Ogdensb.& L.Ch.—Con 6s	.....	.....
Income	.....	.....
Old Colony—7s	.....	.....
6s	.....	.....
Pueblo & Ark. Val.—7s	112½	.....
Rutland—6s, 1st	.....	.....
Sonora—7s	102⅜	103½
T. Clnn. & St. L.—1st, 6s	.....	.....
Income	11	11¼
Dayton Division	.....	.....
Main line	11	.....
STOCKS.		
Atchison & Topeka	82¼	.....
Boston & Albany	174½	175
Boston Clinton & Fitchb.	.....	.....
Boston & Lowell	93	.....
Boston & Maine	103	.....
Boston & Providence	164	.....
Cheshire, preferred	59	60
Chic. & West Michigan	.....	.....
Clun. Sandusky & Cleve.	.....	.....
Concord	101	101½
Connecticut River	164	165
Conn. & Passumpsic	87	.....
Connotton Valley	2	2½
Eastern, Mass.	.....	.....
Eastern, New Hampsh	.....	.....
Fitchburg	120½	.....
Flint & Pere Marquette	25	.....
Preferred	98½	99
Fort Scott & Gulf—Pref.	.....	.....
Common	.....	.....
Iowa Falls & Sioux City	.....	85
Little Rock & Ft. Smith	.....	.....
Maine Central	.....	86
Manchester & Lawrence	.....	.....
Marq. Hought'n & Onton.	55¾	57
Preferred	.....	.....
Nashua & Lowell	.....	.....
N. Y. & New England	46	46½
Northern of N. Hampsh	110¾	111
Norwich & Worcester	.....	158
Ogdensb. & L. Champlain	.....	.....
Old Colony	.....	133
Portland Saco & Portsm.	.....	112
Pullman Palace Car	121¾	122
Rutland—Preferred	17	.....
Revere Beach & Lynn	.....	115
Tol. Clnn. & St. Louis	4	4⅛
Verm't & Massachusetts	.....	.....
Worcester & Nashua	57½	58
Wisconsin Central	21	23½
Preferred	28	.....
PHILADELPHIA.		
RAILROAD STOCKS. †		
Allegheny Valley	4	5
Buffalo Pittsb. & West'n	15¾	15⅞
Preferred	31	.....
Camden & Atlantic	.....	.....
Preferred	.....	50
Catawissa	22	.....
1st preferred	58½	60
2d preferred	57	58
Delaware & Bound Brook	130	135
East Pennsylvania	.....	55
Elmira & Williamsport	40	.....
Preferred	58½	.....
Har. P. Mt. Joy & Lanc'r	.....	.....
Huntingd'n & Broad Top	14½	15
Preferred	.....	.....
Lehigh Valley	65	.....
Preferred	.....	.....
Little Schuylkill	59¾	61
Minehill & Sch. Haven	64	64
Nesquehoning Valley	52½	.....
Norfolk & West'n—Com.	.....	.....
Preferred	41½	.....
Northern Central	55½	55¾
North Pennsylvania	68½	.....
Pennsylvania	62⅛	62¼
Philadelphia & Erie	18	20½
Phila. Ger. & Norristown	106	.....
Phila. Newtown & N.Y.	.....	.....
Phila. & Reading	26⅝	26¾
Phila. & Trenton	190	.....
Phila. Wilm. & Balt.	61½	.....
Pittsb. Cin.& St. L.—Com.	.....	.....
St. Paul & Duluth—Com.	36	.....
Preferred	.....	.....
United N. J. Companies	189	189½
West Chester—Cons. pref.	.....	.....
West Jersey	49	.....
West Jersey & Atlantic	37	.....
CANAL STOCKS.		
Lehigh Navigation	41⅜	41⅝
Pennsylvania	.....	.....
Schuylkill Navigation	.....	.....
Preferred	14½	15¼
RAILROAD BONDS.		
Allegh. Val.—7 3-10s, '96	122½	125
7s, E. ext., 1910	118	123
Inc. 7s, end., coup., '94	45	48½
Belvid'e Del.—1st,6s,1902	120	121
2d, 6s, 1885	102	103⅝
3d, 6s, 1887	105	.....
Buff. N.G.& Phil.—1st,6s	.....	.....
2d, 7s, 1908	.....	.....
Cons. 6s, 1921	.....	.....
1st, Tr. 6s, 1922	.....	.....

SECURITIES.	Bid.	Ask.
Buff.Pitts.& W.—Gen ,6s	.....	.....
Cam. & Amboy—6s, c., '89	.....	.....
Mort., 6s, 1889	111½	112
Cam. & Atl.—1st,7s,g.,'93	119	.....
2d, 6s, 1904	106	.....
Cons., 6 p. c	.....	.....
Cam. & Burl. Co.—6s, '97	.....	.....
Catawissa—1st, 7s, con. c.	.....	.....
Chat. M., 10s, 1888	.....	.....
New 7s, reg. & coup	120½	.....
Chart'rs V.—1st, 7s, 1901	.....	.....
Connect'g 6s, cp., 1900-04	117	.....
Delaware—6s, rg.& cp., V	.....	.....
Del & Bound Br —1st, 7s	124	125
East Penn.—1st, 7s, 1888	.....	.....
Easton&Amb'y—5s, 1920	105	.....
El &Wmsp't—1st,6s, 1910	115½	.....
5s, perpetual	100	.....
Harrisb'g—1st, 6s, 1883	.....	.....
H.&B.T.—1st, 7s, g., 1890	.....	.....
Cons 5s, 1895	88	88¾
Ithaca&Ath.—1st, gld ,7s	.....	.....
Junction—1st, 6s, 1882	.....	.....
2d, 6s, 1900	110	.....
Leh.V.—1st,6s,C.&R ,'98	121	123
2d, 7s, reg., 1910	133	134
Cons. 6s, C.& R., 1923	122½	124
N. O. Pac.—1st, 6s, 1920	87½	88½
No. Penn.—1st, 6s, cp.,'85	103½	.....
2d, 7s, cp 1896	120	121
Gen., 7s, reg., 1903	125	.....
Gen., 7s, cp . 1903	123¾	124½
Debenture 6s, reg	104	.....
Norfolk & West.—Gen..6s	101	.....
Oil City & Chic.—1st, 6s	.....	.....
Oil Creek—1st, 6s, coup	104	.....
Pennsylv —Gen., 6s, reg.	126	.....
Gen , 6s, cp., 1910	.....	123¾
Cons , 6s, reg., 1905	.....	118½
Cons., 6s, coup., 1905	116½	119¼
Cons , 5s, reg., 1919	105	.....
Pa. & N. Y. C.—7s, 1896	120	.....
7, 1906	123	.....
Perkiomen—1st, 6s,cp.'87	104½	.....
Phil &Erie—2d,7s,cp ,'88	112½	113
Cons., 6s, 1920	.....	.....
Cons., 5s, 1920	105	105¼
Phila. Newt. & N.Y.—1st	93	95
Phil. & R.—1st,6s, 1910	.....	121
2d, 7s, coup., '893	.....	121
Cons., 7s, reg., 1911	125	126½
Cons., 7s, coup., 1911	125	126½
Cons., 6s, g., I.R.C.1911	112	.....
Imp., 6s, g., coup., 1897	.....	.....
Gen., 6s, g., coup., 1908	95¼	95¾
Gen., 7s, coup., 1908	101½	.....
Income, 7s, coup., '896	.....	95
Cons. 5s, 1st ser.,c.,1922	80½	83
Cons. 5s, 2d ser.,c., 1933	62	.....
Conv. Adj. Scrip, '85-88	83¼	83½
Debenture coup. 1893i	.....	.....
Deb. coup. off, 1893	.....	75
Scrip, 1882	111½	112
Conv , 7s, R. C., 1893. ‡	.....	.....
Conv. 7s, coup. off, 1893	.....	73
Conv. 7s, cp.off, Jan.,'85	.....	56
Phil.Wil.& Balt.—4s,tr.ct	93⅝	93⅞
Pitts.Cin.& St.L.—7s, reg	120	122
Pitts. Titus. & B.—7s,cp.	96	97
Rich.& Dan.—Cons.int.6s	.....	.....
Shamokin V. & Potts.—7s	122	125
Sunbury & Erie—1st, 7s.	124	125
Sunb. Haz. & W.—1st, 5s	88	90
2d, 6s, 1938	28	30
Syr.Gen.& Corn.—1st, 7s.	.....	.....
Texas & Pacific—1st,6s,g.	103	104
Rio Gr. Div.—1930	81	81¾
Cons, 6s, gold, 1905	93½	94
Inc. & L. Gr., 7s, 1915.	.....	.....
Union & Titusv.—1st, 7s.	96	.....
United N. J.—Cons.6s,'94	.....	.....
Warren & F.—1st, 7s, '96	112	115
West Chester—Cons. 7s.	118	119
West Jersey—6s, deb. cp.	.....	.....
1st, 6s, coup., 1896	115½	.....
1st, 7s, 1899	123	.....
Cons. 6s, 1909	112	.....
W.Jersey&Atl.—1st,6s,C.	.....	110
Western Penn.—6s, coup.	109	.....
6s, P. B., 1896	107½	.....
Gen., 7s, coup., 1901	.....	.....
CANAL BONDS.		
Ches. & Del.—1st, 6s, 1886	.....	83
Lehigh Nav.—6s,reg.,'84	101⅝	103
Mort. RR., reg., 1897	116	117
Cons., 7s, reg., 1911	117½	118½
Greenw'd Tr., 7s, reg.	.....	.....
Morris—Boat Loan rg., '85	.....	.....
Pennsylv.—6s, cp., 1910	85	86
Schuylk. Nav.—1st,6s,rg.	106	107
2d, 6s, reg., 1907	90	91
BALTIMORE.		
RAILR'D STOCKS. Par		
Baltimore & Ohio	100	198	.....
1st pref		130	.....
2d pref		.....	128
Parkersburg Br	50	8	9
Northern Central	50	55½	56
Western Maryland	50	13	18
Central Ohio—Com	50	50	50
Pittsburg & Connellsville		.....	.....
RAILROAD BONDS.			
Atlanta & Charl.—1st		106	.....
Inc		72	74
Balt.&Ohio—6s,'85,A.&O		.....	105¾
Columbia& Greenv.—1sts		101¼	101¾
2ds		82¾	84
N.W.Va.—3d, guar.,J&J		.....	.....
Pittsb.&Con'ells.—7s,J&J		121¾	122
No.Central—6s,'85, J.&J.		104	105
6s, 1900, A. & O		117	.....
6s, gold, 1900, J. & J		114½	115
Cen. Ohio.—6s, 1st,M.&S.		108	109
W.Md.—6s, 1st, g., J. & J.		.....	.....
1st, 1890, J. & J		.....	.....
2d, guar., J. & J		.....	.....
2d, pref		.....	.....
2d, guar. by W.Co., J.&J.		.....	.....
6s, 3d, guar., J. & J		.....	.....
Mar.&Cin.—7s, '91, F.&A.		131	132½
2d	M.&N	104⅝	104⅞
8s, 3d, J. & J		53½	53¾
Richm. & Danv.—Gold, 6s		94	95
Union RR.—1st, gua.J&J		117	118
Canton endorsed		.....	.....
Virginia & Tenn.—6s		101¼	102
8s		123⅜	125
Wil. & Weldon—Gold, 7s.		120	.....
Wilm. C. & Aug.—6s		109¼	110

* Ex-dividend. † Per share. ‡ In default. § Ex-rights.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "January 1 to latest date" furnish the gross earnings from January 1 to, and including, the period mentioned in the second column.

Roads.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo	1883.	1882.	1883.	1882.
		$	$	$	$
Ala.Gt.Southern	February..	81,768	66,731	165,899	127,305
Buff. Pittsb.& W	January...	78,821	62,150	78,821	62,150
Bur.Ced.R & No.	3d wk Mar	57,779	47,756	555,956	625,442
Ced. R. & Mo. R.	January...	224,723	255,444	224,723	255,444
Central of Ga...	February..	334,500	269,953	645,700	602,739
Central Iowa....	February..	79,956	96,353	157,265	189,384
Central Pacific.	February.*	1,424,000	1,720,675	3,171,641	3,560,144
Chesap. & Ohio	February..	250,287	179,053	494,429	387,799
Chicago & Alton	3d wk Mar	183,148	137,866	1,676,437	1,518,160
Chic. Bur. & Q..	January...	1,625,680	1,658,834	1,625,680	1,658,834
Chic. & East. Ill	3d wk Mar	34,434	31,899	356,404	366,726
Chic.& Gr.Trunk	Wk.Mar.10	59,603	37,094	483,173	333,857
Chic. Mil.&St. P	3d wk Mar	495,000	359,245	3,957,000	3,816,141
Chic. & Northw.	3d wk Mar	474,500	372,900	3,982,107	4,220,111
Ch.St.P.Min.&O	3d wk Mar	101,200	87,700	861,500	93 ,200
Chic. & W. Mich.	2 wks Mar.	58,465	55,853	253,638	275,796
Cin.Ind.St.L.&C	3 wks Mar.	155,021	134,715	490,315	541,386
Cincinnati South	2 wks Mar.	121,145	104,429	.....	.....
Clev.Akron.& Col	3d wk Mar	10,003	9,609	102,121	92,918
Col. Hock.V.& T.	3d wk Mar	60,186	45,256	612,643	537,493
Danbury & Nor.	January...	17,277	13,417	17,277	13,417
Denv. & Rio Gr	3d wk Mar	122,700	123,700	1,211,800	1,238,699
Denv.& R.Gr.W.	3d wk Mar	4,100	.....	65,700	.....
Des Mo.& Ft. D.	2d wk Mar	8,545	8,762	56,828	79,677
Det. Lan. & No..	1st wk Mar	26,410	27,450	224,581	237,100
Dub. & Sioux C	2d wk Mar	26,657	25,770	185,293	235,102
Eastern	3 wks Mar	176,776	172,260	693,240	603,193
E. Tenn. Va &Ga	3d wk Mar	73 609	57,510	841,438	657,282
Eliz. Lex. & B.S.	February..	56,198	26,751	103,528	55,461
Evansv. & T. H.	2d wk Mar	16,182	15,643	134,990	145,585
Flint & P. Marq	3d wk Mar	50,048	43,819	501,366	457,112
Ft.W. & Denver.	3d wk Mar	7,100	.....	.....	.....
Georgia	February..	143,291	113,777	277,697	235,898
Grand Trunk...	Wk.Mar.17	323,075	298,575	3,425,249	3,099,562
Gr.Bay W.&St.P.	3d wk Mar	9,508	8,984	71,136	75,942
Gulf Col&San.Fe	2 wks Mar	69,314	38,413	364,919	221,442
Hannibal & St.J.	3d wk Mar	55,618	41,956	517,541	401,160
Hous.E.&W.Tex	February..	21,788	15,290	46,636	33,576
Illinois Cen.(Ill.)	3d wk Mar	142,796	129,386	1,424,882	1,521,892
Do (Iowa)	3d wk Mar	50,050	40,252	389,898	430,071
Do So. Div.	3d wk Mar	84,312	77,312	1,057,664	796,365
Ind.Bloom.& W.	3d wk Mar	70,348	50,022	657,070	523,797
K.C.Ft. S. & Gulf	2d wk Mar	44,561	27,106	.....	.....
L. Erie & West'n	3d wk Mar	29,432	19,809	329,430	290,410
L. R. & Ft.Smith	2 wks Mar.	22,117	18,263	112,880	89,949
L.Rk.M.Riv.& T.	2 wks Mar.	12,270	6,916	79,677	48,491
Long Island....	3d wk Mar	41,679	37,223	376,823	346,680
Louisv.& Nashv	3d wk Mar	254,000	241,840	2,903,835	2,651,942
Mar.Hough.& O	February..	17,000	22,640	36,203	48,081
Memp. & Charl.	February..	103,000	97,616	215,996	198,731
Mexican Cent..	1st wk Mar	33,376	.....	315,185	.....
Do No.Div	2d wk Mar	4,523	.....	39,960	.....
Mexican Nat'l..	3d wk Mar	14,871	.....	147,661	.....
Mil. L.Sh.& West	3d wk Mar	17,130	17,910	183,246	180,761
Missouri Pacific	3d wk Mar	197,931	126,153	1,952,788	1,388,332
Central Br'ch.	3d wk Mar	33,369	18,303	317,346	183,616
Int. & Gt. No..	3d wk Mar	72,694	61,405	852,112	625,661
Mo. Kan. & T..	3d wk Mar	153,860	106,262	1,466,442	1,118,408
St.L.Ir.Mt.& S.	3d wk Mar	146,808	125,275	1,621,352	1,404,638
Tex. & Pacific.	3d wk Mar	127,587	75,957	1,310,980	832,107
Whole System	3d wk Mar	732,249	513,355	7,521,023	5,552,767
Mobile & Ohio..	February.	172,200	158,589	388,808	318,265
Nash.Ch.& St.L.	February..	195,262	174,974	392,650	345,727
N.Y.L.E.& West.	January...	1,524,869	1,318,997	1,524,869	1,318,997
N.Y.& N. Engl'd	February..	231,741	217,262	490,007	431,103
Norfolk & West.	3 wks Mar.	131,175	110,369	523,006	428,600
Northern Cent..	February..	486,865	413,551	986,117	820,919
Northern Pacific	3d wk Mar	149,100	84,250	1,139,427	767,054
Ohio Central....	3d wk Mar	13,576	12,767	209,898	181,727
Ohio & Miss	February..	283,999	260,139	.....	.....
Ohio Southern..	3d wk Mar	9.155	5,664	94,991	75,952
Oregon & Cal...	February..	‡57,390	.....	139,790	.....
Oregon Imp. Co.	January...	240,543	230,183	240,543	230,183
Oregon R.&N.Co	February..	‡261,700	289,284	640,300	682,673
Pennsylvania ...	February..	3,712,215	3,306,750	7,641,572	6,680,071
Peo. Dec. & Eve.	2d wk Mar	14,374	14,045	122,098	15 ,563
Phila. & Read..	February..	1,453,862	1,290,421	3,062,637	2,793,496
Do C. & Iron	February.	923,319	878,584	1,874,538	1,826,975
Philadelp.& Erie	February..	295,683	246,246	615,403	498,973
Richm.& Danv..	3d wk Mar	164,000	157,660	798,105	765,050
Ch'l Col.&Aug	3d wk Mar	14,760	11,970	209,546	173,184
Columb. & Gr.	3d wk Mar	15,270	11,090	217,798	186,870
Va. Midland..	3d wk Mar	16,323	12,398	264,395	207,521
West No. Car.	3d wk Mar	5,170	3,520	61,164	35,967
St. L.Alt. & T.H	3d wk Mar	27,819	22,637	326,569	277,352
Do (brchs.)	3d wk Mar	18,920	16,739	188,666	172,773
St. Louis & Cairo	2d wk Mar	6,612	8,840	62,807	72,238
St.L.&San Fran	3d wk Mar	80,232	63,939	751,096	688,594
St. Paul & Dul.	3d wk Mar	18,425	14,119	191,558	162,151
St. P. Minn.& M.	3d wk Mar	185,478	127,309	1,359,220	1,209,689
Scioto Valley...	3d wk Mar	10,569	9,861	101,818	100,218
South Carolina.	February..	149,758	126,773	279,190	232,240
Tol. Cin. & St. L	January...	80,002	69,433	80,002	69,433
Union Pacific...	26 dys Mar	1,931,000	1,833,000	5,507,939	5,777,854
Utah Central ...	February..	98,880	129,482	198,061	239,471
Vicksb'rg& Mer.	February..	44,709	43,012	95,847	90,321
Wab.St.L.& Pac.	3d wk Mar	415,577	327,766	3,482,879	3,328,228
West Jersey	January...	61,820	53,448	61,820	53,448
Wisconsin Cent.	1st wk Mar	25,798	18,233	.....	.....

* Earnings on 2,895 miles this year against 2,017 in 1882.
† Freight earnings. § All lines included.
‡ Traffic interrupted by floods.
¶ Small earnings due to freshets

Coins.—The following are quotations in gold for various coins:

Sovereigns	$4 81 @$4 85	Silver ¼s and ½s.	— 99¾@ par.
Napoleons	3 81 @ 3 85	Five francs	— 92 @ — 95
X X Reichmarks.	4 72 @ 4 76	Mexican dollars..	— 85⅞@ — 86⅛
X Guilders	3 95 @ 3 99	Do uncommerc'l.	— 85 @ — 85⅛
Span'h Doubloons.	15 55 @15 75	English silver	4 75 @ 4 83
Mex. Doubloons..	15 45 @15 60	Prus. silv. thalers.	— 68 @ — 70⅛
Fine silver bars ..	1 10⅜@ 1 11	U. S. trade dollars	— 99¼@ — 99⅝
Fine gold bars....	par@¼ prem.	U. S. silver dollars	— 99¾@ par
Dimes & ½ dimes.	— 99⅛@ par		

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on March 24:

Banks.	Capital.	Average amount of—				
		Loans and Discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
	$	$	$	$	$	$
New York.....	2,000,000	8,94 ,000	1,797 000	267,000	9 248,000	446,100
Manhattan Co..	2,050,000	6 995 000	687 000	215 000	5,170 000	.....
Merchants.....	2,000,000	6 514 000	721 000	610 000	5 213 000	397,800
Mechanics'.....	2,000,000	7,905,000	1,217,000	414 000	6 188 000	.....
Union.....	1,200,000	4 151,400	622 200	203 000	3 127 000	.....
America.....	3,000,000	9,089 100	544 100	432 700	5 822 500	1,100
Phenix.....	1,000,000	2,867,000	480 000	90 000	2 425 000	267,600
City.....	1,000,000	7,005,100	1,514,000	474 000	7 112 700	.....
Tradesmen's....	1,000,000	2,851 100	239 200	91 600	1 641 000	760,200
Fulton	600,000	1,825,500	285 100	76 200	1,900,000	.....
Chemical.....	300,000	12,0 5,000	3,030 400	399 600	12 822 700	.....
Merch'nts' Exch.	1,000,000	3,56 ,000	329 000	346 000	2,86 ,000	291,700
Gallatin Nation'l	1,000,000	4,308,700	311,500	109 700	2,10 ,600	719,600
Butchers'& Drov.	300,000	1,084,800	297,600	84 500	1,045 000	237,200
Mechanics' & Tr.	250,000	1 024,000	117,000	92 000	902,000	128,000
Greenwich	200,000	1,002,400	16,700	146 400	980,600	2,000
Leather Man'f'rs	600,000	3,0 ,800	300 500	245 000	2 0 0 200	532,100
Seventh Ward..	300,000	1,143,500	140 500	123,000	1 110 000	30,500
State of N. York.	500,000	3,070,000	22 ,000	159 200	3 ,7 ,800	.....
American Exch .	5,000,000	13,81 ,000	1,802 000	484 000	14 1 3 000	.....
Commerce.....	5,000,000	14,547,100	1 464,700	508 700	7 385 400	1,000,000
Broadway.....	1,000,000	5,379,100	594,500	196 200	4 898,800	891,200
Mercantile.....	1,000,000	6,088,700	1,09 ,600	360 500	5 714,400	748,000
Pacific.....	422,700	2,397,300	180,900	235 400	2 283 000	.....
Republic	1,500,000	4,8 ,800	862,400	274 000	7,05 ,500	720,000
Chatham	450,000	3 550,000	675,200	132 000	3 882 300	45,000
People's.....	200,000	1,558,300	110 400	88 000	1 681 500	5,400
North America..	700 000	2,0 3,400	116 000	183 000	2,45 ,800	.....
Hanover	1,000,000	7,12 ,000	1,576 300	62 2 0	8 177 400	150,000
Irving.....	500,000	3,284,200	4 8,600	277,400	3,8 9 2 0	422,300
Metropolitan	3,000,000	12,6 5,000	1,818 000	4 9 000	8,980,000	2 211 000
Citizens'.....	600,0 0	2,301,5 0	843,000	208,0 0	2 3 6,7 0	214,000
Nassau	500,000	2,2 7,000	179 0 0	188,600	2,4 9,7 0	.....
Market.....	500,000	2,814,000	507 8 0	93,4 0	2 297,8 0	450,000
St. Nicholas.....	500 000	2,3 0,9 0	164,000	40 1,00	1 8 8 4 0	.....
Shoe & Leather..	500,000	2 414 000	505 000	204,000	2,7 9 0 0	450,000
Corn Exchange...	1,000,000	4,062 700	326 0 0	260 000	2 8 0,000	4,500
Continental.....	1,000,000	5,4 4,000	1,180,700	124 200	3,7 1,8 0	450,000
Oriental.....	300,000	2,094,000	80 100	328 9 0	1,970 8 0	.....
Marine	400,000	3,4 4,000	457,000	148 000	3 587 000	270,000
Importers' & Tr..	1,500,000	19,0 5,700	4,580,5 0	595,700	20,281,8 0	1,380,900
Park	2,000,000	16 825,000	3,962,900	840,500	20 504,400	45,600
Wall St. Nation'l	500 000	1 770,000	169,400	138 100	1,600,200	.....
North River.	240 000	1,000 000	16,000	156,000	1,513,000	.....
East River	250,000	1,118,800	97,000	12, 0 0	887,400	220,700
Fourth National.	3,200,000	16,0 4,200	3,0 8,8 0	653,500	15,558,100	539,900
Central Nat.....	2,000,000	7,400 000	554,000	1,210,000	7,501,000	297,000
Second Nation'l	300,000	3,398,000	551 000	374,000	3 784 000	90,000
Ninth National..	750,000	5,884 900	771,300	354,400	5,427,8 0	590,700
First National..	500,000	14,180,200	3,254,0 0	300 1 0	14,557,000	44,900
Third National..	1,000 0 0	5,483 300	867,4 0	5,044,2 0	6,704,8 0	.....
N. Y. Nat. Exch..	300,000	1,407 7 0	141,600	122 000	1,085,0 0	265,200
Bowery National	250,000	1,969,700	290,0 0	206,0 0	1,805,7 0	225,000
N. York County.	200,000	1,787,200	18 700	200 100	1,996,4 0	180,000
Germ'n Americ'n	75 ,000	2,452,200	121,4 0	41,300	1,886,000	.....
Chase National..	300,000	5,157,400	1,119,0 0	348,400	6,120,700	45,000
Fifth Avenue....	100,0 0	1,950,200	300 500	129 000	2,243 000	.....
German Exch. ..	200,000	1,089,500	57,0 0	218,8 0	1,206,6 0	.....
Germania.....	200,000	1,641,300	76 100	122,000	1,787,1 0	.....
U. S. Nat.	500,000	4,7 0,000	1,114,700	94 ,00	4,985,200	415,000
Lincoln Nat.....	300,000	1,380,800	113,900	147,500	1,371,0 0	45,000
Total.....	60,962,700	312,879,100	47,997,400	17,025,400	281 9 1,5 0	16,356,200

The deviations from returns of previous week are as follows

Loans and discounts	Dec. 16,792,900	Net deposits	Dec. $7,704,000
Specie	Dec. 554,500	Circulation	Dec. 251,700
Legal tenders	Dec 55,700		

The following are the totals for three weeks:

1883.	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agr. Clear.
	$	$	$	$	$	$
Mch. 10	325,180,000	51,510,700	17,917,000	298,111,400	16,0 9,200	718,544,655
" 17	319,672,000	48,351,900	17,081,100	289,21 ,500	16,6 7,800	585,9 8,987
" 24	312,879,100	47,997,400	17,025,400	281,911,500	16,3 6,200	599,805,618

Boston Banks.—Following are the totals of the Boston banks.

1883.	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agr. Clear.
	$	$	$	$	$	
Mch. 12..	145,672,100	4,891,300	3,841,800	84,144,900	30,144,200	65,578,167
" 19..	145,380,200	4,905,600	3,561,000	82,315,700	30,151,900	70,977,812
" 26..	143,940,100	5,098,600	3,331,000	80,738,300	30,218,300	60,307,217

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

1883.	Loans.	L. Tenders.	Deposits.	Circulation.	Agr. Clear.
	$	$	$	$	$
Mch. 12.....	75,691,463	17,002,227	61,915,661	9,7 ,2 2	53,1 4,710
" 19.....	75,473,591	16,7 6,425	64,146,0 1	9,8 7,474	55,9 6,444
" 26.....	74,7 8,827	16,422,910	63,3 9,185	9,774 050	48,4 4,143

Unlisted Securities.—Following are quoted at 38 New Street:

	Bid.	Asked.
Am. Railw'y Imp.Co—		
Ex bond's and stock.	24	....
Atl. & Pac.—6s, 1st....	95¼	....
Incomes	19	20
Blocks 35 per cent..	105	109
Cent. Branch.....	86	92
Incomes do	25	....
Bost.H.& E.—New st'k	3⅜	5⅜
Old.....	¼	⅜
Buff. N. Y. & Ph.,new	30¾	31½
Preferred, new ...	61	63½
Chic & Atl.—Stk....	20	....
1st mort.....	....	....
Cal. & Chi. Ca'l & Dk..	29	29
Contin'l Cons.—85 p c	47	53
Denver & N. Orleans.	....	....
Subsidy scrip.....	....	....
Den.& R.G.R'y—Cons.	91	93
Denver & Rio Gr.West	26	27¼
1st mort.	71⅜	72⅝
Edison Elec. Light....	....	....
Ga. Pac. R'y., 1st m..	82	....
Gal. Har. & S. Ant....	25	....
I. B. & W. inc. bds ...	42	....
Keely Motor	7	8
Lehigh & Wilkesb. Co.	11	15
Mexican. Nat.....	8	10
Preferred.....	....	33
1st mort.....	49¼	49½
Mich.&O.—Subs.55 p.c	....	....
M. U.St'k Trust Certs..	16¾	....
Mahoning Coal & RR.	6	....
Mex. Or. Interocean'l'o & Internat. scrip ..	4⅜	5
M. K. & T. inc. scrip.	39	39⅜
N. J. Southern	⅞	1⅛
N. J. & N Y., pref	15	....
N.Y. & Gr L. -1st inc.	27	....
Newb. D'tch & Conn...	....	....
1st mort.....	....	....

	Bid.	Asked.
N.Y. Loan & Imp'nt .	35	39
N.Y.Chic&St.L. equip.	....	....
N.Y.W.Sh.&Buff.—Stk		
del.wh.iss.on old sub	31	34½
5s	75⅝	75⅞
Subs O. & W. 85 p.c	75⅝	76¼
N.Y. & Scranton cons.,		
100 p.c.ex-b. & st'k.	....	33
N.Y. Sus. & West.—Stk	5¼	6⅛
Preferred.....	14	16
1st mort.....	73	73½
North Pac. div. bonds.	89	89½
No. Riv.Const.—100p.c	102	105
Ohio C.—Riv. Div. 1st.	59¾	60½
Incomes.....	13½	14½
Oregon Improvem't....	....	....
1st mort.....	....	....
Oregon Sh. Line deliv-		
ed when issued	22	23½
Subs. 80 p. c. 102	....	
Subs. ex-bd. & st'k....	44	....
Pensac. & Atl.....	....	30
1st mort.....	75	....
Pitts. & Western.....	16	20
1st mort	79	....
Rich.&D.Ext. subs 70%	52½	
St. Jo. & West.....	7	10½
Tex.&Col.Imp.—60p.c	101¾	....
ex-bd.....	12⅜	13½
Texas & St. Louis	....	....
1st mort..M.&A.div.	....	....
Incomes	....	....
subs	85	88½
ex-bonds	....	....
U. S. Elec. Light	131½	150
Vicksb'g & Meridian..	5	8⅞
pref	....	....
1st mort.....	....	....
2d mort	....	....
Incomes	....	....

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The Investors' Supplement *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* Chronicle. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Chesapeake & Ohio Railroad.

(*For the year ending Dec.* 31, 1882.)

The annual report is not yet ready for distribution, but in advance of it we have the report of Mr. C. P. Huntington, President, as read at the annual meeting in Richmond. The earnings and expenses have already been published in the Chronicle. The report shows that the gross earnings for 1882 were $3,334,976, an increase over those of the previous year of $629,633. The operating expenses were $2,302,448, an increase over those of the previous year of $35,045. The net earnings for the year were $1,032,528, an increase over those of 1881 of $594,588. The interest requirements of the funded debt for the year were $729,030.

"The foregoing comparative figures show a gratifying decrease in the ratio of operating expenses to gross earnings, following the completion of the work of relaying the track with steel rails and the increased traffic which the opening of the eastern extension to Newport News and of our connections westward had begun during the last half of the year to bring to our road. The excellent condition to which the road-bed and track have now attained will insure a much greater economy in the cost of operation from this time forward than has been found practicable at any time in the history of the road."

"Dividing the year and comparing the results of the business for the two half-yearly periods, we find that during the first six months, from Jan. 1 to June 30, the

Gross earnings were	$1,399,118
Operating expenses	1,063,890
Net earnings	$335,228
And that during the last six months of the year from July 1 to December 31st the gross earnings were	$1,935,858
Operating expenses	1,238,558
Net earnings	$697,300

Showing increases for the last half of the year over the first half in the several items as follows, viz.:

In gross earnings	$536,739
In operating expenses	174,668
In net earnings	362,071

"These comparisons illustrate the diminishing ratio of expenses to gross earnings as the volume of traffic increases.

"As regular traffic over the extension to Newport News and the connection to Louisville and the Southwest afforded by the Elizabethtown Lexington & Big Sandy Railroad was hardly organized to any considerable extent until midsummer, the increase in earnings for the last half of the year reflects the first impulse to the business of our road from these sources, and affords some slight indication of what may be expected from them hereafter.

"The advantages of the deep-water terminus at Newport News are already felt in a greater degree even than had been expected at so early a day, especially in their influence on the coal traffic of the road and in the reduction of vessel-freights for coastwise shipments, and also in the development of a new and profitable market for our coal in supplying sea-going steamers with fuel. Since our last annual meeting a favorable contract has been entered into between this company and the Chesapeake & Ohio Elevator Company, a responsible corporation composed largely of grain merchants and shippers, in pursuance of which a grain-elevator with a capacity of not less than 1,500,000 bushels is now being erected at Newport News. The benefits to accrue to this company from the construction of an elevator of large capacity at Newport News under such favorable auspices were so obvious that your President and directors felt justified in forwarding the enterprise by a guarantee of the bonds Elevator Company to the amount of $700,000."

Mr. Huntington's report speaks as follows of the extensions and connections of the Chesapeake & Ohio system:

"Favorable progress has been made during the past year in perfecting and extending our connections with the various centres of production and shipment in the West, Northwest and Southwest.

"The Elizabethtown Lexington & Big Sandy Railroad, connecting our western terminus at the Big Sandy River with Lexington, and thence with Louisville and the Southwest, and via the Kentucky Central with Cincinnati and the Northwest, is now in excellent order, and is operated by this company under an arrangement which gives to the Elizabethtown Lexington & Big Sandy Company the net earnings of the road, and thus secures harmony of operation and economy of administration without imposing any pecuniary burden upon this company. The Big Sandy road, in the infancy of its business, is already earning over operating expenses considerably more than enough to meet the interest on its bonded debt. The Kentucky Central Railroad Company are making improvements and extensions in their line which must add largely to its own value and traffic and increase its importance to the Chesapeake & Ohio and Elizabethtown Lexington & Big Sandy as a connection.

"The Chesapeake Ohio & Southwestern Railroad is now completed so as to form continuous lines from both Elizabethtown and Louisville to Memphis, by which our road has direct through connection from Newport News to the latter point, and reaches the large cotton shipments centering there.

"The Louisville New Orleans & Texas Railroad Company are actively engaged in the construction of their road between Memphis and New Orleans by way of Vicksburg and Baton Rouge, and expect to have it completed within eighteen months from this time. This road, under substantially the same ownership and control, will form an important extension of the Southwestern connection afforded our road by the Chesapeake Ohio & Southwestern, as it penetrates some of the richest cotton-lands in the United States, and will also form a connection with the Southern Pacific system, opening a continuous line from San Francisco to Newport News.

"The connection with the Scioto Valley Railroad at Ashland, Ky., is increasing in importance, and is the means of a considerable interchange of traffic, which must grow in value from year to year. The Ohio Central Railroad Company have extended their lines to the Ohio River opposite the mouth of the Kanawha, and have constructed a branch from the mouth of the Kanawha to Charleston, W. Va., where connection can be readily made with our road. They are building a bridge across the Ohio river to connect their lines in Ohio with their Charleston branch. It is believed that a traffic agreement may be entered into between the two companies which will prove mutually advantageous.

"The entire line of our road is now laid with steel rails, and its road-bed and track are in a condition to compare favorably with any single-track railroad in the United States. The earning capacity of the road is being increased, as the growth of its business demands, by the addition of long sidings, which will practically double-track the line at important points and facilitate the passing of the additional number of trains which the increased traffic requires and by the additions to the motive power and rolling stock."

Detroit Lansing & Northern.

(*For the year ending Dec.* 31, 1882.)

The President's report is very brief, and limited merely to an exhibit of the operations of the year. The gross earnings for the year were $1,597,142, an increase over the earnings of 1881 of $219,444. The operating expenses (no charges being made either to construction or equipment) were (71 13-100 per cent) $1,136,060, being $201,631 in excess of the operating expenses of 1881. The net earnings were $461,082, an increase over the net earnings of 1881 of $17,812. Included in operating expenses is the cost of rails, bridges and equipment to the amount of $290,502,

The income account for 1882 shows the following: Balance of account Jan. 1, 1882, $51,512; net earnings of 1882, $461,082; total income, $512,594. Annual interest, $223,549; 7 per cent dividend on preferred stock, paid Aug. 15, 1882, and Feb. 15, 1883, $175,231; 3 per cent dividend on common stock, paid Feb. 15, 1883, $54,765; balance to credit of income account, after paying dividends of Feb. 15, 1883, $59,048.

During the year the bonded debt was increased by the sale of $44,000 Detroit Lansing & Northern Railroad Company 7 per cent bonds, due Jan. 1, 1907, to provide for the $50,000 depot ground bonds paid in 1881.

Statistics for two years are as follows:

Road—	1881.	1882
Miles owned	221	221
Miles leased	4	4
Total operated	225	225

OPERATIONS AND FISCAL RESULTS.

Operations—	1881.	1882.
Passengers carried	555,725	635,473
Passenger mileage	13,741,232	15,858,122
Rate per passenger per mile	2·69 cts.	2·59 cts.
Freight (tons) moved	567,371	743,998
Freight (tons) mileage	56,069,960	65,277,685
Average rate per ton per mile	1·711 cts.	1·739 cts.
Earnings—		
Passenger	$370,475	$410,712
Freight	959,814	1,136,868
Mail, express, &c	47,409	49,562
Total gross earnings	$1,377,698	$1,597,142
Total operating expenses (including taxes)	934,429	1,136,060
Net earnings	$443,269	$461,082
Per cent of oper. expenses to earnings	66·35	71·13

INCOME ACCOUNT.

Receipts—	1881.	1882.
Net earnings	$443,269	$461,082
Interest	3,643	10,425
Total income	$446,912	$471,507
Disbursements—		
Interest on debt	$235,527	$233,975
Dividends	175,230	175,230
Rate of dividend	(7)	(7)
Total disbursements	$410,757	$409,205
Balance, surplus	$36,155	$62,302

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—	1881.	1882.
Railroad, buildings, &c	$6,926,720	$6,854,553
Equipment	622,975	622,975
Materials, fuel, &c	54 421	61.219
Cash on hand	189,512	142,074
Trustees D. L. & N. RR.	128,142	142,166
All other accounts	89,698	229,725
Total	$8,011,468	$8,052,712
Liabilities—		
Stock, common	$1,825,600	$1,825,600
Stock, preferred	2,503,300	2,503,300
Funded debt (See Supplement)	3,213,000	3,257,000
All other dues and accounts	214,135	147,853
Accrued interest to date	116,305	117,530
Profit and loss	139,128	201,429
Total liabilities	$8,011,468	$8,052,712

Cumberland Valley Railroad.

(*For the year ending December* 31, 1882).

The annual report says the cost of operating the main line was 66 71-100 per cent of receipts. Additional equipment and improvements of a permanent character are embraced in the operating expenses, the percentage of which is thus materially increased.

Of the total number of passengers carried during the year

80,307 were excursion travel. The excursion business yielded a revenue of $43,335, being about 20 per cent of the entire passenger receipts. The freight business of the road has been gradually increasing for a number of years. As compared with 1878, the year 1882 shows an increase of 292,148 tons of freight moved, or 91 66-100 per cent, and an increase in revenue from same of $111,812 or 38 per cent. The number of tons of freight moved on main line and leased roads in 1882 was 613,425 tons.

The earnings of main line from all sources, and the expenditures, were as follows:

Gross earnings.		*Expenditures.*	
Freight	$106,113	Conducting transporta'n.	$113,197
Passengers	224,749	Motive power	102,666
Mail	8,150	Maintenance of cars	92,190
Express	12,171	Maintenance of way	128,773
Miscellaneous sources	37,518	General expenses	17,026
Total	$689,305	Total	$150,853
Net earnings			$220,452

The net earnings were appropriated as follows:

Interest on bonded debt	$26,518
State tax	11,807
Ten per cent dividends in quarterly payments	177,785
Total	$216,140
Surplus in hands of Treasurer from the receipts and operations of the year	$13,311

DILLSBURG & MECHANICSBURG RAILROAD.

Earnings	$29,227
Expenses	16,215
Net earnings	13,012

As compared with 1881 there is an increase in revenue of $1,903, and an increased expenditure of $3,502.

THE RAILROAD OF THE SOUTHERN PENNSYLVANIA RAILWAY & MINING COMPANY.

Earnings	$24,754
Expenses	22 485
Net earnings	$2,268

The sum of $4,171 was expended in re-building the trestles at Mercersburg and Loudon, and there were renewed in the track 5,201 cross ties.

MARTINSBURG & POTOMAC RAILROAD.

Earnings	$19,598
Expenses	21,333
Deficit	$1,734

Considerable repairs were made to the bridges on this road, and there were put into the track 9,077 cross-ties.

MONT ALTO RAILROAD.

Earnings	$30,431
Expenses	25,921
Net earnings	$4,510

GENERAL INVESTMENT NEWS.

Allegany Central — Lackawanna & Pittsburg. — The *Tribune* reports: "Stockholders of the Allegany Central and the Lackawanna & Pittsburg Railroad companies yesterday ratified the scheme of merger adopted by the directors of the two organizations. The consolidated company will be known as the Lackawanna & Pittsburg Railroad Company, with a capital stock of $3,000,000, of which one-half is preferred. The holders of Allegany Central common stock will receive share for share in the preferred stock of the consolidated company. The following board of directors of the new company was elected: A. N. Martin, George D. Chapman, Francis Jenkins, H. A. V. Post, Clinton R. Weeden, Abijah J. Wellman, Charles E. Kimball, John W. Jones, F. M. Larcher, Mitchell S. Blair, J. Nelson Borland, Jr., Silas H. Witherbee and F. S. Smith. The board chose the following officers: President, Archer N. Martin; Vice-Presidents, Francis S. Smith and Francis Jenkins; and Secretary and Treasurer, C. E. Kimball.

"The road, when completed, will extend from Perkinsville, Pa., where connection with New York is secured over the Delaware Lackawanna & Western Railroad to Olean, where connection is made with the Buffalo New York & Philadelphia Railroad. The latter road is owned by the same persons who control the Lackawanna & Pittsburg. It extends to New Castle, Penn., and will make its connections with the West over the Pittsburg Youngstown & Chicago Railroad, now in course of construction. There are twenty-two miles of the consolidated Lackawanna & Pittsburg road to be built between Olean and Perkinsville. To complete this gap, and to provide for equipment, etc., the company, purposes to issue $2,000,000 bonds. At present its bonded debt is merely nominal. If carried out, the scheme will afford another through route from New York to the West."

Central of New Jersey.—The following is from the New York *World*, and is published for whatever it may be worth. There has been no full exhibit of the operations of this road for four or five years. The *World* says: It is stated that the earnings of the New Jersey Central lines in the State of Pennsylvania were about the same for 1882 as for 1881, when the total was $4,222,471 gross and $1,712,772 net. This, together with last year's showing on New Jersey lines, gives approximate total business last year:

	1882.	1881.
Gross	$10,682,626	$10,817,354
Expenses	5,478,107	6,077,007
Net	$5,204,519	$4,740,347

Chicago & Northwestern.—Notice is given that at the annual meeting in June the stockholders will be asked to vote on the consolidation of the Chicago Milwaukee & Northwestern and the Elgin & State Line companies with this company. Both of these are proprietary roads, the Chicago & Northwestern owning all the stock, and the consolidation will be merely formal, and will simply dispense with the necessity of keeping up the separate organizations. The company's policy has for several years been to absorb the proprietary organizations as fast as can be conveniently done.

Chicago Rock Island & Pacific.—This company has published the following statement for the ten months of its fiscal year from April 1 to Jan. 31:

Gross earnings (ten months)	$10,090,621
Working expenses (57·51 per cent)	5,803,618
Net earnings	$4,287,003
Interest and rents 8, ten months	1,127,000
Balance	$3,160,003
Add land department receipts	440,000
Total surplus ten months	$3,600,003

Cincinnati & Baltimore.—The stockholders of the Cincinnati & Baltimore Railroad Company voted to ratify the contract for the sale of their road to the Cincinnati Washington & Baltimore Railroad Company.

Cincinnati & Eastern.—The Cincinnati *Commercial Gazette* says: "A syndicate has been formed which will put the road in good shape, and place it beyond the danger line, as it were. The syndicate will issue bonds to the amount of $2,000,000 at 6 per cent, the proceeds of which will be used in taking up the $500,000 first mortgage and $300,000 second mortgage bonds. The remainder of the new issue will be used in completing the road to Portsmouth, or beyond to Gallipolis. There are 29 miles yet to build before Portsmouth is reached. The distance from Portsmouth to Gallipolis is 54 miles. The road will be made standard gauge at once."

Cincinnati New Orleans & Texas Pacific.—This company, operating the Cincinnati Southern road, has made an agreement with the Louisville & Nashville Company to run both freight and passenger trains between Louisville and Chattanooga, the connection being made at Danville Junction, Ky., where the Knoxville Branch of the Louisville & Nashville crosses the Southern road. This route makes the distance from Chattanooga to Louisville 312 miles, or 23 miles less than from Chattanooga to Cincinnati. It is also the most direct line from Louisville to Chattanooga, being 24 miles shorter than the route by way of Nashville. The Louisville & Nashville managers believed it to be a much more liberal and better policy to give the Cincinnati Southern access to Louisville over their line, for fair compensation, than to induce the latter road to build a new line where there were already enough to do the whole business.

Cincinnati Northern.—The stockholders of this railroad, by a vote of 17,321 out of 20,000 shares, have agreed to consolidate with the Toledo Cincinnati & St. Louis Narrow Gauge road. A meeting of the stockholders of the latter company will be held on May 3. It is proposed to complete the consolidation under a single new company.

Eastern—Boston & Maine.—At a special meeting of the stockholders of the Boston & Maine Railroad it was voted by a stock vote of 42,563 to 953 that approval be given to the lease of the Eastern Railroad by the Boston & Maine Company. At a special meeting of the stockholders of the Eastern Railroad it was voted unanimously to accept the legislative act of 1882, authorizing the directors to issue preferred stock in exchange for certificates of indebtedness. The meeting also voted the approval of the lease of the road to the Boston & Maine road on the terms already announced, and subject to the approval of the New Hampshire Legislature.

Louisiana Bond Decision.—A press dispatch from New Orleans, March 28, said "In the case of the State ex. rel. L. B. Da Ponte, against the Board of Assessors, praying for a mandamus to prevent the assessment of certain State and city bonds alleged to be exempt from taxation under the Constitution, Judge Rightor to-day refused the mandamus. The case will be appealed to the Supreme Court. After this decision Louisiana 7s fell ¼, baby bonds 1½ and premium bonds 1¼."

Louisville Evansville & St. Louis.—It is reported that this company has asked its bondholders to fund their coupons for the next two years, in the hope that by that time the company will be in a better condition financially. Mr. Jonas H. French, of Boston, is President of the company, and the road extends from New Albany, Ind., to Mount Vernon, Ill., a distance of 182 miles, with branches to Jasper and Gentryville, 72 miles, giving a total of 254 miles. This road was the Louisville New Albany & St. Louis, reorganized and consolidated with the Evansville Rockport & Eastern, and the stock of the present company is largely owned in Boston.

Manhattan Elevated.—A report was submitted by the New York State Engineer to the Senate, in response to a resolution of that body. The report is voluminous and goes into the question as to what was the capital actually expended on these roads, and the conclusions reached are not of much importance to the public, as they appear to be matters of opinion. Among other things he says: "The amount of securities issued by the respective corporations, as represented by their outstanding stock and bonds, was no greater than was actually required in order to provide the means necessary to secure the proper construction and equipment of their railways, and that the whole amount of these securities has either been absorbed or utilized

in good faith for that purpose." The figures of the report as for the year ending Sept. 30, 1882, are given below:

	N. Y. Elevated.	*Metropolitan.*
Stock	$6,500,000	$6,500,000
First mortgage	(7s) 8,500,000	(6s) 10,818,000
Second mortgage		(6s) 2,000,000
Cash items	391,921	172,869
Total	$15,391,921	$19,490,869

The earnings and expenses for the year were as follows:

Gross earnings	$3,216,369	$2,757,264
Working expenses	$1,844,690	$1,823,680
Taxes	208,463	202,085
	$2,053,153	$2,025,763
Net earnings	$1,163,216	$731,496

RECAPITULATION.

The recapitulation or total result of the operations of the two roads, with the taxes of the Manhattan Company included, is as follows for the year:

Gross earnings, all lines		$5,973,633
Working expenses, all lines	$3,668,370	
Taxes, all lines	410,551	
Taxes, Manhattan Co	109,093	4,188,014
Net earnings		$1,785,619

These net earnings were equivalent to 5·12 per cent on what the report calls "capital actually expended"—that is, on the $13,000,000 stock, $21,318,000 bonds and $564,790 cash items of the two companies. Deducting interest on bonds leaves a balance equal to 3·81 per cent on the stocks.

Memphis City Debt.—The Governor has signed the bills passed by the Legislature for the settlement of the debt of the old city of Memphis according to the terms recently submitted to and accepted by the creditors. The present city government will immediately proceed to fund the debt. The first interest falls due July 1.

Michigan Central—Canada Southern.—The Michigan Central Company declared no dividend, but furnishes the following as the cause for the action of its directors:

Whereas, The agreement between the Michigan Central Railroad Company and the Canada Southern Railway Company, under date of December 12, 1882, provides for semi-annual accounts of the business of the two companies, and although the earnings of the two companies for the quarter ending March 31, 1883, are sufficient to pay a dividend on their respective capital stocks, it is considered most advantageous to the interest of both companies that the dividends should hereafter be paid semi-annually; therefore

Resolved, That hereafter the dividends of this company be payable on or about August 1 and February 1 in each year.

—Notice is given that the 8 per cent. equipment bonds of the Michigan Central Company, which mature April 1, will be paid on and after April 2, on presentation at the office of the Farmers' Loan & Trust Company in New York. Interest will cease from maturity. There were about $556,000 of these bonds outstanding by the latest report.

Michigan & Ohio.—The Michigan & Ohio road will be completed about July 1st from Toledo to Grand Haven, running in a general direction parallel with the Michigan Central. The parties controlling this road are nearly the same as those who controlled and built the Nickel-Plate.

Nashville Chattanooga & St. Louis.—The directors of the Nashville & Chattanooga Company decided to pass the next dividend in order to pay off loans issued to complete new lines of road. The last semi-annual dividend of 1½ per cent was paid April 20, 1882.

New York City & Northern.—A plan has been suggested by the Committee of Five of the holders of the first mortgage consolidated bonds of the New York City & Northern Railroad for the reorganization of the road, which is at present in the hands of a receiver. The proposition is that the present first mortgage shall be foreclosed. In the reorganization, it is proposed to make the new mortgage equal to the present—$4,000,000—and $1,000,000 besides, or $5,000,000 in all, the bonds to run forty years, and bear interest at 6 per cent semi-annually, with 1 per cent accumulative sinking fund. The extra $1,000,000 of bonds under the plan are to be sold and the proceeds applied to the requirements of the road. Out of this sum the branch from Van Cortland station to Getty Square, Yonkers, is to be built. In the City of Yonkers the structure is to be elevated. To make a ready sale for the $1,000,000 additional issue of bonds the coupons of the other $4,000,000 are to be detached and placed in a trust company, under conditions which shall make them non-cumulative. These coupons shall be paid out of the net earnings after those of the additional $1,000,000 have been paid. The mortgage is to be on the main line, the projected branch, and all the property to be hereafter acquired by the company. The second mortgage bonds, amounting to $2,000,000, together with a majority of the stock, are held by the New York Loan & Improvement Company. New preferred stock is to be issued for the $2,000,000 of second mortgage bonds, and common stock for the present $3,000,000 of stock and to satisfy judgment lienors. One half of the $1,000,000 of extra bonds is to be taken by the committee of bondholders, and the remainder by the holders of the junior securities, at not less than par. A certain percentage of stock is to go with each bond. The bondholders are to control the road by voting power until four consecutive coupons shall have been paid on the whole issue of first mortgage bonds. Printed copies of the plan have been sent out for consideration.—*New York Times.*

New York Lake Erie & Western.—For the month of January the following official report is issued:

MONTH OF JANUARY.	1882.	1883.	
Gross earnings	$1,318,997	$1,524,869	Inc. $205,872
Working expenses	1,136,214	1,220,292	Inc. 84,078
Net earnings	$182,783	$304,577	Inc. $121,794
OCTOBER TO JANUARY, INCLUSIVE.	1881-82.	1882-83.	
Gross earnings	$6,420,540	$6,854,106	Inc. $433,566
Working expenses	4,591,115	4,707,256	Inc. 116,141
Net earnings	$1,829,425	$2,146,850	Inc. $317,425

New York Pennsylvania & Ohio.—The annual report of this company for 1882 makes the following exhibit:

Gross earnings from operation	$5,831,082
Operating expenses	3,838,297
Net earnings from operation	$1,992,784
Earnings from other sources	35,259
Total net earnings from all sources	$2,028,044
Out of which have been paid fixed charges as follows:	
Hire of cars under Car Trust	$260,346
Use of foreign cars and engines—balance	133,388
Rental of leased lines	420,851
General expenses, taxes, &c	159,702
Total fixed charges	974,238
Net income for the year 1882	$1,053,806
Deduct—	
Interest on prior lien bonds, due and accrued	$480,000
Payments on account of improvements, &c	107,465
Paid on judgment Himrod Furnace Co	84,922
Total deductions	672,388
Surplus for the year 1882	$381,417

Northern Central.—The earnings and expenses for February and for the two months of the year were as follows:

	February.		*2 mos.—Jan.-Feb.*	
	1883.	1882.	1883.	1882.
Gross earnings	$486,865	$413,551	$986,117	$820,919
Operating expenses	$297,429	$256,314	$580,354	$533,580
Extraordin'y expenses.	59,724	35,427	117,832	72,920
Total expenses	$357,153	$291,741	$698,186	$606,500
Net earnings	$129,712	$121,810	$287,931	$214,419

Norfolk & Western.—The statement of earnings and expenses for February and for the two months of the year are as follows:

	February.		*2 mos.—Jan.-Feb.*	
	1883.	1882.	1883.	1882.
Gross earnings	$191,344	$149,658	$391,832	$318,231
Expenses	116,345	97,625	238,949	198,156
Net earnings	$74,999	$52,033	$152,883	$120,075

Pennsylvania Railroad.—The gross and net earnings in February 1882 and 1883 are specially compiled for the CHRONICLE in the table below. In February, 1883, there was an increase of $405,465 in gross earnings and an increase of $257,073 in the net. For the two months there was an increase in 1883 of $961,501 in gross and $653,865 in net earnings.

ALL LINES EAST OF PITTSBURG AND ERIE.

	Gross Earnings.		*Net Earnings.*	
	1883.	1882.	1883.	1882.
January	$3,929,357	$3,373,321	$1,471,058	$1,074,266
February	3,712,215	3,306,750	1,336,694	1,079,621
Total	$7,641,572	$6,680,071	$2,807,752	$2,153,887

As to the lines west of Pittsburg and Erie, the monthly reports issued in 1882 and for the current year show the results below. The company's report, however, states a gain since Jan. 1, 1883, over the same period in 1882 of only $67,654.

ALL LINES WEST OF PITTSBURG & ERIE.

	Net Surplus over all Liabilities.		*Inc. or Dec. in*
	1883.	1882.	1883.
January	$174,981	$9,741	Inc. $165,240
February	Def. 164,776	Def. 121,307	Dec. 43,469
Total	$10,205	Def. $111,566	Inc. $121,771

Philadelphia Germantown & Chestnut Hill.—At a meeting of stockholders of this railroad company, the lease of that road and its franchises to the Pennsylvania Railroad Company, for a period of thirty years, from May 1, 1883, was ratified. The issue of $1,000,000 in bonds, on which the Pennsylvania Railroad Company guarantees 4½ per cent per annum, was also approved.

Philadelphia & Reading—Schuylkill & Lehigh.—A press dispatch from Reading, Penn., March 27, said: "The differences between the Schuylkill & Lehigh Railroad bondholders and the Philadelphia & Reading Railroad Company have been adjusted, the latter agreeing to reduce the original amount of bonds from $1,000,000 to $600,000, cancelling $400,000, and to pay the holders of the $600,000 4¾ per cent interest up to May 1 and 4½ per cent thereafter."

Union Pacific.—The following is a corrected statement of the earnings and expenses of the Union Pacific Railway and branches for the month of January:

	Earnings.	*Expenses.*	*Surplus.*
1883	$1,986,534	$1,084,913	$901,621
1882	2,186,020	1,416,038	769,981
Increase			$131,640
Decrease	$199,485	$331,125	

Utica Clinton & Binghamton.—The Delaware Lackawanna & Western Co., which has worked this line for several years as agent for the Delaware & Hudson Canal Co., lessee, will turn the road over to the latter company on April 2.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, March 30, 1883.

The weather for the past week has been less wintry throughout the country, though to-day we have a snow storm here. Some further progress has been made in re-opening inland navigation at the North and West, the Hudson River being reported open to Troy. The stringency in the money market has been nearly removed, and a renewed impetus given to the speculation in our staple productions. Failures have not been so numerous or important as they were early in the month. General trade is fairly active, but without important feature.

The provision market has been quite animated. Under the influence of the Chicago markets the speculation here has been larger and generally in the interest of higher prices. The edict of the Havana authorities against certain brands of refined lard has as yet had little effect. At the close the feeling is regular, and prices well sustained. Mess pork alone is an exception; notwithstanding lower rates for ocean freight room no impetus has been given to the export movement; lots on the spot quoted $19@19 25; clear back sold at $22@22 25, and family mess at $20@20 75; for future delivery all prices were nominal. Lard was higher in Chicago. The tone here was better, but was not in comparison to the Western advices; prime Western sold on the spot at 11·60c.; refined to the Continent, 11·60c.; South American, 11·85c.; for future delivery April sold at 11·59c.; May, 11·66@11·62c.; June, 11·69@11·67c.; August, 11·70@11 69c.; seller year, 11 96 @11·90c.; closing, April, 11·60@11·62c.; May, 11·66c.; June, 11·68c.; July, 11·70@11 71c.; August, 11·70@11·72c.; seller the year, 10·96c. Bacon was quiet at 10⅜c. for city long clear. Beef hams quiet at $21 50@22 for Western. Beef quiet; city extra India mess, $25@27. Tallow steady, with sales at 8¼@ 8¾c. for prime. Stearine firm; prime, 11⅛@11¾c. Oleomargarine, 10@10¼c. Butter now rules easy, while cheese is firm and in fair export demand.

Rio coffee has been very quiet on the spot and, though at one time quoted at 9½c. for fair cargoes, the nominal price at the close was 9¼c.; options have been fairly active at some decline, largely owing to liberal receipts at Rio de Janeiro; sales of No. 7 were made to day at 7·30@7·35c. for April, 7·45@7 50c. for May, 7 65@7·70c. for June, 7 80@7·85c for July, 7·95@8c. for Aug., and 8·20@8·25c. for Oct.; mild grades have been fairly active and steady, especially for Java and the better grades of Maracaibo; 861 bags of the latter have been shipped to Europe which is an unusual circumstance. Spices have been quiet but about steady. Rice until to-day sold fairly at firm prices; 100 bales of rice roots have been shipped to France. Foreign fruits have been weak for dried and steady for green of good quality. Cuba molasses has been fairly active and firm at 33c. for 50-degrees test refining or 23c. cost and freight; New Orleans has latterly been rather quiet, but is firmly held. Raw sugar has declined to 7c. for fair refining Cuba, at which a larger business has been done; the decline was due partly to a depressed refined market and partly to the closeness of money; the close is firmer, with the supply of Muscavado small; refined more active and holders less anxious to realize. There is an estimated decrease in the Cuban crop of 15 per cent this year. Refined closed firm at 9⅛@9¼c. for crushed, 8⅞@9c. for powdered, 8¾c for granulated and 8¼c. for soft white standard "A."

Kentucky tobacco has met with but a limited demand, and sales for the week are only 195 hhds., of which 120 for export and 75 for home consumption. Prices, however, are steady; lugs quoted at 5½@6¾c., and leaf 7@10½. Seedleaf has met with a fair demand, but transactions are not large, amounting for the week to only 904 cases as follows: 500 cases 1881 crop Pennsylvania private terms; 100 cases 1880 crop do., 7 to 14c.; 100 cases 1881 crop New England, 15 to 30c.; 52 cases 1880 crop do., private terms, and 152 cases 1880-81 crop Ohio, 4½ to 5c. Also, 450 bales Havana, 80c. to $1 15, and 350 bales Sumatra, $1 10 to $1 40.

The rosin market has improved; better sales have been made at better prices; good strained is selling at $1 75; common do. quoted $1 65@$1 67½. Spirits turpentine gains strength; to-day there were small sales at 49½c.; larger lots quoted 49c. bid; 1,000 bbls. are to go to London next week. Refined petroleum is steady, in sympathy with crude certificates, which have been active at higher prices; 110-test, 8¼c.; 70-test, 8⅜c. here; crude certificates to-day were active and yet irregular at the close; opening, 94½c.; highest, 97¾c.; lowest sales, 94½c.; closing, 94⅝c. bid. Hops were quiet to-day, owing to the snow storm; the market, however, has improved of late; the best State 1882s are quoted here at 90c.; speculative sales are reported in the country at $1@$1 10@$1 25 for delivery up to the middle of June; yearlings here are quoted 75@80c.; some holders ask more. Oils, hay and straw were quiet but steady. Ingot copper has been more active for export; 5,000 tons Lake were sold, mostly for France, at 16c.; 100,000 lbs. for home use, 17¼@17⅜c. Steel rails steady; 7,500 tons sold at the mills at $39. American and Scotch pig irons quiet.

Ocean freight room has had a poor time during the past week. Values for tonnage are materially lower, and the feeling is weak and approaches demoralization. The export movement is very slow. Grain taken to Liverpool by steam to-day at 2d.; cotton, ⅛@9-64d.; flour, 1s. 3d. per barrel and 8s. 9d. per ton; bacon, 12s. 6d. and 15s.; cheese, 15s.@17s. 6d.; sugar, 11s. 5d.

COTTON.

FRIDAY, P. M., March 30, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (March 30) the total receipts have reached 86,999 bales, against 105,062 bales last week, 111,181 bales the previous week and 124,826 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,329,782 bales, against 4,290,640 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,039,142 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	2,330	2,933	922	1,630	1,396	2,707	11,977
Indianola, &c.	....	....	....	....	....	79	79
New Orleans	1,860	6,174	7,092	4,485	7,624	3,669	30,900
Mobile	143	400	88	143	129	172	1,065
Florida	....	....	....	....	....	435	435
Savannah	1,877	1,786	1,644	1,003	1,412	3,040	10,762
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	1,588	1,563	591	1,144	352	700	5,938
Pt. Royal, &c.	....	....	....	....	....	279	279
Wilmington	....	293	39	95	116	109	654
Moreh'd C., &c	....	....	....	....	....	476	476
Norfolk	1,274	1,533	1,457	919	1,150	2,904	9,243
West Point, &c	....	....	....	....	....	3,523	3,523
New York	145	....	....	638	1,746	1,741	4,270
Boston	321	619	920	1,041	714	589	4,204
Baltimore	....	....	....	....	....	1,015	1,015
Philadelp'a, &c.	451	302	227	96	452	651	2,179
Totals this week	10,004	15,605	12,970	11,244	15,087	22,099	86,999

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last years.

Receipts to March 30.	1882-83		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston	11,977	738,035	4,557	392,929	63,148	40,236
Indianola, &c.	79	15,868	100	13,450	.....	.....
New Orleans	30,900	1,489,822	9,845	1,118,482	305,643	253,029
Mobile	1,065	298,378	2,120	245,135	32,204	24,891
Florida	435	15,120	97	26,991	.....	.....
Savannah	10,762	758,797	4,831	600,129	63,641	54,862
Brunsw'k, &c	.....	5,508	.....	6,961	.....	.....
Charleston	5,938	539,533	5,686	471,862	50,215	37,310
Pt. Royal, &c.	279	22,028	77	22,834	.....	.....
Wilmington	654	122,500	798	131,715	9,966	5,000
M'head C., &c	476	17,726	187	25,869	.....	.....
Norfolk	9,243	716,379	10,589	564,514	59,126	47,077
West Point, &c	3,523	209,522	1,967	177,369	.....	.....
New York	4,270	124,757	3,269	142,781	232,946	326,488
Boston	4,204	146,353	6,445	185,603	5,885	11,245
Baltimore	1,015	37,915	.....	14,096	28,234	34,900
Philadelp'a, &c.	2,179	71,541	3,467	60,012	12,367	23,661
Total	86,999	5,329,782	54,035	4,290,640	863,395	861,379

Galveston includes Indianola; Charleston includes Port Royal, &c. Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	12,056	4,657	10,848	3,458	5,136	4,915
New Orleans.	30,900	9,845	24,297	21,093	12,951	15,459
Mobile	1,065	2,120	4,937	1,314	3,443	4,143
Savannah	10,762	4,831	6,502	2,453	7,466	5,634
Charl'st'n, &c	6,217	5,763	7,947	3,792	3,684	4,444
Wilm'gt'n, &c	1,130	985	494	892	987	1,388
Norfolk, &c.	12,766	12,556	7,368	7,267	10,123	10,560
All others	12,103	13,278	16,121	7,124	10,513	13,443
Tot. this w'k.	86,999	54,035	78,514	47,393	54,283	59,986
Since Sept. 1.	5329,782	4290,640	5090,626	4195,062	4173,503	3953,344

The exports for the week ending this evening reach a total of 96,793 bales, of which 47,047 were to Great Britain, 12,382 to France and 37,364 to the rest of the Continent, while the stocks as made up this evening are now 863,395 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Mar. 30. Exported to—				From Sept. 1, 1882, to Mar. 30, 1883. Exported to—			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	4,057	.....	3,828	7,885	278,874	83,600	189,268	451,742
New Orleans	22,729	12,032	6,490	41,270	661,797	239,478	345,875	1,247,100
Mobile	2,133	.....	.....	2,133	26,595	5,493	1,100	33,418
Florida	.....	.....	.....	.....	.....	.....	.....	.....
Savannah	.....	.....	15,348	15,348	97,230	25,458	241,631	364,319
Charleston*	.....	.....	2,350	2,350	124,334	24,775	172,879	321,988
Wilmington	.....	.....	3,030	3,030	49,116	.....	4,590	53,706
Norfolk†	5,584	.....	.....	5,584	342,272	.....	13,997	356,269
New York	8,933	360	3,097	12,390	354,900	23,465	125,482	503,856
Boston	1,505	.....	.....	1,505	121,792	.....	443	121,235
Baltimore	1,907	.....	2,239	4,256	147,647	5,419	40,392	169,448
Philadelp'a, &c	.....	.....	902	902	61,036	.....	3,500	64,206
Total	47,047	12,382	37,364	96,793	2,245,497	333,768	1,089,221	3,669,997
Total 1881-82	54,740	880	19,114	87,118	1,792,556	271,350	649,251	2,663,663

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

Mar. 30, at—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans....	28,889	3,940	33,015	3,478	69,322	236,321
Mobile.....	2,500	3,900	None.	None.	6,400	25,804
Charleston.....	1,520	None.	12,140	1,050	14,710	35,505
Savannah.....	3,400	None.	25,300	2,600	31,300	32,341
Galveston.....	14,217	2,491	5,143	432	22,283	40,865
Norfolk.....	9,206	None.	3,189	3,554	15,949	43,177
New York.....	2,000	None.	1,150	None.	3,150	229,796
Other ports.....	4,000	None.	1,000	None.	5,000	51,472
Total 1883.	65,732	10,331	80,937	11,114	168,114	695,281
Total 1882.....	88,971	19,661	26,625	3,322	138,579	722,800
Total 1881.....	95,987	33,134	62,966	5,241	197,328	603,541

The speculation in cotton for future delivery has been more active the past week, and the fluctuations in prices much wider than for some time previously. The re-opening of the Cotton Exchange on Monday, after the adjournment of the previous Thursday, was under a feeling of great depression. There were no foreign advices, Liverpool remaining closed for Easter Monday. The receipts at the ports and at the interior towns were large and the Southern markets weak. Margins had been called for, and there was some selling under "stop orders." The decline was 7@13 points, and was greatest in the summer months. Tuesday was variable, closing irregular, with slight fluctuations, and on Wednesday the changes were unimportant. On Thursday there was a stronger report from Liverpool, and receipts at the ports except New Orleans were comparatively small, causing a small but very general advance, which, however, was not fully sustained at the close, when the demand to cover contracts had partially subsided. To-day a variable market closed at some decline, the advance of yesterday being more than lost. Cotton on the spot has been in moderate demand for home consumption, but a decline of 1-16c. was accepted on Wednesday. Yesterday stained cotton was reduced 1-16@3-16c., but quotations for white revised so as to place all grades of Gulfs ¼c. above Uplands, by which ordinary to low middling Gulfs were reduced 1-16c. To-day the market was quiet, middling uplands closing at 10 1-16c.

The total sales for forward delivery for the week are 570,400 bales. For immediate delivery the total sales foot up this week 3,235 bales, including 487 for export, 2,698 for consumption, 50 for speculation and —— in transit. Of the above, 250 bales were to arrive. The following are the official quotations for each day of the past week.

March 24 to March 30.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tues
Ordin'y.	Holiday.	7 7/16	7 7/16	Holiday.	7 3/4	7 3/4	Holiday.	7 3/4	7 3/4
Strict Ord..		7 7/8	7 7/8		8 3/16	8 3/16		8 3/16	8 3/16
Good Ord..		8 11/16	8 11/16		9	9		9	9
Str. G'd Ord		9 1/8	9 1/8		9 7/16	9 7/16		9 7/16	9 7/16
Low Midd'g		9 5/8	9 5/8		9 15/16	9 15/16		9 15/16	9 15/16
Str. L'w Mid		9 15/16	9 15/16		10 3/16	10 3/16		10 3/16	10 3/16
Middling...		10 1/8	10 1/8		10 3/8	10 3/8		10 3/8	10 3/8
Good Mid..		10 9/16	10 9/16		10 13/16	10 13/16		10 13/16	10 13/16
Str. G'd Mid		10 13/16	10 13/16		11 1/16	11 1/16		11 1/16	11 1/16
Midd'g Fair		11 5/16	11 5/16		11 9/16	11 9/16		11 9/16	11 9/16
Fair.....		12 1/16	12 1/16		12 5/16	12 5/16		12 5/16	12 5/16

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y.	7 3/8	7 3/8	7 3/8	7 11/16	7 5/8	7 5/8	7 11/16	7 5/8	7 5/8
Strict Ord..	7 13/16	7 13/16	7 13/16	8 1/8	8 1/16	8 1/16	8 1/8	8 1/16	8 1/16
Good Ord..	8 5/8	8 5/8	8 5/8	8 15/16	8 7/8	8 7/8	8 15/16	8 7/8	8 7/8
Str. G'd Ord	9 1/16	9 1/16	9 1/16	9 3/8	9 5/16	9 5/16	9 3/8	9 5/16	9 5/16
Low Midd'g	9 9/16	9 9/16	9 9/16	9 7/8	9 13/16	9 13/16	9 7/8	9 13/16	9 13/16
Str. L'w Mid	9 7/8	9 7/8	9 7/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Middling...	10 1/16	10 1/16	10 1/16	10 5/16	10 5/16	10 5/16	10 5/16	10 5/16	10 5/16
Good Mid..	10 1/2	10 1/2	10 1/2	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Str. G'd Mid	10 3/4	10 3/4	10 3/4	11	11	11	11	11	11
Midd'g Fair	11 1/4	11 1/4	11 1/4	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Fair.....	12	12	12	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary	Holi-day.	7 1/16	7 1/16	7	6 13/16	6 13/16
Strict Good Ordinary		7 7/8	7 7/8	7 13/16	7 5/8	7 5/8
Low Middling		8 9/16	8 9/16	8 1/2	8 5/16	8 5/16
Middling		9 3/8	9 3/8	9 5/16	9 1/4	9 1/4

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Export.	Consump.	Specul'n	Transit.	Total.	Sales.	Deliveries.
Sat.		....	.. Holi	day..	....	....	....	....
Mon.	Dull	200	496	....	....	696	153,600	300
Tues.	Easy	100	918	....	....	1,018	140,200	400
Wed.	Quiet at 1/16 dec.	187	556	50	....	793	119,900	300
Thurs	Q't & st'y, rev. quo	....	350	....	....	350	86,800	500
Fri.	Quiet	....	378	....	....	378	69,900	1,100
Total		487	2,698	50	....	3,235	570,400	2,600

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

The Sales and Prices of Futures are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	February.
Saturday, Mch. 24—													
Sales, total.....													
Prices paid (range)													
Closing.....													
Monday, Mch. 26—	Lower.	Aver..10·02	Aver..10·07	Aver..10·21	Aver..10·34	Aver..10·26	Holiday	Aver..10·36	Aver..10·09	Aver..10·00	Aver..9·99	Aver.—	Aver.—
Sales, total.....	153,600	800	15,900	35,100	32,900	21,300		1,800	6,300	4,500	2,000	.....	.....
Prices paid (range)	9·96@10·62	10·01@10·05	10·00@10·13	10·16@10·25	10·29@10·38	10·40@10·50		10·33@10·38	10·05@10·13	9·97@10·04	9·96@10·05	— @ —	— @ —
Closing.....	Weak.	10·00–10·02	10·01–10·02	10·16– —	10·29–10·36	10·41–10·42		10·28–10·32	10·06–10·08	9·96– 9·98	9·98–10·00	.....	.....
Tuesday, Mch. 27—	Variable.	Aver..10·00	Aver..10·04	Aver..10·19	Aver..10·32	Aver..10·44	Aver..10·56	Aver..10·35	Aver..10·08	Aver.—	Aver.—	Aver.—	Aver.—
Sales, total.....	140,200	100	18,900	35,100	31,300	16,500	24,600	300	4,900	6,800	2,200	.....	.....
Prices paid (range)	9·96@10·59	— @10·00	9·96@10·07	10·16@10·22	10·30@10·35	10·42@10·47	10·53@10·59	— @10·36	10·05@10·09	9·96@10·00	9·97@10·01	— @ —	— @ —
Closing.....	Irregular.	9·96– 9·99	10·04–10·05	10·19– —	10·32– —	10·43–10·44	10·55–10·56	10·31–10·32	10·05–10·07	9·95– 9·96	9·96– 9·98	.....	.....
Wednesd'y, Mch. 28—	Unsettled.	Aver.——	Aver..10·02	Aver..10·17	Aver..10·30	Aver..10·42	Aver..10·52	Aver..10·32	Aver..10·02	Aver..9·94	Aver..9·95	Aver.—	Aver.—
Sales, total.....	119,900	—	19,700	25,200	29,300	7,800	24,000	500	3,800	8,900	700	.....	.....
Prices paid (range)	9·00@10·55	— @ —	10·00@10·04	10·15@10·18	10·27@10·32	10·39@10·45	10·49@10·55	— @10·32	10·00@10·04	9·90@ 9·95	9·93@ 9·96	— @ —	— @ —
Closing.....	Quiet.	9·97– 9·99	10·04– —	10·18–10·19	10·31–10·32	10·43–10·44	10·54–10·55	10·29–10·32	10·04–10·06	9·94– 9·96	9·95– 9·97	.....	.....
Thursday, Mch. 29—	Firmer.	Aver..10·02	Aver..10·05	Aver..10·20	Aver..10·34	Aver..10·46	Aver..10·56	Aver..10·32	Aver..10·06	Aver..9·98	Aver..9·98	Aver.—	Aver.—
Sales, total.....	86,800	700	12,000	20,300	17,700	7,800	20,100	500	3,600	3,700	400	.....	.....
Prices paid (range)	9·95@10·59	— @10·02	10·03@10·08	10·17@10·23	10·31@10·37	10·42@10·48	10·53@10·59	10·30@10·32	10·06–10·08	9·95@10·00	9·97@ 9·98	— @ —	— @ —
Closing.....	Quiet.	10·00–10·05	10·05–10·06	10·20–10·21	10·34–10·35	10·46–10·47	10·57–10·59	10·31–10·32	10·08– —	9·97– 9·98	9·98– —	.....	.....
Friday, Mch. 30—	Unsettled.	Aver..——	Aver..10·03	Aver..10·18	Aver..10·31	Aver..10·43	Aver..10·54	Holiday	Aver..10·07	Aver..9·95	Aver..9·98	Aver.—	Aver.—
Sales, total.....	69,900	—	8,500	14,000	13,000	9,600	22,800		500	500	100	.....	.....
Prices paid (range)	10·00@10·55	— @ —	10·00@10·05	10·16@10·21	10·29@10·35	10·40@10·46	10·52@10·57		10·02@10·06	9·92@ 9·97	9·98@ —	— @ —	— @ —
Closing.....	9·92@10·57	9·99–10·00	10·00– —	10·15–10·16	10·28–10·29	10·40–10·41	10·51–10·52		10·01–10·02	9·92– 9·93	9·93– 9·94	10·03–10·06	— @ —
Total sales this week.	570,400	1,600	75,000	129,900	124,200	63,000	124,300	3,600	19,100	24,300	5,400	.....	.....
Average price, week.		10·01	10·04	10·19	10·32	10·44	10·55	10·33	10·06	9·97	9·98		
Sales since Sep. 1, '82*	15,401,000	1,969,400	1,689,300	2,160,800	1,441,700	618,000	805,000	12,800	56,300	89,500	13,500	100	.....

* Includes sales in September, 1882, for September, 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400; September-January for January, 2,070,200; September-February for February, 1,300,200.

Transferable Orders—Saturday, ——c.; Monday, 10·05c.; Tuesday, 10·05c.; Wednesday, 10·05c; Thursday, 10·10c.; Friday, 10·05c.

Short Notices for March—Monday, 9·95c. Short notices for April—Thursday, 10·01c.; Friday, 10·03@9·99c.

The following exchanges have been made during the week.

·14 pd. to exch. 700 April for May.
·40 pd. to exch. 1,000 Apr. for July.
·52 pd. to exch. 1,000 Apr. for Aug.
·29 pd. to exch. 100 April for June.
·40 pd. to exch. 400 April for July.
·41 pd. to exch. 100 April for July.
·14 pd. to exch. 100 May for June.
·11 pd. to exch. 200 July for Aug.
·28 pd. to exch. 500 April for June.
·15 pd. to exch. 1,000 Apr. for May.
·15 pd. to exch. 300 Apr. for May.
·11 pd. to exch. 300 July for Aug.
·23 pd. to exch. 400 June for Aug.
·51 pd. to exch. 100 April for Aug.
·02 pd. to exch. 700 April s. n. 2d for regular.
·04 pd. to exch. 500 Mar. for April.
·28 pd. to exch. 100 April for June.
·14 pd. to exch. 1,000 Apr. for May.
·51 pd. to exch. 500 April for Aug.
·52 pd. to exch. 600 April for Aug.
·02 pd. to exch. 200 April s. n. 3d, for regular.
·37 pd. to exch. 200 May for Aug.
·41 pd. to exch. 200 April for July.
·51 pd. to exch. 500 April for Aug.
·37 pd. to exch. 100 May for Aug.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (March 30), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	955,000	811,000	967,000	626,000
Stock at London.....	63,700	64,600	50,000	35,604
Total Great Britain stock	1,018,700	875,600	917,000	661,604
Stock at Hamburg.....	2,300	2,300	6,500	2,800
Stock at Bremen.....	40,500	33,200	40,800	23,382
Stock at Amsterdam.....	29,000	18,800	41,800	16,800
Stock at Rotterdam.....	2,300	287	2,570	3,412
Stock at Antwerp.....	1,900	1,900	760	367
Stock at Havre.....	121,000	122,000	150,000	58,250
Stock at Marseilles.....	5,300	2,920	3,600	1,632
Stock at Barcelona.....	55,000	35,000	19,400	28,240
Stock at Genoa.....	8,300	6,600	3,000	3,400
Stock at Trieste.....	5,300	3,537	5,370	1,400
Total continental stocks...	270,700	225,644	273,800	139,683
Total European stocks...	1,289,400	1,101,244	1,190,800	801,287
India cotton afloat for Europe.	307,000	337,000	183,000	210,814
Amer'n cotton afloat for Eur'pe	610,000	375,000	534,000	528,837
Egypt, Brazil, &c., afl't for E'r'pe	35,000	47,000	20,000	26,720
Stock in United States ports ..	863,395	861,379	800,869	745,970
Stock in U. S. interior towns.	240,980	208,462	266,579	259,223
United States exports to-day..	14,000	7,100	14,000	15,000
Total visible supply.....	3,359,775	2,940,185	3,029,248	2,587,851

Of the above, the totals of American and other descriptions are as follows:

American—				
Liverpool stock.....	685,000	551,000	663,000	455,000
Continental stocks.....	178,000	130,000	203,000	103,000
American afloat for Europe....	610,000	375,000	534,000	528,837
United States stock.....	863,395	861,379	800,869	745,970
United States interior stocks..	240,980	208,462	266,579	259,223
United States exports to-day..	14,000	7,100	14,000	15,000
Total American.....	2,591,375	2,132,941	2,501,448	2,107,030
East Indian, Brazil, &c.—				
Liverpool stock.....	270,000	263,000	204,000	171,000
London stock.....	63,700	64,600	50,000	35,604
Continental stocks.....	92,700	95,644	70,800	36,683
India afloat for Europe.....	307,000	337,000	183,000	210,814
Egypt, Brazil, &c., afloat..	35,000	47,000	20,000	26,720
Total East India, &c	768,400	807,244	527,800	480,821
Total American.....	2,591,375	2,132,941	2,501,448	2,107,030
Total visible supply.....	3,359,775	2,940,185	3,029,248	2,587,851
Price Mid. Upl., Liverpool	5 9/16d.	6 5/8d.	6d.	7 1/4d.

☞ The imports into Continental ports this week have been 49,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 419,590 bales as compared with the same date of 1882, an *increase* of 330,527 bales as compared with the corresponding date of 1881 and an *increase* of 771,924 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

Towns.	Movement to March 30, 1883. Receipts. This week.	Receipts. Since Sept. 1, '82.	Shipm'ts This week.	Stock Mch. 30.	Movement to March 31, 1882. Receipts. This week.	Receipts. Since Sept. 1, '81.	Shipm'ts This week.	Stock Mch. 31.
Augusta, Ga.....	1,833	171,952	3,567	16,869	1,042	156,767	2,133	19,272
Columbus, Ga.....	689	103,403	1,490	7,035	549	100,169	815	9,210
Macon, Ga.....	300	56,082	500	5,100	595	59,147	1,905	4,440
Montgom'ry, Ala.	638	129,356	1,073	7,307	362	71,294	1,245	6,216
Selma, Ala.....	478	96,044	762	5,384	196	33,531	8,460	4,208
Memphis, Tenn.	7,932	46,170	9,551	69,868	2,915	315,111	59,940	59,940
Nashville, Tenn.	514	42,411	920	7,306	512	52,207	13,425	6,216
Dallas, Tex.....	688	38,654	762	1,574	218	24,856	565	1,937
Jefferson, Tex.*	100	23,597	115	85	32	13,107	455	1,937
Shreveport, La.	562	92,096	1,035	1,900	784	60,106	2,368	2,368
Vicksburg, Miss.	1,309	110,207	2,903	2,715	1,031	131,495	2,022	2,022
Columbus, Miss.	2,320	37,746	3,055	1,900	231	27,435	2,114	2,114
Eufaula, Ala ..	208	42,974	540	2,963	174	27,156	1,886	1,886
Griffin, Ga.....	402	25,934	189	805	83	30,850	1,249	1,249
Atlanta, Ga.....	205	136,010	1,394	19,401	1,315	80,092	16,519	16,519
Rome, Ga.....	1,175	80,532	1,553	7,279	914	37,306	2,445	5,405
Charlotte, N. C.	745	47,601	1,303	700	753	27,587	1,026	450
St. Louis, Mo....	1,063	406,181	8,800	67,767	4,419	339,296	3,974	46,501
Cincinnati, O....	2,358	300,892	4,126	4,860	14,123	320,073	15,259	6,735
Total, old towns.	33,699	2,409,071	44,617	240,980	29,978	2,070,175	48,905	208,462
Total, new towns	8,603	850,539	10,680	25,991	4,611	546,993	6,120	24,720
Total, all	42,302	3,259,610	55,277	266,971	34,589	2,616,178	55,025	233,182
Newberry, S. C..	377	22,186	377	200	52	14,392	87	465
Raleigh, N. C...	412	4,508	610	2,702	636	5,921	1,210	3,870
Petersburg, Va..	688	22,807	780	3,108	286	25,096	510	3,950
Louisville, Ky..	363	28,746	656	4,934	456	27,187	855	5,200
Little Rock, Ark.	569	47,809	583	4,323	136	24,171	1,489	1,914
Brenham, Tex...	210	30,703	617	1,100	291	22,322	162	1,014
Houston, Tex....	5,984	652,950	7,037	9,621	2,754	377,414	3,147	8,777

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 10,918 bales, and are to-night 32,518 bales *more* than at the same period last year. The receipts at the same towns have been 3,721 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 643,432 bales *more* than for the same time in 1881-2.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending March 30.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	*Mon.*	*Tues.*	*Wednes.*	*Thurs.*	*Fri.*
Galveston ...	....	9 3/8	9 3/8	9 1/4	9 1/4	9 3/8
New Orleans	9 5/8	9 5/8	9 9/16	9 9/16	9 9/16	9 9/16
Mobile	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8
Savannah....	9 9/16	9 9/16	9 9/16	9 9/16	9 9/16	9 9/16
Charleston...	10	10	10	10	10	9 15/16 @ 10
Wilmington..	9 5/8	9 5/8	9 9/16	9 9/16	9 9/16	9 5/8
Norfolk	....	9 5/8	9 5/8	9 5/8	9 5/8	9 11/16
Boston	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Baltimore ...	10	10	10	10	10	10
Philadelphia.	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Augusta	9 3/8	9 3/8	9 3/8	9 1/4 @ 3/8	9 1/4 @ 3/8	9 1/4
Memphis	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8
St. Louis	....	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8
Cincinnati ...	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Louisville....	9 3/4 @ 3/4	9 3/4 @ 3/4	9 3/4 @ 3/4	9 3/4 @ 3/4	9 3/4	9 3/4

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	*Receipts at the Ports.*			*Stk at Interior Towns.*			*Rec'pts from Plant'ns*		
	1881.	1882	1883.	1881.	1882.	1883	1881.	1882	1883.
Jan. 12	129,904	114,843	175,382	309,555	415,750	380,245	121,491	96,56[illegible]	171,963
" 19.....	138,879	99,990	150,360	309,282	419,043	367,767	138,[illegible]9	83,183	134,109
" 26 ..	125,076	92,081	146,460	306,321	420,986	350,749	122,139	74,024	119,188
Feb. 2.	147,129	95,057	171,316	317,886	390,019	347,523	138,674	84,000	148,090
" 9.....	133,723	83,779	165,898	313,837	380,528	343,584	129,[illegible]4	77,288	141,929
" 16	148,539	72,031	146,130	312,559	372,451	326,706	145,[illegible]52	63,007	129,312
" 23	134,659	60,166	134,448	317,568	362,480	321,494	143,[illegible]6	50,[illegible]58	129,076
Mch. 2..	133,931	51,980	133,321	322,158	343,072	308,417	138,801	32,032	122,314
" 9.....	140,128	58,747	124,826	319,252	315,973	304,621	136,960	31,648	121,030
" 16.....	108,200	57,451	111,181	320,500	284,393	297,178	109,468	25,874	103,733
" 23.....	93,693	61,016	105,032	309,518	253,618	279,644	82,703	31,141	87,835
" 30.....	78,514	54,035	86,999	294,698	233,182	264,671	63,609	33,599	74,024

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,580,268 bales; in 1881-82 were 4,478,397 bales; in 1880-81 were 5,346,396 bales.

2. That, although the receipts at the out-ports the past week were 86,999 bales, the actual movement from plantations was only 74,024 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 33,599 bales and for 1881 they were 63,609 bales.

AMOUNT OF COTTON IN SIGHT MARCH 30.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to March 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to Mch. 30	5,329,782	4,290,640	5,090,626	4,495,062
Interior stocks on March 30 in excess of September 1.....	250,486	187,757	255,770	264,933
Tot. receipts from plantat'ns	5,580,268	4,478,397	5,346,396	4,759,995
Net overland to March 1	526,556	353,355	415,047	418,723
Southern consumpt'n to Mch. 1	200,000	155,000	135,000	120,000
Total in sight March 30	6,306,824	4,986,752	5,896,443	5,323,618

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,320,072 bales, as compared with 1880-81 is 410,381 bales and with 1879-80, 981,206 bales.

WEATHER REPORTS BY TELEGRAPH.—In general the weather has been fairly favorable during the week at the South, and planting has made satisfactory progress in many sections.

Galveston, Texas.—The early part of the week we had rain on two days, but the latter portion has been clear and pleasant. The rainfall reached one inch and fifty-six hundredths. Planting makes good progress. The thermometer has ranged from 50 to 78, averaging 64.

Indianola, Texas.—We have had a shower on one day of the week, the rainfall reaching twenty-five hundredths of an inch. Good progress is being made with planting. Average thermometer 63, highest 76, lowest 50.

Dallas, Texas.—It has rained (equinoctial) on one day of the week, the rainfall reaching one inch and forty-one hundredths. Planting is making satisfactory progress. The thermometer has averaged 62, the highest being 83 and the lowest 40.

Brenham, Texas.—We have had a shower on one day of the week, the rainfall reaching fifty hundredths of an inch. Planting is progressing favorably. The thermometer has averaged 61, ranging from 42 to 79.

Palestine, Texas.—It rained hard (equinoctial storm) on two days during the early part of the week, and the latter

portion has been clear and pleasant. The rainfall reached two inches and twenty-nine hundredths. Planting is making good progress. The thermometer has ranged from 43 to 79, averaging 61.

Huntsville, Texas.—We had hard rain on two days the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached two inches and thirty hundredths. Planting is progressing satisfactorily. Average thermometer 63, highest 81 and lowest 44.

Weatherford, Texas.—The early part of the week it rained hard on one day, and the latter portion has been clear and pleasant. The rainfall reached one inch and twenty-five hundredths. Plowing is progressing. The thermometer has averaged 61, the highest being 83 and the lowest 40.

Belton, Texas.—We have had a shower on one day of the week, the rainfall reaching one inch. Corn planting is making good progress. The thermometer has averaged 61, ranging from 34 to 88.

Luling, Texas.—It has been showery on one day of the week, the rainfall reaching twenty-five hundredths of an inch. Corn is coming up and cotton planting is progressing favorably. The thermometer has ranged from 45 to 82, averaging 64.

New Orleans, Louisiana.—It has rained on one day of the week, the rainfall reaching two inches and sixty hundredths. The thermometer has averaged 63.

Shreveport, Louisiana.—We have had warm cloudy weather during the week, the rainfall reaching one inch and forty-two hundredths. The thermometer has ranged from 41 to 81.

Vicksburg, Mississippi.—Telegram not received.

Columbus, Mississippi.—We have had showers on two days of the week, the rainfall reaching fifty-eight hundredths of an inch. Planting is making good progress.

Little Rock, Arkansas.—We have had but two clear days during the week. It rained on Saturday and Thursday, and is raining now. The rainfall reached eighty-two hundredths of an inch. The thermometer has averaged 50, the highest being 72 and the lowest 36.

Memphis, Tennessee.—We have had showers on four days of the week, the rainfall reaching eighty-six hundredths of an inch. The thermometer has averaged 52, ranging from 36 to 74.

Nashville, Tennessee.—It has rained on three days of the week, the rainfall reaching one inch and fifty-two hundredths. Average thermometer 48, highest 66 and lowest 29.

Mobile, Alabama.—It rained severely on one day, and was showery on two days, during the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached one inch and seventy-two hundredths. The thermometer has averaged 59, the highest being 74 and the lowest 40.

Montgomery, Alabama.—It has rained on three days of the week, and we have had frost on three nights, but as the week closes there is a favorable change. The rainfall reached ninety-eight hundredths of an inch. Planting is beginning in this section; the land is well prepared, and there are good prospects. Twice as much fertilizer has been sold as last year. The thermometer has ranged from 38 to 77, averaging 55.

Selma, Alabama.—It has rained on two days of the week, and the remainder of the week has been pleasant. The rainfall reached eighty-seven hundredths of an inch. Average thermometer 55, highest 75 and lowest 38.

Madison, Florida.—Telegram not received.

Macon, Georgia.—Telegram not received.

Columbus, Georgia.—It has rained severely on one day of the week, the rainfall reaching two inches and ten hundredths. The thermometer has ranged from 44 to 75, averaging 61.

Savannah, Georgia.—We have had rain on one day, and the balance of the week has been pleasant. The rainfall reached eighty-five hundredths of an inch. The thermometer has ranged from 43 to 78, averaging 55.

Augusta, Georgia.—We had light rain on two days during the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached ninety-three hundredths of an inch. Preparations for planting are about completed, and at some points in this section corn has been put in. The receipts of cotton continue very good. The thermometer has averaged 52, the highest being 79 and the lowest 34.

Atlanta, Georgia.—We have had good spring weather during the week, with rain on one day, the rainfall reaching sixty-five hundredths of an inch. The thermometer has averaged 50, ranging from 32 to 74.

Charleston, South Carolina.—It has rained on two days of the week, the rainfall reaching two inches and fifty-six hundredths. Average thermometer 52, highest 74 and lowest 38.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock March 29, 1883, and March 30, 1882.

	Mch. 29, '83.		Mch. 30, '82.	
	Feet.	Inch.	Feet.	Inch.
New Orleans.....Below high-water mark	1	0	0	9
Memphis.....Above low-water mark.	19	3	33	10
Nashville.....Above low-water mark.	14	8	15	1
Shreveport.....Above low-water mark.	19	10	23	6
Vicksburg.....Above low-water mark.	42	10	47	5

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

India Cotton Movement from all Ports.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to March 29.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent	Total.	Great Britain	Continent.	Total.	This Week.	Since Jan. 1.
1883	30,000	29,000	59,000	160,000	280,000	440,000	77,000	689,000
1882	57,000	27,000	84,000	345,000	173,000	518,000	79,000	669,000
1881	20,000	8,000	28,000	103,000	155,000	258,000	53,000	418,000
1880	22,000	35,000	57,000	108,000	155,000	263,000	48,000	407,000

According to the foregoing, Bombay appears to show a *decrease* compared with last year in the week's receipts of 2,000 bales, and a *decrease* in shipments of 25,000 bales, and the shipments since January 1 show a *decrease* of 78,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total
Calcutta—						
1883.....	1,000	.....	1,000	47,500	9,000	56,500
1882.....	3,700	6,900	10,600	70,400	30,300	100,700
Madras—						
1883.....	.....	.....	.....	4,500	1,000	5,500
1882.....	800	.....	800	5,100	2,000	7,100
All others—						
1883.....	.....	.....	.....	4,000	2,000	6,000
1882.....	3,900	.....	3,900	15,500	4,300	19,800
Total all—						
1883.....	1,000	.....	1,000	56,000	12,000	68,000
1882.....	8,400	6,900	15,300	91,000	36,600	127,600

The above totals for the week show that the movement from the ports other than Bombay is 14,530 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	59,000	440,000	84,000	518,000	28,000	258,000
All other p'rts	1,000	68,000	15,300	127,600	6,700	138,000
Total.....	60,000	508,000	99,300	645,600	34,700	396,000

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

Alexandria Receipts and Shipments.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, March 29.	1882-83.		1881-82.		1880-81.	
Receipts (cantars*)—						
This week....	14,000		16,000		26,000	
Since Sept. 1	2,204,000		2,752,000		2,684,000	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)—						
To Liverpool.....	5,000	218,000	4,000	227,000	5,000	203,000
To Continent.....	1,000	73,000	3,000	161,338	.....	101,035
Total Europe.....	6,000	291,000	7,000	388,338	5,000	304,035

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending March 29 were 14,000 cantars and the shipments to all Europe were 6,000 bales.

Manchester Market.—Our report received from Manchester to-night states that the market is very dull. We give the prices of to-day below, and leave previous weeks' prices for comparison:

	1883.					1882.				
	32s Cop. Twist.		8¼ lbs. Shirtings.		Cott'n Mid. Uplds	32s Cop. Twist.		8¼ lbs. Shirtings.		Cott'n Mid. Uplds
	d.	d.	s.	d.	d.	d.	d.	s.	d.	d.
Jan 26	8¾ @	9¼	6	1@	7 6	5⅝	9½ @	10	6	7½@8 0	6⅝
Feb. 2	8¾ @	9⅝	6	0 @	7 6	5 11/16	9⅜ @	10	6	7 @8 0	6⅝
" 9	8¾ @	9⅝	6	0 @	7 6	5 11/16	9⅜ @	10	6	7 @8 0	6⅛
" 16	8¾ @	9½	5	11 @	7 4½	5⅝	9⅜ @	9⅞	6	5 @7 10½	6 7/16
" 23	8⅝ @	9⅜	5	10 @	7 3	5⅝	9⅜ @	9⅞	6	6 @7 10½	6 7/16
Mch. 2	8½ @	9¾	5	10 @	7 3	5 9/16	9⅜ @	9⅞	6	6 @7 10½	6½
" 9	8⅜ @	9¼	5	10 @	7 3	5 9/16	9 7/16	@10	6	6 @7 10½	6⅝
" 16	8⅜ @	9¼	5	9 @	7 3	5⅝	9⅝@	10⅜	6	7½@8 0	6 11/16
" 23	8⅜ @	9¼	5	9 @	7 3	5⅝	9 9/16	@10¼	6	7½@8 0	6 11/16
" 30	8⅜ @	9¼	5	9 @	7 1½	5 9/16	9 7/16	@10⅛	6	6 @8 0	6⅝

Weather Record for January and February.—Below we give the rainfall and thermometer record for the months of January and February of this year and the two preceding years, and for preceding months of 1882, 1881 and 1880. The figures are from the records of the Signal Service Bureau, except at points where they have no station, and at those points they are from the records kept by our own agents.

Rainfall.	November.			December.			January.			February.		
	1882.	1881.	1880.	1882.	1881.	1880.	1883.	1882.	1881.	1881.	1882.	1881.
VIRGINIA.												
Norfolk.—												
Rainfall, in..	1·88	6·01	5·64	6·09	1·61	5·15	6·91	6·40	3·55	3·81	3·58	2·88
Days of rain.	11	15	18	11	10	12	17	23	16	11	12	15
N. CAROLINA.												
Wilmington—												
Rainfall, in..	2·78	2·05	5·30	4·02	3·64	1·52	6·33	1·96	5·06	2·09	1·02	2·80
Days of rain.	10	16	15	12	6	10	19	19	17	12	9	10
Weldon.—												
Rainfall, in..	0·52	4·27	5·03	2·95	2·70	5·25	5·18	6·04	3·64	3·79	3·61	1·41
Days of rain	5	5	11	6	7	6	15	16	6	7	11	8
Kitty Hawk—												
Rainfall, in..	4·94	4·17	9·92	4·72	6·29	5·74	....	....	7·34	2·87	4·83	3·07
Days of rain.	11	15	16	12	13	11	17	....	14	11	10	10
Charlotte—												
Rainfall, in..	1·58	4·58	5·96	4·01	4·77	6·42	8·67	7·24	6·81	5·47	5·35	3·95
Days of rain.	6	14	16	10	12	14	14	22	16	13	12	10
Portsmouth—												
Rainfall, in..	4·13	5·19	6·17	5·62	5·81	2·49	11·43	4·41	2·72	3·16	2·60	5·99
Days of rain.	10	11	13	14	9	9	22	18	14	15	9	11
Murphy—												
Rainfall, in..	3·80	2·80	6·62	3·50	5·15	6·73	10·00	13·93	4·60	5·30	7·40	6·20
Days of rain.	5	7	8	8	14	13	15	25	14	12	10	7
Wilson—												
Rainfall, in..	1·06	....	....	5·30	....	....	5·51	5·24	....	2·23	3·03	....
Days of rain.	6	....	....	8	....	..	16	18	....	10	8	....
Mid. Cape Fear—												
Rainfall, in..	2·31	....	....	8·50	....	..	10·87	4·70	....	3·33	3·15	....
Days of rain.	6	....	....	8	....	....	18	12	....	12	7	....
S. CAROLINA												
Charleston—												
Rainfall, in..	3·54	2·11	5·50	3·99	4·76	3·41	4·06	1·69	5·08	0·93	1·00	1·56
Days of rain.	4	10	18	9	9	15	16	11	15	5	6	10
Spartanburg—												
Rainfall, in..	0·89	..	....	....	....	...	8·00	....	....	....	....	....
Days of rain.	5	..	....	8	....	....	11	....	....	13	....	....
GEORGIA.												
Augusta—												
Rainfall, in..	3·86	3·81	5·31	4·45	4·96	4·15	7·00	3·39	8·69	1·49	3·95	3·98
Days of rain.	9	15	21	17	15	13	18	22	16	10	12	8
Atlanta.—												
Rainfall, in..	3·14	3·69	7·82	3·62	6·68	5·83	12·05	4·92	8·21	1·95	3·91	2·70
Days of rain.	16	9	14	8	10	11	12	15	10	7	11	7
Savannah.—												
Rainfall, in..	1·68	2·45	4·40	5·53	3·06	7·48	7·34	1·90	5·77	2·34	0·78	1·16
Days of rain.	6	11	20	14	10	10	17	11	14	11	13	9
Columbus.—												
Rainfall, in..	3·03	4·72	4·61	5·55	7·80	8·40	7·95	6·08	4·57	2·70	8·03	3·73
Days of rain.	3	4	5	5	6	7	7	6	6	3	5	6
Macon.—												
Rainfall, in ..	2·75	0·21	4·42	5·85	4·08	7·56	7·18	3·76	5·89	2·00	5·19	2·84
Days of rain.	5	2	4	10	10	8	16	....	10	6	....	5
Rome.—												
Rainfall, in	5·01	4·38	6·10	5·70	5·35	5·05	8·95	8·90	3·35	2·72	7·10	5·35
Days of rain.	5	8	9	7	5	5	9	20	6	8	9	6
Forsyth.—												
Rainfall, in..	5·05	4·39	4·85	5·62	6·85	7·21	10·08	4·33	7·03	2·40	7·95	5·34
Days of rain.	6	11	19	13	11	12	15	13	12	6	14	7
FLORIDA.												
Jacksonville.—												
Rainfall, in..	5·70	3·41	6·09	4·34	2·86	1·29	4·77	2·58	9·12	0·48	1·06	1·12
Days of rain.	9	15	17	12	11	10	11	8	10	9	4	8
Cedar Keys.—												
Rainfall, in..	4·40	2·19	6·29	3·23	3·52	5·05	5·66	3·19	9·36	0·04	1·39	3·51
Days of rain.	4	8	18	11	9	10	11	7	12	2	4	7
ALABAMA.												
Montgomery.—												
Rainfall, in..	1·91	4·56	4·06	3·88	6·75	5·68	7·20	6·77	3·58	2·00	9·27	7·06
Days of rain.	10	12	17	14	17	18	19	21	14	10	13	9
Mobile.—												
Rainfall, in..	2·67	7·36	....	5·84	9·15	3·71	8·80	4·54	7·62	3·63	4·54	8·00
Days of rain.	7	11	....	14	11	13	16	21	16	7	12	12
Greene Sp'gs—												
Rainfall, in..	3·80	5·43	10·51	4·31	4·75	8·23	10·47	7·35	6·45	5·78	5·35	5·10
Days of rain.	9	7	6	6	8	8	12	12	5	12	8	5
LOUISIANA.												
New Orleans.—												
Rainfall, in..	1·98	7·24	6·04	4·27	6·62	6·45	10·63	4·54	11·15	1·50	4·04	5·80
Days of rain.	10	12	23	14	12	18	15	13	18	8	11	12
Shreveport.—												
Rainfall, in..	8·62	5·93	6·41	1·68	7·50	3·24	3·51	9·08	2·94	7·24	8·71	3·36
Days of rain.	11	12	....	8	11	12	17	24	13	14	16	10
MISSISSIPPI.												
Fayette—												
Rainfall, in..	3·60	6·10	10·60	4·90	3·70	4·30	13·40	12·70	5·80	....	5·50	8·50
Days of rain.	5	9	15	4	8	12	10	16	7	....	10	10
Columbus.—												
Rainfall, in..	6·04	6·10	8·94	2·83	4·56	3·96	8·47	11·94	4·08	4·77	5·47	1·75
Days of rain.	8	9	13	5	9	9	10	20	11	10	10	9
Vicksburg.—												
Rainfall, in..	4·37	6·07	14·15	4·85	3·18	4·10	7·65	13·83	3·37	6·70	7·15	7·20
Days of rain.	12	12	17	13	11	11	16	28	12	14	4	11
Brookhaven.—												
Rainfall, in..	3·35	5·10	8·00	6·20	1·70	4·35	13·55	12·95	5·85	5·40	1·85	7·45
Days of rain.	4	6	8	4	4	....	12	19	6	3	3	3
ARKANSAS.												
Little Rock.—												
Rainfall, in..	4·83	5·73	5·22	1·35	2·27	3·29	5·28	8·41	1·90	6·45	12·52	5·57
Days of rain.	9	7	13	16	6	7	10	17	5	12	11	9
Mount Ida—												
Rainfall, in..	5·70	4·52	4·60	0·95	3·80	0·60	4·40	8·40	2·60	5·80	10·80	7·50
Days of rain.	7	7	8	3	6	2	8	11	6	10	12	8
TENNESSEE.												
Nashville.—												
Rainfall, in..	3·57	4·84	5·77	1·46	4·83	3·32	3·73	14·49	3·54	7·89	8·58	7·83
Days of rain.	11	15	17	12	17	20	25	26	20	18	14	17
Memphis.—												
Rainfall, in..	6·65	5·14	8·39	1·78	3·39	2·62	4·83	12·87	4·38	8·06	7·22	6·41
Days of rain.	19	14	17	11	12	13	18	22	16	18	17	13
Ashwood—												
Rainfall, in..	3·90	8·10	6·40	1·90	4·20	3·00	4·40	18·10	4·10	7·00	7·30	3·90
Days of rain.	10	9	10	7	12	8	18	21	10	14	13	7
Austin—												
Rainfall, in..	3·20	5·08	....	0·85	5·50	....	3·34	17·80	3·00	7·48	7·95	4·46
Days of rain.	8	9	....	4	13	....	11	24	7	9	7	7
TEXAS.												
Galveston.—												
Rainfall, in..	2·20	2·85	8·85	3·75	3·50	2·16	6·40	8·15	3·94	1·15	5·57	8·20
Days of rain.	12	12	18	15	11	13	14	21	10	17	13	11
Indianola.—												
Rainfall, in..	3·98	4·18	4·18	2·26	1·49	0·60	0·83	3·39	3·07	0·81	1·01	4·21
Days of rain.	18	16	19	12	14	9	16	24	11	17	14	12
*Palestine**—												
Rainfall, in..	8·63	....	5·54	1·61	0·25	0·77	3·79	1·65	2·20	4·01	0·23	2·37
Days of rain.	17	....	12	9	....	....	15	4	8	17	2	10
New Ulm—												
Rainfall, in..	7·63	8·75	8·63	2·25	3·56	0·44	7·72	10·55	1·75	4·31	10·94	5·21
Days of rain.	8	9	14	4	5	3	6	17	4	11	12	10
San Antonio—												
Rainfall, in..	1·12	2·07	2·06	0·70	1·51	0·40	0·87	....	0·58	0·33	2·09	1·24
Days of rain.	8	16	10	6	9	8	8	....	10	14	12	8

*The figures up to and including October, 1881, are for Corsicana.

Rainfall.	November.			December.			January.			February.		
	1882.	1881.	1880.	1882.	1881.	1880.	1883.	1882.	1881.	1881.	1882.	1881.
Denison—												
Rainfall, in..	4·91	8·26	8·21	1·99	1·49	0·89	1·19	3·84	0·74	2·74	....	4·65
Days of rain.	11	11	14	7	6	9	13	17	10	..	..	9
Jacksboro—												
Rainfall, in..	2·86	0·87	....	0·16	1·76	....	0·09	1·61	0·68	2·01	4·04	2·09
Days of rain.	8	5	....	4	7	....	6	10	7	8	9	7
Henrietta.—												
Rainfall, in..	1·79	2·13	....	0·06	....	1·41	0·07	2·73	0·99	2·23	1·91	0·86
Days of rain.	8	7	....	5	....	4	8	11	7	8	10	6
Fort Elliot—												
Rainfall, in..	0·96	0·42	....	0·40	....	0·26	‡	0·33	0·47	0·50	0·16	0·74
Days of rain	5	6	....	2	....	7	4	7	6	5	3	6

* Fifteen days only. ‡ Rainfall inappreciable.

Thermometer.	November.			December.			January.			February.		
	1882.	1881.	1880.	1882.	1881.	1880.	1883.	1882.	1881.	1881.	1882.	1881.
VIRGINIA.												
Norfolk.—												
Highest.....	77·0	78·0	72·0	59·0	71·0	70·0	65·0	69·0	58·0	59·0	71·0	69·0
Lowest.....	31·0	27·0	24·0	16·0	27·0	6·0	10·0	21·0	18·0	30·0	29·0	13·0
Average.....	49·1	55·0	47·0	40·5	49·0	36·2	39·1	42·6	34·5	46·8	44·7	39·6
N. CAROLINA												
Wilmington.—												
Highest.....	79·0	81·0	77·0	68·0	73·0	77·0	64·0	73·0	64·0	76·0	77·0	71·0
Lowest.....	31·0	29·0	23·0	17·0	31·0	10·0	21·0	24·0	28·0	34·0	29·0	15·0
Average.....	52·2	58·7	51·7	40·0	52·8	43·8	47·2	51·0	44·1	54·7	54·5	49·1
Weldon.—												
Highest.....	82·0	78·0	76·0	69·0	74·0	78·0	64·0	69·0	55·0	76·0	72·0	72·0
Lowest.....	23·0	21·0	18·0	11·0	22·0	5·0	6·0	5·0	12·0	30·0	24·0	15·0
Average.....	44·0	55·0	45·0	36·4	44·0	35·7	37·0	39·7	34·7	46·6	45·5	41·8
Kitty Hawk—												
Highest.....	75·0	77·0	73·0	62·5	72·0	73·0	65·0	....	60·0	76·0	76·0	67·0
Lowest.....	30·5	27·0	32·0	14·0	26·0	8·0	19·8	....	12·0	32·1	29·0	11·0
Average.....	50·4	57·3	51·8	41·3	49·9	38·5	40·4	....	36·8	47·0	48·3	39·5
Charlotte—												
Highest.....	78·5	74·8	73··	60·5	70·0	69·0	62·0	67·0	61·0	76·5	73·0	69·0
Lowest.....	28·2	20·0	18·0	10·0	28·0	—5·0	15·0	16·2	11·0	30·5	25·5	22·0
Average.....	47·9	50·9	45·5	38·3	46·4	38·4	39·4	42·7	37·2	47·9	49·4	43·6
Portsmouth—												
Highest.....	78·0	80·0	68·0	65·0	70·0	69·0	68·0	67·0	55·0	70·0	69·0	64·0
Lowest.....	34·0	28·0	33·0	20·0	27·0	15·0	24·0	26·0	29·0	36·0	27·0	22·0
Average.....	52·9	60·3	50·4	43·4	52·3	41·4	44·1	48·6	39·1	49·0	50·6	42·8
Murphy—												
Highest.....	74·0	75·0	66·0	60·0	63·0	59·0	66·0	65·0	56·0	79·0	71·0	67·0
Lowest.....	25·0	12·0	13·0	7·0	18·0	—6·0	2·0	7·0	10·0	26··	19·0	13·0
Average.....	49·0	47·5	43·3	33·8	43·0	35·0	33·8	43·8	37·5	48·3	46·5	41·0
Wilson—												
Highest.....	83·0	....	....	64·0	....	....	67·0	76·0	....	78·0	72·5	....
Lowest.....	30·0	....	....	15·0	....	....	16·0	12·5	....	31·5	27·0	....
Average.....	48·9	....	....	40·5	....	....	41·1	43·5	....	50·7	50·7	....
Mid. Cape Fear—												
Highest.....	82·0	....	....	68·0	....	....	64·0	69·0	..	78·0	70·0	....
Lowest	28·0	....	....	12·0	....	....	17·0	12·0	....	23·0	20·0	....
Average.....	45·8	....	....	42·6	....	....	45·1	45·1	..	47·3	47·3	....
S. CAROLINA												
Charleston.—												
Highest.....	80·0	80·0	74·6	69·0	76·0	73·0	69·0	78·0	67·0	78·0	78·0	71·0
Lowest.....	35·0	28·0	29·0	24·0	33·0	13·0	25·0	29·0	30·0	39·0	32·0	26·0
Average.....	55·4	60·6	53·5	48·3	55·3	46·0	51·4	55·7	47·0	57·2	57·3	50·3
Spartanburg—												
Highest.....	80·0	....	....	59·0	....	....	68·0	....	....	72·0	....	....
Lowest.....	28·0	....	....	12·0	....	....	12·0	....	....	30·0	....	....
Average.....	47·5	....	....	36·7	....	....	39·7	....	....	48·6	....	....
GEORGIA.												
Augusta.—												
Highest.....	83·0	81·4	76·0	66·0	74·6	77·0	70·0	75·6	64·0	82·0	78·0	74·0
Lowest.....	33·0	25·0	28·0	19·0	31·8	7·0	19·6	2·5	26·0	34·3	30·7	27·0
Average.....	53·8	56·6	51·1	45·0	53·5	45·5	49·2	52·7	43·5	58·7	55·9	50·8
Atlanta.—												
Highest.....	77·0	76·0	65·0	62·0	69·0	70·0	64·0	74·0	62·0	74·0	71·0	68·0
Lowest.....	27·0	18·0	23·0	10·0	28·0	—3·0	15·0	22·0	23·0	28·0	30·0	20·0
Average.....	49·4	53·0	46·2	39·3	49·6	40·5	41·6	47·6	39·6	49·9	52·3	44·9
Savannah.—												
Highest.....	80·0	80·5	77·0	72·0	77·0	77·0	74·5	78·5	70·0	80·0	78·0	73·0
Lowest.....	34·0	28·5	32·0	26·0	33·0	15·0	27·0	22·0	32·0	39·0	32·5	29·0
Average.....	56·3	61·3	56·1	50·8	56·5	50·5	54·2	57·1	48·5	60·1	58·5	53·8
Columbus.—												
Highest.....	80·0	78·0	70·0	67·0	67·0	75·0	64·0	71·0	62·0	79·0	72·0	72·0
Lowest.....	30·0	30·0	28·0	23·0	46·0	7·0	31·0	36·0	25·0	40·0	42·0	29·0
Average.....	55·0	63·0	53·0	47·0	58·0	46·0	47·0	50·0	45·0	61·0	60·0	53·0
Macon.—												
Highest.....	80·0	84·0	72·0	68·0	75·0	75·0	70·0	75·0	65·0	80·0	78·0	74·0
Lowest.....	28·0	26·0	26·0	18·0	30·0	5·0	18·0	24·0	25·0	30·0	30·0	25·0
Average.....	54·0	58·0	51·0	44·0	53·0	49·0	48·0	53·0	45·0	57·0	57·0	51·0
Rome.—												
Highest.....	80·0	77·0	66·0	58·0	66·0	64·0	68·0	65·0	60·0	78·0	71·0	67·0
Lowest.....	28·0	30·0	21·0	13·0	26·0	—1·0	16·0	23·0	18·0	29·0	29·0	23·0
Average.....	57·0	51·6	46·0	39·0	48·7	39·5	43·0	47·0	35·7	50·0	49·0	45·3
Forsyth.—												
Highest.....	91·0	80·0	78·0	68·0	78·0	78·0	68·0	76·0	68·0	78·0	78·0	74·0
Lowest.....	28·0	26·0	27·0	18·0	30·0	4·0	18·0	24·0	28·0	34·0	21·0	29·0
Average.....	55·4	56·9	51·0	41·6	53·3	45·8	45·1	53·3	43·5	56·4	56·2	50·8
FLORIDA.												
Jacksonville.—												
Highest.....	80·0	83·0	82·0	76·0	79·0	77·0	76·0	78·0	72·0	83·0	79·0	78·0
Lowest.....	38·0	32·0	39·0	24·0	41·0	19·0	29·0	38·0	33·0	40·0	38·0	34·0
Average.....	60·0	65·6	61·5	54·2	63·0	54·8	57·9	62·5	53·0	64·3	61·7	58·0
Cedar Keys.—												
Highest.....	81·0	81·0	78·0	69·0	78·0	73·0	72·0	74·0	74·0	79·0	76·0	74·0
Lowest.....	37·0	33·0	45·0	29·0	42·0	22·0	33·0	34·0	31·0	43·0	40·5	35·0
Average.....	61·7	67·2	62·1	54·9	61·7	54·9	56·5	63·6	54·8	66·9	62·3	58·2
ALABAMA.												
Montgomery.—												
Highest.....	83·0	79·7	78·0	69·5	73·4	77·0	77·0	78·0	66·0	81·2	79·8	72·0
Lowest.....	24·8	24·6	30·0	19·2	32·2	8·0	25·0	32·0	24·0	33·5	28·0	30·0
Average.....	54·0	56·4	51·7	44·9	53·9	45·4	49·8	54·2	45·2	58·2	57·4	51·1
Mobile.—												
Highest.....	87·2	81·6	81·0	73·5	75·0	77·0	73·0	78·5	73·0	78·0	76·0	71·0
Lowest.....	29·5	27·0	25·0	24·0	36·8	14·0	28·5	24·3	28·0	36·0	35·0	30·0
Average.....	54·5	59·1	52·1	48·3	56·6	49·2	50·7	55·2	47·9	59·0	59·1	53·7
Greene Sp'gs.—												
Highest.....	81·0	73·0	70·0	62·0	68·0	67·0	72·0	75·0	65·0	84·0	75·0	70·0
Lowest.....	23·0	25·0	22·0	12·0	31·0	4·0	27·0	26·0	24·0	33·0	35·0	29·0
Average.. ..	52·44	54·3	48·4	47·3	52·5	43·7	49·1	53·2	43·1	54·2	56·6	48·0
LOUISIANA.												
New Orleans.—												
Highest.....	82·0	80·0	75·0	75·5	77·0	78·0	77·0	77·5	75·0	80·0	79·0	78·0
Lowest.....	36·8	31·5	34·0	29·5	40·3	20·0	35·5	41·5	34·0	39·5	39·0	36·0
Average.....	58·8	61·2	56·4	54·0	59·2	53·0	56·8	62·4	54·4	63·9	63·5	63·4
Shreveport.—												
Highest.....	86·0	70·0	77·0	72·0	75·0	77·0	70·0	74·0	71·0	77·0	78·0	73·0
Lowest.....	29·0	22·3	18·0	22·0	31·0	10·0	12·0	30·0	23·0	24·0	30·0	22·0
Average.....	54·0	51·9	. ..	47·8	53·1	43·0	43·2	50·4	47·0	48·1	57·3	47·0
MISSISSIPPI.												
Fayette.—												
Highest.....	81·0	77·0	73·0	70·0	73·0	77·0	72·0	75·0	68·0	....	78·0	74·0
Lowest.....	24·0	22·0	24·0	20·0	32·0	11·0	22·0	28·0	23·0	....	28·0	28·0
Average.....	54·1	53·1	46·1	45·2	53·6	46·1	47·1	53·2	41·2	....	57·1	49·5
Columbus.—												
Highest.....	81·0	81·0	64·0	....	70·0	70·0	....	73·0	70·0	....	78·0	65·0
Lowest.....	23·0	25·0	30·0	....	32·0	—6·0	....	32·0	12·0	....	32·0	31·0
Average.....	53·0	60·0	....	....	53·0	....	....	49·0	....	....	54·0	....
Vicksburg.—												
Highest.....	84·5	80·0	75·0	70·4	75·0	78·0	73·5	74·0	71·0	83·1	80·0	73·0
Lowest.....	31·3	25·0	23·0	18·8	33·0	12·0	29·5	30·0	28·0	28·2	32·0	28·0
Average.....	56·0	55·7	47·7	48·7	54·3	47·0	47·7	53·8	43·3	54·0	56·2	50·3
Brookhaven.—												
Highest.....	80·0	75·0	74·0	70·0	72·0	....	71·0	78·0	68·0	79·0	77·0	71·0
Lowest.....	28·0	24·0	30·0	25·0	35·0	....	25·0	29·0	28·0	33·0	30·0	31·0
Average.....	55·0	53·0	51·0	48·0	51·0	....	45·0	54·0	44·0	53·0	56·0	52·0
ARKANSAS.												
Little Rock.—												
Highest.....	73·0	73·0	65·0	65·0	67·0	68·0	66·0	70·0	60·0	70·0	74·0	71·0
Lowest.....	23·0	21·0	7·0	15·0	29·3	3·0	12·0	24·0	13·0	17·0	27·0	16·0
Average.....	49·0	47·0	38·0	40·0	45·0	35·0	30·0	48·0	31·0	48·0	45·0	39·0

Thermometer.	November.			December.			January.			February.		
	1882.	1881.	1880.	1882.	1881.	1880.	1883.	1882.	1881.	1883.	1882.	1881.
Mount Ida.—												
Highest	76·0	80·0	62·0	66·0	68·0	74·0	68·0	68·0	68·0	70·0	76·0	75·0
Lowest	17·0	16·0	6·0	14·0	22·0	00·0	5·0	15·0	8·0	8·0	16·0	18·0
Average	48·5	47·3	38·0	39·0	45·0	37·0	36·0	43·0	33·2	40·7	53·2	41·0
TENNESSEE.												
Nashville.—												
Highest	80·6	74·6	69·0	59·6	67·6	67·0	63·5	67·6	60·0	77·4	72·3	65·0
Lowest	27·5	21·0	15·0	6·0	26·0	2 0	11·3	18·8	12·0	21·6	25·2	20·0
Average	49·8	49·8	41·2	38·6	46·6	35·9	38·4	42·7	34·9	44·6	51·7	41·9
Memphis.—												
Highest	81·0	77·5	78·0	67·0	70·0	71·0	68·0	71·0	65·0	79·0	76·0	69·0
Lowest	29·0	22·0	16·0	11·5	31·0	3·0	10·0	21·0	14·0	21·0	27·0	22·0
Average	51·7	50·6	39·9	42·7	48·0	37·3	39 5	43·4	34·0	44·1	52·7	43·1
Ashwood.—												
Highest	78·0	78·0	64·0	56·0	68·0	68·0	64·0	67·0	62·0	77·0	72·0	68 0
Lowest	28·0	17·0	10·0	6·0	28·0	00·0	11·0	16·0	14·0	25 0	30·0	14·0
Average	49·0	48·1	....	39·0	46·0	34·0	38·5	43·2	38·0	45·0	55·5	45·0
Austin.—												
Highest	76·0	76·0	....	58·0	68·0	....	64·0	69·0	60·0	78·0	74·0	68·0
Lowest	25·0	18·0	....	8·0	25·0	. .	8·0	17·0	8·0	21·6	28·0	20·0
Average	47·6	50·1	....	38·3	46·3	....	37·2	43·2	31·5	44·0	51·1	41·9
TEXAS.												
Galveston.—												
Highest	81·0	79·4	78·5	72·0	74·0	72·0	69·0	75 0	68·0	74·0	75·0	68·0
Lowest	39·0	36·0	29·0	34·0	43·0	18·0	20·0	37·5	28·0	30·0	46·0	32·0
Average	64·1	61·7	54·1	57·3	58·8	53·5	51·0	58·6	47·2	55·3	63·1	54·8
Indianola.—												
Highest	87·8	82·1	84·0	70·6	77·8	76·0	74·5	76·6	74·0	77·1	78·7	76·0
Lowest	37·0	36·6	22·0	31·5	40·4	14·0	18 0	32·1	21·0	21·5	43·5	32·0
Average	64·3	62·4	52·3	57·2	59·6	53·9	49·5	58·8	45·4	54·0	65·3	55·3
*Palestine.**—												
Highest	86·0	....	79·0	73·0	....	75·0	75·5	72·0	78·0	77·5	78·0	86·0
Lowest	26·5	....	14·0	23·0	. ..	6·0	7·0	24·0	8·0	13·5	35·0	23·0
Average	56·0	....	45·9	50·2	....	....	43·2	48·0	40·2	48·4	43·0	49 5
New Ulm.—												
Highest	94·0	87·0	69·3	83·0	80·0	82·0	81·5	81·0	79·0	88·0	82·0	80·0
Lowest	28·0	29·0	27·8	26·0	31·0	9·0	14·0	27·0	14·0	16·0	37·0	26·0
Average	60·5	58·5	49·5	54·2	57·1	51·4	47·2	55·8	43·2	52·6	62·0	53·3
San Antonio—												
Highest	87·0	84·0	80·0	81·0	78·0	79 0	75·0	....	75·0	82·0	78·0	77·0
Lowest	28·0	28·0	21·0	26·0	32·0	10·0	14·0	....	18·0	17·0	36·0	28·0
Average	60·7	57·7	48·8	51·8	56·2	50·7	48·4	....	43·8	53·0	60·7	54·0
Denison—												
Highest	82·2	78·3	71·0	71·0	72·5	76·0	67·0	75·0	74·0	75·0	75·5	78·0
Lowest	25·0	24·4	5·0	11·0	32·0	2·0.	0·3	16·0	2·0	5·0	29·0	14·0
Average	52·1	50·4	41·3	43·0	49·8	41·1	36·4	44·2	33·7	41·7	53·7	43·6
Jacksboro—												
Highest	84·0	80·0	...	71·0	77·0	....	75·0	75·0	75·0	78·0	74·0	78.0
Lowest	26·0	27·0	....	15·0	29·0	....	—1·0	13·0	2·0	1·0	27·0	15·0
Average	53·9	51·2	....	43·8	50·6	....	39·2	44·4	35·1	42·1	52·8	43·8
Henrietta.—												
Highest	83·0	77·0	....	73·0	75·0	....	†75·0	74·0	73·0	78·0	70·0	77·0
Lowest	21·0	23·0	....	14·0	28·0	....	4·0	14·0	4·0	0·0	25·0	14·0
Average	49·6	49·0	....	40·9	47·7	...	†34·9	41·6	30·0	39·2	51·0	40·0
Fort Elliot—												
Highest	81·0	71·0	....	75·0	68·0	....	62·0	74·0	70·0	70·0	72·0	69·0
Lowest	14·0	13·0	....	1·0	18·0	...	-12·0	—4·0	—2·0	10·0	13·0	—1·0
Average	42·7	40·5	....	34·8	38·9	...	28·0	34·0	22·9	31·7	41·6	30·5

*The figures up to and including October, 1881, are for Corsicana.
†Fifteen days only.

The following remarks accompany the months' weather reports for January and February, 1883:

Norfolk, Va.—Heavy rains on January 6th, 20th and 29th. Frosts on February 2d, 19th and 20th.

Murphy, N. C.—The first half of January was unusually stormy, there being nine inches of snow from the 9th to 11th. The last half, however, was unusually pleasant, and some spring flowers were in bloom.

Wilson, N. C.—The weather during January was very unfavorable for farm work, owing to the excessive rains; and the roads were in a very bad condition, presenting the movement of cotton. February has been moderately favorable for farm work, and considerable progress has been made in preparing for the coming crop.

Middle Cape Fear, N. C.—Peach trees were in bloom on February 17th. The latter part of the month farmers were preparing to plant.

Charleston, S. C.—No storms or high winds during January, but weather very foggy.

Spartenburg, S. C.—The month of February has been cloudy, damp and foggy, the rains being generally light, and the weather most of the month rather warm. The buds on some fruit trees are swelling and are almost ready to burst.

Macon, Ga.—In January the weather was too wet for farming operations, especially for sowing spring oats, and this may be the cause of more land being put in cotton. In February farmers were beginning to prepare land for cotton. Frost during last week of month.

Forsyth, Ga.—There was more rain in January than in any month of the last nine years, only excepting March, 1875. Month closed fine.

Cedar Keys, Fla.—Damp, foggy weather during January.

Montgomery, Ala.—High water in Alabama River Jan. 21 to 28.

Green Springs, Ala.—Slight snowfall before daybreak of January 9. Heavy rains on January 16 and 18, with thunder and lightning. Peach trees in bloom on February 14. White frosts and ice several times during month.

Fayette, Miss.—Frosts January 9th to 11th, 14th, 21st to 24th, 29th and 30th. Ground frozen to a depth of one inch on January 23d.

Columbus, Miss.—Planting and preparation of land somewhat retarded by cloudy and showery weather early part of February.

Vicksburg, Miss.—Frost observed on two days during January.

Brookhaven, Miss.—In January farmers were somewhat behind in preparing for crop; acreage of oats considerably over last year. During February planting was rather backward; very little corn had been planted, but oat prospects very good. Weather very cold from 17th to 19th, and 24th to 28th.

Mount Ida, Ark.—One inch of snow on February 3d, and two inches on the 17th.

Ashwood, Tenn.—Hardly anything had been done during February in the way of preparation for coming crop, owing to rainy weather.

Austin, Tenn.—The weather during January was unfavorable for wheat, which at that time was in a very uncertain condition; prospects decidedly gloomy. In February there was an unusual amount of rain. Wheat crop prospects gloomy—the early sowing injured by the fly and later sowing stand injured by frost.

Indianola, Tex.—Ice, sleet, snow and two severe northers during February.

New Ulm, Tex.—Frosts on January 1st, 2d, 8th, 9th, 14th and 19th to 23d.

Jute Butts, Bagging, &c.—Bagging has been taken quite fairly for Southern account, though the orders are still for small parcels. Buyers are not very anxious to operate at present quotations, and are only supplying their present wants, looking for lower quotations in the future. Holders are steady at the moment, however, and will not name less than 9c. for 1¼ lbs., 9½c. for 1¾ lbs., 10¼c. for 2 lbs. and 11c. for standard grades. Butts are not moving to any extent, and the tendency is toward a lower basis. For paper grades there are reported sales at 1 15-16c., though sellers generally ask 2c., while bagging qualities are quoted at 2¼@2½c.

New York Cotton Exchange and Rates of Commission.—The following letter we gladly publish, as it corrects an error inadvertently made in our last issue.

New York, March 27, 1883.

Messrs. William B. Dana & Co.:

Dear Sirs—The last issue of the Chronicle erroneously states my position on the Commission By-Law that was discussed at the meeting of the New York Cotton Exchange on the 21st inst. I strongly expressed myself that, inasmuch as the Exchange had realized about $450,000 by the sale of memberships at $5,000 each, based upon that by-law, that it would be a breach of faith to repeal it. I opposed the passage of the measure about two years ago, believing that better results would have been had by another method. But, as a money consideration has been received under the present by-law, I repeat that it would be unjust to tamper with it. Yours, most truly,

Henry Hentz.

Comparative Port Receipts and Daily Crop Movement.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows:

Monthly Receipts.	Year Beginning September 1.					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,848	98,491
October..	930,584	853,195	968,318	888,492	689,264	578,533
Novemb'r	1,024,637	974,013	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,664	900,119
January .	752,827	487,727	571,701	647,140	618,727	689,610
February.	595,598	291,992	572,723	447,918	566,824	472,054
Total year	4,862,898	4,033,541	4,598,528	4,215,929	3,836,564	3,561,300
Per'tage of tot. port receipts Feb. 28. .	85·45	78·28	84·28	86·27	81·95	

This statement shows that up to Feb. 28 the receipts at the ports this year were 829,357 bales more than in 1881-82 and 264,370 bales more than at the same time in 1880-81. By adding to the above totals to Feb. 28 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Feb. 28	4,862,898	4,033,541	4,598,528	4,215,929	3,836,564	3,561,300
Mch. 1	14,538	6,519	20,475	16,279	10,547	17,754
" 2	24,228	7,625	12,467	12,171	8.	9,863
" 3	19,886	10,803	16,503	12,432	19,628	8.
" 4	8.	6,913	22,115	10,050	19,053	32,985
" 5	26,858	8.	21,000	13,404	7,947	17,175
" 6	22,876	13,485	8.	9,829	9,860	9,746
" 7	16,430	8,582	28,948	8.	15,631	8,873
" 8	13,081	11,056	24,435	16,415	12,430	12,300
" 9	25,695	6,673	18,576	6,724	8.	8,728
" 10	13,932	12,038	19,011	6,711	18,764	8.
" 11	8.	5,909	28,150	10,944	14,887	19,179
" 12	19,421	8.	17,256	13,745	8,298	11,487
" 13	16,729	10,207	8.	7,707	10,344	14,234
" 14	24,551	10,900	25,282	8.	13,767	13,992
" 15	12,952	10,289	19,164	13,435	7,531	14,644
" 16	23,596	7,077	13,192	7,411	8.	11,210
" 17	12,548	13,072	14,900	6,660	12,019	8.
" 18	8.	9,411	18,466	4,150	7,453	18,579
" 19	15,968	8.	15,917	10,248	8,718	16,441
" 20	17,877	13,242	8.	11,141	10,584	10,397
" 21	18,444	8,840	17,571	8.	13,897	11,024
" 22	12,175	10,090	13,407	11,637	6,427	8,072
" 23	28,050	8,894	8,052	8,099	8.	9,800
" 24	10,004	11,439	22,353	7,410	13,707	8.
" 25	8.	9,262	16,390	7,433	8,851	13,681
" 26	15,605	8.	12,074	7,699	11,185	15,793
" 27	12,970	9,391	8.	5,389	6,426	11,323
" 28	11,244	10,800	17,355	8.	14,102	7,317
" 29	15,087	7,763	13,286	12,171	9,145	7,556
" 30	22,089	7,058	10,114	6,823	8.	8,367
Total	5,229,782	4,280,879	5,084,941	4,472,052	4,128,365	3,901,825
Percentage of total port rec'pts Mch. 30		90·69	86·23	89·41	92 83	90·15

This statement shows that the receipts since Sept. 1 up to to-night are now 1,048,903 bales more than they were to the same day of the month in 1882 and 264,841 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to March 30 in each of the years named.

The Exports of Cotton from New York this week show an increase; as compared with last week, the total reaching 12,890 bales, against 10,119 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1882.

Exported to—	Week ending— March 8.	March 15.	March 22.	March 29.	Total since Sept. 1.	Same period prec'us year.
Liverpool	7,078	6,328	5,916	8,933	350,483	275,740
Other British ports	.....	.....	.....	.....	3,426	6,707
TOTAL TO GREAT BRITAIN	7,078	6,328	5,916	8,933	353,909	282,447
Havre	285	650	68	360	23,365	20,342
Other French ports	.....	.....	.....	.....	100	.....
TOTAL FRENCH	285	650	68	360	23,465	20,342
Bremen and Hanover	1,206	3,328	2,663	2,197	44,210	32,678
Hamburg	200	80	708	....	25,577	14,284
Other ports	1,730	1,159	432	900	48,470	5,033
TOTAL TO NORTH. EUROPE	3,136	4,567	3,803	3,097	118,257	51,995
Spain, Op'rto, Gibralt'r, &c	.....	268	30	.....	2,915	837
All other	.....	.....	300	.....	5,410	300
TOTAL SPAIN, &c	.....	268	330	.....	8,225	1,137
GRAND TOTAL	10,499	11,813	10,119	12,390	503,856	355,921

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York. This week.	New York. Since Sept. 1.	Boston. This week.	Boston. Since Sept. 1.	Philadelphia. This week.	Philadelphia. Since Sept. 1.	Baltimore. This week.	Baltimore. Since Sept. 1.
N. Orl'ans	8,346	189,718	.....	7,195	.....	.....	.....	.....
Texas	3,240	147,313	.....	19,195	.....	.....	.....	.....
Savannah	3,374	191,726	161	62,252	341	13,082	801	77,477
Mobile	.....	.....	.....	3,362	.....	.....	.....	.....
Florida	121	9,341	.....	.....	.....	.....	.....	.....
S. Car'lina	2,129	155,099	.....	896	203	9,585	.....	18,356
N. Car'lina	582	47,365	.....	.....	.....	.....	246	16,609
Virginia	6,511	203,256	2,217	62,149	.....	44,505	2,662	96,520
North. pts	52	156	2,188	113,277	.....	.....	.....	200
Tenn., &c.	4,763	124,757	4,527	142,062	2,175	58,277	578	37,900
Foreign	.....	2,536	.....	.....	.....	.....	.....	.....
This year.	29,118	*	9,093	410,328	2,719	‡	4,287	247,062
Last year.	17,991	†	11,751	355,014	1,346	75,492	4,047	183,116

* 1,071,270 † 1,018,482 ‡ 125,449

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 97,237 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Abyssinia, 190....Adriatic, 1,758....Bessel, 1,506....City of Berlin, 601....City of Paris, 1,097....Italy, 612....Nevada, 200....Pavonia, 2,969	8,933
To Havre, per steamer Labrador, 360	360
To Bremen, per steamers Fulda, 775....Rhein, 1,422	2,197
To Amsterdam, per steamer Leerdam, 350	350
To Antwerp, per steamer Switzerland, 550	550
NEW ORLEANS—To Liverpool, per steamers Engineer, 4,792....Historian, 2,972....Serra, 4,200....Mayaguez, 2,399	14,363
To Havre, per steamer City of Lincoln, 6,161....per ship John Murphy, 5,519	11,680
To Bremen, per steamer Wimbleton, 2,690	2,690
To Reval, per barks Frier, 1,600....Sator, 2,000	3,600
To Barcelona, per ship Joaquin Serra, 650	650
To Genoa, per bark Vittoria M, 1,676	1,676
To Venice, per bark Nuovo Mondo, 1,616	1,616
To Vera Cruz, per steamer City of Mexico, 491	491
MOBILE—To Barcelona, per bark Anita, 1,100	1,100
CHARLESTON—To Liverpool, per barks James Kenway, 1,737 Upland and 103 Sea Island....J. H. McLaren, 2,350 Upland and 74 Sea Island	4,264
To Reval, per bark Skibladner, 1,305 Upland	1,305
To Cronstadt, per bark Johannes Foss, 1,300 Upland	1,300
To Norrkoping, per bark Fruen, 1,289 Upland	1,289
To Barcelona, per brigs Dolores, 700 Upland....Frasquito, 850 Upland	1,550
SAVANNAH—To Reval, per bark Emma Marr, 3,000 Upland	3,000
To Cronstadt, per bark Rosa, 1,850 Upland	1,850
TEXAS—To Liverpool, per barks Electa, 1,606....Richard, 1,687....Russell, 2,313....Stabo, 1,141....Westfold, 1,651	8,400
To Bremen, per bark Dux, 1,330	1,330
To Reval, per barks Arendal, 1,570....Gloja, 1,140....Nora, 1,590	4,300
To Cronstadt, per barks Brilliant, 1,560 Gustafa, 1,100	2,660
To Vera Cruz, per steamer Whitney, 550	550
WILMINGTON—To Liverpool, per bark Marie, 2,150	2,150
BALTIMORE—To Liverpool, per steamers Eduardo, 100....Montmore, 2,084....Sarmatian, 1,372	3,556
BOSTON—To Liverpool, per steamers Norseman, 1,914....Samaria, 1,052....Virginian, 2,011	4,977
PHILADELPHIA—To Liverpool, per steamers Illinois, 1,000....Lord Gough, 1,500....Ohio, 2,000	4,500
Total	97,237

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen.	Amsterdam & Reval Antwerp.	Cronstadt.	Norrkoping.	Barcelona.	Total
New York	8,933	360	2,197	900	.....	.....	.....	12,390
N. Orleans	14,363	11,680	2,690	.....	3,600	.....	650	36,786
Mobile	.....	.....	.....	.....	.....	.....	1,100	1,100
Charleston	4,264	.....	.....	.....	2,605	1,289	1,550	9,708
Savannah	.....	.....	.....	.....	4,850	.....	.....	4,850
Texas	8,400	.....	1,330	.....	6,960	.....	.....	17,240
Wilmington	2,150	.....	.....	.....	.....	.....	.....	2,150
Baltimore	3,556	.....	.....	.....	.....	.....	.....	3,556
Boston	4,977	.....	.....	.....	.....	.....	.....	4,977
Philadelp'a	4,500	.....	.....	.....	.....	.....	.....	4,500
Total	51,143	12,040	6,217	900	18,015	1,289	3,300	97,237

Included in the above totals are, from New Orleans to Genoa, 1,676 bales, to Venice, 1,616 bales, and to Vera Cruz, 491 bales, from Galveston to Vera Cruz, 550 bales.

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Cork—March 27—Bark Nino Bixio, 2,642.

NEW ORLEANS—For Liverpool—March 24—Steamer Gallago, 4,500....March 26—Ship Margaretha, 4,904....March 27—Steamer Nuevo Ponce, 2,951.
For Havre—March 29—Steamer Nemesis, 6,000.
For Reval—March 24—Ship Oneota, 3,855.
For Barcelona—March 24—Brig Jovan Ann, 456.

SAVANNAH—For Bremen—March 23—Barks Chrysolite, 4,090....Betty, 3,018.
For Reval—March 23—Bark Nellie Mosely, 2,920.
For Carlshamm—March 23—Bark Solalde, 1,200.
For Hango—March 24—Bark Ibis, 1,200.
For Barcelona—March 26—Brig Providencia, 100.
For Passages—March 22—Bark Mercedes, 1,190.

CHARLESTON—For Bremen—March 24—Steamer Glensannox, 2,350.

WILMINGTON—For Bremen—March 27—Bark Oscar II, 2,140.
For Cronstadt—March 22—Brig Victoria, 950.

NORFOLK—For Liverpool—March 28—Bark Avonmore, 3,534.

BOSTON—For Liverpool—March 20—Steamer Palestine, 1,564....March 23—Steamer Milanese, 1....March 27—Steamer Iowa, ——....March 28—Steamer Illyrian, ——.

BALTIMORE—For Liverpool—March 24—Steamer Nessmore, 1,360....March 26—Steamer Texas, 828.

PHILADELPHIA—For Antwerp—March 24—Steamer Zeeland, 902.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

CITY OF LINCOLN, steamer (Br.), from New Orleans for Havre, before reported aground at South Pass. Every effort was being made on the 24th to float steamer City of Lincoln (Br.), aground at South Pass. Another large barge was sent down Friday evening with additional laborers and implements to work cargo, and empty sacks, which will be used in taking out the grain.

NORFOLK, steamer (Br.), before reported, from Savannah, which took fire at Amsterdam March 14. About 137 bales of cotton out of the 400 comprising the deckload of the steamer Norfolk (before reported on fire) are damaged by fire and water.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam	d.	5 32@7 32	5 32@7 32	5 32@7 32	5 32@7 32	5 32@7 32
Do sail	d.	11 64-15 64	11 64-15 64	11 64-15 64	11 64-15 64	11 64-15 64
Havre, steam	c.	38*	35*	38*	38*	38*
Do sail	c.	....	...	....	....	....
Bremen, steam	c.	17 32*	17 32*	17 32*	17 32*	17 32*
Do sail	c.	....	....	....	....	....
Hamburg, steam	d.	7 32@1 4*	7 32@1 4*	7 32@1 4*	7 32@1 4	7 32@1 4*
Do sail	d.	....	....	....	....	....
Amst'd'm, steam	c.	52 1/2†	52 1/2†	52 1/2†	52 1/2†	52 1/2†
Do sail	d.	....	....	....	....	....
Baltic, steam	d.	38*	38*	38*	38*	38*
Do sail	c.	....	....	....	....	....
Barcelona, steam	c.	13 16@7 8*	13 16@7 8*	13 16@7 8*	13 16@7 8*	13 16@7 8*
Genoa, steam	d.	34*	34*	34*	34*	34*

* Compressed. † Per 100 lbs.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Mch. 9.	Mch. 16	Mch. 22.	Mch. 30.
Sales of the week.....bales.	52,000	61,000	43,300	34,500
Of which exporters took	5,300	5,500	5,800	3,300
Of which speculators took	4,300	3,500	2,600	1,530
Sales American	38,000	45,000	28,000	23,500
Actual export	13,500	6,500	5,700	3,500
Forwarded	22,500	27,000	17,500	16,500
Total stock—Estimated	968,000	920,000	931,000	935,000
Of which American—Estim'd	692,000	658,000	668,000	685,000
Total import of the week	81,000	37,000	69,000	74,000
Of which American	44,500	26,500	52,000	53,000
Amount afloat	290,000	366,000	331,000	303,000
Of which American	220,000	270,000	248,000	240,000

The tone of the Liverpool market for spots and futures each day of the week ending March 30, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thurs'y.	Friday.
Market, 12:30 P.M.	Holiday	Holiday	Dull and easier.	Mod. inq. freely supplied.	Mod. inq. freely supplied	Dull and easier.
Mid Upl'ds			5 3/8	5 9/16	5 9/16	5 9/16
Mid. Orl'ns			5 11/16	5 5/8	5 5/8	5 5/8
Sales			8,000	10,000	10,000	8,000
Spec. & exp.			1,000	2,000	1,000	1,000
Futures. Market, 12:30 P.M.			Weak.	Dull.	Steady.	Flat.
Market, 5 P. M.			Flat.	Barely steady.	Barely steady.	In buyers' favor.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus: 5 62 means 5 62-64 and 6 03 means 6 3-64d.*

	Sat., Mch. 24.	Mon., Mch. 26.	Tues., Mch. 27.			
			Open	High	Low.	Clos.
			d.	d.	d.	d.
March	Holiday	Holiday	5 36	5 36	5 36	5 36
Mar.-April.			5 35	5 35	5 35	5 35
April-May.			5 37	5 37	5 35	5 36
May-June.			5 40	5 40	5 39	5 39
June-July.			5 43	5 43	5 42	5 43
July-Aug.			5 47	5 47	5 41	5 46
Aug.-Sept.			5 50	5 50	5 48	5 48
Sept.-Oct.			....	....	...	....
Oct.-Nov.			5 43	5 43	5 43	5 43
Nov.-Dec.			5 41	5 41	5 39	5 40
Dec.-Jan.			5 41	5 41	5 41	5 41

	Wednes., Mch. 28.				Thurs., Mch. 29.				Fri., Mch. 30.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
March	5 36	5 36	5 36	5 36	....	....	...	....	5 36	5 36	5 36	5 36
Mar.-April.	....	....	....	....	5 36	5 36	5 36	5 36	5 36	5 36	5 36	5 36
April-May.	5 36	5 36	5 36	5 36	5 37	5 37	5 37	5 37	5 37	5 37	5 36	5 36
May-June.	5 39	5 39	5 39	5 39	5 40	5 41	5 40	5 40	5 41	5 41	5 39	5 39
June-July.	5 43	5 43	5 42	5 42	5 43	5 43	5 42	5 43	5 43	5 43	5 42	5 42
July-Aug.	5 46	5 46	5 46	5 46	5 46	5 46	5 46	5 46	5 46	5 46	5 45	5 45
Aug.-Sept.	5 49	5 49	5 49	5 49	5 49	5 50	5 49	5 49	5 49	5 49	5 48	5 48
Sept.-Oct.	5 47	5 47	5 47	5 47	....	....	....	....	....	....	....	....
Oct.-Nov.	5 42	5 42	5 41	5 41	....	....	....	..	5 42	5 42	5 41	5 41
Nov.-Dec.	5 40	5 40	5 38	5 38	5 39	5 39	5 39	5 39	5 39	5 39	5 37	5 37
Dec.-Jan.	...	...	....	....	....	....	....	....	...	....	....	....

BREADSTUFFS.

FRIDAY, P. M., March 30, 1883.

Flour has been depressed, especially for winter wheat grades, which have been plentiful both here and abroad, the liberal supply in the English market being a particularly unfavorable circumstance. Spring wheat flour, from the fact that the stock has been but moderate, has shown less depression than winter wheat brands, though the tendency of prices has nevertheless been in buyers' favor. There has been but a moderate trade during the week, and to day, partly owing to a snow storm, the market was very dull.

Wheat, after frequent fluctuations, closed slightly higher for the speculative grades, and quite firm otherwise, largely owing to strong markets at the West, where the weather of late has been unfavorable. It is stated that there has undoubtedly been some injury done to the winter wheat by the cold, unseasonable weather, particularly noticeable at times for some weeks past, though the more conservative reports add that, as a rule, the damage has not been greater than the crop is apt to suffer in the spring, and that more favorable weather later in the season will do much to repair any injury that may have been done. The California crop, according to the atest intelligence, is being much benefitted by rains, long so much needed, and prices there have fallen nearly 15 cents a bushel within a few days. The fact that the crop in that State was suffering from drought had no little influence on prices, both here and in Chicago at one time. This will be better understood when it is remembered that California raised 28,406,000 bushels of wheat last year, or a yield that was exceeded by that of only four other States in the great wheat belt. There has been a fair foreign demand here, the export trade being favored by easier rates for ocean freight room. The trade in options has reached a liberal aggregate. To-day the market opened weaker, but re-acted later and advanced a fraction in response to a firmer market in Chicago and snow storms at the West. No. 2 red sold at $1 19⅜@1 20 for April, $1 21¾ @1 22½ for May and $1 22⅞@1 23½ for June.

Indian corn has advanced slightly, owing to a rise at the West where it has been the favorite of the speculators and where an anticipated decrease in the receipts has led to considerable covering of contracts by shorts. Here there has been a fair business both for export and on speculation. To-day there was a fractional advance; No. 2 mixed sold at 66⅞c. for April, 67¾c. for May and 68c. for June. It is worthy of note that the inspection of corn at Chicago is now said to be much less exacting than it was several months ago and that half the receipts there are being graded as No. 2 corn. This fact is considered by some operators as unfavorable to any marked advance. The estimates as to the quantity in the cribs of the interior are conflicting, some placing the quantity along the line of a single railroad as large, while others consider smaller receipts in the future as more probable.

Rye has been quiet but steady. Barley has been moderately active at some decline. Oats have sold fairly at some advance. To-day the market was firm but quiet.

The following are closing quotations:

FLOUR.

No. 2 spring	₱ bbl.	$2 40	@ 3 25	City shipping extras.	$3 15	@ 5 50
No. 2 winter		2 75	@ 3 55	Southern bakers' and family brands	5 75	@ 7 00
Superfine		3 25	@ 3 85	South'n skip'g extras.	4 75	@ 5 75
Spring wheat extras		4 25	@ 5 50	Rye flour, superfine	3 00	@ 3 75
do bakers'		5 00	@ 6 75	Corn meal—		
Wis. & Minn. rye mix.		5 00	@ 6 00	Western, &c.	3 00	@ 3 45
Minn. clear and str't		4 25	@ 6 75	Brandywine, &c.	3 50	@ 3 60
Winter shipp'g extras.		3 75	@ 4 25	Buckw't flour, 100 lbs.	2 75	@ 3 00
Patents, spring		6 00	@ 7 75			
Patents, winter		5 50	@ 7 25			

GRAIN.

Wheat—				Rye—Western	72	@ 75
Spring, per bush.	90	@1 25		State & Canada	74	@ 78
Spring No. 2	1 12	@1 14		Oats—		
Red winter	1 00	@1 24		Mixed	51	@ 53
Red winter, No. 2	1 21	@1 22		White	52½	@ 57
White	89	@1 25		No. 2 mixed	52	@ 52½
White No. 1	1 10	@1 11		No. 2 white	54¼	@ 55
Corn—West. mixed	60	@ 68		Barley—		
West. mix. No. 2	67	@ 68½		Canada No 1	1 01	@1 02
White	68	@ 70		Canada bright	1 04	@1 05
Yellow	68	@ 70		Canada No. 2	96	@ 97
Buckwheat	70	@ 72½		State, 4-rowed	90	@ 93
				State, 2-rowed	80	@ 83

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Mar. 24 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48 lbs	Bush.56 lbs
Chicago	67,765	134,263	1,304,206	511,746	116,835	49,907
Milwaukee	58,819	113,805	22,210	47,700	81,816	10,330
Toledo	1,330	156,810	190,982	35,045	2,000	2,253
Detroit	3,321	106,104	76,382	18,783	19,106	.....
Cleveland	2,188	8,776	42,000	16,500	12,000	.....
St. Louis	42,814	214,031	1,198,935	180,936	81,144	6,947
Peoria	1,895	7,500	419,600	203,650	1,100	20,500
Duluth	.....	15,744	.....	.....	.....	.....
Tot. wk. '83	178,133	756,33 6	3,260,615	1,015,263	320,091	89,937
Same wk. '82	115,679	417,169	964,189	640,015	159,226	24,115
Same wk. '81	144,436	637,659	1,635,235	431,153	102,787	29,712
Since Aug. 1—						
1882	6,793,065	62,675,624	63,003,447	35,179,618	13,258,414	3,458,142
1881	5,422,596	32,978,062	79,506,388	24,560,551	10,629,702	3,280,538
1880	5,614,874	61,449,935	78,493,185	27,837,610	10,377,267	2,911,453

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Mar. 24, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour bbls.	2,490,587	1,809,492	1,946,334	1,082,936
Wheat bush.	4,969 989	4,208,246	3,924,563	4,069,152
Corn	21,187,692	15,496,730	11,942,694	18 223 612
Oats	9.274,793	6,817,272	5,909,492	3,367,029
Barley	3,362,658	1,336,540	1,419,413	876 609
Rye	497,65 ?	617,379	596,808	426,753
Total grain	39.292,761	28,496.167	23.791,970	26 933.155

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week Mar. 24.	1882. Week Mar. 25.	1881. Week Mar. 26	1880 Week Mar. 27.
Flour bbls.	180.361	102,165	183,965	114,326
Wheat bush.	178,009	237,805	254,983	752,144
Corn	1,177,129	715,364	1,313,113	2,817,751
Oats	860,559	354 855	353,317	501,678
Barley	258,331	55.316	62,538	69,184
Rye	35.290	24,145	62,236	31,437
Total	2,509,297	1,387,285	2,046,187	4,172.194

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Mar. 24	180,361	192,174	1,410,893	896,693	258,331	35,290
Mar. 17	152,221	470,227	1,763,271	1,070,962	315,859	31,053
Mar. 10	220,468	537,274	2,507,453	1,015,699	349,946	51,142
Mar. 3	219,236	385,707	2,480,972	821,817	314,723	93,088
Tot., 4 w.	772,286	1,585,382	8,165,589	3,805,176	1,238,863	215,573
4 w'ks 82	559,979	1,241,808	3,533,210	1,584,461	297,163	152 016

The receipts of flour and grain at the seaboard ports for the week ended March 24 follow:

At—	Flour, obls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	128,169	293,750	918,156	362,290	90,750	7,227
Boston	93,865	18,000	385,500	149.075	23,210	1,600
Portland	7.445	95,483	8,500	3.500	.....	.....
Montreal	6,916	8,220	550	6,129	900	450
Philadelphia	26,220	62,500	196,000	38,220	1,200	.....
Baltimore	21,902	207,236	392,126	23,750	.....	2,000
New Orleans	25,193	620,854	255,060	83,280	.....	.....
Total week	310,710	1,336,043	2,155,892	616,244	116,060	11,277
Cor. week '82	217,349	381,151	391,642	386,196	135,325	9,000

The total receipts at the same ports for the period from Dec. 25, 1882, to Mar. 24, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	3,758,034	2,801,812	3,122,018	2,136,540
Wheat.....bush.	12,914,201	6,844,036	12,028,596	9,511,011
Corn.....	23,601,507	8,942,604	18,822,824	24,024,993
Oats.....	5,182,940	5,051,829	5,015,439	1,311,827
Barley.....	1,261,653	1,185,102	1,357,899	1,317,228
Rye.....	236,921	131,310	425,032	251,519
Total grain....	43,500,372	22,454,881	37,730,219	43,363,048

The exports from the several seaboard ports for week ending Mar. 24, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	56,238	483,343	654,176	150	8,593	1,288
Boston...	44,146	122,547	95,932	.....	.....	.....
Portland.	7,145	95,483	.....	.....	.....	27,130
Montreal.	.....	.....	.....	.....	.....	.....
Philadel..	9,647	192,632	124,598	.....	.....	.....
Baltim're	20,073	348,421	349,853	....	.....	.....
N.Orl'ns.	273	180,749	701,331	50	.....	.....
Total w'k.	138,422	1,423,175	1,925,800	200	8,593	28,418
Same time 1882..	113,716	840,528	402,515	2,899	2,560	49,868

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, Mar. 24.	1882. Week, Mar. 25.	1883. Week, Mar. 24.	1882. Week, Mar. 25.	1883. Week, Mar. 24.	1882. Week, Mar. 25.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. King.	101,366	86,904	899,186	328,936	1,396,919	301,167
Contin'nt	1,244	1,431	518,987	423,726	313,672	83,675
S.&C.Am	16,512	7,998	.....	.....	9,675	9,912
W. Indies	11,538	10,343	5,002	.....	1,038	5,605
Brit. Col's	7,497	6,807	.....	.....	4,495	1,144
Oth.c'nt's	265	233	.....	25,866	.....	978
Total...	138,422	113,716	1,423,175	840,528	1,925,800	402,515

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to Mar. 24.	1881-82. Sept. 1 to Mar. 25.	1882-83. Sept. 1 to Mar. 24.	1881-82. Sept. 1 to Mar. 25.	1882-83. Sept. 1 to Mar. 24.	1881-82. Sept. 1 to Mar. 25.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	4,721,860	1,944,945	21,156,342	21,890,427	10,402,722	16,610,544
Continent...	372,276	133,285	21,153,535	1,084,663	2,538,150	4,159,337
S. & C. Am...	428,014	406,114	89,178	5,650	180,026	303,094
West Indies.	543,960	373,174	49,530	21,760	258,808	388,210
Brit. Col'nies	328,814	282,572	7,896	.....	73,332	99,582
Oth. countr's	96,238	22,573	202,416	226,134	85,274	42,194
Total.....	5,891,161	3,182,663	48,658,881	31,228,634	19,538,343	21,602,961

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Mar. 24, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	5,183,265	1,115,618	708,170	86,666	186,374
Do. afloat (est.)	.....	64,000	42,000	110,000	240,000
Albany	20,000	85,000	81,000	80,000	105,000
Buffalo.....	750,840	.....	27,199	241,784	21,348
Chicago.....	6,080,695	6,071,616	1,542,907	146,167	815,935
Do. afloat.....	427,622	705,552	102,000	.....	.....
Milwaukee.....	1,238,168	56,995	1,869	268,491	81,360
Duluth.....	1,281,515	.....	.....	.....	.....
Toledo.....	2,348,204	743,097	17,752	5,456	9,643
Detroit.....	1,512,598	146,467	23,218	12,019	.....
Oswego.....	45,000	25,000	1,500	71,592	60,000
St. Louis.....	770,513	2,631,501	111,691	47,714	51,747
Cincinnati.....	96,598	68,836	8,864	191,630	72,200
Boston.....	76,718	163,966	12,119	2,993	1,254
Toronto.....	536,297	2,200	720	151,614	19
Montreal	216,049	6,151	93,530	30,498	25,383
Philadelphia	493,592	915,417	103,021	.....	.....
Peoria	4,449	723,124	241,393	8,263	154,019
Indianapolis.....	359,300	95,500	40,600	.....	15,600
Kansas City.....	160,144	398,031	18,728	210	29,544
Baltimore	983,442	795,235	.....	.....	.....
Down Mississippi.	14,165	233,765	36,169	.....	.....
On rail.....	277,387	1,511,376	1,208,539	363,331	44,900
Tot. Mar. 24, '83.	22,856,591	16,503,451	4,545,289	1,821,368	1,917,546
Tot. Mar. 17, '83.	23,966,929	14,921,889	4,571,224	1,891,011	1,874,642
Tot. Mar. 10, '83.	23,626,395	14,159,088	4,301,937	1,957,508	1,871,813
Tot. Mar. 3, '83.	23,332,271	13,645,641	4,194,411	1,916,472	1,832,070
Tot. Mar. 25, '82.	12,562,355	10,414,982	1,759,102	1,237,282	1,041,599

THE DRY GOODS TRADE.

FRIDAY, P. M., March 30, 1883.

There was only a moderate movement in dry goods the past week, cold and stormy weather in many parts of the country having unfavorably influenced the demand for spring and summer fabrics. Among jobbing houses a re-action from the activity lately noticed was natural, retailers from remote points in the South and West having completed their early purchases and returned home. Local and near-by buyers have not yet appeared in the market, owing to the backwardness of the season. Business ruled quiet with the commission houses as regards transactions with wholesale buyers on the spot, but a good many orders were received through the medium of traveling salesmen, and agents representing leading makes of domestic cotton and woolen goods, prints, dress fabrics, &c., continued to make considerable deliveries in execution of former orders. Values remain unchanged on domestic fabrics, and a few descriptions of foreign goods that will be subjected to higher duties under the new tariff have shown a slight upward tendency.

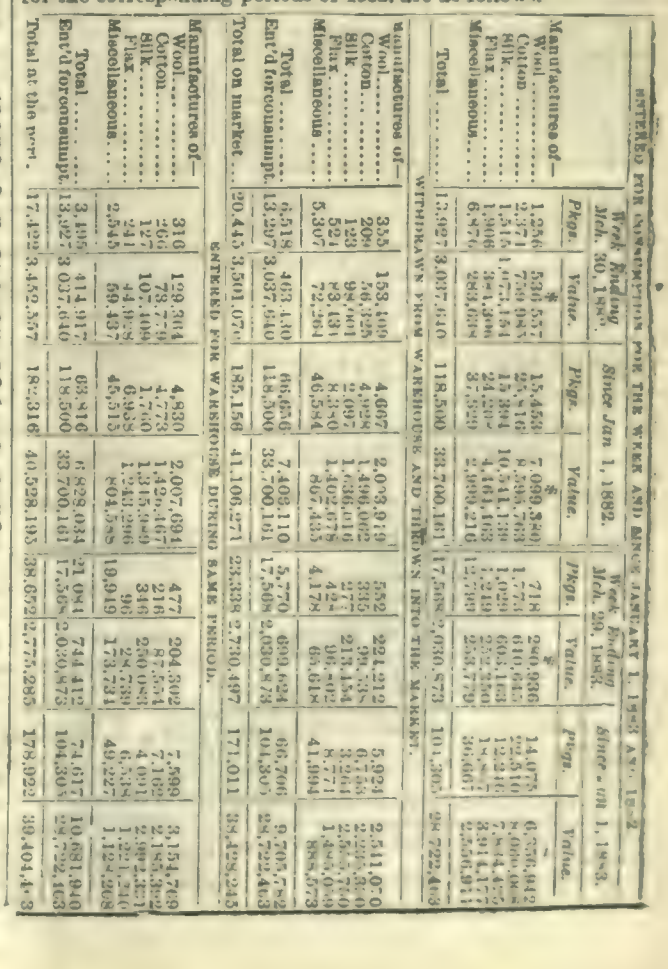
DOMESTIC COTTON GOODS.—The exports of domestics for the week were 2,244 packages, including 745 to Great Britain, 731 to China, 259 to United States of Colombia, 214 to Hayti, 92 to Central America, 81 to Peru, &c. The demand at first hands was comparatively light, but there was a fair movement in the best brands of brown sheetings, bleached goods, wide sheetings, corset jeans, dyed ducks, &c., on account of back orders, and prices remain steady on all the most prominent makes. Print cloths were in moderate demand for prompt and future delivery, and prices remain unchanged on the basis of 3⅛c. for extra 64x64s, and 3 1-16c. for 56x60s. Prints were in irregular demand at agents' hands, and the jobbing trade was somewhat less active; but prices are steady, except for "off styles," on which slight concessions are made in some cases. Ginghams, wide printed cottons, lawns and printed piques were in moderate request by package buyers and in fair demand by retailers.

DOMESTIC WOOLEN GOODS.—There is little change to report in the condition of the woolen goods market. The demand for men's-wear woolens has barely realized expectations, clothiers having manifested unusual caution in placing orders for goods adapted for next fall. Fair transactions were, however, accomplished in medium grade cassimeres, and a pretty good trade in worsted coatings was done by agents and cloth jobbers. Prices of heavy clothing woolens are generally steady, and some manufacturers have determined to maintain present quotations, or curtail production in the event of being unable to do so. Overcoatings continued to move steadily on account of former orders, but new business was only moderate. Fine and medium satinets met with a fair share of attention, but there was little, if any, improvement in the inquiry for Kentucky jeans. Wool and worsted dress goods, as well as suitings and sackings, nun's veilings, cashmeres, lace buntings, colored alpacas, &c., were distributed in fair quantities by agents and jobbers, and there was a moderate business in white flannels, carpets, hosiery and knit underwear.

FOREIGN DRY GOODS.—The general demand for imported goods was checked by the prevailing cold weather, but there was a fair trade in certain fabrics. Low grade black cashmeres were in improved request, and very firm, and fancy dress goods met with a fair distribution in relatively small lots. Black and colored silks, satins and velvets were in steady request, and there was a fair business in cotton dress fabrics. For linens, white goods, laces and embroideries there was a light re-assorting demand at fairly steady prices.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending March 29, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:



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ATLANTIC

Mutual Insurance Co.,

NEW YORK, January 25, 1883.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1882:

Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$4,412,693 58
Premiums on Policies not marked off 1st January, 1882	1,516,844 85
Total Marine Premiums	$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90
Losses paid during the same period	$2,013,767 35
Returns of Premiums and Expenses	$823,304 50

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,974,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
remium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

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Charles Dennis,	Edmund W. Corlies,
W. H. H. Moore,	John Elliott,
Lewis Curtis,	Adolph Lemoyne,
Charles H. Russell,	Robt. B. Minturn,
James Low,	Charles H. Marshall,
David Lane,	George W. Lane,
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A. A. Raven,	James G. De Forest,
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Benjamin H. Field,	Charles D. Leverich,
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AMERIQUE, Santelli.....Wed., April 4, 2 P.M.
CANADA, Frangeul .....Wed., April 11, 8 A.M.
FRANCE, P. d'Hauterive.....Wed., April 18, 2 P.M.
NORMANDIE (new), Servan.....Wed., May 23

PRICE OF PASSAGE—(Including wine): To Havre—First cabin, $100 and $80; second cabin, $60; steerage, $28—including wine, bedding and utensils. Return tickets at very reduced rates. Checks on Banque Transatlantique, Havre and Paris, in amounts to suit.

Special Train from Havre to Paris.

The Compagnie Generale Transatlantique delivers at its office in New York special train tickets from Havre to Paris. Baggage checked through to Paris without examination at Havre, provided passengers have the same delivered at the Company's Dock in New York, Pier 42 North River, foot of Morton St., at least two hours before the departure of a steamer

LOUIS DE BERIAN, Agent,
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Miscellaneous.

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BAGGING AND IRON TIES,
(FOR BALING COTTON.)

Agents for the following brands of Jute Bagging: "Eagle Mills," "Brooklyn City," "Georgia," "Carolina," "Nevins O," "Union Star," "Salem," "Horicon Mills" "Jersey Mills" and "Dover Mills."
IMPORTERS OF IRON TIES.

BAGGING.

WARREN, JONES & GRATZ

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Manufacturers' Agents for the sale of Jute Bagging. Furnish covering annually for one-fifth of the entire Cotton Crop. Correspondence from large dealers solicited.

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COTTON

COMMISSION MERCHANTS

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Special attention given to the Purchase and Sale of Contracts for future delivery of Cotton.

B. F. BABCOCK & CO.

COMMISSION MERCHANTS,

17 Water Street, LIVERPOOL,

Receive consignments of Cotton and other Produce and execute orders at the Exchanges in Liverpool, Represented in New York at the office of

BABCOCK BROTHERS & CO.,
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A. B. GWATHMEY. J. O. BLOSS.

Gwathmey & Bloss,

COTTON MERCHANTS.

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Special attention given to the execution of orders for the purchase and sale of contracts for future delivery in New York and Liverpool.

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COTTON COMMISSION MERCHANTS

No. 12 OLD SLIP,

Cor. Water Street, **NEW YORK,**

And NORFOLK, VA.

☞ Special attention given to the execution of orders for the purchase and sale of Cotton for future delivery. Liberal advances made on consignments.

Dennis Perkins & Co.,

COTTON BROKERS,

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Orders for Spot Cotton and Futures promptly executed.

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"FUTURE" ORDERS PROMPTLY EXECUTED.

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Special attention given to the purchase and sale of Future Contracts.

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No. 146 Pearl Street, near Wall, N. Y.

Established (in Tontine Building) 1840.

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COTTON, ALL GRADES, SUITABLE TO WANTS OF SPINNERS,
OFFERED ON TERMS TO SUIT.

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Dancy, Hyman & Co.,
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(Successors to R. M. WATERS & CO.),
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MONTGOMERY, ALA., MORRIS BANK BUILDING
Orders for Future Contracts Executed in New York and Liverpool.

William H. Beede & Co.
COTTON BROKERS,
No 114 PEARL STREET.
Special attention given to orders for the buying and selling of COTTON FOR FUTURE DELIVERY.

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COTTON BROKERS,
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Geo. Copeland & Co.
COTTON BROKERS,
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Cotton.

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LOANS MADE ON
SOUTHERN SECURITIES.

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54 STONE STREET, NEW YORK.
COTTON
Strictly Brokerage and Commission.

Henry Hentz & Co.,
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EXECUTE ORDERS FOR FUTURE DELIVERY
COTTON
at the NEW YORK, LIVERPOOL AND NEW ORLEANS COTTON EXCHANGES. Also orders for
COFFEE
at the NEW YORK COFFEE EXCHANGE.
CORRESPONDENTS:
Messrs. James Finlay & Co., Liverpool, London and Glasgow.
Messrs. Smith, Edwards & Co., Cotton Brokers. Liverpool.
Messrs. Finlay, Muir & Co., Calcutta and Bombay.
Messrs. Samuel H. Buck & Co., New Orleans.

LEHMAN, ABRAHAM & CO., New Orleans, La. LEHMAN, DURR & CO Montgomery, Ala.
LEHMAN BRO'S,
COTTON FACTORS
AND
COMMISSION MERCHANTS,
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New York.
Orders executed at the Cotton Exchanges in New York and Liverpool and advances made on Cotton and other produce consigned to us, or to our correspondents in Liverpool, Messrs. B. Newgass & Co and Messrs. L. Rosenheim & Sons

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Ewen Brothers,
COTTON BROKERS,
Nos. 31 & 33 Broad Street,
NEW YORK.

JOHN H. CLISBY & CO.,
COTTON BUYERS,
MONTGOMERY, ALA.
PURCHASE ONLY ON ORDERS, FOR A COMMISSION

Wire Rope.


STEEL AND CHARCOAL IRON of superior quality suitable for MINING AND HOISTING PURPOSES. Inclined Planes, Transmission of Power, &c. Also Galvanized Charcoal and Bright Ships' Rigging, Suspension Bridges, Derrick Guys, Ferry Ropes, &c. A large stock constantly on hand from which any desired lengths are cut. FLAT STEEL AND IRON ROPES for Mining purposes manufactured to order.
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BRANCH OFFICES { 132 Church Street, N. Y. / 286 Chapel St., New Haven
Personal attention given at the EXCHANGE to the purchase and sale of STOCKS and BONDS for cash or on margin.
DEPOSITS RECEIVED—subject to check at sight—with interest upon balances.
Special attention paid to INVESTMENTS and accounts of COUNTRY BANKERS.

Fielding & Gwynn,
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AND
COMMISSION MERCHANTS
16 & 18 Exchange Place.
POST BUILDING. NEW YORK

Insurance.

HOME
Insurance Company
OF NEW YORK,
OFFICE, 119 BROADWAY.

CASH CAPITAL	$3,000,000 00
Reserve for Unearned Premiums	2,110,832 00
Reserve for Unpaid Losses and Claims	317,596 01
Net Surplus	1,774,061 06
Cash Assets, January 1, 1883	$7,208,489 07

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

ÆTNA
Insurance Company
OF HARTFORD.

Assets January 1, 1883	$9,054,610 58
Liabilities for unpaid losses and re-insurance fund	1,561,428 46
Capital	4,000,000 00
NET SURPLUS	$3,193,182 12

No. 2 Courtlandt St., New York.
JAS. A. ALEXANDER, Agent.

North British
& Mercantile Ins. Co.
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LONDON AND EDINBURGH.
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J. J. ASTOR, Esq.
CHAS. E. WHITE, SAM. P. BLAGDEN,
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Commercial
Union Ins. Co.
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37 & 39 Wall Street.

THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 36. NEW YORK, APRIL 7, 1883. NO. 928.

Financial.

AMERICAN
Bank Note Company,
142 BROADWAY, NEW YORK.
Business Founded 1795.
Incorporated under Laws of State of New York, 1858.
Reorganized 1879.
ENGRAVERS AND PRINTERS OF
BONDS, POSTAGE & REVENUE STAMPS, LEGAL TENDER AND NATIONAL BANK NOTES, of the UNITED STATES; and for Foreign Governments.
ENGRAVING AND PRINTING,
BANK NOTES, SHARE CERTIFICATES, BONDS FOR GOVERNMENTS AND CORPORATIONS, DRAFTS, CHECKS, BILLS OF EXCHANGE, STAMPS, &c., in the finest and most artistic style
FROM STEEL PLATES,
With special safeguards to prevent COUNTERFEITING.
Special papers manufactured exclusively for use of the Company.
SAFETY COLORS. SAFETY PAPERS.
Work Executed in Fireproof Buildings.
LITHOGRAPHIC AND TYPE PRINTING.
RAILWAY TICKETS OF IMPROVED STYLES.
Show Cards, Labels, Calendars.
BLANK BOOKS OF EVERY DESCRIPTION.
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J. MACDONOUGH, A. D. SHEPARD,
W. M. SMILLIE, TOURO ROBERTSON.
G. H. STAYNER, Treas.
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Banque
Centrale Anversoise,
ANTWERP.
Paid-Up Capital, - - 9,000,000 Francs.
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J. B. VON DER BECKE (Von der Becke & Marsily).
OTTO GUNTHER (Cornelle-David).
EMILE DE GOTTAL.
AD FRANK (Frank, Model & Cie.)
AUG. NOTTEBOHM (Nottebohm Freres).
FR. DHANIS (Michiels Loos).
JOH. DAN. FUHRMANN, Jr. (Joh. Dan. Fuhrmann.)
LOUIS WEBER (Ed. Weber & Cie.)
JULES RAUTENSTRAUCH (C. Schmid & Cie.)
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GENERAL BANKING BUSINESS.
ASA. P. POTTER, Pres't. J. J. EDDY, Cashier.

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BOSTON.
CAPITAL, - - - - - - - $400,000
SURPLUS, - - - - - - - 400,000
Accounts of Banks and Bankers solicited.
Collections made upon favorable terms.
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BANKERS AND BROKERS,
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TROY, N. Y., 14 & 15 HALL BUILDING.
Private Wire to Troy.
Securities carried on margin. Interest paid on balances

Financial.

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IMPORTERS OF
Diamonds, Fine Rubies, Sapphires, and other Precious Stones,
EXCLUSIVELY.
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Members N. Y. and Philadelphia Stock Exchanges.
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Deposits received subject to check at sight, and interest allowed on daily balances.
Stocks, Bonds, &c., bought and sold on commission in Philadelphia and other cities
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WE MAKE A SPECIALTY OF THESE VERY SAFE SECURITIES, AND BUY AND SELL SAME AT MARKET PRICE.
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LOANS NEGOTIATED.
INTEREST ALLOWED ON DEPOSITS

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Issue Commercial & Travelers' Credits
IN STERLING,
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And in Francs, in Martinique and Guadaloupe.
MAKE TELEGRAPHIC TRANSFERS OF MONEY
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Bills of Exchange and Letters of Credit on Mexico.

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Taintor & Holt,

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BANKERS AND BROKERS,
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BROADWAY AND WALL STREET.
Transact a general Banking Business, including the Purchase and Sale of all Securities dealt in at the New York Stock Exchange.
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George Stark & Co.,

BANKERS,
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TRANSACT A GENERAL BANKING BUSINESS AND BUY AND SELL INVESTMENT SECURITIES.
Have constantly on hand and for sale
WESTERN CITY AND FARM MORTGAGES,
Bearing 7 to 8 per cent interest.
WESTERN MUNICIPAL BONDS.
Circulars with full particulars mailed on application.

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BANKERS AND BROKERS
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Transact a General Banking Business; Buy and Sell on Commission, for cash or on margin, all Securities dealt in at the New York, Philadelphia, Boston and Chicago Stock Exchanges.
Branch Office, 320 Broadway.
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We make U. S. Bonds and Investment Securities a specialty, execute orders in STOCKS and BONDS for cash or carry the same on margin. We transact a general BANKING business and ALLOW INTEREST on DEPOSITS. Branch Offices, connected by private wire, Norwich, Conn., Gloucester, Mass., and 131 Devonshire Street, Boston, Mass.

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S. G. NELSON..... Cashier

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This bank has superior facilities for making collections on all accessible points in the United States, Canada and Europe. Liberal terms extended to accounts of bankers and merchants.

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(LIMITED).

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SAN FRANCISCO Office, 422 California, St.
NEW YORK Agents, J. & W. Seligman & Co.
BOSTON Correspond'ts, Massachusetts N. Bk.

Authorized Capital, - - - $6,000,000
Paid-up and Reserve, - - 1,700,000

Transact a general banking business. Issue Commercial credits and Bills of Exchange, available in all parts of the world. Collections and orders for Bonds Stocks, etc., executed upon the most favorable terms

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ESTABLISHED IN 1868.

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Agencies in Batavia, Soerabaya and Samarang.

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Issue Commercial credits, make advances on shipments of staple merchandise, and transact other business of a financial character in connection with the trade with the Dutch East Indies.

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PAID-UP CAPITAL, £1,200,000.
UNDIVIDED PROFITS (including Guarantee and Reserve Funds) £458,114.

Letters of Credit and Drafts issued on the 107 branches of the Bank in the Colonies of Queensland, New South Wales, Victoria, South Australia, Tasmania, and New Zealand. Bills negotiated or sent for Collection. Telegraphic transfers made. Deposits received in London at interest for fixed periods on terms which may be ascertained at the office.

PRIDEAUX SELBY, Secretary.

Hong Kong & Shanghai

BANKING CORPORATION.

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RESERVE FUND..... 2,353,000

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The Corporation grant Drafts, issue Letters of Credit for use of Travelers, and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon Manila, Hong Kong, Foochow, Amoy, Ningpo Shanghai, Hankow, Yokohama, Hiogo, San Francisco and London.

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Authorized Capital, - - - - - £4,000,000
Subscribed Capital, - - - - - - 3,200,000
Paid-Up Capital, - - - - - - 800,000
Reserve Fund, £330,000.

HEAD OFFICE, THREADNEEDLE ST.

BRANCHES:

Bond Street, London, Ludgate Hill, London, Knightsbridge, London, Holborn, London, Tottenham Court Road London, Paddington, London, Aldgate, London, Old Street, London.

The bank, while conducting the general business of London Bankers, gives special attention to the agency of Foreign and Colonial Banks.

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Undertake to cash Bills, Advances and Freight-Amounts; execute all orders in the line of Banking, Commission and Forwarding Business on the most moderate terms.
Ship-owners are requested to address vessels bound for Reval unto the care of
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REVAL, RUSSIA.

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CAPITAL, - - - $12,000,000, Gold.
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W. J. BUCHANAN, General Manager.

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RESERVE, - - - - - - - $460,000
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Canadian Bankers.

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OF CANADA.

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Vice-President, ROBERT ANDERSON, Esq
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GEORGE HAGUE, General Manager.
J. H. PLUMMER, Assistant General Manager.
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NEW YORK—The Bank of New York, N.B.A.

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Western Bankers.

The First National Bank.

GRAND RAPIDS, MICH., Feb. 24, 1883.

The First National Bank, of Grand Rapids, located at Grand Rapids, in the State of Michigan, is closing up its affairs, its corporate existence, having expired on February 24, 1883. All note holders and other creditors of said association are therefore hereby notified to present the notes and other claims against the association for payment.

HARVEY J. HOLLISTER, Cashier.

The Old National Bank
OF GRAND RAPIDS, MICH.

Capital Limit, - - - - - $1,500,000
Capital Paid in, - - - - 400,000

Referring to the foregoing the officers and directors of the OLD NATIONAL BANK OF GRAND RAPIDS, beg leave to announce that on Monday, February 26 inst., they will continue the business of banking in all its branches, at the same place of business, as successor of the First National Bank of Grand Rapids.

As substantially the same management will continue in the new organization, with equal capital (which will be speedily doubled) it is hoped the generous confidence and patronage so long bestowed upon its predecessor, will be continued to the present institution.

S. L. WITHEY, President.
H. J. HOLLISTER, Cashier.

Montana National Bank,
HELENA, M. T.

UNITED STATES DEPOSITORY.

Capital, - - - - - - - - - $250,000

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Defaulted Bonds of Missouri Kansas and Illinois Specialty. Good Investment Securities, paying 4 to 10 per cent, for sale.

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NETTING SEVEN PER CENT
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Guaranteed, Principal and Interest, by its
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Interest Coupons payable July 1 and Jan. 1.

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A pamphlet with full information will be sent on application to the company's office.

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CHARLES L. FLINT, President,
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The Board of Directors of this Company have this day declared a QUARTERLY DIVIDEND of TWO PER CENT upon its capital stock, payable on TUESDAY, the FIRST DAY OF MAY NEXT, at this office.

For the purpose of this dividend, and also for the annual meeting of the stockholders for the election of directors, &c., which is to be held on the 2d day of May next, the transfer books will be closed at 3 o'clock P. M. on FRIDAY, the 30th inst., and will be reopened on the morning of Friday, the 4th day of May next.

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Acting Treasurer.

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Financial.

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The road and equipment cost over $20,000 per mile; the First Mortgage Bonds are limited to $10,000 per mile, and have been and will be issued by the Central Trust Company, Trustee, only as the road is completed in sections and equipped. 218 miles have already been completed. The First Mortgage covers the mineral rights on large tracts of valuable coal and iron lands in the Black Warrior Coal Field of North Alabama. The interest is payable on the first days of January and July of each year, and the principal is due January 1st, 1922.

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Subscriptions may be made at the office of this Company, No. 20 Nassau Street, New York, on or before the 10th day of April, 1883, at 3 P. M.

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On the 10th day of April, 1883, 15 per cent.
On the 15th day of May, 1883, 15 per cent.
On the 15th day of June, 1883, 15 per cent.
On the 10th day of July, 1883, 15 per cent.
On the 15th day of August, 1883, 15 per cent.
On the 15th day of September, 1883, 15 per cent.
On the 15th day of October, 1883, 10 per cent.

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THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

[Entered, according to act of Congress, in the year 1883, by WM. B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

VOL. 36. SATURDAY, APRIL 7, 1883. NO. 928.

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The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE *is published in New York every Saturday morning.*

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POST OFFICE BOX 958.

THE GOVERNMENT'S SURPLUS REVENUE.

The Government receipts will undoubtedly be more closely followed hereafter, and for the reason that they are beginning now to contain indications for measuring the decrease in revenue which is to result from the late tax reductions. Early estimates put the loss on the internal taxes to July 1 at about 10 millions; but later opinions gave a less figure, while a recent telegram from Washington reported Mr. Raum, the Commissioner of Internal Revenue, as saying that it would not exceed 5 millions, and might be less. To make out a decrease of 5 millions, the Commissioner allows against tobacco &c. $2,000,000, banks and bankers $2,400,000, stamps and special taxes $2,100,000, while he estimates on distilled spirits an increase of $1,500,000. Those figures however, do not we presume include the taxes on national bank capital and deposits collected through the Comptroller, which would add a further loss of about a million and three quarters, making the real deficiency under the operation of the new provisions of the internal revenue law up to July 1 of say $6,750,000, provided these estimated results are realized.

But it must be remembered that the above total is not the actual net decrease compared with last fiscal year. To arrive at that, allowance must be made for several other facts. As, for instance, up to the first of April the internal revenue receipts have shown a gain of $2,725,000, and receipts from miscellaneous sources a gain of $1,126,000, or a total increase of $3,851,000. So that if the above estimates of the Commissioner prove correct, the net loss to Government income under both heads for the fiscal year ending with the 1st of next July would only be $2,899,000. On the other hand however, there will undoubtedly be some falling off in receipts from customs. The sugar schedule of the new tariff goes into effect June 1st, and the highest estimates make the loss for June on that account about $900,000. But aside from any change in the revenue laws, we look for smaller customs receipts during the next three months than in 1882, since the totals for the same three months of last year were so extremely large. For that reason therefore, we anticipate a total decrease to the customs revenues, up to July 1st, of from 4 to 6 millions, which (all other things remaining unchanged) would make the net loss in the revenue, compared with the fiscal year ending with July 1, 1882, at least 8½ millions, and bring the actual total receipts down to say $395,000,000, against $403,525,250 last year.

Only one influence can lessen this estimated loss, and that is the natural growth in internal revenue. And on that point it is quite remarkable to see how freely the revenue is coming in during late months, for even in March, notwithstanding the large falling off in customs, the total receipts only show about 1½ millions loss, while receipts from internal taxes actually increased $1,886,173, and that, too, in face of the fact that the provisions remitting taxes on bank capital and deposits went into effect March 3. All of this will be seen by the following very interesting statement, showing the total Government revenue down to April 1 of this year and last year.

Government Receipts from—	1882-83.			1881-82.		
	For February.	*For March.*	*Total Since July 1, '82.*	*For February.*	*For March.*	*Total Since July 1, '81.*
	$	$	$	$	$	$
Customs	16,921,227	18,623,404	166,323,622	19,160,498	21,034,413	166,511,698
Intern'l rev'nue	10,041,693	11,888,089	108,259,460	9,186,206	10,001,916	105,533,776
Miscel's sources	4,310,436	1,794,742	27,843,163	2,619,620	2,779,580	26,716,747
Total receipts	31,273,356	32,306,235	302,426,245	30,916,324	33,815,909	298,762,221

As, in the matter of bond calls, so much depends upon correct conclusions respecting the effect of tax reductions under the new law, our readers should note these figures closely. Only the internal revenue sections with regard to bank capital and deposits are in operation as yet; but with the first of May all the tobacco provisions, and on June 1 the tariff sugar schedule, go into effect. The May and June returns ought therefore to give a fair guide as to the action of those features of the law during the coming year, keeping in mind always that if business is active, there will be a constant growth of revenue from the taxes lowered and from those unrepealed. On this point, and to aid the reader in making a proper allowance for natural growth in revenue, we give the following, showing the receipts from internal taxes since 1873. It should be remembered that during the

years covered by this statement and while there has been this constant increase in the total, several reductions have been made in the duties. This was particularly true in 1879 when the tobacco taxes were revised and very materially lowered. Only one year did those lesser rates leave any mark in the revenue, for in 1881 the loss was not only made good, but an increase of more than 2½ millions was added to the highest previous total. The statement is as follows. Under the head of "all others" are included $6,329,782 for 1873 and a trifling amount for subsequent years received from specific sources now exempt from tax.

Fiscal Years Ending June 30—	Internal Revenue Receipts from—				
	Spirits.	Tobacco.	Liquors.	All Others.	Total Sources.
	$	$	$	$	$
1873	52,099,371 78	34,386,303 09	9,324,937 84	18,264,843 37	114,075,456 08
1874	49,444,089 85	33,242,875 02	9,304,679 72	10,653,101 79	102,644,746 98
1875	52,081,091 12	37,303,461 88	9,144,004 41	12,015,696 82	110,545,154 23
1876	56,426,365 18	39,795,339 91	9,571,280 66	11,444,101 11	117,237,086 81
1877	57,469,429 72	41,103,546 92	9,480,789 17	10,933,418 44	118,995,184 25
1878	50,420,815 80	40,091,754 67	9,937,051 78	10,648,103 24	111,097,725 49
1879	52,570,284 69	40,135,002 65	10,729,320 08	10,483,859 45	113,918,466 87
1880	61,195,508 79	38,870,140 08	12,529,802 84	11,631,162 31	124,516,614 02
1881	67,153,974 88	42,854,991 31	13,700,241 21	12,070,157 13	135,779,364 53
1882	69,873,408 18	47,391,988 91	16,153,920 42	13,674,065 47	147,093,382 98

The foregoing is an instructive record. It tells us clearly, that should crops prove good this year and business active, the internal revenue will grow, and during the coming fiscal year be affected considerably less by the tax reductions than the larger estimates now current.

But the chief purpose we had for making this review of facts and figures affecting the revenue, was to enable the reader to form a more accurate opinion than before has been possible, as to the surplus the Secretary will have up to July 1. Mr. Folger estimated the receipts at 415 millions, against 403½ the previous year, his estimate being made of course before the late tax reductions. We have seen above that if we allow nothing further for natural growth in internal revenue, the total Government income from all sources is likely to be about 20 millions less than estimated, or say 395 millions. In the matter of disbursements the Secretary in his report estimated the total at 295 millions; but in that he allowed for the full appropriation of 100 millions for pensions and 59½ millions for interest. According to present advices the Commissioner of Pensions is to spend 30 millions less, or only 70 millions this fiscal year, while the requirements for interest will also be less than the estimate.

Hence the surplus for bond redemptions for the twelve months ending with July 1, if we leave the available balance the same as a year ago, will be at least 130 millions. We showed last week in our article on the financial situation, that the total amount of bonds already redeemed or agreed to be paid for out of this year's income up to the present time was only $110,692,150. Consequently if there is no further call to be issued, the Government will carry over the first of July a larger available balance by about 20 millions than it did last year, when it was reduced to $119,583,665 after making allowance for all interest due on that day.

THE FINANCIAL SITUATION.

In financial circles the feeling and outlook have improved during the past week. A leading cause for this has probably been the more spring-like weather which has prevailed, bringing with it reports and proof of the speculative nature of many of the unfavorable rumors that have been current during late weeks respecting winter wheat. The warmer temperature is also giving opportunity for spring work and planting. Added to these influences have been the growing ease in money, the rapid marketing of produce, the very large railroad earnings, and the assurance the latter facts afford of present commercial activity and of a growing demand for goods in the future.

Still, as we said last week, it is daily becoming more and more evident that any growth in the consuming power of the country for goods, is this year very closely connected with the summer's crops. This is to a great degree always true; but our very large and rapid conversion for two or three years of floating into fixed capital through railroad construction, connected with a season of loss instead of profit in crop production, has made such inroads into our accumulations of capital, as to leave us unusually dependent for great activity in business on future development. We consider the condition of commercial affairs wholly sound, and the consumption in progress very fair in extent; but our manufacturing interests have been so developed during late years that our power of production is in many cases in excess of present consuming capacity. Hence prices of such goods are low and in many instances unremunerative, and as a consequence there is a check to the growth of manufacturing power and a tendency to shorten production. This process in time would relieve the situation, but another good crop year, with large surpluses for export, would speedily help to increase the consumption of goods, and that in turn would quickly restore prices to a profitable basis.

The feature in the money market which has served to strengthen confidence in continued ease, has been the renewal of the flow of currency from the interior to this centre. It is hoped now that our banks will secure large gains of reserve from the West, and be independent for the time being of Treasury movements. This is the more important, since there seems to be a disposition at Washington to change the policy as to the Treasury balance, which has prevailed under Secretary Folger's administration, and go back to the old 40 per cent rule. A larger balance is perhaps necessary, at least as long as so many uncertainties exist with regard to the effect on the revenues of the late legislation. During March this balance was increased from 129 millions to 140, but with the first of April the interest due on that day was charged off and the balance reduced to 133½ millions. What supplies the market will receive from the Treasury hereafter is therefore a very uncertain question. There were only $3,062,000 bonds surrendered on Wednesday under the 120th call (mostly paid for yesterday), leaving $11,938,000 yet to be presented, and it is probable that these will come in slowly. The interest payment due May 1 amounts to $2,697,368, and that, with the ordinary current disbursements, and whatever may be drawn out through the redemption of bonds already called, must limit the supplies, while the payments out of the market into the Treasury, seem to continue very free.

According to telegrams from Washington to the Associated Press, the tardy presentation of called bonds is interpreted there as meaning that the stringency in money here was artificial, not real. This view is not warranted. Undoubtedly, those who hold the bonds are not distressed for money; they bought them for investment and are satisfied to keep them so long as they draw interest, and would not loan out the money, but simply re-invest it, if they had it; so to them the high rates are no temptation. Besides, any banker or broker who holds these bonds can at any time borrow at the lowest current rate the full amount of their face value for use on the street, while the bonds are not paid without rebate and therefore carry interest, often makes the better return, especially when the delay and loss of time occupied in sending them to Washington is taken into the consideration Then again, a few Govern-

ment bonds help, at all times, amazingly in carrying through a bunch of second-rate collaterals. For these and for other reasons not necessary to mention, holders refuse to surrender these securities until they are compelled to do so, never mind what the rates for money here may be.

The continued strong foreign exchange market and higher rates prevailing preclude, for the time being at least, any hope of further supplies of money from Europe for our market. This week we have received $794,569 in American coin, Russian imperials and francs ($145,000 of which, however, is to be paid for only to-day by the Treasury), and there is probably one other shipment still afloat; further than that there appears to be little probability of any speedy arrivals from that quarter. It is not anticipated that the high rates for exchange now current will continue to prevail, though it is possible that they may for a time go still higher. The explanation given by bankers for the present situation is a small supply of commercial bills while there is a considerable demand from importers of goods, who since money has become less stringent have been remitting in settlement of their individual indebtedness abroad, and also a demand from bankers who have sold stocks here for European account. The inquiry within the past few days has been more for short bills and cables than for long sterling, which indicates an urgent demand from bankers.

However, as already stated, it is not expected that these high rates will continue. There is a very considerable amount of cotton yet to go forward, and this staple makes bills rapidly. Besides, it is expected that yesterday's decline in breadstuffs at the Western centres and the more favorable weather will start a freer movement of grain to Europe, and as we have apparently a large surplus still left for disposal, this also should increase the supply of bills. Then, too, good weather ought to lead to lower prices for provisions and a freer movement in them. Furthermore, imports are not very large now, and it is felt that they may be lighter yet during the remaining weeks of this fiscal year, many goods being kept back to secure the advantage of lower rates which go into effect with the first of July. On the other hand, Europe is now apparently selling American securities. But the supply of our stocks and bonds cannot be large on the London market, and with the increasing traffic returns of our railroads it would not be surprising at any time to see a renewed buying of the stocks of well-managed properties, and consequently a turn in the current. For these reasons it is fair to assume that while our trade balance is not likely to warrant gold imports at present, yet with a favorable crop season they will be resumed in the summer, which has heretofore been the period when they have been largest. In the meantime our banks must look to the interior as the only source from which they can hope to supply the Government and business demand upon them. The past week the New York Clearing-House banks, according to reports collected by us, have received from and shipped to the interior gold and legal tenders as follows.

Week Ending April 6, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency	$2,140,000	$980,000	Gain. $1,160,000
Gold	70,000	156,000	Loss. 86,000
Total gold and legal tenders	$2,210,000	$1,136,000	Gain. $1,074,000

The above shows the actual changes in the bank holdings of gold and legal tenders caused by this movement to and from the interior. In addition to that movement our City banks have also gained $2,612,301 by the operations of the Sub-Treasury, and $649,569 by imports of gold or payments on account of same through the Assay Office. Adding these items therefore to the above, we have the following, which should indicate the total gain to the New York Clearing-House banks of gold and legal tenders for the week covered by the bank statement to be issued to-day. As, however, the Treasury disbursements were exceptionally heavy on the last day of the bank week (Friday), because of payments for called bonds redeemed, and as the banks report only the *average* of their holdings during the week, and not the actual cash on hand at the end of the week, the increase here shown will be reflected only in part in this week's return.

Week Ending April 6, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	$2,210,000	$1,136,000	Gain. $1,074,000
Sub-Treasury operations, net	2,612,301	.....	Gain. 2,612,301
Imp'ts of gold & Assay Office pay'ts	649,569	.....	Gain. 649,569
Total gold and legal tenders	$5,471,870	$1,136,000	Gain. $4,335,870

The Bank of America paid out $50,000 gold during the week, on account of the associated banks.

Under the influence of the improving prospects of the money market, the better weather and crop promise, the very large earnings of our railroads, rumors of extra dividends and new combinations, and a considerable short interest in the securities of some properties, the stock market has shown greatly increased activity and strength this week. The movement on Monday was held in check by active money, but on Tuesday the speculators for a rise took advantage of the existence of a large short interest in Chicago & Northwestern common and rapidly advanced the price. This served to alarm the operators who had been indulging in free speculative sales of other stocks, and they hastened to cover their short contracts, thus causing an upward movement in nearly the whole list. This manipulation was continued on Wednesday. On Thursday and Friday, with a more favorable outlook in all the particulars mentioned, the market became strong and buoyant, and so continued nearly all the time. The advance in the Northwesterns was aided by the old story of a scrip dividend, and also by a rumor that new stock would be issued for the purpose of paying for recent acquisitions and offered to present stockholders at par. This company has so large an undivided surplus that the story of a scrip dividend is always readily believed, and the plan of issuing new stock at par was so successful in the case of the Chicago Milwaukee & St. Paul that it was regarded as probable that the same course would be taken in this instance. A positive denial by one of the executive officers of the company that either scheme had been considered had little unfavorable effect, for the reason that present owners were satisfied to hold it, and speculators did not feel disposed to make free sales of a property which could be so readily manipulated to their disadvantage.

The rise in the other stocks which followed this movement in the Northwesterns was not wholly speculative. Those stocks which have merit were bought by investors, who probably think that at current figures they are none too high. There was, also, some buying by non-professional speculators, who have been waiting to see what course the market would take after the change to comparative ease in money. Finding that the cliques were indisposed to let prices fall and that they were apparently determined to move the market upward, these speculators decided to take the risk and buy while the opportunity offered for getting stocks at the lower figures.

As already stated, the movement between New York and London has been against this market this week. The following shows relative prices of leading bonds and stocks in the two markets at the opening each day.

	April 2.		April 3.		April 4.		April 5.		April 6.	
	Lond'n prices.*	N.Y. prices	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S.4s,c.	119·31	119⅜‡	119·18	119⅛	119·18	119⅛	119·31	119⅛	119·55	119⅜
U.S.3½s	103·42	101‡	102·82	102½	103·30	102¼	103·06	102⅜	103·15	102⅛
Erie.....	37·34	37	36·98	37	37·22	37¼	37·58	37¾	38·15	38⅛
2d con.	97·00	96⅛	97·00	96⅛	97·48	96⅛	97·48	97¼	97·68	97⅝
Ill. Cent.	146·95	146	146·71	146½	146·95	146¾	146·95	146¾	147·74	146¾
N. Y. C..	126·58	126⅛	126·10	125⅞	126·82	126⅛	126·70	126½	126·96	127
Reading	26·67†	53½	26·43†	53¼	26·67†	53⅜	27·23†	54⅜	27·45†	54⅝
Ont.W'n	25·94	25¼	25·82	25¾	[illegible]	[illegible]	26·19	26⅛	26·22	26¼
St. Paul.	99·66	99⅝	99·18	98¾	99·91	100	101·36	101¾	102·30	102⅜
Exch'ge, cables.	4·85		4·85		4·85		4·85		4·86	

* Expressed in their New York equivalent. ‡ Ex interest.
† Reading on basis of $50, par value.

The Bank of England rate of discount remains unchanged at 3 per cent. The Bank lost £378,000 bullion during the week and £61,000 on balance on Thursday and Friday, and the proportion of reserve to liabilities has been reduced 3 15-16 per cent. The Bank of France reports a decrease of 1,850,000 francs gold and of 500,000 francs silver, and the Bank of Germany, since last return, has lost 17,523,000 marks. The following shows the amount of bullion in the principal European banks this week and at the corre sponding date last year.

	April 5, 1883.		April 6, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England.....	21,940,724	.....	23,317,427	.....
Bank of France.....	39,835,720	42,136,600	34,827,115	45,832,918
Bank of Germany.....	7,739,712	23,219,133	6,802,500	20,407,500
Total this week.....	69,516,156	65,355,739	64,947,042	66,240,418
Total previous week.....	70,124,788	65,844,320	65,523,142	66,545,878

The investment demand for Government bonds has carried prices of the long-date issues sharply upward this week, and the market is strong at the advance, with the largest business in the 4 per cents.

The Assay Office paid out $130,049 for domestic and $99,569 for foreign bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Mch.30...	$267,552 74	$35,000	$22,000	$175,000	$35,000
" 31...	296,369 27	38,000	17,000	198,000	44,000
April 2...	403,134 21	45,000	17,000	299,000	41,000
" 3...	541,590 37	38,000	28,000	385,000	91,000
" 4...	383,517 70	34,000	11,000	285,000	53,000
" 5...	542,308 23	64,000	17,000	381,000	80,000
Total.	$2,434,472 52	$254,000	$112,000	1,723,000	$344,000

COTTON CONSUMPTION AND OVERLAND MOVEMENT TO APRIL 1.

We are this week able to make up our overland report for another month. This brings the statement down to April 1, and covers seven months of the crop year. The March movement was not large, and yet the figures show a small excess over each of the last two years, and help to enlarge the possibilities of a crop already developed beyond the world's consuming capacity. Our producers are unfortunate this year, in the fact that their large production has fallen upon such sluggish markets for goods.

OVERLAND MOVEMENT TO APRIL 1, 1883.

We presume the very full breadstuffs movement over our Northern railroads has prevented the making of through rates to tempt cotton, and to this fact the moderate increase in rail shipments of the staple, compared with last year's small crop, is due. Still the *gross* total for March is 106,162 bales, against 94,716 in 1882 and 98,064 bales in 1881; this makes the total *gross* movement for the year to April 1 reach 989,656 bales, against 917,085 bales to April 1, 1882, and 838,692 bales to the same day of 1881. The *net* figures makes a better comparison with previous years, the net for the month of March, 1883, being 45,768 bales, against 41,118 in same month of 1882 and 37,042 in 1881, so that the totals for the seven months to April 1, are 572,324 bales for 1882–83, against 394,473 bales in 1881–82 and 452,089 bales in 1880–81. The details for the seven months for these three seasons are as follows.

OVERLAND FROM SEPTEMBER 1 TO APRIL 1.

	1882-83.	1881-82.	1880-81.
Since September 1, shipped—			
From St. Louis.....	343,779	300,010	294,553
Over Illinois Central.....	19,986	5,082	36,800
Over Cairo & Vincennes.....	182,362	123,552	82,681
Over the Mississippi River, above St. L..	106,048	92,305	133,107
Over Evansville & Terre Haute.....	21,052	14,827	24,317
Over Jeffersonville Mad. & Indianapolis	43,479	81,039	64,907
Over Ohio & Mississippi Branch.....	53,158	15,599	32,712
Over Louisville Cincinnati & Lexington	45,073	94,185	34,679
Receipts at Cincinnati by Ohio River...	36,088	50,173	31,534
Receipts at Cincinnati by Cin. South'rn	64,747	115,698	67,627
Over other routes.....	68,458	12,002	24,223
Shipped to mills, not included above...	5,321	12,613	11,552
Total gross overland.....	989,656	917,085	839,692
Deduct—			
Receipts overland at N.Y., Boston, &c.	382,888	402,497	318,237
Shipments between (or South from) Western interior towns.....	10,946	5,416	10,533
Shipments inland (not otherwise deducted) from—			
Galveston.....	50	11,074	790
New Orleans.....	37	14,819	660
Mobile.....	20,221	76,418	43,026
Savannah.....	.....	.....	.....
Charleston.....	.....	.....	.....
North Carolina ports.....	752	4,127	4,569
Virginia ports.....	2,438	8,261	8,788
Total to be deducted.....	417,332	522,612	386,603
Leaving total net overland*.....	572,324	394,473	452,089

* This total includes shipments to Canada by rail, which since Sept. 1, 1882, amount to 32,564 bales.

RECEIPTS, EXPORTS AND SPINNERS' TAKINGS.

There has been of course a still further increase in receipts at the ports during the month of March. The total port receipts are now 1,055,030 bales greater than in 1881–82, and 270,560 bales larger than in the previous season. Taking the ports separately, the largest increase per cent in the receipts of this year over last year is shown at Galveston, where the excess this year to April 1 is 88¼ per cent; New Orleans follows, with 34 per cent; Norfolk, 27 per cent; Mobile, 22 per cent; West Point, &c., 19 per cent; Charleston, 15 per cent, and Savannah, 10 per cent; while Wilmington shows a decrease of about 7 per cent compared with last crop. Foreign exports during the month reached 503,290 bales, against 401,661 bales last year, and 481,409 in 1880–81, the total increase for the season being 1,032,325 bales over 1881–82 and 300,995 over the same period in the preceding year. Port stocks on April 1 were 14,766 bales less, and interior stocks about 34,000 bales greater than last season. The receipts, exports and stocks, presented in our us ual form, are as follows.

Movement from Sept. 1, 1882 to April 1, 1883.	Receipts since Sept. 1, 1882.	Receipts since Sept. 1, 1881.	EXPORTS SINCE SEPT. 1, 1882, TO—				Stocks Apr. 1.
			Great Britain*	France.	Contl-nent.	Total.	
Galveston.....	739,320	392,920	278,879	33,600	139,267	451,746	64,129
Indianola, &c..	15,866	13,450	.....	.....	.....	.....	.....
New Orleans....	1,495,304	1,118,482	661,879	239,428	349,618	1,250,925	305,080
Mobile.....	298,722	245,135	26,895	5,423	1,100	33,418	32,247
Florida.....	15,342	26,891	.....	.....	.....	.....	.....
Savannah.....	759,908	690,129	97,230	25,658	258,872	381,760	43,859
Brunswick, &c.	5,508	6,964	.....	.....	.....	.....	.....
Charleston.....	540,564	471,862	124,264	24,775	169,869	318,908	51,249
Port Royal, &c.	22,201	22,831	.....	.....	2,990	2,990	.....
Wilmington.....	122,690	131,715	49,116	.....	4,590	53,703	10,075
Morch'd C., &c.	18,039	25,869	.....	.....	.....	.....	.....
Norfolk.....	718,551	564,514	313,088	.....	13,997	327,085	60,402
West Point, &c.	210,786	177,369	29,184	.....	.....	29,184	.....
New York.....	125,280	142,781	357,259	23,465	123,037	503,761	231,338
Boston.....	147,278	185,608	125,613	.....	443	126,056	5,885
Baltimore.....	87,915	14,096	125,627	3,419	40,392	169,438	28,892
Philadelphia, &c.	72,415	60,012	61,616	.....	2,590	64,206	13,160
Total 1882-83...	5,345,670	.....	2,250,650	355,768	1,111,765	3,718,183	846,613
Total 1881-82....	.....	4,290,640	1,764,199	271,556	650,103	2,685,858	861,379
Total 1880-81....	.....	5,075,110	2,161,737	430,884	824,567	3,417,188	804,199

* Great Britain exports include to the Channel.

Using the facts disclosed by the foregoing statements, we shall find that the portion of the crop which has reached a market through the outports and overland, and the Southern consumption since September 1 this year and the two previous years, is as follows.

	1882-83.	1881-82.	1880-81.
Receipts at the ports to April 1.....bales.	5,345,670	4,290,640	5,075,110
Net shipments overland during same time	572,324	394,473	452,089
Total receipts.....bales.	5,917,994	4,685,113	5,527,199
Southern consumption since September 1.	240,000	190,000	155,000
Total to April 1 .....bales.	6,157,994	4,875,113	5,682,199

The increase in the amount of cotton marketed during the first seven crop months of 1882–83 is thus seen to be 1,282,881 bales over 1881-82 and 475,795 bales over 1880-81. To determine the portion which has gone into the hands of Northern spinners during the same period, we have prepared the following.

Total receipts to April 1, 1883, as above.....bales.		6,157,994
Stock on hand commencement of year (Sept. 1, 1882)—		
At Northern ports.....	98,892	
At Southern ports.....	21,830—120,722	
At Providence, &c., Northern interior markets ..	3,510—	124,232
Total supply to April 1, 1883		6,282,226
Of this supply there has been exported to foreign ports since Sept. 1, 1882..	3,718,183	
Less foreign cotton included	2,926—3,715,257	
Sent to Canada direct from West.....	32,564	
Burnt North and South.....	1,342	
Stock on hand end of month (April 1, 1883)—		
At Northern ports.....bales 279,275		
At Southern ports..... 567,338—816,613		
At Providence, &c., Northern interior markets..	11,463—4,607,239	
Total takings by spinners since September 1, 1882.....		1,674,987
Taken by Southern spinners		240,000
Taken by Northern spinners since September 1, 1882		1,434,987
Taken by Northern spinners same time in 1881-82..... ...		1,310,751
Increase in takings by Northern spinners this year..bales.		124,236

The above indicates that Northern spinners had up to April 1 taken 1,434,987 bales, an increase over the corresponding period of 1881-82 of 124,236 bales, and an increase over the same months of 1880-81 of 24,959 bales.

AMOUNT OF CROP NOW IN SIGHT.

In the foregoing we have the number of bales which have already been marketed this year and the two previous seasons. An additional fact of interest is the total of the crop which was in sight on April 1, compared with a year ago. We reach that point by adding to the above the stock remaining at that date at the interior towns, less stock held by them at the beginning of the season. In this manner we find the result for the three years on April 1 to be as follows.

	1882-83.	1881-82.	1880-81.
Total marketed, as above....bales.	6,157,994	4,875,113	5,682,199
Interior stocks in excess of Sept. 1	250,000	187,757	251,000
Total in sight.....bales.	6,407,994	5,062,870	5,933,199

This indicates that the increased movement up to this date of the present year is 1,345,124 bales as compared with 1881-82, and 474,795 bales as compared with 1880-81. As we remarked last month the marketing during the latter year has hitherto most closely compared with the present season. Hence it is of interest to add the increase already indicated to the actual crop of that year. By doing so it appears that the total production this season would be 7,064,000 bales;—that is to say, the yield would reach that figure if there is no further increase or decrease in the movement for the remaining months of this season compared with the same months of 1880–81.

WEIGHT OF BALES.

To furnish a more exact measure of the receipts up to April 1, we give below our usual table of the weight of bales. We give for comparison the figures for the same time in the two previous seasons.

	Seven Months ending April 1, 1883.			Same period in 1881-82	Same period in 1880-81.
	Number of Bales.	Weight in Pounds.	Average Weight.	Average Weight.	Average Weight.
Texas	755,186	392,199,336	519·34	505·60	513·84
Louisiana.....	1,495,304	724,250,492	484·35	465·09	481·50
Alabama	298,722	150,257,166	503·00	494·00	510·00
Georgia*...	780,818	377,037,012	482·90	471·63	480·33
South Carolina.	562,765	265,900,835	472·49	462·83	479·00
Virginia	929,337	442,029,951	475·61	470·79	472·85
North Carolina.	140,648	66,271,931	471·19	468·76	476·00
Tennessee, &c..	1,195,212	603,582,060	505·00	476·70	500·60
Total.....	6,157,994	3,021,549,683	490·67	473·99	488·04

* Including Florida.

It will be noticed that the movement up to April 1 shows an increase in the average weight as compared with the same periods of the last two years, the average this year being 490·67 lbs. per bale, against 473·99 lbs. per bale for the same time in 1881-82, and 488·04 in 1880-81.

THE COTTON GOODS TRADE IN MARCH.

The demand for cotton goods at first hands during the month in the principal markets was rather irregular and to a great extent restricted to moderate-sized lots of the best and most reliable brands. Trade with jobbers, however, was quite active. Low grade brown and bleached goods were a trifle easier in some cases, but the best qualities continued steady in price. There has been a moderate demand for colored cottons, which remained fairly steady. Print cloths were more largely dealt in, and the close was steady at a fractional decline from opening quotations. The stock of cloths held March 31 was about 750,000 pieces, against 675,000 pieces March 1, 650,000 pieces February 1 and 750,000 pieces January 1. The subjoined gives the prices of low middling cotton, printing cloths 64x64s, and standard sheetings during March for the last three years.

MARCH.	1883.			1882.			1881.		
	Cott'n low middling.	Printing cloths, 64x64.	Sheetings, standard.	Cott'n low middling.	Printing cloths, 64x64.	Sheetings, standard.	Cott'n low middling.	Printing cloths, 64x64.	Sheetings, standard.
1.....	9 11/16	3·73	8	11 1/4	3·73	8 3/4	11	4 1/16	8 1/2
2.....	9 11/16	3·73	8	11 1/4	3·71	8 3/4	10 15/16	4 1/16	8 1/2
3.....	9 11/16	3·73	8	11 5/16	3·71	8 3/4	10 7/8	4	8 1/2
4.....	.....	8..	.....	11 5/16	3·71	8 3/4	10 13/16	4	8 1/2
5.....	9 11/16	3·73	8	.....	8..	.....	10 13/16	4	8 1/2
6.....	9 11/16	3·73	8	11 5/16	3·71	8 3/4	.....	8..	.....
7.....	9 11/16	3·71	8	11 3/8	3·69	8 3/4	10 11/16	4	8 1/2
8.....	9 11/16	3·69	8	11 3/8	3·69	8 3/4	10 5/8	4	8 1/2
9.....	9 11/16	3·69	8	11 7/16	3·67	8 3/4	10 1/2	4	8 1/2
10.....	9 11/16	3·69	8	11 1/2	3·67	8 1/4	10 5/16	3 7/8	8 1/2
11.....	.....	8..	.....	11 5/8	3·67	8 1/4	10 1/4	3 7/8	8 1/2
12.....	9 11/16	3·69	8	.....	8..	.....	10 1/4	3 3/4	8 1/2
13.....	9 11/16	3·69	8	11 5/8	3·67	8 1/4	.....	8..	.....
14.....	9 11/16	3·66	8	11 5/8	3·69	8 1/4	10 1/16	3 3/4	8 1/2
15.....	9 3/8	3·65	8	11 11/16	3·69	8 1/4	10 1/16	3 3/4	8 1/2
16.....	9 3/8	3·65	8	11 3/4	3·71	8 1/4	10 1/16	3 3/4	8 1/2
17.....	9 3/8	3·65	8	11 3/4	3·75	8 1/4	10	3 3/4	8 1/2
18.....	.....	8..	.....	11 3/4	3·77	8 1/4	10	3 7/8	8 1/2
19.....	9 11/16	3·63	8	.....	8..	.....	10 1/16	3 7/8	8 1/2
20.....	9 11/16	3·63	8	11 3/4	3·77	8 1/4	.....	8..	.....
21.....	9 5/8	3·63	8	11 3/4	3·77	8 1/4	10 1/16	3 3/4	8 1/2
22.....	9 5/8	3·63	8	11 3/4	3·77	8 1/4	10 1/16	3 7/8	8 1/2
23.....	.....	Holi day ..		11 3/4	3·77	8 1/4	10 1/16	3 15/16	8 1/2
24.....	.....	Holi day ..		11 3/4	3·77	8 1/4	10	4	8 1/2
25.....	.....	8..	.....	11 3/4	3·77	8 1/4	10	3 15/16	8 1/2
26.....	9 3/8	3·63	8	.....	8..	.....	10	3 15/16	8 1/2
27.....	9 5/8	3·63	8	11 3/4	3·77	8 1/4	.....	8..	.....
28.....	9 9/16	3·63	8	11 3/4	3·77	8 1/4	9 15/16	3 7/8	8 1/2
29.....	9 9/16	3·63	8	11 11/16	3·77	8 1/4	9 15/16	3 7/8	8 1/2
30.....	9 9/16	3·63	8	11 11/16	3·77	8 1/4	9 15/16	3 7/8	8 1/2
31.....	9 9/16	3·65	8	11 11/16	3·77	8 1/4	9 15/16	3 15/16	8 1/2

The above prices are—For cotton, low middling upland at New York; for printing cloths, manufacturers' prices; for sheetings, agents' prices which are subject to an average discount of 5 per cent.

OUR TRADE MOVEMENT.

As we indicated would be the case two weeks ago, the return of our foreign commerce for February does not make so flattering an exhibit as did the returns of the three months immediately preceding. The Bureau of Statistics gives the excess of merchandise exports over imports at only 10½ millions, against 23½ millions in January, 33½ millions in December, and 25¾ millions in November. Of course, the fact that February has only 28 days operated to diminish the balance somewhat, but the main reason for the decline is found in a large contraction in the export movement caused by the falling off in the

cotton shipments which in the other months were very heavy, but now that the cotton season is waning are no longer so important. It is to be remarked, however, that the comparison with February of last year is quite favorable, inasmuch as then the balance was against this country in the sum of 2¼ million dollars. But as 1882 was so exceptional in this respect, it may be useful to extend the comparison two or three years further back, and we give below, therefore, the January and February movement of imports and exports for five years past.

	1879.	1880.	1881.	1882.	1883.
Exports Merchandise.	$	$	$	$	$
January	59,409,194	66,997,173	74,078,962	64,921,051	80,375,453
February	64,828,737	59,956,673	67,733,807	56,606,533	66,856,279
Total	124,237,931	126,953,846	141,812,769	121,527,584	147,231,732
Imports Merchandise.					
January	33,515,640	55,208,488	45,284,858	56,956,224	56,939,399
February	35,373,419	55,647,471	47,759,493	58,826,926	56,302,669
Total	68,889,059	110,855,959	93,044,351	115,783,150	113,242,068
Excess of Exports	55,348,872	16,097,887	48,768,418	5,744,434	33,989,664
Total trade	193,126,990	237,809,805	234,857,120	237,310,734	260,473,800

In this we see again the steady growth in the exports from year to year. The February total is but a trifle below the largest ever made in that month, while the aggregate for the two months this year is altogether without a parallel in the trade movement for that period. The imports, too, show a heavy augmentation within recent years, but it is noteworthy that there is a falling off in February from the large total of 1882. Nevertheless, the smaller excess of exports this year, as compared with such years as 1879 and 1881, is wholly due to the great expansion in the imports, which in the two months of 1879 were less than 69 millions, but in the present year were over 113 millions.

Of course, our excellent harvests, with the consequent large export of domestic products, are chiefly responsible for the improved condition of our trade compared with 1882, but the check which the imports appear to have received is also a favoring influence. In February, the decrease, as will be seen, was only 2½ millions, but in future months it is likely that there will be a larger decrease, as the tendency now is towards conservatism in all operations, while a year ago the total of the imports kept steadily rising. With the 2½ millions diminution in imports, we had 10½ millions increase in exports as compared with February, 1882, and thus secured the balance of 10½ millions in our favor, as against the deficit of 2¼ millions a year ago. The following shows the imports and exports from each port in the two years.

EXPORTS AND IMPORTS OF MERCHANDISE AT U. S. PORTS.

Exports (Domestic and Foreign.)	1883.		1882.	
	February.	*Since Jan. 1.*	*February.*	*Since Jan. 1.*
	$	$	$	$
New York	28,425,360	57,317,292	25,752,081	53,607,261
New Orleans	9,552,736	22,189,951	5,609,041	12,714,112
Baltimore	5,086,935	9,903,814	2,338,152	4,135,222
Boston, &c.	4,566,113	9,339,013	4,901,869	10,076,096
Philadelphia	2,442,769	5,805,079	2,562,265	5,663,921
San Francisco	4,052,795	8,769,468	3,687,580	8,730,712
All other ports	12,729,571	33,917,115	11,755,545	26,600,260
Total	66,856,279	147,231,732	56,606,533	121,527,584
Imports.				
New York	40,479,727	81,740,339	41,990,660	83,861,404
New Orleans	1,013,431	1,586,196	989,473	1,996,570
Baltimore	1,088,759	2,260,711	946,113	1,928,982
Boston, &c.	5,846,383	11,023,240	5,692,153	10,308,454
Philadelphia	2,208,381	4,328,828	2,754,979	5,408,790
San Francisco	3,087,658	7,114,795	2,542,728	4,765,249
All other ports	2,578,330	5,187,959	4,010,820	7,513,701
Total	56,302,669	113,242,068	58,826,926	115,783,150

Of the 10 millions gain in the exports, breadstuffs contributed $4,600,000, provisions $200,000, and cotton and other items the remainder. New Orleans and Baltimore are again conspicuous for their heavy increase, and the explanations made with regard to this in our previous review still hold good. San Francisco also shows enlarged totals this month, and as breadstuffs form the chief staple of export from that port it is evident that California is enabled to find a ready market for her surplus product this year as last, notwithstanding the much larger crop raised east of the Rocky Mountains the latter season. Indeed, of the 5,666,035 bushels of wheat exported from this country in February, San Francisco supplied 2,537,907 bushels, or nearly one-half. What part the breadstuffs and provisions exports played in the movement at each port is clearly set out in the following table.

EXPORTS OF BREADSTUFFS AND PROVISIONS FROM LEADING PORTS.

Breadstuffs.	1883.		1882.	
	February.	*Since Jan. 1.*	*February.*	*Since Jan. 1*
	$	$	$	$
New York	6,028,411	12,312,294	4,922,057	9,678,020
New Orleans	873,031	1,662,026	59,526	90,710
Baltimore	2,852,247	5,395,199	1,094,401	1,828,214
Boston	929,393	1,935,599	914,258	1,759,801
Philadelphia	908,142	1,849,553	455,957	849,381
San Francisco	3,242,499	6,874,236	2,696,586	6,662,313
Other ports	939,286	1,579,679	1,032,408	2,284,269
Total	15,773,009	31,608,586	11,175,193	23,152,717
Provisions, &c.				
New York	6,708,255	13,892,100	6,082,599	15,568,380
New Orleans	9,165	18,216	5,820	12,548
Baltimore	366,674	651,926	50,497	217,001
Boston	1,514,569	3,094,763	1,600,194	3,247,555
Philadelphia	540,941	1,650,988	1,098,461	2,536,890
San Francisco	23,030	52,908	29,390	51,839
Other ports	295,100	745,317	379,621	809,748
Total	9,457,734	20,106,218	9,246,582	22,446,961

In the individual items of the breadstuffs exports, aside from the continued increase over last year in the shipments of flour, there is only one fact of prominence—the revival of the outward movement of corn. In February we exported over twice as much corn as a year ago, and for the two months this year the shipments reach almost 9½ million bushels. How large this total is as compared with a year ago, is apparent when we say that during the whole of 1882 only 15 million bushels went out from this country, though in 1881 the aggregate was over 72 millions. The following are the figures for February and the two months.

EXPORTS OF BREADSTUFFS IN FEBRUARY AND SINCE JANUARY 1.

February.	*Quantity.*		*Value.*	
	1883.	1882.	1883.	1882.
			$	$
Barley ....bush.	21,984	4,383	14,900	3,784
Corn ....bush.	5,304,689	2,418,266	3,747,365	1,698,228
Corn-meal ....bbls.	19,570	16,021	67,253	51,680
Oats ....bush.	25,018	26,465	14,385	15,178
Rye ....bush.	87,991	66,011	69,944	65,628
Wheat ....bush.	5,666,035	5,318,183	6,491,026	6,222,841
Wheat-flour ... bbls.	902,633	526,499	5,368,136	3,117,854
Total			15,773,009	11,175,193
Since Jan. 1.				
Barley ....bush.	30,310	20,234	20,785	16,073
Corn ....bush.	9,475,395	4,077,845	6,570,323	2,908,282
Corn-meal ....bbls.	38,535	37,723	137,091	125,643
Oats ....bush.	39,839	45,657	22,792	26,256
Rye ....bush.	111,476	149,334	89,323	147,388
Wheat ....bush.	12,671,331	12,090,694	14,103,023	13,875,680
Wheat-flour ... bbls.	1,838,119	1,009,230	10,665,249	6,053,395
Total			31,608,586	23,152,717

In the provisions and dairy shipments there are no new features. Beef and butter continue to show improvement on 1882, while cheese remains conspicuous for its very heavy falling off. It is to be noted that while the total value of all articles embraced in the statement is a trifle larger than in the previous year, this is only because of the heavy decrease from 1881 which the previous year recorded. Annexed is our usual table.

EXPORTS OF PROVISIONS, &C., IN FEBRUARY AND SINCE JANUARY 1.

February.	*Pounds.*		*Value.*	
	1883.	1882.	1883.	1882.
			$	$
Beef, fresh and salted	12,889,683	9,814,920	1,281,053	916,980
Bacon and hams	39,344,757	44,272,317	4,218,331	4,349,525
Lard	21,765,189	20,164,413	2,468,480	2,292,266
Pork	7,105,839	7,595,825	682,186	662,959
Tallow	4,303,336	5,054,946	348,429	416,435
Butter	1,061,034	386,860	209,067	85,280
Cheese	2,067,944	4,953,962	250,188	523,137
Total			9,457,734	9,246,582

Since Jan. 1.	Pounds. 1883.	Pounds. 1882.	Value. 1883.	Value. 1882.
			$	$
Beef, fresh and salted	21,500,146	22,835,269	2,112,849	2,114,886
Bacon and hams	92,619,897	108,246,021	9,749,191	10,761,902
Lard	46,428,296	50,638,344	5,183,630	5,814,783
Pork	13,081,073	17,455,475	1,345,499	1,478,971
Tallow	6,437,351	10,211,227	521,602	847,291
Butter	1,816,612	982,373	362,782	200,674
Cheese	4,815,593	11,119,051	530,656	1,228,454
Total			20,106,218	22,446,961

FINANCIAL REVIEW OF MARCH, 1883.

The month of March was singular in some respects, and the general result of business in financial circles was not altogether satisfactory. Congress adjourned on the 4th, after passing the revised tariff and internal revenue laws, and then a general improvement was expected. But, so far as New York was concerned, this was not realized, for the activity was impeded by a severe stringency in the money market; the city banks being considerably below the legal requirement in their reserves. Money ruled at about 10@15 per cent, with exceptions above and below these figures, for nearly three weeks, and during that time business at the Stock Board was reduced to a minimum.

In the market for investments the demand for government bonds was large in the latter part of March, to meet the inquiry coming from some of the New England States and from New Jersey, from corporations and individuals who desire to prepare themselves for taxation.

Speculation was very dull, and the sales at the Stock Board often presented the appearance of a midsummer stagnation. Of some stocks there are hardly sales enough, at times, to make live quotations. The situation was such that those who held stocks and had been carrying them for some time were unwilling to throw them overboard just when there was a probability of higher prices as soon as the money market relaxed. On the other hand, there was little inducement for outsiders to come in and buy stocks when they had to pay 10@15 per cent interest for carrying them. Late in the month, when the money market relaxed, there was a more confident tone.

Foreign exchange was weak, and a considerable movement took place in the importation of foreign specie, of which the receipts at the port of New York amounted to $3,700,000. At the close, however, when money relaxed, foreign exchange became stronger, and specie shipments from abroad were checked.

The following summary shows the condition of the New York City Clearing-House banks, rate of foreign exchange, and prices of leading securities and articles of merchandise, on or about the 1st of April, 1881, 1882 and 1883.

STATISTICAL SUMMARY ON OR ABOUT APRIL 1, 1881, 1882 AND 1883.

	1881.	1882.	1883.
New York City Banks—			
Loans and discounts	$ 300,622,000	311,219,400	310,130,100
Specie	$ 57,668,900	58,602,100	49,086,800
Circulation	$ 16,630,500	20,096,500	16,574,800
Net deposits	$ 275,586,500	285,659,600	279,944,200
Legal tenders	$ 12,934,500	16,150,900	16,801,800
Legal reserve	$ 68,896,625	71,414,900	69,986,050
Reserve held	$ 70,603,400	74,753,000	65,888,600
Surplus reserve	$ 1,706,775	3,338,100	def4,097,450
Money, Exchange, Silver—			
Call loans	4@6+1/16 p.d.	3@6	4@20
Prime paper, sixty days	5@6	5@6	6@6½
Silver in London, per oz	52 1/16d.	52 1/16d.	50 7/8d.
Prime sterling bills, 60 days	4 80¾-4 81½	4 85¾-4 86¼	4 82½
United States Bonds—			
3s, registered, option U. S	.....	.....	103¾
6s, currency, 1898	133	133	131
5s, 1881, (continued at 3½)	.....	103⅜	x101
4½s, 1891, coupon	112⅝	115¼	113⅜
4s of 1907, coupon	114	119⅝	119⅜
Railroad Stocks—			
New York Central & Hud. Riv.	146⅝	133⅜	126⅛
Erie (N. Y. L. E. & W.)	48⅝	37¾	37
Lake Shore & Mich. Southern	131⅝	119¾	108¾
Michigan Central	112⅞	84½	93¾
Chicago Rock Island & Pacific	136½	131½	122½
Illinois Central	136¾	137⅛	146
Chicago & Northwestern, com.	124¼	131⅜	131⅝
Chicago Milw. & St. Paul, com.	112	114	99⅝
Delaware Lack. & Western	122⅜	121½	125½
Central of New Jersey	103	84¼	72¼
Merchandise—			
Cotton, Middl'g Uplands. ℔ lb.	10 11/16	12⅛	10 1/16
Wool, American XX ℔ lb.	48@49	36@44	37@47
Iron, Amer. pig, No. 1 ℔ ton.	24 50@25 50	26 00@27 00	24 00@24 50
Wheat, No. 2 red win. ℔ bush.	1 24½@1 25	1 41@1 42	1 21@1 21¾
Corn, Western mixed ℔ bush.	56@59	77@82	60@67½
Pork, mess ℔ bbl.	15 90@16 00	17 50@17 75	19 20@19 25

The statements of the New York City Clearing House banks in each week of March were as follows:

NEW YORK CITY BANK MOVEMENTS IN MARCH.

New York City Bank Statements.	Mar. 3.	Mar. 10.	Mar. 17.	Mar. 24.	Mar. 31.
Loans and disc'ts	$327,172,100	$325,180,000	$319,672,000	$312,370,100	$310,130,100
Specie	55,342,900	51,510,700	48,351,900	47,907,100	49,086,800
Circulation	16,542,200	16,560,200	16,552,900	16,552,800	16,574,800
Net deposits	300,203,600	288,111,100	289,615,500	281,311,500	279,944,200
Legal tenders	18,005,800	17,917,000	17,081,100	17,035,100	16,801,800
Legal reserve	$70,593,175	$71,902,85	$72,404,875	$70,477,875	$69,986,050
Reserve held	74,248,700	69,428,700	65,433,000	64,942,200	65,888,600
Surplus	$3,314,775	$2,525,850	$6,028,125	$6,464,325	$4,097,450
Range of call lo'ns	3 @7	4 @15	5 @7	5 @5	4 @7
Prime paper	5½@6	6 @6½	6@7	6 @7	6 @6½

* Deficit.

CLOSING PRICES OF GOVERNMENT SECURITIES IN MARCH, 1883.

Mar.	5s, con. fund'd at 3½	4½s, 1891, coup.	4s, 1907, coup.	3s, opt'n U. S. reg.	6s, Cur., 1898, reg.	Mar.	5s, con. fund'd at 3½	4½s, 1891, coup.	4s, 1907, coup.	3s, opt'n U. S. reg.	6s, Cur., 1898, reg.
1	.....	x	119⅝	104	.....	19	.....	.....	.....	103⅝	.....
2	.....	.....	119⅝	104	.....	20	.....	.....	.....	.....	.....
3	.....	.....	119¼	104	.....	21	.....	.....	126	103⅝	.....
4	.....	.....	..S..	.....	.....	22	.....	.....	120½	.....	.....
5	.....	.....	119¼	.....	.....	23	.....	Holl	day..	.....	.....
6	.....	.....	119	.....	.....	24	.....	.....	.....	.....	.....
7	.....	.....	119	.....	.....	25	.....	.....	..S..	.....	.....
8	.....	.....	.....	104¼	.....	26	.....	.....	120⅛	103⅞	.....
9	.....	.....	.....	.....	.....	27	.....	112⅞	.....	103¾	.....
10	.....	.....	119¼	.....	.....	28	.....	113⅛	.....	103⅞	.....
11	.....	.....	..S..	.....	.....	29	.....	113¼	120¼	.....	.....
12	.....	112½	119¾	.....	.....	30	.....	113⅜	120½	.....	.....
13	.....	.....	119⅞	103⅞	.....	31	.....	.....	120½	.....	.....
14	.....	.....	120	103¾	.....						
15	.....	.....	.....	.....	.....	Open	.....	x121½	119⅜	104	.....
16	.....	.....	.....	103¾	.....	High	.....	113¾	120½	104¼	.....
17	.....	.....	120⅛	.....	.....	Low.	.....	112½	119	103⅝	.....
18	.....	.....	..S..	.....	.....	Clos.	.....	113⅜	120½	103⅞	.....

CLOSING PRICES OF CONSOLS AND U. S. SECURITIES AT LONDON IN MARCH.

March.	Cons'ls for money.	5s ext. at 3½.	4½s of 1891.	4s of 1907.	March.	Cons'ls for money.	5s ext. at 3½.	4½s of 1891.	4s of 1907.
1	102⅛	106⅜	115⅝	122⅜	20	102	106½	116⅜	122⅞
2	10 5/16	106⅛	116	122⅜	21	102	106¼	116¼	122¾
3	102¼	106½	116	123	22	102 1/16	106¼	116½	122½
4	.....	..S..	.....	.....	23	...Holl	day..	.....	.....
5	102 7/16	106½	116	123	24	102	106¼	116¼	122¾
6	102 5/16	106¾	115¾	122⅜	25	.....	..S..	.....	.....
7	102 1/8	106⅞	116	122⅜	26	.....	Holl	day	.....
8	101 15/16	106⅞	115⅜	122⅜	27	102	106¼	116¼	122¾
9	102 3/16	106⅞	115⅞	122⅞	28	102	106¼	116⅜	122⅞
10	102⅛	106⅞	115⅞	122⅞	29	102⅛	106¼	116½	123
11	.....	..S..	.....	.....	30	102⅛	106¼	116½	123
12	102 3/16	106⅞	115⅞	122⅞	31	102¼	106¼	116¾	123⅛
13	102 3/16	106⅞	115⅞	122⅞	Opening	102⅛	106⅜	115⅝	122¾
14	102¼	106¾	116¼	122⅞	Highest	102 7/16	106⅞	116⅞	123⅛
15	102 3/16	106½	116¼	x121½	Lowest	101 15/16	106¼	115⅝	x121½
16	101 15/16	106½	116½	122¼	Closing	102¼	106¼	116¾	123⅛
17	102 3/16	106⅝	116⅛	122¾	S'ce Jan. 1	—			
18	.....	..S..	.....	.....	Highest	102 7/16	106⅞	116⅞	123⅜
19	102	106½	116¼	122⅜	Lowest	100⅞	104½	115¼	x121½

The following table will show the lowest, highest and closing prices of railway and miscellaneous stocks at the N. Y. Stock Exchange during the months of February and March, 1883.

RANGE OF STOCKS IN FEBRUARY AND MARCH.

		February.			March.		
RAILROADS.	Jan. 31.	Low.	High.	Feb. 28.	Low.	High.	Mar. 31.
Albany & Susquehan	.....	128	131	.....	.....	.....	.....
Atch. Top. & San. Fe.	.....	78½	79	.....	78⅝	80	.....
Bost. & N.Y. Air L. pf	.....	80	81½	80¼	78	80½	.....
Burl. Ced. Rap. & No.	.....	80½	82	80¾	80	81	.....
Canadian Pacific	.....	58¼	61½	59	58¾	59¾	.....
Canada Southern	68½	63¾	68¾	66	65¾	69⅛	67½
Cedar Falls & Minn	.....	12	14	.....	13	13⅜	.....
Central of N. Jersey	72¾	68¼	73½	71½	71	73⅜	72½
Central Pacific	§83¾	79	85⅝	81	74⅜	82¼	78⅝
Ches. & Ohio	*23	20½	23	*21	21⅜	23	*21½
Do 1st pref.	*33	29⅞	32¼	30	30⅝	33	32¼
Do 2d pref.	24½	22½	25⅛	*23⅜	23	24⅝	*23
Chicago & Alton	135	130	137	133	131½	135	*134⅜
Do pref.	.....	140	145	.....	.....	.....	.....
Chic. Burl. & Quincy	123⅛	115¾	122⅞	§116¾	117	125¼	124⅞
Chic. Mil. & St. Paul	106¼	97⅜	106¼	101½	§97⅞	102⅞	§99½
Do pref.	120½	116⅜	120½	119¾	116¾	120½	117¾
Chic. & Northwest	131½	128⅛	133⅛	132¼	121¾	131⅝	134½
Do pref.	.....	143	147½	145½	145	150¾	§150
Chic. & Rock Island	124	118	123⅝	121⅞	121¾	124¾	§123
Chic. St. P. Minn. & O.	49⅛	44¾	49	48⅛	47¼	50⅜	47⅞
Do pref.	108¼	102¾	108⅜	107	106⅛	109¼	108
Cin. San. & Clev.	.....	46	46	.....	48	49½	49
Clev. Col. Cin. & Ind.	80	63¾	79¾	73	72⅛	74¾	*72
Clev. & Pittsb., guar.	*140	140½	141	*139	138	139½	138
Col. & Greenv., pref.	.....	31	34	34	34	54	.....
Col. Chic. & Ind. Cent.	*4	4	6	6	5½	7¼	*5
Do ass'm't pd.	.....	.....	.....	.....	10⅞	10⅞	.....
Danbury & Norwalk	.....	.....	.....	.....	63	63	.....
Del. Lack. & West'rn	125⅜	118⅛	125⅛	122⅜	122	125⅞	125⅜
Denver & R. Grande	48	42⅞	48¼	44⅜	44	47⅜	47⅛
Dubuque & Sioux C.	*86½	87½	87½	*86	85	92	.....
East Tenn. Va. & Ga.	.....	8⅛	9½	8½	8⅝	9⅜	*9
Do pref.	17	14⅜	16¾	15¼	15¼	17½	*16
Evansv. & Terre H.	.....	70	75	.....	68	70	.....
Fort W. & Denver C.	31	30	31⅛	.....	30	31⅝	.....
Green B. Win. & St. P.	.....	5	6	.....	5½	9⅞	8¾
Hannibal & St. Jo.	‡42½	40	44	‡41	38	38	.....
Do pref.	86	80	86½	81¼	78½	84	81¾
Harlem	.....	200	200	200	200	200	.....
Houst. & Tex. Cent.	*73	73	73	*72	75	78½	*72½

* Prices bid. ‡Prices asked. † Ex privilege. § Ex dividend.

Railroads.	Jan. 31.	February. Low.	February. High.	Feb. 28	March. Low.	March. High.	Mar. 31
Illinois Central	147	§141⅝	146¾	§144	143	146	145⅞
Do L'sed Line 4 p.c	.....	77	80	.....	79½	80	.....
Indiana Bl. & W.	*32½	27	31⅛	29⅞	29½	35¼	34
Joliet & Chicago	.....	138	138	.....	.....	.....	.....
Lake Erie & West	29½	26	29½	27	28¾	32	31¼
Lake Shore	110½	106⅝	‖111	108⅞	§108⅝	111¾	§108⅞
Long Island	.....	60¾	63½	61½	62	63½	62⅞
Louisville & Nashv.	57½	51⅜	57½	54⅛	53⅜	55⅞	54¾
Louisv. N. A. & Chic.	.....	60	65	.....	55	56	.....
Manhattan	*45	45	53⅞	45	40	49	40½
Do 1st pref	*87	86	88	*85	85	85	*84
Do com.	*15	48	53	*44	48	48	*40
Manhattan Beach Co.	*18	15	18½	16½	18	26½	.....
Mar'tta & Cin. 1st pf	.....	11	11	.....	.....	.....	.....
Memphis & Cha'ston.	46	36	46	.....	38	43¾	.....
Metropolitan Elev.	*80	80	85	80½	79½	81	*79½
Michigan Central	96⅝	90	96⅞	93½	91¾	96⅜	93⅞
Mil. L. Sh. & W	.....	15	15	15	.....	.....	‡16¾
Do pref.	.....	42¼	46	*42½	42	45¼	*43
Milw. & Northern	.....	.....	.....	.....	25	25	.....
Minneapolis & St. L.	28	22⅞	27¼	26	25½	27¼	25⅝
Do pref.	63	52	62	57¼	57	61	*57
Mo. Kans. & Texas	32¼	29¼	32⅜	30¾	30¼	32½	31¾
Missouri Pacific	103	97¾	103⅝	100¼	99¾	103½	§102⅜
Mobile & Ohio	*18	15	19½	*15	16	19⅜	.....
Morris & Essex	122½	120	122½	*120	122	124	122
Nashv. Chatt. & St. L.	*61½	56	62	58	57	60	57
N. Y. Cent. & Hud. R.	126	124¼	127⅜	126½	§125	129⅛	§126½
N.Y.Chic. & St.Louis.	13	10	12¾	10⅝	11	13⅛	*11⅞
Do pref.	29⅛	23	29	26½	26½	29½	28
New York Elevated	.....	105	105	*100	103	105	*104
N.Y. Lack. & West	.....	.....	.....	.....	85½	89½	§88
N. Y. Lake Erie & W.	39⅛	34⅜	39	37⅛	36½	38	37⅛
Do pref.	80¼	75	80	76	.....	.....	.....
N. Y. & New Engl'd.	48	45½	48	.....	45⅝	49	.....
N. Y. N. H. & Hartf'rd	170	170½	174	‡172	173½	175	.....
N. Y. Ontario & W.	26¼	25	26⅛	25	24¾	26⅛	25⅜
Do pref.	.....	.....	.....	.....	85	85	.....
Norfolk & West., pref.	46¾	37½	46½	39½	39¼	43	41
Northern Pacific	49¾	44⅞	49½	48¼	48⅛	51¼	49⅞
Do pref.	85⅛	79⅜	85	83⅜	83¼	87⅝	86⅛
Ohio Central	12⅜	9⅛	12¾	11	11	13¼	12⅛
Ohio & Mississippi	.....	29	33¼	33¼	31¼	33½	.....
Do pref.	.....	96	96	.....	98½	98½	.....
Ohio Southern	.....	10	13	.....	11¾	12½	.....
Oregon Short Line	.....	25	25	.....	.....	.....	.....
Oregon & Trans-Con.	86½	79	86	82⅞	§81¼	85½	§81⅜
Peo. Decat. & E'ville.	26¼	19⅝	25½	21	20⅞	24	23¼
Phila. & Reading	55½	49⅝	55¼	53⅛	52⅛	54⅞	53¼
Pittsb.Ft.W.&C.guar.	136	135	136½	135	135	137	.....
Do Special	.....	133	133	.....	.....	.....	.....
Rensselaer & Saratoga	.....	140⅞	142	.....	144	144	.....
Rich. & Al. st'k, tr. ct.	.....	10	12⅝	.....	10¾	11¾	.....
Richmond & Danville	57½	49½	56	52¼	52	55¼	54
Richmond & West Pt.	*26	21	26⅝	*21½	22	24¾	*23
Rochester & Pittsb.	20⅝	16¾	21⅛	19	19	20⅞	20¾
Rome Wat. & Ogd	.....	.....	.....	.....	34	34	.....
St. L. Alton & T. H.	69	60	69	*67	67¼	71¾	70¼
Do pref	†100	92	99½	99	97	99¾	*98
St. L. & S. Francisco.	31¾	29½	32	29½	30	30	*29
Do pref.	51⅞	48	51½	48½	48½	49½	*49
Do 1st pref.	§*92	89	93	89	90	93	*92
St. Paul & Duluth	*39	35	39½	*34	37	38	*36
Do pref.	*94	91	95	*94	91	95	*94½
St. Paul Minn. & Man	*§142½	133	145	143	142½	160	159
South Carolina	.....	.....	.....	.....	22½	25⅛	25⅛
Texas & Pacific	40	37¼	40⅜	39	38⅝	41	40½
Tol. Delphos & Bur.	.....	.....	.....	.....	9¼	9¼	.....
Union Pacific	99¾	91¼	99¾	94¼	93¼	99⅜	§96⅛
United Co's of N. J.	.....	.....	.....	.....	188½	188½	.....
Virginia Midland	28¼	.....	.....	.....	24	25	.....
Wab. St. L. & Pacific	33¼	26½	33	28¼	28⅛	30¼	29⅜
Do pref.	53⅝	44¾	53⅞	47⅜	47	50⅞	49⅝
Telegraph.							
Amer. Tel. & Cable	.....	§64⅜	69	.....	65	67⅞	66½
American District	40	31	31	.....	35	47	.....
Gold & Stock	.....	96½	96½	.....	.....	.....	.....
Mutual Union	*22	19	23½	.....	17½	20¼	18⅞
West Union, ex ctfs.	82⅜	79¼	84⅛	82½	81¾	85½	§82⅝
Express.							
Adams	135	132	135	*132	127	133	*127
American	91½	90	92	90¼	88	91	*87½
United States	*63	61½	65	*60	59	60	*53
Wells, Fargo & Co.	*123	122	125	*120	122	124½	*122
Coal and Mining.							
Cameron Coal	.....	14	14	.....	15	16¾	.....
Cent. Arizona Min	.....	.....	.....	.....	¼	¼	.....
Colorado Coal & Iron	32¼	28¼	33⅝	31½	31½	33	.....
Consolidation Coal	*27½	27	27½	*25	25	26	*25
Homestake Mining	.....	§16½	17¾	.....	15	16	.....
Maryland Coal	.....	17	17	*15	.....	.....	.....
New Central Coal	.....	13	14	*13	12½	13	.....
Ontario Silver Min'g.	.....	18	34	.....	22½	24	.....
Pennsylvania	.....	270	270	.....	.....	.....	.....
Quicksilver Mining	*8	8	8¼	*8	8¾	9½	*8¼
Do pref.	'38	40	41¾	*42	42	46½	*42
Standard Cons. Min'g	.....	5½	5½	.....	6½	6⅞	....
Various.							
Del. & Hud. Canal	107½	105⅜	108¾	§106⅝	106⅞	108½	108¼
N.Y.& Tex. Land Co.	.....	.....	.....	.....	55	57	.....
Oregon Improv. Co.	.....	.....	.....	.....	§83	91½	.....
Oreg'n R'y & Nav.Co.	137	132	138	136	137	140½	138
Pacific Mail	*40½	39½	42⅜	41	40¼	41¾	41
Pullman Palace Car	.....	117	122	119¾	119	122½	122
Sutro Tunnel	.....	¼	¼	.....	.....	.....	.....

* Prices bid. ‖ Prices asked. ‡ Ex privilege. §Ex dividend.

BANKERS' STERLING EXCHANGE (POSTED RATES) FOR MARCH, 1883.

Mar.	60 days.	Demand.	Mar.	60 days.	Demand.	Mar.	60 days.	Demand.
1	4 82½	4 85	13	4 82	4 84½	24	4 81	4 83½
2	4 82½	4 85	14	4 81½	4 84	25	..... S.	.....
3	4 82½	4 85	15	4 81½	4 84	26	4 81	4 83½
4	..... S.	.....	16	4 81½	4 84	27	4 81	4 83½
5	4 82	4 84½	17	4 81½	4 84	28	4 81½	4 84
6	4 82	4 84½	18	..... S.	.....	29	4 82	4 84½
7	4 81½	4 84	19	4 82½	4 84	30	4 82	4 84½
8	4 81½	4 84	20	4 81½	4 84	31	4 82	4 84½
9	4 82	4 84½	21	4 81	4 83½	Range	—	
10	4 82	4 84½	22	4 81	4 83½	High	4 82½	4 85
11	..... S.	.....	23	4 81	4 83½	Low.	4 81	4 83½
12	4 82½	4 85						

THE DEBT STATEMENT FOR MARCH, 1883.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of March, 1883:

INTEREST-BEARING DEBT

Character of Issue.	Authorizing Act.	When Payable.	Interest Periods.	Amount Outstanding. Registered.	Amount Outstanding. Coupon.
5s of 1881	'70 and '71	May 1, '81	Q.-F.	$50,648,000	$.....
3s of 1882	July 12, '82	At option,	Q.-A.	300,526,500	.....
4½s of 1891	'70 and '71	Sept. 1, '91	Q.-M	191,088,050	58,911,950
4s of 1907	'70 and '71	July 1, 1907	Q.-J.	573,479,400	164,074,700
				$1,115,741,950	$222,986,650
4s, ref. ctfs.	Feb. 26, '79	.....	.....	$384,450	
3s, navy p.fd	July 23, '68	.....	.....	14,000,006	
Aggregate of interest-bearing debt				$1,353,113,050	

* Continued at 3½ per cent.

On the foregoing issues there is a total of $1,606,257 interest over-due and not yet called for. The total current accrued interest to date is $10,219,964.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

There is a total of over-due debt yet outstanding, which has never been presented for payment, of $10,575,195 principal and $386,453 interest. Of this interest, $227,972 is on the principal of called bonds, which principal is as follows: 5-20s of 1862, $360,950; do 1864, $50,400; do 1865, $68,750; consols of 1865, $350,400; do 1867, $773,000; do 1868, $239,850; 10-40s of 1864, $271,700; funded loan of 1881, $475,500; 3's certs., $5,000; 6s of 1861, continued at 3½ per cent, $1,045,100; 6s of 1863, continued at 3½ per cent, $727,650; 5s of 1881, continued at 3½, $4,879,800.

DEBT BEARING NO INTEREST.

Character of Issue.	Authorizing Act.	Amount.
Old demand notes	July 17, '61; Feb. 12, '62	$59,085
Legal-tender notes	Feb. 25, '62; July 11, 62; Mar. 3, '63	346,681,016
Certificates of deposit	June 8, '72	9,715,000
Gold certificates	March 3, '63; July 12, '82	74,969,720
Silver certificates	February 28, '78	77,625,331
Fractional currency	July 17, '62; Mar. 3, '63; June 30, '64 $15,386,512	
Less amt. est'd lost or destr'yed, act J'e 21, '79	8,375,934	7,010,578
Aggregate of debt bearing no interest		$516,060,730
Unclaimed Pacific Railroad interest		4,619

RECAPITULATION.

	Amount Outstanding.	Interest.
Interest-bearing debt—		
Bonds at 5 per cent, continued at 3½	$50,648,000	
Bonds at 4½ per cent	250,000,000	
Bonds at 4 per cent	737,554,100	
Bonds at 3 per cent	300,526,500	
Refunding certificates	384,450	
Navy pension fund	14,000,000	
Total interest-bearing debt	$1,353,113,050	$11,826,222
Debt on which int. has ceas'd since maturity	10,575,195	386,453
Debt bearing no interest—		
Old demand and legal-tender notes	346,740,101	
Certificates of deposit	9,715,000	
Gold and silver certificates	152,595,051	
Fractional currency	7,010,578	
Total debt bearing no interest	$516,060,730	
Unclaimed Pacific Railroad interest		4,619
Total	$1,879,748,976	$12,217,295
Total debt, principal and interest, to date		$1,891,966,271
Total cash in Treasury		315,034,983
Debt, less cash in Treasury, April 1, 1883		$1,576,931,288
Debt, less cash in Treasury, March 1, 1883		1,586,276,114
Decrease of debt during the past month		$9,344,826
Decrease of debt since June 30, 1882		$111,983,172
Current Liabilities—		
Interest due and unpaid		$1,606,257
Debt on which interest has ceased		10,575,195
Interest thereon		386,453
Gold and silver certificates		152,595,051
U. S. notes held for redemption of certificates of deposit		9,715,000
Cash balance available April 1, 1883		140,157,026
Total		$315,034,983
Available Assets—		
Cash in the Treasury		$315,034,983

BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES.

INTEREST PAYABLE BY THE UNITED STATES.

Character of Issue.	Amount outstanding.	Interest paid by U. S.	Interest repaid by transportat'n	Balance of interest paid by U. S.
Central Pacific	$25,885,120	$22,676,001	$4,448,253	$17,579,476
Kansas Pacific	6,303,000	5,940,243	2,845,604	3,094,638
Union Pacific	27,236,512	24,140,755	8,860,579	15,280,175
Central Br. U. P.	1,600,000	1,501,808	152,157	1,342,724
Western Pacific	1,970,560	1,609,132	9,367	1,599,765
Sioux City & Pac.	1,628,320	1,415,447	120.371	1,295,076
Total	$64,623,512	$57,283,388	$16,436,332	$40,191,856

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds in the denominations of $1,000, $5,000 and $10,000; bear 6 per cent interest in currency, payable January 1 and July 1, and mature 30 years from their date.

UNITED STATES TREASURY STATEMENT.

The following statement, from the office of the Treasurer, was issued this week. It is based upon the actual returns from Assistant Treasurers, depositaries and superintendents in mints and assay offices:

LIABILITIES, APRIL 2, 1883.

Post-office Department account		$7,706,564 87
Disbursing officers balances		23,021,434 05
Fund for redemption of notes of national banks "failed," "in liquidation," and "reducing circulation"		38,538,702 60
Undistributed assets of failed national banks		488,136 36
Five per cent fund for redemption of nat'l bank notes		14,060,167 98
Fund for redemption of national bank gold notes		289,924 00
Currency and minor coin redemption account		8,290 62
Fractional silver coin redemption account		66,831 10
Interest account, Pacific Railroads and L. & P. Canal Co		3,840 00
Treasurer U.S., agent for paying interest on D. C. bonds		128,820 18
Treasurer's transfer checks and drafts outstanding		13,336,515 92
Treasurer's general account—		
Interest due and unpaid	$8,990,263 10	
Matured bonds and interest	697,179 65	
Called bonds and interest	9,478,075 89	
Old debt	786,393 01	
Gold certificates	74,969,720 00	
Silver certificates	77,625,331 00	
Certificates of deposit	9,715,000 00	
Balance, including bullion fund	133,467,731 12	
Total Treasurer's general account	$315,729,693 77	
Less unavailable funds	694,710 31	315,034,983 46
		$412,774,511 74

ASSETS, APRIL 2, 1883.

Gold coin	$130,277,401 60
Gold bullion	54,475,312 30
Standard silver dollars	103,482,305 00
Fractional silver coin	27,865,993 79
Silver bullion	3,943,467 30
Gold certificates	31,525,210 00
Silver certificates	6,865,340 00
United States notes	29,878,561 26
National bank notes	4,199,134 64
National bank gold notes	.....
Fractional currency	6,796 49
Deposits held by national bank depositaries	13,535,801 34
Minor coin	505,985 97
New York and San Francisco exchange	1,500,000 00
One and two-year notes, &c.	94 50
Redeemed certificates of deposit, June 8, 1872	250,000 00
Quarterly interest checks and coin coupons paid	4,329,005 78
United States bonds and interest	.....
Interest on District of Columbia bonds	953 72
Speaker's certificates	132,968 05
Pacific Railroad interest paid	180 00
	$412,774,511 74

IMPORTS AND EXPORTS FOR FEBRUARY, 1883, *AND FOR THE EIGHT AND TWELVE MONTHS ENDED FEB.* 28, 1883.

[Prepared by the Bureau of Statistics and corrected to Mar. 26, 1883.]

Below is given the eighth monthly statement for the current fiscal year of the imports and exports of the United States.

The excess of the value of exports of merchandise was as follows:

Month ended February 28, 1883	$10,553,610
Two months ended February 28, 1883	33,989,664
Eight months ended February 28, 1883	88,565,133
Twelve months ended February 28, 1883	43,383,669

The total values of imports and of domestic and foreign exports for the month of February, 1883, and for the eight and twelve months ended February 28, 1883, are presented in the following tables:

MERCHANDISE.

	For the month of Feb.	*For the 8 m'nths ended Feb. 28.*	*For the 12 m'nths ended Feb. 28.*
1883.—Exports—Domestic	$65,461,774	$560,804,286	$775,784,038
Foreign	1,394,505	12,058,626	17,902,056
Total	$66,856,279	$572,862,912	$793,686,094
Imports	56,302,669	484,297,779	750,302,425
Excess of exports over imports	$10,553,610	$88,565,133	$43,383,669
Excess of imports over exports	.....	.....	.....
1882.—Exports—Domestic	$54,929,269	$518,259,930	$794,357,986
Foreign	1,677,264	11,459,095	18,905,956
Total	$56,606,533	$529,719,075	$813,263,942
Imports	58,826,926	458,634,928	692,948,247
Excess of exports over imports	$.....	$71,084,147	$120,315,695
Excess of imports over exports	2,220,393	.....	.....

GOLD AND SILVER—COIN AND BULLION.

1883.—Exports—Dom.—Gold	$740,850	$7,729,201	$31,601,884
do Silver	743,620	7,557,985	11,298,335
Foreign—Gold	312,045	553,718	1,113,979
do Silver	373,394	3,732,804	5,678,382
Total	$2,169,909	$19,573,708	$49,692,580
Imports—Gold	$291,011	$11,547,678	$13,400,313
Silver	986,076	6,710,422	9,814,277
Total	$1,277,087	$18,258,100	$23,214,590
Excess of exports over imports	$892,822	$1,315,608	$26,477,990
Excess of imports over exports	.....	.....	.....
1882.—Exports—Dom.—Gold	$6,724,793	$7,530,942	$8,420,049
do Silver	1,303,149	8,336,296	13,768,121
Foreign—Gold	506,600	623,994	1,215,312
do Silver	248,980	2,807,375	3,925,052
Total	$8,783,522	$19,298,607	$27,328,534
Imports—Gold	$168,825	$32,524,419	$56,684,105
Silver	630,646	4,991,481	7,852,238
Total	$1,099,471	$37,515,900	$64,536,343
Excess of exports over imports	$7,684,051	.....	.....
Excess of imports over exports	.....	$13,217,293	$37,207,789

TOTAL MERCHANDISE AND COIN AND BULLION.

1883.—Exports—Domestic	$66,946,244	$576,091,472	$818,684,257
Foreign	2,079,944	16,345,148	24,694,417
Total	$69,026,188	$592,436,620	$843,378,674
Imports	57,579,756	502,555,879	773,517,015
Excess of exports over imports	$11,446,432	$89,880,741	$69,861,659
Excess of imports over exports	.....	.....	.....
1882.—Exports—Domestic	$62,957,211	$534,127,217	$816,546,156
Foreign	2,432,841	14,890,161	21,945,350
Total	$65,390,052	$549,017,682	$838,592,506
Imports	59,926,397	466,159,528	757,484,590
Excess of exports over imports	$5,463,655	$82,858,154	$81,107,916
Excess of imports over exports	.....	.....	.....

The following is a statement showing, by principal customs districts, the values of merchandise imported into, and exported from, the United States during the month of Feb., 1883, and the values of imported merchandise remaining in the warehouses of the United States February 28, 1883:

Customs Districts.	*Imports.*	*Domestic Exports.*	*Foreign Exports.*	*Remain'ng in ware-h'se Feb 28, '83.*
	$	$	$	$
Baltimore, Md.	1,088,759	5,085,255	1,680	160,558
Bangor, Me.	54,622	.....	.....	152
Bath, Me.	.....	.....	.....	100,676
Boston & Charlest'n, Mass.	5,846,383	4,521,829	44,251	3,272,953
Brazos de Santiago, Tex.	100,338	94,885	39,214	693
Brunswick, Ga.	18	158,638	.....	.....
Buffalo Creek, N. Y.	281,165	14,767	.....	2,676
Cape Vincent, N. Y.	38,574	10,080	11,427	.....
Champlain, N. Y.	177,826	76,787	.....	8,005
Charleston, S. C.	51,837	2,036,199	.....	1,856
Chicago, Ill.	216	.....	.....	666,612
Corpus Christi, Texas	88,960	99,537	18,311	101
Detroit, Mich.	159,053	167,953	4,667	55,619
Fernandina, Fla.	.....	47,205	.....	7,710
Galveston, Texas	154,374	2,805,172	174	35,096
Huron, Mich.	148,594	441,167	60,089	.....
Key West, Florida	35,538	45,968	184	61,585
Minnesota, Minn.	39,602	301,322	.....	2,392
Mobile, Ala.	29,144	681,729	.....	29,482
New Orleans, La.	1,013,431	9,541,336	11,400	785,928
New York, N. Y.	40,479,727	27,294,210	1,131,150	21,943,372
Niagara, N. Y.	196,220	245	.....	.....
Norfolk and Portsm'th, Va.	5,979	1,124,570	.....	.....
Oregon, Oregon	.....	61,964	.....	.....
Oswegatchie, N. Y.	79,240	54,361	.....	10,872
Oswego, N. Y.	.....	.....	.....	195,483
Paso del Norte, Tex. & N.M.	45,995	.....	8,730	.....
Passamaquoddy, Me.	48,280	17,325	.....	5,700
Pensacola, Fla.	598	290,000	.....	.....
Philadelphia, Pa.	2,208,381	2,442,488	281	1,148,902
Plymouth, Mass.	.....	.....	.....	209,910
Portland & Falmouth, Me.	272,493	359,402	4,412	59,764
Puget's Sound, Wash. Ter.	3,305	78,953	.....	.....
Richmond, Va.	43,563	154,822	.....	.....
Saluria, Texas	5,697	248,547	336	.....
San Diego, Cal.	2,169	2,269	42	65,250
San Francisco, Cal.	3,087,658	3,995,162	57,633	2,163,867
Savannah, Ga.	17,153	1,651,414	.....	8,659
Vermont, Vt.	283,613	118,435	.....	23,784
Willamette, Oregon	43,820	548,794	.....	20,385
Wilmington, N. C.	22,686	608,878	.....	136
Yorktown, Va.	6,381	96,076	.....	.....
Interior ports	.....	.....	.....	177,227
All other customs districts	136,269	184,030	491	169,548
Totals	56,302,669	65,461,774	1,394,505	33,404,283

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—March 24.			*EXCHANGE ON LONDON.*		
On—	*Time.*	*Rate.*	*Latest Date.*	*Time.*	*Rate.*
Amsterdam	3 mos.	12·4⅛ @12·4⅜	Mch. 24	Short.	12·03
Amsterdam	Short.	12·1 @12·2	.....	.....	.....
Hamburg	3 mos.	20·61 @20·65	Mch. 24	Short.	20·41½
Berlin	"	20 62 @20·66	Mch. 24	"	20·43
Frankfort	"	20·62 @20·66	Mch. 24	"	20·41½
Vienna	"	12·10 @12·12½	Mch. 24	"	11·95½
Antwerp	"	25·46¼ @25·51¼	.....	.....	.....
St. Petersb'g	"	23½ @23⅝	Mch. 24	Short.	23 1/32
Paris	checks.	25·20 @25·25	Mch. 24	checks.	25·23½
Paris	3 mos.	25·40 @25·45	Mch. 24	long.	25·25
Genoa	"	25·52½ @25·57½	.....	.....	.....
Madrid	"	46⅛ @46¼	Mch. 24	Short.	.....
Lisbon	"	51 13/16 @51 15/16	.....	.....	.....
Alexandria	....	.....	Mch. 24	3 mos.	9·5
New York	....	.....	Mch. 24	short.	4·80
Bombay	60 days	1s. 7½d.	Mch. 24	tel. trsf.	1s. 7 17/32d.
Calcutta	"	1s. 7½d.	Mch. 24	tel. trsf.	1s. 7 15/32d.
Hong Kong	....	.....	Mch. 24	4 mos	3s. 8⅛d.
Shanghai	....	.....	Mch. 24	4 mos.	3s. 0½d.

[From our own correspondent.]

LONDON, Saturday, March 24, 1883.

Money has been in somewhat active request during the past week, owing to the approach of the Easter holiday season, the close of the quarter and the termination of the financial year. There has not, however, been any undue pressure apparent, and the necessity has not arisen for making any alteration in the Bank rate, the published quotation being still 3 per cent. For discount accommodation the demand has been only moderate, the supply of mercantile paper being still restricted. The rate for three months' bills is 2¾ to 2⅞ per cent, and the mar-

ket shows no indications of immediate change. Some gold has been taken out of the Bank during the week for transmission to New York, but the operation is understood to have been for a very special purpose, and it is not expected that the demand will assume any considerable proportions. There are no reasons for believing in any immediate change in the value of money, but the opinion prevails that current rates will be satisfactorily maintained. During the summer months a feeling of quietness is anticipated; but in the event of the weather being propitious and the result of the harvests good, an increased autumn trade is looked forward to. There is a large amount of capital in this country seeking safe and profitable employment, and at present the outlets are not sufficiently numerous to absorb it rapidly.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

London.	Bank Rate.	Open Market Rates. Bank Bills. Three Months.	Four Months.	Six Months.	Trade Bills. Four Months.	Six Months.	Interest Allowed for Deposits by Joint Stock Banks.	Disc'nt Houses At Call.	7 to 14 Days.
Feb. 16	3½	3 @ —	3 @ —	3⅜@ —	3¼@3⅜	3⅜@4	2½	2½	2¾
" 23	3½	3 @ —	3 @ —	3 @ —	3¼@3⅜	3⅜@4	2½	2½	2¾
Mar. 2	3	2⅝@ —	2⅝@ —	2⅝@ —	2⅜@3¼	3 @3½	2	2	2¼
" 9	3	2⅞@3	2⅞@3	2⅞@3	3 @3¼	3⅛@3⅜	2	2	2¼
" 16	3	2⅞@ —	2⅞@ —	2⅞@ —	3¼@3⅜	3¼@3⅜	2	2	2¼
" 23	3	2¾@2⅞	2¾@2⅞	2¾@2⅞	3 @3⅛	3 @3⅛	2	2	2¼

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
	£	£	£	£
Circulation	24,774,665	24,598,415	25,231,195	26,740,645
Public deposits	10,156,225	9,184,368	11,867,195	11,212,694
Other deposits	22,938,079	23,697,209	24,543,458	25,998,879
Governm't securities	13,361,623	13,296,309	15,862,908	16,685,149
Other securities	24,697,681	23,049,026	21,181,862	21,840,879
Res've of notes & coin	13,596,059	15,112,531	17,888,185	17,261,295
Coin and bullion in both departments	22,620,724	23,960,946	28,119,380	29,001,840
Proportion of reserve to liabilities	40·80	45¾	48⅞	46
Bank rate	3 p. c.	3 p. c.	3 p. c.	3 p. c.
Consols	101⅛	101⅜	100¼d.	99⅛
Eng. wheat, av. price	42s. 2d.	44s. 7d.	43s. 7d.	46s. 1d.
Mid. Upland cotton	5⅝d.	6 11/16d.	6⅛d.	7⅜d.
No. 40 Mule twist	9¾d.	10 7/8d.	10d.	1s. 0¼d.
Clear'g-house return	147,294,000	136,592,000	123,732,000	100,935,000

The Bank rates of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows:

Rates of Interest at	March 22. Bank Rate.	March 22. Open Market	March 15. Bank Rate.	March 15. Open Market	March 8. Bank Rate.	March 8. Open Market	March 1. Bank Rate.	March 1. Open Market
Paris	3	2½	3	2½	3	2½	3	2½
Berlin	4	2¾	4	2¾	4	2¾	4	2⅝
Frankfort	—	2¾	—	2¾	—	2¾	—	2¾
Hamburg	—	2¾	—	2¾	—	2¾	—	2⅝
Amsterdam	5½	5	5	4¾	5½	5	5½	5
Brussels	3½	3	3½	3	3½	3	3½	3
Madrid	4½	4½	4½	4½	4½	4½	4½	4½
Vienna	4	3⅝	4	3⅝	4	3⅝	4	3⅝
St. Petersburg	6	5½	6	5¾	6	5¾	6	5½

With reference to the gold and silver markets, Messrs. Pixley & Abell, under date of March 21, report as follows:

Gold.—The transactions in gold have not been very numerous during the week; there have, however, been orders for Holland, India, and the United States, and coin to the value of £194,000 has been withdrawn from the Bank—£100,000 for America and £84,000 for Holland. The £30,000 of bars sent by Mirzapore to Bombay was supplied from the open market. Sovereigns to the value of £30,000 from India have been sent to the Bank. The arrivals comprise £32,000 from the East; £8,740 from Buenos Ayres—total, £40,740. The Nile has taken £12,000 to the West Indies.

Silver.—For a day or two after the date of our last circular, the market was tolerably steady at 51 3/16d., at which rate the silver by the Pacific steamer was sold; the demand for the Continent then slackened, and some of the bars that had come to hand in the interim were sold on Monday last at 51d. per ounce, showing a decline of 3/16d.: this was followed by a further fall yesterday to 50¾d., and at this price a portion of the silver by the steamers from the Brazils was sold for India. We have received during the week £34,000 from the Pacific; £34,500 from Brazils, &c.; £48,000 from New York—total, £136,500. The Nile takes £20,880 to the West, and the Peninsular and Oriental steamer £32,000 to the East Indies.

Mexican Dollars.—The French steamer brought about £130,000 to St. Nazaire; a portion of these had been sold to arrive, and the remainder were placed yesterday at 49⅝d. per ounce, showing a decline of 3/16d. per ounce. The Neckar arrived to-day from New York with about £30,000 value of this coin, which have also been sold at the above rate.

Exchange.—The minimum rate at the Bank for India Council bills was reduced 1/16d. to 1s. 7½d. The following allotments were made: On Calcutta, 4,00,000 rs.; Bombay, 3,00,000 rs.; Madras, 15,000 rs.; average rate, 1s. 7·5d. Tenders at 1s. 7½d. receive in full. 40 lacs are advertised for the 28th inst.

The quotations for bullion are reported as below:

	Price of Gold. Mar. 22. s.	d.	Mar. 15. s.	d.		Price of Silver. Mar. 22. d.	Mar. 15. d.
Bar gold, fine....oz.	77	9	77	9	Bar silver, fine..oz.	50⅝	51 3-16
Bar gold, refin'le.oz.	77	10½	77	10½	Bar silver, containing 5 grs. gold.oz.	51¼	51 9-16
Span. doubloons.oz.	73	10½	73	10½	Mexican dols...oz	49⅜	49 13-16
S. Am. doubloons.oz.	73	8½	73	8½	Chilian dollars..oz.	.....	.....
U. S. gold coin...oz.	76	7	76	7			

The proportion of reserve to liabilities at the Bank of England is now 40¾ per cent, against 42⅛ per cent last week.

Egypt is now feeling the effects of the late war, and advices from Cairo state that a loan of £5,000,000 has been obtained to pay claims and to meet the cost of the British occupation.

The weather has continued very favorable, and rapid progress has been made with the agricultural work incidental to this period of the year. We are having, in fact, a most seasonable March, and if the spring and summer months are equally favorable, we should have a good season and quite average crops. The position of the wheat trade has not materially altered. The quietness which is apparent may be partly ascribed to the holidays, but more correctly to the much more favorable agricultural prospect here and abroad. The American telegrams indicate that there is an increasing desire to sell for future delivery, and hence millers operate with great caution. On the other hand merchants are not pressing sellers and there is in consequence no material fluctuation in prices. The following figures show the extent of the sales of home-grown wheat, barley and oats in the 150 principal markets of England and Wales since the commencement of last September. It will be noticed that farmers have marketed larger supplies, and have obtained rather better prices for barley and oats. The quotation for wheat for the season is 5s. 4d. per quarter lower than last season:

SALES AND AVERAGE PRICE OF ENGLISH WHEAT.

From—	Sales. 1882-3. qrs.	1881-2. qrs.	1880-1. qrs.	Average price. 1882-3. s.	d.	1881-2. s.	d.	1880-1. s.	d.
Aug. 27 to Dec. 30	890,175	838,918	755,211	41	4	47	4	42	7
Week ended—									
January 6	28,467	34,020	22,297	40	7	44	9	43	4
" 13	32,388	47,259	29,010	40	0	45	5	42	1
" 20	54,996	50,515	36,933	40	0	46	1	42	4
" 27	62,535	49,898	34,293	40	4	46	3	42	6
February 3	79,900	50,080	30,559	40	6	46	1	42	7
" 10	53,130	45,181	36,089	40	8	46	5	42	3
" 17	53,120	43,503	26,484	41	0	46	0	41	8
" 24	48,262	37,055	26,687	41	9	45	7	40	9
March 3	45,038	34,363	31,525	42	6	44	9	41	7
" 10	47,497	32,053	34,685	42	6	44	9	42	3
" 17	57,823	31,639	33,925	42	2	44	7	43	7
Total	1,433,341	1,294,484	1,097,101	41	3	46	7	42	6

The following figures show the extent of the imports of cereal produce into the United Kingdom during the first twenty-nine weeks of the season, compared with the corresponding period in the three previous years:

IMPORTS.

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....cwt.	35,913,002	34,813,840	32,708,772	35,487,424
Barley	10,587,497	8,201,297	7,926,392	9,750,757
Oats	8,225,231	5,454,320	5,367,739	8,034,449
Peas	1,265,471	1,010,610	1,392,105	1,309,530
Beans	1,449,182	994,033	1,308,524	1,615,999
Indian corn	9,326,804	12,259,957	18,031,889	12,605,651
Flour	9,815,043	4,862,659	7,513,931	6,337,905

SUPPLIES AVAILABLE FOR CONSUMPTION—29 WEEKS.

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat.cwt.	35,913,002	34,813,840	32,708,772	35,487,424
Imports of flour	9,815,043	4,862,659	7,513,931	6,337,905
Sales of home-grown produce	24,844,600	22,437,000	19,016,000	14,746,200
Total	70,572,645	62,113,499	59,238,703	56,571,529
Av'ge price of English wheat for season, qr.	41s. 3d.	46s. 7d.	42s. 6d.	46s. 6d.
Visible supply of wheat in Unit'd St's..bush.	23,600,000	14,500,000	23,400,000	25,864,000
Supply of wheat and flour afloat to the Un'd Kingd'm. qrs.	2,498,000	2,927,000	.....	.....

The total receipts into the Exchequer, as far as those from revenue are concerned, now amount for the current financial year to £84,271,990, against an estimate of £87,197,000. During the corresponding period of last year they were £82,261,957. There being now only two weeks to elapse before the financial year terminates, it is doubtful if the revenue will equal the estimate. Some, however, are of opinion that an endeavor will be made to lower the income tax, the present high rate being a very general cause for complaint. Up to the present time the property and income taxes have brought in the sum of £10,551,000, against £9,251,000 last year. The estimate of Mr. Gladstone's was £11,662,000, so that rather more than £1,000,000 will have to be collected during the last fortnight of the financial year. The expenditure of the year has been £83,075,956, against £81,934,055, the "supply services" having absorbed £51,505,015, against £49,074,234 last year. The estimate, however, for the two services was £55,982,141, and consequently an important reduction has been effected. Including some minor payments in the shape of loans to local bodies for improvements, and the balances at the Banks of

England and Ireland, the total under the head of expenditure and other payments is given as £92,312,730, against £90,085,190, last year.

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending April 6:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	51	51	50 13/16	50 13/16	50 3/4	50 3/4
Consols for money.....	102 1/4	102 5/16	102 3/16	102 3/16	102 1/8	102 7/16
Consols for account.....	102 3/8	102 5/16	102 3/16	102 1/2	102 3/4	102 11/16
Fr'ch rentes (in Paris) fr.	80·25	80·25	80·42½	80·40	80·55	80·40
U. S. 5s ext'n'd into 3 1/2s	106 1/4	106 3/8	106	106	106 1/4	106 1/4
U. S. 4 1/2s of 1891.....	116 3/4	116 7/8	116 3/4	116 3/4	116 7/8	116 7/8
U. S. 4s of 1907.....	123 1/8	123	122 7/8	122 7/8	123	123
Chic. Mil. & St. Paul	102 1/2	102 3/4	102 1/4	103 1/4	105	105 1/4
Erie, common stock.....	38 1/4	38 1/2	38 1/8	38 3/8	39	39 1/8
Illinois Central.....	151	151 1/2	151 1/4	151 3/4	151 3/4	151 3/4
N. Y. Ontario & West'n.	.....	.....	26 5/8	26 5/8	27 1/8	26 7/8
Pennsylvania	64 1/8	64 1/2	64 3/4	65 1/8	65 1/4	65 1/8
Philadelphia & Reading.	27 1/2	27 1/2	27 3/8	27 7/8	28	28 1/8
New York Central.....	130 1/4	130 1/2	130	130 1/2	130 5/8	.....

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State)..100 lb.	12 3	12 3	12 3	12 3	12 3	12 0
Wheat, No. 1, wh. "	8 11	8 11	8 10	8 10	8 10	8 8
Spring, No. 2, n. "	9 6	9 6	9 4	9 4	9 4	9 4
Winter, West., n "	9 2	9 2	9 1	9 1	9 1	9 1
Cal. white..... "	.....	.....	.....	.....	.....	.....
Corn, mix., West. "	6 0	5 11½	5 10	5 10	5 10	5 9
Pork, West. mess..₱ bbl.	83 0	83 0	84 0	85 0	85 0	85 0
Bacon, long clear, new..	52 0	52 0	52 6	53 0	53 0	53 0
Beef, pr. mess, new, ₱tc.	95 0	95 0	95 0	95 0	95 0	95 0
Lard, prime West. ₱ cwt.	58 6	58 6	58 6	58 0	57 9	57 6
Cheese, Am. finest.....	70 0	70 0	70 0	70 0	70 0	70 0

Commercial and Miscellaneous News

BONDS HELD BY NATIONAL BANKS.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank circulation and to secure public moneys in national bank depositories on April 1. We gave the statement for Mar. 1, in CHRONICLE of Mar. 3, page 239, and by referring to that the changes made during the month can be seen.

Description of Bonds.	U. S. Bonds Held April 1, 1883, to Secure— Public Deposits in Banks.	Bank Circulation.	Total Held.
3s, Act July 12, 1882.....	$8,481,000	$199,169,200	$207,650,200
Currency 6s.....	20,000	3,509,000	3,529,000
5 per cents.....	.....	15,000	15,000
4½ per cents	910,500	37,630,400	38,540,900
4 per cents	6,871,000	104,948,550	111,819,550
5s, ext. at 3½.....	455,000	11,288,550	11,743,550
6s, ext. at 3½.....	111,500	640,700	752,200
Total.....	$16,839,000	$357,201,400	$374,050,400

CHANGES IN LEGAL TENDERS AND NATIONAL BANK NOTES TO Apr. 1.—The Comptroller of the Currency has furnished us the following, showing the amounts of national bank notes outstanding Mar. 1, together with the amounts outstanding Apr. 1, and the increase or decrease during the month; also the changes in legal tenders held for the redemption of bank notes up to Apr. 1:

National Bank Notes—		
Amount outstanding March 1, 1883.....		$360,566,380
Amount issued during March.....	$1,290,220	
Amount retired during March.....	2,790,819	— 1,500,599
Amount outstanding April 1, 1883*.....		$359,065,781
Legal Tender Notes—		
Amount on deposit to redeem national bank notes March 1, 1883.....		$40,776,804
Amount deposited during March.....	$1,676,005	
Amount reissued & b'nk notes retired in Mch	2,798,819	— 1,122,814
Amount on deposit to redeem national bank notes April 1, 1883.....		$39,653,990

* Circulation of national gold banks, not included above, $729,284.

According to the above the amount of legal tenders on deposit Apr. 1 with the Treasurer of the United States to redeem national bank notes was $39,653,990. The portion of this deposit made (1) by banks becoming insolvent, (2) by banks going into voluntary liquidation, and (3) by banks reducing or retiring their circulation, was as follows on the first of each of the last five months:

Deposits by—	Dec. 1.	Jan. 1.	Feb. 1.	Mar. 1.	Apr. 1.
	$	$	$	$	$
Insolvent bks	1,035,030	1,095,894	1,103,512	1,097,794	950,001
Liquid't'g bks	10,284,782	11,349,272	11,766,715	16,001,683	15,814,829
Reduc'g und'r act of 1874.	27,070,302	27,495,649	27,358,596	*23677327	22,889,160
Total.....	38,390,114	39,940,815	40,228,823	40,776,804	39,653,990

* The large decrease in the deposits of lawful money under the Act of June 20, 1874, and the corresponding increase in the deposits of liquidating banks, is occasioned in part by the transfer of $4,001,268 from the former to the latter account.

COINAGE BY UNITED STATES MINTS.—The following statement, kindly furnished us by the Director of the Mint, shows the coinage executed at the Mints of the United States during the month of March, and for the three months:

Denomination.	Month of March. Pieces.	Value.	Three months of 1883. Pieces.	Value.
		$		$
Double eagles.....	73,900	1,478,000	215,240	4,304,800
Eagles	.....	.....	78,940	789,400
Half eagles.....	.....	.....	65,440	327,200
Three dollars.....	.....	.....	40	120
Quarter eagles.....	.....	.....	40	100
Dollars.....	.....	.....	1,240	1,240
Total gold.....	73,900	1,478,000	360,940	6,022,860
Standard dollars....	2,400,619	2,400,619	7,250,619	7,250,619
Half dollars.....	619	309	619	309
Quarter dollars.....	619	154	619	155
Dimes.....	574,619	57,461	1,844,619	184,462
Total silver.....	2,976,476	2,458,545	9,096,476	7,435,545
Five cents.....	2,583,438	129,171	6,260,438	313,022
Three cents.....	3,919	117	3,919	117
One cent.....	2,623,919	26,239	9,093,919	90,939
Total minor.....	5,211,276	155,528	15,358,276	404,078
Total coinage.....	8,261,652	4,092,073	24,845,692	13,862,483

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in dry goods and a decrease in general merchandise. The total imports were $9,271,506, against $9,587,392 the preceding week and $8,945,564 two weeks previous. The exports for the week ended April 3 amounted to $5,758,609, against $7,349,022 last week and $8,419,350 two weeks previous. The following are the imports at New York for the week ending (for dry goods) March 29 and for the week ending (for general merchandise) March 30; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$3,682,653	$2,641,077	$3,452,537	$2,775,285
Gen'l mer'dise..	8,421,042	6,972,734	7,505,872	6,496,221
Total.....	$11,503,695	$9,613,811	$10,958,429	$9,271,506
Since Jan. 1.				
Dry goods	$38,644,806	$34,192,819	$40,528,195	$30,404,403
Gen'l mer'dise..	86,525,602	74,817,603	85,138,191	79,770,447
Total 13 weeks	$125,170,408	$109,010,422	$125,666,386	$110,174,850

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending April 3, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week...	$7,194,662	$9,014,878	$6,665,125	$5,758,609
Prev. reported..	77,891,872	90,938,809	76,061,705	86,074,607
Total 13 weeks	$85,086,534	$99,953,687	$82,726,830	$91,833,216

The following table shows the exports and imports of specie at the port of New York for the week ending March 31, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports. Week.	Since Jan. 1.	Imports. Week.	Since Jan. 1.
Great Britain	$.....	$5,600	$.....	$1,471,060
France.....	.....	.....	.....	104,220
Germany	.....	.....	11,900	1,231,931
West Indies	.....	.....	9,135	446,864
Mexico.....	.....	.....	.....	.....
South America.....	.....	32,865	952	77,132
All other countries.....	.....	51,785	.....	16,896
Total 1883.....	$.....	$90,250	$21,987	$3,348,103
Total 1882.....	25,000	9,899,998	12,342	426,263
Total 1881.....	4,260	122,470	3,488,719	13,716,307
Silver.				
Great Britain	$521,700	$4,183,082	$.....	$.....
France.....	18,000	190,505	.....	.....
German.....	.....	.....	.....	226,278
West Indies	.....	.....	255	61,523
Mexico.....	.....	.....	241,552	1,186,928
South America.....	.....	.....	.....	20,482
All other countries.....	.....	2,774	385	3,595
Total 1883.....	$539,700	$4,376,361	$242,192	$1,498,796
Total 1882	285,450	3,168,757	130,142	657,147
Total 1881.....	214,942	2,013,902	141,023	935,253

Of the above imports for the week in 1883, $4,865 were American gold coin and $640 American silver coin.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son.

Shares.
50 Dry Dock E. B'dway & Battery RR. Co.....265
100 Harlem Gas Light Co.....98¾
20 Hamilton Ins. Co.....115½
3 L. Isl'd Safe Deposit Co..81¾
32 N. Y. Mutual Gas L't Co.119
25 N. Y. Gas Light Co.....128¼
50 N. Y. Life Ins. & Trust Co.425
20 Mercantile Fire Ins. Co..64
7 Warren RR. Co.....114
10 Union Ferry Co.....168½
5 N.Y. Cancert Co, Limited 40

Share.
50 People's Gas Light Co. of Brooklyn..... 49¾

Bonds.
$3,000 Dry Dock, E. B'dway & Battery 7s, due '93..115¼ & int.
$4,000 Town of Newtown, L. I. 7s Funded Debt bds, due March 1, '84, '85, '89, '90.....101, 103½
$3,100 Indiana Canal 8tk for $16
$1,000 Jersey City Funded Debt 6s, due 1909..101 & int.

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Atchison Top. & Santa Fe (quar.)	1½	May 15	April 22 to April 30
Berkshire (quar.)	1¾	April 2	
Cin. Ham. & Dayton, pref.	1¼		
Cin. Ind. St. Louis & Chic. (quar.)	1½	April 16	
Cumberland Valley (quar.)	2½	April 2	
European & No. Am.	2½	April 2	
Nashua & Rochester	1½	April 2	
New London Northern (quar.)	1½	April 2	
Sioux City & Pac., pref.	3½	April 5	
United N. J. (quar.)	2½	April 10	
Vermont & Mass	3	April 7	
Insurance.			
North River	4	April 10	April 4 to April 9
Miscellaneous.			
Union Trust (quar.)	2	April 10	April 8 to April 10

NEW YORK, FRIDAY, APRIL 6, 1883—5 P. M.

The Money Market and Financial Situation.—There has been more strength and animation at the Stock Exchange this week, notwithstanding the spasmodic renewal of the activity in money. It is generally believed that this temporary pressure in the money market in the early days of the week was partly the result of manipulation, and now that the first week of April has passed, and there should naturally be a return current of money towards New York, a relaxation in loan rates is confidently expected.

The strong points in the situation continue to assert themselves, and particularly in railroad earnings and in the movements of grain and cotton does the present period compare favorably with the same time last year.

In the early part of the week there was a renewal of the high rates for money on call loans, and on Monday afternoon an advance to 20 per cent was made, and on Tuesday rates were 7@15 per cent. Since then the market has been easier, and, with the exception of 10 per cent on Wednesday, the range has been at 6@7 per cent. On strict government bond business the rates have been 4@6 per cent. Prime commercial paper is quoted at 6@6½ per cent.

The Bank of England weekly statement on Thursday showed a decrease of £378,000 in specie for the week, and the percentage of reserve to liabilities was 34 5-16, against 33¼ last week; the discount rate remains at 3 per cent. The Bank of France lost 1,850,000 francs gold and 500,000 francs silver.

The New York City Clearing-House banks in their statement of March 31 showed a decrease of $1,357,625 in the amount of deficiency in their reserves below the legal limit, the total deficiency being $4,097,450, against $5,455,075 March 24.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883. Mar. 31.	Differ'nces fr'm previous week.	1882. April 1.	1881. April 2.
Loans and dis.	$310,130,100	Dec. $2,749,000	$312,824,200	$300,288,100
Specie	49,086,800	Inc. 1,099,400	57,373,700	57,611,000
Circulation	16,574,800	Inc. 218,600	19,954,700	16,713,500
Net deposits	279,944,200	Dec. 1,967,300	284,723,400	275,495,400
Legal tenders	16,801,800	Dec. 223,600	15,528,100	12,710,500
Legal reserve	$69,986,050	Dec. $491,825	$71,180,850	$68,873,850
Reserve held	65,888,600	Inc. 865,800	72,901,800	70,321,500
Surplus	*$4,097,450	Inc. $1,357,625	$1,720,950	$1,447,650

* Deficit.

Exchange.—There has been a sharp advance in foreign exchange the past two days, as the demand for bills rapidly increased. This is attributed to the easier money market, and the fact that the mercantile demand had recently been held in check. To-day prime bankers' 60-days' sterling bills sold about 4 82½@4 82¾; demand, 4 85@4 85¼; cables, 4 85½@4 85¾. Continental rates were as follows, namely: Francs, 5 21¼@5 21⅞ and 5 18¾@5 19⅜; Reichsmarks, 94⅜@94½ and 94⅞@95; guilders, 39⅞@39 15-16 and 40⅛@40 3-16.

In domestic bills New York exchange was quoted to-day as follows at the undermentioned cities: Savannah buying ⅛, selling par@⅛ prem.; Charleston buying par, selling ⅛@¼ prem.; New Orleans com., 100 dis., bank, 150 prem.; St. Louis, 50 prem.; Chicago, 60@75 prem.; Boston, par@10 prem.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

April 6.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 82½@4 83½	4 85 @4 86
Prime commercial	4 81½@4 82	4 84 @4 84½
Documentary commercial	4 81 @4 81½	4 83½@4 84
Paris (francs)	5 21⅞@5 20⅝	5 19⅜@5 18⅛
Amsterdam (guilders)	39⅞@ 40	40⅛@ 40¼
Frankfort or Bremen (reichmarks)	94⅜@ 94⅞	94⅞@ 95⅜

United States Bonds.—The government bond market sagged a little immediately after the first of April, but soon regained its activity, and there has since been a large business doing. There is considerable buying from Massachusetts, and the good citizens of that State are supposed to be preparing their tax lists for the inspection of the officers of the Commonwealth. The measures of "preparing" for tax day in different States are becoming one of the important features in the influences which affect the government bond market.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Mar. 31.	Apr. 2.	Apr. 3.	Apr. 4.	Apr. 5.	Apr. 6
5s, continued at 3½..	Q.-Feb.	*104	*x101	*102⅛	*102¼	*102⅜	*102½
4½s, 1891 reg.	Q.-Mar.	*113⅜	113⅜	*113¼	*113¼	*113⅜	*113½
4½s, 1891 coup.	Q.-Mar.	*113⅜	*113⅜	*113¼	*113¼	113½	113½
4s, 1907 reg.	Q.-Jan.	*119⅜	119¼	*119⅛	119⅜	119⅜	*119⅜
4s, 1907 coup.	Q.-Jan.	120½	*x119⅜	*119⅛	119⅜	119⅜	119½
3s, option U. S. reg.	Q.-Feb.	*104⅜	x03½	*103½	*103½	103⅜	*103⅝
6s, cur'cy, 1895..reg.	J. & J.	*128	*128	*128	*128	*128	*128
6s, cur'cy, 1896..reg.	J. & J.	*128	*128	*128	*128	*128	*128
6s, cur'cy, 1897..reg.	J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1898..reg.	J. & J.	*131	*131	*132	*131	*131	*131
6s, cur'cy, 1899..reg.	J. & J.	*133	*132	*133	*132	*132	*132

* This is the price bid at the morning board; no *sale* was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
Mar. 31..	925,885 52	1,079,267 74	126,296,444 80	6,837,191 33
Apr. 2..	1,373,614 58	1,419,716 04	126,524,603 93	6,562,961 74
" 3..	1,263,443 27	932,497 17	126,815,751 65	6,602,760 12
" 4..	1,338,038 59	1,239,077 86	126,831,194 04	6,636,278 46
" 5..	1,171,262 39	1,021,566 40	126,973,535 60	6,693,632 89
" 6..	814,926 81	3,646,947 36	124,217,243 40	6,587,304 54
Total	*6,887,201 16	9,339,072 57	....	....

* Above receipts include $300,000 gold certificates put into cash.

State and Railroad Bonds.—The principal activity in Southern State bonds has been in the Arkansas railroad bonds, and to-day the Central Railroad issue sold at 22@22½; L. R. P. B. & N. O. at 51; Miss. Ouachita & Red River at 51½. In other State bonds transactions at the Board have been very small.

Railroad and miscellaneous bonds have been more active, and at least two issues have shown unusually large sales; these are the Mutual Union Telegraph 6s and the N. Y. West Shore & Buffalo 5s, which have advanced sharply, with a number of sales made "buyer 60." Other bonds have shown a fair business, generally at higher prices.

Railroad and Miscellaneous Stocks.—The stock market has evinced more decided strength this week than for a long time before. There has been a tone of greater confidence, and evidences of healthy buying of certain stocks, which gave more or less animation to the whole market. It is hardly necessary or proper to reach out into the future and prophesy a bull market in the next few weeks, but resting only on present appearances, there is certainly reason for thinking that circumstances seem ripe for a stronger tone than we have so far had during the current year. If this should prove true, and the outside interest in stocks should materially increase, we would still suggest to buyers that they select carefully their stocks for purchase, and exercise a discretion in a market where stocks are so numerous, and some have intrinsic value, while others have only a speculative value.

The Northwest stocks were active, and led the market in their advance early in the week, on renewed reports that some action would soon be taken looking to the distribution of the company's surplus. St. Paul followed the Northwest stocks and advanced sharply, and as to both companies, the large weekly increase in earnings has now a bull influence. The Vanderbilt stocks shared in the strength and advanced considerably. Central Pacific, Denver & Rio Grande, Missouri Pacific, East Tennessee Virginia & Georgia and Rochester & Pittsburg were also noticeable for large transactions at higher prices.

The Denver & Rio Grande has been opened to Salt Lake City and will form, *via* Ogden, a new route to the Pacific coast. Within two months still another road—the Atlantic & Pacific—will be opened, forming, with the Southern Pacific of California, a new route to San Francisco.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING APRIL 6, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, March 31.	Monday, April 2.	Tuesday, April 3.	Wednesday April 4.	Thursday, April 5.	Friday, April 6.	Sales of the Week (Shares)	Range Since Jan. 1, 1883. Lowest.	Highest.	For Year 1882. Low.	Full High
RAILROADS											
Boston & N. Y. Air Line, pref.	....	....	....	....	78 78	....	5	78 Mar. 28	82 Jan. 17	60	80½
Burlington Cedar Rap. & No.	....	....	*80¼	80¼ 80¼	*80½	80¼ 80¼	91	80 Mar. 23	83 Jan. 6	67	85½
Canadian Pacific	....	....	....	....	59 59	....	100	58¾ Feb. 23	61½ Feb. 12	.....	.....
Canada Southern	67½ 67½	66⅜ 67½	67¼ 67⅝	67⅝ 60	68¾ 69½	68¼ 69¼	17,310	63¾ Feb. 19	71⅜ Jan. 19	44	73
Cedar Falls & Minnesota	....	....	....	....	....	....	.....	12 Feb. 27	15 Jan. 3	14	30
Central of New Jersey	72½ 72¾	72¼ 72¾	72 72½	72½ 72⅞	72⅝ 73½	73¼ 73¾	19,500	68¼ Jan. 3	76½ Jan. 18	63½	87½
Cent al Pacific	76¾ 77¼	75⅞ 76¾	75⅝ 76¾	75¾ 76¾	76¼ 78⅛	77⅝ 78⅛	49,237	74⅜ Mar. 28	88 Jan. 5	62⅜	87½
Chesapeake & Ohio	*21½ 22¼	21½ 21½	21⅜ 21½	21¾ 21¾	*21¼ 22	22 22	700	20½ Feb. 23	23⅜ Jan. 20	19½	27
Do 1st pref	32¼ 32¼	*31½ 32½	32 32½	32½ 32½	32½ 33¼	*33½ 34½	950	29⅞ Feb. 24	35½ Jan. 20	27¼	41⅜
Do 2d pref	*23 24¼	23½ 23½	23½ 23⅞	*23½ 24¼	24 24	23¾ 23¾	561	22½ Feb. 26	27 Jan. 22	21	29
Chicago & Alton	*131⅜ 135	133¼ 131½	133½ 133½	134 135	*124½ 135	131 134	427	130 Feb. 20	137½ Jan. 22	127½	145⅝
Chicago Burlington & Quincy	124¾ 125¼	124⅛ 125¼	124 124¼	124½ 124⅞	125 125¼	125½ 125⅝	7,685	115⅜ Feb. 20	135⅞ Jan. 18	120½	141
Chicago Milwaukee & St. Paul	99⅝ 99⅞	98¾ 99⅝	98¾ 100	100 101⅜	101⅝ 102¼	101⅞ 102⅛	130,527	97⅞ Feb. 20	108½ Jan. 20	90½	120¼
Do pref.	117⅜ 117¾	*116¾ 117½	117 117¼	117⅜ 118⅛	118⅜ 119⅛	119¼ 119½	2,050	116⅝ Feb. 7	122 Jan. 9	114½	141¼
Chicago & Northwestern	136⅝ 134⅝	134¼ 134⅝	134⅜ 138¼	136⅞ 138	137⅝ 138½	137½ 138	64,574	128⅝ Feb. 7	138 Apr. 5	124	150⅝
Do pref.	149 150¾	149½ 150⅜	151 154	152⅜ 154⅝	153⅛ 154⅞	153⅛ 153⅞	10,270	113 Feb. 20	154⅞ Apr. 5	116	175
Chicago Rock Isl. & Pacific	123 123	122½ 122½	122 123	122¾ 123⅝	123⅝ 124¼	124 124	6,000	118 Feb. 21	127⅛ Jan. 5	122	140¼
Chicago St. Paul Minn. & Om.	47¾ 48¼	47½ 47⅞	48 49	48⅝ 49	48⅞ 49¼	48 49¼	15,480	44⅜ Feb. 19	55 Jan. 18	29½	54¼
Do pref	107¼ 108	106¼ 106¼	106 107	106⅞ 107	106⅜ 107¼	106⅜ 107¼	6,600	102⅜ Feb. 19	113¼ Jan. 5	97½	117
Cincinnati Sand. & Cleveland	49 49½	....	....	....	....	48 49	900	46 Feb. 15	49½ Mar. 9	44	62
Cleveland Col. Cin. & Ind.	*72 74	....	*71 74	74 74	74½ 76	76¼ 77⅜	1,600	68¾ Feb. 20	84 Jan. 5	85½	92¾
Cleveland & Pittsburg guar	138 138	....	....	....	* 139¼	....	10	138 Mar. 31	142 Jan. 26	133	140
Columbia & Greenville, pref.	....	....	....	....	....	48½ 48½	100	31 Feb. 26	54 Mar. 19	50	104
Columbus Chic. & Ind. Central	*5 6	*5 6	5 5	4⅝ 4⅝	5 5	*5 6	500	3¼ Jan. 20	7⅝ Mar. 5	3⅞	21⅞
Delaware Lackawanna & West	125¼ 125⅞	124¾ 125½	124⅞ 126	125¾ 127⅝	125½ 127⅝	125⅞ 126⅜	251,560	118⅜ Feb. 16	129¾ Jan. 4	116¼	150¼
Denver & Rio Grande	47⅛ 47⅜	46¾ 47⅜	47 47½	47¼ 48	47⅝ 48½	48⅜ 49¾	63,180	30⅞ Jan. 2	51⅜ Jan. 20	38¼	74⅝
Dubuque & Sioux City	....	*84 86	86½ 86½	*84½ 87	*87	....	10	85 Mar. 20	92 Mar. 12	82	98¼
East Tennessee Va. & Ga.	*9 9¼	9 9	9¼ 9⅝	9⅞ 10	9¾ 10⅜	10 10⅜	14,800	8⅛ Feb. 21	10⅜ Apr. 6	8	16
Do pref.	*16 *17	*16½ 17	16½ 18¼	18¼ 19½	19½ 20	19¾ 20⅝	51,250	14¾ Feb. 20	20⅝ Apr. 6	15½	28½
Fort Worth & Denver City	....	....	....	....	....	....	.....	30 Jan. 2	33⅞ Jan. 19	29½	42¾
Green Bay Winona & St. Paul	8¾ 9¾	....	....	....	9 9	8¾ 9	3,200	5 Feb. 9	9⅞ Mar. 28	6	16
Hannibal & St. Joseph	....	....	....	....	*40 43	....	.....	38 Mar. 6	46⅜ Jan. 17	45	110
Do pref.	81¾ 81¾	81½ 81½	82 82	81⅞ 83	83 83	82 82	850	72 Jan. 3	87¾ Jan. 30	72	111¼
Houston & Texas Central	*72½ 79	*72½ 79	77½ 78	78 78½	79 82½	80 81	2,600	73 Feb. 17	82½ Apr. 5	61	92½
Illinois Central	145¾ 146	146 146¾	146½ 146⅝	146¾ 147	146¾ 147	146½ 146⅞	3,905	141⅝ Jan. 3	147 Jan. 30	127¾	150½
Do leased line	....	....	80 80	....	....	....	100	77 Feb. 17	81 Jan. 22	.....	.....
Indiana Bloom'n & Western	31 34	*33¾ 34¼	34 34¾	34⅝ 35¼	35¼ 35⅜	35 35¼	3,000	27 Feb. 16	35⅜ Apr. 5	30	49¼
Lake Erie & Western	31 31⅜	30¼ 30¾	30⅞ 31⅞	31¼ 31⅝	31½ 32⅛	31½ 32	4,450	26 Feb. 16	33¼ Jan. 18	23½	45
Lake Shore	108¾ 109½	108 108¾	108½ 109	108¾ 109½	109⅝ 111¼	110¾ 111⅜	70,025	106⅝ Feb. 16	114⅞ Jan. 18	98	120½
Long Island	62⅞ 62⅞	62⅞ 63	63 63	63¼ 63¾	63½ 63¾	63¼ 63¼	2,980	60 Jan. 2	65 Jan. 18	49½	65
Louisville & Nashville	54⅝ 54¾	54 54¼	54 54⅝	54½ 55	54¾ 56	55⅝ 56¼	25,500	51⅜ Feb. 19	58½ Jan. 20	46½	100¾
Louisville New Albany & Chic	....	....	*50 60	....	....	....	.....	55 Mar. 9	68 Jan. 5	57	78
Manhattan	40½ 40½	*40 42½	*40 43	*40 43½	*40½ 43½	*40 42½	100	40 Mar. 21	53⅞ Feb. 9	40	60½
Do 1st pref.	*84 86	*82½ 84	*82½ 84	*82½ 84	81½ 81½	*80 84	100	81½ Apr. 5	90 Jan. 18	82	93½
Do common	*40 42	*40 42½	*40 43	*40 43½	*40½ 43½	*40 42½	.....	48 Feb. 24	53 Feb. 10	40	56
Manhattan Beach Co.	....	24¼ 24¼	*23½ 25	24¼ 24½	*24	24¾ 24¾	800	15 Feb. 21	26½ Mar. 15	15	37
Memphis & Charleston	....	....	....	38½ 43½	42¾ 43	41 42	5,200	36 Feb. 19	55 Jan. 8	42¼	72⅜
Metropolitan Elevated	*79½ 80½	80 80½	80½ 80½	*80 81	80 80½	81 81	700	79½ Mar. 7	85 Jan. 8	77	93
Michigan Central	93⅝ 94¼	93 93⅜	93¼ 94⅝	94½ 95½	95¼ 96⅜	95⅜ 96⅛	35,555	90 Feb. 20	100⅛ Jan. 19	77	105
Milwaukee L. Sh. & Western	* 163½	....	* 163¼	* 163¼	* 17	....	.....	15 Feb. 28	18 Jan. 4	13	21
Do pref.	*43 44	....	*43¼ 44	44½ 47	 47	*44¾ 46½	200	42 Mar. 5	48½ Jan. 20	41¾	58¼
Minneapolis & St. Louis	25½ 25⅝	*25 26½	25½ 25½	26 26½	26¼ 26¼	26½ 26¾	1,300	22⅝ Feb. 20	30¾ Jan. 18	19	36¾
Do pref.	*57 59	*56½ 58½	....	*57½ 59	*59 63	61 61	100	52 Feb. 20	68½ Jan. 18	59	77
Missouri Kansas & Texas	31⅜ 31⅞	31⅜ 31⅝	31¼ 31¾	31¾ 32	32 32¼	32⅛ 32¾	29,750	29¼ Feb. 20	34⅞ Jan. 18	26⅜	42½
Missouri Pacific	102 102⅝	101¾ 102⅝	101⅜ 102⅝	102¼ 103	102⅞ 103¼	103⅛ 105	42,410	97¾ Feb. 26	105⅝ Jan. 19	86⅝	112½
Mobile & Ohio	....	....	....	18 18¼	*17½ 18¾	18½ 18½	448	15 Feb. 16	19½ Jan. 5	12	33⅝
Morris & Essex	122 122	*122 124½	124 124	124¼ 124¼	*122½ 124	124¼ 124¼	275	120 Feb. 15	124¾ Apr. 4	119¾	128
Nashville Chattanooga & St. L.	57 57	....	*56½ 58	57 58	58 58½	58 58	2,100	55⅝ Jan. 3	64⅞ Jan. 22	47	87½
New York Central & Hudson	126¼ 126⅝	125⅝ 126⅛	125⅞ 126¼	126⅛ 126½	126½ 127¼	126⅜ 127	24,128	121¼ Feb. 3	129⅜ Mar. 10	123⅝	138
New York Chic. & St. Louis	*11⅞ 12⅛	*11⅞ 12	12 12	12⅛ 12⅝	12⅛ 12⅝	12½ 12¾	3,300	10 Feb. 2	15 Jan. 5	10½	17⅝
Do pref.	27½ 28	27½ 28	28 28	28 28	28⅝ 30	29⅝ 29¾	6,000	23 Feb. 7	35 Jan. 4	27	37⅝
New York Elevated	*104 110	*104 110	*104 110	*104 110	*104 110	*104 110	.....	101 Jan. 13	105 Feb. 16	102	109½
New York Lack. & Western	88 88	88½ 88½	88¼ 88¼	88⅜ 89	....	89 89¼	959	85½ Mar. 1	89½ Mar. 5	.....	.....
New York Lake Erie & West.	37⅛ 37⅛	36⅞ 37	37 37¼	37¼ 37⅝	37⅜ 38¼	37⅜ 38¼	49,900	34⅝ Feb. 20	40⅞ Jan. 18	33¼	43⅜
Do pref.	....	....	....	....	....	....	.....	75 Feb. 19	83 Jan. 5	67	88¼
New York & New England	....	....	....	....	....	....	.....	45½ Feb. 3	52¾ Jan. 9	45	60¼
New York New Haven & Hart.	....	....	173 175	....	*175 176	....	37	169 Jan. 18	175 Jan. 10	168	186
New York Ontario & Western	25⅜ 25⅝	25½ 25⅝	25¾ 25¾	26 26⅜	26⅛ 26⅛	26 26⅜	2,934	24¾ Mar. 2	27⅛ Jan. 15	20¼	31⅞
Norfolk & Western, pref.	41 41	41 41	42 42	*40½ 41⅜	41½ 41¾	41½ 41½	1,050	37½ Feb. 26	49¾ Jan. 20	44¼	60
Northern Pacific	49¾ 50½	49½ 49⅞	49⅛ 50¼	50⅛ 50⅜	50¼ 51	50½ 50⅝	43,705	44⅞ Feb. 20	51⅝ Jan. 20	28¾	54⅜
Do pref.	86 87	85⅝ 86⅛	86⅛ 86¾	86¼ 86⅝	86½ 87	86⅝ 87	32,177	79⅜ Feb. 20	87⅜ Mar. 19	66¾	100⅝
Ohio Central	12⅛ 12¼	12⅛ 12¼	12¼ 12⅜	12¼ 12⅝	12½ 13	12⅜ 12¾	5,606	9⅛ Feb. 16	13⅞ Jan. 18	11⅜	25⅝
Ohio & Mississippi	....	....	....	....	*33 33½	....	.....	29 Feb. 14	34½ Jan. 4	27	42
Ohio Southern	....	13 13	....	....	....	13½ 13½	400	10 Feb. 2	13¾ Jan. 18	11	23½
Oregon & Trans-Continental	*81¼ 83¼	79½ 81¼	79⅝ 81¼	81 81⅝	81⅜ 82	81⅜ 82⅛	44,975	79 Feb. 20	89 Jan. 19	60	98¾
Peoria Decatur & Evansville	*23 23¼	*22½ 23½	23 23¾	23½ 24	24¼ 24¼	24¼ 24½	2,750	19⅝ Feb. 19	28 Jan. 18	23	39½
Philadelphia & Reading	53¼ 53¼	53⅛ 53¼	53½ 53⅝	53⅝ 54⅜	54⅝ 55	54½ 55	26,900	49⅝ Feb. 20	58½ Jan. 18	48¾	87½
Pittsburg Ft. Wayne & Chic.	....	....	....	....	....	135 135	15	135 Jan. 2	138 Jan. 16	130	139
Rensselaer & Saratoga	....	....	....	....	....	....	.....	139½ Jan. 3	144 Mar. 3	131½	144
Rich. & Allegh., st'k trust ctfs.	....	....	....	....	....	11¾ 11¾	100	10 Feb. 20	15 Jan. 6	13	40
Richmond & Danville	54 54	53 53	53 53	*52½ 54½	53½ 56	56 56½	2,100	47 Jan. 13	60 Jan. 18	52	250
Richmond & West Point	*23 24	22¼ 23	23 23	23 23	24⅜ 25⅞	25¼ 25¾	4,825	21 Feb. 16	29 Jan. 30	23	263
Rochester & Pittsburg	20⅛ 20⅞	20⅝ 21¼	21¼ 22⅞	22⅛ 23	22½ 22⅞	22 22⅝	93,800	16¾ Feb. 16	23 Apr. 4	17½	34⅛
St. Louis Alton & Terre Haute	70¼ 70¾	69½ 69½	69¼ 69¼	70 70½	70½ 70½	70 70⅝	1,100	48 Jan. 3	71¾ Mar. 10	20½	50
Do pref.	*98 99½	98¼ 98¼	99 99	99¼ 99¼	99½ 99⅛	98½ 98½	600	90 Jan. 3	100⅜ Jan. 30	55	94½
St. Louis & San Francisco	*29 31	30½ 30½	*30 31	*29 30	30 30	*30¾ 34	225	29½ Feb. 28	34⅞ Jan. 12	31	46⅞
Do pref.	*49 50	*48½ 50	*48½ 50	49 50	50 50¾	50⅞ 52	1,700	48 Feb. 23	54⅞ Jan. 12	43	66½
Do 1st pref.	*93 94	*91½ 94	*91½ 94	94 94	*91½ 94	*92¾ 94	12	89 Feb. 28	100½ Jan. 11	79¾	108½
St. Paul & Duluth	*36 38	....	*36 37	....	*35 38	37 37	100	35 Feb. 15	40⅞ Jan. 9	26	42¾
Do pref.	*94½ 95	95 95	*93½ 94½	94½ 94½	95 96	96½ 96½	450	91 Feb. 20	97½ Jan. 4	68	99¼
St. Paul Minneap. & Manitoba	159 159	158 158	157⅝ 158	158 159½	159⅜ 160½	159⅜ 160½	4,400	133 Feb. 20	160½ Apr. 5	108¾	146½
South Carolina	25⅛ 25⅜	....	....	....	27⅜ 27½	....	400	22½ Mar. 15	27½ Apr. 5	22	33
Texas & Pacific	40¼ 40⅝	39⅞ 40⅜	39⅞ 40¾	40⅝ 41	40⅞ 41¼	41⅛ 41¾	47,180	36¾ Jan. 3	43 Jan. 18	31	55
Union Pacific	96⅜ 96½	95⅜ 96	95¼ 96¼	96 97	97 97¾	96⅞ 97⅜	84,270	91¼ Feb. 7	104⅜ Jan. 18	98½	118¾
Wabash St. Louis & Pacific	29⅜ 30	29 29¼	29¼ 29¾	29⅞ 30⅜	30¼ 30¾	30⅞ 31⅝	14,450	26½ Feb. 26	36¼ Jan. 18	23⅝	39⅞
Do pref.	49⅝ 49⅞	49¼ 49¾	49⅛ 50	49⅞ 50¾	50⅜ 51⅛	51 51¾	36,310	44¾ Feb. 26	57½ Jan. 18	45⅞	71⅝
MISCELLANEOUS.											
American Tel & Cable Co.	66¼ 66½	....	66½ 66½	66½ 67½	67½ 67½	67½ 67½	670	64⅜ Feb. 26	69½ Jan. 15	65	74
American District Telegraph	....	....	....	....	....	....	.....	30 Jan. 22	47 Mar. 9	31	60
Colorado Coal & Iron	....	32 32	32½ 34	34¼ 34½	33⅝ 34	33⅞ 34½	3,300	28¼ Feb. 7	34½ Apr. 4	25	53⅞
Delaware & Hudson Canal	108 108¼	103⅜ 105⅜	108½ 109¾	108⅞ 109¾	109½ 110½	110¼ 110⅝	5,545	105⅜ Feb. 13	110⅝ Apr. 6	102½	119¾
Homestake Mining	....	....	....	....	....	....	.....	15 Mar. 6	19 Jan. 19	15⅝	19¾
Mutual Union Telegraph	18⅞ 18⅞	18 18	....	20 20¾	20¼ 21	20⅜ 20⅝	2,060	17½ Mar. 27	25 Jan. 17	19⅝	30¼
New Central Coal	....	....	....	*13	*12	13 13	200	12½ Mar. 27	14 Jan. 4	13½	23
Ontario Silver Mining	....	....	....	27½ 27½	27¾ 27¾	....	200	18 Feb. 10	35½ Jan. 8	33	40
Oregon Improvement Co.	....	....	....	80¾ 80½	....	....	100	80½ Apr. 4	91¼ Mar. 5	.....	.....
Oregon Railway & Nav. Co.	138 138	....	....	....	....	140 140	600	132 Feb. 20	144 Jan. 18	128	163¼
Pacific Mail	41 41	40¾ 40¾	40¾ 41	41¼ 42½	42 42¾	42 42¾	10,900	39 Jan. 25	43⅜ Jan. 18	32¼	48⅝
Pullman Palace Car	122 122	121 121	....	122 122	122⅜ 122⅜	....	885	117 Feb. 23	126 Jan. 20	117	145
Quick-silver Mining	*8¾ 8½	....	*8¼ 8½	*8¾ 8½	*8¼ 8½	8½ 8½	100	8 Feb. 1	9½ Mar. 3	8	14¼
Do pref.	*42 44	*42½ 45	*42 44	*43 44	*42 44	*42 43½	.....	37½ Jan. 26	46½ Mar. 6	40	62¼
Western Union Telegraph	82½ 82¾	82¼ 82¾	82⅛ 82⅝	82⅝ 83⅜	83⅜ 84⅛	83⅜ 84	30,870	79¼ Feb. 5	85½ Mar. 13	76½	93⅜
EXPRESS.											
Adams	*127 128	128 128	128 128	130 130	130 130	129½ 129½	183	127 Mar. 17	135 Jan. 5	128	149½
American	*87½ 90	88 90	89½ 89½	90 91	91 91¼	*90 91	362	88 Mar. 16	93 Jan. 5	90	97½
United States	*53 58	60 60	58 60	59 60	*55 61	58¼ 58¾	268	58 Apr. 3	65½ Jan. 6	84	80¼
Wells, Fargo & Co.	*122 125	*122 125	124½ 125	*123 125	*123 125	*123 125	155	122 Feb. 19	126 Jan. 8	125	132
COAL AND MINING.											
Consolidation Coal	*25	*25	*25	*25	*25	*25	.....	25 Mar. 13	27⅝ Jan. 19	27½	36⅞
Little Pittsburg Mining	....	....	....	....	....	....	.....	....	....	1½	2¼
Mariposa Land & Mining	....	....	....	....	....	....	.....	....	....	1¼	2½
Maryland Coal	....	....	....	*15	....	....	.....	17 Jan. 16	17 Jan. 16	13	26
Pennsylvania Coal	....	....	....	....	....	....	270	270 Feb. 2	270 Feb. 2	240	245
Standard Consol. Mining	....	....	....	....	....	....	.....	5½ Feb. 17	6⅞ Mar. 20	4½	19¾
Cameron Coal	....	....	....	....	....	....	.....	14 Feb. 27	18 Jan. 3	18	37¼
Central Arizona Mining	....	....	....	....	....	....	.....	⅛ Mar. 26	⅛ Jan. 12	⅛	1⅛
Deadwood Mining	....	....	....	....	....	....	.....	....	....	4	8¾
Excelsior Mining	....	....	....	....	....	....	.....	....	....	⅛	2⅞
Robinson Mining	....	....	....	....	....	....	.....	....	....	1	4
Silver Cliff Mining	....	....	....	....	....	....	.....	....	....	2	23½
Stormont Mining	....	....	....	....	....	....	.....	....	....	1½	1½

* These are the prices bid and asked; no sale was made at the Board. † Lowest price is ex-dividend.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "January 1 to latest date" furnish the gross earnings from January 1 to, and including, the period mentioned in the second column.

Roads.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo	1883.	1882.	1883.	1882.
		$	$	$	$
Ala.Gt.Southern	February..	81,768	66,731	165,899	127,305
Atch.Top.& S.Fe	January...	961,256	1,076,791	961,255	1,076,791
Buff. Pittsb.& W	January...	78,821	62,150	78,821	62,150
Bur.Ced.R.& No.	3d wk Mar	57,779	47,756	555,956	625,442
Ced. R. & Mo. R.	January...	224,723	255,414	224,723	255,444
Central of Ga....	February..	334,500	269,953	645,700	602,739
Central Iowa....	February..	79,956	96,353	157,265	189,384
Central Pacific.	February.*	1,424,000	1,720,675	3,171,681	3,560,144
Chesap. & Ohio.	February..	250,287	179,053	494,429	387,799
Chicago & Alton	4th wkMar	180,061	174,266	1,856,500	1,692,427
Chic. Bur. & Q..	January...	1,625,680	1,658,834	1,625,680	1,658,834
Chic. & East. Ill.	4th wkMar	36,914	42,371	393,318	409,097
Chic.& Gr.Trunk	Wk.Mar.24	56,999	49,465	603,700	426,444
Chic. Mil.&St. P.	4th wkMar	704,000	526,147	4,661,000	4,372,298
Chic. & Northw.	4th wkMar	724,400	572,600	4,728,717	4,792,042
Ch.St.P.Min.&O.	4th wkMar	131,700	141,500	1,010,073	1,073,300
Chic. & W. Mich.	3d wk Mar	36,816	28,399	290,454	304,195
Cin.Ind.St.L.&C.	March.....	230,418	201,723	565,712	608,394
Cincinnati South	2 wks Mar.	121,145	104,429	.....	.....
Clev.Akron& Col	4th wkMar	16,841	16,243	118,962	109.161
Col. Hock.V.&T.	4th wkMar	49,922	.....	662,564	596,826
Danbury & Nor.	January...	17,277	13,417	17,277	13,417
Denv. & Rio Gr.	4th wkMar	161,500	178,500	1,373,300	1,417,199
Denv.& R.Gr.W.	4th wkMar	5,500	.....	71,200	.....
Des Mo.& Ft. D.	3d wk Mar	7,823	8,606	64,651	88,283
Det. Lan. & No..	3d wk Mar	28,054	28,459	.....	.....
Dub. & Sioux C.	3d wk Mar	27,803	25,320	213,096	260,422
Eastern	3 wks Mar	176,776	172,260	695,240	603,103
E.Tenn.Va.&Ga.	3d wk Mar	73,609	57,510	854,138	657,282
Eliz. Lex. & B.S.	February..	56,198	26,751	103,528	55,461
Evansv. & T. H.	4th wkMar	16,895	18,132	170,927	179,975
Flint & P. Marq.	3d wk Mar	50,018	43,819	501,366	457,112
Ft.W. & Denver.	4th wkMar	7,200	.....	.....	.....
Georgia.....	February..	143,291	113,777	277,697	235,898
Grand Trunk....	Wk.Mar.24	325,162	308,802	3,750,411	3,408,364
Gr.Bay W.&St.P.	3d wk Mar	9,508	8,984	71,136	75,942
GulfCol&San.Fe	3 wks Mar	104,963	59,016	400,568	242,075
Hannibal&St.Jo	4th wkMar	74,444	59,500	588,863	463,660
Hous.E.&W.Tex	February..	21,788	15,290	46,636	33,576
Illinois Cen.(Ill.)	4th wkMar	134,000	144,375	1,558,882	1,666,267
Do (Iowa)	4th wkMar	52,100	43,051	441,998	473,122
Do So. Div.	4th wkMar	81,800	77,312	1,139,464	873,677
Ind.Bloom.& W.	4th wkMar	62,854	54,069	719,874	576,118
K.C.Ft.S. & Gulf	3d wk Mar	38,179	30,501	.....	.....
K. C. Law. & So.	January...	104,538	68,509	104,538	68,509
L. Erie & West'n	3d wk Mar	29,432	19,809	329,430	290,410
L. R. & Ft.Smith	2 wks Mar.	22,117	18,263	112,880	89,949
L.Rk.M.Riv.& T.	2 wks Mar.	12,270	6,916	79,677	48,491
Long Island....	4th wkMar	42,914	35,230	419,737	381,910
Louisa. & Mo. R.	January...	49,569	41,361	49,569	41,361
Louisv.& Nashv	4th wkMar	363,107	341,734	3,269,242	2,993,676
Mar.Hough.& O.	February..	17,000	22,640	36,203	48,081
Memp. & Charl.	March.....	101,820	82,964	317,816	281,695
Mexican Cent..	2d wk Mar	33,806	.....	348,991	.....
Do No.Div	2d wk Mar	4,523	.....	39,960	.....
Mexican Nat'l..	3d wk Mar	14,871	.....	147,661	.....
Mil.L.Sh.& West	4th wkMar	25,814	25,753	209,060	206,514
Missouri Pacific.	4th wkMar	258,572	189,507	2,211,361	1,577,840
Central Br'ch.	4th wkMar	44,342	25,843	361,688	209,459
Int. & Gt. No..	4th wkMar	104,700	87,008	956,813	712,673
Mo. Kan. & T..	4th wkMar	206,932	148,477	1,673,374	1,266,885
St.L.Ir.Mt.& S.	4th wkMar	198,915	197,867	1,820,267	1,602,505
Tex. & Pacific.	4th wkMar	166,489	113,857	1,477,470	945,964
Whole System	4th wkMar	979,951	762,560	8,500,974	6,315,327
Mobile & Ohio..	March.....	180,113	148,166	568,284	466,431
Nash.Ch.&St.L§	February..	195,262	174,974	392,630	345,727
N.Y.L.E.& West.	January...	1,524,869	1,318,997	1,524,869	1,318,997
N. Y.&N. Engl'd	February..	231,741	217,262	490.007	431,103
Norfolk & West.	3 wks Mar.	131,175	110.369	523,006	428,600
Northern Cent..	February..	486,865	413.551	986.117	820,919
Northern Pacific	4th wkMar	209,100	120,391	1,315,476	887,445
Ohio Central....	4th wkMar	24,946	26,110	225,844	207,837
Ohio & Miss	February..	283,998	260,139	.....	.....
Ohio Southern..	4th wkMar	9,559	8,390	104,550	84,342
Oregon & Cal...	February..	¶57,390	.....	139,790	.....
Oregon Imp. Co.	January...	240,543	230,183	240,543	230,183
Oregon R.&N.Co	February..	‡261,700	289,284	640,300	682,673
Pennsylvania ..	February..	3,712,215	3,306,750	7,641,572	6,680,071
Peo. Dec. & Eve.	3d wk Mar	12,853	15,502	134,951	166,070
Phila. & Read..	February..	1,453,862	1,290,421	3,062,637	2,793,496
Do C. & Iron	February..	923,319	878,584	1,874,538	1,826,975
Philadelp.& Erie	February..	295,683	246,246	615,403	498.973
Richm.& Danv..	3d wk Mar	†64,000	†57,600	798,105	765,050
Ch'l Col.&Aug.	3d wk Mar	†14,760	†11,970	209,546	173,184
Columb. & Gr.	3d wk Mar	†15,270	†11,090	217,798	186,870
Va. Midland...	3d wk Mar	†16,323	†12,398	264,395	207,521
West No. Car.	3d wk Mar	†5,170	†3,520	61,164	35,987
St. L.Alt. & T.H	3d wk Mar	27,849	22,657	326,569	277,352
Do (brchs.)	3d wk Mar	18,920	16,739	188,866	172,773
St. Louis & Cairo	3d wk Mar	8,938	8,566	71,745	80,804
St.L.&San Fran.	4th wkMar	115,191	87.803	866.288	776.398
St. Paul & Dul..	4th wkMar	28,635	21,178	220,193	183,329
St. P. Minn.& M.	4th wkMar	250,000	135.133	1,609,220	1,344,822
Scioto Valley...	4th wkMar	13,019	12.994	114,837	113,213
South Carolina.	February..	149,758	126,773	279,190	252,240
Union Pacific...	March.....	2,325,000	2,226,832	5,901,939	6,171,686
Utah Central ...	February..	98,880	129,482	198,061	239,471
Vicksb'rg& Mer.	February..	44.709	43,012	95,847	90,321
Wab.St.L.& Pac	4th wkMar	374,899	350,281	3,357,777	3,678,509
West Jersey	February..	62,055	52,915	123,975	106,363
Wisconsin Cent.	1st wk Mar	25,798	19,233	.....	.....

* Earnings on 2,895 miles this year against 2,917 in 1882.
† Freight earnings. § All lines included.
‡ Traffic interrupted by floods.
¶ Small earnings due to freshets

Coins.—The following are quotations in gold for various coins

Sovereigns	$4 82	@$4 86	Silver ½s and ¼s.	— 99¾	@ par.
Napoleons	3 82	@ 3 86	Five francs	— 92	@ — 95
X X Reichmarks.	4 72	@ 4 76	Mexican dollars..	— 86	@ — 86½
X Guilders	3 95	@ 3 99	Do uncommerc'l.	— 85	@ — 85½
Span'h Doubloons.	15 55	@15 75	Peruvian soles	— 80	@ — 82
Mex. Doubloons.	15 45	@15 60	English silver	4 75	@ 4 82
Fine silver bars ..	1 10¼	@ 1 10¾	Prus. silv. thalers.	— 68	@ — 70½
Fine gold bars....	par	@ ¼ prem.	U. S. trade dollars	— 99¼	@ — 99⅝
Dimes & ½ dimes.	— 99⅛	@ par	U. S. silver dollars	— 99¾	@ par

New York City Banks.—

The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on March 31:

Banks.	Capital.	Average amount of—				
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
	$	$	$	$	$	$
New York	2,000,000	8,972,000	1,515,000	413,000	7,600,000	495,000
Manhattan Co...	2,050,000	6,912,000	806,000	211,000	5,258,000	.....
Merchants.....	2,000,000	6,359,900	446,500	597,800	4,702,300	359,600
Mechanics'.....	2,000,000	7,041,000	942,000	444,000	5,642,000	.....
Union.....	1,200,000	4,128,500	754,400	246,500	3,3[illegible]3,500	.....
America.....	3,000,000	5,716,500	514,800	445,900	5,478,600	1,100
Phœnix.....	1,000,000	2,9[illegible]2,000	554,000	87,000	2,517,000	267,600
City.....	1,000,000	7,681,100	1,775,000	432,000	7,429,000	.....
Tradesmen's.....	1,000,000	2,915,900	207,100	94,900	1,584,400	702,200
Fulton	600,000	1,614,800	265,400	75,300	1,161,000	.....
Chemical.....	300,000	12,743,600	3,228,700	384,600	12,726,400	.....
Merch'nts' Exch.	1,000,000	3,248,900	340,400	338,400	2,731,300	281,700
Gallatin Nation'l	1,000,000	4,2[illegible]5,300	350,700	106,200	2,143,300	775,200
Butchers'&Drov.	300,000	1,748,700	328,700	70,700	1,529,100	237,300
Mechanics' & Tr.	200,000	1,092,000	138,000	83,000	854,000	128,000
Greenwich.....	200,000	1,006,900	28,600	137,300	986,500	2,600
Leather Man'f'rs	600,000	2,817,400	220,500	257,800	1,815,100	532,900
Seventh Ward..	300,000	1,092,700	156,500	109,300	1,050,000	20,000
State of N. York.	800,000	3,748,400	329,200	154,700	3,319,400	.....
American Exch .	5,000,000	14,024,000	1,716,000	460,000	10,219,000	.....
Commerce.....	5,000,000	14,724,200	1,816,800	484,200	7,785,500	1,068,100
Broadway.....	1,000,000	5,334,900	743,200	145,900	3,609,400	900,000
Mercantile.....	1,000,000	5,988,700	988,400	385,900	5,632,100	728,000
Pacific.....	422,700	2,249,200	165,400	228,800	2,224,900	.....
Republic	1,500,000	4,786,300	131,400	479,800	2,711,300	720,500
Chatham	450,000	3,533,400	612,700	133,600	3,598,300	45,000
People's.....	200,000	1,488,600	158,200	95,000	1,680,000	5,400
North America..	700,000	2,5[illegible]8,800	302,000	154,000	2,506,400	.....
Hanover	1,000,000	7,946,200	1,416,200	610,200	8,303,100	180,000
Irving.....	500,000	3,2[illegible]0,700	399,600	284,400	3,015,000	419 600
Metropolitan	3,000,000	12,580,000	1,646,000	493,000	8,716,000	2,220,000
Citizens'.....	600,000	2,357,400	404,000	211,700	2,430,900	264,500
Nassau	500,000	2,312,200	60,200	195,400	2,440,700	.....
Market.....	500,000	2,849,200	411,000	82,000	2,250,500	450,000
St. Nicholas.....	500,000	2,260,200	232,500	49,800	1,857,800	.....
Shoe & Leather..	500,000	2,536,000	564,000	213,000	3,001,000	450,000
Corn Exchange..	1,000,000	4,212,600	425,000	177,000	3,122,300	4,300
Continental.....	1,000,000	5,476,900	1,462,700	122,300	6,054,000	450,000
Oriental.....	300,000	2,079,800	92,300	319,100	1,921,900	.....
Marine	400,000	3,315,000	473,000	155,000	3,537,000	270,000
Importers' & Tr..	1,500,000	18,600,900	4,714,600	497,600	20,096,800	1,330 900
Park	2,000,000	16,353,900	4,297,200	775,800	20,459,900	45,000
Wall St. Nation'l	500,000	1,716,200	170,400	116,400	1,361,400	.....
North River.	240,000	1,632,000	20,000	137,000	1,494,000	.....
East River	250,000	1,141,100	88,600	121,000	896,300	224,800
Fourth National.	3,200,000	15,655,100	3,325,700	605,500	15,661,700	539,900
Central Nat.....	2,000,000	7,311,000	912,000	932,000	7,656,000	297,000
Second Nation'l	300,000	3,217,000	620,000	303,000	3,698,000	90,000
Ninth National..	750,000	5,786,500	807,900	348,700	5,406,600	600,000
First National..	500,000	14,487,000	2,321,400	2[illegible]3,400	13,875,700	44,900
Third National..	1,000,000	5,374,800	835,900	552,000	5,481,000	.....
N. Y. Nat. Exch..	300,000	1,388,200	143,200	129,400	1,099,900	269,700
Bowery National	250,000	1,924,400	201,400	255,900	1,771,800	225,000
N. York County..	200,000	1,656,100	24,900	491,500	1,519,600	180,000
Germ'n Americ'n	750,000	2,235,200	284,[illegible]0	43,900	1,849,100	.....
Chase National..	300,000	5,121,900	1,097,700	251,900	5,973,100	45,000
Fifth Avenue...	100,000	1,908,500	428,100	105,200	2,000,400	.....
German Exch. ..	200,000	1,702,900	52,000	162,000	1,802,900	.....
Germania.....	200,000	1,685,500	66,100	118,600	1,692,300	.....
U. S. Nat.	500,000	4,405,200	1,090,800	99,300	4,618,000	449,900
Lincoln Nat.....	300,000	1,241,700	193,800	145,900	1,319,100	45,000
Garfield Nat.	.....	573,500	139,500	127,500	582,000	180,000
Total.....	60,962,700	310,130,100	49,086,800	16,891,800	279,944,200	16,574 800

The deviations from returns of previous week are as follows:

Loans and discounts	Dec. $2,749,000	Net deposits	Dec. $1,967,300
Specie	Inc. 1,089,400	Circulation	Inc. 218,600
Legal tenders	Dec 223,000		

The following are the totals for three weeks:

	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
1883.	$	$	$	$	$	$
Jan. 6	317,419,200	60,152,800	20,201,700	302,881,100	17,537,600	766,505,437
" 13	317,891,200	62,477,800	22,377,900	307,920,000	17,526,700	714,244,402
" 20	317,459,800	62,687,700	23,064,450	308,309,300	17,470,200	739,795,930
" 27	318,905,400	63,937,700	23,35[illegible],400	309,129,100	16,955,800	738,061,941
Feb. 3	316,460,800	61,605,200	23,030,400	307,182,200	16,845,200	733,749,830
" 10	321,491,200	62,402,500	21,734,800	311,110,400	16,463,700	827,499,845
" 17	321,352,100	59,199,300	21,338,700	310,712,700	16,543,000	734,426,918
" 24	325,391,000	58,504,300	20,023,500	309,275,200	16,498,700	619,397,618
Mch. 3	327,472,300	55,332,900	18,915,800	303,253,900	16,515,200	760,188,160
" 10	325,180,000	51,519,700	17,917,000	293,411,400	16,669,200	748,544,655
" 17	319,673,000	48,551,900	17,081,100	289,615,500	16,607,900	760,558,987
" 24	312,879,100	47,997,400	17,025,400	281,917,500	16,356,200	599,808,618
" 31	310,130,100	49,086,800	16,891,800	279,944,200	16,574,800	598,867,938

Boston Banks.—

Following are the totals of the Boston banks:

	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Clear
1882.	$	$	$	$	$	$
Nov. 6..	148,848,100	6,229,500	3,861,100	93,210,600	30,255,500	82,653,554
" 13..	149,221,000	5,922,200	4,051,400	92,622,000	29,950,400	74,694,349
" 20..	149,058,500	5,883,500	3,966,700	92,391,900	29,981,900	75,587,683
" 27	148,724,200	5,993,700	3,882,200	91,787,100	30,107,500	71,717,159
Dec. 4..	148,116,900	5,846,600	4,419,900	91,230,900	30,160,000	73,919,385
" 11..	148,078,300	5,831,400	4,066,300	90,949,500	30,137,700	66,188,169
" 18..	148,188,000	5,774,800	4,446,600	90,940,200	30,161,600	71,820,162
" 26..	147,888,600	5,931,700	4,623,500	91,153,800	30,022,200	67,821,973
1883.						
Jan. 2..	147,583,100	5,661,900	5,283,500	92,702,800	30,104,000	57,795,298
" 8..	148,642,900	6,214,700	5,799,900	93,854,500	30,105,600	83,178,207
" 15	149,478,500	6,352,100	5,504,300	94,027,100	29,890,200	72,157,438
" 22..	150,207,900	6,459,100	5,135,300	95,536,600	29,816,300	71,393,871
" 29..	150,547,400	7,051,900	5,311,800	94,407,800	29,723,900	68,837,941
Feb. 5..	151,008,600	7,425,800	5,263,900	94 688,700	29,768,500	68,958,178
" 12..	150,821,200	6,611,800	4,883,600	93,690,260	29,911,300	70,084,277
" 19..	151,811,000	5,952,300	3,943,700	92,413,900	29,867,200	77,842,274
" 26..	150,154,200	4,814,900	3,919,200	88,039,800	29,986,800	60,721,965
Mch. 5..	147,75[illegible],800	4,809,800	3,771,200	85,417,800	30,159,300	70,034,668
" 12..	145,672,100	4,891,300	3,844,800	84,144,900	30,142,200	65,578,167
" 19..	145,860,200	4,905,860	3,563,000	82,345,700	30,154,900	70,677,842
" 26..	143,940,100	5,068,600	3,531,000	80,788,300	30,248,300	60,307,217
Apr. 2..	144,779,900	5,183,500	3,752,200	91,961,000	30,175,700	58,3[illegible],764

* Including the item "due to other banks."

Philadelphia Banks.—

The totals of the Philadelphia banks are as follows:

	Loans.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
1882.	$	$	$	$	$
Nov. 6	75,105,393	17,597,287	66,330,837	9,775,391	61,832,952
" 13	75,300,078	17,462,523	65,600,462	9,775,766	54,040,419
" 20	75,693,167	16,603,887	65,597,551	9,758,770	55,870,035
" 27	74,996,585	16,385,043	65,218,211	9,710,860	67,421,892
Dec. 4	74,070,693	16,264,082	64,821,611	9,722,530	54,953,184
" 11	73,577,152	16,243,089	63,076,151	9,738,491	53,992,670
" 18	73,480,196	16,697,155	63,860,700	9,790,600	56,026,214
" 25	72,444,817	16,986,924	62,907,658	9,797,366	52,214,193
1883.					
Jan. 1	71,986,734	18,011,573	61,349,429	9,793,080	48,206,411
" 8	72,853,295	19,479,464	66,122,265	9,797,680	56,868,380
" 15	72,744,784	19,513,548	66,782,852	9,776,750	55,193,965
" 22	73,747,575	20,013,953	67,430,951	9,803,291	56,629,103
" 29	74,615,037	19,940,022	67,418,238	9,750,478	51,787,302
Feb. 5	74,728,573	20,199,710	68,125,742	9,719,511	54,898,069
" 12	75,343,721	19,417,440	66,491,944	9,557,016	50,691,150
" 19	75,565,199	19,166,381	66,865,037	9,791,891	51,392,120
" 26	75,442,655	18,572,129	63,949,030	9,787,850	47,581,853
Mch. 5	76,628,694	17,812,425	66,276,230	9,773,558	62,299,719
" 12	75,091,483	17,702,227	64,915,064	9,78[illegible],2[illegible]2	53,124,710
" 19	75,478,591	18,706,425	64,446,100	9,807,374	55,087,444
" 26	74,719,337	18,[illegible]22,910	63,180,185	9,774,050	48,234,123
Apr. 2	74,620,434	15,320,927	62,488,577	9,816,351	49,064,219

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share.
The following abbreviations are often used, viz: "M.," for mortgage; "g.," for gold; "g'd," for guaranteed; "ond.," for or bonds; "cons." for consolidated; "conv.," for convertible; "s. f.," for sinking fund; "l. g.," for land grant.
Quotations in New York are to Thursday; from other cities, to late mail dates.

Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

UNITED STATES BONDS.	Bid.	Ask.
UNITED STATES BONDS.		
6s, 1881, continued at 3½, reg.. Q—F	102⅜	.....
4½s, 1891.....reg.. Q—M	113⅜	113⅝
4½s, 1891.....coup.. Q—M	113⅜	113⅝
4s, 1907.....reg.. Q—J	119⅛	119⅜
4s, 1907.....coup.. Q—J	119⅛	119⅜
3s, option U. S.....reg.. Q—F.	103⅝	104
6s, Currency, 1895.....reg....J&J	128	.....
6s, Currency, 1896.....reg....J&J	128	.....
6s, Currency, 1897.....reg....J&J	129	.....
6s, Currency, 1898.....reg....J&J	131	.....
6s, Currency, 1899.....reg....J&J	132	.....
STATE SECURITIES.		
Alabama—Class "A," 3 to 5, 1906...	82	.....
do small.....	83	.....
Class "B," 5s, 1906.....	100	102⅜
Class "C," 4s, 1906.....	82½	.....
6s, 10-20, 1900.....J & J	103	.....
Arkansas—6s, funded, 1899..J & J	.....	17½
7s, L. R. & Ft. S. issue, 1900..A & O	54	.....
7s, Memphis & L. R., 1899..A & O	55	65
7s, L. R. P. B. & N. O., 1900..A & O	50	52
7s, Miss. O. & R. Riv., 1900..A & O	50	56
7s, Ark. Central RR., 1900..A & O	.....	22
7s, Levee of 1871, 1900.....J & J	5	10
California—6s, civil bonds, '93-95.*	106	.....
Connecticut—6s, 1884-5.....	102	.....
Delaware—6s.....J&J	107	.....
Dist. Col.—Cons. 3-65s, 1924, cp. F&A	108⅞	109⅛
Consol. 3-65s, 1924, reg.....	108⅞	109⅛
Funding 5s, 1899.....J&J	.....	.....
Perm. imp. 6s, guar., 1891...J&J	115¼	.....
Perm. imp. 7s, 1891.....J&J	118	.....
Wash.—Fund. loan (Cong.) 6s, g., '92	115¼	.....
Fund. loan (Leg.) 6s, g., 1902 Var	.....	123½
Market stock, 7s, 1892.....	118	.....
Water stock, 7s, 1901.....	130	135
do 7s, 1903.....	131	.....
Florida—Consol. gold 6s.....J & J	107	.....
Georgia—6s, 1886.....F & A	102	.....
7s, new bonds, 1886.....J & J	106¾	108
7s, endorsed, 1886.....	107½	108
7s, gold bonds, 1890 ..... Q—J	113	.....
8s, '76, '86.....A & O	105	109
Kansas—7s, long.....J&J	117	.....
Louisiana—New con. 7s, 1914..J&J	63	.....
Ex matured coupon.....	58	60
Maine—6s, 1888.....F&A	102	104
War debts assumed, 6s, '89..A & O	114¼	114¾
Maryland—6s, defense, 1883..J&J	102¼	102½
6s, exempt, 1887.....J&J	110½	111
6s, Hospital, 1882-87.....J&J	106	111
6s, 1890.....Q—J	107	112
5s, 1880-'90.....Q—J	100	105
Massachusetts—5s, July, 1883.J&J	100	100¼
5s, gold, 1890.....A&O	108	110
5s, gold, 1894-1895.....Var.	115	115½
5s, g., sterling, 1891.....J&J	.....	.....
do do 1894.....M&N	.....	.....
do do 1888.....A&O	.....	.....
Michigan—7s, 1890.....M&N	116	.....
Minnesota—New 4½s.....J & J	101	103
Missouri—6s, 1886.....J & J	107½	.....
Funding bonds, 1894-95 ....J & J	117	.....
Long bonds, '89-90.....J & J	110½	.....
Asylum or University, 1892.J & J	113	.....
Hannibal & St. Jo., 1886....J & J	109	.....
do do 1887....J & J	109	.....
N. Hampshire—5s, 1892.....J & J	112	.....
War loan, 6s, 1892-1894.....J&J	118	120
War loan, 6s, 1901-1905.....J & J	127½	128½
War loan, 6s 1884.....M&S	103	103½
New Jersey—6s, 1897-1902....J&J*	.....	.....
6s, exempt, 1896.....J&J*	.....	.....
New York—6s, gold, reg., '87...J&J	112	.....
6s, gold, coup., 1887 .....J & J	112	.....
6s gold, 1891.....J & J	113	.....
6s, gold, 1892.....A & O	114	.....
6s, gold, 1893.....A & O	116	.....
No. Carolina—6s, old, 1886-'98..J&J	31	.....
6s, old.....A & O	31	.....
6s, N C. RR., 1883-5.....J & J ¶	155	.....
6s, do .....A & O ¶	155	.....
6s do 7 coupons off .....J&J	130	.....
6s do 7 coupons off .....A&O	130	.....
6s, Funding act of 1866 1900 J&J	11	13
6s, do 1868, 1898 A&O	11	13
6s, new bonds, 1892-8.....J&J	15	.....
6s do .....A & O	15	.....
6s, Chatham RR.....A&O	3½	.....
6s, special tax, class 1, 1898-9 A&O	5½	8
6s, do class 2 .....A & O	5½	8
6s. do W'n N. C. RR. A&O	6	7½
4s, new, cons., 1910.....J & J	78¼	80
4s, new, small.....	76	.....
Ohio 6s, 1886.....J & J	109¾	.....
Penna.—5s, new, reg., '92-1902. F&A	117	118½
6s, 15-25, reg., 1882-'92.....F & A	.....	.....
4s, reg., 1892-1904.....	.....	.....
4s, reg., 1912.....F & A	.....	117
Rhode Isl'd—6s, 1893-9, coup..J & J	116	.....
South Carolina—6s, Act of March 23, 1869. Non-fundable, 1888..	.....	7
Brown consols.....	102½	104
Tennessee—6s, old, 1890-98 ..J & J	41⅞	.....
6s, new bonds, 1892-1900 ..J & J	41¼	.....
6s, new series, 1914.....J & J	41¼	.....
Compromise bonds, 3-4 5-6s, 1912	46½	47
Texas—6s, 1892.....M&S	110	120
7s, gold, 1892-1910.....M&S	120	.....
7s, gold, 1904.....J&J	124	.....
Vermont—6s, 1890.....J & D	113	115
Virginia—6s, old, 1886-'95....J & J	36	.....
6s, new bonds, 1886-1895...J & J	36	.....
6s, consol., 1905.....J & J	50	.....
6s, consols, 1905, ex-coup.....J&J	35	40
6s, consol., 2d series.....J&J	48	.....

CITY SECURITIES.	Bid.	Ask.
Virginia—(Continued)—		
6s, deferred bonds.....	.....	11
10-40s, new.....	33	35
Tax-receivable coupons.....	45	50
CITY SECURITIES.		
Albany, N. Y.—6s, long....Various	.....	.....
7s long.....	.....	.....
Allegheny, Pa.—5s, cp., '83-97..Var.	100	105
4½s, coup., 1883-1901.....Var.	102	105
4s, coup., 1901.....Var.	100	.....
Allegheny Co., 5s, cp., 1913..J&J.	105	106
4s, riot loan, 5-10s.....	99	100
4s, do 10-20s.....	99	100
5s, do 5-10s.....	101	101½
5s, do 10-20s.....	103	104
Atlanta, Ga.—7s.....	103	112
Do. 8s.....	110	115
Waterworks.....	110	.....
Augusta, Me.—6s, 1887, mun..F&A	105	106
Augusta, Ga—7s.....Various	107	.....
Austin, Texas—10s.....	110	115
Baltimore—6s, City Hall, 1884 Q—J	101¾	102½
6s, Pitts. & Con'v. RR., 1886..J&J	107	107½
6s, consol., 1890..... Q—J	113⅛	113⅜
6s, Balt. & O. loan, 1890..... Q—J	113⅛	113½
6s, Park, 1890..... Q—M	113⅛	113⅜
6s, bounty, 1893.....M & S	115	120
6s, do exempt, 1893...M & S	115	125
5s, water, 1891.....J&J	114	114½
6s, 1900.....J&J	121	125
6s, West. Md. RR., 1902 ....J&J	126½	128
5s, consol, 1885.....Q—J	101	102¾
6s, Valley RR., 1886.....A & O	106	107
5s, 1916.....M&N	122½	122¾
4s, 1920.....J&J	111	111½
Bangor, Me.—6s, RR., 1890-'94.Var.	112	114
6s, water, 1905.....J&J	121¾	122
6s, E. & N. A. Railroad, 1894..J&J	114	116
6s, B. & Piscataquis RR., '99.A&O	116	118
Bath, Me.—6s, railroad aid.....Var.	102½	103
5s, 1897, municipal.....	103	104
Belfast, Me.—6s, railroad aid, '98..	102	103
Boston, Mass.—6s, cur, long, 1905 Var	123	130
6s, currency, 1894.....Var.	121	122
5s, gold, long.....Var.	119¼	119½
4½s, 1908.....A&O	110	112
4s, currency, long.....J&J	105	106
Brooklyn, N.Y.—7s, short.....J&J	100	105
7s, Park, long.....J&J	143	147
7s, Water, long.....J&J	139	143
7s, Bridge, long.....J&J	140	145
6s, Water, long.....J&J	120	.....
6s, Park, long.....J&J	130	135
6s, Bridge, long.....	126	130
5s, Bridge, long.....	112	117
Kings Co. 7s, 1882-'89.....M & N	102	114
do 6s, 1882-'86.....M & N	101	110
Buffalo, N. Y.—7s, 1895.....Var.	110	.....
7s, water, long.....Var.	116	.....
6s, Park, 1926.....M & S	107	.....
Cambridge, Mass.—5s, 1889....A&O	106	107
6s, 1894-96, water loan.....J&J	120	121
6s, 1904, city bonds.....J&J	126	127
Charleston, S.C.—6s, st'k, '76-98..Q-J	75	.....
7s, fire loan bonds, 1890....J & J	30	.....
7s, non-tax bonds.....	109	.....
4s, non-taxable.....	75	.....
Chelsea, Mass.—6s, '97, water l.F&A	121	123
Chicago, Ill.—7s, 1892-99	118	.....
6s, 1895.....	110	.....
4½s, 1900.....	106¾	107¼
3-65s, 1902.....	100	102
Cook Co. 7s, 1892	118	.....
Cook Co. 5s, 1899.....	108	.....
Cook Co. 4½s, 1900.....	107	.....
West Chicago 5s, 1890	103½	104¼
Lincoln Park 7s, 1895.....	106	106½
West Park 7s, 1890.....	112½	114
South Park 6s, 1899.....	105	107
Cincinnati, O.—6s, long.....Var.	118	121
6s, short.....Var.	.....	.....
7-30s, 1902.....	129½	130
4s.....J&J	98	102
Southern RR. 7-30s, 1906...J&J	129	130½
do 6s, g., 1902....M&N	119	120
do Cur. 6s, 1909....F&A	118	121
do Skg. fd. 5s, 1910 M&N	103	111
Cleveland, O.—6s, long....Various	.....	.....
7s, short.....Var.	.....	.....
5s, long.....Var.	.....	.....
4s, long.....Var.	.....	.....
Columbus, Ga.—7s .....Var.	95	.....
Covington, Ky.—7-30s, long	102	.....
7-30s, short.....	105	110
Water Works.....	115½	116
Dallas, Texas—8s, 1901.....	101½	107½
10s, 1883-96.....	105	110
Water, 6s, 1900	97½	102½
Detroit, Mich.—7s, long.....Var.	110	.....
7s, water, long.....Var.	114	117
Elizabeth, N. J.—7s, short.....	43	46½
7s, funded, 1880-1905.....	43	46½
7s, consol., 1885-98.....A & O	43	46½
7s, 1905.....	43	46½
Fall River, Mass.—6s, 1904...F& A	124	125
5s, 1894, gold.....F& A	108½	110
Fitchburg, Mass.—6s, '91, W. L...J&J	113	114
Galveston, Tex.—8s, 1893-1909 M&S	110	110
5s, 1920	98	102
Galvest'n County, 6s, 1902..M&N	.....	.....
Hartford, Ct.—City 6s, var. dates...	100	107
Capitol, untax, 6s.....	125	130
Hartford Town 4½s, untax.....	104	108
Houston, Tex.—10s.....	35	.....
8s, funded.....	35	.....
Haverhill, Mass.—6s, '85-89.. A&O	104	107
Indianapolis, Ind.—7-30s, '93-99 J&J	113	117

CITY SECURITIES.	Bid.	Ask.
Jersey City—6s, water, long, 1905	101	106
7s, water, 1899-1902.....J & J	110	112
7s, Improvement, 1891-'94.. Var.	107	109
7s, Bergen, long .....J & J	106	107
Hudson County, 6s .....A&O	102	106
do 7s, M&S and J&J	103	107
Bayonne City, 7s, long..... J&J	109	110
Lawrence, Mass.—6s, 1891 ..A & O	119	120
6s, 1900 ..... A&O	123	125
Long Island City, N.Y.—Water, 7s, '20	.....	.....
Louisville, Ky.—7s, long dates..Var.	115½	115½
7s, short dates..... Var	106	109
6s, long..... Var	109	111
6s, short..... Var.	104½	105½
5s, 1890-1900..... M&N	103½	106
Lowell, Mass.—6s, 1890, W. L. M&N	114	116
Lynchburg, Va.—6s.....J & J	103	105
8s.....J & J	125	.....
Lynn, Mass.—6s, 1887 .....F&A	105	107
Water loan, 6s, 1894-96.....J&J	119	121
5s, 1905..... M&N	111	113
Macon, Ga.—7s.....	100	105
Manchester, N.H.—5s, 1883-'85.J&J	100½	102
6s, 1894.....J&J	117	118
6s, 1902.....J&J	122	125
4s, 1911.....	103½	104
Memphis, Tenn.—6s, C.....J&J	35	.....
6s, A & B.....J&J	35	.....
6s, gold, fund., 1900 .....M & N	35	.....
6s, end., M. & C. RR.	60	.....
6s, consols.....J&J	50	.....
Milwaukee, Wis.—5s, 1891...J & D	98	.....
7s, 1896-1901.....Var.	112	117
7s, water, 1902.....J&J	125	.....
Mobile, Ala.—3-4-5s, funded...M&N	54	55
Montgomery, Ala.—New 3s ..J & J	60	65
5s, new.....	70	.....
Nashville, Tenn.—6s, old.....	100	.....
6s, new.....	100	.....
Newark—6s, long.....Var.	112	114
7s, long.....Var.	119	122
7s, water, long.....Var.	120	122
New Bedford, Mass.—6s, 1909. A&O	128	130
5s, 1900, Water Loan.....A.&O	113	115
N. Brunswick, N. J.—7s, various...	105	107
6s.....	100	102
New Orleans, La.—Premium bonds	80⅞	80⅞
Consolidated 6s, 1892..... Var.	93¾	95
Newport—Water bonds 7-30s.....	114½	115
New York City—7s, short	100	114
7s, long.....	135	140
6s, short.....	110	.....
6s, long.....	129	.....
6s, gold (consolidated), 1896-1901	122	126
5s, long.....	118	.....
4s, long.....	100	105
Newton—6s, 1905, water loan..J&J	128	130
5s, 1905, water Loan.....J&J	115	117
Norfolk, Va.—6s, reg. stk, '78-85..J&J	103	107
8s, coup., 1890-93.....Var.	110	116
8s, water, 1901.....M & N	130	133
Norwich, Ct.—5s, 1907..... A&O.	113½	115
7s, 1905..... J.&J	.....	.....
Orange, N. J.—7s, long.....	115	120
Oswego, N. Y.—7s, 1887-8-9.....	102	.....
Paterson, N. J.—7s, long.....Var.	122	123
6s, long.....	115	116
5s, long.....	106	108
Petersburg, Va.—6s.....J&J	102	.....
8s.....J&J	117	.....
8s, special tax.....	117	.....
Philadelphia, Pa.—5s, reg.....J&J*	.....	.....
6s, old, reg.....J&J	.....	.....
6s, new, reg., due 1895 & over. J&J	133	.....
4s, new.....	108½	.....
Pittsburg, Pa.—4s, coup., 1913..J&J	95	100
5s, reg. and coup., 1913.....J&J.	110	.....
6s, gold, reg.....Var.	116	117
7s, water, reg. & cp., '93-'98...A&O.	.....	128
7s, street imp., reg, '83-86.....Var.	105	108
Portland, Me.—6s, Mun., 1895. Var.	116	118
6s, railroad aid, 1907 .....M&S	120	122
Portsmouth, N.H.—6s, '93, RR. J&J	114½	115½
Poughkeepsie, N. Y.—7s, water	120	.....
Providence, R.I.—5s, g., 1900-5. J&J	115½	116
6s, gold, 1900, water loan..J & J	.....	.....
os, 1885.....M & S	.....	.....
Richmond, Va.—6s.....J&J	111	113
8s.....J & J	134	.....
5s.....	104¾	.....
Rochester, N.Y.—6s .....Var.	106	.....
7s, water, 1903.....J & J	134	.....
Rockland, Me.—6s, '89-99, RR. F&A	99	99½
St. Joseph, Mo.—Comp'mise 4s. 1901	73	81
St. Louis, Mo.—7s, 1885.....F&A	101	.....
6s, short.....	Var.	106	107
6s, long.....	Var.	113	115
5s, long	Var.	107½	.....
5s, 10-20.....	Var.	103½	106½
St. L. Co.—6s, gold, 1905.....A&O	118	.....
Currency, 7s, 1887-'88....Var.	103	.....
St. Paul, Minn.—6s, long	106	.....
7s, long.....	112	.....
8s, 1889-96.....	Var	117	.....
Salem, Mass.—6s, long, W. L. A&O	124	126
5s, 1904, W. L.....J&J	113	115
S. Francisco—7s, g., 1888-95.. Var.	104	.....
6s, gold, long.....	.....	.....
Savannah funded 5s, consols.....	.....	82
Somerville, Mass.—5s, 1895...A&O	113	115
6s, 1885 .....J&J	103	105
6½s, 1884 .....A&O	104	105
Springfield, Mass.—6s, 1905...A&O	127	129
7s, 1903, water loan.....A&O	133	137
Toledo, O.—7-30s, RR., 1900. M & N	110	.....
8s.....	Var.	.....	.....
6s, 1893 to '99.....	Var.	102	.....
Washington, D.C.—*See* Dist. of Col.			

* Price nominal; no late transactions. † Purchaser also pays accrued interest. ‡ In London. ¶ Coupons on since 1 '59.

GENERAL QUOTATIONS OF STOCKS AND BONDS—Continued.

For Explanations See Notes at Head of First Page of Quotations.

Railroad Bonds.	Bid.	Ask.
Wilmington, N.C.—6s	95	.....
8s, gold, con. on	103	106
Worcester, Mass.—6s, 1892...A&O	†117½	118
5s, 1905 A&O	113	115
4s, 1905 A&O	104	106
Yonkers, N. Y.—Water. 1903	116	.....
RAILROAD BONDS.		
Ala. Cent.—1st M., 6s, 1918....J&J	95	100
Income 6s, 1918 J&J	.....	70
Ala. Gt. Southern—1st mort., 1908	†111	113
Alb'y & Susq.—1st M., 7s, '88..J&J	110	.....
2d mortgage, 7s, 1885 A&O	103½	105
Consol. mort., 7s, 1906, guar. A&O	.....	122
Consol. mort., 6s, 1906, guar A&O	112½	115½
Alleghany Cent.—1st M., 6s, 1922	.....	.....
Incomes, 1912	.....	.....
Allegh. Val.—Gen. M., 7 3-10s..J&J	122½	125
East. exten. M., 7s, 1910....A&O	118	123
Income, 7s, end., 1894 A&O	40	.....
Atch'n & Neb.—1st, 7s, 1907..M&S	†119¾	120¼
Atch. Top. & S.F.—1st, 7s, g., '99. J&J	†119	119¼
Land grant, 7s, g., 1902 A&O	†111½	112
Sinking fund, 6s, 1911 J&D	100½	101½
Guaranteed 7s, 1909 . J&J&A&O	†111½	112
5s, 1909 (1st mort.)	†94	94½
5s, plain bonds, 1920	†84	86
4½s, 1920 A&O	†80¾	81
Florence & El Dor'do, 1st. 7s. A&O	†105	106
K.C.Topeka&W., 1st M., 7s, g. J&J	†118	119
do income 7s. A&O	†105	105½
N.Mex.&So.Pac., 1st, 7s, 1909 A&O	†112	112½
Pleas't Hill & De Soto, 1st. 7s, 1907	†105½	106½
Pueblo & Ark. V., 1st, 7s, g., 1903.	†125⅜	127⅜
Sonora, 1st, 7s. 1910, guar.. J&J	102½	102⅜
Wichita&S.W., 1st, 7s, g., gua. 1902	†101	102
Atlanta & Charlotte Air L.—1st, 7s	106	107½
Income, 6s	76	79
Atlantic & Pac.—1st 6s, 1910..J&J	96	.....
Incomes, 1910 J&J	23½	.....
Baltimore & Ohio—6s, 1885..A&O	103¾	104⅛
Sterling, 5s, 1927 J&D	†107	109
Sterling, 6s, 1895 M&S	†112	114
Sterling mort., 6s, g., 1902..M&S	†117	119
do 6s, g., 1910. M&N	†123	125
Parkersburg Br., 6s, 1919...A&O	111	.....
Balt. & Pot'c—1st, 6s, g., 1911. J&J	†114	116
1st, tunnel, 6s, g., g'd, 1911. A&O	†114	116
Belvidere Del.—1st, 6s, c., 1902. J&D	120	121
2d mort., 6s, 1885 M&S	102	103½
3d mort., 6s, 1887 F&A	105	.....
Boston & Albany—7s, 1892... F&A	†122¼	122½
6s, 1895 J&J	†118¾	119
Bost. Clint. & F—1st M.., 6s, '84, J&J	†101	102
1st M., 7s. 1889-90 J&J	†112½	115
B. C. F. & N. B., 5s, 1910 ....J&J	†108¾	108¾
N. Bedford RR., 7s, 1894....J&J	†122	124
Equipment, 6s, 1885 F&A	†103	.....
Framingham & Lowell—1st, 5s, '91	† 90	93
Bost. Conc. & Mon.—S.F., 6s, '89. J&J	†105	106
Consol. mort., 7s, 1893 A&O	†113½	114
Bost. Hart. & E.—1st, 7s, 1900. J&J	.....	50
1st mort., 7s, guar. J&J	.....	.....
Boston & Lowell—7s, '92 A&O	†117¼	117⅜
6s, 1896 J&J	†110¾	111½
New 5s, 1899 J&J	†105½	106
Boston & Maine—7s. 1893-94. J&J	†122⅜	123⅜
Bost. & Providence—7s, 1893. J&J	†122	124
Bost. & Revere B'h—1st, 6s. '97. J&J	†112¼	112½
Bradford Bord. & K.—1st, 6s, 1932	.....	.....
Bradf. Eld. & Cuba—1st. 6s. 1932 J&J	.....	.....
Bklyn Bath & C. I.—1st, 6s, 1912. F&A	.....	102
Brooklyn Elevated—Bonds	32	42
Buff. Brad. & P.—Gen. M. 7s, '96. J&J	100	.....
Buff. N. Y. & Erie—1st. 7s. 1916. J&D	132¼	.....
Buff. N. Y. & Phil.—1st, 6s, g., '96. J&J	.....	.....
2d mortgage, 7s, g.	.....	.....
Cons. 6s 1921 J&J	100½	.....
Buff. Pittsb. & West.—6s, 1921 A&O	.....	.....
Pitts. Titusv. & B.—7s, 1896..F&A	97	.....
Oil Creek, 1st M., 6s, 1912...A&O	101½	.....
Union & Titusv., 1st, 7s, 1890. J&J	96	.....
Warren & Fr'kln, 1st, 7s, '96. F&A	113	115
Buff & Southwest.—6s, 1908..J.&J	.....	.....
Bur. C. R. & N.—1st. 5s, new, '06. J&D	101½	102
C. Rap. I. F. & N., 1st, 6s, 1920. A&O	106	.....
Cairo & St. Louis—1st mort	.....	.....
Califor. Pac.—1st M., 7s, g., '89. J&J	†104	106
2d M., 6s, g., end C. Pac., '89. J&J	†100	105
3d M. (guar. C. P.), 6s, 1905. J&J	†104	107
do do 3s, 1905. J&J	66	.....
California So.—1st, 6s, 1922...J&J	.....	.....
Camden & Atl.—1st. 7s, g., '93. J&J	119	120
2d mort., 6s, 1904 A&O	106	.....
Cam. & Bur. Co.—1st M., 6s, '97. F&A	.....	.....
Canada So.—1st M., guar., 1908, J&J	96¾	96⅞
Carolina Cent.—1st, 6s, g., 1920. J&J	90	100
do incomes	.....	.....
Catawissa—Mort., 7s, 1900...F&A	120¾	.....
Cedar F. & Min.—1st, 7s, 1907. J&J	110	.....
Cedar R. & Mo.—1st. 7s. '91...F&A	†108½	109
1st mort., 7s, 1916 M&N	†121½	122
Cent. Br. U. Pac., 1sts, 6s, '95. M&N	100	.....
Fund. coupon 7s, 1895 M&N	96	.....
Atch. & Pike's P'k, 1st, 6s, g. M&N	99	.....
Cent. of Ga.—1st. cons., 7s, '93. J&J	113	115
Certificates of indebtedness. 6s..	92	95
Cent. Iowa—New 1st., 7s., '99. J&J	105½	107
Inc. bonds, "debt certs.", 7s, A&O	.....	60
Central of N. J.—1st M., 7s, '90. F&A	115	.....
7s, conv, 1902, assented. ...M&N	100½	.....
Consol. M., 7s, 1899, assented. Q—J	113	.....
Adjustment bonds, 1905	.....	.....
Income bonds, 1908 M&N	84¼	85
Am. Dk. & Imp. Co., 5s, 1921. J&J	.....	90
Leh. & Wilkesb. Coal, inc., '88. M&N	81	.....
Consol., 7s, gold, 1900, ass'd. Q-M	103½	.....
Cent. Ohio—1st M., 6s, 1890..M&S	108½	109
Cent. Pacific—1st, 6s, g., '95-98. J&J	114	114⅜
State Aid, 7s, g., 1884 J&J	102	.....
S. Joaquin, 1st M., 6s, g. 1900. A&O	108	.....
Cal. & Oregon, 1st, 6s, g., '88. J&J	103	.....
Cal. & Or. C. P. bonds, 6s, g., '92. J&J	†107	109

Railroad Bonds.	Bid.	Ask.
Central Pacific—(Continued)—		
Land grant M., 6s, g., 1890. A&O	.....	105
West. Pacif., 1st, 6s, g., '99..J&J	109¼	111
Char'te Col. & A.—Cons., 7s, '95. J&J	110¼	.....
2d mort., 7s, 1910, J&J	102½	103½
Cheraw & Darl.—1st M., 8s, '88. A&O	110	.....
2d mort., 7s	103	.....
Ches. & Ohio—Pur. money fd., 1898	114½	.....
Series A, 1908	.....	.....
6s, gold, series B, int. def. 1908..	93	93⅜
6s, currency, int. deferred. 1918	53⅝	54
6s. 1911 A&O	.....	100½
Cheshire—6s, 1896-98 J&J	†109½	110
Chic. & Alton—1st M., 7s, '93..J&J	118	.....
Sterling mort., 6s, g., 1903..J&J	†117	119
Bds. Kan. C. line, 6s, g., 1903. M&N	113¾	.....
Miss. Riv. Bridge, 1st., s.f., 6s, 1912	.....	.....
Louis'a & Mo. R., 1st, 7s, 1900 F&A	.....	120
do 2d, 7s, 1900 M&N	108	.....
St. L. Jacks'v. & C., 1st, 7s, '94. A&O	114	.....
do 1st guar. (564), 7s, '94 A&O	114	.....
do 2d M. (360), 7s, '98..J&J	.....	.....
do 2d guar. (188) 7s, '98. J&J	.....	.....
Chicago & Atlantic—1st mort	101½	103⅜
Chic. B. & Q.—Consol., 7s, 1903 J&J	127	.....
Bonds, 5s, 1895 J&D	†100¾	101
5s, 1901 A&O	101½	.....
5s, 1919, Iowa Div A&O	100	.....
4s, 1919, do A&O	86½	89½
4s, Denver Div., 1922	.....	85
4s, plain bonds, 1921	.....	81
Bur. & Mo. R., 1'd M., 7s, '93. A&O	†116	116½
do Conv. 8s, '94 ser. J&J	.....	.....
Bur. & Mo. (Neb.), 1st, 6s, 1918. J&J	†113	113½
do Cons, 6s, non-ex..J&J	†102½	102⅜
do 4s, (Neb.), 1910..J&J	†79¾	80¼
do Neb. RR. 1st, 7s, A&O	†114	115
do Om. & S.W., 1st, 8s, J&D	†121½	124
Ill. Grand Tr., 1st, 8s, '90...A&O	†112½	113
Dixon Peo. & H., 1st, 8s, 1889. J&J	†109½	110
Ott. Osw. & Fox R., 8s, 1900. J&J	†123	125
Quincy & Wars'w, 1st, 8s, '90. J&J	†115½	117
Chic. & Can. So.—1st, 7s, 1902 A&C	25	35
Chic. C. Dub & Minn.—7s, 1910 J&J	†103¾	104
Chic. & East Ill.—1st mort. 6s, 1907	.....	100
Income bonds, 1907	80	.....
Chic. & Gr. Trunk—1st mort., 1900	99	101
Chic. & Iowa—2d M., 8s, 1901. J&J	120	.....
Chic. I'a & Neb.—2d M., 5s, 1883..	†100	100¼
Chic. & Mich. L. 8s.—1st, 8s, '89. M&S	†112	113
Chic. Mil. & St. Paul—		
P. du C. Div., 1st, 8s, 1898. F&A	130¼	....
P. D., 2d M., 7 3-10s, 1898..F&A	120½	.....
St. P. & Chic., 7s, g., 1902....J&J	124½	.....
Mil. & St. P., 2d M., 7s, 1884. A&O	100¼	.....
La. C., 1st M., 7s, 1903 J&J	118	119
I. & M., 1st M., 7s, 1897 J&J	119	119½
I'a. & Dak., 1st M., 7s, 1899. J&J	119½	.....
Hast. & Dak., 1st M., 7s, 1910. J&J	†117½	118
Chic. & Mil., 1st M., 7s, 1903. J&J	123	.....
1st mort., consol., 7s, 1905..J&J	†121½	123
1st M., I. & D. Ext., 7s, 1908 J&J	120	.....
1st M., 6s, S'thwest Div. 1909 J&J	108	108½
1st M., 5s, La C. & Dav. 1919 J&J	96	.....
So. Minn. 1st 6s, 1910 J&J	106½	.....
Chic. & Pac. Div. 6s, 1910	†101½	112
do West. Div., 5s, 1921. J&J	93¼	93⅜
Mineral Pt. Div., 5s, 1910...J&J	.....	92¼
Chic. & L. Sup. Div., 5s, 1921	.....	.....
Wis. & Minn. Div., 5s, 1921...J&J	.....	89
Chic. & N.W.—Sink. f., 1st, 7s, '85 F&A	.....	.....
Interest mort., 7s, 1883 ....M&N	†103¼	.....
Consol. mort., 7s, 1915 Q—F	†132½	.....
Exten. mort., 7s, 1885 .....F&A	†100	.....
1st mort., 7s, 1885... .....F&A	105	106½
Consol., gold, 7s, op., 1902. J&D	124¾	.....
do do reg	124	.....
Sinking fund, 6s, 1929 .....A&O	†109½	.....
do 5s, 1929 .....A&O	99¼	99½
Escan. & L Sup., 1st, 6s, 1901. J&J	.....	.....
Des M. & Minn's, 1st, 7s, 1907. F&A	.....	.....
Iowa Mid., 1st M., 8s, 1900. A&O	126	134
Peninsula, 1st, conv., 7s, '98. M&S	120	.....
Chic. & Mil., 1st M., 7s, '98..J&J	.....	123
Mil. & Mad., 1st, 6s, 1905...M.&S.	.....	.....
Chic. R. I. & Pac.—6s, 1917, coup. J&J	123½	.....
6s, 1917, reg J&J	123¼	121½
Chic. & S.W., 1st, 7s, guar., '99. M&N	†116	.....
Chic. St. L. & N.O.—1st con. 1897, 7s	114	.....
2d mort 6s, 1907 J&D	110	.....
Ten. lien, 7s, 1897 ....M&N	114	.....
5s, 1951, gold	103	105
Miss. Cen., 1st M., 7s, '74-84. M&N	.....	.....
do 2d mort., 8s	.....	.....
N.O. Jack. & Gt. N., 1st., 8s, '86. J&J	108	.....
do 2d M., 8s, '90, ctfs. A&O	117	.....
do 2d mort. debt....A&O	117	.....
Chic. St. P. Min. & Om.—Con. 6s, 1930	†106½	107½
Ch. St. P. & Minn. 1st, 6s, 1918 M&N	115	116
Land grant, inc., 6s, 1898 M&N	.....	.....
North Wisc., 1st 6s, 1930....J&J	.....	.....
St. Paul & S. City, 1st 6s, 1919. A&O	109	110
Chic. & Tomah.—Scrip, 1905	†111	111
Cin. & Eastern—1st, 7s, 1896	.....	100
2d mort., 7s, 1900	.....	100
Consol., gold. 6s, 1912	.....	85
Cin. Ham. & Dayt.—2d, 7s, '85 J&J	†103½	104½
Consol. mort., 7s, 1905.....A&O	†123	125
do 6s, 1905. ....A&O	†109	110
Cin. H. & I., 1st M., 7s, 1903. J&J	†108	109
Cin. I. St. L. & Chic.—Con. 6s, 1920	†101	102½
Cin. & Indiana, 1st M., 7s, '92. J&D	†110	113
do 2d M., 7s, '82-87. J&J	†105	108
Indianapolis C. & L., 7s of '97..	†112½	.....
Ind'apolis & Cin., 1st, 7s, '88. A&O	†106½	107½
Cin. Laf. & Ch.—1st, 7s, g., 1901. M&S	112	115
Cin. Rich. & Chic.—1st, 7s, '95. J&J	†109	110
Cin. Rich. & F. W.—1st, 7s, g....J&D	†109	110
Cin. Sand'ky & Cl.—6s, 1900...F&A	†101¼	101¾
7s, 1887 extended M&S	†101	103
Consol. mort., 7s, 1890 .....J&D	†102¾	103
Cin. & Sp.—7s, C.C.C. & I., 1901. A&O	.....	.....
7s, guar., L.S. & M.S., 1901..A&O	.....	.....

Railroad Bonds.	Bid.	Ask.
Clev. Col. C. & I.—1st, 7s, '99. M&N	.....	.....
Consol. mort., 7s, 1914 .....J&D	121½	....
Bellef. & Ind. M., 7s, 1899...J&J	118	.....
Clev. & Pitts.—4th M., 6s, 1892. J&J	108½	.....
Consol. S. F., 7s, 1900 .....M&N	.....	126½
Clev. & M. Val.—1st, 7s, g., '93. F&A	.....	.....
Columbia & Greenv.—1st, 6s, 1916	101¼	102¼
2d mort., 6s, 1926	.....	85
Columbus Chic. & Ind. Cent.—		
1st consol. mort., 7s, 1908..A&O	148	.....
2d mort., 7s, 1909 .....F&A	.....	.....
Income 7s, 1890	.....	.....
Reorgan'n Trust Co. certs	110	.....
Chic. & Gt. East., 1st, 7s, 93-'95.	100	.....
Col. & Ind. C., 1st M., 7s, 1904. J&J	*115	.....
do 2d M. 7s, 1904. M&N	*110	.....
Un. & Logansp., 1st, 7s, 1905. A&O	*113	116
T. Logansp. & B., 7s, 1884..F&A	*100	103
Cin. & Chic. A. L., 1886-'90	*100	.....
Col. Hock. Val. & Tol.—Consol. 5s.	82	.....
Col. & Hock. V.—1st M., 7s, '97. A&O	†115	.....
do 2d M., 7s, 1892. J&J	†107	.....
Col. & Toledo—1st mort. bonds ..	†115½	118½
do 2d mort	†109	.....
Col. Springf. & C.—1st, 7s, 1901. M&S	.....	.....
Col. & Xenia—1st M., 7s, 1890. M&S	†110	.....
Conn. & Passump.—M., 7s, '93. A&O	†116	116½
Massawippi, g., 6s, gold, '89 J&J	†103½	104
Conn. Val.—1st M., 7s, 1901...J&J	90	100
Conn. West.—1st M., 7s, 1900. J&J	30	31
Connecting (Phila.)—1st, 6s ..M&S	117	.....
Cumberland & Penn.—1st mort	.....	.....
2d mort	.....	.....
Cumberl. Val.—1st M., 8s, 1904. A&O	*	.....
Dakota Southern—7s, gold, '94, F&A	195	100
Dayton & Mich.—Consol. 5s....J&J	†102	103
2d mort., 7s, 1884, now 1st. M&S	†103¼	.....
3d mort., 7s, 1888, now 2d. A&O	†107	108
Dayt. & West.—1st M., 6s, 1905. J&J	†109	110
1st mort., 7s, 1905 J&J	†118	.....
Delaware—Mort., 6s, guar., '95. J&J	.....	.....
Del. & Bound B'k—1st, 7s, 1905 F&A	124	124¾
Del. Lack. & W.—Conv. 7s, 1892 J&D	115	.....
Mort. 7s, 1907 M&S	121	.....
Den. & Rio G.—1st, 7s, g., 1900. M&N	112¼	.....
1st consol. mort., 7s, 1910....J&J	95⅞	96
Denv. & R. G. West.—Bonds	74⅛	74¼
Denv. S.P. & Pac.—1st, 7s, 1905 M&N	94	.....
Des M. & Ft. D.—1st, 6s, 1905. J&J	.....	100
1st inc., 6s, 1905	.....	73
Detroit & Bay C.—1st, 8s, 1902. M&N	100	....
1st M., 8s, end. M. C., 1902. M&N	113	114
Det. G. Haven & Mil.—Equip. 6s, 1918	†116	118
Con. M., 5% till '84, after 6%. 1918	†115	117
Det. L. & North.—1st, 7s, 1907. J&J	†115	116
Det. Mack. & M.—1st. 6s, 1921. A&O	.....	88
Land grant, 7s. 1911	.....	.....
Income, 1921	.....	.....
Dub. & Dak.—1st M., 6s, 1919. J&J	.....	.....
Dub. & S. City—1st, 2d Div., '94. J&J	116	117½
Dunk. A.V. & P.—1st, 7s, g., 1900 J&D	105	.....
East Penn.—1st M., 7s, 1888..M&S	.....	.....
E. Tenn. Va. & Ga.—1st, 7s, 1900. J&J	116½	117
1st mort., consol., 5s, 1930 ..J&J	73¾	73⅞
Income, 6s, 1931	36¼	.....
Divisional, 5s, 1930 J&J	92½	.....
E. Tenn. & Ga., 1st, 6s/83-86. J&J	100	.....
E. Tenn. & Va., end., 6s, 1886. M&N	100	.....
Eastern, Mass.—6s, g., 1906. .M&S	†112	112½
Sterling debs., 6s, g., 1906..M&S	‡108	111
Eliz. City & Nor.—S.F. deb., 6s. A&O	.....	95
1st mort., 6s, 1920 .....M&S	.....	95
E izab. Lex. & Big S.—6s, 1902. M&S	.....	98
Elmira & W'mspt—1st, 8s, 1910. J&J	115½	.....
5s, perpetual .....A&O	100	.....
Erie & Pittsb.—2d, now 1st....J&J	†107	111
Cons. mort., 7s, 1898 .....J&J	110	112
Equipment, 7s, 1890 .....A&O	.....	.....
Evansv. & Crawf.—1st, 7s, '87. J&J	103	106
Evans. & T. H., 1st con., 6s, 1921, J&J	96	97½
Evansv. T. H. & Chi.—1st, 7s, g. M&N	101	.....
Fitchburg—5s, 1899 .....A&O	†110½	111
5s, 1900-01-02 A&O	†111	112
6s, 1898 .....A&O	†117	117½
7s, 1894 .....A&O	†123	124
Flint & P. Marq.—M. 6s, 1920. A&O	†.....	109
Flint & Holly, 1st, 10s, '88. M&N	107	.....
Holly W. & M.—1st, 8s, 1901. J&J	115	.....
Ft. Madison & N. W., 1st 7s, g., 1905	.....	.....
Ft. W. & Denv. City—1st, 6s, 1921.	.....	70¾
Frankfort & Kokomo—1st. 7s. 1908	.....	.....
Gal. Har. & S.A.—1st, 6s, g. 1910. F&A	‡106	108
2d mort. 7s, 1905 J&D	.....	.....
Gal. Hous. & H.—1st, 7s, g., 1902. J&J	70	.....
Georgia—7s, 1883-90 .....J&J	104	108
6s, 1897 & 1910	124	127
Georgia Pacific—1st mort	82	84
Gr. Rap. & Ind.—1st, l.g., g'd, 7s, g.	.....	118
1st M., 7s, l.g., gold, not guar. A&O	†109	.....
Ex land grant, 1st 7s, '99	†.....	105
Gr. B'y W. & St. P.—1st, 6s, 1911. F.&A	80	85
2d, incomes, 1911	.....	23
Gulf Col. & S. Fe—1st, 7s, 1909 J&J	.....	112½
Hannibal & Nap —1st, 7s, '88. M&N	.....	.....
Han. & St. Jo.—Conv. 8s, 1885. M&S	101⅜	.....
Con. 6s, 1911 .....M&S	101¼	105
Kans. C. & Cam., 1st, 10s, '92. J&J	†129	130
Housatonic—1st M., 7s, 1885. F&A	.....	.....
Houst. E. & W. Tex.—1st, 7s, 1898.	.....	102
Houst. & Tex. C.—1st., 7s, guar., '91	108½	.....
West. Div., 1st, 7s, g., 1891..J&J	106¼	108
Waco & N. W., 1st, 7s, g., 1903. J&J	113	.....
Cons. mort., 8s, 1912 .....A&O	.....	124
Waco & N., 8s, 1915	.....	.....
Gen. mort. 6s, 1921 .....A&O	.....	97⅞
Hunt. & Br. Top—1st, 7s, '90..A&O	114½	.....
2d mort., 7s, g., 1895 .....F&A	115	118
Cons 3d M. 5s. 1895 .....A&O	85	89
Ill. Cent.—1st M. Chic. & Spr. '98 J&J	110	.....
Middle Div. reg. 5s, 1921	.....	.....
Sterling, S. F., 5s, g., 1903..A&O	‡106	108
Sterling, gen. M., 6s, g., 1895. A&O	‡114	116
Sterling, 5s, 1905 ... ...J&D	‡106	108

* Price nominal; no late transactions. † The purchaser also pays accrued interest. ‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.	Bid.	Ask.
Ind. Bl. & W.—1st, pf., 7s, 1900.J&J	118	.....
1st mort., 4-5-6, 1909 .....A&O	.....	88
2d mort., 4 5 6, 1909.....A&O	73½	.....
East. Div., 1st mort.....	....	93½
do income.....	.....	48½
Income, 1919	.....	47
In'polis D.& Sp'd—1st,7s,1906 A&O	98½	.....
2d mort., 5s, 1911.....J&J	.....	.....
2d mort., income, 1906.....J&J	32	40
Trust Co. cert.....	.....	.....
New 1st mort. 6s, funded	.....	.....
Ind'polis & St.L.—1st,7s,1919.Var.	109	112½
nd'apolis& Vin.—1st,7s,1908.F&A	109	.....
2d mort., 6s, g., guar., 1900.M&N	100	.....
Int. & Gt.North.—1st,6s,1919.M&N	109¼	.....
Coup. 6s, 1909.....M&S	83¼	.....
2d mort., income, 8s, 1909.....	.....	.....
Ionia & Lansing—1st 8s, '89. ..J&J	110	112
Iowa City& West.—1st,7s,1909M&S	.....	.....
I'a Falls & Sioux C.—1st, 7s,'99A.O	119¾	120¼
Jefferson—Hawl'y Br. 7s, '87..J&J	.....	.....
1st mort., 7s, 1889.....J&J	.....	.....
Jef. Mad.& Ind.—1st, 7s,1906.A&O	113	114½
2d mort., 7s, 1910.....J&J	113½	116
Junction (Phil.)—1st,4½s,1907 J&J	.....	.....
2d mort., 6s, 1900.....A&O	110	.....
K.C.Ft.Scott& G.—1st,7s,1908 J&D	111	112
Kansas C. Lawr. & So. 1st, 5s. 1909	104½	105
K.C.St.Jos.& C.B.—M. 7s,1907..J&J	110	112
Kansas & Nebraska—1st mort.....	55	65
2d mort	15	20
Kentucky Central—6s, 1911...J&J	95	.....
Keokuk& Des M.—1st,5s,guar.A&O	105	.....
L. Erie & West.—1st, 6s,1919. F&A	98	98½
Income, 7s, 1899	46	48
Sandusky Div., 6s, 1919 ....F&A	.....	95½
do income, 1920.....	.....	.....
La'. Bl.& Mun.,1st, 6s,1919..M&N	97¾	.....
do income, 7s, 1899.	41	.....
Lake Shore & Mich. So.—		
M.So.& N.I., S.F.,1st, 7s,'85.M&N	107½	.....
Cleve. & Tol., 1st M., 7s, '85..J&J	105½	.....
do 2d M., 7s, 1886.A&O	104	.....
Cl. P. & Ash., new 7s, 1892...A&O	111⅝	.....
Buff.& E., new bds, M., 7s,'98.A&O	.....	122
Buff. & State L., 7s, 1886....J&J	.....	.....
Det. Mon. & Tol., 1st, 7s, 1906...	.....	.....
Jamest.& Frankl..1st, 7s, '97.J&J	.....	.....
do 2d M.,7s,'94.J&D.	.....	.....
Kalamazoo Al.& Gr.R.,1st,8s.J&J	.....	.....
Kal.& Schoolcraft, 1st, 8s.'87.J&J	.....	.....
Kal.& Wh. Pigeon,1st. 7s,'90..J&J	100	.....
Dividend bonds, 7s, 1899...A&O	113	121
L.S.& M. S., cons., cp., 1st, 7s.J&J	124	.....
do cons., reg..1st,7s,1900.Q—J	123	.....
do cons., cp., 2d,7s, 1903..J&D	120	121
do cons., reg..2d, 7s,1903.J&D	120	121
Lawrence—1st mort., 7s,1895.F&A	.....	.....
Lehigh & Lack.—1st M.,7s. '97.F&A	.....	.....
Lehigh Val.—1st,6s,coup., '98..J&D	.....	122
1st mort., 6s, reg., 1898.....J&D	122	123
2d mort., 7s, 1910.....M&S	133	134
Gen. M., s. f., 6s, g., 1923....J&D	115	120
Delano Ld Co. bds, end.,7s,'92J&J	.....	.....
L. Miami—Renewal 5s,1912...M&N	105	106
L.Rock& Ft.S.—1st,l.gr.,7s'95.J&J	91⅛	91½
Long Island—		
1st M., 7s, 1898.....M&N	120	.....
1st consol. 5s, 1931.....Q—J	97	98
2d mort., 7s, 1918.....	.....	.....
South Side, 1st, 7s, 1887.....M&S	102	.....
Newtown & Fl., 1st, 7s, 1891.....	107	.....
N. Y. & Rockaway, 7s, 1901.A&O	.....	.....
Smitht'n & Pt. Jeff., 7s, 1901.M&S	.....	.....
L.I.City & Flushing—1st, 6s,1911	.....	.....
do Incomes.....	.....	.....
Lou'v.C.& Lex.—1st,7s,'97 J&J(ex)	115	116
2d mort., 7s, 1907.....A&O	107	108
Lou.&Nashv.—Con.1st, 7s, '98A&O	114	114¾
2d mort., 7s, g., 1883.....M&N	102	.....
Cecilian Br., 7s, 1907.....M&S	102	.....
Louisville loan, 6s, '86-'87..A&O	105	106
Leb.-Knoxv. 6s, 1931 .....M&S	100	.....
Louis. Cin. & Lex., 6s. 1931.M&N	100	.....
Mem.& O.,stl., M.,7s, g.,1901J&D	120	122
M.&Clarksv.,st'g,6s,g.,1901 F&A	.....	.....
N. O. & Mobile. 1st 6s, 1930 J&J	90	95
Pensacola Div.,1st,6s,1920..M&S	.....	.....
St. Louis Div., 1st, 6s, 1921..M&S	95	.....
do 2d., 3s ,1980.M&S	45	.....
Nash. & Dec., 1st 7s, 1900...J&J	112½	115
E. H. & N., 1st 6s. 1919.....J&D	95	.....
Gen'l mort., 6s, 1930.....J&J	96	.....
So. & No. Ala., S. F., 6s, 1910 A&O	104	106
1st mort., sinking fund, 8s.....	.....	.....
L'sv.N.A.& Chic.—1st,6s,1910. J&J	102¼	102¾
Maine Cent.—Mort. 7s, 1898....J&J	121	123
Exten. bonds, 6s, g., 1900...A&O	111	113
Cons. 7s, 1912.....A&O	121	123
Androscog. & Ken., 6s, 1891.F&A	107	109
Leeds & Farm'gt'n, 6s, 1901.J&J	110	112
Portl'd & Ken., 1st, 6s, '83..A&O	100	101
do Cons. M., 6s, '95.A&O	111	113
Man.Beach Imp.,lim.,7s, 1909,M&S	.....	88
N.Y.& Man. Beach, 1st 7s,'97,J&J	.....	125
Marietta & Cin.—1st M..7s. '91 F&A	132¼	133
Sterling, 1st M., 7s, g., 1891.F&A	132	133
2d mort., 7s, 1896 .....M&N	105¼	105½
3d mort., 8s, 1890.....J&J	57⅞	55
Scioto & Hock.Val., 1st, 7s..M&N	104	109
Balt. Short L., 1st, 7s, 1900..J&J	105	.....
Marq'tte Ho.& O.—Mar.& O.,8s, '92	115½	116
6s, 1908.....M&S	100	.....
Mass. Central—1st, 6s, 1893.....	24	26
Mem.& L.R'ck—1st mort.,8s, 1907.	91¾	.....
Memphis & Charleston—1st consol.	.....	105
1st, cons., Tenn. lien, 7s,1915 J&J	109	.....
Metrop'n Elev.—1st, 6s, 1908. J&J	.....	98
2d 6s, 1899.....M&N	86	88
Mexican Cent.—1st, 7s, 1911 .J&J	73	.....
Mexican National—1st mort.....	44	45½
Subsidy bonds.....	.....	.....
Mich. Cent.—Consol., 7s,1902 M&N	125¾	127

RAILROAD BONDS.	Bid.	Ask.
Michigan Central—(Continued) —		
Consol. 5s, 1902 .....M&N	105	105½
1st M. on Air Line, 8s, 1890 J&J	112¾	113
Air Line, 1st M., 8s, guar...M&N	110½	111
Equipment bonds, 8s, '83...A&O	.....	.....
Gd. Riv. V., 1st 8s, guar.,'86.J&J	108	109
6s, 1909.....	.....	.....
5s, coup., 1931.....M&S	.....	101
5s, reg., 1931 .....M&S	.....	101
Kalamazoo.&S.H.,1st,8s,'90.M&N	112	113
J.L.& Sag. 1st,8s'85,"wh.bds"J&J	105¾	106
J.L.& Sag. North Ext.,8s,'90.M&N	.....	.....
do Cons. M.,8s,'91. .M&S	112½	113
do 6s,1891 .....M&S	.....	.....
Joliet & N. Ind.,1st,7s (guar.M.C.)	120	125
Michigan & Ohio—1st mort	.....	.....
Mil.L.S.& W.—1st M.,6s,1921.M&N	93½	.....
1st, incomes.....	.....	.....
Mil. & No.—1st, 6s, 1910.. .J&D	90	95
Minn. & St. L.—1st M., 1927..J&D	119	120
1st M., Iowa City& W., 1909.J&D	115	117
2d mort., 7s, 1891.....J&J	101	.....
Southwest. Ext., 1st, 7s, 1910....	111½	111⅝
Pacific Ext., 1st, 6s, 1921.....	99⅛	99¾
Miss.& Tenn.—1st M., 8s,series "A"	122	.....
8s, series "B"..... .J&J	107	112
Mo.K. & E.—Cons. ass., 1904-6.F&A	106	.....
Consolidated 6s, 1920.....J&D	81½	81¾
1st, 6s, g., 1899. (U. P. S. Br.)J&J	104	.....
2d mort., income, 1911.....A&O	59¼	60
General mortgage.....	.....	.....
Boonev'e B'ge,7s,guar,1906.M&N	.....	.....
Han. & C. Mo., 1st 7s, g.,'90.M&N	107	.....
Mo.Pac.—1st mort.,6s,gld,'88, F&A	105½	.....
Consol. 6s, 1920 .....M&N	103	.....
2d mort., 7s, 1891.....J&J	110	.....
Car. B., 1st mort., 6s, g. '93..A&O	.....	.....
3d mortgage, 7s, 1906.....M&N	114	.....
Income, 7s, 1892.....	.....	.....
Mob. & Ala. Gr. Tr.—1st, 7s, g'ld,'95	.....	.....
Mobile & O.—1st pref. debentures..	78	.....
2d pref. debentures.....	.....	48½
3d pref. debentures.....	.....	35
4th pref. debentures	.....	30
New mortgage, 6s, 1927.....	108	.....
Cairo Extension 6s, 1892 ...J&J	.....	.....
Morg'n's La.&Tex..1st,6s,1920.J&J	.....	.....
Morris & Essex—1st, 7s, 1914 M&N	136	.....
2d mort, 7s, 1891.....F&A	113	.....
Bonds, 7s, 1900.....J&J	114	.....
General mort., 7s, 1901.....A&O	118½	.....
Consol. mort., 7s, 1915.....J&D	121¾	.....
Nashua & Low.—6s, g., 1893. F&A	110½	111
5s, 1900.....	104	105
Nashv.Ch.& St.L.—1st,7s,1913 J&J	117	.....
2d mort., 6s, 1901.....J&J	125	.....
1st, Tenn. & Pac., 6s, 1917...J&J	.....	.....
1st, McM. M. W.&A.,6s,1917.J&J	.....	.....
Nashv.& Decat'r.—1st,7s,1900.J&J	.....	.....
Natchez Jack. & Col.—1st, 7s, 1910	.....	.....
Nevada Cen.—1st 6s, 1904....A&O	103	.....
Newark & N. Y.—1st, 7s, 1887.J&J	105	.....
New'k&N'set&S.—1st. 7s, g.,'89.M&N	104	.....
Newburg D. & Conn.—Income.....	.....	.....
N'burgh&N.Y.—1st M. 7s,1888.J&J	102	.....
New Jersey & N. Y.—1st mort	.....	103
N. J. Southern—1st M., new 6s.J&J	96	98
N. O. Pac.—1st, 6s, gold, 1920.J&J	87⅜	.....
N.Y. & Can.—£ M., 6s, g., 1904.M&N	111	113
N.Y.C.& Hud.—M., 7s, cp.1903J&J	130	130¼
Mort., 7s, reg., 1903.....J&J	130¼	.....
Subscription, 6s, 1883 .....M&N	102	.....
Sterling mort., 6s, g., 1903...J&J	121	123
N. Y. C., premium, 6s, 1883..M&N	105	105⅛
do 6s, 1887.....J&D	107	108
do real est., 6s, 1883..M&N	102	.....
Hud. R., 2d M., 7s., 1885....J&D	107	.....
N.Y.Chic.& St.L.—1st,6s,1921.J&D	97¾	98
Equipment bonds.....	.....	.....
N.Y.City& No.—Gen'l,6s,1910M&N	48	49
Trust Co. receipts	46¼	.....
N.Y. Elevated.—1st M., 1906.J&J	116¾	117¾
N. Y. & Greenw'd L.—1st M. inc. 6s	28	.....
2d mortgage income.....	7	12½
N.Y.&Harlem—7s,coup.,1900.M&N	130	130½
7s, reg., 1900.....M&N	.....	.....
NY. Lack. & W.—1st, 6s, 1921 .J&J	.....	114
N.Y.L.E.&W.—1st, 7s, '97, ext. M&N	.....	127
2d mort. exten., 5s, 1919 ...M&S	107	.....
4th mort., ext., 5s, 1920....A&O	105½	.....
5th mort ,7s, 1888 .....J&D	110	.....
1st cons. M., 7s, g.,1920.....M&S	126	126¾
New 2d cons. 6s, 1969.....J&D	96¼	.....
1st con s. fund coup.,7s,1920 M&S	125	130
2d cor s. f'd cp.,5s,1969.....J&D	.....	95
Reorganizat'n 1st lien, 6s, 1908	.....	110
Gold income bonds, 6s, 1977.....	.....	.....
Long Dock mort., 7s, 1893...J&D	117	120
N.Y.& N.Eng.—1st M., 7s, 1905J&J	114½	114¾
1st mort., 6s, 1905 .....J&J	105⅞	106
N.Y.Pa. & O.—1st inc. ac., 7s, 1905	47	55
do prior lien,inc.ac.,5-6s,'95	103	106
2d mort. inc.....	16½	17½
3d mort. inc.....	17½	8
L'sed L.rental tr'st'73,Trus.cer.7s	15	25
West. ext. certifs, 8s, 1876..J&J	70	75
do do 7s, guar. Erie	70	75
N.Y.Prov.&B'n—Gen. 7s, 1899 J&J	130	.....
N.Y. Susq. & West.—1st mort.....	73	73½
Debentures.....	.....	60
N. Y. West Shore & Buffalo.—5s....	78⅛	78⅜
North Penn.—1st M., 6s, 1885.J&J	103½	.....
2d mort., 7s, 1896 .....M&N	120½	121
Gen. mort., 7s, 1903, reg.....J&J	124	.....
New loan, 6s, reg., 1905.....M&S	104	.....
Norf'k &W.—Gen'l M.,6s,1931 M&N	101½	.....
Norf'k & Petersb., 2d, 8s, '93.J&J	114	.....
South Side,Va.,1st, 8s,'84-'90.J&J	104	107
do 2d M., 6s,'84-'90.J&J	102	.....
do 3d M., 6s,'86-'90.J&J	102	.....
Virginia& Tenn., M.,6s, 1884.J&J	100	.....
Va & Tenn., 4th M., 8s,1900.J&J	120	.....
North Carolina—M., 6s	100	.....

RAILROAD BONDS.	Bid.	Ask.
Northeast.,S.C.—1st M.,8s,'99,M&S	123	...
2d mort., 8s, 1899.....	M&S	118 .....
North'n Cent.—2d mort.,6s, 85..J&J	104	105
3d mort., 6s, 1900.....A&O	115	118
Con. mort., 6s, g., coup., 1900.J&J	115	116
6s, g., reg., 1900.....A&O	115	115
Mort. bds., 5s, 1926, series A J&J	100	101
do series B	95¼	96
Con. mort, stg. 6s, g., 1904 ...J&J	105	107
Northern, N.J.—1st M., 6s, '88.J&J	100	102
Norw'h&Worc'r—1st M., 6s, '97.J&J	116	118
North. Pac., P. DO Div.—6s, M&S	99½	100¾
Mo. Div. 6s, 1919 .....M&N	100	101
Gen'l l. g., 1st, 6s, 1921.... J&J	.....	104¾
Gen'l l. g., 1st, 6s, reg ..... J&J	.....	104⅞
Ogd'nsb'g&L.Ch.—1st M.6s,'98,J&J	103	103½
3. F., 8s, 1890.....M&S	102	103
Consol. 6s, 1920	94½	95
Income, 1920	28	30
Ohio Cent.—1st, mort.,6s,1520. J&J	88	88½
Incomes, 1920	30	31
1st Ter'l Trust. 6s, 1920 ....J&J	.....	90
Mineral Div., inc. 7s, 1921.....	.....	.....
River Div., 1st	60⅝	60⅝
do income.....	14⅝	15
Ohio&Miss.—Cons. S. F. 7s,'98.J&J	117	119
Cons. mort., 7s, '98.....J&J	.....	.....
2d mort., 7s, 1911.....A&O	120	.....
1st mort.,Springf.Div.,1905 M&N	.....	119
Ohio Southern—1st 6s, 1921...J&D	.....	83½
2d income, 6s, 1921.....	.....	28½
Ohio & W.Va.—1st,s.f.,7s,1910M&N	112	115
Old Colony—6s, 1897..... F&A	117	117½
6s, 1895..... J&D	116½	117
7s, 1895 ..... M&S	123	124
Oreg. & Cal.—1st 6s, 1921 .....J&J	94	.....
Oregon Short Line—1st mort	99	.....
Oregon & Transcont.—6s, 1922.....	93⅜	93½
Osw.&Rome—1st M., 7s. 1915.M&N	122	.....
Panama—Sterl'g M., 7s. g. '97.A&O	117	119
Sinking fund sub., 6s, 1910.M&N	103	.....
Subsidy bonds, Eng. issue, 6s ...	106	108
Paris&Dec't'r—1stM.,7s,g.,'92.J&J	20	45
Penna.—Gen. M., 6s, cp., 1910 Q—J	125	.....
Gen'l mort., 6s, reg., 1910..A&O	123	123¾
Cons. mort., 6s, reg., 1905..Q—M	.....	118½
do 6s, coup., 1905..J&D	116½	119¼
Penn. Co., 6s, reg., 1907....Q.—J	107	.....
do 1st M., 4½s, 1921.J&J	95	96
Penn.&N.Y.—1st.7s,'95&1906.J&D	120	123
Pensacola & Atlantic—1st m..M&S	73	76
Peoria Dec.& Ev.—1st,6s,1920,J&J	.....	103
Incomes, 1920	.....	60
Evansville Div.,1st 6s,1920.M&S	95	.....
do income, 1920....	.....	65
Peo.& Pekin Un.—1st,6s.1921.Q—F	100	102
Perkiomen—1st M., 6s, 1887..A&O	104½	.....
Cons. mort. 6s, 1913, sterling ...	93	94
Petersburg -Class A	87	88½
Class B.....	72¼	72½
Phila. & Erie—2d M , 7s, 1888 J&J	112⅝	.....
Gen. M., guar., 6s, g., 1920. .J&J	117	119
Sunbury&Erie, 1st M.,7s,'97.A&O	.....	125
Phila. & Reading—2d, 7s, '93..A&O	.....	120
Debenture, 1893..... J&J	.....	75
Consol.M.,7s,1911, reg.& cp.J&D	125	126½
Consol. mort., 6s, 1911 .....J&D	112	.....
Improvement mort., 6s, 1897	107	109
Gen'l mort., 6s, 1908.....J&J	93⅜	95⅜
Convertible, 7s, 1893 .....J&J	70	75
Scrip for 6 deferred ½ coupons .	100	101
Deferred income	.....	25
Coal & I., guar. M., 7s, '92.. M&S	.....	76
Income mort., cons. 7s, '96, J&D	.....	.....
Phila. Wil. & Balt.—6s, 1892...A&O	110	112
6s, 1900..... A&O	113	115
5s, 1910.....	105	107
Pittsb.Bradf.& C.—1st,6s1911A&O	.....	91
Pittsb.C.& St.L.—1st, 7s, 1900.F&A	120	122
2d mort., 7s, 1913.....A&O	.....	.....
Steubenv.& Ind., 1st., 6s,'84 Var.	101	.....
Pittsb.&Con'llsv.—1st M.7s.'98.J&J	121½	123
Sterling cons. M., 6s, g., guar.J&J	121	123
Pittsb.Ft.W. & C.—1st, 7s, 1912 Var	130½	.....
2d mort., 7s, 1912..... J&J	133½	134½
3d mort., 7s, 1912..... A&O	126	.....
Equipment, 8s, 1884..... M&S	103	106
Pittsb. & West.—1st mort	79	.....
Portl'nd&Ogb'g—1st6s,g.,1900J&J	108	108
Vt. div., 1st M., 6s, g.,1891..M&N	20	30
Port Royal & Aug.—1st, 6s, '99 J&J	100	106
Income mort., 6s, 1899 .....J&J	.....	65
Ren.&S'toga—1st 7s,1921 con.M&N	138	.....
1st, 7s, 1921, reg.....M&N	138	.....
Richm'd & Alleghany—1st, 7s. 1920	76½	.....
2d mort., 6s, 1916	.....	.....
Rich'd & Danv.—Con.,6s,'90..M&N	104	106
General mort., 6s, 1915 .....J&J	95	95½
Debenture, 6s, 1927.....A&O	61	61¾
Piedmont Br., 8s, 1888. ....A&O	106	110
Rich. Fred. & Potomac—6s,ext.J&J	107	.....
Mort. 7s, 1881-90. ..... J&J	115	118
Rich. & Petersb., 8s,'80-'86...A&O	108	110
New mort., 7s, 1915 .....M&N	115	120
Richmond York Rlv. & Ches., 8s....	.....	107
Roch. & Pitts., 1st, 6s, 1921....F&A	105	...
do income, 1921	45	45½
Rutland—1st M., 6s, 1902....M&N	95½	96
Equipment, 2d mort., 5s ....F&A	164	65
Rome,W.at'n&O.—8.F.,7s,1891.J&D	107	.....
2d mort., 7s, 1892.....J&J	106	.....
Consol., 1st ex. 5s, 1922....A&O	70	71
Income 7s, 1932	.....	43
St. Joseph & Pacif.—1st mort	60	70
2d mort.....	18	25
St.L.Alt.&T.H.—1st M., 7s, '94.J&J	113	.....
2d mort., pref., 7s, 1894 .... F&A	109	.....
2d income, 7s, 1894.....M&N	106	106½
Div. bonds, 1894	.....	78
Belley.& S.Ill.,1st,8.F.8s,'96.A&O	117	.....
St. Louis & I. Mt.—1st, 7s, '92,F&A	.....	114
2d mort., 7s, g., 1897.....M&N	110¼	.....
1st 7s, inc., pf. mt. accumulative	.....	.....

* Price nominal; no late transactions. † The purchaser also pays accrued interest. ‖ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—Continued.

For Explanations See Notes at Head of First Page of Quotations.

Railroad Bonds.	Bid.	Ask.
St. L. & Iron Mt.—(Continued)—		
2d 6s, inc., int. accumulative	.....	.....
Ark. Br. l. gr., M., 7s, g., '95.J&D	108¾	109
Cairo Ark. & T.,1st,7s,g.,'97.J&D	107½	.....
Cairo & Ful.,1st,l.g.,7s,g.,'91.J&J	108⅞	109
Gen. con. r'y & l. g., 5s,1931A&O	77	78
St.L.&SanF.—2d M.,classA,'06M&N	98¾	.....
2d M., class B, 1906 M&N	96½	.....
do class C, 1906 M&N	96½	97½
South Pacific.—1st M, 1888 J&J	103½	104
Pierre C. & O. 1st, 6s F&A	.....	.....
Equipment 7s, 1895 J&D	100	.....
General mort., Cs, 1931 J&J	99¼	99¾
St.L.Vand.&T.H.—1stM.,7s,'97.J&J	116	.....
2d mort., 7s, 1898 M&N	.....	.....
2d, 7s,guar.,'98 M&N	†110	103
St. P. & Duluth—1st, 5s, 1931.F&A	100	.....
St.P.Minn.&Man.—1st 7s,1909 J&J	108	.....
2d 6s, 1909 A&O	108	109
Dak. Ext., 6s. 1910 M&N	110	111
Minn's U'n, 1st, 6s, 1922 J&J	109½	110
Sandusky Mansf.& N.—1st, 7s,1902	114	.....
Savannah Florida & West.—		
At. & Gulf, cons. 7s, 1897 J&J	†108	.....
1st mortgage, 7s J&J	108	.....
S.Ga.& Fla., 1st M. 7s, 1899, M&N	110	.....
Scioto Val.—1st M., 7s, sink'g fund	†100	.....
2d mort	†85	95
Consol. 7s, 1910 J&J	90	95
Selma Rome & Dalton—1st mort	.....	.....
2d mort	.....	.....
Incomes	.....	.....
Shenandoah Val. -1st.7s,1909.J&J	105	108
General mort., 6s, 1921 A&O	98	99
Sioux C. & Pac., 1st M., 6s,'98.J&J	.....	.....
So. Carolina—1st M.,6s,1920..A&O	100¼	.....
2d mort., 6s, 1931 J&J	93	95
Bonds. 7s, non-mort A&O	.....	.....
Income 7s, 1931	64	65
So. Cen. (N.Y.)—1st mort., 5s	.....	80
So.Pac,Cal.—1st,6s,g.,1905-12.J&J	103⅛	.....
Southwestern(Ga.)—Conv.,7s,1886	103	.....
Summit Br.—1st, 7s, 1903 J&J	.....	.....
Sunb.Haz.&W-B.—1st,5s,1928M&N	88	90
2d mort., 6s, 1938 M&N	28	30
Susp.B.&ErieJunc.—1st M.,7s	107	112
Syr.Bing.&N.Y.—consol.7s,'06A&O	121	.....
Tex. Cent.—1st,sk.fd.,7s,1909M&N	106	.....
1st mort., 7s, 1911 M&N	105	.....
Texas & Pac.—1st, 6s, g.1905 M&S	104	.....
Consol. mort., 6s, gold, 1905. J&D	93½	95
Inc. and land gr., reg., 1915. July	68⅛	68¼
1st (Rio Gr. Div.), 6s, 1930..F&A	82⅜	82½
Texas & St. Louis—1st,6s,1910 J&D	.....	.....
Land grant. incomes, 1920	.....	.....
Mo. & Ark. Div., 1st. 6s	.....	68
Tol. Cin. & St. Louis—1st mort	41	.....
Income	.....	.....
Tol.Del's & B.—1st main, 6s, 1910	.....	54
do 1st Dayton div.,6s, 1910	.....	.....
do 1st Ter'l trust, 6s. 1910	.....	.....
Income, 6s, 1910, main line	10½	.....
Dayton Div. inc., 6s, 1910	.....	.....
Tonawanda Val.& C.—1st, 6s, 1931	.....	.....
United Co's N.J.—Cons.,6s,'94.A&O	.....	.....
Sterling mort., 6s, 1894 M&S	†110	112
do 6s, 1901 M&S	†117	119
Cam. & Amb.,mort., 6s, '89.M&N	111½	112
Union Pac.—1st,6s,g.,1896-'99 J&J	114⅞	.....
Land Grant, 7s, 1887-9 A&O	106½	109
Sink. F., 8s, 1893 M&S	116	117
Om. Bridge, sterl. 8s, g., '96.A&O	†120	124
Reg. 8s, 1893 M&S	116	.....
Collateral trust, 6s, 1908 J&J	103½	.....
Colorado Cent.,1st, 8s, g.,'90.J&D	.....	.....
Denver Pac.,1st M.,7s,g.,'99.M&N	.....	.....
Kans. Pac., 1st, 6s, 1895 F&A	108½	.....
do 1st M., 6s, 1896 J&D	109⅛	.....
do 1st,R.&L.G.D'd,'99.M&N	.....	.....
do Inc.,No.11,7s,1916.M&S	.....	.....
do Inc.,No.16,7s,1916.M&S	.....	.....
do Denv. Div., 6s	109	.....
do 1st cons. M.,6s,1919 M&N	100½	.....
Atch. Col.&Pac.,1st,6s,1905Q.—F	90	92
Atch.J.Co.&W.,1st,6s,1905.Q.—F	.....	91
Utah Cen.—1st M., 6s, g.,1890.J&J	100	.....
Utah So.—Gen. M. 7s, 1909 J&J	102	.....
Extension, 1st, 7s, 1909 J&J	100	103
Utica & Bl'k R.—Mort., 7s, '91.J&J	†110	.....
Valley, of Ohio—1st mort	102	105
Verm't & Can.—M., 8s	50	50½
Mississaquoi, 7s, 1891 J&J	.....	.....
Vermont Cen.—1st M., 7s, '86.M&N	10	12
2d mort., 7s, 1891 J&D	3	5
Income extension 8s M&N	50	50½
Stanstead S. & C., 7s, 1887..J&J	50	50½
Verm't& Mass.—1st M., 6s,'83.J&J	†100⅛	100⅜
Conv. 7s, 1885 J&J	†130	131
Vicksb. & Mer.—New 1st mort	54	60
2d mort	24	28
3d mort., income	.....	32½
Virginia Midland—1st series, 6s	110	111½
2d series, 6s	106½	107
3d series, 5-6s	92	95
4th series, 3-4-5s	50	55
5th series, 5s	94	94¼
Incomes, cumulative	.....	62
Wabash—		
1st mort., ext., 7s, 1890, ex.F&A	106	.....
Mort., 7s, 1879-1909 A&O	.....	92½
2d mort., 7s, ext. 1893, ex..M&N	100¼	.....
Equipment, 7s, 1883 M&N	.....	.....
General mort., 6s, 1920 J&D	79¾	80
Chic. Div., 5s, 1910	78	.....
Havana Div., 6s, 1910 J&J	.....	87
Tol. P. & West., 1st 7s, 1917. .Q	106½	.....
do 1st pref. inc., conv.	.....	.....
do 2d pref. inc	.....	.....
Iowa Div., 6s, 1921 M&S	.....	90
Indianap. Div., 6s, 1921 J&D	.....	.....
Detroit Div., 6s, 1921 J&J	.....	80
Quincy Mo.& P.,1st,6s, guar.1909	.....	95
Cairo Div.. 5s, 1931 J&J	.....	92½

Railroad Stocks.	Bid.	Ask.
Wabash—(Continued)—		
Cons. mort., 7s,1907,con.,exQ—F	94	97
1st. St. L. div., 7s, 1889, ex. F&A	100	103½
Gt. West., Ill.,1st, 7s, '88,ex. F&A	104¾	106
do 2d, 7s, '93,ex.M&N	100⅝	.....
Q'ncy & Tol., 1st, 7s,'90, ex.M&N	100	.....
Ill. & S. Ia., 1st, 7s, '82,, ex. F&A	.....	.....
St.L.K.C. & N. (r.est.& R.),7s.M&S	.....	110
do Om.Div.,1st7s,1919.A&O	.....	110
do Clar. Br., 6s, 1919.. F&A	.....	.....
do No. Mo., 1st, 1895 J&J	119½	120
do St. Cha's Bridge 6s, 1908	.....	.....
Wab. Fund. 1907—Var. 7s. F&A	.....	.....
do Various 6s F&A	.....	.....
Warren (N.J.)—2d M., 7s, 1900	110	.....
W. Jersey & At. 1st M.,6s1910M&S	110	.....
W. Jersey—Debent. 6s, 1883..M&S	100	.....
1st mort., 6s, 1896 J&J	115½	.....
1st mort., 7s, 1899 A&O	123	.....
Consol. mort., 7s,1909.. A&O	112	.....
West'n Ala.—1st M., 8s, '88 A&O	106	.....
2d mort., 8s, guar., '90 A&O	106½	.....
West. Md.—End., 1st, 6s, 90 J&J	115	122
1st mort., 6s, 1890 J&J	112	113
End., 2d mort., 6s, 1890 J&J	115	122
2d mort., pref., 6s, 1895 J&J	110	112
2d, end. Wash. Co., 6s, 1890 J&J	115	122
3d, end., 6s, 1900 J&J	126	130
West'nPenn.—1st M., 6s, '93..A&O	109	.....
Pitts. Br., 1st M., 6s, '96 J&J	107½	.....
Wheeling & L.Erie—1st, 6s, g., 1910	.....	.....
Wilm. Columbia & Augusta, 6s	109½	110
Wil.& Weldon—S. F., 7s, g., '96.J&J	120	125
Winona&St.Pet.—1stM.,7s,'87.J&J	108	109
2d mort., 7s, 1907 M&N	122	.....
Wis. Cent.—1st, 7s, coups. unfund.	80	.....
1st series, new	†79⅜	80
2d series, new	49¾	50
Wis. Valley—1st, 7s, 1909 J&J	†110½	111
Worc'r & Nashua—5s, '93-'95..Var.	†100	100½
Nash. & Roch., guar., 5s, '94.A&O	†100	100½
RAILROAD STOCKS. Par.		
Ala. Gt. South.—Lim., A., 6s,pref	†101½	11
Lim., B, com	‡4⅜	5¼
Ala. N. O. & Pac., &c., pref	‡5½	6
do do def	‡1¾	2¼
Albany & Susqueh., Guar., 7 100	125	.....
Allegany Central 100	.....	.....
Allegheny Valley 50	4	5
Atchison Col. & Pacific	.....	14
Atchison Topeka & Santa Fe 100	83⅝	83¾
Atlanta & Charlotte Air Line	60¼	60¾
Augusta & Savannah, leased 100	95	100
Baltimore & Ohio 100	198	200
do 1st pref., 6 100	130	131
Balt. & Ohio, 2d, pref	122	125
Washington Branch 100	200	.....
Parkersburg Branch 100	8	9½
Boston & Albany 100	175	175½
Bost. Clint. Fitchb. & New Bed.100	.....	.....
do do Pref 100	.....	.....
Bost. Con. & Montreal., new 100	26	27
do Pref., 6 100	109¾	110
Boston Hartford & Erie new	⅜	⅝
do do old	¼	½
Boston & Lowell 500	95½	97
Boston & Maine 100	162	163
Boston & New York Air L	.....	.....
do do pref	78	79
Boston & Providence 100	164½	165
Boston Revere Beach & Lynn 100	114½	115
Brooklyn Elevated, assessm't paid.	12½	.....
Brooklyn & Montauk 100	25	.....
do Pref 100	60	65
Buff. N. Y. & Erie, leased 100	.....	.....
Buffalo N. Y. & Philadelphia	§15½	15⅝
do do pref	§30¼	.....
Buffalo & Southwest 100	.....	.....
do Pref 100	.....	.....
Burlington C. Rapids & North 100	80½	.....
Cairo & St. Louis	.....	.....
Cairo & Vincennes, pref	.....	.....
California Pacific	4	.....
Camden & Atlantic 50	.....	.....
do Pref. 50	§.....	50
Canada Southern 100	69	69⅛
Catawissa 50	§22	.....
do 1st pref 50	§58	.....
do 2d pref 50	§57	58
Cedar Falls & Minnesota 100	12½	14
Cedar Rapids & Mo. and Ia. Ld.100	137	142
do Pref., 7 100	115	120
Central of Georgia 100	100	103
Central Iowa 100	.....	.....
do 1st pref 100	32	.....
do 2d pref 100	20	.....
Central of New Jersey 100	72¾	73
Central Ohio 50	49	51
do Pref 50	50	55
Central Pacific 100	76⅛	76⅜
Charlotte Col. & Aug 100	32	33½
Chesapeake & Ohio, common 100	21¼	22
do 1st pref 100	32¼	33
do 2d pref 100	23½	24
Cheshire, pref 100	59	60
Chicago & Alton 100	134½	135
do Pref., 7 100	137	.....
Chicago & Atlantic	.....	.....
Chicago Burlington & Quincy 100	125	125¼
Chicago & Canada Southern	3¼	4
Chicago & East Illinois	.....	.....
Chicago & Grand Trunk	.....	.....
Chicago Iowa & Nebraska 100	145	146
Chicago Milwaukee & St. Paul.100	101½	101⅝
do Pref., 7.100	118	119
Chicago & North Western 100	137⅝	137⅞
do Pref., 7.100	.....	154
Chicago Rock Island & Pac 100	123½	124
Chic. St. P. Minn. & Om., com 100	48¾	49
do pref 100	106¾	107
Chicago & West Michigan 100	53	55
Cin. Hamilton & Dayton 100	90	.....

Railroad Stocks.	Bid.	Ask.
Cin. Indianap. St. Louis & Chic.100	90	92
Cincinnati & Milford	105	106
Cincinnati N. O. & Tex. Pac 100	80	.....
Cin. Sandusky & Cleveland 50	49	50
do Pref., 6.50	49	50
Clev. Col. Cin. & Indianapolis 100	74	75
Clev. & Pittsburgh, guar., 7 50	.....	139¼
Col. Chic. & Indiana Central 100	4	5½
do Reorgan. Tr. Co. certs.	.....	.....
Columbus & Xenia, guar., 8 50	150	.....
Col. Hock. Val. & Tol 100	.....	.....
Columbia & Greenville 100	.....	.....
do Pref 100	45	49⅞
Concord 50	§101¼	101½
Concord & Portsmouth,guar.,7 100	115	120
Connecticut & Passumpsic 100	86	88
Connecticut River 100	163	164
Connotton Valley 50	§1½	2½
Danbury & Norwalk 50	70	73
Dayton & Michigan, guar., 3½ 50	56	58
do Pref., guar., 8 50	141	.....
Delaware & Bound Brook 100	§130	135
Delaware Lack. & Western 50	127	127⅛
Denver & New Orleans	.....	.....
Denver & Rio Grande 100	47⅞	48⅛
Denver & Rio Grande Western	27	27½
Des Moines & Fort Dodge	.....	.....
do do Pref	.....	.....
Det. Lansing & Northern, com 100	75	78
do do Pref.100	112	113
Dubuque & Sioux City 100	87	.....
East Tennessee Virginia & Ga.100	9¾	9⅞
do do Pref.	19⅛	19⅜
Eastern (Mass.) 100	45	45½
Eastern in N. H 100	91	92
Eel River 100	65	67
Elmira & Williamsport, 5 50	§.....	40
do Pref., 7..50	§58	58½
Erie & Pittsburg, guar., 7 50	98	104
Evansville & Terre Haute 50	.....	.....
Fitchburg 100	120½	121
Flint & Pere Marquette	21¾	25
do do Pref	98¾	99
Fort Wayne & Jackson	.....	.....
do do Pref	.....	.....
Fort Worth & Denver C 100	30⅝	30⅝
Galv. Harrisb. & San Antonio	30	.....
Georgia Railroad & Bank'g Co.100	145	148
Grand Rapids & Indiana	6	14
Grand River Valley, guar., 5	.....	.....
Green Bay Winona & St. Paul 100	9	9
do Pref 100	.....	.....
Hannibal & St. Joseph 100	40	43
do Pref., 7. 100	81½	83
Harrisburg P. Mt. J.& L., guar., 7.50	.....	.....
Houston & Texas Central 100	77½	79½
Huntingdon & Broad Top 50	§ 14½	15
do do Pref 50	§.....	30
Illinois Central 100	146½	147
do leased line, 4 p. c. 100	80	80
Indiana Bloomington & West'n 100	35	35½
Indian. Decatur & Sp., com	3	7
do do Pref. 100	.....	.....
Iowa Falls & Sioux City 100	83	84
Jeff'v. Mad. & Ind'p's, leased 100	.....	90
Joliet & Chicago, guar., 7 100	135	.....
Kansas City Ft. Scott & Gulf 100	72	75
do do pref. 100	116	119
Kentucky Central 100	.....	.....
Keokuk & Des Moines 100	.....	.....
do Pref. 100	.....	.....
Lake Erie & Western 100	32⅛	32⅜
Lake Shore & Mich. So. 100	110⅛	110⅜
Lehigh Valley 50	§65⅜	65½
Little Rock & Fort Smith 100	31	33
Little Miami, leased, 8 guar. 50	148	.....
Little Schuylkill, leased, 7. 50	§59½	60
Long Island 50	63	64
Louisiana & Mo. Riv., Com 100	.....	.....
do Pref., guar.	.....	.....
Louisville & Nashville 100	55½	55¾
Louisville New Albany & Chic.100	50	60
Macon & Augusta	.....	.....
Maine Central 100	83	86
Manchester & Lawrence 100	166	170
Manhattan Beach Co 100	24	.....
Manhattan Railway 100	40⅛	43½
do 1st pref	81	83
do common	40⅛	43½
Marietta & Cincinnati, 1st pref. 50	.....	.....
do 2d pref. 50	.....	.....
Marq. Houghton & Ont 100	54⅜	55
do pref 100	112	113
Massachusetts Central	.....	.....
Memphis & Charleston 25	41	43
Metropolitan Elevated 100	80¼	82
Mexican Central 100	19¾	20
Mexican National	8⅛	10
do pref	20	.....
Michigan Central 100	95⅜	95⅝
Michigan & Ohio	.....	.....
do Pref	.....	.....
Midland of New Jersey	10	.....
Mil. Lake Shore & West 100	.....	17
do do Pref 100	.....	47
Mine Hill & S. Haven, leased 50	§63½	64
Minneapolis & St. Louis 100	26	26½
do do Pref 100	59	68
Missouri Kansas & Texas 100	31⅞	32⅛
Missouri Pacific 100	103	103¼
Mobile & Ohio RR 100	17½	18¾
Morris & Essex, guar., 7 50	122½	124
Nashville, Chat. & St. Louis 25	58	58¼
Nashua & Lowell 100	150	153
Nashua & Rochester, guar., 3 100	53	54
Newburg Dutchess & Conn	⅞	.....
do do Pref.	1	.....
New Jersey & New York	2¾	4
do pref	18¼	.....
New Jersey Southern	⅞	1⅛
New London Northern, l'sed, 8. 100	.....	.....
N. O. Mobile & Texas 100	.....	.....
N.Y. Central & Hudson River 100	126½	126⅝

* Prices nominal; no late transactions. † Purchaser also pays accrued interest. ‡ In London. § Quotation per share.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

CANAL BONDS.	Bid.	Ask.
RR. STOCKS. CONTINUED.		
N.Y.Ch &St.L.com.100	12¼	12⅜
do Pref..100	28½	29
N. Y. Elevated.....100	104	110
N. Y. & Harlem 50	198	200
do Pref..50	.....	.....
N.Y.Lack.&W...c.5.100	88	89
N.Y.L.Erie & West.100	37⅜	37⅝
do Pref.100	.....	.....
N.Y. & N.England 100	45	45½
N.Y. N. H.& Hartf.100	175	176
N.Y. Ont. & West .100	26⅛	26¼
do Pref.	75	87
N. Y. Penn. & Ohio ...	2	2
do Pref.	.....	.....
N.Y. Prov. & Bost.100	151	.....
N.Y. Susq. & Western.	5	7½
do Pref.	14½	18
N.Y. West Shore & B.	34	34⅜
Norf. & West., com 100	10	15
do pref.100	41¼	41⅜
No. Pennsylvania...50	68⅞	69
Northern Central...50	55½	56
North'n N. Hamp.100	110½	111
North'n Pac., com.100	50⅜	50½
do Pref.100	86⅜	86⅝
Norw. & Worcester.100	155	158
Ogd. & L. Champ.100	25	30
Ohio Central.....100	12⅜	12⅝
Ohio & Miss.....100	33	33½
Ohio Southern.....100	13	13
Old Colony.....100	131⅝	131⅞
Oregon & Calif.....100	‡18	20
do Pref....100	‡46	48
Oregon Short L ne....	21¼	25
Oregon Trans-Cont	81⅝	81¾
Oswego & Syr., guar..	130	.....
Panama 100	.....	.....
Paris & Decatur	.....	.....
Pennsylvania RR. .50	§62⅞	62⅞
Pensacola & Atlantic.	.....	30
Peoria Dec. & Ev..100	24	24½
Phila. & Erie 50	§18	20⅝
Phila. & Reading....50	54⅛	54½
do Pref....50	$.....	.....
Phila. & Tren., 10, 100	190	.....
Phila. Wilm. & Balt.50	62	64
Pitts. Cin. & St. L..50	.....	10
Pitts. & Con., l'sed.50	10	20
do Pref....	15	.....
Pitts. Ft. W. & C., guar.7	.....	.....
do Special, 7.100	.....	.....
Pittsburg & Western..	17	21
Port. Saco & Ports, lsd 6	111¾	112
Port Royal & Augusta	5	.....
Ports. Gt. F. & Con. 100	33	35
Prov. & Worc'ster..100	128	130
Rens. & Saratoga..100	140	143
Rich. & Allegr., stock..	11½	12
Richmond & Danv.100	53	54½
Rich. F. & P., com.100	.....	70
do Guar. 7.100	129	.....
do do 6.....	110	.....
Richmond & P'b'g.100	54¼	.....
Rich. & West Point....	23¼	24
Richmond York R. & C.	65	67
Rochester & Pitts.100	22⅜	22½
Rome W. & Ogd. .100	.....	.....
Rutland 100	2½	3
do Pref., 7..100	17	17½
St. Joseph & Western.	9½	12
St. Louis Alt. & T. H.100	70¼	71
do Pref.100	98	99½
Bellev. & S. Ill., pf.100	.....	.....
St. L. Jack. & Chic.100	.....	.....
do Pref.100	.....	.....
St. Louis & San Fr.100	29½	30½
do Pref....100	49½	50½
do 1st pref.100	91½	94
St. L. Van. & T. H.....	2	.....
St. Paul & Duluth..100	35	38
do Pref.100	95	96
St. P. Minn. & Man.100	159¼	.....
Scioto Valley	7	.....
Seab'd & Roanoke100	100	.....
do Guar..100	105	.....
South Carolina....100	27½	27½
So. & No. Alabama....	5	.....
S'west., Ga., g'd. 7.100	.....	.....
Syr. Bing. & N. Y.100	.....	.....
Summit Branch, Pa..50	7	8
Terre H. & Ind'nap.50	106	115
Texas & Pacific ...100	40¾	41
Texas & St. Louis	9	.....
Tol. Can. So. & Det....	.....	.....
Tol. Cin. & St. Louis..	3⅞	4
Tol. Delph. & Bur.100	.....	.....
U. N.J. RR &C. Co.100	$188½	189
Union Pacific.....100	97⅛	97¼
Utah Central.....100	.....	.....
Vt. & Can., leased.100	17½	19
Vt. & Mass., l'sed, 6.100	130	131
Virginia Midland, com.	16	.....
do 1st pref.	50	.....
do 2d pref.	50	.....
Vicksb. & Meridian ...	5½	5⅜
do pref...	25	31
Wab. St. L. & Pac.100	30¼	30½
do Pref.100	50½	50⅝
Warr'n (N.J.), l'sed, 7.50	.....	.....
Westch. & Phila., pf.50	.....	.....
West Jersey.....50	§19	.....
West Jersey & Atlantic	§37	.....
Western Maryland....	13	15
Wil. Columbia & Aug..	90	97
Wil. & Weld., lsd., 7.100	103	112
Wisconsin Central	.....	24
do Pref.	28	30
Wore'ter & Nashua.100	57½	58
CANAL BONDS.		
Chesap. & Delaware— 1st mort., 6s, '86 J&J	.....	85

MISCELLANEOUS.	Bid.	Ask.
Ches. & O.—6s, '70. Q.-J	30	33
Del. Div.—6s, '98 J&J	.....	.....
Del. & H.—7s, '91 J&J	116¼	.....
1st ext., 1891..M&N	.....	115
7s, 1884.....J&J	103⅜	.....
Coup. 7s, 1894. A&O	113½	.....
Reg. 7s, 1894 .. A&O	112½	.....
1st Pa. D. op., 7s, M&S	123	124½
Lel. N.—6s, rg., '84 Q-J	101⅜	103
RR. 6s, reg., '97. Q-F	116	117
Conv 6s, g. rg. '94 M&S	106½	.....
6s, g., cp. & rg. '97 J&D	112¼	112¾
Cons. M., 1911 7s J&D	117½	118½
Morris—Boat loan, '85	.....	.....
New mort.....	.....	.....
Penn.—6s, coup., 1910	85	86
Schuylkill Nav.—		
1st M., 6s, 1897. Q-M	106	109
2d M., 6s, 1907. J&J	89½	91
Mort. 6s, cp., '95 J&J	.....	.....
6s, imp., cp., '80 M&N	86	90
6s, bt&car, 1913 M&N	70	.....
7s, bt&car, 1915 M&N	70	.....
Susq.—6s, cp., 1918 J.&J	71	.....
7s, coup., 1902..J&J	.....	.....
Union—1st 6s. '83 M&N	.....	.....
CANAL STOCKS.		
Cal. & Chi. Can. & Dock	.....	30
do pref.	.....	.....
Del. & Hudson.....100	.....	109
Del. Div. leased, 8..50	.....	.....
Lehigh Navigation..50	§42¾	43
Morris, guar., 4.....100	$.....	.....
do pf., guar. 10..100	.....	.....
Pennsylvania.....50	$.....	.....
Schuylkill Nav.....50	§7½	7⅝
do do pref. 50	§15½	15¾
Susquehanna.....50	§9	.....
MISC'LLANEOUS BONDS.		
Balt. Gas Light 6s....	100	103
Canton (Balt.)—£ 6s, g.,	110	110½
Mort. 6s, g., 1904 J&J	110	110½
Un. RR., 1st, end., 6s,	117	118
do 2d, end. 6s, g. M&N	105	.....
Col. Coal & Iron—1st, 6s	81½	82½
Cov. & Cin. Br., 6s....	102½	103
Gold & Stock Tel.....	100	102
Iron Steamboat, 1st....	.....	.....
Mariposa—7s, '86	.....	.....
Mutual Union Tel. 6s.	84½	84½
Northw. Tel.—7s, 1904	.....	.....
Or. Imp. Company— 1st, 6s 1910, J.&D...	.....	90¼
Oreg. R. & N. 1st, 6s, J&J	106½	107½
Pullm'n Palace Car—		
3d series, 8s, '87 F&A	†107	109
4th do 8s, '92 F&A	†113½	114
Deb'nt're, 7s, '88 A&O	†103	105
8tlg, 7s, g., 1885 A&O	.....	.....
St. L. Bridge & Tun— 1st, 7s, g..1929. A&O	§122	124
Sp. Val. W.W.—1st, 6s.	.....	.....
Sterling Iron & Ry.—		
Series B., inc., 1894.	.....	.....
Plain income 6s, '96.	.....	37
Western Union Tel.—		
7s, r. & c., 1900. M&N	116	.....
Sterl'g 6s, 1900. M&S	.....	.....
MISC'LLANEOUS STOCKS.		
Amer. Bell Teleph. 100	213	215
Amer. Bank Note Co..	.....	35¾
Aspinwall Land....10	4½	5
Boston Land.....10	6	6¼
Boston Water Power..	3¾	3⅞
Brookline (Mass.) L'd 5	2⅝	2⅞
Brush Elec. Light Co..	.....	100
Canton Co. (Balt.) .100	.....	.....
Cov. & Cin. Bridge, pf.	185	.....
Edison Electric Illum.	.....	.....
Edison Electric Light.	280	375
Fuller Electric Light .	.....	.....
do Pref.	.....	.....
Iron Steamboat Co....	.....	.....
Keeley Motor.....	7½	9
Maverick Land.... 10	1¼	2
N.E. Mtg. Secur. (Bost.)	95	100
N. Hampshire Land 25	1	1½
N.Y. & Tex. Ld., Lim. 50	60	62
Land scrip	32	.....
Oregon Ry. & N. Co.100	138	138
Pacific Mail SS. Co.100	42	42⅛
Pullm'n Palace Car 100	122	123
St. Louis B'dge, 1st pref	94	98
2d pref. certificates.	40	44
St. Louis Tunnel RR..	102	104
St. Louis Transfer Co.	....	.....
Stand. Water Meter...	.....	.....
Sutro Tunnel.....10	$$	.....
U. S. Electric Light...	131½	150
Union RR. St'k Yards.	170	.....
EXPRESS ST'CKS		
Adams.....100	128	131
American.....100	90	91
United States.....100	58	61
Wells, Fargo & Co.100	123	125
TELEGRAPH STOCKS.		
American District.100	.....	.....
American Dist (Phila.)	.....	.....
Amer. Tel. & Cable....	67½	67½
Atlantic & Pacific...25	52	58
Cent. & So. Am. Cable.	103	108
Franklin.....100	28	.....
Gold & Stock 25	92	98
International Co'n.100	93	98
Mexican 100	155	175
Mutual Union.....100	20	21
Northwestern 50	.....	.....
Southern & Atlantic 25	70	78
Western Union....100	83½	83⅝

MISCELLANEOUS.	Bid.	Ask.
TRUST CO.'s STOCKS.		
Am. Loan & Trust.100	.....	106
Brooklyn Trust.....25	170	.....
Central 100	230	.....
Equitable 100	.....	.....
Farmers' Loan & Tr.25	400	.....
Mercantile.....100	.....	.....
Metropolitan.....	122½	.....
N. Y. Guar. & Ind..100	141	.....
N. Y. Life & Trust..100	405	.....
Union.....100	300	.....
United States.....100	455	.....
S'BSCRIPTIONS, RIGHTS, &c.		
All. & Pac., blks 35 p.c	107¼	110
Ru. N.Y. & P., subs. 60 p.c	.....	.....
C.H. & D., pool cert., gu.	100	100½
Den. & R.G.W., subs., ex	.....	.....
Mex. C. blks., No. 2. 8½	.....	.....
Mich. & Ohio, subs 55%	.....	110
N.Y.W.S. & B., subs. 80%	.....	.....
Ohio C. ex bd. & stock.	.....	.....
Oregon R'y & N., rights	.....	.....
Ont. & West., subs 95%	77⅜	.....
Ore. Short L. subs. 80%	100	.....
$10,000 blks, ex bds.	47	.....
Or. & Trans., subs. 100	.....	.....
do 80%	.....	.....
Rich. & Al., subs. 100%	.....	.....
Rich. & D., ex subs. 70%	53	.....
Deben., subs. $2,250	.....	.....
Roch. & Pittsb., subs..	.....	.....
St. Paul rights	.....	.....
Tex. & St. Louis, subs. 90%	85½	.....
IMPROVEM'T & CONSTR'N COS.		
Am. R'y Imp., ex b. & stk	31	.....
Cent. N. J. Land Imp.	.....	.....
Continental Cons., 85%	48	55
Cent. R'y Construc. 70%	.....	.....
Hud. Riv. Contract..40%	.....	.....
Internat. Imp. Ex., 80%	.....	.....
N. Y. Loan & Imp'mnt	.....	.....
N. Y. & Scranton Cons.	.....	.....
North Riv. Cons., 100%	101	102½
Oregon Improvement.	80½	80⅝
Oriental Cons.....	.....	.....
Tex. & Col. Imp., 60 p.c.	99½	.....
GAS STOCKS.		
Balt. Consol. Gas.....	38¼	38½
Boston Gaslight...500	800	805
East Boston 25	29	31
South Boston. 100	100	100½
Brookline, Mass... 100	100	101
Cambridge, Mass..100	135	137
Chelsea, Mass 100	86	88
Dorchester, Mass..100	98	98½
Jamaica Pl'n, Mass 100	120	122
Lawrence, Mass...100	126	128
Lowell.....100	163	165
Lynn, Mass., G. L..100	78	80
Mald. & Melrose...100	95	96
Newton & Wat'n ..100	120	121
Salem, Mass.....100	89½	90
Fall River.....100	.....	.....
Brooklyn, L. I.....25	115	116
Citizens', Brooklyn. 20	78	80
Metropolitan, B'klyn.	80	83
Nassau, Brooklyn ..25	60	65
People's, Brooklyn .10	50	55
Williamsb'g, B'klyn 50	70	.....
Charlest'n, S.C., Gas. 25	.....	17·50
Chicago G. & Coke. 100	152½	155
Cincinnati G. & Coke.	194	195
Hartford, Ct., G. L..25	30	31
Jersey C. & Hobok'n 20	155	165
People's, Jersey C....	.....	80
Louisville G. L.....	142	143½
Central of N. Y.....50	80	90
Harlem, N. Y.....50	98	100
Manhattan, N. Y... 50	235	237
Metropolitan, N.Y. 100	189	191
Municipal.....	185	187
Mutual of N. Y....100	115	120
New York, N.Y....100	126	127
N. Orleans G. L....100	81¾	82½
N. Liberties, Phila..25	$.....	.....
Washington, Phila..20	$.....	.....
Portland, Me., G. L. 50	60	62
St. Louis G. L.....50	§315	316
Laclede, St. Louis. 100	$.....	114½
Carondelet, St. Louis 50	§19	.....
San Francisco G. L....	54¾	55
Wash'ton City G. L. 20	48¼	49
Georgetown G. L...25	36⅜	.....
MANUFACT'ING STOCKS.		
Am. Linen (Fall Riv.)	.....	.....
Amory (N. H.).....100	125½	126
Amoskeag (N.H.) 1000	2020	2030
Androscog'n (Me.).100	130½	131
Appleton (Mass.).1000	1375	1390
Atlantic (Mass.)...100	150	151
Barnaby (Fall Riv.)....	.....	.....
Barnard Mfg. (F. R.)..	.....	.....
Bates (Me.) ..... .100	183½	185
Boott Cot. (Mass.) 1000	2010	2025
Border City Mfg. (F.R.)	.....	.....
Boston Co. (Mass.) 1000	1110	1115
Boston Belting....100	159½	160
Bost. Duck (Mass.) 700	.....	.....
Chace (Fall Riv.) .100	.....	.....
Chicopee (Mass.) ..100	181	183
Cocheco (N.H.).....500	690	700
Collins Co. (Conn.)..10	11¾	12¼
Continental (Me.). 100	79½	80
Cree't Mills (F. R.) 100	.....	.....
Crystal Spr. Bl. (F.R.).	.....	.....
Davol Mills (F. R.) 100	.....	.....
Dougl's Axe (Mass) 100	120	121
Dwight (Mass.). ..500	705	710

MISCELLANEOUS.	Bid.	Ask.
Everett (Mass.) ...100	120	121
Fall Riv. Iron W. .100	.....	.....
F. R. Machine Co...100	.....	.....
F. R. Merino Co....100	.....	.....
Flint Mills (F. R.) 100	.....	.....
Franklin (Me.).... 100	108	110
Gl'be Y. Mills (F.R.) 100	.....	.....
Granite (F.R.)....1000	.....	.....
Great Falls (N. H.) 100	85	86
Hamilton (Mass.) 1000	1000	1010
Hartf. Carpet (Ct.) 100	240	245
Hill (Me) 100	96½	97
Holyoke W. Power 100	225	235
Jackson (N. H.)..1000	1175	1185
King Philip (F. R.) 100	.....	.....
Laconia (Me) 400	545	555
Lancaster M. (N.H) 400	560	575
L'rel Lake Mills (F. R.)	.....	.....
Lawrence (Mass.) 1000	1610	1625
Lowell (Mass) 690	725	730
Lowell Bleachery.200	220	230
Lowell Mach. Shop.500	945	955
Lyman M. (Mass.) 100	104½	106
Manchester (N.H.) 100	121	123
Mass. Cotton 1000	1300	1325
Mechanics' (F. R.) 100	.....	.....
Merchants' (F. R.) 100	.....	.....
Merrimack (Mass) 1000	1305	1320
Metacomet (F.R.) .100	.....	.....
Middlesex (Mass.).100	223	227
Narragans't't (F.R.) 100	.....	.....
Nashua (N. H.)....500	640	650
Naumkeag (Mass.) 10	128	132
N. E. Glass (Mass.) 375	x75	85
Newmarket.....	480	500
Pacific (Mass.)...1000	1145	1150
Pepperell (Me.)....500	1130	1140
Pocasset (F. R.)... 100	.....	.....
Rich. Bord'n (F.R.) 100	.....	.....
Robeson (F. Riv.) 1000	.....	.....
Sagamore (F. Riv.) 100	.....	.....
Salmon Falls (N.H.) 300	340	341
Sandw. Glass (Mass.) 80	x45	47
Shove (Fall Riv.). 100	.....	.....
Slade (Fall Riv.).. 100	.....	.....
Stafford (Fall Riv.) 100	.....	.....
Stark Mills (N.H.) 1000	1385	1395
Tecumseh (F. R.). 100	.....	.....
Thorndike (Mass.) 1000	1000	1050
Tremont & S. (Mass) 100	x145	150
Troy C. & W. (F.R.) 500	.....	.....
Union C. Mf. (F.R.) 100	.....	.....
Wampanoag (F.R.) 100	.....	.....
Washingt'n (Mass.) 100	57	59
Weed Sew. M'e (Ct.) 25	.....	.....
Weetamoe (F. R.) 100	.....	.....
Willim'tic Linen (Ct) 25	.....	.....
York Co. (Me.).....750	970	980
COAL & MISCEL. MINING STOCKS.		
Caribou Con. Min'g. 10	.....	.....
Cent. Arizona Min. 100	.....	.....
Colorado Coal & I. 100	34	34
Consol. Coal of Md. 100	25	.....
Homestake Min'g. 100	.....	.....
Lehigh & Wilkes.....	12½	12⅝
Mahoning Coal & RR.	.....	9
Marip'sa L. & M. Co. 100	.....	.....
do pref. 100	.....	.....
Maryland Coal....100	15	.....
New Central Coal	12	.....
Ontario Sil. Min'g. 100	27⅜	27⅝
Pennsylvania Coal. 50	.....	.....
Quicksilver Min'g. 100	8¼	8½
do pref....	42	44
GOLD & SILVER MINING STOCKS (N. Y. & SAN. FRAN.)		
Alice.....	2·70	3·00
Alpha Consol G. & S. 100	.....	.....
Alta Montana..... 100	·08	·10
American Flag 10	·02	·03
Amie 10	·20	·22
Bassick.....100	.....	12½
Bechtel.....	.....	·20
Belle Isle.....100	·45	.....
Bodie.....100	1·25	.....
Buldomingo.....50	·07	.....
Bullion.....100	.....	.....
Bulwer.....100	·78	·80
Calaveras 1	.....	·02
Caledonia B. H....100	·60	·65
California 100	·20	·24
Cherokee.....10	·01	·02
Chrysolite 50	1·15	1·30
Chollar..... 100	.....	.....
Climax 10	·07	.....
Consol. Imperial ..100	·05	.....
Consol. Pacific.... 100	.....	.....
Consol. Virginia...106	·48	·55
Crown Point.....100	2·22	.....
Dunderberg 10	.....	.....
Dunkin.....	.....	·30
Eureka Consol..... 100	6	.....
Father De Smet .. 100	4·50	4·85
Findley 1	.....	·08
Gold Placer 25	.....	.....
Gold Stripe.....	·05	.....
Goodshaw.....100	.....	.....
Gould & Curry S...100	2·75	.....
Great Eastern 1	·01	·04
Green Mountain.....10	·78	·85
Hale & Norcross. .100	.....	.....
Hibernia	·03	·05
Hortense.....10	.....	·13
Hukill..... 5	.....	·19
Independence 100	.....	·70
Iron Silver..... 20	2·85	2·90
Lacrosse..... 10	.....	·45
Leadville Consol....10	·68	·70
Little Chief 50	·35	·41
Little Pitts.....	·60	.....
Mexican G. & Silv.100	2·90	3.10

* Price nominal; no late transactions. † Purchaser also pays accrued int. ‡ In London. § Quotation per share. ¶ Premium.

GENERAL QUOTATIONS OF STOCKS AND BONDS—Concluded.

For Explanations See Notes at Head of First Page of Quotations.

Mining Stocks.	Bid.	Ask.
Moose	10	
Moose Silver		
Mono	100	
Navajo	100	2·95 3·25
Northern Belle		8·62
Ophir	10	2·20 2·45
Potosi	100	1·13
Rappahanock	1	·01 ·08
Red Elephant	10	·07
Rising Sun	5	·04 ·05
Robinson Consol.	50	·70
Sierra Grande		1·95
Sierra Nevada	100	2·15
Silver Cliff	50	·34
South Hite, new	25	
South Pacific		·05
Spring Valley	1	1·25
Standard	100	6·62
Tip Top	100	
Tuscarora	100	
Unadilla		
Union Consol.	100	3·25
BOSTON MINING STOCKS.§		
Allouez	25	1⅜ 2¼
Atlantic	25	11 12
Blue Hill (Me.)	10	
Brunsw'k Antimony	5	14 15
Calumet & Hecla	25	240 241
Catalpa Silver	10	42½c. 45c.
Central	25	20 23
Copper Falls	50	1 3
Dana	25	
Douglas (Me.)	5	75c. 85c
Duncan Silver	20	
Franklin	25	10½ 11
Harshaw Silver	20	50c. 75c.
Huron	25	⅝ 1
Mesnard	25	
Minnesota	25	
National	25	⅞ 1
Osceola	25	26 27
Pewabic	25	4 5
Phenix	25	
Quincy	25	49 49½
Ridge	25	½ 1
Silver Islet	25	3 4
Sullivan(Me.)Silver	10	⅞ 1
Winthrop	25	
BANK STOCKS.		
BALTIMORE.		
Bank of Baltimore	100	137 140
Bank of Commerce	15	17½ 18
Citizens'	10	17½ 18
Com. & Farmers'	100	118 120
Farmers' B'k of Md	30	32 35
Farmers' & Merch.	40	49 52
Farmers'&Planters'	25	42 44
First Nat. of Balt.	100	135½ 138
Franklin	60	100 102
German American		107
Howard	1	10¼ 10½
Marine	30	35 36
Mechanics'	10	12⅜ 12⅝
Merchants'	100	134 136
National Exch'ge.	100	118 120
People's	25	18 20
Second National	100	149 152
Third National	100	109 112
Union	75	83½ 84½
Western	20	30 31
BOSTON.¶		
Atlantic	100	151½ 152
Atlas	100	125¼ 126
Blackstone	100	105½ 106
Boston Nat.	100	122 124
Boylston	100	118 120
Broadway	100	98 100
Bunker Hill	100	175 176
Central	100	60 70
City	100	116 118
Columbian	100	129 130
Commerce	100	123½ 124
Commonwealth	100	108 110
Continental	100	113 114
Eagle	100	110 111
Eliot	100	122 124
Exchange	100	125 127
Everett	100	114 115
Faneuil Hall	100	130 131
First National	100	195 200
First Ward	100	112 114
Fourth National	100	112 115
Freemans'	100	116 117
Globe	100	106½ 107
Hamilton	100	122¼ 123
Hide & Leather	100	113 114
Howard	100	124 126
Manufacturers'	100	99 100
Market	100	98 99
Market(Brighton)	100	145 146
Massachusetts	250	112 114
Maverick	100	220 225
Mechanics' (So. B.)	100	128 130
Merchandise	100	100 101
Merchants'	100	137 138
Metropolitan	100	118 120
Monument	100	200 205
Mt. Vernon	100	126 128
New England	100	133½ 134
North	100	129¼ 130
North America	100	107½ 108
Old Boston	50	62¼ 63
People's	100	160 162
Redemption	100	131¾ 132
Republic	100	131¾ 132
Revere	100	116 118
Rockland	100	134 136
Second Nat.	100	154 156
Security	100	183 186
Shawmut	100	112 113
Shoe & Leather	100	108 109
State	100	125 126

Bank Stocks.	Bid.	Ask.
Suffolk	100	118 119
Third Nat.	100	99½ 100
Traders'	100	83 85
Tremont	100	118 119
Union	100	144 146
Washington	100	125 127
Webster	100	109½ 111
BROOKLYN.		
Atlantic (State)		175 180
Brooklyn		125 130
First National		255 270
Fulton		130 135
City National		260 280
Commercial		115 120
Long Island		110 115
Manufacturers'		96 100
Mechanics'		200 210
Nassau		195 200
Brooklyn Trust		170 175
CHARLESTON.		
B'k of Chas.(NBA)	100	98
First Nat. Chas.	100	150
People's National	100	127
CHICAGO.		
Chicago Nat.	100	121
Commercial Nat.	100	260
First National	100	170
Hide and Leather		135
Home National	100	69
Merchants' Nat.	100	325
Nat. B'k of Illinois	100	145
Northwestern Nat.	100	
Union National	100	300
Un.Stock Y'ds Nat.	100	
CINCINNATI.		
Citizens' National		150
Commercial Bank		130
Exchange Nat. Bank		107 108
First National		230
Fourth National		175 190
German National		122 123
Merchants' National		135 140
Metropolitan Nat.		127 130
Nat. Lat. & Bk. of Com.		202½ 210
Second National		137
Third National		146½
Union Nat.		126 127½
Western German Bank		112
HARTFORD.		
Ætna Nat.	100	125 130
American Nat.	50	73 75
Charter Oak Nat.	100	140 145
City Nat.	100	88 91
Connecticut River	50	49 50
Far. & Mech. Nat.	100	135 140
First Nat.	100	118 121
Hartford Nat.	100	180
Mercantile Nat.	100	125 130
National Exchange	50	73 77
Phœnix Nat.	100	170 175
State	100	108 111
LOUISVILLE.		
Bank of Kentucky	100	147 148
Bank of Louisville	100	87 90
Citizens' National	100	126 127
City Nat.	100	125 126
Falls City Tobacco	100	89 90
Farmers' of Ky	100	105
Farmers' & Drov.	100	105
First Nat.	100	162 163
German Ins. Co.'s	100	107
German	100	112½ 114
German National	100	135
Kentucky Nat.	100	146½ 148
Louisv. Banking Co.	40	218 220
Masonic	100	126 127
Merchants' Nat.	100	137
Northern of Ky	100	111
Second Nat.	100	105 106
Security	100	149 150
Third National	100	120
Western	100	110
West.Finan.Corp.	100	112 113
NEW ORLEANS.		
Canal & Banking	100	132 136
Citizens'	100	117 119
Germania Nat.	100	130 135
Hibernia Nat.	100	127¼ 140
Louisiana Nat.	100	124½ 126½
Metropolitan		105½ 107½
Mutual Nat.	100	122 123½
New Orleans Nat.	100	195
People's	50	58 59¾
State Nat.	100	130 140
Union Nat.	100	133 140
NEW YORK.		
America	100	150 155
American Exch'ge	100	136
Broadway	25	
Butchers'& Drovers	25	
Central National	100	125
Chase National	100	
Chatham	25	136
Chemical	100	
City	100	
Citizens'	25	124
Commerce	100	152
Continental	100	121
Corn Exchange	100	
East River	25	118
Eleventh Ward	25	108
First National	100	
Fourth National	100	128 130
Fulton	30	120
Fifth Avenue	100	
Gallatin National	50	164
German American	75	85 97
Germania	100	
Greenwich	25	
Grocers'	30	
Hanover	100	142
Importers' & Tr.	100	260
Irving	50	136

Bank Stocks.	Bid.	Ask.
Leather Manufts.	100	150
Manhattan	50	150 155
Marine	100	150 160
Market	100	140
Mechanics'	25	149½
Mechanics' & Tr.	25	105 110
Mercantile	100	115
Merchants'	50	129
Merchants' Exch'ge	50	100
Metropolitan	100	165
Nassau	100	
New York	100	145 150
N. Y. Nat. Exch'ge	100	
New York County	100	140
Ninth National	100	120
North America	70	101¾
North River	50	120½ 124
Oriental	25	140
Pacific	50	160
Park	100	163
People's	25	140
Phenix	20	100
Republic	100	
Second National	100	
Seventh Ward	100	108
Shoe & Leather	100	125
St. Nicholas	100	138
State of N. Y.	100	
Tradesmen's	40	116
Union	50	160
United States Nat.		145
Wall Street Nat.	50	102 105
PHILADELPHIA §		
B'k of N. America	100	290 300
Central National	100	270
City National	50	112 120
Commercial Nat.	50	60
Commonwealth Nat	50	34
Consolidation Nat.	30	65
Corn Exchange Nat.	50	63 65
Eighth Nat.	100	205
First Nat.	100	225
Farmers'&Mech.N.	100	140 144
Girard National	40	86½
Kensington Nat.	50	75
Manufacturers' Nat.	25	29
Mechanics' Nat.	100	118½
Merchants' Nat.		130
Nat. B'k Commerce	50	55
Nat.B'k Germant'n	50	115
Nat.B'k N. Liberties	50	165
Nat. B'k Republic	100	135 135½
National Security	100	120
Penn National	50	66
People's	100	
Philadelphia Nat.	100	230
Second Nat.	100	123
Seventh Nat.	100	110
Sixth Nat.	100	117
Southwark Nat.	50	125
Spring Garden	100	105
22d Ward	50	
Third Nat.	100	110
Underground		
Union Nat.	50	70 75
Western Nat.	50	96
West Philadelphia	100	115
PORTLAND, ME.		
Cumberland Nat.	40	59 60
Canal Nat.	100	169 170
Casco Nat.	100	166 167
First Nat.	100	164 165½
Merchants' Nat.	75	118 120
National Traders'	100	159 160
RICHMOND, VA.		
City Bank	26	27
First Nat.	100	135 136
Merchants' Nat.	100	110
Nat. Bk of Virginia	100	92 95
Planters' Nat.	100	116
State Bank of Va.	100	105
ST. LOUIS.		
B'k of Commerce	100	470
Commercial	100	325 327½
Continental	100	185
Fourth National	100	155
International	100	95
Mechanics'	100	109½
Merchants' Nat.	100	114
St. Louis National	100	116
Third National	100	87½
Valley National	100	
SAN FRANCISCO.		
Bank of California		164
Clay Street		100 110
First Nat. Gold	100	127½ 131½
Nat.Gold Bank&Tr. Co		
Pacific		110
FIRE INSUR'CE STOCKS.		
BALTIMORE.		
Associate Firemen's	5	6 8
Baltimore Fire Ins.	10	28½ 29½
Firemen's Insur'ce	18	19 19½
Howard Fire	5	7 7½
Maryland Fire	10	4½ 5
Merchants' Mutual	50	55
National Fire	10	6⅛ 6⅞
BOSTON.		
American F. & M.	100	140 141
Boston	100	130 135
Boylston	100	110 110½
Commonwealth	100	80 85
Dwelling House	100	x104 107
Eliot	100	x122 125
Firemen's	100	x143 145
Franklin	100	50
Manufacturers'	100	95 100
Mass. Mutual	100	119 120
Mercantile F. & M.	100	135 136
Neptune F. & M.	100	x105 110
North American	100	x105 110
Prescott	100	x100 105

Insurance Stocks.	Bid.	Ask.
Shoe & Leather	100	82 82½
Washington	100	135 140
CINCINNATI.		
Amazon(new stock)	20	99 100
Aurora		85 90
Cincinnati	25	150
Citizens'	20	128 130
Commercial	25	190
Eagle	100	105 110
Enterprise	20	80
Eureka	20	170
Firemen's	20	150
Germania	20	112 115
Globe	20	100
Merchants'& Manuf	20	158 160
Miami Valley	50	98 100
National	100	150
Security		113 115
Union	20	80
Washington	20	128 130
Western	25	153 155
HARTFORD, CONN.		
Ætna Fire	100	232 235
Connecticut	100	124 126
Hartford	100	285 290
National	100	125 126
Orient	100	90 93
Phœnix	100	185 190
Steam Boiler	40	80 90
LONDON.		
Commercial Union	25	19 21
Guardian	50	67 69
Imperial Fire	25	143 148
Lancashire F. & L.	25	6 6½
London Ass.Corp.	12½	58 60
Liv. & Lond. &Globe	2	21 22
North'n Fire & Life	5	
North Brit. & Mer.	8¾	28 30
Queen Fire & Life	1	2¾ 3¼
Royal Insurance	3	29 30
NEW ORLEANS.		
Crescent Mutual		118 119½
Factors' and Traders'		120 123
Firemen's		75
Germania		119 121
Hibernia		117 118¼
Home		37½ 39
Hope		100 103
Lafayette		55 60
Merchants' Mutual		x118 120½
Mechanics' & Traders'		120 122
New Orleans Ins. Ass'n		36¼ 38
New Orleans Ins. Co.		65 67
People's		31
Sun Mutual		126½ 131
Teutonia		130¼ 136
NEW YORK.		
American	50	145 150
American Exch.	100	105 110
Bowery	25	150 160
Broadway	25	170 175
Brooklyn	17	165 175
Citizens'	20	140 150
City	70	108 118
Clinton	100	120 125
Commercial	50	90 97
Continental	100	235 245
Eagle	40	230 245
Empire City	100	70 80
Exchange	30	90 95
Farragut	50	115 125
Firemen's	17	70 80
Firemen's Trust	10	75 83
Frank.& Emp'lum		115 120
German-American	100	190 200
Germania	50	140 145
Globe	50	110 115
Greenwich	25	240 270
Guardian	100	60 65
Hamilton	15	110 115
Hanover	50	130 135
Hoffman	50	75 88
Home	100	140 145
Howard	50	70 76
Importers' & Trad.	50	80 85
Irving	100	60 70
Jefferson	30	126 133
Kings Co. (B'klyn)	20	180 200
Knickerbocker	30	79 80
Lafayette (B'klyn)	50	85 92
Lamar	100	70 75
Long Isl'd (B'klyn)	50	110 115
Lorillard	25	55 65
Manuf. & Builders'	100	108 113
Manhattan	100	1 5
Mech. & Traders'	25	115 125
Mechanics' (B'klyn)	50	130 145
Mercantile	50	60 65
Merchants'	50	95 105
Montauk (B'klyn)	50	100 105
Nassau (B'klyn)	50	140 150
National	37½	85 95
New York City	60	65
N. Y. Equitable	35	140 150
New York Fire	100	75 80
Niagara	50	150 160
North River	25	100 108
Pacific	25	160 170
Park	100	109 117
Peter Cooper	20	155 165
People's	50	108 115
Phenix (B'klyn)	50	140 145
Relief	50	55 65
Republic	100	75 85
Rutgers'	100	120 130
Standard	50	100 105
Star	100	67 70
Sterling	100	50 60
Stuyvesant	25	120 125
Tradesmen's	25	65 70
United States	25	125 133
Westchester	10	120 125
Williamsburg City	50	230 250

* Price nominal; no late transactions. ‡ Last price this week. § Quotation per share. ¶ Ex dividend.

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* CHRONICLE. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Atchison Topeka & Santa Fe Railroad.
(*For the year ending Dec.* 31, 1882.)

From advance sheets of the annual report, which is soon to be issued, the following extracts are made: The whole Atchison Railroad system now consists of 2,620 miles, and is divided into four systems, the chief system being the parent line and its auxiliaries, consisting of 1,820 miles in Kansas Colorado & New Mexico. The second system is the Southern Kansas system, consisting of 398 miles. The third system is the Sonora system, consisting of 350 miles. The fourth system consists of the two small roads owned jointly with other companies, consisting of 54½ miles. The figures compiled below show the operations, and earnings and expenses, and income account for four years for the main line.

Statistics for four years, compiled in the usual form for the CHRONICLE, are as follows:

OPERATIONS AND FISCAL RESULTS.

	1879.	1880.	1881.	1882.
Total miles operated..	1,167	1,539	1,789	1,820
Operations—				
Passengers carried...	314,301	381,322	501,863	725,926
Freight (tons) moved.	802,121	953,701	1,166,183	1,359,805
Earnings—	$	$	$	$
Passenger.....	1,353,231	1,786,901	2,970,608	3,662,576
Freight.....	4,883,435	6,499,981	9,051,623	10,537,201
Mail, express, &c.....	144,777	270,094	562,278	573,528
Total gross earnings..	6,381,443	8,556,976	12,584,509	14,773,305
Operating expenses—	$	$	$	$
Maint. of way, &c.....	958,617	1,450,172	3,434,930	.....
Maint. of equipment..	378,524	547,629	950,985	.....
Transport'n expenses.	1,257,034	1,931,294	3,043,856	.....
Miscellaneous*.....	217,688	203,146	370,076	.....
Taxes.....	151,265	242,046	263,485	310,595
Total operat'g expens.	2,963,128	4,374,287	8,063,326	8,662,756
Net earnings.....	3,418,315	4,182,689	4,521,183	6,110,549

* This item includes: Loss and damage freight and stock; car mileage, legal expenses, and rental of rolling stock.

INCOME ACCOUNT.

	1879.	1880.	1881.	1882.
Receipts—	$	$	$	$
Net earnings.....	3,418,315	4,182,689	4,521,183	6,110,549
Pottawat'e land ac'ct.	139,322	.....	.....	.....
Rentals and interest..	130,739	.....	.....	54,081
Sundry credits.....	60,034	120,148	229,837	231,312
From U. S., &c. *.....	.....	.....	.....	611,295
Total income.....	3,748,410	4,302,837	4,751,020	7,007,237
Disbursements—	$	$	$	$
Rentals paid.....	836,772	864,273	774,740	814 859
Interest on debt.....	795,446	734,527	866,662	1,122,316
Dividends.....	691,311	1,727,195	1,841,021	3,324,793
Sinking funds.....	.....	.....	132,030	170,525
Sundry debits.....	72,812	35,125	4,494	486,334
Miscellaneous.....	40,490	.....	.....	.....
Tot. disbursem'nts	2,436,831	3,361,120	3,618,948	5,918,857
Balance, surplus.....	1,311,579	941,717	1,132,072	1,088,380

* Earnings from U. S. and pool balances for previous years, held in suspense.

In addition to the above surplus from operating, the surplus receipts of the land department, over and above expenses and taxes and interest on its land grant and land income bonds, amounted to $417,058, which has been set aside for the purpose of reducing the land trust indebtedness.

KANSAS CITY LAWRENCE & SOUTHERN KANSAS SYSTEM.

"The average mileage operated in 1882 was 392·70 miles, as against 373·92 miles in 1881; The gross earnings were $1,336,-704, being an increase of 50·86 per cent over 1881. The expenses were $724,512, being an increase of 32·01 per cent over 1881. The net earnings were $612,191, being an increase of 81·54 per cent over 1881. The net land receipts from the land grant of this road in 1882 were $48,610, and the receipts from miscellaneous interest $9,957.

The total net revenues of this system in 1882 were therefore.		$670,760
Which was used--		
In payment of interest.....	$331,000	
In payment of sinking funds.....	48,540	
In payment of rentals.....	22,533	
In payment of dividends on 37,434 shares of stock, all of which are owned by the Atchison system..	224,604	
Total disbursements.....		$626.677
Surplus of year 1882 carried to credit of K. C. L. & S. K. income account.....		$44,082

"The road has been kept in good condition, and many renewals and betterments have been made during the year; 475 tons steel and 58,238 new ties were used in track repairs, and $141,888 spent in the repairs of equipment, buildings, and bridges. There was spent in new construction during the year $30,789. During the year a connection has been made with the Atchison system by building 14,105 miles of road from Olathe to Wassea junction, by which the entire earnings from business to and from Kansas City are secured to the two systems, instead of, as heretofore, dividing the earnings with the Kansas City Fort Scott & Gulf road."

THE SONORA SYSTEM.

"The lines of road which, for purposes of operation, are called the Sonora system, consist of—first, the New Mexico & Arizona Railroad, 87·78 miles in length, extending from Benson Junction, on the Southern Pacific, to Nogales, on the Mexican border, where a junction is made with the Sonora Railway. This line of road was completed late in the year 1882, and the earnings and expenses to December 31, which were trifling in amount, were charged out in the construction accounts; second, the Sonora railway, extending from Guaymas to Nogales, which was completed to the latter point Oct. 25, 1882. The earnings from all sources during the year were $213,247; the operating expenses, $100,080, leaving net earnings of $113,766. During ten months of the year, such portion of the road as was completed was used in carrying material and supplies for constructing the line, and it was impracticable to so separate operating and construction expenses as to determine, accurately, the cost of doing the commercial, passenger and freight business. The real expense of operating has probably been understated in the accounts above given. The road is now practically completed, although additional expenditures are being made in 1883, amounting to about $225,000, to meet the rigid requirements of the Government. The total amount of cash subsidy earned from the Mexican Government on account of the construction of the road amounts to $2,956,114. Of this amount there has been paid up to Dec. 31, 1882, $934.710. The outstanding first mortgage bonds on this property is $4,157,000, bearing interest at 7 per cent, which is guaranteed by the Atchison company. The capital stock, all of which is owned by the Atchison company, is $5,248,000.

"The directors now have under consideration the adoption of reasonable measures for the development of business on this line."

ATLANTIC & PACIFIC RAILROAD.

"As the stockholders have already been informed in former reports, we own an undivided half of nearly the entire stock of the Atlantic & Pacific Railroad. The St. Louis & San Francisco Railway Company owns the other undivided half. At the time of writing this report (March 28, 1883), the Atlantic & Pacific Railroad is completed to a point 513 miles west from Albuquerque. The immediate plan of the Atlantic & Pacific Company is to complete its line to the Needles, on the Colorado River, 57 miles from its present terminus. At the same time the Southern Pacific Railroad is building eastward from Mohave to the Needles. A junction of the two lines is expected on or about May 15, 1883. The road has been built in a substantial manner, and is well equipped with rolling stock and power. Like many other Western lines built through a difficult and unknown country, its cost was under-estimated, and the first mortgage bonds, being limited to $25,000 per mile, have not been sufficient to build and equip the road and meet its interest during the period of construction. The amount of money necessary to complete and equip the line has been furnished in equal amounts by the parties owning nearly the entire stock—the Atchison company and the St. Louis & San Francisco Railway Company." * * *

"The central division of the Atlantic & Pacific road has now been extended from Vinita in the Indian Territory to Tulsa on the Arkansas River, a distance of 64 miles.

"The responsibilities assumed by the Atchison company on account of the construction of these two divisions of the Atlantic & Pacific are, first, the loan necessary to complete and equip the line; second, a rebate of 25 per cent of Atchison earnings on business done by the Atchison company going to or coming from the Atlantic & Pacific. These same responsibilities have also been assumed by the St. Louis & San Francisco company." * * *

ATCHISON TOPEKA & SANTA FE SYSTEM.

"A brief summary of the entire Atchison property, as it will be when this report reaches the stockholders, would be: A line of road reaching from three eastern termini on the Missouri River—Kansas City Atchison and Leavenworth—to, first, the best portions of the eastern and southern part of Kansas, in which State alone more than half its mileage is located; second, to Pueblo, where for all time it will afford to the 1,200 miles of narrow guage system of the Rio Grande road its shortest and cheapest connection with the East; third, at Pueblo it connects also with the standard guage system of the Rio Grande road for Denver and the country tributary thereto; fourth, to Albuquerque, where it connects with the Atlantic & Pacific route to San Francisco, etc.; fifth, to El Paso, where it connects with the Mexican Central system of 1,500 miles or more now being constructed; sixth, to Deming, where it connects with the Southern Pacific route to Southern California; seventh, to Guaymas, on the Gulf of California, where a not inconsiderable business awaits development.

"Of this 2,620 miles of road nearly 1,700 miles are now in steel rail. The iron rail remaining is almost exclusively on branch roads. The whole road, having all the facilities for doing business, is well constructed and in excellent condition, and possesses an equipment of nearly 10,000 passenger and freight cars and 348 locomotives." * *

"The company has no floating debt. The stock and bond indebtedness of this company, including its land issues and deducting its various assets, is reasonable in amount. Its ability to earn its fixed charges and dividends has been shown in the last two years' operations."

New York Pennsylvania & Ohio.

(For the year ending December 31, 1882.)

The gross earnings and operating expenses of the road, including all branches and leased lines have been as follows:

Gross earnings from operation	$5,831,082
Operating expenses	3,838,298
Net earnings from operation	$1,992,784
Earnings from other sources	35,260
Total net earnings from all sources	$2,028,044
Out of which have been paid for hire of cars under car trust, use of foreign cars and engines—balance, rental of leased lines, general expenses, taxes, &c.	974,238
Net income for the year 1882	$1,053,806
Deduct:	
Interest on prior lien bonds, due and accrued	$480,000
Payments on account of improvements and additions	107,466
Paid on account of judgment of the Himrod Furnace Co.	84,922
Total deductions	$672,388
Surplus for the year 1882	$381,418

The President's report says: "In our last annual report the belief was expressed that there was then a good prospect for the maintenance of paying rates during the year 1882; as will be seen, we were disappointed in this so far as the rates prevailing for the first six months of the year were concerned, while in the last half-year, remunerative, though very moderate rates were maintained.

"It will be noted that the freight tonnage for the year shows a considerable increase over the tonnage of the previous year; this, notwithstanding the various influences causing a reduction in the total amount of tonnage of the country and of most railroads employed in the East and West traffic; this increase is due largely to the effect of the arrangements with the New York Lake Erie & Western Railroad Company, going into effect on January 1, 1882, accompanied by the changes in our Western connections, resulting in a large increase of the percentage of the whole traffic secured to this company's route." * * * "The tonnage of the whole road was injuriously affected by the strikes in the mining and manufacturing districts served by the road, largely reducing earnings on important portions of the road during a large portion of the year, more especially in the summer months." * * *

"That the increase of tonnage has not been accompanied with equal increase of earnings is due to the decrease in rates, and we here repeat that the rates for through freight have not been under the control of this company; the rates depending on the action of numerous independent roads, any one of which can fix reduced rates and thus subject the other roads to the alternative of adopting such rates or retiring from competition; and this applies with peculiar force to this company's road because of its position as a connecting link between the East and West roads, and not itself reaching the principal competitive centres. The good condition of the track and equipment existing at the close of 1881 has been fully maintained during 1882, and in many particulars considerable improvement has been made."

The statistics of operations and income for three years, and the general balance for two years, compiled for the CHRONICLE, are as follows:

ROAD AND EQUIPMENT.

	1880.	1881.	1882.
Miles owned	423	423	423
Miles leased and controlled	135	142	142
Total operated	558	565	565
Locomotives	209	215	217
Passenger, mail and express cars	141	142	143
Freight and coal cars	4,504	7,228	7,223
All other cars	20	20	20

OPERATIONS AND FISCAL RESULTS.

Operations—	1880.	1881.	1882.
Passengers carried	1,323,494	1,457,226	1,590,013
Passenger mileage	56,035,213	65,982,669	66,125,091
Rate per passenger per mile	2·0354 cts.	1·8909 cts.	1·9912 cts.
Freight (tons) moved	4,125,979	5,142,679	5,417,362
Freight (tons) mileage	474,279,731	609,482,972	694,147,402
Average rate per ton per mile	·8318 cts.	·6656 cts.	·6216 cts.
Earnings—	$	$	$
Passenger	1,140,544	1,247,727	1,316,739
Freight	3,945,494	4,057,264	4,315,028
Mail, express, &c.	179,319	189,121	199,315
Total gross earnings	5,265,357	5,494,112	5,831,082
Operating expenses—	$	$	$
Maintenance of way, &c.	845,732	847,436	682,674
Maintenance of equipment	756,402	804,888	781,169
Transportation expenses	1,938,513	2,178,337	2,331,984
Miscellaneous	34,622	34,224	42,470
Total (not including taxes)	3,575,269	3,864,885	3,838,297
Net earnings	1,690,088	1,629,227	1,992,785
P. c. of oper'g expenses to earn'gs	67·91	70·35	65·82

INCOME ACCOUNT.

	1880.	1881.	1882.
Receipts—	$	$	$
Net earnings	1,690,088	1,629,227	1,992,785
Other receipts	28,187	21,121	35,260
Total income	1,718,275	1,650,348	2,028,045
Disbursements—	$	$	$
Rentals paid	356,277	404,524	420,851
Interest paid on first mort. bonds	431,250	.....	465,065
Interest paid on prior lien bonds	400,000	480,000	480,000
Rental of equipment	283,614	298,382	393,684
Advanced under car trust	.....	237,864	.....
General, taxes, &c.	60,879	170,710	159,702
Special fund for improvem'ts, &c.	96,345	51,955	107,466
Himrod furnace judgment	.....	.....	84,923
Total disbursements	1,628,365	1,643,435	2,111,691
Balance, surplus	89,910	6,913	*def. 83,646

* The accumulated surplus Jan. 1, 1882, was $86,426; deducting $83,646 deficit for 1882, leaves $2,780 surplus.

GENERAL BALANCE AT CLOSE OF FISCAL YEAR.

Assets—	1881.	1882.
Railroad, buildings, equipment, &c.	$133,003,139	$136,896,393
Stocks owned, cost	115,817	324,550
Bills and accounts receivable	462,692	445,167
Materials, fuel, &c.	371,279	346,999
Due by Treasurer	259,238	183,736
Voting trustees to pay coupons	.....	469,983
All other accounts	57,035	57,307
Total assets	$134,269,200	$138,724,135
Liabilities—		
Stock, common	$34,999,350	$34,999,350
Stock, preferred	10,000,000	10,000,000
Funded debt (see SUPPLEMENT)	86,610,000	90,871,000
Deferred warrants	1,479,565	1,200,077
Bills payable	150,000	.....
All other dues and accounts	615,737	745,155
Special funds	148,299	255,765
Interest on bonds	179,823	650,008
Income account	86,426	2,780
Total liabilities	$134,269,200	$138,724,135

Mexican Central.

(For the year ending December 31, 1882.)

This road was open for business four months only in 1881, and the report for 1882 is the first one covering a year's operations. The earnings and expenses in 1882 were as follows:

EARNINGS AND EXPENSES.

Earnings—	*Southern Division.*	*Chihuahua Division.*	*Total.*
Passenger	$378,368	$56,225	$434,593
Freight	643,499	42,588	686 087
Baggage, express, &c.	47,618	10,601	58,219
Total commercial earnings	$1,069,485	$109,414	$1,178,899
Company's material	286,398	258,683	545,081
Total earnings	$1,355,883	$368,097	$1,723,980
Operating expenses	758,728	265,348	1,024,076
Net earnings	597,155	102,749	*699,904

* Equivalent in U. S. currency to $612,793.

The revenue for the year was:

From net earnings	$699,904
From cash collected on subsidy certificates	969,142
Total in Mexican currency (equivalent in U. S. currency to $1,455,526)	$1,669,046

Showing that the net revenue for the year was sufficient to pay all the coupon interest of the year, including coupons due Jan. 1st, 1883, amounting to $866,565, and leave a net surplus for the year of $588,961 in United States currency.

The report says that the construction of the main line (Southern Division) did not progress as rapidly as was anticipated at the opening of the year. The two principal causes for delay being the difficulty in obtaining ties and timber and the slow delivery of materials by the Mexican Railway Company from Vera Cruz to the City of Mexico. During the year the line was constructed from San Juan del Rio to Lagos, a distance of 284 kilometres, together with a branch from Silao to Guanajuato of 23 kilometres. To February 22d, 1883, the line was completed 533 kilometres north from the City of Mexico, including the branch to Guanajuato.

On the Chihuahua Division during the year the track was laid 336½ kilometres, and grading completed in addition on 112 kilometres. Up to March 24th, 1883, the track was completed 500 kilometres from El Paso south. On this division the company can obtain supplies of ties, timber, &c. Rapid construction is promised.

On the Tampico Division the track had reached kilometre 90 up to March 7th.

A good force of engineers has been employed upon the Pacific Division during the year, and the Government has approved the line for 30 kilometres from San Blas. Grading was commenced in February, 1883.

The President says: "Ample means have now been provided for the completion of the main line, and I confidently hope that this work will be accomplished not later than July 4th, 1884."

SUBSIDY.

On the Southern Division the Government has accepted for payment of subsidy during the year 400 kilometres of road; on the Chihuahua Division, 175 kilometres; and given orders on the Treasury Department for subsidy certificates amounting to $4,605,500.

The Treasury Department has delivered to the company, on account of subsidy earned, certificates amounting to $1,318,000, on which there has been collected in cash during the year the sum of $969,142. Up to March 1st of this year the total amount of subsidy ordered paid by the Government is as follows:

For 350 kilometres on the Chihuahua Division; for 450 kilometres on the Southern Division, amounting in all to $6,744,000. Certificates amounting to $1,661,250 had been delivered at that date, and there has been collected on the same $1,134,857 in cash.

The condensed balance sheet at the close of 1881 and 1882 is given in the following:

CONDENSED BALANCE SHEET DEC. 31, 1881 AND 1882.

Assets —	1881.	1882.
Construction	$5,268,160	$14,126,018
Equipment	559,766	2,252,107
Materials and supplies	2,330,506	3,504,332
Miscellaneous accounts	97,935	174,275
Vessel property	81,515	133,425
Accounts of the Mexico offices	212,582	722,596
Boston office accounts	177,793	148,175
State subsidy accounts	54,847	174,053
Bond discount & distributing acc'unt	.....	10,276,000
Bond interest	.....	969,115
Mexican Government	877,588	2,806,413
Certificates of construction	.....	1,144,605
Monte de Piedad	414,000	300,000
Cash assets	215,644	727,145
Miscellaneous	666,108	78,523
Total assets	$10,986,311	$37,536,812
Liabilities—	1881.	1882.
Capital stock	$.....	$5,927,500
First mortgage bonds	3,080,000	16,270,000
Income bonds	.....	1,396,000
Subscription account	6,034,837	7,161,125
Subsidy account	906,945	3,963,329
First mortgage bond coupons	102,550	561,050
Unpaid drafts	218,569	100,901
Unpaid vouchers and accounts	69,200	623,655
Revenue account	.....	1,514,498
Accounts of the Mexico offices	534,762	.....
Miscellaneous	39,446	18,751
	$10,986,311	$37,536,812

GENERAL INVESTMENT NEWS.

Allegheny Valley.—This company pays $9 50 in cash on each $35 coupon, due April 1, on the income bonds. The balance is payable in scrip convertible into new bonds in accordance with the terms of the bonds.

Atchison Topeka & Santa Fe.—The actual earnings and expenses for January, 1882 and 1883, were as follows:

	1882.	1883
Miles of road operated	1,804	1,820
Gross earnings	$1,076,790	$961,255
Operating expenses (exclusive of taxes)	737,669	595,077
Net earnings	$339,122	$366,178

Augusta & Knoxville.—The Augusta & Knoxville Railroad Company, which failed to pay the coupons on its bonds due last January, gives notice that they will be paid on presentation at the Augusta Savings Bank.

Central Iowa.—Holders of the debt certificates and first and second preferred stock of the Central Iowa Company met in Boston to consider what action should be taken to secure the payment of those dividends to which the earnings of the company entitle said holders. After a general expression of views, the following executive committee was appointed to call on the directors to investigate the affairs of the company so far as they relate to the interests of the said security-holders, and to report at a time and place to be hereafter designated: H. A. Jones, of Portland; C. M. Murphy, of Dover; Charles A. Rogers, of Boston; William A. Paine, of Boston; S. D. Loring, of Boston; Philip H. Stubbs, of Strong, Me.; T. F. Cleary, of Mattapan.

Cincinnati Indianapolis St. Louis & Chicago.—A statement for the months of January, February and March shows the net earnings to be $225,000. The sum required to pay the 1½ p. c. quarterly dividend, including interest and taxes, was $270,000, showing a deficit of $45,000 on that quarter. Notwithstanding this loss, the board decided to pay the usual quarterly dividends, expecting to make up the loss within the next three months, being influenced by the fact that the company has a surplus to the credit of profit and loss amounting to $32,000, and by the further fact that the road has an income from sources other than earnings for the year ending June 30, estimated to be $70,000, or 1 per cent on the stock.

Cincinnati Northern—Toledo Cincinnati & St. Louis.—The following circular has recently been issued:

CINCINNATI NORTHERN RAILWAY COMPANY,
CINCINNATI, March 20, 1883.

DEAR SIR—In accordance with the articles of consolidation between the Cincinnati Northern Railway and the Toledo Cincinnati and St. Louis Railway, this company are now prepared to fund the coupons maturing on the first mortgage bonds of this road on October 1, 1882, April 1, 1883, October 1, 1883, and April 1, 1884. This scrip will be issued in denominations of $30, $90 and $120, representing the amount of the coupons surrendered, and will have six per cent interest coupons attached, payable semi-annually on dates corresponding to the dates of coupons from the first mortgage bonds surrendered, which will be held by the American Loan and Trust Company of Boston for the benefit and security of the holders of the scrip.

Bondholders will please present the above-mentioned coupons for each bond as soon as possible. It is hoped that there will be a prompt response on the part of all bondholders to this request.

Until scrip is ready for delivery, temporary receipts will continue to be issued in exchange for coupons, which should be sent to George Hafer, Treasurer, Cincinnati, O. Respectfully,

GEO. HAFER, Treasurer. ALBERT NETTER, Vice-President.

The Cincinnati *Commercial* says in regard to this circular: "A bondholder, interested in the above proposal, was informed by Mr. Netter to-day that the first mortgage bonds of the road, due April 1, or Monday, would not be paid. The road defaults in the interest. * * * It was announced publicly that the October interest on the bonds referred to would be paid. But when the coupons were presented for payment, they were purchased by a pool and this pool still retains possession of them. There are outstanding $1,000,000 first mortgage gold six per cent bonds, $1,000,000 income bonds, and $1,000,000 stock. In addition there are outstanding $700,000 of an authorized issue of $1,000,000 first mortgage six per cent bonds on the Avondale branch."

Denver & Rio Grande Extension.—A dispatch from Salt Lake City, March 30, says: "The last spike was driven at noon to-day on the Utah Extension of the Denver & Rio Grande Railway. The roadway is in excellent condition. Freight trains will begin running between Denver and Salt Lake on April 2 and passenger trains on April 8. The construction force has been transferred to the gap between Salt Lake and Ogden, where the unfinished work will be pushed, the intention being to have through trains running between Denver, Pueblo and Ogden on May 1. The Ogden connection will be made with the Central Pacific Railroad.

Grand Rapids & Indiana.—In view of the fact of the Pennsylvania Railroad suit, this company has resolved, under the advice of counsel, to withhold the payment of all coupons until the order of the courts, or until the further order of the board of directors of the company.

Hannibal & St. Joseph.—At an informal meeting last week it was decided to extend the Hannibal & St. Joseph Railroad from Quincy to Chicago. There were present at the conference Messrs. William Dowd, Jay Gould, Russell Sage, John Bloodgood and Mr. Howard, of Brown, Howard & Co., the contractors who have recently surveyed the route. It was not determined whether the road should be built as the Illinois Division of the Hannibal & St. Joseph or as a separate organization under the charter of the Chicago Hannibal & St. Joseph Railroad. The offer which the contractors submitted was not made public, but Mr. William Dowd, President of the Hannibal & St. Joseph Railroad, said that they insisted on having at least $1,000,000 of the new securities. He said also that stock and bonds to the amount of $25,000 a mile each would be issued on the new road, which, according to the surveys made by the contractors, will be 250⅛ miles long.—*N. Y. Tribune.*

Kansas City Lawrence & Southern Kansas.—The actual earnings and expenses in January 1882, and 1883, were as follows:

	1882.	1883.
Miles of road operated	384	398
Gross earnings	$68,509	$104,538
Operating expenses (exclusive of taxes)	37,746	54,641
Net earnings	$30,763	$49,897

Louisville Evansville & St. Louis.—The following circular has been issued to the holders of the first mortgage bonds of the Louisville New Albany & St. Louis Railroad, and the second mortgage bonds of the Louisville Evansville and St. Louis Railway:

The holders of the above-named bonds have signified that they will surrender the four coupons next falling due, and accept therefor scrip of this company, payable at its option within ten years, and bearing interest at the rate of six per cent per annum. The said coupons when funded are not to be canceled, but are to be deposited with the American Loan & Trust Company of Boston, trustee, as security for the payment of the scrip and interest when they become due. The American Loan and Trust Company is now prepared to deliver its scrip in exchange for the first mortgage bond coupons, falling due on April 1 and October 1, 1883, and April 1 and October 1, 1884, and for the second mortgage bond coupons falling due on September 1, 1883, March 1 and September 1, 1884, and March 1, 1885. It is desirable that the funding should be completed as soon as possible, and you are earnestly requested to forward to the American Loan and Trust Company, Boston, Mass., the above-named coupons you hold or control. Very respectfully, JONAS H. FRENCH, President.

Louisville & Nashville.—The comparative statement of earnings and expenses is as follows:

	1881-82.		1882-83.	
	Gross Earnings.	*Net Earnings.*	*Gross Earnings.*	*Net Earnings.*
July 1 to Dec. 31	$5,566,845	$2,241,049	$6,860,533	$2,672,071
January	964,527	343,196	1,118,734	403,455
February	960,315	371,440	*1,015,000	323,083

* Approximate.

Mutual Union Telegraph.—Notices have been sent out calling a meeting of the stockholders of the Western Union Tel. Co. for Saturday, April 21, at 12 o'clock noon, to ratify the lease of the Mutual Union Telegraph Company's lines in accordance with the ruling of Judge Freedman. The approval of other contracts or agreements covering leases or conveyances will also be considered.

New Orleans Mobile & Texas.—The *World* prints the following statement of the New Orleans & Mobile earnings, &c., for six months ending Dec. 31, 1882:

Gross earnings	$529,526	Increase..	$57,321
Operating expenses	310,368	Increase..	22,123
Net earnings	$219,157	Increase..	$35,197
Interest and taxes	192,191	Increase..	2,293
Surplus six months	$26,966	Increase..	$32,904

N. Y. & Sea Beach.—On April 4 this property was sold at auction, in order to determine the equitable interest of the second mortgage bondholders in the proceeds. The price realized was $245,000 over and above a purchase money mortgage of $30,000. The purchasers were John J. Carolan and Frederick H. Witt. The property sold included the road—six miles long—the pier at Bay Ridge, with 225 feet of water front, and four and one half acres of adjoining land; the Palace Hotel building at Coney Island, and twenty acres of land in fee and six acres of leasehold land. The sale embraced the equipments, implements, &c., of the road.

North Carolina Bonds.—State Treasurer Worth is preparing to exchange the balance of the old outstanding bonds of the

State for the new 4 per cent bonds under a recent act of the Legislature. The exchange will be made at the Bank of the Republic, New York, from April 10 to April 30.

Northern Pacific.—The Northern Pacific land sales for March, 1883, were 53,956 acres for $245,769, against 35,826 acres for $144,144 in 1882; average price per acre in 1883, $4 13; 1882, $3 59.

Railroad Construction (New.)—The latest information of the completion of track on new railroad is as follows:

Atlantic & Pacific.—Track laid to a point 64 miles west of Yampai, Ar., an extension of 49 miles.

Central Iowa.—The Peoria & Farmington division is extended from Monmouth, Ill., west by north to Keithsburg, 26 miles.

Indiana Illinois & Iowa.—Extended from Sugar Creek, Ind., east to Shelby, 6 miles.

Jacksonville & St. Augustine.—Track laid from Jacksonville, Fla., south by east 20 miles. Gauge 3 feet.

St. Louis Iron Mountain & Southern.—The White River branch is extended westward to Batesville, Ark., 14 miles.

St. Louis & San Francisco.—The White River branch is extended from Ozark, Mo., southward to Sparta, 12 miles.

Denver & Rio Grande Western.—Extended southeast to the Colorado line 123 miles. Gauge 3 feet.

Georgia Pacific.—Extended eastward into Walker County, Ala., 11½ miles. Gauge 5 feet.

Kansas City Fort Scott & Gulf.—The Memphis extension is extended southeast to Augusta, Mo., 15 miles.

Oregon Railway & Navigation Co.—The Baker City branch is extended from Pendleton, Or., east 15 miles.

Philadelphia & Reading.—The Marietta branch is completed from the junction with the Columbia branch southwest to Chickie's furnace, Pa., 6 miles.

Silver City Deming & Pacific.—Track laid from Deming, N. M., to Black Mountain, 8 miles.

York & Peachbottom.—Extended from Delta, Pa., northeast to Peachbottom, 5 miles. Gauge 3 feet.

This is a total of 310½ miles, making 705 miles thus far reported for 1883, against 1,353 miles reported at the corresponding time in 1882, 682 miles in 1881, 887 miles in 1880, 317 miles in 1879, 242 miles in 1878 and 190 miles in 1877. The mileage reported thus far this year is less than in any year since 1879.—*R. R. Gazette.*

Wabash St. Louis & Pacific.—The board authorized the Executive Committee to arrange with the St. Louis Iron Mountain & South. R.R. Co. for a lease to it of the Wabash road. No doubt is entertained by well-informed persons that the lease will be consummated. But while the directors of the Iron Mountain Road have been given authority to act in the matter for the stockholders, any arrangement that is made must be passed upon by the stockholders of the Wabash.—*N. Y. Tribune.*

—In the suit of the holders of the old Toledo & Wabash equipment bonds, recently decided in the U. S. Circuit Court in Indiana, Mr. C. W. Hassler, counsel for the bondholders, furnishes a copy of the opinion of Justice W. Q. Gresham, from which the following extracts are made:

Gresham, J.—No lien of any kind existed in favor of the holders of the equipment bonds prior to the consolidation in 1865. It can not be disputed that before this consolidation, which was authorized by law and untainted by fraud, the Toledo & Wabash Company might have executed a mortgage upon all its property, which would have been paramount to all its unsecured indebtedness, including the equipment bonds. * * * The result of a consolidation under the statute is, that the consolidated company assumes the liabilities and succeeds to the rights of the constituent companies. * * * The consolidation agreement contains the following: "It is further agreed, that the bonds and other debts hereinabove specified in the manner and to the extent specified, and not otherwise provided for in this agreement, shall, as to the principal and interest thereon, as the same shall respectively fall due, be *protected* by the consolidated company, according to the true meaning and effect of the instruments or bonds by which such indebtedness of the several consolidating companies may be evidenced." * * * One of the stipulations of the consolidation agreement of 1865 was payment by the consolidated company of the equipment bonds. The language of this part of the agreement, considered in connection with the terms and recitals of the consolidated mortgage, the consolidation agreement of 1868, the deed of further assurance, and the prompt payment of interest on the equipment bonds, semi-annually as it became due for eight years after 1865, shows that something more was intended than the mere assumption of an unsecured indebtedness. * * * The Wabash St. Louis & Pacific Company now owns and operates the property which the Toledo Wabash & Western Company acquired from the Toledo & Wabash Company, and denies its liability on the equipment bonds. There is nothing to prevent the holders of these bonds from asserting against the present owners of this property the equitable lien which they were entitled to under the consolidated agreement of 1865. All subsequent interests have been acquired with knowledge of this agreement. These are briefly my reasons for holding that the equipment bonds are a charge upon the property now owned by the Wabash St. Louis & Pacific Company, which originally belonged to the Toledo & Wabash Company. A decree will be entered declaring such a charge and for accrued interest.

—"The Mineral Wealth of Virginia Tributary to the Lines of the Shenandoah Valley and Norfolk & Western Railroad Companies" is the title of the printed report which was prepared for the above railroad companies by Mr. Andrew S. McCreath, "Chemist to the Geological Survey of Pennsylvania and member of the American Institute of Mining Engineers." The report gives first a general description of the great valley extending from the Hudson River at Newburg to the Tennessee, traversing in an unbroken line the States of New York, New Jersey, Pennsylvania, Maryland, Virginia and Tennessee. In Virginia the valley is known as the Shenandoah, and it is of this section that the report treats, entering into an examination of its geological formations and with a more detailed account of the developments of the iron ores that have been made in the several counties. A chemical analysis of a large number of ore banks is given. Mr. McCreath's report gives evidence of thoroughness in his work.

—Attention is called to the card of Messrs. C. J. Turner & Co., who are handsomely quartered on the second floor of the Mills Building. The senior member of the firm has been actively engaged in business some twenty years, and has been a member of the Stock Exchange since 1870.

The Commercial Times.

COMMERCIAL EPITOME.

Friday Night, April 6, 1883.

The weather has become more spring-like, and the money market shows increasing ease, giving an impulse to trade; besides, the very low rates of ocean freights are stimulating exports. Business matters are therefore wearing a better aspect, and the outlook for the season seems very fair at the moment.

The following is a statement of the stocks of leading articles of domestic and foreign merchandise at dates given:

	1883. *March* 1.	1883. *April* 1.	1882. *April* 1.
Pork.....bbls.	24,951	33,760	59,819
Beef.....tcs. and bbls.	1,769	1,928	3,604
Lard.....tcs.	40,104	30,804	53,715
Tobacco, domestic.....bales.	16,541	14,465	42,331
Tobacco, foreign.....hhds.	29,939	39,471	26,339
Coffee, Rio.....bags.	25,845	59,100	37,843
Coffee, other.....bags.	17,762	26,300	26,948
Coffee, Java, &c.....mats.	60,094	48,674	101,619
Sugar.....hhds.	19,470	23,519	10,911
Sugar.....boxes.	5,459	5,211	None.
Sugar.....bags, &c.	511,330	516,400	387,073
Molasses, foreign.....hhds.	1,141	4,757	1,226
Molasses, domestic.....bbls.	3,000	5,000	3,500
Hides.....No.	213,000	292,900	238,000
Cotton.....bales.	183,433	231,338	322,982
Rosin.....bbls.	37,923	16,851	27,335
Spirits turpentine.....bbls.	4,523	2,685	1,587
Tar.....bbls.	1,409	1,232	1,193
Rice, E. I.....bags.	25,150	21,800	18,540
Rice, domestic.....bbls. and tcs.	2,300	1,475	1,720
Linseed.....bags.	47,500	38,000	63,000
Saltpetre.....bags.	12,300	12,000	12,000
Jute.....bales	2,300	3,000	2,400
Jute butts.....bales.	52,228	58,000	26,500
Manila hemp.....bales.	26,064	36,587	17,797
Sisal hemp.....bales.	18,629	18,629	15,000

The lard market has shown an irregular course during the week, and the tendency has been in the interest of those desiring lower prices. To-day there was a partial recovery. Pork has sold well on the spot, but has been a dead letter so far as speculation was concerned. To-day in detail: Lard on the spot was better for Western at 11·40c.; refined to the Continent 11·45c.; South America 11·75c.; for future delivery April sold at 11·45c.; May 11·50@11·47c.; June 11·55@11·51c.; closing steady at 11·44@11·45c. for April, 11·47@11·48c. for May, 11·50c. for June, 11·53c. for July, 11·55@11·56c. for August and 10·81c. for year. Pork was quiet but about steady at $19@$19 50 for mess; there were no sales of, and no prices for, future contracts. Beef firm at $26@$27 50 for West India mess. Beef hams ruled steady at $22 for Western prime. Bacon was steady at 10⅝@10¾c. for long clear. Butter has been on the downward turn; the receipts have been liberal and there is a pressure to sell. Cheese, on the contrary, is with the holder; fair to prime 11@14¾c. Tallow steady at 8⅜c. for prime. Stearine rules dull; prime 11⅝@11c.¾

Rio coffee has been firmer, owing to a better demand and more encouraging advices from Rio de Janeiro, and closed at 9½@9¾c. for fair; options have been fairly active at an advance; sales were made to-day at 7·55@7·65c. for April, 7·80@7·95c. for May, 8·05@8·15c. for June, and 8·25@8·30c. for July; mild grades have been firm with liberal sales of Java and Laquayra. Spices have been as a rule quiet; bonded lots have been firm, while duty-paid stock has been rather weak. Foreign dried fruits have been quiet and weak; green moderately active and steady. Cocoa has been firmer. Tea has shown no marked change, but the tendency has been in buyers' favor. Molasses has been fairly active at 32@33c. for 50-degrees test Cuba for delivery in Philadelphia and here; grocery grades have sold fairly at steady prices. Raw sugar has been very quiet latterly at 7c. for fair refining; refiners have been importing pretty freely, and there is a disposition to purchase sparingly for this reason, and also because the lower duties go into effect in about seven weeks. Refined closed firmer, after showing some weakness of late; granulated 8¾c., powdered 8⅜@9c., crushed 9¼c., and standard soft white "A" 8¼c.

Kentucky tobacco has been quiet and unchanged; sales for the week are only 120 hhds. at 6@10½c. Seed leaf also very quiet; sales for the week are only 750 cases, as follows: 100 cases 1881 crop New England at 17@35c.; 100 cases 1881 crop Pennsylvania private terms; 150 cases 1880 crop Pennsylvania at 7@15c.; 300 cases 1880–81 crops Ohio at 4½@6¼c., and 100 cases sundries at 4@18c.; also, 400 bales Havana at 88c.@$1 15 and 400 bales Sumatra at $1 15@$1 50.

Rosins have been very firm for the low qualities, which are in reduced supply; common to good strained quoted $1 70@1 80. The fine qualities are quiet. Spirits turpentine was quiet all the week until the close, when a better feeling prevailed; Southerns in yard 48½@49c. Refined petroleum rules steady and a fair export business has been effected; 110-deg. test 8¼c., 70-deg. test 8⅝c. Crude certificates have had a downward turn and closed to-day weak at 91½c. after selling at 92¾c. and 90⅞c. Ingot copper has dropped to 16c. for Lake. Other metals are slow. Hops are firm; 500 bales sold in Madison County to-day at 90c. for State, 1882; yearlings 70@80c.

Ocean freight-room appeared demoralized during the greater part of the week; grain to Liverpool, by steam, dropped to 1⅞d. The feeling improved, however, and at the close the tone is decidedly better. Business however is slow. Grain to Liverpool by steam, 2¼@2½d.; flour, 10s. per ton.

COTTON.

FRIDAY, P. M., April 6, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (April 6) the total receipts have reached 78,708 bales, against 86,999 bales last week, 105,062 bales the previous week and 111,181 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,408,490 bales, against 4,335,107 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,073,383 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total
Galveston	1,285	2,646	1,127	3,171	2,010	1,065	11,304
Indianola, &c.	....	....	....	....	....	119	119
New Orleans	5,482	1,144	7,549	2,556	6,109	3,150	25,990
Mobile	344	474	173	186	142	154	1,473
Florida	222	....	....	....	....	32	254
Savannah	1,171	1,045	1,164	978	1,130	1,519	7,007
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	1,031	705	976	453	601	807	4,473
Pt. Royal, &c.	173	....	....	....	....	166	339
Wilmington	109	148	119	65	290	77	808
Moreh'd C., &c	313	....	....	....	....	100	413
Norfolk	2,172	1,433	1,117	988	1,220	2,790	9,720
West Point, &c	1,264	....	....	....	....	1,356	2,620
New York	523	17	1,358	1,960	769	516	5,143
Boston	925	364	718	1,815	776	425	5,023
Baltimore	....	....	....	....	....	278	278
Philadelp'a, &c.	874	120	1,303	67	550	800	3,714
Totals this week	15,888	8,096	15,534	12,239	13,597	13,354	78,708

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last years.

Receipts to April 6.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston	11,304	749,339	4,438	397,417	63,461	38,198
Indianola, &c.	119	15,987	65	13,515	.....	.....
New Orleans	25,990	1,515,812	8,533	1,127,015	289,944	226,559
Mobile	1,473	299,851	1,664	246,799	31,864	23,990
Florida	254	15,374	38	26,929	.....	.....
Savannah	7,007	765,804	5,513	695,642	42,544	49,638
Brunsw'k, &c	.....	5,508	.....	6,961	.....	.....
Charleston	4,473	644,006	2,814	474,676	42,286	24,814
Pt. Royal, &c.	339	22,367	89	22,923	166	.....
Wilmington	838	123,338	586	132,301	10,475	5,653
M'head C., &c	413	18,139	117	25,986	.....	.....
Norfolk	9,720	726,099	4,890	569,404	62,305	36,973
West Point, &c	2,620	212,142	2,586	179,955	.....	.....
New York	5,143	129,900	6,073	148,854	239,248	328,178
Boston	5,023	151,376	3,006	188,614	7,035	11,215
Baltimore	278	38,193	.....	14,096	23,213	33,943
Philadelp'a, &c.	3,714	75,255	4,005	61,017	9,907	15,635
Total	78,709	5,408,490	44,467	4,335,107	822,450	794,826

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	11,423	4,533	8,548	2,261	4,487	5,161
New Orleans	25 990	8,533	34,922	14,009	11,630	14,222
Mobile	1,473	1,664	2,972	1,376	3,494	3,670
Savannah	7,007	5,513	6,817	1,265	4,468	3,420
Charl'st'n, &c	4 812	2,903	7,409	2,847	2,395	3,823
Wilm'gt'n, &c	1.251	703	493	424	1,301	1,104
Norfolk, &c.	12.310	7,476	8,742	8 964	9 584	10.489
All others	14 112	13,122	15,793	6,177	7,499	9,502
Tot. this w'k.	78 708	44,467	85,696	37,323	44,851	51,391
Since Sept. 1	5408.490	4335.107	5176.322	4532.385	4218.354	4004.735

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 94,868 bales, of which 33,754 were to Great Britain, 3,380 to France and 57,734 to the rest of the Continent, while the stocks as made up this evening are now 822,450 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Apr. 6. Exported to—				From Sept. 1, 1882, to Apr. 6, 1883. Exported to—			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain	France	Continent.	Total.
Galveston	4,704	.....	2,116	6,880	283,643	33,600	141,379	458,622
New Orleans	10,589	1,307	19,653	31,548	672,467	240,735	365,398	1,278,730
Mobile	.....	.....	.....	.....	28,895	5,123	1,100	33,418
Florida	.....	.....	.....	.....	.....	.....	.....	.....
Savannah	.....	.....	19,841	19,841	97,230	25,628	261,472	384,360
Charleston*	.....	.....	11,392	11,392	124,294	24,775	184,161	333,200
Wilmington	.....	.....	.....	.....	49,149	.....	4,500	53,709
Norfolk†	.....	.....	.....	.....	344,273	.....	18 997	363,269
New York	8,572	774	2,901	12,447	302,881	24,239	129,393	516,303
Boston	3,233	.....	.....	3,233	127,025	.....	443	127,468
Baltimore	5,197	1,299	1,021	8,417	130,924	4,716	42,313	177,853
Philadelp'a, &c	1,200	....	.....	1,200	62,870	.....	2,520	65,390
Total	33,754	3,380	57,734	94,868	2,274,233	359,148	1,146,956	3,780,347
Total 1881-82	50,719	18,735	9,890	85,350	1,819 275	290 291	659 417	2,769 013

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

APR. 6, AT—	On Shipboard, not cleared —for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans	30,055	8,453	21,547	881	66,916	223,028
Mobile	3,500	3,900	None.	None.	7,400	24,464
Charleston	3,240	None.	9,490	950	13,680	28,606
Savannah	4,100	None.	9,100	2,000	15,200	27,344
Galveston	13,463	3,194	6,373	104	23,134	40,327
Norfolk	12,096	None.	4,951	4,205	21,252	41,053
New York	3,500	300	1,750	None	5,550	233,698
Other ports	4,500	None.	500	None.	5,000	43,798
Total 1883	80,454	15,847	53,711	8,120	158,132	664,318
Total 1882	77,426	9,612	25,631	4,031	116,700	678,106
Total 1881	61,143	29,875	53,623	5,101	149,742	581,249

The speculation in cotton for future delivery has been quite active at this market during the past week. There has been an important decline in values, but in its progress the fluctuations have continued to be wide, reflecting a very unsettled feeling. On Saturday, Monday, Tuesday and Wednesday, there was at the opening an effort to check the decline, favored, in some cases, by steadier accounts from Liverpool; but the pressure to sell was renewed, carrying prices down to still lower figures. Towards the close of Wednesday there was some recovery, and on Thursday a feverishly variable market culminated in an advance of 9@11 points, due mainly to a demand to cover contracts. This morning Liverpool did not respond as fully as was hoped to our report of yesterday, and there was a dull opening, followed by a decline of 4@6 points, with a re-action toward the close, but with business quiet. Cotton on the spot was dull early in the week, and on Wednesday quotations were reduced 1-16c. Yesterday quotations were revised, good middling and above being reduced 1 16c.; middling, strict low middling, low middling and strict good ordinary unchanged; good ordinary and below reduced ¼c.; stained middling reduced 1-16c.; other stained grades reduced ¼c. To-day the market was quiet and unchanged, middling uplands closing at 10.

The total sales for forward delivery for the week are 703,400 bales. For immediate delivery the total sales foot up this week 5,798 bales, including 762 for export, 1,882 for consumption, 54 for speculation and 3,100 in transit. Of the above, 700 bales were to arrive. The following are the official quotations for each day of the past week.

March 31 to April 6	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. ₰ lb	7 3/8	7 3/8	7 3/8	7 5/8	7 5/8	7 5/8	7 5/8	7 5/8	7 5/8
Strict Ord.	7 13/16	7 13/16	7 13/16	8 1/16	8 1/16	8 1/16	8 1/16	8 1/16	8 1/16
Good Ord.	8 5/8	8 5/8	8 5/8	8 7/8	8 7/8	8 7/8	8 7/8	8 7/8	8 7/8
Str. G'd Ord	9 1/16	9 1/16	9 1/16	9 5/16	9 5/16	9 5/16	9 5/16	9 5/16	9 5/16
Low Midd'g	9 9/16	9 9/16	9 9/16	9 13/16	9 13/16	9 13/16	9 13/16	9 13/16	9 13/16
Str. L'w Mid	9 7/8	9 7/8	9 7/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Middling	10 1/16	10 1/16	10 1/16	10 5/16	10 5/16	10 5/16	10 5/16	10 5/16	10 5/16
Good Mid.	10 1/2	10 1/2	10 1/2	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Str. G'd Mid	10 3/4	10 3/4	10 3/4	11	11	11	11	11	11
Midd'g Fair	11 1/4	11 1/4	11 1/4	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Fair	12	12	12	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. ₰ lb	7 5/16	7 1/16	7 1/16	7 9/16	7 5/16	7 5/16	7 9/16	7 5/16	7 5/16
Strict Ord.	7 3/4	7 1/2	7 1/2	8	7 3/4	7 3/4	8	7 3/4	7 3/4
Good Ord.	8 9/16	8 5/16	8 5/16	8 13/16	8 9/16	8 9/16	8 13/16	8 9/16	8 9/16
Str. G'd Ord	9	9	9 1/4	9 1/4	9 1/4	9 1/4	9 1/4	9 1/4	9 1/4
Low Midd'g	9 1/2	9 1/2	9 1/2	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Str. L'w Mid	9 1/4 16	9 13/16	9 13/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16	10 1/16
Middling	10	10	10	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Good Mid.	10 7/16	10 3/8	10 3/8	10 11/16	10 5/8	10 5/8	10 11/16	10 5/8	10 5/8
Str. G'd Mid	10 11/16	10 5/8	10 5/8	10 15/16	10 7/8	10 7/8	10 15/16	10 7/8	10 7/8
Midd'g Fair	11 3/16	11 1/8	11 1/8	11 7/16	11 3/8	11 3/8	11 7/16	11 3/8	11 3/8
Fair	11 15/16	11 7/8	11 7/8	12 3/16	12 1/8	12 1/8	12 3/16	12 1/8	12 1/8

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary ₰ lb.	6 13/16	6 13/16	6 13/16	6 3/4	6 1/2	6 1/2
Strict Good Ordinary	7 5/8	7 5/8	7 5/8	7 9/16	7 5/16	7 5/16
Low Middling	8 5/16	8 5/16	8 5/16	8 1/4	8	8
Middling	9 1/4	9 1/4	9 1/4	9 3/1	9 1/2	9 1/2

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Ex-port.	Con-sump.	Spec-ul'n	Tran-sit.	Total.	Sales.	Deliveries.
Sat.	Quiet	....	223	....	400	622	104,000	600
Mon.	Easy	107	182	....	500	789	99,100	600
Tues.	Easier	155	463	....	200	818	121,200	1,000
Wed.	Quiet at 1/16 dec.	....	311	54	2,000	2,365	139,000	1,000
Thurs	Steady at rev. quo	....	255	....	....	255	142,700	800
Fri.	Quiet	500	419	....	....	919	97,400	1,100
Total		762	1,882	54	3,100	5,798	703,400	5,100

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	February.	March.
Saturday, Mch. 31—	Lower.	Aver. 9·97	Aver. 10·11	Aver. 10·24	Aver. 10·36	Aver. 10·46	Aver. 10·24	Aver. 9·98	Aver. 9·88		Aver. 10·00	Aver.	Aver.
Sales, total	104,000	3,100	21,300	17,800	13,300	30,400	1,000	10,600	5,400	1,000	— @10·00	—	—
Prices paid (range)	9·85@10·48	9·95@ 9·98	10·08@10·13	10·22@10·26	10·33@10·38	10·44@10·48	10·22@10·24	9·94@ 9·97	9·85@ 9·90	9·86@ 9·91	9·96@ 9·97	— @ —	— @ —
Closing	Dull.	9·95— 9·96	10·10—10·11	10·23—10·24	10·34—10·35	10·45— —	10·21— —	9·95— 9·96	9·86— 9·87	9·87— 9·88	— @10·00	— @ —	— @ —
Monday, Apr. 2—	Variable.	Aver. 9·95	Aver. 10·10	Aver. 10·23	Aver. 10·34	Aver. 10·45	Aver. 10·23	Aver. 9·96	Aver. 9·86	Aver. 9·85	Aver. 9·95	Aver. —	Aver. —
Sales, total	99,100	5,400	23,000	24,300	12,800	25,200	1,500	1,700	2,700	1,600	900	—	—
Prices paid (range)	9·83@10·48	9·92@ 9·98	10·06@10·13	10·20@10·26	10·32@10·38	10·42@10·48	10·20@10·23	9·94@ 9·98	9·83@ 9·89	9·85@ 9·90	9·95@ 9·96	— @ —	— @ —
Closing	Steady.	9·92— 9·94	10·08—10·09	10·22—10·23	10·33—10·34	10·44—10·45	10·20—10·21	9·94— 9·96	9·85— 9·86	9·86— 9·87	9·95— 9·97	— —	— —
Tuesday, Apr. 3—	Variable.	Aver. 9·91	Aver. 10·06	Aver. 10·21	Aver. 10·32	Aver. 10·41	Aver. 10·17	Aver. 9·92	Aver. 9·83	Aver. 9·85	Aver. 9·95	Aver. —	Aver. —
Sales, total	121,200	1,600	29,700	22,200	20,300	38,200	400	2,400	3,700	2,206	500	—	—
Prices paid (range)	9·79@10·48	9·83— 9·96	10·00@10·12	10·15@10·26	10·26@10·37	10·37@10·48	10·15@10·22	9·90@ 9·98	9·79@ 9·87	9·80@ 9·87	9·89@ 9·98	— @ —	— @ —
Closing	Lower.	9·83— 9·85	10·02— —	10·16—10·17	10·27—10·28	10·38—10·39	10·13—10·15	9·89— 9·91	9·79— 9·80	9·80— 9·82	9·90— 9·92	— —	— —
Wednesday, Apr. 4—	Lower.	Aver. 9·80	Aver. 9·98	Aver. 10·13	Aver. 10·25	Aver. 10·34	Aver. 10·12	Aver. 9·86	Aver. 9·75	Aver. 9·76	Aver. 9·88	Aver. —	Aver. —
Sales, total	150,000	4,600	22,300	36,400	23,000	42,800	400	1,800	4,600	2,300	500	—	—
Prices paid (range)	9·71@10·41	9·74@ 9·85	9·93@10·04	10·08@10·16	10·20@10·30	10·30@10·41	10·06@10·11	9·85@ 9·90	9·71@ 9·80	9·75@ 9·81	9·82@ 9·94	— @ —	— @ —
Closing	Steady.	9·77— 9·79	9·96— 9·97	10·11—10·12	10·22—10·23	10·32—10·33	10·10—10·12	9·84— 9·85	9·73— 9·75	9·74— 9·76	9·83— 9·85	— —	— —
Thursday, Apr. 5—	Variable.	Aver. 9·77	Aver. 10·01	Aver. 10·16	Aver. 10·26	Aver. 10·37	Aver. 10·18	Aver. 9·88	Aver. 9·77	Aver. 9·79	Aver. 9·90	Aver. —	Aver. —
Sales, total	142,700	2,100	33,400	38,500	17,600	35,400	2,200	2,800	4,300	3,000	400	—	—
Prices paid (range)	9·70@ 9·43	9·75@ 9·81	9·94@10·08	10·07@10·21	10·18@10·32	10·28@10·43	10·13@10·20	9·83@ 9·95	9·70@ 9·83	9·75@ 9·84	9·86@ 9·94	— @ —	— @ —
Closing	Higher.	9·88— 9·90	10·06—10·07	10·20—10·21	10·31—10·32	10·41—10·42	10·20—10·21	9·94— 9·95	9·84— 9·85	9·85— 9·87	9·94— 9·97	— —	— —
Friday, Apr. 6—	Variable.	Aver. 9·81	Aver. 10·02	Aver. 10·17	Aver. 10·28	Aver. 10·38	Aver. 10·18	Aver. 9·93	Aver. 9·82	Aver. 9·81	Aver. 9·93	Aver. —	Aver. —
Sales, total	97,400	1,200	13,500	25,800	16,300	29,500	400	3,000	4,300	3,000	400	—	—
Prices paid (range)	9·74@10·41	9·84@ 9·90	9·99@10·07	10·14@10·21	10·25@10·31	10·36@10·41	10·16@10·20	9·90@ 9·95	9·78@ 9·85	9·81@ 9·87	9·92@ 9·97	— @ —	— @ —
Closing	Steady.	9·89— 9·90	10·03—10·04	10·17—10·18	10·28—10·29	10·38—10·39	10·16—10·18	9·92— 9·94	9·82— 9·83	9·83— 9·84	9·94— 9·96	— —	— —
Total sales this week	703,400	18,000	165,000	165,000	103,300	204,500	5,900	22,300	25,000	13,100	3,100	—	—
Average price, week		9·87	10·05	10·19	10·30	10·40	10·19	9·92	9·82	9·83	9·94	—	—
Sales since Sep. 1, '82*	16,104,400	1,707,300	2,304,000	1,606,700	721,300	1,009,500	18,700	78,600	114,500	26,600	3,200	.....	.....

* Includes sales in September, 1882, for September, 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400; September-January for January, 2,070,200; September-February for February, 1,300,200; September-March for March, 1,969,400.

Transferable Orders—Saturday, 10·00c.; Monday, 9·95c.; Tuesday, 9·85c.; Wednesday, 9·80c.; Thursday, 9·90c.; Friday, 9·90c.

Short Notices for April—Saturday, 9·85c.; Monday, 9·97@9·93c., Tuesday, 9·85c.; Wednesday, 9·75@9·73c.; Thursday, 9·75c.; Friday, 9·73@9·80c.

☞ We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week.

·37 pd. to exch. 300 May for Aug.
·11 pd. to exch. 300 May for Sept.
·23 pd. to exch. 100 June for Aug.
·31 pd. to exch. 200 April for Aug.
·60 pd. to exch. 600 Nov. for Aug.
·26 pd. to exch. 300 May for July.
·19 pd. to exch. 100 Apr. for May.
·10 pd. to exch. 200 July for Aug.
·15pd. to exch. 100 Apr. for May.
·14 pd. to exch. 200 May for June.
·37 pd. to exch. 500 Oct. for July.
·20 pd. to exch. 200 April for May.
·60 pd. to exch. 300 Nov. for Aug.
·21 pd. to exch. 100 June for Aug.
·36 pd. to exch. 1,000 May for Aug.
·24 pd. to exch. 100 April s. n. for May.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (April 6), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	1,012,500	835,000	921,000	655,000
Stock at London.....	63,200	64,300	43,000	46,643
Total Great Britain stock	1,075,700	899,300	864,000	701,643
Stock at Hamburg.....	3,200	2,000	6,500	3,200
Stock at Bremen.....	40,300	32,900	40,800	25,610
Stock at Amsterdam.....	29,000	18,000	40,800	16,300
Stock at Rotterdam.....	2,600	437	2,070	4,170
Stock at Antwerp.....	1,100	1,900	760	367
Stock at Havre.....	133,000	110,000	142,000	90,740
Stock at Marseilles.....	4,900	2,600	3,600	1,632
Stock at Barcelona.....	57,000	33,000	19,400	28,240
Stock at Genoa.....	9,700	6,200	3,000	5,000
Stock at Trieste.....	6,500	3,518	5,370	2,406
Total continental stocks...	287,300	210,555	264,300	177,665
Total European stocks...	1,363,000	1,109,855	1,128,300	879,308
India cotton afloat for Europe.	327,000	377,000	218,000	210,339
Amer'n cotton afloat for Eur'pe	516,000	386,000	641,000	452,519
Egypt, Brazil, &c., afit for E'r'pe	33,000	46,000	45,000	30,259
Stock in United States ports ..	822,450	791,826	730,991	709,319
Stock in U. S. interior towns..	231,650	193,199	249,879	252,495
United States exports to-day..	16,500	7,500	29,000	5,000
Total visible supply.....	3,309,600	2,914,380	3,042,170	2,539,239
Of the above, the totals of American and other descriptions are as follows				
American—				
Liverpool stock.....	743,000	560,000	626,000	474,000
Continental stocks.....	183,000	115,000	199,000	155,000
American afloat for Europe....	516,000	386,000	641,000	452,519
United States stock.....	822,450	794,826	730,991	709,319
United States interior stocks..	231,650	193,199	249,879	252,495
United States exports to-day..	16,500	7,500	29,000	5,000
Total American.....	2,517,600	2,056,525	2,475,870	2,048,333
East Indian, Brazil, &c.—				
Liverpool stock.....	264,500	275,000	195,000	131,000
London stock.....	63,200	64,300	43,000	46,643
Continental stocks.....	104,300	95,555	65,300	22,665
India afloat for Europe.....	327,000	377,000	218,000	210,339
Egypt, Brazil, &c., afloat....	33,000	46,000	45,000	30,259
Total East India, &c.....	792,000	857,855	566,300	490,906
Total American.....	2,517,600	2,056,525	2,475,870	2,048,333
Total visible supply.....	3,309,600	2,914,380	3,042,170	2,539,239
Price Mid. Upl., Liverpool	5 9/16d.	6 5/8d.	6 1/16d.	7 1/4d.

☞ The imports into Continental ports this week have been 99,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 395,220 bales as compared with the same date of 1882, an *increase* of 267,430 bales as compared with the corresponding date of 1881 and an *increase* of 770,361 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

Towns.	Movement to April 6, 1883. Receipts. This week.	Receipts. Since Sept. 1, '82.	Shipm'ts. This week.	Shipm'ts. Since Sept. 1, '82.	Stock Apr. 6.	Movement to April 7, 1882. Receipts. This week.	Receipts. Since Sept. 1, '81.	Shipm'ts. This week.	Shipm'ts. Since Sept. 1, '81.	Stock Apr. 7.
Augusta, Ga.....	1,331	173,283	3,243	14,987	3,200	817	157,584	1,706	18,383	425
Columbus, Ga.....	767	104,370	615	7,187	200	174	100,343	752	3,276	85
Macon, Ga.....	396	56,388		5,144	200	436	59,583	870	3,650	1,100
Montgomery, Ala.	599	129,935	1,161	6,745	2,452	296	93,827	950	4,936	498
Selma, Ala.....	371	96,405	832	6,923	3,001	253	71,547	446	4,015	522
Memphis, Tenn.	6,213	473,392	11,015	65,063	5,175	2,134	317,245	6,883	55,211	201
Nashville, Tenn.	324	42,735	973	6,857	4,473	420	52,627	1,050	12,795	1,318
Dallas, Tex.....	1,222	23,807	1,001	1,795	828	154	13,122	154	525	955
Jefferson, Tex.*.	210	3,876	220	25	93	20	2,970	403	8,187	6,418
Shreveport, La..	1,584	93,680	1,520	8,236	2,428	732	60,838	1,341	6,418	4,789
Vicksburg, Miss.	1,060	111,267	1,495	3,470	379,842	275	131,770	482	1,908	500
Columbus, Miss.	195	37,941	318	1,677		101	27,536	191	2,426	42,573
Eufaula, Ala ...	224	43,198	531	2,876		105	47,261	411	955	6,788
Griffin, Ga.....	117	26,051	177	745		40	30,890	334	1,800	
Atlanta, Ga.....	1,002	137,012	3,097	17,306		987	121,574	2,435	15,050	
Rome, Ga.....	424	80,956	1,922	6,081		636	80,728	1,252	4,789	
Charlotte, N. C..	849	48,310	849	700		562	27,868	512	500	
St. Louis, Mo....	8,150	414,301	6,870	69,047		3,917	342,203	7,845	42,573	
Cincinnati, O....	9,102	309,994	7,976	6,086		4,660	325,333	4,607	6,788	
Total, old towns	34,050	2,443,121	43,418	231,650	16,679	20,330	2,636,953	31,942	193,199	
Newberry, S. C..	200	22,386	200	200	45	817	157,584	1,706	18,383	425
Raleigh, N. C....	598	45,906	848	2,452	500	174	100,343	752	3,276	85
Petersburg, Va..	472	23,279	579	3,001	198	436	59,583	870	3,650	1,100
Louisville, Ky...	599	29,345	358	5,175	308	296	93,827	950	4,936	498
Little Rock, Ark.	560	48,369	410	4,473	79	253	71,547	446	4,015	522
Brenham, Tex....	218	30,921	490	828	93	2,134	317,245	6,883	55,211	201
Houston, Tex....	4,169	657,149	4,420	9,373	2,428	420	52,627	1,050	12,795	1,318
Total, new towns	6,816	857,355	7,305	25,502	3,651	154	13,122	154	525	955
Total, all	40,866	3,300,476	50,723	257,152	20,330	1,971	550,099	37,568	5,626	215,944

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 9,330 bales, and are to-night 38,451 bales *more* than at the same period last year. The receipts at

the same towns have been 17,371 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 663,523 bales *more* than for the same time in 1881-2.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending April 6.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	*Mon.*	*Tues.*	*Wednes.*	*Thurs.*	*Fri.*
Galveston....	9⅜	9⅜	9⅜	9⅝	9⅝	9⅝
New Orleans	9½	9½	9½	9⅝	9⅝	9⅝
Mobile.....	9½	9½	9½	9⅝	9⅝	9⅝
Savannah....	9½	9½	9 11/16	9½	9½	9½
Charleston...	9 15/16 @ 10	9⅞	9⅞	9⅞	9⅞	9⅞
Wilmington..	9½	9 11/16	9 11/16	9⅝	9⅝	9⅝
Norfolk.....	9⅝	9⅝	9⅝	9⅝	9⅝	9⅝
Boston.....	10¼	10¼	10¼	10¼	....	10¼
Baltimore ..	10	10	9⅞	9⅞	9½	9⅞
Philadelphia.	10⅛	10⅜	10⅛	10⅜	10⅜	10⅜
Augusta	9¼	9¼	9¼	9¼	9¼	9¼
Memphis	9⅜	9⅜	9⅜	9⅜	9⅜	9⅜
St. Louis.....	9½	9½	9½	9½	9⅜	9⅜
Cincinnati ...	9⅝	9⅝	9⅝	9⅝	9⅝	9½
Louisville....	9½	9½	9½	9½	9½	9½

RECEIPTS FROM THE PLANTATIONS.—The following table is repared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	*Receipts at the Ports.*			*St'k at Interior Towns.*			*Rec'pts from Plant'ns*		
	1881.	1882.	1883.	1881.	1882.	1883.	1881.	1882.	1883.
Jan. 19.....	138,879	99,920	150,360	309,262	419,043	367,967	138,291	88,983	139,109
" 26. ...	125,070	92,081	136,400	308,321	400,986	350,749	122,129	74,024	119,182
Feb. 2.	147,129	95,057	171,316	317,868	390,010	347,523	158,674	84 090	103,090
" 9.....	133,723	86,779	165,868	313,837	380,528	343,584	129,094	77,288	161,929
" 16	146,589	79,631	146,180	312,559	373,454	326,706	145,252	69,907	129,349
" 23	138,359	60,160	134,448	317,588	362,430	321,424	143,397	50,136	139 076
Mch. 2.. ...	133,031	51,859	135,321	322,458	343,072	309,417	138,801	32,622	122,814
" 9.....	140,196	58,747	124,826	319 252	315 973	304,621	136,900	31,648	121,030
" 16.....	108,200	57,454	111,181	320,500	284,393	297,173	109,468	25,874	103,733
" 23.....	99,095	61,916	105,032	309,513	253,618	279,446	62,703	31,141	87,835
" 30.....	78,514	54,031	86,959	294 608	233,182	261,671	63,609	33,299	74,042
Apr. 6.....	85,696	44,407	78,708	277,350	215,944	257,152	68,438	27,229	68,889

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,649,157 bales; in 1881-82 were 4,505,626 bales; in 1880-81 were 5,414,834 bales.

2. That, although the receipts at the out-ports the past week were 78,708 bales, the actual movement from plantations was only 68,889 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 27,229 bales and for 1881 they were 68,438 bales.

AMOUNT OF COTTON IN SIGHT APRIL 6.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to April 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to Apr. 6.	5,408,490	4,335,107	5,176,322	4,532,385
Interior stocks on April 6 in excess of September 1.....	240,667	170,519	238,512	257,990
Tot. receipts from plantat'ns	5,649,157	4,505,626	5,414,834	4,790,375
Net overland to April 1.....	372,324	394,473	452,089	516,160
Southern consumpt'n to Apr. 1	240,000	190,000	155,000	135,000
Total in sight April 6	6,461,481	5,090,099	6,021,923	5,441,335

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,371,382 bales, as compared with 1880-81 is 439,558 bales and with 1879-80, 1,019,646 bales.

WEATHER REPORTS BY TELEGRAPH.—Weather conditions have in general continued favorable during the week for farm operations, and in some districts planting has made fair progress.

Galveston, Texas.—We have had a shower on one day of the week, the rainfall reaching nine hundredths of an inch. Planting is making good progress. Average thermometer 69, highest 78, lowest 60. The rainfall during the month of March reached four inches and ninety-three hundredths.

Indianola, Texas.—It has been showery on one day of the week, the rainfall reaching four hundredths of an inch. Corn is six inches high, and cotton is coming up. Planting is progressing finely. The thermometer has ranged from 59 to 80, averaging 70. During the month of March the rainfall reached five inches and sixty-four hundredths.

Dallas, Texas.—It has been showery on one day of the week, the rainfall reaching four hundredths of an inch. Corn planting is making good progress. The thermometer has averaged 60, ranging from 40 to 80. Rainfall for the month of March two inches and forty-nine hundredths.

Brenham, Texas.—We have had a shower on one day of the week, the rainfall reaching five hundredths of an inch. Good progress is being made in planting. The thermometer has averaged 65, the highest being 81 and the lowest 49. During the month of March the rainfall reached three inches and fifty hundredths.

Palestine, Texas.—It has rained on three days of the week, but no damage has been done. The rainfall reached forty-four hundredths of an inch. Corn planting is making satisfactory progress. Average thermometer 62, highest 80 lowest 44. Rainfall for the month of March five inches and seventeen hundredths.

Huntsville, Texas.—We have had a shower on one day of the week, the rainfall reaching but two hundredths of an inch. Satisfactory progress is being made in planting. The thermometer has ranged from 46 to 83, averaging 65. The rainfall during March reached five inches and twenty-five hundredths.

Weatherford, Texas.—It has been showery on one day of the week, the rainfall reaching three hundredths of an inch. In corn planting good progress is making. The thermometer has averaged 59, the highest being 77 and the lowest 40. During the month of March the rainfall reached two inches and thirty-five hundredths.

Belton, Texas.—We have had a shower on one day of the week, the rainfall reaching eleven hundredths of an inch. Corn planting is progressing finely. The thermometer has averaged 63, ranging from 44 to 81. Rainfall for the month of March, two inches and thirty-five hundredths.

Luling, Texas.—The weather has been warm, dry and very favorable during the week. Corn is up and thriving, and cotton planting is progressing satisfactorily. The thermometer has ranged from 54 to 86, averaging 70. During the month of March the rainfall reached three inches and five hundredths.

New Orleans, Louisiana.—It has rained on three days of the week, the rainfall reaching seventy-one hundredths of an inch. The thermometer has averaged 70.

Shreveport, Louisiana.—We had clear weather during the early part of the week, but latterly there have been a succession of thunder storms and heavy rains. The rainfall reached two inches and six hundredths. The thermometer has ranged from 46 to 82.

Vicksburg, Mississippi.—We have had warm, sultry, wet weather this week. It has rained on three days and is raining hard at present.

Columbus, Mississippi.—It has rained on two days of the week, the rainfall reaching one inch and seven hundredths; but at the close there is a favorable change. Rainfall for the month of March three inches and nine hundredths.

Little Rock, Arkansas.—It has been clear on two days, and the remainder of the week has been cloudy, with rain on four days; much hail with rain Thursday night. The rainfall reached five inches and eighty-three hundredths. The thermometer has averaged 53, ranging from 41 to 74. We had rain on seven days during March, and the rainfall reached four inches and six hundredths. The thermometer averaged 48, and ranged from 30 to 73.

Memphis, Tennessee.—It has rained on three days of the week, the rainfall reaching two inches and forty-three hundredths. Average thermometer 53·5, highest 78 and lowest 39. It rained on eleven days and snowed on one day in March, and the rainfall reached four inches and forty-three hundredths. The thermometer averaged 49·3, the highest being 74 and the lowest 29.

Nashville, Tennessee.—It has rained on four days of the week, the rainfall reaching one inch and eighty-six hundredths. The thermometer has ranged from 35 to 74, averaging 53.

Mobile, Alabama.—It has rained severely on one day and has been showery on one day of the week, and the remainder of the week has been cloudy. The rainfall reached one inch and twenty-five hundredths. Planting is making good progress, and there are very few complaints. The thermometer has averaged 66, the highest being 81 and the lowest 47. During the month of March the rainfall reached four inches and twenty-one hundredths.

Montgomery, Alabama.—It has rained on four days of the week, the rainfall reaching fifty-nine hundredths of an inch. Rainfall during March three inches and sixty-one hundredths.

Selma, Alabama.—We have had rain on three days of the week, and the remainder of the week has been pleasant. The rainfall reached one inch and fourteen hundredths. The thermometer has averaged 61, the highest being 79 and the lowest 40.

Madison, Florida.—Telegram not received.

Macon, Georgia.—It has rained on two days of the week, and the weather is now warm and seasonable. The thermometer has ranged from 36 to 76, averaging 61. We had rain on two days of last week. During the month of March the rainfall reached four inches and seventy-six hundredths.

Columbus, Georgia.—We have had rain on one day of the week, the rainfall reaching sixty hundredths of an inch. Average thermometer 68, highest 75 and lowest 45. Rainfall during the month of March, four inches and fifteen hundredths.

Savannah, Georgia.—It has rained on three days, and the remainder of the week has been pleasant. The rainfall reached forty-four hundredths of an inch. The thermometer has ranged from 49 to 80, averaging 62.

Augusta, Georgia.—The weather has been pleasant with light rain on four days during the week. The rainfall reached seventy-six hundredths of an inch. The thermometer has ranged from 41 to 77, averaging 60. During the month of March the rainfall reached three inches and seventeen hundredths.

Atlanta, Georgia.—It has rained on four days of the week, the rainfall reaching one inch and ninety-six hundredths. The thermometer has averaged 56·6, ranging from 35 to 76.

Charleston, South Carolina.—We have had rain on three days of the week, the rainfall reaching twenty-three hundredths of an inch. Average thermometer 58, highest 74 and lowest 45.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock April 5, 1883, and April 6, 1882.

		Apr. 5, '83.		*Apr. 6, '82*	
		Feet.	*Inch.*	*Feet.*	*Inch*
New Orleans	Below high-water mark	0	5	0	10
Memphis	Above low-water mark.	23	9	32	11
Nashville	Above low-water mark.	33	2	10	2
Shreveport	Above low-water mark.	19	10	19	2
Vicksburg	Above low-water mark.	43	8	46	5

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

India Cotton Movement from all Ports.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to April 5.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	*Shipments this week.*			*Shipments since Jan. 1.*			*Receipts.*	
	Great Brit'n.	*Continent*	*Total.*	*Great Britain*	*Continent.*	*Total.*	*This Week.*	*Since Jan. 1*
1883	15,000	67,000	82,000	175,000	347,000	522,000	73,000	762,000
1882	30,000	47,000	77,000	375,000	220,000	595,000	86,000	755,000
1881	6,000	34,000	40,000	109,000	189,000	298,000	43,000	461,000
1880	5,000	8,000	13,000	113,000	163,000	276,000	48,000	455,000

According to the foregoing, Bombay appears to show a *decrease* compared with last year in the week's receipts of 13,000 bales, and an *increase* in shipments of 5,000 bales, and the shipments since January 1 show a *decrease* of 73,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			*Shipments since January 1.*		
	Great Britain.	*Continent.*	*Total.*	*Great Britain.*	*Continent.*	*Total*
Calcutta—						
1883	2,500	.....	2,500	50 000	9,000	59,000
1882	7,700	.....	7,700	78,100	30,300	108,400
Madras—						
1883	.....	.....	.....	4,500	1,000	5,500
1882	1,400	.....	1,100	6,500	2,000	8,500
All others—						
1883	.....	.....	.....	4,000	2,000	6,000
1882	2,700	.....	2,700	18,200	4,300	22,500
Total all—						
1883	2,500	.....	2,500	58,500	12,000	70,500
1882	11,800	.....	11,800	102,800	36,600	139,400

The above totals for the week show that the movement from the ports other than Bombay is 9,300 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881	
	This week.	*Since Jan. 1.*	*This week.*	*Since Jan. 1.*	*This week.*	*Since Jan. 1.*
Bombay	82,000	522,000	77,000	595,000	40,000	298,000
All other p'rts.	2,500	70,500	11,800	139,400	2,600	140,600
Total	84,500	592,500	88,800	734,400	42,600	438,600

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

Alexandria Receipts and Shipments.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, April 5.	1882-83.		1881-82.		1880-81.	
Receipts (cantars*)—						
This week		15,000		15,000		23,000
Since Sept. 1		2,219,000		2,767,000		2,707,000
	This week.	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*
Exports (bales)—						
To Liverpool	3,000	219,000	4,000	231,000	8,000	211,000
To Continent	1,000	76,000	1,000	162,338	14,528	115,563
Total Europe	4,000	295,000	5,000	393,338	22,528	326,563

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending April 5 were 15,000 cantars and the shipments to all Europe were 4,000 bales.

Manchester Market.—Our report received from Manchester to-night states that the market is quiet, with limited business. We give the prices of to-day below, and leave previous weeks' prices for comparison:

	1883					1882.				
	32s Cop. Twist.		*8¼ lbs. Shirtings.*		*Cott'n Mid Upl s*	*32s Cop. Twist.*		*8¼ lbs. Shirtings.*		*Cott'n Mid. Uplds*
	d.	d.	s.	d.	d	d.	d.	s.	d.	d
Feb. 2	8¾ @	9⅝	6	0 @7	6 5 11/16	9⅜ @10		6	6 @8	0 6⅝
" 9	8¾ @	9⅝	6	0 @7	6 5 11/16	9⅜ @10		6	6 @8	6 6¾
" 16	8¾ @	9½	5	11 @7	4½ 5⅝	9⅜ @	9⅞	6	5 @7	10½ 6 7/16
" 23	8⅝ @	9⅜	5	10 @7	3 5⅝	9⅜ @	9⅞	6	6 @7	10½ 6 7/16
Mch. 2	8½ @	9¼	5	10 @7	3 5 9/16	9⅜ @	9⅞	6	6 @7	10½ 6½
" 9	8⅜ @	9¼	5	10 @7	3 5 9/16	9⅞ @10		6	@7	10½ 6⅝
" 16	8⅜ @	9¼	5	9 @7	3 5⅝	9⅝ @10	3/16	6	7½ @8	0 6 11/16
" 23	8⅜ @	9¼	5	9 @7	3 5⅝	9 15/16 @10	1/4	6	7½ @8	0 6 11/16
" 30	8⅜ @	9¼	5	9 @7	1½ 5 9/16	9 7/16 @10	1/8	6	6 @8	0 6⅝
Apr. 6	8 7/16 @	9¼	5	9 @	7 1½ 5 9/16	9 7/16 @10	1/8	6	6 @8	0 6⅝

Comparative Port Receipts and Daily Crop Movement.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows:

Monthly Receipts.	*Year Beginning September 1.*					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,84[illegible]	98,491
October..	930,584	853,195	968,318	888,492	689,264	578,553
Novemb'r	1,094,607	974,043	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,664	900,119
January .	752,827	487,727	571,701	647,140	618,727	689,610
February.	595,598	291,992	572,728	447,918	566,824	472,054
March ...	482,772	257,099	476,582	261,913	303,955	340,525
Total year	5,345,670	4,290,640	5,075,110	4,480,842	4,140,519	3,901,825
Perc'tage of tot. port receipts Mar. 31..	90·89		86·40	89·58	93·10	89·78

This statement shows that up to March 31 the receipts at the ports this year were 1,055,030 bales more than in 1881-82 and 270,560 bales more than at the same time in 1880-81. By adding to the above totals to Mar. 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Fb. 28	4,862,898	4,033,541	4,598,528	4,215,929	3,836,564	3,561,300
Mch. 1	14,538	6,519	20,475	16,279	10,547	17,754
" 2	24,228	7,625	12,46	12,171	8.	9,868
" 3	19,886	10,803	16,50	12,432	19,628	8.
" 4	8.	6,913	22,11[illegible]	10,050	19,653	32,985
" 5	26,858	8.	21,00	13,404	7,947	17,175
" 6	22,876	13,485	8.	9,829	9,860	9,746
" 7	16,430	8,582	28,948	8.	15,631	8,873
" 8	13,081	11,056	24,433	16,415	12,430	12,300
" 9	25,695	6,673	18,576	6,724	8.	8,728
" 10	13,932	12,038	19,011	6,711	18,784	8.
" 11	8.	5,909	28,150	10,944	14,887	19,179
" 12	19,421	8.	17,256	13,745	8,298	11,487
" 13	16,729	10,207	8.	7,707	10,344	14,234
" 14	24,551	10,900	25,282	8.	13,767	13,992
" 15	12,952	10,289	19,164	13,433	7,531	14,644
" 16	23,596	7,077	13,192	7,411	8.	11,210
" 17	12,548	13,072	14,900	6,660	12,019	8.
" 18	8.	9,411	18,466	4,150	7,453	18,579
" 19	15,968	8.	15,917	10,248	8,718	16,441
" 20	17,877	13,242	8.	11,141	10,594	10,397
" 21	18,444	8,840	17,571	8.	13,897	11,024
" 22	12,175	10,090	13,407	11,637	6,427	8,072
" 23	28,050	8,894	8,052	8,099	8.	9,800
" 24	10,004	11,439	22,353	7,410	13,707	8.
" 25	8.	9,262	16,390	7,433	8,851	13,681
" 26	15,605	8.	12,074	7,699	11,185	15,793
" 27	12,970	9,391	8.	5,389	6,426	11,323
" 28	11,244	10,800	17,355	8.	14,102	7,317
" 29	15,087	7,763	13,286	12,171	9,145	7,556
" 30	22,089	7,058	10,114	6,823	8.	8,367
" 31	15,838	9,761	10,169	8,790	12,154	8.
Tot. Mr. 31	5,345,670	4,290,640	5,075,110	4,480,842	4,140,519	3,901,825
Apr. 1	8.	6,612	15,516	5,922	9,393	15,764
" 2	8,09	8.	10,903	8,298	5,570	9,834
" 3	15,531	7,501	8.	6,524	6,785	6,649
" 4	12,239	9,772	23,210	8.	11,236	5,114
" 5	13,597	7,048	13,035	8,237	5,491	14,158
" 6	13,351	4,022	9,980	6,338	8.	5,817
Total	5,408,490	4,325,595	5,147,754	4,516,161	4,178,994	3,959,161
Percentage of total port rec'pts Apr. 6.		91·64	87·64	90·29	93 97	91·10

This statement shows that the receipts since Sept. 1 up to-night are now 1,082,895 bales more than they were to the same day of the month in 1882 and 260,736 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to April 6 in each of the years named.

OVERLAND COTTON MOVEMENT FOR MARCH.—On a previous page we give our statement of the overland movement for March.

JUTE BUTTS, BAGGING, &c.—There is a good demand to be noted for bagging, and though the orders are for small lots the aggregate amount of stock taken is considerable. Prices are steadily maintained, and holders are quoting 9c. for 1½ lbs., 9½c. for 1¾ lbs, 10¼c. for 2 lbs. and 11c. for standard grades. Butts are in moderate demand, though the market is not very active. Prices are steady, and we hear of sales of 1,509 bales at 1⅞@2c., with the market closing at 1⅞@2c. for paper grades and 2⅛@2⅜c. for bagging qualities. The stock on spot is now estimated at 58,000 bales, while the total visible supply is about 295,000 bales.

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 12,447 bales, against 12,890 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1882.

Exported to—	Week ending— March 15.	March 22	March 29.	April 5.	Total since Sept. 1.	Same period previ'us year.
Liverpool	6,328	5,916	8,933	8,772	359,255	283,383
Other British ports	.....	.....	.....	.....	3,426	6,707
TOTAL TO GREAT BRITAIN	6,328	5,916	8,933	8,772	362,681	290,090
Havre	650	68	360	774	24,139	20,835
Other French ports	.....	.....	.....	.....	100	.....
TOTAL FRENCH	650	68	360	774	24,239	20,835
Bremen and Hanover	3,328	2,667	2,197	918	45,111	33,161
Hamburg	80	708	.....	.....	25,577	14,234
Other ports	1,159	432	900	1,550	50,020	5,083
TOTAL TO NORTH. EUROPE	4,567	3,805	3,097	2,451	120,708	52,528
Spain, Op'rto, Gibralt'r, &c.	268	30	.....	150	2,965	837
All other	.....	309	.....	300	5,710	354
TOTAL SPAIN, &c	268	339	.....	450	8,675	1,191
GRAND TOTAL	11,813	10,119	12,390	12,447	516,303	361,644

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York. This week.	New York. Since Sept. 1.	Boston. This week.	Boston. Since Sept. 1.	Philadelphia. This week.	Philadelphia. Since Sept. 1.	Baltimore. This week.	Baltimore. Since Sept. 1.
N. Orl'ans	6,885	196,603	.....	7,197	.....	.....	.....	....
Texas	2,530	119,843	.....	19,195	.....	.....	.....	.....
Savannah	3,317	197,043	1,328	63,540	89	13,162	1,242	78,719
Mobile	.....	.....	.....	3,392	.....	.....	.....	.....
Florida	.....	9,341	.....	.....	.....	.....	.....	.....
S. Car'lina	1,004	156,703	.....	896	63	9,618	468	18,821
N. Car'lina	348	47,713	.....	.....	.....	.....	136	16,745
Virginia	3,427	208,681	2,228	61,377	1,010	15,345	2,865	90,385
North. pts	5	161	1,874	115,151	.....	.....	.....	200
Tenn., &c.	5,143	129,903	4,473	116,335	2,417	60,691	15	37,915
Foreign	.....	2,535	.....	.....	.....	.....	.....	.....
This year.	25,259	*	9,903	423,231	3,600	†	4,726	251,785
ast year.	20,487	‡	11,331	366,345	3,256	78,748	1,707	184,823

* 1,035,529 † 1,038,969

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 96,805 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Tuesday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Britannic, 2,566 ... Egypt, 1,549 ...Lake Huron, 899 ...Republic, 1,297.... Servia, 1,079....Wyoming, 1,472	8,772
To Havre, per steamer Amerique, 774	774
To Bremen, per steamers Saale, 451....Werra, 450	901
To Amsterdam, per steamer Stella, 500	500
To Rotterdam, per steamer Rotterdam, 200	200
To Antwerp, per steamer Waesland, 850	850
To Oporto, per brig Czarowitz, 150	150
To Genoa, per bark Sole, 300	300
NEW ORLEANS—To Liverpool, per steamers Bernard Hall, 3,068 ....Enrique, 4,700....Espana, 2,700....Gallego, 4,500.... Nuevo Ponce, 2,951....per ship Margarecha, 4,804	22,723
To Havre, per steamer Nemesis, 6,900....per ship Walter D. Waiet, 5,122	12,022
To Antwerp, per steamer Dolcoath, 376	376
To Reval, per ship Otcomi, 3,855	3,855
To Barcelona, per bark Jovan Asa, 456	456
To Genoa, per bark Aurora, 1,803	1,803
MOBILE—To Liverpool, per bark Keewaydin, 2,153	2,153
CHARLESTON—To Bremen, per steamer Glensannox, 2,350	2,350
SAVANNAH—To Bremen, per barks Bet y, 3,018 ...Chrysolite, 4,090	7,108
To Reval, per barks Brunicka, 1,250....Nellie Moody, 2,900.	4,150
To Hango, per bark Ibis, 1,600	1,600
To Carthagena, per bark Saltillo, 1,200	1,200
To Barcelona, per brig Providencia, 100	100
To Passages, per bark Mercedes, 1,190	1,190
TEXAS—To Liverpool, per bark C. S. Parnell, 2,642	2,642
To Cork, for orders, per bark Freden, 1,415	1,415
To Bremen, per bark Saga, 1,510 ... per brig Pollux, 1,015	2,525
To Cronstadt, per bark Sonderreen, 1,283	1,283
WILMINGTON—To Bremen, per bark Oscar II, 2,140	2,140
To Cronstadt, per brig Victoria, 950	950
NORFOLK—To Liverpool, per bark Avonmore, 5,584	5,584
BALTIMORE—To Liverpool, per steamers Nessmore, 1,359... Texas, 628	1,987
To Bremen, per steamer Braunschweig, 2,259	2,259
BOSTON—To Liverpool, per steamers Missanabie, 1 ...Palestine, 1,564	1,565
PHILADELPHIA—To Antwerp, per steamer Zoeland, 902	902
Total	96,805

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen.	Amst'dam, Rotterdam & Antw'p.	Reval, Cronstadt & Hango	Carthagena.	Barcelona & Passages.	Total.
New York	8,772	774	901	1,350	.....	.....	.....	12,447
N. Orleans	22,723	12,022	.....	376	3,855	.....	456	41,235
Mobile	2,153	.....	.....	.....	.....	.....	.....	2,153
Charleston	.....	.....	2,350	.....	.....	.....	.....	2,350
Savannah	.....	.....	7,108	.....	5,750	1,200	1,200	15,348
Texas	2,642	.....	2,515	.....	1,283	.....	.....	7,845
Wilmington	.....	.....	2,140	.....	950	.....	.....	3,090
Norfolk	5,584	.....	.....	.....	.....	.....	.....	5,584
Baltimore	1,987	.....	2,259	.....	.....	.....	.....	4,246
Boston	1,565	.....	.....	.....	.....	.....	.....	1,565
Philadelp'a	.....	.....	.....	902	.....	.....	.....	902
Total	45,426	12,796	17,303	2,828	11,838	1,200	1,746	96,805

Included in the above totals are, from New York to Oporto, 150 bales, and to Genoa, 300 bales; from New Orleans to Genoa, 1,803 bales; from Texas to Cork, for orders, 1,415 bales.

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Genoa—March 31—Brig Margarecha, 800.
NEW ORLEANS—For Liverpool—March 31—Steamer Jamaican 2,423 ... April 2—Steamer Mediator, 3,449.
For Havre—April 4—Steamer Consul, 1,307.
For Bremen—March 30—Bark Therese, 3,743 ...April 3—Steamer Corouilla, ——.
For Reval—April 2—Bark Prince Arthur, 3,65 .
For Riga—April 2—Bark Pandora, 1,750.
For Genoa—April 3—Bark Trino, ——.
For Barcelona—April 2—Steamer Santiago, 2,066.
SAVANNAH—For Bremen—March 31—Ship Savanna, 5,206.
For Reval—March 31—Ships Edgar, 1,245; Hosden, 2,590; barks Oskarsvarf, 2,100; Vigilant, 2,800.
CHARLESTON—For Barcelona—April 2—Bark Falco, 1,384.
BOSTON—For Liverpool—March 27—Steamer Iowa, 1,746 ...March 28—Steamer Illyrian, 170 ...March 30—Steamer Allis, 1,412....April 3—Steamer Bulgarian, —.
BALTIMORE—For Liverpool—March 31—Steamer St. Dunstan, 2,197 ... April 2—Steamer Parisian, 3,000.
For Havre—April 4—Steamer Flachat, 1,299.
PHILADELPHIA—For Liverpool—March 31—Steamer British Prince, 1,200.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

CITY OF LINCOLN, steamer (Br.), before reported, for Havre, on March 27, was still ashore at South Pass. Fifteen hundred bales of cotton, bunker of coal and a large quantity of grain had been ag reed. On April 4 the City of Lincoln was still aground in 18 feet of water. Her cargo had all been discharged and tugboats were trying to pull her off.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues	Wednes	Thurs	Fri.
Liverpool, steam	d. 5/32@7/32	5/32@7/32	5/32@7/32	5/32@7/32	5/32@7/32	5/32@7/32
Do sail	d. 11/64-15/64	11/64-15/64	11/64-13/64	11/64-15/64	11/64-15/64	11/64-15/64
Havre, steam	c. 3/8*	3/8	3/8*	3/8*	3/8*	3/8*
Do sail	c.	....	....	....	....	....
Bremen, steam	c. 17/32*	17/32*	17/32	17/32*	17/32*	17/32*
Do sail	c.	....	....	....	....	....
Hamburg, steam	d. 7/32@1/4	7/32@1/4	7/32@1/4	7/32@1/4	7/32@1/4	7/32@1/4*
Do sail	d.	....	....	....	....	....
Amst'd'm, steam	c. 32½†	32½†	32½†	32½†	32½†	32½†
Do sail	d.	....	....	....	....	....
Baltic, steam	d. 3/8*	3/8*	3/8*	3/8*	3/8*	3/8*
Do sail	c.	....	....	....	....	....
Barcelona, steam	c. 13/16@7/8*	13/16@7/8*	13/16@7/8	13/16@7/8	13/16@7/8	13/16@7/8*
Genoa, steam	d. 3/4*	3/4*	3/4*	3/4*	3/4	3/4*

* Compressed. † Per 100 lbs.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Mch. 16	Mch. 23	Mch. 30	April 6.
Sales of the week.....bales.	61,000	43,500	34,500	50,000
Of which exporters took	5,500	5,000	3,500	3,500
Of which speculators took..	3,500	2,000	1,500	1,200
Sales American	45,000	28,000	25,500	36,000
Actual export	6,500	5,500	3,500	7,500
Forwarded	27,000	17,500	16,500	29,000
Total stock—Estimated	920,000	941,000	955,000	1,012,000
Of which American—Estim'd	658,000	668,000	685,000	748,000
Total import of the week	37,000	60,000	74,000	144,000
Of which American	28,500	45,000	53,000	117,000
Amount afloat	383,000	341,000	305,000	307,000
Of which American	270,000	248,000	240,000	175,000

The tone of the Liverpool market for spots and futures each day of the week ending April 6, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, 12:30 P.M	Easier.	Flat and irregular.	Mod. inq. freely supplied.	Mod. inq. freely supplied.	Easier.	Easier.
Mid. Upl'ds	5 9/16	5 9/16	5 9/16	5 9/16	5 9/16	5 9/16
Mid. Orl'ns	5 5/8	5 5/8	5 5/8	5 5/8	5 5/8	5 5/8
Sales	5,000	8,000	7,000	10,000	10,000	8,000
Spec. & exp.	500	1,000	1,000	2,000	1,000	1,000
Futures. Market, 12:30 P.M.	Quiet.	Quiet.	Dull.	Dull.	Barely steady.	Dull.
Market, 5 P. M.	Weak.	Barely steady.	Quiet.	Barely steady.	Flat.	In buyers' favor.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d. and 6 03 means 6 3-64d.*

	Sat., Mch. 31.				Mon., Apr. 2.				Tues., Apr. 3.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
April	....	....	....	....	....	....	....	....	....	....	....	....
April-May	5 36	5 36	5 35	5 35	5 35	5 36	5 35	5 35	5 36	5 37	5 36	5 37
May-June	5 38	5 38	5 38	5 38	5 37	5 38	5 37	5 38	5 39	5 40	5 39	5 39
June-July	5 41	5 41	5 40	5 40	5 40	5 40	5 40	5 40	5 42	5 42	5 41	5 42
July-Aug	5 44	5 44	5 44	5 44	5 43	5 44	5 43	5 43	5 45	5 45	5 44	5 44
Aug.-Sept	5 48	5 48	5 46	5 46	5 47	5 47	5 48	5 46	5 48	5 48	5 47	5 47
Sept.-Oct	5 45	5 45	5 45	5 45	....	....	....	....	5 45	5 45	5 45	5 45
Oct.-Nov	5 40	5 40	5 38	5 38	5 38	5 38	5 37	5 38	5 38	5 38	5 38	5 38
Nov.-Dec	5 36	5 36	5 35	5 35	5 35	5 35	5 33	5 33	....	....	....	....
Dec.-Jan	....	....	....	....	....	....	....	....	....	....	....	....

	Wednes., Apr. 4.				Thurs., Apr. 5.				Fri., Apr. 6.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
April	5 35	5 35	5 35	5 35	....	....	....	....	....	....	....	....
April-May	5 36	5 36	5 36	5 36	5 36	5 37	5 35	5 35	5 37	5 37	5 36	5 36
May-June	5 37	5 39	5 37	5 38	5 38	5 38	5 37	5 37	5 39	5 39	5 39	5 39
June-July	5 40	5 40	5 40	5 40	5 40	5 41	5 40	5 40	5 42	5 42	5 42	5 42
July-Aug	5 43	5 44	5 43	5 44	5 43	5 44	5 43	5 43	5 45	5 45	5 45	5 45
Aug.-Sept	5 46	5 47	5 46	5 46	5 46	5 47	5 46	5 46	5 47	5 48	5 47	5 47
Sept.-Oct	5 44	5 44	5 44	5 44	5 43	5 43	5 43	5 43	....	....	....	....
Oct.-Nov	5 37	5 37	5 37	5 37	5 37	5 37	5 37	5 37	....	....	....	....
Nov.-Dec	5 35	5 35	5 34	5 34	5 35	5 35	5 34	5 34	5 36	5 36	5 36	5 36
Dec.-Jan	....	....	....	....	....	....	....	....	....	....	....	....

BREADSTUFFS.

FRIDAY, P. M., April 6, 1883.

Flour has been more or less weak in value for all grades, but more especially for the higher-priced brands. These have been plentiful and not much wanted, while of common grades the supply has been moderate, and they have been most in demand. The export trade with England is in a depressed state by reason of the large supplies held in that country. There has been a fair demand here, however, for the cheaper brands for export to the West Indies and South America. To-day the market was dull for all grades and rather weak.

Wheat has declined two cents per bushel for most grades, owing mainly to warmer weather at the West and more favorable prospects for the winter crop, though a decline in England and at the West has also contributed to the depression. The prospects, it is stated, now point to a good yield in Kansas and Missouri especially, while the reports from most sections are of a more promising character than recently, though there has been, it appears, some damage done in Indiana and Kentucky. This, however, it is stated, is likely to be made good later on, and, taking the wheat belt generally, the outlook just now seems not unfavorable for an abundant harvest. There has been a steady, if not very large, export movement, favored by easy rates for ocean freight room. The trading in options has continued on a liberal scale. To-day the market was irregular, opening ½c. to 1c. lower, but becoming firmer later on, largely owing to purchases to cover by shorts; No. 2 red sold at $1 17@1 17½ for April, $1 18⅜@$1 19½ for May, $1 19 7-16@$1 20⅜ for June and $1 16¾@1 18½ for July.

Indian corn, partly in sympathy with wheat and partly by reason of larger receipts and a decline at Chicago, has fallen about three cents. There has been a fair business both for export and on speculation. To-day the market opened ½ to 1c. lower, but the Chicago market rallying later, there was a corresponding re-action here, and part of the decline was recovered; No. 2 mixed sold at 65¼@65½c. for June, 66¾c. for July and 66½c. for August.

Rye has been moderately active at some decline, and barley has also sold at lower prices.

Oats have been rather less active, and in sympathy with a decline at Chicago have sold at lower prices here. To-day the market was firmer, and No. 2 mixed sold at 51⅝@52¼c. for both May and June.

The following are closing quotations:

FLOUR.			
No. 2 spring...₰ bbl.	$2 35@ 3 25	City shipping extras.	$5 00@ 5 75
No. 2 winter	2 75@ 3 50	Southern bakers' and family brands	5 50@ 6 75
Superfine	3 25@ 3 85	South'n ship'g extras.	4 75@ 5 75
Spring wheat extras..	4 00@ 5 00	do bakers'	5 00@ 6 75
Wis. & Minn. rye mix.	5 00@ 5 50	Rye flour, superfine..	3 00@ 3 75
Minn. clear and stra't	4 50@ 6 75	Corn meal—	
Winter shipp'g extras.	3 75@ 4 15	Western, &c	3 00@ 3 45
Patents, spring	6 00@ 7 60	Brandywine, &c	3 50@ 3 60
Patents, winter	5 50@ 7 25	Buckw't flour, 100 lbs.	2 75@ 3 00

GRAIN.			
Wheat—		Rye—Western	71 @ 73½
Spring, per bush.	@	State & Canada	72 @ 76½
Spring No. 2	1 12 @1 15	Oats—	
Red winter, No. 2	1 00 @1 19½	Mixed	52 @ 53½
Red winter	1 19 @1 20¼	White	52½ @ 56½
White	87½@1 23	No. 2 mixed	52½ @ 53
White No. 1	1 11 @	No. 2 white	54¼ @
Corn—West. mixed	58 @ 63	Barley—	
West. mix. No. 2	64 @ 65¼	Canada No. 1	98 @1 00
White	65 @ 68	Canada bright	1 03 @1 04
Yellow	65 @ 68	Canada No. 2	95 @ 96
Buckwheat	72½@	State, 4-rowed	85 @ 90
		State, 2-rowed	78 @ 80

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Mar. 31 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48 lbs	Bush.56 lbs
Chicago	58,962	152,782	1,381,538	343,839	79,996	42,008
Milwaukee	50,450	96,915	33,870	33,600	77,510	5,550
Toledo	2,160	212,784	184,199	12,133	.....	1,189
Detroit	4,655	196,835	136,514	25,898	37,083	.....
Cleveland	2,970	22,500	34,000	16,200	8,842	.....
St. Louis	29,390	123,091	868,795	114,872	59,719	3,334
Peoria	800	13,010	225,700	143,050	8,769	6,000
Duluth	.....	17,200	.....	.....	.....	.....
Tot. wk. '83	149,387	835,117	2,864,516	689,092	217,855	58,076
Same wk. '82	116,558	481,693	1,091,420	641,428	105,726	21,261
Same wk. '81	239,055	1,010,070	1,162,056	591,402	204,588	32,128
Since Aug. 1—						
1882	6,947,452	63,510,741	65,873,063	35,868,710	13,476,209	3,516,218
1881	5,589,154	83,459,755	80,597,808	25,201,979	10,735,488	3,301,799
1880	5,883,933	62,460,005	80,655,241	28,429,012	10,583,855	2,943,581

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Mar. 31, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour...bbls.	3,705,192	1,919,582	2,174,798	1,207,930
Wheat...bush.	5,226,387	4,400,025	4,846,452	6,254,702
Corn	22,443,035	16,380,470	13,694,889	21,438,907
Oats	9,916,236	7,293,906	6,307,937	3,793,376
Barley	3,518,176	1,464,022	1,491,943	964,729
Rye	545,826	639,492	651,461	468,985
Total grain	41,649,660	30,177,909	26,992,682	32,920,699

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week Mar. 31.	1882. Week Apr. 1.	1881. Week Apr. 2.	1880. Week Apr. 3.
Flour...bbls.	214,605	110,090	228,464	124,991
Wheat...bush.	245,170	191,779	618,836	2,185,550
Corn	1,150,565	764,653	1,418,593	3,215,295
Oats	564,859	458,955	375,791	426,347
Barley	155,518	107,482	72,530	88,120
Rye	48,174	22,113	52,653	42,232
Total	2,164,286	1,544,982	2,538,403	5,957,544

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Mar. 31	214,605	256,418	1,255,343	641,443	155,518	48,174
Mar. 24	180,361	192,174	1,410,893	896,698	258,331	35,290
Mar. 17	152,221	470,227	1,766,271	1,070,962	315,858	31,053
Mar. 10	220,468	537,274	2,507,453	1,015,699	349,946	51,142
Tot., 4 w.	767,655	1,456,093	6,939,960	3,624,802	1,079,653	165,659
4 w'ks 82	506,089	1,157,112	3,523,191	1,776,203	338,113	134,135

The receipts of flour and grain at the seaboard ports for the week ended March 31 follow:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	138,060	259,520	784,321	367,560	45,860	7,636
Boston	74,122	42,950	352,400	119,400	16,250	.....
Portland	1,550	105,703	10,500	3,200	.....	.....
Montreal	8,830	18,250	.....	5,762	950	400
Philadelphia	24,923	71,500	146,500	108,800	8,200	.....
Baltimore	26,353	135,580	307,670	32,750	.....	2,500
New Orleans	22,323	79,805	402,551	47,438	.....	.....
Total week	296,161	713,308	2,003,942	684,850	71,200	10,536
Cor. week '82	179,807	423,103	347,011	247,380	154,979	11,468

The total receipts at the same ports for the period from Dec. 25, 1882, to Mar. 31, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	4,054,215	2,981,619	3,421,051	2,298,616
Wheat.....bush.	13,627,599	7,272,139	13,738,611	11,209,806
Corn.....	25,608,509	9,289,815	21,534,018	32,405,948
Oats.....	6,167,790	5,299,209	5,370,754	4,971,883
Barley.....	1,332,853	1,640,081	1,503,349	1,257,171
Rye.....	247,457	142,778	483,718	266,175
Total grain	46,984,208	23,643,822	42,630,450	50,110,983

The exports from the several seaboard ports for week ending Mar. 31, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	70,926	615,015	656,443	2,811	30,041	2,065
Boston..	40,742	64,946	99,964	50	.....	.....
Portland.	1,107	105,703	.....	.....	.....	22,249
Montreal.	.....	.....	.....	.....	.....	.....
Philadel.	12,015	209,037	76,021	.....	.....	.....
Baltim're	5,957	250,829	431,479	.....	.....	.....
N.Orl'ns.	365	55,000	221,104	8	.....	.....
Total w'k.	131,112	1,300,530	1,485,011	2,869	30,041	24,317
S'me time 1882..	82,026	510,108	425,148	3,265	52,612	23,972

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, Mar. 31.	1882. Week, Apr. 1.	1883. Week, Mar. 31.	1882. Week, Apr. 1.	1883. Week, Mar. 31.	1882. Week, Apr. 1.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. King.	103,038	50,073	748,243	306,444	1,135,909	393,820
Contin'nt	804	6,262	546,267	203,664	301,507	19,219
S. & C. Am	6,656	5,348	.....	.....	24,438	5,306
W. Indies	15,870	13,997	6,020	.....	4,322	15,348
Brit. Col's	3,016	5,588	.....	.....	.....	.....
Oth. c'nt's	1,728	758	.....	.....	18,835	1,455
Total...	131,112	82,026	1,300,530	510,108	1,485,011	425,148

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to Mar. 31.	1881-82. Sept. 1 to Apr. 1.	1882-83. Sept. 1 to Mar. 31.	1881-82. Sept. 1 to Apr. 1.	1882-83. Sept. 1 to Mar. 31.	1881-82. Sept. 1 to Apr. 1.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	4,224,907	2,015,018	27,904,605	22,196,871	17,528,632	16,904,364
Continent...	373,080	139,547	21,520,802	9,288,327	2,832,657	4,178,556
S. & C. Am...	434,670	411,462	89,178	5,856	204,464	308,400
West Indies.	559,830	387,171	55,559	21,760	263,139	403,558
Brit. Col'nies	231,583	288,160	7,500	.....	73,362	99,582
Oth. countr's	27,956	23,331	902,116	226,134	104,109	43,649
Total.....	5,952,273	3,264,689	49,959,411	31,739,742	21,023,354	22,028,109

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Mar. 31, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	4,836,796	1,344,509	784,471	49,033	170,743
Do. afloat (est.)	.....	.....	100,000	30,000	230,000
Albany	30,000	80,000	82,000	60,000	110,000
Buffalo.....	680,123	.....	27,199	210,322	19,848
Chicago.....	6,118,926	6,755,971	1,544,650	137,572	838,129
Do. afloat.....	427,622	705,552	102,000	.....	.....
Milwaukee	1,264,339	.....	1,868	259,538	81,143
Duluth.....	1,299,224	.....	.....	.....	.....
Toledo.....	2,537,207	747,935	12,796	6,317	9,130
Detroit	1,546,341	216,973	22,377	12,019	.....
Oswego.....	30,000	20,000	1,500	34,843	55,000
St. Louis.....	790,711	3,336,545	109,108	47,938	52,239
Cincinnati.....	105,954	73,227	57,837	200,555	69,508
Boston.....	55,789	189,169	47,127	3,854	1,616
Toronto.....	531,424	.....	295	149,077	19
Montreal	217,981	10,789	95,034	35,949	26,546
Philadelphia	458,789	946,470	127,925	.....	.....
Peoria	7,086	733,052	191,753	11,133	138,689
Indianapolis.....	326,700	121,300	56,900	.....	15,600
Kansas City.....	162,846	418,146	15,479	210	32,479
Baltimore	883,369	483,268	.....	.....	.....
Down Mississippi.	11,248	104,778	76,584	.....	.....
On rail.....	309,170	1,500,565	863,859	241,518	60,174
Tot. Mar. 31, '83.	22,631,645	17,788,249	4,320,782	1,489,878	1,910,863
Tot. Mar. 24, '83.	22,856,591	16,593,451	4,545,289	1,824,368	1,917,546
Tot. Mar. 17, '83.	23,966,929	14,921,889	4,571,224	1,891,011	1,874,642
Tot. Mar. 10, '83.	23,626,395	14,159,098	4,301,937	1,987,508	1,871,823
Tot. Apr. 1, '82.	12,101,735	9,690,651	1,382,691	1,080,984	995,941

THE DRY GOODS TRADE.

FRIDAY, P. M., April 6, 1883.

The past week has developed little change in the general condition of the dry goods trade. The weather has become more favorable for the distribution of many seasonable fabrics, and a slightly improved business was consequently witnessed in jobbing circles. There was a comparatively small representation of wholesale buyers in the market, and those present bought sparingly as a rule; but very fair orders were placed with salesmen traveling in the West and South, and in this connection a very considerable amount of assorted merchandise was disposed of. The tone of the market continues steady, and very few fabrics of domestic or foreign manufacture are in redundant supply, in view of the large demand for consumption in sight.

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week were 2,615 packages, of which 2,222 were shipped to Great Britain, 139 to Central America, 64 to Santo Domingo, 45 to Japan, &c. There was a steady, though moderate, movement in the best brands of brown and bleached cottons from agents' hands, but the lower grades were somewhat quiet and less firm than makes of established reputation—slight concessions having been made in certain four-yard sheetings in order to reduce stock. Tickings are a trifle lower in some cases, but other colored cottons, as denims and dyed ducks are fairly steady in price. Print cloths were in moderate demand, and rather easier at 3⅝c., less a small discount for 64x64s, and 3 1-16c. asked for 56x60s. Prints, sateens, printed lawns and piques, &c., met with fair sales, and there was a steady business in fine and standard dress ginghams, chambrays, seersuckers and yarn-dyed cotton dress fabrics.

DOMESTIC WOOLEN GOODS.—Men's-wear woolens have ruled quiet as regards new business, but agents continued to make liberal deliveries on account of back orders, and leading makes of heavy cassimeres, worsted coatings and overcoatings are so largely under the control of orders that prices remain steady. Satinets were in irregular demand, but some additional business was transacted in medium and fine grades at current rates. Kentucky jeans ruled quiet, aside from the best doeskin makes, in which there was some increase of activity. Flannels were seasonably quiet, except white flannels, which continue in very fair demand. For all-wool and worsted dress goods there was only a moderate call at agents' hands, but a steady business in all seasonable dress fabrics was reported by jobbers; carpets have been jobbed with some freedom, but the demand at first hands was quite moderate, distributers being amply supplied for the present.

FOREIGN DRY GOODS have been sluggish in the hands of importers, aside from a few specialties which continued in good request. Some large sales of silks were effected at "job prices," but the demand in the regular way was strictly moderate. Dress goods were taken in fair-sized lots for the renewal of assortments, and the most staple fabrics remain firm. Men's-wear woolens, linen and white goods, laces embroideries, &c., were mostly quiet in first hands, but fairly active with jobbers.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending April 5, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.				WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.			
	Week Ending April 6, 1882.		Since Jan 1, 1882.		Week Ending April 5, 1883.		Since Jan. 1, 1883.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—								
Wool.....	842	$ 382,274	16,293	$ 7,431,654	784	$ 243,092	14,839	$ 6,600,034
Cotton.....	1,866	617,876	27,682	9,213,439	1,714	497,620	24,224	8,567,028
Silk.....	1,036	764,550	16,450	11,305,689	680	395,724	12,926	8,230,149
Flax.....	1,592	343,107	25,800	4,807,770	2,206	490,701	21,103	4,314,878
Miscellaneous....	916	177,967	38,545	3,177,113	6,712	173,976	43,379	2,730,997
Total	6,272	2,235,574	124,772	35,935,785	12,166	1,711,113	116,471	30,433,576
Manufactures of—								
Wool.....	298	118,452	4,965	2,122,371	424	170,812	6,348	2,711,862
Cotton.....	232	60,892	5,180	1,556,960	362	110,765	7,115	2,346,095
Silk.....	117	91,300	2,214	1,727,316	230	168,944	3,394	2,724,894
Flax.....	482	76,203	8,862	1,478,881	373	83,040	8,144	1,558,040
Miscellaneous	1,703	51,823	48,287	918,268	9,079	81,159	51,073	969,782
Total.....	2,832	398,676	69,498	7,804,796	10,468	614,720	77,174	10,320,502
Ent'd forconsumpt.	6,272	2,235,574	124,772	35,935,785	12,166	1,711,113	116,471	30,433,576
Total on market....	9,104	2,634,250	194,260	43,740,521	22,634	2,325,833	193,645	40,754,078
	ENTERED FOR WAREHOUSE DURING SAME PERIOD.							
Manufactures of—								
Wool.....	482	208,483	5,312	2,216,177	583	241,402	8,192	3,396,171
Cotton.....	362	79,953	5,035	1,506,420	332	95,282	7,514	2,280,674
Silk.....	224	154,252	1,984	1,590,241	252	167,348	4,333	3,159,679
Flax.....	481	81,195	7,419	1,324,491	439	88,339	6,907	1,309,570
Miscellaneous....	400	63,087	45,915	807,675	9,599	96,567	58,826	1,234,775
Total	1,849	586,970	65,665	7,445,004	11,215	688,938	85,832	11,370,878
Ent'd forconsumpt.	6,272	2,235,574	124,772	35,935,735	12,166	1,711,113	116,471	30,433,576
Total at the port....	8,121	2,822,544	190,437	43,380,739	23,381	2,400,051	202,303	41,804,454

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NEW YORK, January 25, 1883.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1882:

Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$4,412,693 58
Premiums on Policies not marked off 1st January, 1882	1,516,844 85
Total Marine Premiums	$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90
Losses paid during the same period	$2,013,767 35
Returns of Premiums and Expenses	$823,304 50

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,974,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
remium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

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FRANCE, P. d'Hauterive.....Wed., April 18, 2 P. M.
PEREIRE, Berry.....Wed., April 25, 7 A. M.
NORMANDIE (new), Servan.....Wed., May 23

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Insurance.

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Insurance Company
OF NEW YORK,
OFFICE, 119 BROADWAY.

CASH CAPITAL	$3,000,000 00
Reserve for Unearned Premiums	2,116,832 00
Reserve for Unpaid Losses and Claims	317,596 01
Net Surplus	1,774,061 06
Cash Assets, January 1, 1883	$7,208,489 07

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

ÆTNA
Insurance Company
OF HARTFORD.

Assets January 1, 1883	$9,054,610 58
Liabilities for unpaid losses and re-insurance fund	1,861,428 46
Capital	4,000,000 00
NET SURPLUS	$3,193,182 12

No. 2 Courtlandt St., New York.
JAS. A. ALEXANDER, Agent.

North British
& Mercantile Ins. Co.
OF
LONDON AND EDINBURGH.
United States Board of Management,
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DAVID DOWS, Esq. (David Dows & Co.)
E. P. FABBRI, Esq. Drexel, Morgan & Co.)
Hon. S. B. CHITTENDEN.
EZRA WHITE, Esq.
J. J. ASTOR, Esq.
CHAS. E. WHITE, SAM. P. BLAGDEN,
MANAGERS,
Office, 54 William St., New York.

Commercial
Union Ins. Co.
(OF LONDON),
ALFRED PELL,
Resident Manager,
37 & 39 Wall Street.

THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE.

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 36. NEW YORK, APRIL 14, 1883. NO. 929.

Financial.

AMERICAN Bank Note Company,

142 BROADWAY, NEW YORK.

Business Founded 1795.
Incorporated under Laws of State of New York, 1858.
Reorganized 1879.

ENGRAVERS AND PRINTERS OF

BONDS, POSTAGE & REVENUE STAMPS, LEGAL TENDER AND NATIONAL BANK NOTES, of the UNITED STATES; and for Foreign Governments.

ENGRAVING AND PRINTING,

BANK NOTES, SHARE CERTIFICATES, BONDS FOR GOVERNMENTS AND CORPORATIONS, DRAFTS, CHECKS, BILLS OF EXCHANGE, STAMPS, &c., in the finest and most artistic style

FROM STEEL PLATES,

With special safeguards to prevent COUNTERFEITING.
Special papers manufactured exclusively for use of the Company.

SAFETY COLORS. SAFETY PAPERS.
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Show Cards, Labels, Calendars.
BLANK BOOKS OF EVERY DESCRIPTION.

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W. M. SMILLIE, TOURO ROBERTSON.
G. H. STAYNER, Treas. THEO. H. FREELAND, Secty.

Banque Centrale Anversoise,

ANTWERP.

Paid-Up Capital, - - 9,000,000 Francs.

BOARD OF DIRECTORS.

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ALFRED MAQUINAY (Graff & Maquinay), Vice-Pres.
J. B. VON DER BECKE (Von der Becke & Marsily).
OTTO GUNTHER (Corneille-David).
EMILE DE GOTTAL.
AD FRANK (Frank, Model & Cie.)
AUG. NOTTEBOHM (Nottebohm Freres).
FR. DHANIS (Michiels Loos).
JOH. DAN. FUHRMANN, Jr. (Joh. Dan. Fuhrmann.)
LOUIS WEBER (Ed. Weber & Cie.)
JULES RAUTENSTRAUCH (C. Schmid & Cie.)

TRANSACT A

GENERAL BANKING BUSINESS.

ASA. P. POTTER, Pres't. J. J. EDDY, Cashier.

Maverick National Bank,

BOSTON.

CAPITAL, - - - - - - - $400,000
SURPLUS, - - - - - - - 400,000

Accounts of Banks and Bankers solicited.
Collections made upon favorable terms.
Government Bonds bought and sold.

Barker & Tinker,

BANKERS AND BROKERS,

No. 2 EXCHANGE COURT, New York.

FORDYCE D. BARKER, Member N. Y. Stock Exch.
HENRY C. TINKER. RENSSELAER WESTON.

STOCK BROKER.

Lansdale Boardman,

NEW YORK, 80 BROADWAY, & 5 NEW ST. Opposite Stock Exchange.
TROY, N. Y., 14 & 15 HALL BUILDING. Private Wire to Troy.
Securities carried on margin. Interest paid on balances

Financial.

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182 Broadway, Cor. John St.,

IMPORTERS OF

Diamonds, Fine Rubies, Sapphires, and other Precious Stones,

EXCLUSIVELY.

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Members N. Y. and Philadelphia Stock Exchanges.

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BANKERS,

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Stocks, Bonds, &c., bought and sold on commission in Philadelphia and other cities
Particular attention given to information regarding Investment Securities.
Private wire to New York, Baltimore and other places.

William Pollock,

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WE MAKE A SPECIALTY OF THESE VERY SAFE SECURITIES, AND BUY AND SELL SAME AT MARKET PRICE.

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BROKERS IN

STOCKS AND BONDS, UNLISTED SECURITIES AND MINING STOCKS,

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Commission Stock Brokers,

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Financial.

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BANKERS AND BROKERS,

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Virginia Tax-Receivable Coupons Bought.
SOUTHERN SECURITIES A SPECIALTY.
LOANS NEGOTIATED.
INTEREST ALLOWED ON DEPOSITS

ESTABLISHED 1864.

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STOCKS AND BONDS,

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Complete Financial Report issued weekly to our correspondents.

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All classes of Railway and Mining Stocks bought and sold on Commission.
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Stocks and bonds bought and sold on commission. Interest allowed on deposits subject to sight draft. Letters of inquiry cheerfully answered.

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CORNER OF BROAD, NEW YORK.

Drexel & Co.,	Drexel, Harjes & Co
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Brown Brothers & Co.,

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ON GREAT BRITAIN AND IRELAND, FRANCE GERMANY, BELGIUM, SWITZERLAND, NORWAY, DENMARK, SWEDEN AND HOLLAND.

Issue Commercial & Travelers' Credits

IN STERLING,

AVAILABLE IN ANY PART OF THE WORLD.

And in Francs, in Martinique and Guadaloupe.

MAKE TELEGRAPHIC TRANSFERS OF MONEY

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MAKE COLLECTIONS OF DRAFTS drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

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Members of the New York Stock Exchange.
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Issued for the use of travelers in all parts of the world.
Bills drawn on the Union Bank of London.
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Act as Agents for Banks, Bankers and Railroad Companies.
Issue commercial credits, also foreign and domestic travelers' letters of credit in pounds sterling & dollars.
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Messrs. John Berenberg, Gossler & Co. Hamburg.
Messrs. Marcuard, Krauss & Co., Paris
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JOINT AGENTS
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BUY AND SELL STERLING EXCHANGE, CABLE TRANSFERS, ETC.
ISSUE COMMERCIAL CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

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Issue Letters of Credit for Travelers,

Payable in any part of Europe, Asia, Africa, Australia and America.
Draw Bills of Exchange and make Telegraphic Transfers of Money on Europe and California.

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Bills of Exchange and Letters of Credit on Mexico.

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Taintor & Holt,

BANKERS,
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TRANSACT a GENERAL BANKING business.
DEPOSITS received and INTEREST allowed on balances.
Buy and sell GOVERNMENT, MUNICIPAL and RAILROAD Bonds.
Private telegraph wires to Providence and Boston.
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BANKERS AND BROKERS,
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Transact a general Banking Business, including the Purchase and Sale of all Securities dealt in at the New York Stock Exchange.
Interest allowed on deposits subject to sight draft.
C. B. CALDWELL, L. C. WASHBURN,
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George Stark & Co.,

BANKERS,
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TRANSACT A GENERAL BANKING BUSINESS AND BUY AND SELL INVESTMENT SECURITIES.
Have constantly on hand and for sale
WESTERN CITY AND FARM MORTGAGES,
Bearing 7 to 8 per cent interest.
WESTERN MUNICIPAL BONDS.
Circulars with full particulars mailed on application.

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Transact a General Banking Business; Buy and Sell on Commission, for cash or on margin, all Securities dealt in at the New York, Philadelphia, Boston and Chicago Stock Exchanges.
Branch Office, 320 Broadway.
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SPECIAL ATTENTION GIVEN TO THE NEGOTIATION OF
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BANKERS AND BROKERS,
SUCCESSORS TO
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Execute orders in all securities listed at the New York Stock Exchange. For Sale,
FIRST-CLASS RAILROAD "1ST MORTGAGE BONDS."
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Transact a general banking and brokerage business. Railway Shares and Bonds and Government Securities.

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Branch Office with Private Wire at 28 West Twenty-Third Street.

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Member N.Y. Stock Exch. Special.

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Stocks and bonds bought and sold on commission for cash or on approved margin. Collections made throughout United States.

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Special attention to business of country banks.

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Orders executed on the London and European market.

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W. C. HILL.

COLLINS, BOUDEN & JENKINS,

BANKERS.

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Purchase and sell on Commission GOVERNMENT and RAILROAD BONDS and STOCKS, and all classes of Securities dealt in at the NEW YORK STOCK EXCHANGE, or all reputable Securities bought and sold in the OPEN MARKET. LOANS and COMMERCIAL PAPER negotiated. Interest paid on DEPOSITS, subject to check.

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BANKERS

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P. O. BOX 1589.

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Branch Office, 128 La Salle St., Chicago.

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BANKERS,

UNITED BANK BUILDING,
Wall Street, Corner Broadway.

STOCKS, BONDS & COMMERCIAL PAPER.

Stocks and bonds bought and sold on commission at New York Stock Exchange. Advances made on business paper and other securities.

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Hatch & Kendall,

No. 31 WALL STREET,

BANKERS AND BROKERS,

Refer to Messrs. FISK & HATCH.

Banks--New York State.

Seaboard Bank,

Organized under the State Laws of New York.

Wellcs Building, 18 Broadway, N. Y.

CAPITAL $500,000.

W. A. PULLMAN ..... President.
S. G. BAYNE ..... Vice-President.
S. G. NELSON ..... Cashier.

DIRECTORS:

CHARLES WHEELER, D. O'DAY,
JOS. SELIG, N. MCELDIN,
W. A. ROSE, J. J. VANDERBRIFT,
L. H. SMITH, S. G. BAYNE,
W. A. PULLMAN.

Solicits deposits from banks, on which liberal interest will be paid on daily balances. Makes collections, transacts a general banking business. Makes one or time loans on Gilt Certificates, Produce Receipts, Bills of Lading and other marketable securities.

SHERMAN S. JEWETT, Pres. JOSIAH JEWETT, V-Pres
WILLIAM C. CORNWELL, Cashier.

Bank of Buffalo,

CAPITAL, - - - - - - - - - $300,000.

BUFFALO, N. Y.

This bank has superior facilities for making collections on all accessible points in the United States, Canada and Europe. Liberal terms extended to accounts of bankers and merchants.

CORRESPONDENTS.—New York, National Shoe & Leather Bank; London, Union Bank of London.

Foreign Bankers.

THE

Anglo-Californian Bank

(LIMITED).

LONDON, Head Office, 3 Angel Court.
SAN FRANCISCO Office, 422 California, St.
NEW YORK Agents, J. & W. Seligman & Co.
BOSTON Correspond'ts, Massachusetts N. Bk.

Authorized Capital, - - - $6,000,000
Paid-up and Reserve, - - 1,700,000

Transact a general banking business. Issue Commercial credits and Bills of Exchange, available in all parts of the world. Collections and orders for Bonds Stocks, etc., executed upon the most favorable terms

FRED'K F. LOW,
IGNATZ STEINHART, } Managers.
P. N. LILIENTHAL, Cashier.

Nederlandsch Indische Handelsbank,

AMSTERDAM, HOLLAND.

ESTABLISHED IN 1863.

Paid-Up Capital, 12,000,000 Guilders ($4,800,000 Gold.)

HEAD OFFICE IN AMSTERDAM.

Agencies in Batavia, Soerabaya and Samarang.

Correspondents in Padang.

Issue Commercial credits, make advances on shipments of staple merchandise, and transact other business of a financial character in connection with the trade with the Dutch East Indies.

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[AGENTS FOR NORTH AMERICA,

18 WALL STREET, NEW YORK.

28 STATE STREET, BOSTON.

Bank of Australasia,

(INCORPORATED 1835.)

No. 4 Threadneedle St., London, England.

PAID-UP CAPITAL, £1,200,000.
UNDIVIDED PROFITS (including Guarantee and Reserve Funds) £453,114.

Letters of Credit and Drafts issued on the 107 branches of the Bank in the Colonies of Queensland, New South Wales, Victoria, South Australia, Tasmania, and New Zealand. Bills negotiated or sent for Collection. Telegraphic transfers made. Deposits received in London at interest for fixed periods on terms which may be ascertained at the office.

PRIDEAUX SELBY, Secretary.

Hong Kong & Shanghai

BANKING CORPORATION.

CAPITAL (paid-up)..... $5,000,000
RESERVE FUND..... 2,353,000

HEAD OFFICE, HONG KONG.

The Corporation grant Drafts, issue Letters of Credit for use of Travelers, and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon Manila, Hong Kong, Foochow, Amoy, Shanghai, Hankow, Yokonama, Hiogo, San Francisco and London.

A. M. TOWNSEND, Agent, 47 William St

Adolph Boissevain & Co.

BANKERS

AND

COMMISSION MERCHANTS,

AMSTERDAM, HOLLAND

N. Y. Correspondents—Messrs. BLAKE BROS. & Co.

Foreign Bankers.

The City Bank,

(LIMITED.)

LONDON, ENGLAND.

Authorized Capital, - - - - - £4,000,000
Subscribed Capital, - - - - - - 3,200,000
Paid-Up Capital, - - - - - - 800,000

Reserve Fund, £330,000.

HEAD OFFICE, THREADNEEDLE ST.

BRANCHES:

Bond Street, London, | Tottenham Court Road
Ludgate Hill, London, | London.
Knightsbridge, London, | Paddington, London.
Holborn, London, | Aldgate, London.
| Old Street, London.

The bank, while conducting the general business of London Bankers, gives special attention to the agency of Foreign and Colonial Banks.

A. G. KENNEDY, Manager.

Gerhard & Hey,

REVAL.

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LEIPSIC, BERLIN, MOSCOW, NIJNI-NOVGOROD, during the Fair.

Commissioners & Forwarding Agents,

SHIP BROKERS.

Undertake to cash Bills, Advances and Freight-Amounts; execute all orders in the line of Banking, Commission and Forwarding Business on the most moderate terms.

Ship-owners are requested to address vessels bound for Reval unto the care of

GERHARD & HEY,
REVAL, RUSSIA.

Canadian Bankers.

Bank of Montreal.

CAPITAL, - - - $12,000,000, Gold.
SURPLUS, - - - $5,500,000, Gold.

C. F. SMITHERS, President.
W. J. BUCHANAN, General Manager.

NEW YORK OFFICE,

Nos. 59 & 61 WALL STREET.

WALTER WATSON, ALEX'R LANG, } Agents.

Buy and sell Sterling Exchange, Francs and Cable Transfers; grant Commercial and Travelers' Credits, available in any part of the world; issue drafts on, and make collections in, Chicago and throughout the Dominion of Canada.

London Office, No. 9 Birchin Lane.

Imperial Bank of Canada.

CAPITAL (paid up), - - - $1,300,000
RESERVE, - - - - - - - $460,000

H. S. HOWLAND, Pres't. D. R. WILKIE, Cashier

HEAD OFFICE, TORONTO.

BRANCHES:

St. Catharines, Port Colborne, St. Thomas, Ingersoll, Welland, Fergus, Woodstock, Winnipeg, Man., Brandon.

Dealers in American Currency & Sterling Exchange.

Agents in London: BOSANQUET, SALT & Co., 73 Lombard Street. | Agents in New York: BANK OF MONTREAL, 59 Wall Street.

Promptest attention paid to collections payable in any part of Canada.

Approved Canadian business paper discounted at the Head Office on reasonable terms, and proceeds remitted by draft on New York.

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BANK

OF

BRITISH NORTH AMERICA,

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Buy and sell Sterling Exchange and Cable Transfers. Issue demand drafts on Scotland and Ireland, also on Canada, British Columbia, Portland, Oregon San Francisco and Chicago.

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Prompt attention given to Collection of Commercial Bills and Canadian Funds on all points in Canada; American and Sterling Exchange, and Stocks, Bonds, etc., bought and sold.

Correspondents—Bank of New York, New York; and Alliance Bank, London.

Canadian Bankers.

Merchants Bank

OF CANADA.

Capital, - - - $5,700,000 Paid Up

President, SIR HUGH ALLEN.
Vice-President, ROBERT ANDERSON, Esq
HEAD OFFICE, MONTREAL.
GEORGE HAGUE, General Manager.
J. H. PLUMMER, Assistant General Manager.
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LONDON, ENG.—The Clydesdale Bank (Limited.)
NEW YORK—The Bank of New York, N.B.A.

The New York Agency buys and sells Sterling Exchange, Cable Transfers, issues Credits available in all parts of the world, makes collections in Canada and elsewhere, and issues Drafts payable at any of the offices of the bank in Canada. Demand Drafts issued payable in Scotland and Ireland, and every description of foreign banking business undertaken

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HENRY HAGUE, JOHN B. HARRIS, JR., } Agents.

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MEMBERS OF THE NEW YORK AND BOSTON STOCK EXCHANGES.

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(Formerly CHAS. A. SWEET & Co.),

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BOSTON, MASS.

Dealers in Municipal, State and Railroad Bonds.

Bank of Deposit,

84 Devonshire & 20 Water Sts., cor. opp. P.O.
BOSTON.

Interest on deposits subject to check.
Bonds and other investments bought and sold.
Correspondence invited.
Orders executed at Boston and New York Stock Exchanges, of which we are members.

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BANKERS.

Parker & Stackpole,

BANKERS,

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BOSTON.

JOSHUA WILBOUR, BENJAMIN A. JACKSON, CHARLES H. SHELDON, JR. WILLIAM BINNEY, JR.

Wilbour, Jackson & Co.,

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Dealers in Commercial Paper, Government and other first-class Bonds and Securities and Foreign Exchange.

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Buy and sell Government, State, Municipal and Railroad Bonds and Stocks. Investments for Savings Banks a specialty. Correspondence solicited.

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Dealers in all issues of United States Bonds. Investment Securities a specialty. Correspondence invited and full information upon financial subjects furnished

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Geo. B. Hill & Co.,

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Buy and sell all classes of Western Pennsylvania Securities. Correspondence solicited.

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BANKERS AND BROKERS,

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Special attention given to the negotiation of Foreign Bills of Exchange, Collateral Loans and Commercial Paper.

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BALTIMORE,

TRANSACT A GENERAL DOMESTIC AND FOREIGN BANKING BUSINESS.

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BANKERS AND BROKERS,

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INVESTMENT and SOUTHERN SECURITIES a specialty.

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N. Y. Correspondents—McKim Brothers & Co.

Wm. Fisher & Sons,

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And Dealers in Governments, Stocks and Investment Securities,

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Have Western Union wires in their offices, by means of which immediate communication can be had with all commercial points in the country. Especial attention given to purchase and sale of Virginia Consols, Ten-forties, Deferred and all issues of the State, and to all classes of Southern State, City and Railway Securities. Correspondence solicited.

Southern Bankers.

THE CITY BANK OF HOUSTON,

CAPITAL, $500,000,

Houston, Texas.

We give special attention to collections on all accessible points.

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B. F. WEEMS, Cashier. BENJ. A. BOTTS, Pres't.

Thos. P. Miller & Co.,

BANKERS,

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Special attention paid to collections, with prompt remittances at current rates of exchange on day of payment. Buy and sell State of Alabama and City of Mobile Bonds.

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First National Bank,

WILMINGTON, N. C.

Collections made on all parts of the United States

WM. C. COURTNEY, Pres. ERNEST H. PRINGLE, Cash

BANK OF CHARLESTON,

NATIONAL BANKING ASSOCIATION,

CHARLESTON, S. C.

SPECIAL ATTENTION GIVEN TO COLLECTIONS.

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Collections made on all Southern points on best terms; prompt returns.
JOHN P. BRANCH, President.
JOHN F. GLENN, Cash. FRED. R. SCOTT, Vice-Pres't.

THOMAS BRANCH & CO.,
BANKERS AND COMMISSION MERCHANTS
RICHMOND, VIRGINIA.

Virginia Bonds funded under the Funding Act passed by the last Legislature, for ½ per cent commission. New North Carolina 6 per cent bonds, secured by lien on the State's stock in the North Carolina Railroad, for sale.

Western Bankers.

The First National Bank.

GRAND RAPIDS, MICH., Feb. 24, 1883.

The First National Bank, of Grand Rapids, located at Grand Rapids, in the State of Michigan, is closing up its affairs, its corporate existence, having expired on February 24, 1883. All note holders and other creditors of said association are therefore hereby notified to present the notes and other claims against the association for payment.
HARVEY J. HOLLISTER, Cashier.

The Old National Bank
OF GRAND RAPIDS, MICH.

Capital Limit, - - - - - $1,500,000
Capital Paid in, - - - - 400,000

Referring to the foregoing the officers and directors of the OLD NATIONAL BANK OF GRAND RAPIDS, beg leave to announce that on Monday, February 26 inst., they will continue the business of banking in all its branches, at the same place of business, as successor of the First National Bank of Grand Rapids.

As substantially the same management will continue in the new organization, with equal capital (which will be speedily doubled) it is hoped the generous confidence and patronage so long bestowed upon its predecessor, will be continued to the present institution.

S. L. WITHEY, President.
H. J. HOLLISTER, Cashier.

N. W. Harris & Co.,
INVESTMENT BANKERS,
No. 176 DEARBORN STREET,
CHICAGO, ILL.

BONDS, State, County, City, Town, School and Car Trust Bought and Sold.

The funding of entire issues receives special attention. Write us if you wish to buy or sell.

Montana National Bank,
HELENA, M. T.
UNITED STATES DEPOSITORY.

Capital, - - - - - - - - - $250,000

C. A. BROADWATER, Pres't. A. G. CLARKE, V.-Pres't.
E. SHARPE, Cashier.

C. F. PENZEL, President. { STATE BANK, Incorporated 1875. } C. T. WALKER, Cashier.

German Bank,
LITTLE ROCK, ARK.

CAPITAL (Paid-in) - - - - - - $75,000
SURPLUS, - - - - - - - - - - 25,000

Prompt attention given to all business in our line. N. Y. CORRESPONDENTS—Donnell, Lawson & Co. and the Metropolitan National Bank.

ESTABLISHED 1871.
P. F. KELEHER & CO.,
305 OLIVE STREET, ST. LOUIS,
Dealers in Western Securities.

Defaulted Bonds of Missouri Kansas and Illinois Specialty. Good Investment Securities, paying 4% to 10 per cent, for sale.
References in New York, by permission, Clark Dodge & Co., 51 Wall St.; Hatch & Foote, 12 Wall St. References in St. Louis, Banks generally.

THOS. M. THORNTON. WM. W. THORNTON, Cash.
W. F. THORNTON & SON,
(Established 1859.)
BANKERS AND BROKERS,
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Collections made in Shelby and adjoining Counties and Proceeds remitted on Day of Payment.
REFERENCES—National Bank of Commerce, New York. Union National Bank, Cincinnati. Third National Bank, St. Louis. Traders' Bank, Chicago. Indiana Banking Company, Indianapolis.

George Eustis & Co.,
BROKERS
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DEALERS IN
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Buy and Sell on Commission, for cash or on margin, all securities dealt in at the New York Stock Exchange.
Interest allowed on daily balances.
All deposits subject to check at sight.
Particular attention to orders by mail or telegraph.

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Investment Bonds.

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51 Exchange Place.
INVESTMENT SECURITIES.
City, Railroad, Gas, Electric Light and Miscellaneous Stocks and Bonds.

Trust Companies, &c.

Bonds of Suretyship.
FIDELITY & CASUALTY CO.
OF NEW YORK.

Assets.....$400,000 00
Capital invested in U. S. Bonds..... 250,000 00
On deposit with Insurance Department.. 100,000 00

Officials of Banks, Railroads and Transportation Companies, Managers, Secretaries and Clerks of Public Companies, Institutions and Commercial firms, can obtain security from this Company, at moderate charges.
The bonds of this Company are accepted by the courts of the State of New York.
Full information as to details, rates, &c., can be obtained on application to head office, 179 Broadway, N. Y.
WM. M. RICHARDS, Prest. JOHN M. CRANE, Sec'y.
H. BLACK and W. HARVEY LEE, Inspectors.
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Bonds of Suretyship.
NO OTHER BUSINESS.
The Guarantee Co.
OF NORTH AMERICA.

Cash Capital..... $300,000
Cash Assets..... 4'0,000
Deposit with Insurance Department..... 214,000

President: SIR. ALEX. T. GALT. Vice-President: HON. JAS. FERRIER.
Managing Director: EDWARD RAWLINGS.
NEW YORK OFFICE:
No. 178 BROADWAY.
D. J. TOMPKINS, Secretary.

NEW YORK DIRECTORS.—Joseph W. Drexel, A. L. Hopkins, H. Victor Newcomb, John Paton, Dank Torrance, Edw. F. Winslow, Erastus Wiman.

Metropolitan Trust Co.,
17 Nassau St., New York.
PAID UP CAPITAL, $1,000,000.

Designated as a legal Depository by order of Supreme Court. Receive deposits of money on interest, act as fiscal or transfer agent, or trustee for corporations and accept and execute any legal trusts from persons or corporations on as favorable terms as other similar companies.
THOMAS HILLHOUSE, President.
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STOCKS and BONDS
At Auction.

The Undersigned hold REGULAR AUCTION SALES of all classes of
STOCKS AND BONDS
ON
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Welles Building.

Some offices, both large and small, suitable for Banking, Insurance, Brokers, Lawyers, and other business purposes, are still unlet in this magnificent building, situated on Broadway and Beaver Street opposite Bowling Green. This building is so thoroughly fire-proof that the owner has no insurance thereon whatever. The boiler-room is outside and separate from the building, which avoids all danger from explosion. Every office is well lighted and ventilated, and the plumbing work is on an entirely new system, and so constructed as to exclude sewer gas and noxious odors of every kind and every office is abundantly supplied with pure spring water from an artesian well on the premises. For rent and particulars apply in said building to
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Of Building, No. 18 WILLIAM ST.,
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OPPOSITE SITE OF NEW COTTON EXCHANGE
Suitable for Insurance, Banking or Cotton Brokers office. Apply at Room 6, 18 William Street.

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A. W. Beasley & Co.,
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We offer a large line of CHOICE Railroad SIX PER CENT bonds on desirable terms to buyers and investors.

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TRUST COS.' STOCKS.
Bank Stocks. Insurance Stocks.

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Railroad Securities a Specialty.

Intimate knowledge of all for past fifteen years. Information cheerfully given. Investors or dealers wishing to buy or sell are invited to communicate. All stocks dealt in at New York Stock Exchange carried on margins.

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16 Court St, BROOKLYN. 31 Pine St., NEW YORK.
CITY BONDS, GAS STOCKS, RAILROAD STOCKS

County, City & Town Bonds of West. States
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St. Joseph & Pacific RR. Bonds.
City of St. Joseph, Mo., Old Bonds.
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Brooklyn Elevated RR. Securities.
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OFFERS FOR SALE

5 per cent 20-year Bonds, $1,000 each,

SECURED BY FIRST MORTGAGES ON IMPROVED FARMS.

Guaranteed, Principal and Interest, by its

CAPITAL STOCK OF $1,000,000.

Interest Coupons payable July 1 and Jan. 1.

Bonds registered to order or payable to bearer at option. These bonds are commended to the attention of the most conservative investors, as they are believed to be as perfect a security as can be obtained.

A pamphlet with full information will be sent on application to the company's office.

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CHARLES L. FLINT.

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ELISHA ATKINS, JOHN WEBSTER,
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CHARLES L. FLINT, President.
J. F. F. BREWSTER, Treasurer.

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AND

208 MONTAGUE ST., BROOKLYN.

GAS STOCKS

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GAS SECURITIES,

Street Railroad Stocks and Bonds,

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DEALT IN.

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Member N. Y. Stock Exchange.

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FIRST-CLASS RAILROAD BONDS,

PAYING

5 Per Cent to 7 Per Cent

PER ANNUM ON AMOUNT INVESTED,

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DEFAULTED SECURITIES

taken in payment at full market rates, when desired.

8% First Mortgages

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WORTH THREE TIMES THE LOAN.

For security, profit, income and area, these afford the most desirable income security in existence. These investments are made under our personal supervision, and are only to be obtained during the Winter Months. Send for circular.

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E. S. Bailey,

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Investors Attention.

$200 TO $20,000.

SEVEN PER CENT

Semi-Annual Interest Net to Investor.

SECURITY ABSOLUTE.

First Mortgages on Improved Property in Kansas City, and good farms in Kansas and Missouri, worth from three to five times the amount of the loan. For particulars and references address,

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Farm Mortgage Co.,

LAWRENCE, KANSAS,

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EIGHT PER CENT

Canon City (Col.) Water Co. Bonds

At Par and Accrued Interest; business growing; earned about double interest charges in 1882.

AUSTIN GALLAGHER,

Room 62, DREXEL BUILDING.

Interest and Dividends.

OFFICE OF THE ST. PAUL MINNEAPOLIS & MANITOBA RAILWAY CO.—63 WILLIAM ST., NEW YORK, April 12, 1883.

At a meeting held this day, the Board of Directors, for the purpose, in effect, of reimbursing to and dividing among the stockholders the cost and value, to the extent of $9,000,000, of large and valuable properties and lines of railway recently acquired by the Company and not covered by its existing mortgages, and of extensive improvements and additions to its other properties, conferred upon its stockholders of record May 1, 1883, the privilege of acquiring Consolidated Mortgage 6 per cent 50-year Gold Bonds of the Company, of a new issue, to the amount of 50 per cent of their holdings, at the price of 10 per cent of the par value thereof, payable on the 1st of May, 1883. On payment of the 10 per cent, scrip receipts will be issued therefor to the stockholders, exchangeable on and after July 1, 1883, for the said bonds, upon presentation at this office in amounts of $1,000 or multiples thereof.

The usual quarterly dividend of 2 per cent was also declared, payable in cash on the 1st of May next.

For both purposes the transfer books will be closed Friday, April 20, 1883, at 3 p. m., and will be re-opened May 5, 1883, at 10 a. m.

JAMES J. HILL, President.

THE LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.,
TREASURER'S OFFICE,
GRAND CENTRAL DEPOT,
NEW YORK, March 27, 1883.

The Board of Directors of this Company have this day declared a QUARTERLY DIVIDEND of TWO PER CENT upon its capital stock, payable on TUESDAY, the FIRST DAY OF MAY NEXT, at this office.

For the purpose of this dividend, and also for the annual meeting of the stockholders for the election of directors, &c., which is to be held on the 2d day of May next, the transfer books will be closed at 3 o'clock P. M. on FRIDAY, the 30th inst., and will be reopened on the morning of Friday, the 4th day of May next.

F. W. VANDERBILT,
Acting Treasurer.

OFFICE OF THE HOMESTAKE MINING COMPANY, 18 WALL STREET, NEW YORK, April 12, 1883.

DIVIDEND NO. 56.

The regular Monthly Dividend of Forty Cents per share has been declared for March, payable at the office of the transfer agents, Lounsbery & Haggin, 18 Wall Street, on the 25th inst.

Transfer books close on the 20th inst.

LOUNSBERY & HAGGIN, Transfer Agents.

THE LONG ISLAND RAILROAD COMPANY, April 7, 1883.—The Board of Directors have this day declared a quarterly dividend of ONE PER CENTUM upon the capital stock of this Company, payable the first day of May next, at the office of the Corbin Banking Co., 115 Broadway, New York. The transfer books will close Friday, April 20, and reopen Wednesday, May 2, 1883.

F. W. DUNTON, Treasurer.

OREGON RAILWAY & NAVIGATION COMPANY,
NEW YORK, April 11, 1883.

THE QUARTERLY DIVIDEND OF TWO AND ONE HALF PER CENT (2½) will be payable May 1, 1883, at the office of the Farmers' Loan & Trust Company. The transfer books close April 29 and reopen May 5, 1883.

T. H. TYNDALE, Assistant Secretary.

NORTHERN PACIFIC RAILROAD COMPANY.—TREASURER'S OFFICE, No. 17 BROAD ST., NEW YORK, April 14, 1883.

Coupons of the Missouri Division Bonds of this Company, due May 1 prox., will be paid upon presentation at this office on and after that date.

ROBERT LENOX BELKNAP,
Treasurer.

Safe Deposit Companies.

Safe Deposit Vaults

OF

The National Park Bank

OF NEW YORK,

214 & 216 BROADWAY.

ENTRANCE THROUGH THE BANK.

Bankers' Safe Deposit Co

UNITED BANK BUILDING,

Cor Wall Street and Broadway.

SAFES

OF MOST APPROVED CONSTRUCTION FOR

Bankers, Brokers, Merchants, &c.

DEPOSIT YOUR SECURITIES

IN THE

State Safe Deposit Vault,

Cor. William St. & Exchange Place,

Under the National Bank of the State of New York.

BURGLAR AND FIRE PROOF.

Financial.

Albert E. Hachfield,

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WANTED:

Indianapolis & St. Louis 1sts.

Joliet & Northern Indiana 1sts.

Cincinnati Hamilton & Dayton Bonds.

Missouri Kansas & Texas Scrip.

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No. 7 WALL STREET, NEW YORK.

TEXAS RAILWAYS,

BONDS, LANDS, &c.

Desirable Texas Securities for Investment constantly on hand.

H. L. Grant,

No. 145 BROADWAY

NEW YORK.

CITY RAILROAD STOCKS & BONDS

BOUGHT AND SOLD.

See quotations of City Railroads in this paper.

Central Trust Company

OF NEW YORK.

15 Nassau St., Cor. of Pine St.

CAPITAL, $1,000,000 in U. S. Bonds.

With $1,000,000 SURPLUS.

Allows interest on deposits, returnable on demand, or on specified dates.

Is a legal depository for money paid into Court. Is authorized to act as Executor, Administrator, Guardian, or in any other position of trust.

Also as Registrar or Transfer Agent of Stocks and Bonds, and as Trustee for Railroad Mortgages.

HENRY F. SPAULDING, President.
FREDERICK P. OLCOTT, } Vice-Presidents.
B. B. SHERMAN, }
C. H. P. BABCOCK, Secretary.
GEORGE SHERMAN, Assistant Secretary.

BOARD OF TRUSTEES.

CLASS OF 1884.	CLASS OF 1885.	CLASS OF 1886.
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Fred'k H. Cossitt,	I. N. Phelps,	George W. Lane,
Jac'b D. Vermilye,	Jno. Thorne,	Benj. B. Sherman,
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HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

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THE WHEAT OUTLOOK.

So much in the future depends upon the current and prospective wheat supply and crop prospects, that every succeeding report or suggestion bearing upon either point finds believers. The truth is that just at this period the surplus of last year's yield and the starting of the new winter wheat, are both of them problems of more or less uncertainty, and so the market fluctuates at every new rumor. Now, however, each successive day is serving to clear up some of the doubt which has hitherto prevailed.

As to the condition of winter wheat, we have this week the report of the Agricultural Department at Washington, giving the appearance as it was on or before the first of April. The figures issued represent of course the situation previous to the warmer weather in the West and before the rainfall in California, and cannot be taken as establishing much, except that the crop is unusually backward. The Department states, however, with regard to the Western States "that the most observing re-"porters have examined the roots, and in many cases "found them healthy while the plants are brown;" and then it adds "that there is good reason for "believing that the real condition is less unpromising "than it seems." With these suggestions it gives the appearance in leading States as follows. We have added figures for previous years on April 1 and June 1, made up by us from the reports of the Department for the years specified.

Winter Wheat.	1883.	1882.		1881.		1880.	
	April.	*April.*	*June.*	*April.*	*June.*	*April.*	*June.*
New York.....	101	87	84	102	81	95	98
Pennsylvania	95	95	99	67	93	100	102
Ohio.....	70	97	99	91	88	106	104
Kentucky.....	84	96	103	80	84	104	85
Indiana.....	75	105	103	85	67	103	104
Michigan.....	93	103	103	80	49	94	98
Illinois.....	85	102	98	67	42	89	105
Missouri.....	83	110	110	96	79	96	94
Kansas.....	70	110	113	111	99	93	72
California.....	62	95	77	96	78	101	110
Av'ge whole country..	80	104	100	85	76	98	94

Taking these figures as a guide, the present outlook for winter wheat would be pronounced the worst in the record; for even in 1881 the average start for the whole country was given at 85 against 80 now. But such a conclusion is not by any means warranted, for, as already stated, the main fact and almost the only one reflected by the report for this year is that the crop is unusually backward. Comparing with a year ago, the month of March affords a striking contrast; then the weather was mild and forcing, this season it has been cold and wintry. On the first of April, 1882, the Department stated that in the West a "condition of forwardness, luxuriant growth and good "color characterize the status of the growing crop." At the same date now the plant had absolutely made no growth, even where it was not covered with snow. The well known facts should be added however, that since the date of this report, California has had satisfactory rains, and as may be seen in our breadstuffs report to-day, the prospect is now favorable for a crop in that section larger than the last one; while in the West the weather has become much more seasonable, and under this change, the plant is already showing that the injury done has at least been greatly over-estimated.

With regard to the extent of last crop and the surplus still left over, more recent developments fully confirm all we said on the 24th of February in our article, pages 205-6, on that subject. The conclusions reached by our investigations at that time were (1) that farmers held at that date more wheat than at the same date of 1881; (2) that our surplus for export for the fiscal year ending July 1, 1883, would equal the total for 1880-81, when it was about 180 million bushels of wheat and flour; and (3) that the crop raised last summer must have been at least 525 million bushels. Since then wheat has come into the Western cities and flowed out of California with a rapidity scarcely ever before equaled at this season of the year, and although the exports have been large, stocks have

accumulated. The arrivals at the eight Western Lake and River ports since December 25 up to April 7 have been as follows this year and for the previous four years.

RECEIPTS AT WESTERN LAKE AND RIVER PORTS FROM DEC. 25 TO APR. 7.

	1882-83.	1881-82.	1880-81.	1879-80.	1878-79.
Flour....bbls.	2,777,064	2,169,705	2,413,506	1,573,815	1,862,485
Wheat..bush.	14,824,453	8,876,902	10,151,075	11,717,993	16,032,792
Flour...bush.	12,496,788	9,763,672	10,861,182	7,082,167	8,381,183
Total.....	27,321,241	18,640,604	21,012,257	18,800,160	24,413,975

The result the foregoing table indicates is surprising, as it has been reached under less inducements for rapid marketing this year than existed either of the previous seasons. First, prices (except during the very brief period when the scare with regard to the flood prevailed) have been lower than have ruled the same months of any of the previous years except in 1879; and second, as regards the development of the coming crop, the present season's growth is at this date pre-eminently backward, which would naturally induce the farmer to hold on to his stock of old grain. These receipts appear therefore quite positively to indicate a large surplus still remaining in farmers' hands. And yet it would not be surprising if the rapidity of its being marketed were soon checked by the present low prices, especially as long as the extent of the next harvest is surrounded with so much doubt. If this proves so, it may give us an opportunity to work off our large accumulations of wheat now in sight, which are made increasingly burdensome by the enormous visible supply of corn. These facts, however—especially in view of the excellent weather reports from Europe of late—would seem to give little encouragement to any present speculation in wheat, but prove rather the wisdom of letting our breadstuffs find a market as speedily as possible, at least until the stocks in store are reduced to a condition in which they can be more easily handled.

THE FINANCIAL SITUATION.

There has been very little change in the general outlook throughout the country during the past week. In this city the relief to the money market, so pronounced last week, has continued to make progress, and the speculation in stocks appears to have received a decided, even if a temporary, impulse. Most observers seem to think it a little more permanent than previous spasms of activity, basing their belief on the reasonableness of a reaction from the long-continued dullness and depression in the market, and upon the marvelous railroad earnings now being reported, especially over the great grain carriers from the Northwest to the seaboard.

There is however a less hopeful class, who, from the many failures and defalcations occurring, continue to argue general insolvency, and a speedy and widespread collapse. But this is a very one-sided view of the situation, as we have often shown. Numerous failures are incident to every period of dull and quiet markets. Such times weed out the reckless and uncover treachery. During 1879 and 1880 speculations were almost uninterruptedly successful, and the example of that period and the vast fortunes it has left in the hands of a few, have swelled the crowd ever making haste to be rich. Those years too, were a kind of crystallizing epoch. Railroads combined, consolidated and expanded, and fell under the direction of many individuals who have since simply used them for personal ends, while trades consolidated through exchanges, and the facilities thus secured for transferring the title to produce in bulk, widened the game of chance and gave a power to accumulated capital which it was not slow to use. All this unfortunately has not tended to elevate the moral tone in commercial circles. Seeing others enjoy the fruits of quick accumulations by questionable acts, led many smaller imitators to turn into similar ventures their business capital and trust funds promiscuously, imagining that results like those others had so recently secured, would in all cases follow purchases of stocks and produce. Of course their little plans miscarried. And now as these breaches of trust are brought to light they necessarily disturb our confidence in men, but ought not to weaken confidence in the commercial situation, as they are not accompanied with other important conditions which are needed before there can be any general collapse of credit.

All that is now wanting, is the assurance of good crops as the summer progresses and then business cannot but be substantially advanced. Without that stimulus, there can be no permanent improvement. At present the promise in this respect is more assuring each succeeding week. In another column we have analyzed the first of April report of the Agricultural Department and noted the varying influences since those data were collected. The most decided change in condition is in California where the Department puts it very low, as was undoubtedly the case when its reports were obtained. Since the rains there, the situation is completely reversed, and the crop to-day promises to be larger than a year ago. In the States east of the Rocky Mountains, all that can be said definitely is that the plant is very late in starting, that the weather has greatly improved since the first of April, that farm work is now progressing rapidly, and that even if winter wheat should not be a full crop in a part of the section east of the Mississippi, there is at the moment a hopeful outlook elsewhere for a prosperous farming season.

In the meantime the old crops continue to move very freely. How favorably this feature compares with the movement of a year ago, and what an influence, in very many directions, such a bulk of produce changing hands must have in developing the business of the country, is clearly indicated to-day in our article on railroad earnings. For it is not alone the railroads that are profiting, but the entire community, so far as it is either directly or indirectly connected with the distribution in progress. This more general benefit added to the earnings of the roads themselves, is the peculiarity in the situation which is just now giving a new character and a more permanent look to the upward movement in stocks. As an evidence of such a change, there is undoubtedly an increase of business among the stock commission houses. The movement therefore has not been simply a manipulated one, but has been shared in by the public. Yet, how far it will progress must, as we have seen, depend upon crop development.

Two little bits of news have transpired this week which possess more than the ordinary interest to the investing public. One is the announcement that the Northern Pacific and New York West Shore & Buffalo (when completed) are to be brought into direct connection by means of a fleet of Lake steamers to run between Buffalo, the West Shore terminus, and the terminus of the Northern Pacific on Lake Superior (or, if the Wisconsin Central should be acquired, on Lake Michigan), forming a complete through route from the Pacific to the Atlantic; and the other item of interest is the recording in Baltimore day before yesterday of a mortgage for 2½ million pounds sterling by the Baltimore & Ohio for the purpose of building a branch road from Baltimore north. As to the report about the Northern Pacific through route, it remains to be authenticated, and yet the project seems feasible and would be in furtherance of the plan already published, of carrying wheat from Walla Walla to the East. As to the Baltimore & Ohio, the proposed issue of bonds shows that the

company is determined to carry out its purpose, announced two years ago when it lost control of the Philadelphia Wilmington & Baltimore, to have a line of its own between Baltimore and Philadelphia, from which latter place the Bound Brook route of the Central of New Jersey would afford a direct outlet to New York.

It is to be said, however, that both projects offer only another illustration of how rapidly and in what bewildering variety trunk lines, and parts of trunk lines, are springing up in the territory east of Chicago. It is not long ago that Mr. Vanderbilt said there were five trunk lines and only business for three. Yet we now find that at the New York end, instead of only the Erie, the Central and the Pennsylvania with independent outlets to the sea, there are in addition the Delaware Lackawanna & Western already in operation, the West Shore nearing completion, and the Baltimore & Ohio just set to work; while at Chicago there has been this week a re-arrangement of percentages in the pool to make room for the entrance of the Nickel Plate into the fraternity of the sacred brotherhood of united lines, and there is not a little alarm at the report (only too well founded) that ere long the Chicago & Atlantic (Erie line) will also invade the enchanted circle, with the further discomforting assurance that one of the fraternity, the Columbus Chicago & Indiana Central, having taken a health invigorator and changed its name, may demand a position more in accord with its youthful spirits. Is it true that the pathway of a trunk-line manager is not strewn with roses? Or are we to believe in full the late rumors with regard to earnings over the existing routes, and that there is to be business for all, both old and new comers, if only rates are sustained? We shall know more about this and can speak with greater certainty when the Railroad Commissioners require the monthly reports of earnings which they promise.

Other rumors of the week have not been important. The lease of the Wabash to Iron Mountain was reported as ratified and then denied; but this denial is qualified by the assertion that the ratification is simply postponed until Mr. J. Pierpont Morgan, who is to reach London to-day, shall have arranged with the foreign creditors of the Wabash. Such an arrangement it would seem can hardly affect, at least to any considerable extent, the business of either road, as both are now under the same control. One thing, however, it would accomplish, and that is, it would put the Wabash legally into the Missouri Pacific system and thus (if we understand the situation rightly) one holding the helm of the Missouri Pacific (or the tin box that contained the majority of the stock of that concern) could control the entire combination. We can fancy that under some circumstances easily imagined such an arrangement would be convenient. One other fact of the week has been the announcement of the payment on the 12th instant of the dividend on the Western Union Telegraph stock, notwithstanding the injunction, through a purchase on that day of the claims for the same and their assignment to Mr. Gould. This act however had no effect on the stock. In fact, the advance in the stock market during the week has not been regular or uninterrupted, but still, as a general rule, there is a material improvement. A feature has been the rise in income bonds of roads that do not yet pay dividends upon the stock and an active inquiry for good mortgage bonds.

As already stated, the supply of money at this centre has continued to increase the past week, and the indications point to additional progress in the same direction. The exchanges at interior points favor a flow of currency this way, and consequently, as will be seen by our statement below, our banks have made further gains. Besides that, there have been small arrivals of gold from Europe. The steamship Donau which arrived on Tuesday afternoon brought $500,000 in American coin to the Bank of British North America, which sum became immediately available, and the Main, which came in on the same day, brought 287,000 francs, or coin reported as such. Then again called bonds have been presented at the Treasury for redemption. Besides the amount which reached the banks last Friday, there were presented this week (Wednesday) $1,100,000, and that, together with other Government disbursements, has also added to the holdings by our banks of lawful money.

The New York Clearing-House banks, according to reports collected by us, have received from and shipped to the interior gold and legal tenders as follows.

Week Ending April 13, 1883.	*Received by N.Y. Banks.*	*Shipped by N.Y. Banks.*	*Net Interior Movement.*
Currency	$2,697,000	$1,326,000	Gain. $1,371,000
Gold	20,000	.....	Gain. 20,000
Total gold and legal tenders	$2,717,000	$1,326,000	Gain. $1,391,000

The above shows the actual changes in the bank holdings of gold and legal tenders caused by this movement to and from the interior. In addition to that movement our City banks have also gained $698,187 by imports of gold or payments on account of the same by the Assay Office, and $1,127,212 by the operations of the Sub-Treasury. Adding these items, therefore, to the above, we have the following, which should indicate the total gain to the New York Clearing-House banks of gold and legal tenders for the week covered by the bank statement to be issued to-day. As, however, the banks last Saturday held considerably more cash (by reason of the heavy payments by the Treasury on the last day of the bank week) than their statement, made up on averages, showed them to hold, it is likely that the gain here given will fall below that recorded in this week's return.

Week Ending April 13, 1883.	*Into Banks.*	*Out of Banks*	*Net Change in Bank Holdings.*
Banks' Interior Movement, as above	$2,717,000	$1,326,000	Gain. $1,391,000
Sub-Treasury operations, net	1,127,212	.....	Gain. 1,127,212
Imp'ts of gold & Assay Office pay'ts	698,187	.....	Gain. 698,187
Total gold and legal tenders.....	$4,542,399	$1,326,000	Gain. $3,216,399

Foreign exchange has, until yesterday, continued firm and advanced half a cent per pound sterling on Monday. One reason for the strong tone was said to be that bankers have been covering bills they sold in March for the purpose of using the proceeds in our loan market. Another reason is that there has been a good demand to remit for securities sold here for European account, and still another is that importers of goods have been buying. The supply of bills until Thursday was very limited, but on that day there were more liberal offerings of commercial sterling and the supply was slightly in excess of the demand. Yesterday it was reported that the Baltimore & Ohio 4½ per cent loan for £2,400,000 had been taken by Messrs. Brown, Shipley & Co. of London, and that drafts will immediately be made against it. As a consequence, exchange weakened, and some of the leading drawers marked the rates down to 4 83½ and 4 86½. Some bankers anticipate a more liberal supply of grain bills in the near future. The speculators in breadstuffs at the West are evidently indisposed much longer to carry their load, inasmuch as the visible supply is large, receipts liberal, ocean freights low, and crop reports improving. This added to the prospect of an early resumption of inland navigation will doubtless induce holders speedily to

market the staple. It is reported that although stocks have been sold here on European account there has been good buying of railroad bonds for shipment to the other side. The following, showing relative prices in London and New York of leading securities at the opening each day, would indicate that there is a fair profit in the export of some of our dividend properties.

	April 9.		April 10.		April 11.		April 12.		April 13.	
	Lond'n prices.*	N.Y. prices	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S.4s,c.	119·79	119¾	119·80	119⅝	119·67	119⅝	119·80	119⅞	119·80	119¾
U.S.3½s	103·51	102¼	103 35	102	103·35	101	103·35	101	103 10	101
Erie.....	38·15	38⅜	38·75	38¾	39·00	39	39·00	38¾	39 12	38⅞
2d con.	98·17	97⅜	98 47	97½	98·47	97¾	98·96	97¾	98·96	98¼
Ill. Cent.	147 50	147	147·71	147	147 71	147	147·95	147	147·95	147
N. Y. C..	127·03	127	127 47	127½	128·21	127⅝	128·33	127¾	128·45	127⅞
Reading	27 45†	55⅜	27·78†	55¾	28·02†	56⅛	28·02†	55⅞	28·03	56
Ont.W'n	26·48	26½	26·56	26¼	26·81	26¼	27 05	26⅞	27·30	27
St. Paul	102·78	103¼	104·07	103⅞	104·89	104½	104·56	104½	104·89	104⅛
Exch'ge. cables.	4·86		4·87⅛		4·87⅛		4·87⅛		4·87⅛	

*Expressed in their New York equivalent.
†Reading on basis of $50, par value.

Government bonds continue strong for the long-date issues, which are comparatively scarce, and any urgency in the demand causes a sharp advance, as was noticed early in the week, when the 4s readily moved upward on the small purchases reported at the Board.

The Bank of England rate of discount remains unchanged at 3 per cent. The Bank lost £442,000 bullion during the week and £97,000 on balance on Thursday and Friday, but the proportion of reserve to liabilities was increased 2 per cent. The Bank of France reports a decrease of 3,475,000 francs gold and of 10,775,000 francs silver, and the Bank of Germany, since the last return, has lost 1,720,000 marks. The following indicates the amount of bullion in the principal European banks this year and last.

	April 12, 1883.		April 13, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England.....	21,948,873	.....	23,420,315	.....
Bank of France.....	39,696,969	41,705,632	34,807,930	15,722,212
Bank of Germany	7,906,500	23,719,500	6,899,750	20,699,250
Total this week.....	69,552,342	65,425,132	65,127,995	66,421,462
Total previous week.....	69,516,156	65,355,73-	64,947,042	66,240,418

The Assay Office paid out $83,871 for domestic and $198,187 for foreign bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
April 6...	$360,119 76	$30,000	$37,000	$252,000	$41,000
" 7...	219,174 63	13,000	12,000	158,000	37,000
" 9...	400,247 30	23,000	35,000	288,000	54,000
" 10...	271,722 33	40,000	10,000	190,000	31,000
" 11...	402,301 54	42,000	13,000	244,000	103,000
" 12...	288,405 48	28,000	13,000	202,000	45,000
Total.	$1,941,971 04	$176,000	$120,000	1,334,000	311,000

RAILROAD EARNINGS IN MARCH, AND FROM JANUARY 1 TO MARCH 31.

The statement of earnings for March is the best that it has been our privilege to record for fully a year past. The increase on the 66 roads reporting (observe the large total of 51,622 miles which they embrace) is over 3¾ million dollars, equivalent to 17 per cent, and there are but five roads altogether that report a decrease from 1882. The showing is especially satisfactory, because the comparison is with a year which also recorded a large increase—22 per cent; for although last year railroads suffered considerably on account of the deficient crops of the season of 1881-2, the weather was so mild then that they did not experience the customary interruptions to business so frequently incident to the month under review. Taking the March statements for a number of years past, as published by us, we find that in 1880 there was an increase of 28 per cent on 1879, in 1881 an increase of 9 per cent on 1880, in 1882 an increase of 22 per cent on 1881, and now in 1883 an increase of 17 per cent on 1882. It will be seen that the increase is continuous and large, the only pause in the upward movement having occurred in 1881, when the winter was one of the worst ever known. In part the increase is due to a larger mileage operated, but only in part, since new mileage usually affords only a thin traffic for many years.

Of course, the influence which contributed more than anything else to the present year's good results was the excellent harvests secured last summer and autumn. The drawback to a free export movement of grain which the high prices ruling in the early months of the year offered, was in a measure removed in March, while a further stimulus to shipments also existed in very low and declining rates for ocean freights. Then again the receipts at the Western markets over the roads to the producing districts were also unusually heavy, and as the Western cities already held such large stocks the new receipts were to a great extent forwarded to the seaboard at once. It goes without saying that the great east-and-west lines were benefitted by this state of things. It was quite generally remarked that the large freight movement from Chicago eastward, as reflected in the weekly statements of the tonnage of the pool lines, was a matter of surprise, in view of the early opening of the water route, but it is clear that the increased tonnage was the result of the conditions we have mentioned. We have none of the leading trunk lines in our table, but reports supposed to be semi-official represent their business as unprecedented, and statistics, so far as we have any, seem to confirm such rumors. As to Western roads, their earnings are given in our table below, and the figures speak for themselves. But to appreciate the influence of the grain movement upon their business one must examine the returns of that movement. The following table shows the receipts of flour and grain at the principal Western centres for four weeks in March this and last year.

RECEIPTS OF FLOUR AND GRAIN FOR FOUR WEEKS ENDED MAR. 31.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago—						
1883	289,130	659,988	5,766,653	2,191,691	577,325	241,456
1882	143,906	310,072	995,643	1,124,803	249,965	26,310
Milw'kee—						
1883	225,523	548,027	127,960	259,492	476,670	55,494
1882	198,147	444,945	287,250	164,465	209,261	26,462
St. Louis—						
1883	151,935	638,883	3,907,560	499,878	328,020	25,070
1882	117,537	391,584	801,741	465,776	33,100	11,805
Toledo—						
1883	8,218	877,495	768,496	92,599	7,940	7,196
1882	1,963	144,693	281,342	12,368	4,500	102
Detroit—						
1883	19,976	764,223	412,473	78,294	110,978	386
1882	24,288	97,178	101,258	55,424	41,687	2,917
Cleve'd—						
1883	11,038	88,581	138,500	61,175	33,541	.....
1882	10,210	48,550	63,000	102,550	27,425	1,300
Peoria—						
1883	5,335	29,710	1,431,500	780,825	66,900	59,900
1882	4,760	25,875	1,061,200	443,275	50,100	69,100
Duluth—						
1883	.....	103,130	.....	.....	.....	.....
1882	.....	40,000	.....	.....	.....	.....
Total of all						
1883	711,255	3,760,037	12,553,142	3,963,954	1,601,377	389,482
1882	501,114	1,502,897	3,591,434	2,364,661	615,978	133,025
1881 ...	390,230	3,119,649	7,231,017	1,974,367	509,216	130,831

Here we see that besides an increase of 210,000 barrels flour, the grain movement is 14 million bushels larger than in 1882, the total of all kinds of grain this year footing up 22,267,992 bushels, against only 8,217,046 bushels in the previous year. But it will be claimed that last year's receipts were unusually small because of deficient crops. True, but that does not alter the fact that this year's movement is in itself large, irrespective of any comparison with 1882. We have purposely added a line at the end of the table to show what the receipts

were in the same weeks of 1881. That year's movement represents, it will be remembered, the largest crop season (that of 1880) that we have ever had. Yet we find that although the flour receipts were almost as large then as in the present year, the total of the grain receipts is fully 9 million bushels less, the aggregate being only 12,955,157 bushels, against the 22,267,992 bushels this year.

Chicago and St. Louis, the head centres respectively of the Northwest and the Southwest, are the points showing the heaviest arrivals of breadstuffs, even as the roads to those cities make the greatest increase in earnings. Corn receipts at Chicago, for example, are 5¾ million bushels this year, against less than a million in 1882, and at St. Louis pretty nearly four millions, against but little over three quarters of a million in 1882. If now we bear in mind how this large grain movement must have contributed towards infusing life and activity into all other branches of trade in those sections, and recollect that in the South there was a cotton movement double that of a year ago, and further that a good deal of freight in different parts of the country which had been delayed by snow, ice and floods in February came forward in March, we will be able to understand the favorable exhibit made by the following table, showing earnings and mileage of each road in March.

GROSS EARNINGS AND MILEAGE IN MARCH.

Name of road.	Gross Earnings.			Mileage.	
	1883.	1882.	Increase or Decrease.	1883.	1882.
	$	$	$		
Burl. Ced. Rap. & No.	252,913	224,107	+28,806	690	620
Central Iowa	115,826	89,677	+26,149	244	244
Central Pacific	2 021,000	1,969,737	+51,263	2,941	2,817
Chesapeake & Ohio	270,675	215 444	+55,231	512	429
Chicago & Alton	671,576	588,700	+82,876	847	847
Chic. & Eastern Ill.	139,936	136,421	+3,565	240	240
Chic. & Gr. Trunk†	246,309	184,933	+61,376	335	335
Chic. Milw. & St. Paul.	2,044,000	1,561,386	+482,614	4,528	4,223
Chicago & Northwest.	2,059,700	1,672,931	+386,769	3,580	3,221
Chic. St. P. Minn. & O	415,800	413,200	+2,600	1,170	1,013
Chic. & West Mich.*	95,281	84,252	+11,029	405	367
Cin. Ind. St. L. & Ch.	229,610	201,723	+27,887	363	363
Cleve. Ak. & Col.	47,467	44,140	+3,327	144	144
Col. Hock. Val. & Tol	244,463	205,936	+38,527	322	322
Denv. & Rio Grande.	521,600	521,500	+100	1,160	1,062
Des Moines & Ft. D.*	23,060	23,386	−326	138	87
Detroit Lans'g & No.	137,803	138,298	−495	225	225
Eastern	265,766	253,700	+12,066	283	283
East Tenn. Va. & Ga.	321,648	246,109	+75,539	1,100	900
Eliz. Lex. & Big. San.	52,994	31,416	+21,578	130	130
Evansv. & T. Haute.	67,429	66,422	+1,007	157	157
Flint & Pere Marq.	231,034	196,814	+34,220	355	345
Grand Trunk of Can.†	1,305,805	1,206,768	+99,037	2,322	2,225
Gr. Bay Win. & St. P.	39,104	35,666	+3,438	225	219
Gulf Col. & Santa Fe.	141,104	78,985	+62,119	432	373
Hannibal & St. Jos.	228,410	185,368	+43,042	292	292
Illinois Central (Ill.).	555,858	518,673	+37,185	928	919
Do (Iowa lines).	198,176	167,554	+30,622	402	402
Do (South. Div.)	352,824	309,247	+43,377	578	578
Ind. Bloom. & West.	268,801	204,539	+64,262	684	544
Kan. City Ft. S. & Gulf*	120,193	90,219	+30,274	365	340
Lake Erie & Western.	125,107	99,168	+25,939	385	385
Little Rock & Ft. S.	47,327	36,706	+10,621	168	168
Little Rk. M. R. & Tex.	32,006	15,950	+16,056	170	154
Long Island	162,090	146,177	+15,913	328	328
Louisville & Nashv.	1,135,507	1,068,834	+66,673	2,071	2,028
Memphis & Char'ton.	101,820	82,964	+18,856	330	330
Milw. L. Sh. & West.	79,086	75,268	+3,818	326	276
Missouri Pacific.	857,832	556,121	+301,711	979	878
Central Branch	143,419	79,952	+63,467	388	388
Intern'l & Gt. No.	321,129	266,666	+54,463	775	775
Mo. Kan. & Texas.	634,901	472,047	+162,854	1,296	1,197
St. L. Iron Mt. & So.	632,228	585,008	+47,220	816	723
Texas & Pacific.	526,901	343,442	+183,459	1,387	1,138
Mobile & Ohio	180,113	148,166	+31,947	528	528
N. Y. & New Engl'nd.	284,868	265,222	+19,646	394	394
Norfolk & Western.	203,158	174,769	+28,389	458	428
Northern Pacific	583,400	373,141	+210,259	1,701	972
Ohio Central	74,106	63,557	+10,549	212	212
Ohio Southern	33,614	26,841	+6,773	128	128
Peo'a Dec. & Evansv.	55,850	64,364	−8,514	254	254
Rich. & Danville.	352,414	339,467	+12,947	757	757
Char. Col. & Aug.	84,043	69,106	+14,937	308	308
Columbia & Gr'v.	88,021	73,182	+14,839	296	296
Virginia Midland.	123,380	112,199	+11,081	353	353
West. No Carolina.	26,167	18,548	+7,619	190	165
St. L. A. & T. H. m. line.	126,024	101,747	+24,277	195	195
Do do (branches).	78,738	75,862	+2,876	121	121
St. Louis & Cairo.	31,070	32,376	−1,306	116	116
St. Louis & San Fran.	351,689	274,960	+76,729	720	661
St. Paul & Duluth.	85,223	63,535	+21,688	209	194
St. Paul Minn. & Man.	729,813	531,004	+198,809	1,230	912
Scioto Valley	45,130	41,252	+3,878	132	132
Union Pacific	2,335,000	2,226,832	+108,168	4,180	3,663
Wab. St. Louis & Pac	1,479,236	1,313,776	+165,460	3,518	3,448
Total	25,836,925	22,085,760	+3,751,165	51,622	47,301
Oregon R'way & Nav.	418,100	420,385	−2,285	.....	.....
Total	26,255,025	22,506,145	+3,748,880	.....	.....

* Three weeks only of March in each year.
† For the four weeks ended March 31.

It needs but a glance at this statement to see that in point of improvement on last year the roads in the Northwest have again resumed—as indeed appears only natural they should when one sees the figures further above—the leading position which they so long held, but which in several of the months immediately preceding had been temporarily usurped by the roads in the Southwest. A gain of $482,614 on the St. Paul and $386,769 on the Northwest certainly reflects a large measure of growth from one year to another in any contingency, but when it is coupled with the gain of $644,397 and $494,136 respectively that was made in 1882 over 1881, the magnitude of the increase becomes more apparent. It is not to be denied that the increase in 1882 over 1881 was larger than it would have been had not the roads the latter year been blockaded by snows; but even after allowing for that fact a large gain remained. The truth is, the increase of business and earnings in the Northwest during the last few years has been simply marvelous. To show this, we have selected five of the leading roads in that section, and give below their earnings for four years past. The comparison is extended to 1880, in order to avoid any objections that may exist to using 1881 alone on account of the bad weather prevailing then.

March Earnings.	1883.	1882.	1881.	1880.
	$	$	$	$
Burl. Cedar Rap. & North.	252,913	224,107	148,551	188 325
Chicago Milwaukee & St. P.	2,044,000	1,561,386	916,989	90),675
Chicago & Northwestern.	2,059.700	1,672,931	1,178,795	1,361.725
Chicago St. Paul Min. & Om.	415,800	413,200	251,619	259,783
St. Paul Minneapolis & Man.	729,813	531,004	320,962	261.797
Total	5,502,226	4,402,628	2,816,946	2,972,305

These five roads earned in March, 1880, $2,972,305, but lost $160,000 of it in 1881; in 1882 they gained pretty nearly $1,600,000, and have now further gained $1,100,000 in 1883, making the total gain between 1880 and 1883 over 2½ million dollars. In other words, earnings have risen from $2,972,305 to $5,502,226—or over 85 per cent—in the short period of three years. Every road shows larger March earnings this year than in any other. These roads, however, lie wholly in the Northwest. When we come a little further east and examine roads like the Illinois Central, Chicago & Eastern Illinois and Cincinnati Indianapolis St. Louis & Chicago, we find a much more moderate ratio of increase, though there is continuous growth all the same. The Illinois Central (Illinois line) earnings of $555,858 this year compare with $460,074 in 1880, and the Cincinnati Indianapoli St. Louis & Chicago earnings of $229,610 compare with $198,220.

After Northwestern roads, chief position must be assigned to the Southwestern systems for their gains during the last three years, but neither in amount nor in percentage do these approach the former, as the sub joined table will show. The Missouri Pacific proper is not embraced in the statement, because its figures for the earlier years are not in our possession.

March Earnings.	1883.	1882.	1881.	1880.
	$	$	$	$
Chicago & Alton	671,576	588,700	529,915	626,473
Hannibal & St. Joseph	228,410	185,368	176,336	216,062
Missouri Pacific lines—				
International & Gt. North.	321,129	266,666	229,944	115,595
Missouri Kansas & Texas.	634,901	472.047	438,343	355,593
St. Louis Iron Mt. & South.	632.228	585,008	701,002	451,560
Texas & Pacific	526 901	343,442	319,928	213.070
St. Louis & San Francisco.	351,689	274,960	269,963	193,146
Total	3,366,934	2,716,191	2,663,451	2,173,414

The Southwestern roads were not affected by bad weather in 1881. Some of the connecting lines—such as the Chicago & Alton and the Hannibal & St. Joseph—were, but south of the Missouri River there was no in-

terruption to traffic operations, and consequently the statement above shows quite an increase in that year in the aggregate of the roads embraced in it, at a time when Northwestern roads had a decrease; but in 1882 Southwestern roads suffered from short crops and also from floods, and their receipts did not rise much above the level of 1881; in the present year therefore their gain is larger. The increase between 1880 and 1883 is $1,193,420, or 55 per cent. In the case of one of the roads, the St. Louis & Iron Mountain, the earnings this year are not the largest of the four.

It is Southern roads, however, that make relatively the least satisfactory showing. This will appear on an examination of the earnings of the four roads given below. The exhibit would be more complete if we could add to it the East Tennessee, the St. Louis & New Orleans, and the Richmond & Danville lines, whose figures for the earlier years are not available.

March Earnings.	1883.	1882.	1881.	1880.
	$	$	$	$
Louisville & Nashville	1,135,507	1,068,834	947,960	612,594
Memphis & Charleston	101,820	82,964	115,644	86,975
Mobile & Ohio	180,113	148,166	230,916	168,302
Norfolk & Western	203,158	174,769	195,650	175,420
Total	1,620,598	1,474,733	1,490,170	1,043,291

After 1881 there is here very little progress, except in the case of the Louisville & Nashville. Both the Memphis & Charleston and the Mobile & Ohio, have smaller earnings this year than in 1881. The diminished cotton movement at Mobile, which shows a further decrease this year (after having sustained quite a heavy decrease in 1882), while all other ports show an increase, probably accounts for the reduced earnings of the Mobile & Ohio; and as to Southern roads in general it may be said that being so largely dependent upon this one class of traffic, the fact that the cotton movement in 1883, though very much heavier than in 1882, was only a trifle larger than in 1881, would preclude any great progress in earnings between the latter year and the present. Below we give our usual table, showing the receipts of cotton at the Southern outports this year and last. We may preface it with the remark that the total of 427,961 bales this year compares with 410,461 bales in 1881, and that Mobile's receipts in that year were 28,318 bales, against only 12,985 bales in the present year.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN MARCH, 1883 AND 1882.

	1883.	1882.	*Difference.*
Galveston.....bales.	72,865	21,986	Inc 50,879
Indianola, &c.	541	409	Inc 132
New Orleans	157,653	52,255	Inc.. ..105,398
Mobile	12,985	14,992	Dec.... 2.007
Florida	1,233	473	Inc 760
Savannah	51,003	33,121	Inc 17,882
Brunswick, &c.	.....	.....	.....
Charleston	38,018	25,629	Inc 12,389
Port Royal, &c.	3,311	1,293	Inc 2,018
Wilmington	6,558	6,197	Inc 361
Morehead City, &c.	1,022	785	Inc 237
Norfolk	61,944	47,740	Inc 14,204
West Point, &c.	20,828	7,356	Inc 13,472
Total	427,961	212,236	Inc 215,725

With March we have the first quarter of the year complete. The gain in percentage on the sixty-seven roads reporting is only about half as great as during March, but considering that in many sections of the West, Northwest, and Southwest, railroads suffered severely in the early months from snows and floods, which seriously interrupted traffic operations, the exhibit is quite satisfactory. There are not a few roads that fail to come up to last year, but under the large increase now being made the number is steadily diminishing. The statement would no doubt make a much larger aggregate increase than it does were the trunk-lines embraced in it, as it is known that they did a heavy business at paying rates and suffered very little from unfavorable weather. The Grand Trunk of Canada, the northernmost of the trunk lines, is the only one that we have of this class of roads, and it records an increase of $371,119, or about 10 per cent, but the increase in freight earnings was heavier than this difference indicates, since passenger receipts fell off somewhat, presumably because of a lighter immigration movement. But the Grand Trunk can hardly be taken as a measure for the trunk lines in the United States, since it shares in our crop movement in a much smaller degree. Its exhibit, however, is useful as reflecting in some measure the improvement that has taken place. The following is our usual table, showing earnings of individual roads.

GROSS EARNINGS FROM JANUARY 1 TO MARCH 31.

Name of Road.	1883.	1882.	*Increase.*	*Decrease.*
	$	$	$	$
Atch. Top. & Santa Fe	3,136,255	3,335,773	.....	199,518
Burl. Cedar Rap. & No.	637,316	702,561	.....	65,245
Central Iowa	273,091	279,061	.....	5,970
Central Pacific	5,192,681	5,529,881	.....	337,200
Chesapeake & Ohio	765,101	603,243	161,861	.....
Chicago & Alton	1,856,500	1,692,427	164,073	.....
Chic. & Eastern Illinois	393,318	409,097	.....	15,779
Chicago & Gr. Trunk	669,879	481,696	188,183	.....
Chicago Milw. & St. Paul	4,661,000	4,372,298	288,702	.....
Chicago & Northwest	4,728,717	4,792,042	.....	63,325
Chic.St.P.Minn.& Omaha	1,010,073	1,073,800	.....	63,727
Chicago & West Mich	290,454	304,195	.....	13,741
Cin. Ind St. L. & Chic	564,904	608,394	.....	43,490
Cleve. Ak & Col	118,962	109,161	9,801	.....
Col. Hock. Val. & Tol.	662,564	596,826	65,738	.....
Denver & Rio Grande	1,373,300	1,417,199	.....	43,899
Des Moines & Ft Dodge*	64,651	88,283	.....	23,632
Detroit Lansing & No.	333,251	367,948	.....	34,697
Eastern	784,230	684,543	99,687	.....
East Tenn. Va. & Ga	958,142	735,566	222,576	.....
Eliz. Lex. & Big Sandy	156,524	86,877	69,645	.....
Evansv. & T. Haute	170,927	179,975	.....	9,048
Flint & Pere Marquette	586,738	528,245	58,493	.....
Grand Tr. of Canada	4,093,188	3,722,069	371,119	.....
Green Bay Win. & St. P.	85,128	87,749	.....	2,621
Gulf Col. & Santa Fe	436,709	262,014	174,695	.....
Hannibal & St. Joseph	588,863	463,660	125,203	.....
Ill. Central (Ill. line)	1,574,085	1,647,602	.....	73,517
Do (Ia. leased lines)	446,942	482,643	.....	35,701
Southern Division	1,161,553	872,680	288,873	.....
Indiana Bloom. & West	719,874	576,118	143,756	.....
Kan. City Law. & South.	337,407	226,435	110,972	.....
Lake Erie & Western	364,870	325,941	38,929	.....
Little Rock & Fort Smith	138,090	108,292	29,798	.....
Little Rk. M. R. & Tex	99,413	57,525	41,888	.....
Long Island	419,737	381,910	37,827	.....
Louisville & Nashville	3,269,242	2,993,676	275,566	.....
Memphis & Charleston	317,816	281,695	36,121	.....
Milw. L. Shore & West'n.	209,060	206,514	2,546	.....
Missouri Pacific	2,211,361	1,577,840	633,521	.....
Central Branch	361,688	209,459	152,229	.....
Int. & Gt. North	956,813	712,673	244,140	.....
Mo. Kansas & Texas	1,673,374	1,268,885	406,489	.....
St. L. Iron Mt. & So.	1,820,267	1,602,505	217,762	.....
Texas & Pacific	1,477,470	945,964	531,506	.....
Mobile & Ohio	568,284	466,431	101,853	.....
N. Y. & New England	774,875	696,325	78,550	.....
Norfolk & Western	594,989	493,000	101,989	.....
Northern Pacific	1,315,476	887,445	428,031	.....
Ohio Central	225,844	207,837	18,007	.....
Ohio Southern	104,550	84,342	20,208	.....
Oregon Railway & Nav.	1,058,400	1,103,058	.....	44,658
Peoria Dec.& Evansville	150,979	188,938	.....	37,959
Richmond & Danville	941,419	915,117	26,302	.....
Charl. Col. & Augusta	248,770	204,349	44,421	.....
Col. & Greenville	254,713	231,022	33,691	.....
Virginia Midland	334,353	282,676	51,677	.....
West. Nor. Carolina	73,814	45,538	28,276	.....
St.L.A.&T. H. main line	364,949	311,128	53,821	.....
Do do (branches)	211,144	198,904	12,240	.....
St. Louis & Cairo	80,098	88,526	.....	8,428
St. Louis & S. Francisco	866,288	776,398	89,890	.....
St. Paul & Duluth	220,193	183,329	36 864	.....
St. Paul Minn. & Man.	1,609,188	1,344,323	264,865	.....
Scioto Valley	114,837	113,213	1,624	.....
Union Pacific	5,911,939	6,171,686	.....	259,747
Wabash St. L. & Pac.	3,857,777	3,678,509	179,268	.....
Total	72,034,408	66,653,534	6,762,776	1381902
Net increase			5,380.874	.....

* Three weeks only of March in each year.

In net earnings, we have returns for February and the two months, and in a few cases where there is more than the usual promptitude, we have figures for March and the first quarter of the year. Barring exceptions in the case of roads in the Northwest most affected by snows, the statement is more favorable on the whole than for a long time past. In the Western section the Chicago Burlington & Quincy makes a very good showing, though being further south it probably suffered comparatively little from the weather as against such roads as the Northwest or Omaha. The loss sustained by the Burlington Cedar Rapids & Northern, on this account, is clearly indicated in its figures in the table below. In the Southwest we have this time been furnished with statements

of the Atchison Topeka & Santa Fe and its auxiliary, the Kansas City Lawrence & Southern Kansas. We find a gain in net in both cases for the three months, February and March this year however being partly estimated. But it is Southern roads pre-eminently that are conspicuous for good net results this time. Our table contains an unusually large number of them, and with one exception they record gains on last year. The exception is the Louisville & Nashville, which has a small decrease; this loses much of its significance however when we remember that the gain last year was very heavy—over 80 per cent on 1881, and furthermore that its business this year was interrupted by the flood. The following table gives gross and net earnings of all roads that will furnish monthly reports for publication.

GROSS AND NET EARNINGS TO LATEST DATES.

NAME.	March.			Jan. 1 to March 31.	
	Gross Earnings	Operating Expenses.	Net Earnings.	Gross Earnings.	Net Earnings
	$	$	$	$	$
Atch. Top. & Santa Fe.. 1883	.....	.....	.....	*3,136 255	*1,316,178
Do do 1882	.....	.....	.....	3,345,783	1,070,890
Kan. City Law. & So.... 1883	.....	.....	.....	*347 407	*173,685
Do do 1882	.....	.....	.....	226,435	107,089
Oregon Railway & Nav. 1883	418,100	225 000	193,100	1,058,400	456,000
Do do 1882	420,385	230,975	189,410	1,103,038	476,142
Richmond & Danville.. 1883	352,414	178,492	173,922	941,419	475,211
Do do 1882	330,467	226,542	112,925	915,117	291,795
Char. Col. & Augusta. 1883	84,043	38,039	46,004	248,750	139,058
Do do 1882	69,160	52 520	16 580	204,349	62,922
Columb. & Greenv'le.. 1883	88,021	36,427	51,594	254,713	129,4 8
Do do 1882	73,182	45,048	28,134	221,024	77,527
Virginia Midland..... 1883	123,780	78,842	44,738	331,353	122,043
Do do 18 2	112,490	72,058	40,441	282,676	70,792
West. Nor. Carolina.. 1883	26,167	17,394	8,773	73,814	26,585
Do do 1882	18,548	19,960 def. 1,312		45 538 def	1,857

NAME.	February.			Jan. 1 to Feb. 28	
	Gross Earnings	Operating Expenses.	Net Earnings	Gross Earnings	Net Earnings
	$	$	$	$	$
Burl. Cedar Rap. & No. 1883	187,001	144,756	42,245	[illegible]	50,082
Do do 1882	225,631	134,326	91,305	478,454	190 420
Central of Georgia.... 1883	334 590	210,457	124,043	645 700	265,837
Do do 1882	299,353	228,839	41,114	602,739	92,057
Chic. Burl. & Quincy... 1883	1,611,021	888,298	722,723	3,236,701	1,530,120
Do do 1882	1,457,300	845,303	611,998	3,116,134	1,381,913
Des Moines & Ft. D.... 1883	21,573	17,439	4,134	41,591	5 427
Do do 1882	32,072	17,877	14,195	64,897	27,394
Houst. E. & W. Texas.. 1883	21,788	8,828	12,960	46,636	27,737
Do do 1882	15,290	....	.....	33,576	.....
Louisv. & Nashv..... 1883	1,015 000	691,917	323,083	2,133,735	726,538
Do do 1882	960,315	588,874	371,441	1,924,842	714 637
Marq. Hough. & On.... 1883	17,000	23,000	df.6.000	39,203	df.23,521
Do do 1882	22,640	24,416	df.1,776	48,041	df. 1,760
Nash. Chat. & St. Louis 1883	195,392	106,336	88,926	392,650	174,243
Do do 1882	174,974	97,604	77,370	345,727	136,915
Norfolk & Western..... 1883	191,344	116,345	74,999	391,831	152,883
Do do 1882	149,659	97,626	52,033	318,231	120,075
Northern Central 1883	486,965	357,153	129.712	9-6,117	2-7,931
Do do 1882	413,551	291,741	121,810	820,919	211,419
Oregon & California.... 1883	57,390	52,310	5,080	139,790	426,180
Do do 1882	.....	.....	.....	.....	.....
Penn. (all lines east of Pitts. & Erie)..... 1883	3.712,215	2,375,521	1,336,694	7,641,572	2 807,752
Do do 1882	3,306,750	2,227,129	1,070,621	6,690,071	2,153,887
Phila. & Erie..... 1883	295 683	198,965	96.718	615,403	201 026
Do do 1882	246,246	182,569	63,677	4 8,978	149,919
Philadelp'a & Reading. 1883	1,453 802	827,767	626,095	3,092,637	1,301,438
Do do 1882	1,290,421	874,329	416,092	2,793,496	1,000,093
Phila.& Read. C.& Iron. 1883	923 319	919 333	3,986	1,874,538	df.6 479
Do do 1882	878,384	856,020	22.564	1,820,975	85,475
South Carolina..... 1883	149,758	79 897	69,861	279,190	128,695
Do do 1882	126,773	67,070	59,703	252,240	114.153
Utah Central..... 1883	98,880	45,132	53,748	198,061	102 374
Do do 1882	129,482	49,504	79,918	239,471	139,069
West Jersey..... 1883	62,055	42,052	20.003	123,875	41,577
Do do 1882	52,915	33,563	19,352	100,903	[illegible]

NAME.	January.			Jan. 1 to Jan. 31.	
	Gross Earnings	Operating Expenses.	Net Earnings	Gross Earnings	Net Earnings
N. Y. L. E. & West 1883	$1,524,869	$1,220 292	$304,577	$1,524,869	$304,577
Do do 1882	1,318,997	1,136,214	182,783	1,318,997	182,783
Oregon Improvem't Co. 1883	240 543	198.429	42.114	240,543	42,114
Do do 1882	230,183	162,237	67,946	230,183	67,946
Union Pacific..... 1883	1,086,735	1,084,813	901,622	1,986,535	[illegible]
Do do 1882	2,186,020	1,416,039	769,981	2,186,020	769,981

* February and March estimated.
† After allowing for $22,000 spent for new iron.

—Mr. Jos. G. Martin, stock broker, 10 State Street, Boston, has compiled a convenient manual showing the debts of the New England and other States, and of Massachusetts cities and principal towns, as well as New England and Western cities. His list comprises over one hundred of the cities of the United States, and gives a detailed statement of the debt and the purposes for which the loan was issued, rate of interest paid, periods of interest payments, and dates at which each loan matures, with full notes of explanation. The introduction says: "The lowest State loans are Connecticut—a half million at 3½ per cent, and Pennsylvania—$2,688,000 at 3½ per cent, both free of all taxes in the State. Pennsylvania asked proposals, January 4, 1882, for a 3½ and 3 per cent loan, running one and a half to ten years; but only $10,000 was taken at the lower figure, and that for the shortest term. State and city securities are now among the most popular of investments; but we need look back less than ten years, however, to find the same class of securities now at so large a premium then selling under par, and some of them largely so. In 1873-74 it was not an easy matter to negotiate a loan of Boston 6 per cents at par; and during those years such bonds sold as low as 96, Cambridge 6's touched 91¼, Bangor (Me.) 6's, 86¼, and Chicago 7's, 92." Mr. Martin has a reputation for statistical work of this character, and his book should meet with a large demand.

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—March 31.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam .	3 mos.	12·41¼ @12·43¾	Mch. 31	Short.	12·08
Amsterdam .	Short.	12 1 @12·2	.....	.....	.....
Hamburg ...	3 mos.	20·62 @20·65	Mch. 31	Short.	20·44
Berlin	"	20·62 @20·65	Mch. 31	"	20·44
Frankfort...	"	.....	Mch. 31	"	20·44
Vienna.....	"	12·10 @12·12½	Mch. 31	"	11·98
Antwerp....	"	25·46¼@25·51¼	....	....	.....
St. Petersb'g	"	23½ @23⅝	....	....	.....
Paris	Short.	25·20 @25·25	Mch. 31	Short.	25·22
Paris	3 mos.	25·41¼@25·47½	....	....	.....
Genoa.....	"	25·55 @25·60	Mch. 31	Short.	25·30
Madrid.....	"	46¼ @46	....	....	.....
Lisbon	"	51⅞ @51 13/16	....	....	.....
Alexandria..	....	.....	....	....	.....
New York...	....	.....	....	....	.....
Bombay	....	.....	....	....	.....
Calcutta ..	....	.....	....	....	.....
Hong Kong..	....	.....	....	....	.....
Shanghai....	....	.....	....	....	.....

From our own correspondent.]

LONDON, Saturday, March 31, 1883.

A moderate supply of money has been seeking employment during the week, and the demand having been rather limited, the quotation for the best three months' bank bills has been 2⅞ per cent. For short loans, owing to the approaching close of the month, and of the financial year, there has been a good demand, and the Bank rate—3 per cent—has been charged. A Stock Exchange settlement has also exercised some influence on the loan market; but as the dividends on the public funds will be distributed towards the close of next week, a return of ease is looked forward to. It is quite true, indeed, that the payment of the dividends has been largely anticipated, and that as soon as it is made, important loans will have to be repaid to the Bank of England; but three per cent is a rate of discount below the average, and cannot therefore be an indication of stringency.

The present quotations for money seem likely to be maintained, and there appears to be no probability of change in either direction. The state of the New York money market, as well as of the exchange, continues to produce anxiety amongst those who are specially interested in money, and this at present is the only disturbing element. It is not expected that the trade demand during the spring and summer months will show any increased proportions, so that should there be no important inquiry for gold on American account, a quiet and easy market should be the result.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

London.	Bank Rate.	Open Market Rates. Bank Bills. Three Months.	Four Months.	Six Months.	Trade Bills. Four Months.	Six Months.	Interest Allowed for Deposits by Joint Stock Banks.	Discount Houses At Call.	7 to 14 Days.
Feb. 23	3½	3 @ —	3 @ —	3 @ —	3½@3¾	3¾@4	2½	2¼	2¾
Mar. 2	3	2⅝@3	2⅝@3	2⅝@3	2¾@3	3 @3½	2	2	2¼
" 9	3	2⅝@3	2⅝@3	2⅝@3	3 @3¼	3⅛@3½	2	2	2¼
" 16	3	2⅝@3	2⅝@3	2⅝@3	3¼@3½	3½@3¾	2	2	2¼
" 23	3	2⅝@2¾	2¾@2¾	2¾@2¾	3 @3½	3 @3½	2	2	2¼
" 30	3	2⅝@3	2⅝@2¾	2½@2⅝	3¼@3½	3¼@3½	2	2	2¼

The Bank of England return for this week shows changes which were very generally expected. The circulation of notes has been augmented to the extent of £328,865, while the stock of bullion shows a falling off of £301,851. The reduction in the total reserve amounts therefore to £630,716, the proportion of reserve to liabilities being 38¼ per cent, against 40⅝ per cent last week. The larger demand for loans is indicated by the fact that the total of "other securities" has been increased by £1,212,651, it being now £25,910,332. The Treasury balance

has been augmented to the extent of £689,711, or to £10,845,936. Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40s mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
	£	£	£	£
Circulation, exclusive bank post bills	25,103,530	25,166,110	25,835,335	26,963,365
Public deposits	10,845,936	10,071,368	10,991,721	11,997,986
Other deposits	22,865,747	24,042,840	25,204,627	25,827,670
Governm't securities	13,361,623	13,366,649	15,362,908	16,960,202
Other securities	25,910,332	24,617,458	22,092,185	22,684,892
Res've of notes & coin	12,965,343	14,666,854	17,022,513	16,722,282
Coin and bullion in both departments	22,318,873	24,882,964	27,857,848	28,635,647
Proportion of reserve to liabilities	38·27	42¾	47	43⅞
Bank rate	3 p. c.	3 p. c.	3 p. c.	3 p. c.
Consols	101¼	101⅜	100⅛d.	98⅛
Eng. wheat, av. price	42s. 2d.	44s. 5d.	43s. 1d.	47s. 3d.
Mid. Upland cotton	5 9/16d.	6 5/8d.	6d.	7 1/16d.
No. 40 Mule twist	9⅜d.	10⅜d.	10d.	1s. 0½d.
Clear'g-house return	72,507,000	100,067,000	93,178,000	66,665,000

With reference to the gold and silver markets, Messrs. Pixley & Abell, under date of March 29, report as follows:

Gold.—There has been a further demand for New York since our last, and £107,000 in coin has been dispatched thither. There were also orders for South America and Holland, and withdrawals from the bank to the extent of £228,000 have taken place to supply all these requirements. On the other hand, £41,000 in sovereigns have been sent in. The arrivals of the week comprise £30,280 from Australia, £49,642 from Central America—total £148,922. The Thibet has taken £25,000 to Bombay.

Silver.—The market has been firmer, owing to inquiries for the East; the Council drafts yesterday having been in better demand, the price rose ⅛d. to 50⅞d. per oz., and the supplies by the Hogarth were placed at this rate. We have received £87,000 from New York, £22,890 from Central America, £41,030 from Buenos Ayres—total, £150,920 The P. and O. steamer Thibet has taken £41,000 to Bombay; the Ballarat does not sail until Saturday; the amount going by her, therefore cannot be known in time for our circular this week.

Mexican Dollars remain as last quoted at 49⅝d. per oz. The steamer for China has been detained, owing to the holidays, and will not leave until the 31st inst.; we cannot, therefore, yet tell the value of the shipments by her to China and the Straits. The incoming royal mail steamer is reported to have about £100,000 on board, and the Ville de Bordeaux, from Vera Cruz, due about the middle of April, is bringing about £144,000.

The quotations for bullion are reported as below:

	Price of Gold.				Price of Silver.	
	Mar. 29.		Mar. 22.		Mar. 29.	Mar. 22.
	s.	d.	s.	d.	d.	d.
Bar gold, fine....oz.	77	9	77	9	50⅞	50⅝
Bar gold, refin'le.oz.	77	10½	77	10½		
Span. doubloons.oz.	73	10½	73	10½	51¼	51⅛
S.Am.doubloons.oz.	73	8½	73	8½	49⅝	49⅝
U. S. gold coin...oz.	76	7	76	7	.....	.....
Bar silver, fine..oz.						
Bar silver, containing 5 grs. gold.oz.						
Mexican dols...oz.						
Chilian dollars..oz.						

Tenders were received at the Bank of England on Wednesday for £400,000 India Council bills, the price obtained being 1s. 7⅞d. the rupee, the whole amount being disposed of. £276,000 in telegraphic transfers were also disposed of at 1s. 7 9-16d. the rupee. During the financial year rupees, 18.08.20.593, realizing £14,708,122, have been sold. In future, the minimum price at which bills will be accepted will not be announced.

The Bank rates of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows. The leading German markets indicate an upward tendency in rates during the week:

Rates of Interest at	March 29.		March 22.		March 15.		March 8.	
	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market
Paris	3	2½	3	2½	3	2½	3	2½
Berlin	4	3	4	2¾	4	2¾	4	2¾
Frankfort	—	2⅞	—	2¾	—	2¾	—	2¾
Hamburg	—	2⅞	—	2¾	—	2¾	—	2¾
Amsterdam	5	4¾	5½	5	5	4¾	5½	5
Brussels	3½	3	3½	3	3½	3	3½	3
Madrid	4½	4½	4½	4½	4½	4½	4½	4½
Vienna	4	3½	4	3½	4	3½	4	3½
St. Petersburg	6	5½	6	5½	6	5¾	6	5¾

At a meeting held this week at Liverpool of the bondholders of the New York Pennsylvania & Ohio Railroad Company, a resolution was passed in favor of confirming the lease to the Erie Company. About 300 bondholders were present, and there was only one dissentient.

Efforts are being made to compel the Government to adopt six-pence as a *minimum* charge for inland telegraphic messages. In the present condition of the finances the Government contend that they are unable to sacrifice any sources of revenue, more especially as the results of the parcels post experiment have yet to be ascertained. The *minimum* charge for messages is now one shilling for twenty words, the address being free; but it is reasonably contended that a shorter message at six-pence would be a great boon to the public. The Government having been beaten by 68 votes to 50, the proposal is to be taken seriously into consideration, and it may be hoped that next year a further improvement in telegraphic facilities will have been accomplished.

The weather has continued very favorable, and it may be safely concluded that the remarkably dry March has done much to repair the losses which seemed inevitable during the earlier winter months. The floods have quickly disappeared, and spring sowing and planting have been carried on, especially during the last two weeks, with great facility. The cold, frosty, dry weather of the last three or four weeks has kept vegetation in check, and if the succeeding months of the season should be equally propitious, satisfactory crops may be anticipated. The wheat trade, in consequence, remains extremely quiet, but no strong desire to sell has been evinced. Prices have not varied, therefore, to any important extent. It may, however, be expected that, during the next few weeks, there will be an increased consumption of bread, as the severity of the weather in March has produced a temporary scarcity.

The following figures show the extent of the imports of cereal produce into the United Kingdom during the first thirty weeks of the season, compared with the corresponding period in the three previous years:

IMPORTS.

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....cwt.	36,695,536	36,001,883	33,834,169	35,977,413
Barley	10,750,029	8,478,443	8,060,684	10,030,657
Oats	8,423,134	5,610,885	5,381,234	8,164,644
Peas	1,299,230	1,016,000	1,393,448	1,323,632
Beans	1,497,765	1,013,573	1,384,949	1,624,595
Indian corn	9,979,144	12,582,736	18,485,558	12,897,647
Flour	10,096,473	5,099,163	7,806,137	6,388,147

SUPPLIES AVAILABLE FOR CONSUMPTION—30 WEEKS.

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat.cwt.	36,695,536	36,001,883	33,834,169	35,977,413
Imports of flour	10,096,473	5,099,163	7,806,137	6,388,147
Sales of home-grown produce	25,959,500	23,057,600	19,557,100	15,914,150
Total	72,751,509	64,158,646	61,197,406	58,279,710
Av'ge price of English wheat for season, qr.	41s. 3d.	46s. 7d.	42s. 6d.	46s. 6d.
Visible supply of wheat in Unit'd St's..bush.	24,000,000	14,500,000	22,900,000	24,226,700

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending April 13:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	50¾	50⅝	50⅝	50⅝	50 9/16	50 9/16
Consols for money	102 7/16	102⅜	102⅛	102½	102 9/16	102 9/16
Consols for account	102 11/16	102⅝	102⅝	102⅝	102¾	102¾
Fr'ch rentes (in Paris) fr.	80·05	79·70	79·27½	79·50	79·77½	79·75
U. S. 5s ext'n'd into 3⅓s	106½	106½	106	106	106	105¾x
U. S. 4½s of 1891	116⅞	117	116⅝	116⅝	116⅝	116¾
U. S. 4s of 1907	123	123¼	122⅞	122¾	122⅞	122⅞
Chic. Mil. & St. Paul	105	106¾	106¾	107¾	107⅜	107½
Erie, common stock	39⅛	39⅜	39⅝	40	39⅞	.....
Illinois Central	151¼	151¾	151¼	152	151¾	.....
N. Y. Ontario & West'n.	27	27⅜	27¼	27⅝	27⅞	28
Pennsylvania	65⅝	66⅛	66⅛	66⅜	66⅝	66¾
Philadelphia & Reading	28⅛	28½	28⅝	28⅞	28¾	28¾
New York Central	130¾	131	130¾	131¾	131⅝	131¾

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State)..100 lb.	12 0	12 0	12 0	12 0	12 0	12 0
Wheat, No. 1, wh. "	8 8	8 8	8 7	8 7	8 9	8 9
Spring, No. 2, n. "	9 3	9 3	9 3	9 3	9 3	9 3
Winter, West., n "	8 4	8 5	8 10	8 10	8 10	8 10
Cal., No. 1 "	9 5	9 5	9 4	9 4	9 4	9 4
Cal., No. 2 "	9 0	9 0	9 0	9 0	9 0	9 0
Corn, mix., West. "	5 9	5 9	5 9	5 9	5 9	5 10
Pork, West. mess..⅌ bbl.	85 0	85 0	85 0	85 0	85 0	85 0
Bacon, long clear, new	53 0	53 0	53 0	53 0	53 0	52 6
Beef, pr. mess, new, ⅌ tc.	95 0	95 0	95 0	95 0	95 0	95 0
Lard, prime West. ⅌ cwt.	57 6	57 6	57 3	57 6	57 9	57 6
Cheese, Am. finest	71 0	71 0	71 0	71 0	71 0	71 0

Commercial and Miscellaneous News

National Banks.—The following national banks have lately been organized:

2,905—The Killington National Bank of Rutland, Vt. Capital, $100,000. Redfield Proctor, President; Edson P. Gilson, Acting Cashier.

2,906—The Farmers' National Bank of Oxford, Pa. Capital, $75,000. James Wood, President; David M. Taylor, Cashier.

2,907—The Roanoke National Bank, Va. Capital, $50,000. E. G. McClanahan, President; P. J. Wright, Cashier.

2,908—The People's National Bank of Barnesville, O. Capital, $50,000. J. S. Ely, President; A. E. Dent, Cashier.

2,909—The Collin County National Bank of McKinney, Texas. Capital, $75,000. Girard A. Foote, President; Wm. L. Boyd, Cashier.

2,910—The Commercial National Bank of Waterloo, Iowa. Capital, $50,000. John D. Platt, President; Frank L. Gilbert, Cashier.

2,911—The First National Bank of Chamberlain, Dak. Ter. Capital, $50,000. David H. Henry, President; Patrick Henry, Cashier.

2,912—The First National Bank of Washington, Kans. Capital, $50,000. J. G. Lowe, President; F. H. Head, Cashier.

2,913—The Atlantic National Bank of Providence, R. I. Capital, $225,000. Caleb G. Burrows, President; Henry S. Mansfield, Cashier.

The West Waterville National Bank, Me., has changed its location to *Oakland*, Me.

2,914—The First National Bank of Stanton, Mich. Capital, $50,000. Henry H. Hinds, President; A. D. F. Gardner, Cashier.

2,915—The First National Bank of Urbana, Ill. Capital, $50,000. Charles L. Burpee, President; P. Richards, Cashier.

2,916—The Lake Shore National Bank of Dunkirk, N. Y. Capital, $105,000. Truman R. Colman, President; William T. Colman Cashier.

2,917—The National Bank of Hustonville, Ky. Capital, $50,000. J. P. Biffe, President; J. W. Hocker, Cashier.
2,918—The Vineland National Bank, N. J. Capital, $50,000. Benjamin D. Moxham, President; no Cashier.
2,919—The Third National Bank of St. Louis, Mo. Capital, $100,000. Albert Parker, President; Reuben H. Moses, Cashier.
2,920—The Merchants' National Bank of Amsterdam, N. Y. Capital, $300,000. John N. Visscher, President; William J. Taylor, Cashier.
2,921—The National Bank of Ashland, Neb. Capital, $50,000. John R. Clark, President; Samuel Waugh, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were $8,293,985, against $9,271,506 the preceding week and $9,587,392 two weeks previous. The exports for the week ended April 10 amounted to $7,501,821, against $5,758,609 last week and $7,349,022 two weeks previous. The following are the imports at New York for the week ending (for dry goods) April 5 and for the week ending (for general merchandise) April 6; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$2,571,346	$1,905,907	$2,822,544	$2,400,051
Gen'l mer'dise	6,366,733	4,013,380	8,728,926	5,893,934
Total	$8,938,079	$5,919,287	$11,551,470	$8,293,985
Since Jan. 1.				
Dry goods	$41,216,152	$36,098,726	$43,350,739	$41,401,454
Gen'l mer'dise	92,892,335	78,850,983	93,867,117	85,664,381
Total 14 weeks	$134,108,487	$114,929,709	$137,217,856	$127,462,835

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending April 10, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week	$7,545,332	$7,163,237	$6,161,401	$7,501,821
Prev. reported	85,086,534	99,983,687	82,726,830	91,833,216
Total 14 weeks	$92,631,866	$107,146,924	$88,888,231	$99,335,037

The following table shows the exports and imports of specie at the port of New York for the week ending April 7, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	*Exports.*		*Imports.*	
	Week.	*Since Jan. 1.*	*Week.*	*Since Jan. 1.*
Great Britain	$.....	$5,600	$.....	$1,471,060
France	.....	.....	.....	104,220
Germany	.....	.....	778,567	2,010,498
West Indies	.....	.....	3,478	450,342
Mexico	.....	.....	.....	.....
South America	.....	32,865	4,901	82,033
All other countries	.....	51,785	.....	16,896
Total 1883	$.....	$90,250	$786,946	$4,135,049
Total 1882	781,500	10,671,498	14,077	440,340
Total 1881	.....	122,470	4,553,971	18,270,278
Silver.				
Great Britain	$361,401	$1,544,483	$.....	$.....
France	17,000	207,505	.....	.....
German	.....	.....	.....	226,278
West Indies	4,823	4,823	276	61,799
Mexico	.....	.....	144,772	1,331,700
South America	.....	.....	6,363	26,845
All other countries	.....	2,774	.....	3,585
Total 1883	$383,224	$4,759,595	$151,411	$1,650,207
Total 1882	144,000	3,312,757	10,712	667,859
Total 1881	228,000	3,271,962	44,479	979,732

Of the above imports for the week in 1883, $190 were American gold coin and $1,846 American silver coin. Of the exports during the same time $4,823 were American silver coin.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son.

Shares.
66 Bank of America.....155½
63 Merchants' National Bk 130
9 City Bank of New York. 276
42 N. Y. Life Ins. & Tr. Co..451
200 Phœnix National Bank..100¼
100 U. S. Trust Co.....466
150 Westchester Fire Ins. Co.120
30 Harlem Gas-Light Co.... 99⅜
10 La. & Mo. River RR. Co. Pref.....30
4 La. & Mo. River RR. Co. Com.....12½
13 Second Av. RR. Co.....182½
3 Great Western Ins. Co.... 65
34 Elizabeth'n Gas-Lt. Co..105
88 New York Transfer Co.. 23
17 U. S. Life Ins. Co.....105
100 North River Bank.....120
10 Third Av. RR. Co.....287
20 N. Y. Gas-Light Co.....127½
10 Sterling Fire Ins. Co.... 60
40 Rutgers' Fire Ins. Co.....121½
27 Sterling Fire Ins. Co..... 60

Bonds.
$3,500 Town of Eastchester (Westch. Co.) tax relief 7s, due Aug. 1, 188.. 100⅞ and int.
$2,000 Town of Eastchester (Westch. Co.) tax relief 7s, due Feb. 1, 1885.105⅝ and int.
$5,000 City of Yonkers 7s, consol'ted, due 1901 and 1902 .....131¼ and int.
$3,000 Town of Eastchester (Westch. Co.) tax relief 7s, due 1884.....102½ and int.
$3,000 Town of Eastchester (Westch. Co.) tax relief 5s, due 1891.....104½ and int.
$5,000 Town of Eastchester (Westch. Co.) tax relief 5s, due 1897.....106½ and int.
$500 Town of Eastchester (Westch. Co., White Plains Road) 7s, due '83 100⅜ and int.
$1,000 Town of Eastchester (Westch. Co.) 7s, due 1884 and 1885.....104¼ and int.
$1,000 Town of Morrisania (N.Y.C.) 7s, due '84.103½ & int.
$500 St. Jo. & Denv. City RR. 1st mort., 8s, due 1900 ... $14
$3,000 Cin. Laf. & Chic. RR., 1st, 7s, due 1901 111
$1,500 Iowa Falls & Sioux C. RR. 1st, 7s, due 1917 120
$1,000 Cedar Falls & Minn. RR., 1st, construction 7s, due 1884.....103¼

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.	Bid.	Ask.
BOSTON.		
Atch & Topeka—1st, 7s.	120	.....
Land grant, 7s	.....	.....
Atlantic & Pacific—6s	.....	.....
Income	24½	.....
Boston & Maine—7s	.....	.....
6s	.....	.....
Boston & Providence—7s	.....	.....
Burl. & Mo.—Ld. gr., 7s	116	.....
Nebraska, 6s ... Ex.	113	.....
Nebraska, 6s	10[illegible]	.....
Nebraska, 1s	79	.....
Chic. Burl. & Q.—D. Ex	8[illegible]	8[illegible]
Conn. & Passumpsic—7s	.....	.....
Connecticut Valley—6s	20¼	.....
7s	.....	.....
California Southern—6s	.....	.....
Flint & Pere Marq.—6s, new	112¾	112[illegible]
Fort Scott & Gulf—7s	110	.....
Hartford & Erie—7s	.....	.....
K. City Lawr. & So.—5s	101½	102
K. City St. Jo. & C. B.—7s	.....	.....
Little R. & Ft. S.—7s, 1st	92	93
Mass. Central—6s	24	27
Mexican Central—7s	74½	7[illegible]
N. Y. & N. England—6s	102½	106
7s	114¾	114¾
N. Mexico & So. Pac.—7s	.....	.....
Ogdensb. & L. Ch.—Con 6s	.....	.....
Income	.....	.....
Old Colony—7s	.....	.....
6s	.....	.....
Pueblo & Ark. Val.—7s	113	113½
Rutland—6s, 1st	.....	.....
Sonora—7s	103¼	103½
T. Conn. & St. L.—1st, 6s	11[illegible]	12
Income	.....	.....
Day on Division	.....	.....
Main line	.....	.....
STOCKS.		
Atchison & Topeka	85⅜	85¾
Boston & Albany	.....	.....
Boston Clinton & Fitchb.	.....	.....
Boston & Lowell	.....	.....
Boston & Maine	166	.....
Boston & Providence	.....	165½
Cheshire, preferred	.....	60
Chic. & West Michigan	.....	.....
Conn. Sandusky & Cleve.	24	25
Concord	.....	.....
Connecticut River	.....	.....
Conn. & Passumpsic	.....	88
Connecticut Valley	.....	2½
Eastern, Mass.	47⅜	.....
Eastern, New Hampsh.	.....	.....
Fitchburg	123	.....
Flint & Pere Marquette	25¾	.....
Preferred	98⅞	99
Fort Scott & Gulf—Pref.	.....	.....
Common	.....	.....
Iowa Falls & Sioux City	84	.....
Little Rock & Ft. Smith	.....	35
Maine Central	92	.....
Manchester & Lawrence	.....	.....
Mas. Hough'n & Ontou.	56	57
Preferred	.....	.....
Nashua & Lowell	.....	.....
N. Y. & New England	45½	46
Northern of N. Hampsh.	111	.....
Norwich & Worcester	.....	.....
Ogdensb. & L. Champlain	.....	.....
Old Colony	136	.....
Portland Saco & Portsm.	123	123½
Pullman Palace Car	18	.....
Rutland—Preferred	.....	114
Revere Beach & Lynn	.....	.....
Tol. Cinn. & St. Louis	3⅞	4⅛
Vermont & Massachusetts	.....	.....
Worcester & Nashua	.....	.....
Wisconsin Central	22½	23½
Preferred	.....	32
PHILADELPHIA.		
RAILROAD STOCKS. †		
Allegheny Valley	4	5
Buffalo Pittsb. & West'n	16¼	16½
Preferred	30¼	30¾
Camden & Atlantic	.....	.....
Preferred	.....	50
Catawissa	22	23
1st preferred	58	60
2d preferred	57	58
Delaware & Bound Brook	130	.....
East Pennsylvania	51	54
Elmira & Williamsport	40	.....
Preferred	58	.....
Har. P. Mt. Joy & Lanc'r	.....	.....
Huntingd'n & Broad Top	14½	.....
Preferred	25	30
Lehigh Valley	66¼	66½
Preferred	.....	.....
Little Schuylkill	60	.....
Minehill & Sch. Haven	63	64
Susquehanna Valley	53	53½
Norfolk & West'n—Com.	.....	.....
Preferred	.....	.....
Northern Central	56⅞	57
North Pennsylvania	8[illegible]	9
Pennsylvania	61¼	61⅝
Philadelphia & Erie	20½	20⅝
Phila. Germ. & Norristown	106½	108
Phila. Newtown & N.Y.	.....	.....
Phila. & Reading	27⅜	28
Phila. & Trenton	.....	.....
Phila. Wilm. & Balt	63	64½
Pittsb. Cin. & St. L. Com.	.....	.....
St. Paul & Duluth—Com.	37	.....
Preferred	96½	98
United N. J. Companies	189	189½
West Chester—Cons. pref.	.....	.....
West Jersey	49	.....
West Jersey & Atlantic	37	.....
CANAL STOCKS.		
Lehigh Navigation	43⅝	43¾
Pennsylvania	.....	.....
Schuylkill Navigation	.....	.....
Preferred	15¾	16
RAILROAD BONDS.		
Allegh. Val.—7 3-10s, '96	123	125
7s, E. ext., 1910	11[illegible]	11[illegible]
Inc. 7s, end., coup., '94	43½	45
Belvid'e Del.—1st, 6s, 1902	.....	121
2d, 6s, 1885	102	.....
3d, 6s, 1887	105	.....
Buff. N. Y. & Phil.—1st, 6s	.....	.....
2d, 7s, 1908	.....	.....
Cons. 6s, 1971	.....	.....
1st, 1r. 7s, 1922	.....	.....
Buff. Pitts. & W.—Gen., 6s	.....	.....
Cam. & Amboy—6s, c., '89	.....	.....
Mort., 6s, 1889	111¾	112
Cam. & Atl.—1st, 7s, g., '96	119	.....
2d, 6s, 1904	.....	.....
Cons., 6 p. c.	.....	.....
Cam. & Burl. Co.—6s, '97	.....	.....
Catawissa—1st, 7s, con. c.	.....	.....
Cent. W., 10s, 1888	.....	.....
New 7s, reg. & coup.	122	125
Charles V.—1st, 7s, 1907	.....	.....
Connect. & Pas. Riv., 1900-04	118	.....
Del. & Bound Br.—1st, 7s	120	123
East Penn.—1st, 7s, 1888	.....	.....
Elm. & Williams.—7s, 1890	105	.....
L. & S. mort., 6s, 1910	110	.....
6s, perpetual	100	100
Harrisburg—1st 6s, 1883	.....	.....
H. & B. T.—1st, 7s, g., 1896	111½	.....
Cons. 6s, 1911	.....	80½
Hunt. & Bk.—1st, end., 7s	.....	.....
Junction—1st, 6s, 1882	.....	.....
2d, 6s, 1900	110	.....
Leh. V.—1st, 6s, C. & R., '98	122	.....
2d, 7s, reg., 1910	133½	134
Cons. 6s, C. & R., 1923	124	124
N. C.—1st, 6s, 1920	98	98½
No. Penn.—1st, 6s, cp., 1903	100½	.....
2d, 7s, cp. 1896	120	123
Gen., 7s, reg., 1903	124	.....
Gen., 7s, cp., 1903	101	.....
Income 6s, 1892	.....	.....
Norfolk & West.—Gen. 6s	102¾	103¼
C. L. & Clin.—1st, 6s	.....	.....
Oil Creek—1st, 6s, coup.	101	106
Pennsylv.—Gen., 6s, reg.	123	.....
Gen., 6s, cp., 1910	.....	124
Cons., 6s, reg., 1905	.....	.....
Cons., 6s, coup., 1905	118	119
Cons., 5s, reg., 1919	.....	100½
Pa. & N. Y. C.—7s, 1896	121	.....
7, 1906	125	.....
Perkiomen—1st, 6s, cp. '87	101	.....
Phil. & Erie—2d, 7s, cp., '88	112	113
Cons., 6s, 1920	.....	.....
Cons., 5s, 1920	102½	103¼
Phila. Newt. & N.Y.—1s	.....	.....
Phil. & R.—1st, 6s, 1910	.....	121
2d, 7s, coup., 1893	.....	118
Cons., 7s, reg., 911	125	127
Cons., 7s, coup., 1911	126½	127
Cons., 6s, g., I. R. C. 1911	112	115
Imp., 6s, g., coup., 1897	.....	.....
Gen., 6s, g., coup., 1910	96½	96⅝
Gen., 7s, coup., 1908	102⅞	103¼
Income, 7s, coup., 1899	.....	95
Cons. 5s, 1st ser., c., 1922	79	79½
Cons. 5s, 2d ser., c., 1933	60	65
Conv. Adj. Scrip, '85-87	85½	86
Debenture coup., 1893	.....	70
Deb. coup. off, 1893	.....	.....
Scrip, 1882	110¾	111¼
Conv., 7s, R. C., 1893	.....	.....
Conv 7s, coup. off, 1893	73½	75
Conv. 7s, cp. off, Jan., '85	58¼	59
Phil. Wil. & Balt.—4s, tr. ct	93½	94
Phila. Cin. & St. L.—7s, reg	121	.....
Phila. Titus. & B.—7s, cp	96½	97
Rich. & Dan.—Consol. 6s	.....	.....
Shamokin V. & Potts.—7s	123	125
Sunbury & Erie—1st, 7s	.....	125
Sunb. Haz. & W.—1st, 5s	88	.....
2d, 6s, 1938	28	.....
Syr. Gen. & Corn.—1st, 7s	.....	.....
Union & Titusv.—1st, 7s	96½	.....
United N. J. Cons. 6s, '94	.....	.....
Cons. 6s, gold, 1901	.....	.....
Cons. 6s, gold, 1908	.....	.....
Gen., 4s, old, 1923	.....	.....
Warren & F.—1st, 7s, '96	112	115
West Chester—Cons. 7s	114	115
W. Jersey—1st, 6s, cp., '96	118	.....
1st, 7s, 1899	123	.....
Cons. 6s, 1909	112	.....
W. Jersey & Atl.—1st, 6s, C.	.....	109
Western Penn.—6s, coup.	105	.....
6s, P. B., 1896	.....	.....
Gen., 7s, coup., 1901	.....	.....
CANAL BONDS.		
Ches. & Del.—1st, 6s, 1886	80	.....
Lehigh Nav.—6s, reg. '84	101¾	102¼
Mort. RR., reg., 1897	116⅜	.....
Cons., 7s, reg., 1911	119	.....
Greenw'd Tr., 7s, reg.	.....	.....
Morris—Boat Loan rg., '85	.....	.....
Pennsylv.—6s, cp., 1910	85	.....
Schuylk. Nav.—1st, 6s, rg.	107	.....
2d, 6s, reg., 1907	90½	.....
BALTIMORE.		
RAILR'D STOCKS. Par		
Baltimore & Ohio.....100	200	210
1st pref	.....	130
2d pref	123	.....
Parkersburg Br..... 50	8½	9
Northern Central..... 50	56½	56⅞
Western Maryland..... 50	14	.....
Central Ohio—Com..... 50	.....	51½
Pittsburg & Connellsville	.....	.....
RAILROAD BONDS.		
Atlanta & Char.—1st,	107½	108½
Inc.	77	79
Balt. & Ohio—6s, '85, A. & O	103¾	103¼
Charl. Col. & Aug.—1st,	110	111
2d,	99¼	100
Columbia & Greenv.—1st, s	10[illegible]	.....
2ds	78	81
N. W. Va.—3d, guar., J. & J.	.....	.....
Pittsb. & Con. coals—7s, J. & J.	121¾	122¼
No. Central—6s, '85, J. & J.	104	.....
6s, 1900, A. & O.	114	115
6s, gold, 1900, J. & J.	.....	116
Cen. Ohio.—6s, 1st, M. & S.	108½	109
W. Md.—6s, 1st, g., J. & J.	.....	.....
1st, 1890, J. & J.	110½	.....
2d, guar., J. & J.	.....	.....
2d, pref	110¼	.....
2d, guar. by W. Co., J. & J.	110	.....
6s, 3d, guar., J. & J.	113	.....
Mar. & Cin.—7s, '91, F. & A.	131½	.....
2d ..... M. & N	105	105½
8s, 3d, J. & J.	54½	54¾
Richm. & Danv.—Gold, 6s	.....	.....
Union RR.—1st, guar. J. & J.	117	118
Canton endorsed	118	.....
Virginia & Tenn.—6s	.....	.....
8s	.....	.....
Wil. & Weldon—Gold, 7s	120	.....
Wilm. C. & Aug.—6s	10[illegible]	110½

* Ex-dividend. † Per share. ‡ In default. § Ex-rights.

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Baltimore & Ohio, Main Stem	5	May 16	April 26 to May 15
Baltimore & Ohio, Wash'n Branch	5	April 17	.....
Long Island (quar.)	1	May 1	April 21 to May 1
Oregon R'y & Nav. (quar.)	2½	May 1	April 21 to May 4
St. Paul Min. & Man. (quar.)	2	May 1	April 21 to May 4

NEW YORK, FRIDAY, APRIL 13, 1883—5 P. M.

The Money Market and Financial Situation.—The situation at the Stock Exchange continues to show much strength, and the activity of last week has not proved to be misleading. One of the notable features of the situation, which indicates the renewed interest of the great operators and capitalists in the movements of the market, is the great number of heavy negotiations now on the tapis. It is true that railroad negotiations of the first magnitude may be carried on without regard to the phases of the stock market; but it is equally true that those most heavily interested in them almost invariably wait for a favorable condition of affairs in the money market and at the Stock Exchanges before launching their new lease, project scrip, dividend, consolidation, or whatever it may be. At the present moment how numerous are the combinations which hold out the promise of large profits to the stockholders of different companies.

The Wabash St. Louis & Pacific is to be leased to Missouri Pacific, through the St. Louis Iron Mountain & Southern.

The Chicago & Northwestern, it is reported, will soon absorb the Chicago St. Paul Minneapolis & Omaha, and drop a large profit to somebody in the course of the transaction.

The Central of New Jersey, according to some excellent Philadelphia rumors, will be leased to Reading; and as a matter of fact, the Baltimore & Ohio has just negotiated bonds to build the road long talked of to connect its lines with the Philadelphia & Reading, and thence with New York over the Jersey Central.

The St. Paul Minneapolis & Manitoba has just cut its ripe melon by offering 6 per cent bonds to its stockholders to the extent of 50 per cent of their holdings, on the payment of 10 per cent in cash.

East Tennessee Virginia & Georgia is active on a first-class rumor of a Gould alliance.

Denver & Rio Grande has completed its line to Salt Lake, and by the first of May will have its narrow-gauge road all the way to Ogden on the Central Pacific.

Erie takes the New York Pennsylvania & Ohio on the first of May under a 99 years lease, and also has its Chicago connection, the Chicago & Atlantic, nearly ready for business.

The reorganization of Marietta & Cincinnati is practically completed, and an alliance with Ohio & Mississippi is talked of.

The possibilities embraced in all the above combinations are such as to give stockholders more than usual animation in looking at the future, and they certainly contribute to give activity to the market in all directions.

In the money market rates have been reasonably easy, and on stock collaterals 5@7 per cent have been the ruling figures, with exceptions at 8 and 4, and a tendency towards lower prices as the week progressed. On strict goverment bond business the rates have been 4@5 per cent. Prime commercial paper is quoted at 5½@6 per cent.

The New York City Clearing-House banks in their statement of April 7 showed a decrease of $396,450 in the amount of deficiency in their reserves below the legal limit, the total deficiency being $3,701,000, against $4,097,450 March 31.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883. April 7.	Differ'nces fr'm previous week.	1882. April 8.	1881. April 9.
Loans and dis.	$311,039,400	Inc. $903,300	$314,405,800	$305,244,400
Specie	59,620,400	Inc. 1,533,600	57,654,200	60,429,600
Circulation	16,532,000	Dec. 42,800	20,076,900	16,709,000
Net deposits	280,980,400	Inc. 1,036,200	286,345,400	282,788,500
Legal tenders	15,923,700	Dec. 878,100	14,743,800	12,472,700
Legal reserve	$70,245,100	Inc. $249,050	$71,586,350	$70,697,125
Reserve held	66,544,100	Inc. 655,500	72,398,000	72,902,300
Surplus	*$3,701,000	Inc. $396,450	$811,650	$2,205,175

* Deficit.

The Bank of England weekly statement on Thursday showed a decrease of £442,000 in specie, but the percentage of reserve to liabilities was 36 15-16, against 34 5-16 last week; the discount rate remains at 3 per cent. The Bank of France lost 3,475,000 francs gold and 10,775,000 francs silver.

Exchange.—Foreign bills have been quite firm most of the week, but to-day were not so strong. The negotiation of loans abroad and the prospect of a better inquiry for other stocks and bonds on foreign account, have made the tone easier. To-day bankers' prime 60 days bills sold about 4 83; demand, 4 85¾; cables, 4 86¼. Continental bills were as follows, viz.: Francs, 5 20⅝@5 21¼ and 5 18⅛@5 18¾; reischmarks, 94½@ 94⅝ and 94⅞@95; guilders, 40@40 1-16 and 40¼@40 5-16.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

April 13.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 83 @4 84	4 85½@4 86½
Prime commercial	4 81½@4 82½	4 84 @4 84½
Documentary commercial	4 81 @4 81½	4 83½@4 84
Paris (francs)	5 21¼@5 19⅜	5 18¾@5 16⅞
Amsterdam (guilders)	39⅞@ 40	40⅛@ 40¼
Frankfort or Bremen (reichmarks)	94⅜@ 95	94⅞@ 95½

State and Railroad Bonds.—There have been only small transactions in Southern State bonds this week, and the brokers report that buyers have been discouraged by the unsettling of the compromise bonds in Tennessee, and the decisions of the Supreme Court in the Virginia and Louisiana suits. Railroad bonds have been quite active on a well distributed demand, and nearly all bonds are quoted at higher prices. It is now apparent that when we mentioned in February and March that it was a good time to purchase for investment, the opinion was a correct one.

United States Bonds.—Government bonds have been irregular in prices, with a large business doing. There have been some heavy lots taken out of the market by financial institutions, one of the savings banks taking over a million and a half. The four per cents were most active this week, but threes have met with more favor the past few days.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Apr. 7.	Apr. 9	Apr. 10.	Apr. 11.	Apr. 12.	Apr. 13
5s, continued at 3½	Q.-Feb.	*102⅛	*102¼	*102	.....	*101	*101
4½s, 1891 reg.	Q.-Mar.	*113¾	*113¾	*113½	*113⅜	113½	*113¼
4½s, 1891 coup.	Q.-Mar.	*113¾	113¾	*113½	*113⅜	113⅜	*113¼
4s, 1907 reg.	Q.-Jan.	120	*119⅞	119⅝	120	*120	119¾
4s, 1907 coup.	Q.-Jan.	120	119¾	119⅜	*119⅝	*119⅞	*119¾
3s, option U. S. reg.	Q.-Feb.	103½	*103	*103	*103⅛	103¼	*103⅛
6s, cur'cy, 1895 reg.	J. & J.	*128	*128	*128	*127	*127	*127
6s, cur'cy, 1896 reg.	J. & J.	*128	*128	*128	*128	*128	*128
6s, cur'cy, 1897 reg.	J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1898 reg.	J. & J.	*131	*131	*131	*130	*130	*130
6s, cur'cy. 1899 reg.	J. & J.	*132	*132	*132	*131	*131	*131

* This is the price bid at the morning board; no *sale* was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
Apr. 7	607,288 61	1,011,389 35	123,802,376 20	6,628,671 00
" 9	885,807 46	1,741,254 14	123,079,535 43	6,496,065 09
" 10	826,641 45	692,257 60	123,155,389 83	6,554,594 54
" 11	1,046,346 89	833,205 18	123,035,017 41	6,888,108 67
" 12	570,726 72	932,037 72	122,736,171 73	6,825,643 35
" 13	871,207 09	1,917,273 80	121,757,633 78	6,758,114 59
Total	4,808,018 22	*7,127,417 79	.....	.....

* Above payments include $500,000 gold certificates taken out of cash.

Railroad and Miscellaneous Stocks.—The stock market has kept up its improvement as to the volume of business, and prices are also in most instances considerably higher than last week. As usual, when a new movement is started, we find that the advance is led by a striking upward turn in some of the prominent specialties, based on the expectation of large profits to be realized from new combinations or other causes. In the introductory remarks above, we refer to some of these important matters now pending, and in those negotiations, and in the statement of railroad earnings on another page, will be found the principal matters of fact upon which the stock operations are now based.

As to the immediate phases of the market, the weight of interest appears to be on the bull side, and the bears, if there are bears, make very little noise. While many stocks have been pushed up for the reasons above referred to, others, such as the Vanderbilts, St. Paul, Lackawanna, &c., have sympathized with the general list, and have also advanced on the promise of larger earnings.

To-day there was activity and confidence in the morning, but an easier tone in the afternoon, and money was then quoted on some loans as high as 7 per cent.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING APRIL 13, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, April 7.	Monday, April 9.	Tuesday, April 10.	Wednesday April 11.	Thursday, April 12.	Friday, April 13.	Sales of the Week (Shares).	Range Since Jan. 1, 1883. Lowest.	Highest.	Year Low.	Year High.
RAILROADS											
Albany & Susquehanna	130 130	*128 130	131 131	....	*130 133	....	105	128 Feb 14	141 Feb. 7	126	135
Allegheny Central	....	16 16	17 17	....	19 20	19½ 19⅞	1,450	10 Jan 13	20 Apr 12	11	11½
Boston & N. Y. Air Line, pref.	79 79	....	....	79 79	79 79	....	105	78 Mar 28	82 Jan 17	60	80½
Burlington Cedar Rap. & No.	58½ 58½	*80½ 84	80¼ 80¼	....	81 81	81 82	195	80 Mar 28	83 Jan 5	67	85⅛
Canadian Pacific	58⅛ 58½	59⅜ 60⅜	60 60¼	60½ 60¾	60⅜ 61	60⅞ 61⅜	5,200	53¼ Feb. 23	61½ Feb 13	.....	.....
Canada Southern	68⅛ 68⅛	68⅛ 69	68 69	68⅝ 69⅛	68¾ 69½	68½ 69⅛	34,550	63¾ Feb. 19	71¾ Jan 19	44	73
Cedar Falls & Minnesota	....	13¾ 14¼	....	....	....	....	200	12 Feb. 27	15¾ Jan. 3	14	30
Central of New Jersey	73⅝ 73⅞	73⅝ 75¾	74⅝ 75⅞	76 76	75 75¼	75¼ 76⅝	58,454	68¼ Jan. 3	76⅝ Jan 18	61½	97½
Central Pacific	77⅝ 79	78⅞ 80	78⅝ 80¼	78¾ 80¼	78¾ 79½	79⅜ 80¼	70,560	74⅝ Mar. 28	88 Jan. 5	82⅝	97⅛
Chesapeake & Ohio	22⅛ 22½	22½ 22¾	22⅛ 22¾	21½ 22⅝	21¼ 22	22 22¼	1,980	20½ Feb. 23	24¼ Jan. 20	19½	27
Do 1st pref	33¼ 33½	33½ 33¾	33 33¼	33 33¼	32¾ 32¾	32½ 33⅝	1,700	29⅞ Feb. 24	35⅝ Jan. 20	27⅝	41⅝
Do 2d pref	24½ 24⅞	25¼ 25¼	24¼ 25	24¼ 25	24 25	24 25¼	1,200	22¼ Feb. 26	27 Jan 22	21	29
Chicago & Alton	134 135	135 135	134½ 135½	135 135	134½ 136	135¼ 135⅝	344	130 Feb. 20	137¼ Jan. 27	117½	145⅝
Chicago Burlington & Quincy	125¼ 125⅝	126 127	127 127⅝	127¼ 127⅝	127½ 128	128¼ 129⅝	21,819	115¾ Feb 20	129⅝ Apr 13	120⅝	141
Chicago Milwaukee & St. Paul	104¾ 105	105¼ 104⅝	103¾ 104⅝	104 104¾	103⅞ 104⅜	104 104⅞	160,251	97⅝ Feb. 20	108½ Jan 20	96⅜	128¾
Do pref	119 119	119¾ 121	120½ 121	121 121¼	121 121½	121½ 121⅞	4,137	116⅝ Feb. 7	122 Jan. 2	114⅜	141¾
Chicago & Northwestern	137⅜ 138¾	138½ 140	138½ 139⅞	138⅜ 139	138 139	138⅝ 140⅛	55,850	128⅛ Feb. 2	140⅛ Apr. 13	124	150⅝
Do pref	152½ 153½	154 154¾	154 154	154 154	153 153	154 157	4,711	113 Feb. 20	157 Apr. 13	136	175
Chicago Rock Isl. & Pacific	124⅛ 125	124¾ 125¼	125 125½	125 125¼	125¼ 126⅛	126 126⅛	6,730	118 Feb. 21	127¼ Jan. 2	117½	140¼
Chicago St. Paul Minn. & Om.	48½ 49	48⅞ 50¾	49⅞ 51	50½ 51½	50¾ 51⅞	51⅛ 52	38,410	44¾ Feb. 19	55 Jan. 18	29½	58¼
Do pref	106¼ 106⅞	106¾ 109	107¾ 108	107¾ 108½	107½ 108¾	108 109	12,960	102¾ Feb. 19	113¼ Jan. 5	97⅛	117
Cincinnati Sand. & Cleveland	....	48 48½	....	....	....	....	700	46 Feb. 15	49½ Mar. 9	44	62
Cincinnati Cin. & Ind.	76 76½	76¾ 77	76¾ 77¾	78⅜ 79	79 79¼	*78	2,400	68¾ Feb. 20	84 Jan. 5	65½	92⅝
Cleveland & Pittsburg guar	....	..... 150¼	....	138¼ 138¼	138 138	....	354	138 Mar. 31	142 Jan. 26	131	140
Columbia & Greenville, pref	49½ 49½	49½ 49½	49½ 49½	49 49	....	49 51½	1,000	31 Feb. 26	54 Mar. 13	50	104
Columbus Chic. & Ind. Central	*5 6	*5½ 6	*5½ 6½	*5 6¾	*5½ 6½	5¾ 5¾	100	3¼ Jan. 20	7¾ Mar. 5	3½	21⅞
Delaware Lackawanna & West	125⅝ 126¾	126½ 127⅝	126⅞ 129⅝	128½ 130½	129½ 130¼	129⅝ 131½	523,502	118½ Feb. 16	131½ Apr. 13	114¾	150⅛
Denver & Rio Grande	49 50	48⅝ 49⅞	48⅜ 49⅝	48⅝ 49⅝	48⅝ 49⅝	49⅝ 50¾	114,820	39⅞ Jan. 2	51⅝ Jan. 20	38¼	74⅝
Dubuque & Sioux City	....	*84 86	....	84½ 84½	*84 87	*84 86	100	84½ Apr. 11	92 Mar. 12	82	96½
East Tennessee Va. & Ga	10⅝ 10½	10⅜ 10¾	10¼ 10⅝	10⅜ 10⅝	10⅜ 11	10⅞ 11⅛	34,605	8⅛ Feb. 21	11¼ Apr. 13	8	16
Do prof.	20¼ 21¼	20¾ 21⅝	20¾ 21¾	21¼ 22	21½ 22½	21⅝ 22½	105,232	14¾ Feb. 20	22½ Apr. 13	15½	26½
Green Bay Winona & St. Paul	9⅛ 9½	9 9	9 9	9 9½	9⅞ 10⅞	10½ 10⅞	3,300	5 Feb. 8	10⅞ Apr. 12	6	18
Hannibal & St. Joseph	*40 43	....	....	39 41	 44	 44	800	38 Mar. 6	46¾ Jan. 17	45	110
Do pref	83⅝ 83⅞	83½ 83½	82¾ 83	83½ 85	84 84¼	*82 84	2,415	72 Jan. 3	87¾ Jan. 30	72	111¾
Houston & Texas Central	*79 80½	*78 81	78½ 78½	 80	*77 80	*75½ 79	220	73 Feb. 17	82½ Apr. 5	51	92½
Illinois Central	*146¼ 146¾	146½ 147	*146	147 147¾	147 147	147¼ 147¼	2,810	141⅝ Jan. 3	147⅝ Apr. 11	127¾	150⅝
Do leased line	80 80	....	....	....	80 80⅝	....	500	77 Feb. 17	81 Jan. 22	.....	.....
Indiana Bloom'n & Western	34½ 35	35¼ 35½	35 35½	34¾ 35	34½ 34½	34½ 34½	3,803	27 Feb. 16	35½ Apr. 9	30	49¼
Lake Erie & Western	31⅝ 32¼	32½ 33⅛	32 32½	32 32⅝	31⅞ 32½	32⅜ 32¾	7,900	26 Feb. 16	33¼ Jan. 18	23½	43
Lake Shore	110¾ 111⅝	111⅝ 112⅝	111⅝ 112⅝	111⅞ 113⅛	112¼ 113½	113⅛ 114¼	145,245	106⅝ Feb. 16	114⅞ Jan. 18	98	120⅛
Long Island	....	63⅞ 64	64¾ 65	65 65	65 65	67 67½	3,462	60 Jan. 2	67½ Apr. 13	49½	65
Louisville & Nashville	55¾ 56¾	56¼ 58⅛	57⅜ 58½	57⅝ 58⅝	57 57¾	57¼ 58⅛	77,360	51⅜ Feb. 19	58½ Jan. 20	46½	100¾
Louisville New Albany & Chic	58 58	58½ 59¼	....	*53 57½	55 55	55 55	750	55 Mar. 9	68 Jan. 5	57	78
Manhattan	*40 42½	*40½ 42½	42½ 42½	42½ 42½	*42 43	42 42	400	40 Mar. 21	53⅞ Feb. 9	40	60½
Do 1st pref	*81 84	*81½ 84	*81 84	*80 84	82 82	*81½ 84	200	81½ Apr. 5	90 Jan. 18	82	88½
Do common	*40 42½	*40½ 42½	*40½ 43½	*42 43	*42 43	*41 43½	.....	48 Feb. 24	53 Feb. 10	40	56
Manhattan Beach Co	24 24	24⅝ 24⅝	*24 25	*24 25	24 24	23⅛ 23¾	700	15 Feb. 21	26½ Mar. 15	15	37
Memphis & Charleston	42 42	42½ 43	43 43	44 44	....	43¼ 44	6,392	36 Feb. 19	55 Jan. 8	42¼	92⅝
Metropolitan Elevated	81½ 81½	*81 83	80⅜ 80⅜	*80 82	*80½ 83	*80 84	300	79½ Mar. 7	85 Jan. 8	77	93
Michigan Central	95¼ 96	96 96¾	96 96½	95¾ 96⅝	95½ 98¼	95¾ 96⅝	33,164	90 Feb. 20	100½ Jan. 19	77	105
Milwaukee L. Sh. & Western	....	....	*..... 17	*..... 17	*..... 17	*..... 17	.....	15 Feb. 28	18 Jan 4	13	21
Do pref	 46	46½ 46½	46¾ 47¼	47½ 47⅞	47⅝ 47⅞	46 46¾	2,200	42 Mar. 5	48½ Jan. 20	41¾	58¼
Minneapolis & St. Louis	26½ 26¾	27 29⅛	28¾ 29¼	28⅞ 30⅛	29¼ 29⅞	29⅞ 30⅛	10,767	22⅞ Feb. 20	30¾ Jan. 18	19	36¾
Do pref	60¾ 61	61 62½	62 62¼	62 62½	61½ 62	61½ 62¼	4,858	52 Feb. 20	68½ Jan. 18	59	77
Missouri Kansas & Texas	32⅝ 33⅛	32⅞ 33⅝	33¾ 33½	33¾ 34⅜	33⅝ 32⅞	32⅝ 33⅛	47,834	29¼ Feb. 20	34⅞ Jan. 18	26⅜	42½
Missouri Pacific	104¾ 106½	106½ 106⅞	105¾ 106⅞	106¼ 109⅞	105¾ 106⅝	106 106⅜	62,570	97⅜ Feb. 26	106⅞ Apr. 9	86¾	112½
Mobile & Ohio	18½ 18½	18¾ 18¾	19 19	*18 19	18 18	700	15 Feb. 16	19½ Jan. 5	12	33¾	
Morris & Essex	124¼ 124¼	124¼ 124¼	*123 124½	124¼ 124⅝	125 125	124 124	573	120 Feb. 15	125 Apr. 12	119¾	128
Nashville Chattanooga & St. L.	59 59	58½ 59	57½ 58⅜	58 58	58 58	*57 58	6,600	55⅝ Jan. 3	64⅞ Jan. 22	47	87½
New York Central & Hudson	126⅜ 126⅞	126⅛ 128	127¼ 128	127½ 128⅝	127½ 127⅞	127⅝ 128½	57,136	124¼ Feb. 3	129⅞ Mar. 10	123⅝	138
New York Chic. & St. Louis	12½ 12¾	12½ 12⅞	12½ 12⅞	12⅝ 12⅞	12⅝ 12¾	12¾ 12⅞	3,261	10 Feb. 2	15½ Jan. 5	10½	17¾
Do pref	29½ 29½	29¼ 29⅞	28¾ 29¼	29 29½	*28¾ 29¾	29½ 29½	2,100	23 Feb. 7	35 Jan. 4	27	37⅝
New York Elevated	*104 110	*104 110	*104 110	*104 110	*104 110	*104 110	.....	101 Jan. 13	105 Feb. 16	100	109½
New York Lack. & Western	*88 89	89 89½	89 89¼	89 89	87⅞ 88¾	88⅞ 88⅞	913	85½ Mar. 1	89½ Mar. 5	.....	.....
New York Lake Erie & West	37¾ 38⅛	38¼ 39¼	38⅝ 39⅛	38¾ 39¼	38¾ 39	38¾ 39⅛	75,510	34⅝ Feb. 20	40⅞ Jan. 18	33¼	43¾
Do pref	....	81 81	81½ 81½	....	80½ 81	....	500	75 Feb. 19	83 Jan. 5	67	88¼
New York & New England	....	46½ 46½	....	....	....	....	100	45½ Feb. 3	52¼ Jan. 9	45	60½
New York New Haven & Hart.	176 176	176 176	....	*175 177	176 176	*176 178	55	169 Jan. 16	178 Apr. 7	168	186
New York Ontario & Western	25¾ 26⅜	26⅜ 26⅝	26¼ 26⅜	26½ 27	26½ 26⅞	27 27⅛	24,600	24⅜ Mar. 2	28⅛ Apr. 13	20½	31⅞
Norfolk & Western, pref	41 41	42 43	42¾ 43	42⅝ 43	42⅞ 43	43 43	3,125	37½ Feb. 26	49¾ Jan. 20	44¼	60
Northern Pacific	50⅝ 51	51 51⅜	50⅝ 51⅛	51 52⅜	51¾ 52⅛	51⅝ 52½	92,770	44⅞ Feb. 20	51½ Apr. 13	28¾	54⅜
Do pref	86⅞ 87½	87½ 88⅛	87⅛ 87⅞	87¾ 89⅜	88⅛ 89	88½ 89¼	48,740	79⅜ Feb. 20	89⅜ Apr. 11	66⅜	100⅜
Ohio Central	12⅝ 13	12⅞ 13	12⅞ 13¼	13 13⅜	13 13⅛	13⅛ 14¼	12,357	9⅛ Feb. 16	14¼ Apr. 13	11⅝	25⅝
Ohio & Mississippi	34⅜ 34⅝	33⅝ 33⅝	*33 34	34½ 34⅞	35¼ 35⅜	35⅝ 36¼	2,925	29 Feb. 14	36¾ Apr. 13	27	42
Ohio Southern	....	12½ 12½	....	13 13½	....	13½ 13½	800	10 Feb. 2	13¾ Jan. 18	11	23½
Oregon & Trans-Continental	81¾ 82½	82¼ 83⅝	82½ 83¼	82⅞ 84½	83¾ 84⅜	84⅛ 84⅜	42,690	79 Feb. 20	89 Jan. 19	60	94¾
Peoria Decatur & Evansville	24 24⅞	24½ 24¾	24 24⅞	24 24½	24 24¼	24 24¼	2,950	19⅝ Feb. 19	28 Jan. 18	23	39¾
Philadelphia & Reading	54½ 55¼	55⅜ 56¼	55½ 56½	55⅞ 56½	55⅝ 56⅛	55⅞ 56⅜	48,179	49⅝ Feb. 20	58½ Jan. 18	46¾	67½
Pittsburg Ft. Wayne & Chic	134¾ 134¾	....	....	134½ 135	....	135½ 135½	185	134½ Apr. 11	138 Jan. 16	130	139
Rensselaer & Saratoga	....	....	142 142	....	143½ 143½	....	350	139½ Jan. 3	144 Mar. 3	131½	144
Rich. & Allegh., Stock trust ctfs.	11¼ 12	12½ 15	13¼ 13¼	13½ 13½	13 13	14½ 14½	2,875	10 Feb. 20	15 Jan. 6	13	40
Richmond & Danville	55½ 57½	57 58½	58½ 59⅛	58¾ 60	58½ 58¾	59 61	6,140	47 Jan. 13	61 Apr. 13	52	250
Richmond & West Point	25⅝ 28	27½ 29¼	27¾ 29¾	29 30	28½ 31	30¾ 32¼	43,250	21 Feb. 16	32¼ Apr. 13	23	263
Rochester & Pittsburg	22⅛ 22½	22 22⅝	21⅝ 22½	21½ 22⅝	21 21¾	21½ 22	67,490	16¾ Feb. 16	23 Apr. 4	17½	38½
St. Louis Alton & Terre Haute	69 69	*69 70	70 70½	71 71¼	70½ 70¾	70¾ 70¾	1,500	48 Jan. 3	71¾ Mar. 10	20½	50
Do pref	98 98	....	98 102	102½ 103	102 102½	102⅞ 103	1,650	90 Jan. 3	103 Apr. 11	55	94½
St Louis & San Francisco	*30 33½	31¾ 31¾	*30 33	32 32	*31½ 33	34 34½	800	29½ Feb. 28	34⅞ Jan. 12	31	48⅞
Do pref	51¾ 52	52 53⅜	51¾ 52	52 52⅜	52⅛ 53¼	54 54½	3,500	48 Feb. 23	54⅞ Jan. 12	43	68½
Do 1st pref	94 94	*94 95	95½ 95½	94 94	96½ 96½	96¾ 99	728	89 Feb. 28	100½ Jan. 11	79⅝	103¼
St. Paul & Duluth	....	35 35	*37 40	....	....	*38 40	25	35 Feb. 15	40⅞ Jan. 9	26	42¾
Do pref	....	....	*95 97	97½ 97½	....	*95 97	10	91 Feb. 20	97½ Jan. 4	68	99¼
St. Paul Minneap. & Manitoba	159½ 162	161¾ 162	160½ 161½	161 161⅞	161½ 164	164 165	12,758	133 Feb. 20	165 Apr. 13	108⅝	166½
Texas & Pacific	41½ 42½	42¼ 43	42⅜ 43	42⅜ 43	42 42¾	42¼ 42⅝	44,860	36¾ Jan. 3	43 Jan. 18	34	55
Union Pacific	97 99⅜	99⅛ 100⅝	99⅝ 101⅝	100¾ 101⅞	100⅞ 101⅜	99⅞ 101½	232,135	91¼ Feb. 7	104¾ Jan. 18	98½	119¾
Virginia Midland	....	25½ 25½	....	....	27 28½	29½ 31	1,000	20 Jan. 9	31 Apr. 13	25	62⅝
Wabash St. Louis & Pacific	31¼ 32⅜	32⅛ 32¼	31⅝ 32⅝	32⅜ 32⅝	31¾ 32⅜	31⅝ 32¼	26,100	26½ Feb. 26	36¾ Jan. 18	23⅝	39⅞
Do pref	51⅛ 53	52½ 53¼	52⅜ 53¼	52¾ 53⅜	52⅝ 53	51¾ 53⅛	49,862	44¾ Feb. 26	57½ Jan. 18	45⅞	71⅝
MISCELLANEOUS.											
American Tel. & Cable Co	67½ 67½	....	67¾ 67¾	67¾ 67¾	67¾ 67¾	67⅞ 67⅞	730	64⅜ Feb. 20	69½ Jan. 15	65	74
Colorado Coal & Iron	34½ 36½	35¾ 37	35 36⅝	35¾ 36	36 36⅛	36 38	10,192	28¼ Feb. 7	38 Apr. 13	25	53⅞
Delaware & Hudson Canal	110½ 110⅞	111 111½	111 111¾	111¾ 112	111¼ 112	111¼ 112	4,365	105⅜ Feb. 13	112 Apr. 11	102⅜	119¾
Homestake Mining	15½ 15½	15½ 15½	....	....	15 15	....	50	15 Mar. 6	19 Jan. 19	15¾	19¾
Mutual Union Telegraph	19 19	19¾ 19⅞	19¼ 19¼	....	....	19½ 19¾	900	17½ Mar. 27	25 Jan. 17	19⅞	30¼
New Central Coal	....	....	13¼ 13¼	....	....	13⅛ 13⅛	200	12¼ Mar. 27	17 Jan. 4	13½	23
Ontario Silver Mining	27 27	....	20¾ 26½	....	....	....	250	18 Feb. 10	35½ Jan. 8	33	40
Oregon Improvement Co	....	....	83 83	....	....	....	120	80½ Apr. 4	91½ Mar. 5	.....	.....
Oregon Railway & Nav. Co	140 141½	....	142⅜ 142⅜	142½ 142⅝	142⅝ 144¾	144 144	4,580	132 Feb. 20	144¾ Apr. 12	128	163⅛
Pacific Mail	42½ 44	43¾ 44¾	43 44	43¼ 44	43⅛ 43⅞	43 43½	25,025	39 Jan. 25	44⅜ Apr. 9	32⅜	48¾
Pullman Palace Car	....	123 123	123½ 124	123½ 123½	123⅜ 123⅝	124½ 125	885	117 Feb. 23	126 Jan. 20	117	145
Quick River Mining	*8¾ 10	*8 10	*8 10	*8 10	*8 8½	*8¼ 10	.....	8 Feb.	9½ Mar. 3	8	14¼
Do pref	*42 44½	*42 45	44 44½	*42¼ 45	*42½ 44	*42½ 44½	300	37½ Jan. 20	46½ Mar. 6	40	62¾
Western Union Telegraph	83¾ 83⅞	82½ 83⅝	82⅝ 84⅛	83⅜ 84½	83⅜ 84¼	83½ 84¼	72,980	79⅛ Feb. 5	85¼ Mar. 13	76¼	93⅜
EXPRESS.											
Adams	130 130	*129 131	130 130	129 129	*129 130	*129½ 130	105	127 Mar. 17	135 Jan. 5	123	149½
American	91 91½	91 91	91½ 91½	91 91	92 92	90 92	88	88 Mar. 16	93 Jan. 5	80	97½
United States	*58 61	*58 62	60 60	60 60	60 60	60 60	166	58 Apr. 3	65½ Jan. 8	52	80¼
Wells, Fargo & Co	*123 125	124 124	125¾ 125¾	125 125	124 125	*124 125½	181	122 Feb. 19	126 Jan. 8	125	132
COAL AND MINING.											
Consolidation Coal	*25	*25	....	....	*25	*25	.....	25 Mar. 13	27¾ Jan. 19	27½	36⅞
Little Pittsburg Mining	....	....	....	....	....	....	.....	....	....	1½	2¾
Mariposa Land & Mining	....	....	....	....	....	....	.....	....	....	1¼	2¾
Maryland Coal	*15 17	....	....	....	....	15 15¾	300	15 Apr. 13	17 Jan. 15	13	26
Pennsylvania Coal	....	....	....	....	....	....	.....	270 Feb. 2	270 Feb. 2	240	245
Standard Consol. Mining	....	....	7 7	....	....	7 7	800	5½ Feb. 17	7 Apr. 10	4½	19¾
Cameron Coal	....	....	....	....	....	....	.....	14 Feb. 27	18 Jan. 2	18	37¼
Central Arizona Mining	....	....	....	....	....	....	.....	¼ Mar. 26	½ Jan. 12	½	1⅝
Deadwood Mining	....	....	....	....	....	....	.....	....	....	4	8¾
Excelsior Mining	....	....	....	....	....	....	.....	....	....	¼	2⅞
Robinson Mining	....	....	....	....	....	....	.....	....	....	1	4
Silver Cliff Mining	....	....	....	....	....	....	.....	....	....	2	2¾
Stormont Mining	....	....	....	....	....	....	.....	....	....	1½	1¾

* These are the prices bid and asked; no sale was made at the Board.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama—		
Class A, 3 to 5, 1906	82¼	83½
Class A, 3 to 5, small	83	.....
Class B, 5s, 1906	100	104
Class C, 4s, 1906	83	.....
6s, 10-20s, 1900	104	.....
Arkansas—		
6s, funded, 1899-1900	10	20
7s, L. Rock & Ft. S. iss.	.....	.....
7s, Memp. & L. Rock RR	.....	.....
7s, L. R. P. B. & N. O. RR	50	51
7s, Miss. O. & R. R. RR.	50	52
7s, Arkansas Cent. RR.	20	.....
Connecticut—6s, 1883-4	102	.....
Georgia 6s, 1886	102	.....
7s, new, 1886	106¼	.....
7s, endorsed, 1886	106¼	.....
7s, gold, 1890	114	.....
Louisiana—		
7s, consol., 1914	64¾	66
7s, small	60	.....
Louisiana—Continued—		
Ex-matured coupon	58	60
Michigan—		
7s, 1890	115	.....
Missouri—		
6s, due 1883	103	.....
6s, due 1886	107½	.....
6s, due 1887	108½	110
6s, due 1888	109½	.....
6s, due 1889 or 1890	110½	.....
Asyl'm or Univ., due '92	114	.....
Funding, 1894-95	118	.....
Hannibal & St. Jo., '86.	109½	.....
Do do '87	109½	.....
New York—		
6s, gold, reg., 1887	110	.....
6s, gold, coup., 1887	111	.....
6s, loan, 1891	113	.....
6s, loan, 1892	114	.....
6s, loan, 1893	.....	.....
N. Carolina—6s, old, J. & J.	.....	.....
6s, old, A. & O.	.....	.....
N. Carolina—Continued—		
No Carolina RR., J. & J†	.....	.....
Do A. & O. ..... †	.....	.....
Do 7 coup's off, J. & J.	.....	.....
Do 7 coup's off, A. & O.	.....	.....
Funding act, 1866-1900	11	13
Do 1868-1898	11	13
New bonds, J. & J., '92-8	16	.....
Do A. & O.	16	.....
Chatham RR	3½	.....
Special tax, class 1, '98-9	5½	.....
Do class 2	.....	6½
Do to W. N. C. RR	.....	.....
Do Western RR.	.....	.....
Do Wil. C. & Ru. R.	5½	7
Do W'n. & Tar R.	5½	.....
Consol. 4s, 1910	78½	.....
Small	75	.....
Ohio—		
6s, 1886	109	.....
Rhode Island—		
6s, coupon, 1893-99	116	.....
South Carolina—		
6s, Act Mar. 23, 1869 } non-fundable, 1888. }	4	7
Brown consol'n 6s, 1893	103	104
Tennessee—6s, old, 1892-8	42	44
6s, new, 1892-8-1900	41	43
6s, new series, 1914	.....	43
Comp'mise, 3-4-5-6s, 1912	45	46¾
Virginia—6s, old	36	.....
6s, new, 1866	36	.....
6s, new, 1867	36	.....
6s, consol. bonds	50	.....
6s, ex-matured coupon	39	41
6s, consol., 2d series	50	.....
6s, deferred	10	12
District of Columbia—		
3-65s, 1924	.....	.....
Small bonds	.....	.....
Registered	.....	.....
Funding 5s, 1899	.....	.....
Do small	.....	.....
Do registered	.....	.....

RAILROAD BONDS.

Railroad Bonds. (*Stock Exchange Prices.*)		
Ala. Central—1st, 6s, 1918	.....	.....
Alleg'y Cen.—1st, 6s, 1922	.....	.....
Atch. T. & S. Fe—4½, 1920	.....	.....
Sinking fund, 6s, 1911	.....	.....
Atl. & Pac.—1st, 6s, 1910	96¾	97
Balt. & O.—1st, 6s, Prk. Br.	113	.....
Bost. Hartf. & E.—1st, 7s	*	50
Guaranteed	.....	.....
Bur. C. Rap. & No.—1st, 5s	101½	.....
Minn. & St. L.—1st, 7s, gu	125	.....
Iowa C. & West.—1st, 7s	.....	.....
C. Rap. Ia. F. & N.—1st, 6s	.....	.....
1st, 5s, 1921	.....	.....
Buf. N. Y. & Phil.—1st, 6s	*101	.....
Central Iowa—1st, 7s, '99	106¼	106½
Chat. Col. & Aug.—1st, 7s	110	.....
Ches & Ohio—Pur. m'y'd.	*114	.....
6s, gold, series A, 1908.	*	107
6s, gold, series B, 1908.	92⅞	.....
6s, currency, 1918	53	53½
Mortgage 6s, 1911	*100	.....
Chicago & Alton—1st, 7s	*118½	.....
Sinking fund, 6s, 1903.	*113¾	.....
La. & Mo. Riv.—1st, 7s.	.....	.....
2d, 7s, 1900	*108	.....
St. L. Jack. & Chic.—1st	113½	115
1st, guar. (564), 7s, '94	112	.....
2d (360), 7s, 1898	.....	.....
2d, guar. (188), 7s, '98.	.....	.....
Miss. R. Br'ge—1st, s. f. 6s	.....	.....
C. B. & Q.—Consol. 7s, 1903	127½	128½
5s, sinking fund, 1901.	.....	.....
Ia. Div.—S. F., 5s, 1919	*100½	.....
S. F., 4s, 1919	*	86½
Denver Div.—4s, 1922	.....	85
4s, 1921	.....	80½
C. R. I. & P.—6s, cp., 1917	124	125
6s, reg., 1917	124	.....
Keo. & Des M.—1st, 5s	*	103½
Central of N. J.—1st, '90.	116	.....
1st consol. assented, '99	113½	114¾
Conv., assented, 7s, 1902	114	.....
Adjustment, 7s, 1903	*107	.....
Leh. & W. B.—Con. g'd. as	*104	.....
Am. D'k & Imp.—5s, 1921	*87	.....
C. M. & St. P.—1st, 8s. P. D.	131	.....
2d, 7 3-10, P. D., 1898.	121	.....
1st, 7s, $ g., R. D., 1902.	*125	.....
1st, La C. Div., 7s, 1893.	120½	.....
1st, I. & M., 7s, 1897.	120½	.....
1st, I. & D., 7s, 1899.	120½	.....
1st, C. & M., 7s, 1903.	121½	.....
Consol. 7s, 1905	122	124
2d, 7s, 1884	100	.....
1st, 7s, I. & D. Ext., 1908	120½	.....
S. W. Div., 1st, 6s, 1909.	108½	110
1st, 5s, La C. & Dav., 1919	.....	96
1st, S. Minn. Div. 6s, 1910	107⅝	.....
1st, H. & D., 7s, 1910	*118	119
Ch. & Pac. Div., 6s, 1910	112	113
1st, Chic. & P. W., 5s, 1921	94½	94¾
Min'l Pt. Div., 5s, 1910.	.....	92¼
C. & L. Sup. Div., 5s, 1921	.....	.....
Wis. & Min. D., 5s, 1921	.....	.....
C. & N'west.—S. fd. 7s, '85	*105½	.....
Interest bonds, 7s, 1883	103¼	.....
Consol. bonds, 7s, 1915.	132½	.....
Extens'n bonds, 7s, '85.	100	.....
1st, 7s, 1885	105½	.....
Coupon, gold, 7s, 1902	125½	126¼
Reg., gold, 7s, 1902	*	126
Sinking fund, 6s, 1929.	*	110
Sinking fund, reg.	*	110
Sinking fund, 5s, 1929.	.....	101
Sinking fund, reg.	*100	.....
Escan'a & L. S.—1st, 6s.	*	114
Des M. & Min's—1st, 7s	.....	.....
Iowa Midland—1st, 8s.	.....	134
Peninsula—1st, conv. 7s	120	.....
Chicago & Mil.—1st, 7s.	.....	125
Win. & St. P.—1st, 7s, '87	.....	109
2d, 7s, 1907	122	125
Mil. & Mad.—1st, 6s, 1905	.....	113
C. C. C. & Ind's—1st, 7s, s. f.	*122	.....
Consol. 7s, 1914	*120	.....
C. St. P. M. & O.—Consol., 6s	.....	108
C. St. P. & M.—1st, 6s, 1918	*115	116
N. Wis.—1st, 6s, 1930	.....	.....
St. P. & S. C.—1st, 6s, 1919	109⅞	110¼
Chic. & E. Ill.—1st, s. f., cur.	98	.....
Col. & Green.—1st, 6s, 1916	101¾	.....
2d, 6s, 1926	79½	83
Col. H. Val. & Tol.—1st, 5s	82½	85
Del. L. & W.—7s, conv., '92	115	.....
Mortgage 7s, 1907	*124	.....
Syr. Bing. & N. Y.—1st, 7s	123	125
Morris & Essex.—1st, 7s	135	137
2d, 7s, 1891	112½	.....
Bonds, 7s, 1900	*115	.....
7s of 1871, 1901	.....	121
1st, consol., guar., 7s	121½	122
N. Y. Lack. & W.—1st, 6s	*114¼	.....
Del. & H.—1st, 7s, 1884	*103	.....
7s, 1891	115	.....
1st, ext., 7s, 1891	*	115
Coup., 7s, 1894	115	.....
Reg., 7s, 1894	*	114
1st, Pa. Div., cp., 7s, 1917	123	.....
Pa. Div., reg., 7s, 1917	123	126
Del. & H.—Continued—		
Alb. & Susq.—1st, 7s	111	.....
2d, 7s, 1885	103½	.....
1st, cons., guar. 7s, 1906	.....	.....
1st cons., 6s, 1906	*110	113
Rens. & Sar.—1st, coup. 1st, reg., 1921	138	.....
Denv. & Rio Gr.—1st, 1900	113¾	114½
1st consol., 7s, 1910	97½	98
Denv. So. P. & Pac.—1st, 7s.	99	101
Det. Mac. & Marq.—1st, 6s	.....	.....
Land grant, 3½s, S. A.	.....	.....
E. T. Va. & G.—1st, 7s, 1900	117	.....
1st, cons., 5s, 1930	75⅝	76
Divisional 5s, 1930	92½	.....
Eliz. C. & N.—S. f., deb. c. 6s	.....	.....
1st, 6s, 1920	.....	.....
Eliz. Lex. & Big S.—6s	*94	91½
Erie—1st, extended, 7s	123½	.....
2d, extended, 5s, 1919	*107	108
4th, extended, 5s, 1920.	*106	.....
5th, 7s, 1888	111	.....
1st cons., gold, 7s, 1920.	126¾	127⅝
1 t cons., fd. coup., 7s	.....	.....
Reorg., 1st lien, 6s, 1908	109½	109½
Long Dock b'd, 7s, '93.	*	120
Buff. N. Y. & E.—1st, 1916	*132¼	.....
N. Y. L. E. & W.—New 2d 6	*	98
2d, consol., fd. cp., 5s.	.....	.....
Buf. & S. W.—M. 6s, 1908	.....	.....
Ev. & T. H.—1st, cons., 6s	*97	98
Flt & P. M'rq.—M. 6s, 1920	.....	.....
Gal. Har. & S. Ant.—1st, 6s	.....	.....
2d, 7s, 1905	.....	.....
Mex. & Pac.—1st, 5s.	.....	.....
2d, 6s, 1931	.....	.....
Gr'n Bay W. & S. P.—1st, 6s	80	.....
Gulf Col. & S. Fe—7s, 1909	112½	.....
Han. & St. Jos.—8s, conv.	104¾	.....
Consol. 6s, 1911	104	.....
Hous. & T. C.—1st, M. L., 7s	109	109
1st, West. Div., 7s	106	108
1st, Waco & N., 7s	114½	115
2d consol., main line, 8s	.....	.....
2d, Waco & No., 8s, 1915	.....	.....
General, 6s, 1921	.....	.....
Hous. E. & W. Tex.—1st, 7s	.....	.....
Ill. Cent.—Sp. Div.—Cp. 6s	*	116
Middle Div.—Reg., 5s.	.....	.....
C. St. L. & N. O.—Ten. l., 7s	116½	.....
1st consol., 7s, 1897	*117½	.....
2d, 7s, 1907	110	125
Gold, 5s, 1951	104	104½
2d Div., 7s, 1894	*114	.....
Ced. F. & Minn.—1st, 7s	111	.....
Ind. Bl. & W.—1st pref. 7s	118	.....
1st, 4-5-6s, 1909	86½	88
2d, 4-5-6s, 1909	74	.....
East'n Div.—6s, 1921	91½	93
Indianap. D. & Spr.—1st, 7s	99	100
2d, 5s, 1911	.....	.....
Int. & Gt. No.—1st, 6s, gold	111	112
Coupon, 6s, 1909	87⅜	87½
Kent'ky Cen.—M., 6s, 1911	.....	.....
Lake Shore & Mich. So.—		
Mich. S. & N. I.—S. fd., 7s	107	.....
Cleve. & Tol.—Sink. fd.	106½	.....
New bonds, 7s, 1886.	104	.....
Cleve. P. & Ash.—7s	111½	.....
Buff. & Erie—New bds.	.....	125
Kal. & W. Pigeon—1st.	*100	.....
Det. M. & T.—1st, 7s, 1906	.....	.....
Lake Shore—Div. bonds	119	121
Consol., coup., 1st, 7s.	124	.....
Consol., reg., 1st, 7s.	124	124½
Consol., coup., 2d, 7s.	120	121
Consol., reg., 2d, 7s.	.....	.....
Long Isl. R.—1st, 7s, 1898	.....	.....
1st consol., 5s, 1931	*97	98
Louisv. & N.—Cons. 7s, '98	115	115½
2d, 7s, gold, 1883.	.....	104
Cecilian Br'ch—7s, 1907	102	.....
N. O. & Mob.—1st, 6s 1930	93	95
E. H. & N.—1st, 6s, 1919	.....	102
General, 6s, 1930	95½	96
Pensac'la Div.—6s, 1920	.....	.....
St. L. Div.—1st, 6s, 1921	99	.....
2d, 3s, 1980	48	.....
Nashv. & Dec.—1st, 7s.	112½	.....
S. & N. Ala.—S. f., 6s, 1910	.....	.....
Leban'n-Knox—6s, 1931	100	.....
Louisv. C. & L.—6s, 1931	100	.....
L. Erie & W.—1st, 6s, 1919	98½	.....
Sandusky Div.—6s, 1919	.....	96½
Laf. Bl. & M.—1st, 6s, 1919	99	.....
Louisv. N. Alb. & C.—1st, 6s	101¾	102
Manhat. B'chCo.—7s, 1909	.....	.....
N. Y. & M. B'h—1st, 7s, '97	.....	125
Marietta & Cin.—1st, 7s. 1st, sterling	.....	.....
Metr'p'lit'n El.—1st, 1908	.....	100
2d, 6s, 1899	.....	88
Mex. Cen.—1st, 7s, 1911.	*75	.....
Michigan Central—		
Con., 7s, 1902	126	126½
Consolidated 5s, 1902	105	106
6s, 1909	.....	.....
Coupon, 5s, 1931.	*	101
Registered, 5s, 1931.	*	101
Jack. Lan. & Sag.—6s, '91	.....	.....
Mil. & No.—1st, 6s, 1910.	.....	95
Mil. L. S. & W.—1st, 6s, 1921	99	101
Minn. & St. L.—1st, 7s, 1927	119	120
Iowa Ext.—1st, 7s, 1909	116	116⅜
2d, 7s, 1891	101	.....
S'thw. Ext.—1st, 7s, 1910	111¾	.....
Pac. Ext.—1st, 6s, 1921	99	.....
Missouri Kan. & Tex.—		
Gen. con., 6s, 1920	83¾	84
Cons. 7s, 1904-5-6	.....	109½
Cons. 2d, income, 1911.	62¼	62½
H. & Cent. Mo.—1st, '90	*106½	.....
Mobile & Ohio.—New, 6s.	.....	.....
Collat. Trust, 6s, 1892	.....	.....
Morgan's La. & T.—1st, 6s	*101	.....
Nash. Chat. & St. L.—1st, 7s	116	116¾
2d, 6s, 1901	.....	.....
N. Y. Central—6s, 1883.	*106½	107
6s, 1887	107	107¾
6s, real estate, 1883	102½	.....
6s, subscription, 1883.	102½	.....
N. Y. C. & H.—1st, cp., 7s	130	131
1st, reg., 1903	.....	131
Huds. R.—7s, 2d, s. f., '85	*107	.....
Can. So.—1st, int. g'ar. 5s	96⅝	96¾
Harlem—1st, 7s, coup.	130½	132
1st, 7s, reg., 1900	130½	132
N. Y. Elev'd—1st, 7s, 1906	.....	117
N. Y. Pa. & O.—Pr. l'n. 6s, '95	.....	.....
N. Y. C. & N.—Gen., 6s, 1910	47½	49
Trust Co., receipts	46	.....
N. Y. & New Eng.—1st, 7s	.....	.....
1st, 6s, 1905	.....	.....
N. Y. C. & St. L.—1st, 6s, 1921	93⅛	98¼
N. Y. W. Sh. & Buf.—Cp. 5s	78⅝	783¼
Nevada Cent.—1st, 6s	*	103
N. Pac.—G. l. g., 1st, cp. 6s	105½	105¾
Registered, 6s, 1921	*104⅝	.....
N. O. Pac.—1st, 6s, g., 1920	.....	88⅜
Norf. & W.—G'l, 6s, 1931.	103	.....
Ohio & Miss.—Consol. s. f.	117	.....
Consolidated 7s, 1898	*116¼	.....
2d consolidated 7s, 1911	.....	123¼
1st, Springfield Div., 7s	*118	118½
Ohio Central—1st, 6s, 1920	89	89½
1st Ter'l Tr., 6s, 1920	80	.....
1st Min'l Div., 6s, 1921.	*88½	93
Ohio So.—1st, 6s, 1921	.....	84
Oreg'n & Cal.—1st, 6s, 1921	*94⅝	.....
Or. & Trans'l—6s, '82-1922	94⅞	95½
Oreg. Imp. Co.—1st, 6s.	.....	95
Panama—S. f., sub. 6s, 1910	.....	.....
Peoria Dec. & Ev.—1st, 6s	.....	103½
Evans. Div., 1st, 6s, 1920	*	97
Peoria & Pek. U'n—1st, 6s	100	102
Pac. RRs.—Cen. P.—G., 6s	114¼	114½
San Joaquin Branch	108¾	.....
Cal. & Oregon—1st, 6s	*	104
State Aid bds., 7s, '84	.....	.....
Land grant bonds, 6s.	.....	.....
West. Pac.—Bonds, 6s	110	.....
So. Pac. of Cal.—1st, 6s.	103½	.....
Union Pacific—1st, 6s.	114⅜	.....
Land grants, 7s, '87-9.	106½	.....
Sinking funds, 8s, '93.	116¾	117
Registered 8s, 1893.	.....	.....
Collateral Trust, 6s.	*104½	.....
Kans. Pac.—1st, 6s, '95	108½	.....
1st, 6s, 1896	109¼	.....
Den. Div., 6s, as'd, '99	109½	111
1st consol., 6s, 1919.	101¾	102½
C. Br. U. P.—F. c., 7s, '95	*100	.....
At. C. & P.—1st, 6s, 1905	*91	.....
At. J. Co. & W.—1st, 6s	*	91
Oreg. Short L.—1st, 6s	*99⅝	99⅞
Ut. So.—Gen., 7s, 1909	*102	.....
Exten., 1st, 7s, 1909	*	100
Mo. Pac.—1st, cons., 6s.	106½	.....
3d, 7s, 1906	*115	120
Pacific of Mo.—1st, 6s	105	106¼
2d, 7s, 1891	.....	114
St. L. & S. F.—2d, 6s, cl. A	99¾	.....
3-6s, class C, 1906	.....	100
3-6s, class B, 1906	*99	100
1st, 6s, Peirce C. & O.	.....	.....
Equipment, 7s, 1895.	*100	104
Gen. mort., 6s, 1931.	99½	99¾
So. Pac. of Mo.—1st	104	105
Tex. & Pac.—1st, 6s, 1905	105	.....
Consol., 6s, 1905	95	95
Income & Ld. gr., reg.	68¼	68⅜
1st, Rio G. Div., 6s, 1930	84½	84¼
Pennsylvania RR.—		
Pa. Co's gu. r. 4½s, 1st c.	*	96¼
Registered, 1921	*	96¼
Pitt. C. & St. L.—1st, c. 7s	.....	.....
1st, reg., 7s, 1900	.....	.....
2d, 7s, 1913	.....	.....
Pitts. Ft. W. & Ch.—1st	.....	.....
2d, 7s, 1912	.....	134
3d, 7s, 1912	*126	.....
Clev. & Pitts.—Cons. s. f.	126	.....
4th, sink. fd., 6s, 1892.	109	.....
Col. C. & I. C.—1st, consol.	.....	.....
2d consol., 7s, 1909	.....	.....
1st, Tr'st Co. ctfs., ass'd	.....	.....
2d, Tr'st Co. ctfs., ass'd	.....	.....
1st, Tr't Co. ctfs. suppl.	.....	.....
St. L. V. & T. H.—1st, g., 7s	.....	.....
2d, 7s, 1898	.....	.....
2d, guar., 7s, 1898	.....	.....
Pitts. B. & B.—1st, 6s, 1911	.....	.....
Rome W. & Og.—Con. 1st.	.....	70
Roch. & Pitt. 1st, 6s, 1921	.....	107
Rich. & Al.—1st, 7s, 1920	77½	79
Rich. & Danv.—Cons. g., 6s	95¼	95¾
Debenture 6s, 1927	63¼	63⅞
Atl. & Ch.—1st, p., 7s, '97	.....	.....
Incomes, 1900	.....	.....
Scioto Val.—1st, cons., 7s.	.....	.....
St. L. & Iron Mt.—1st, 7s	114½	.....
2d, 7s, 1897	110¼	112
Arkansas Br.—1st, 7s.	110	111
Cairo & Fulton—1st, 7s.	109½	109⅝
Cairo Ark. & T.—1st, 7s	109	109½
Gen. r'y & l. gr., 5s, 1931	78	79
St. L. Alton & T. H.—1st.	*113	.....
2d, pref., 7s, 1894	.....	109
2d, income, 7s, 1894	.....	106½
Bellev. & S. Ill.—1st, 8s	117	.....
St. P. Minn. & Man.—1st, 7s	109	.....
2d, 6s, 1909	110	.....
Dakota Ext.—6s, 1910.	111	112
Min's Un.—1st, 6s, 1922.	.....	111
St. P. & Dul.—1st, 5s, 1931	100	.....
So. Car. Ry.—1st, 6s, 1920	101	102½
2d, 6s, 1931	*95	.....
Tex. Cen.—1st, s. f., 7s, 1909	106	.....
1st mort., 7s, 1911	105½	.....
Tol. Del. & Bur.—Main, 6s	.....	58
1st, Dayt. Div., 6s, 1910	.....	.....
1st, Ter'l trust, 6s, 1910	.....	.....
Va. Mid.—M. inc., 6s, 1927	58	62
Wab. St. L. & P.—Gen'l, 6s	83¼	84
Chic. Div.—5s, 1910	82⅜	83
Hav. Div.—6s, 1910	.....	87
Tol. P. & W.—1st, 7s, 1917	106½	.....
Iowa Div.—6s, 1921.	84	88
Ind'polis Div.—6s, 1921	.....	.....
Detroit Div.—6s, 1921.	.....	.....
Cairo Div.—5s, 1931.	.....	.....
Wabash—M., 7s, 1909.	.....	.....
Tol. & W.—1st, ext., 7s	107	108½
1st, St. L. Div., 7s, '89	*102	.....
2d, ext., 7s, 1893	102	.....
Equip. b'ds, 7s, 1883.	.....	.....
Consol. conv., 7s, 1907	.....	97½
Gt. West.—1st, 7s, '88	105½	106½
2d, 7s, 1893	102	.....
Q. & T.—1st, 7s, 1890.	103	104
Han. & Naples—1st, 7s	.....	.....
Ill. & So. Ia.—1st Ex., 6s	.....	.....
St. L. K. C. & N.—R. e. 7s	.....	109½
Om. Div.—1st, 7s	*109	110
Clar'da Br.—6s, 1910;	*	100
St. Chas. Br.—1st, 6s	*	103
No. Missouri—1st, 7s.	118½	.....
West. Un. Tel.—1900, cp	116	.....
1900, reg.	115½	117
N. W. Telegraph—7s, 1904	.....	.....
Mut. Un. T.—S. F., 6s, 1911	86½	86¾
Spring Val. W. W.—1st, 6s	.....	.....
Oregon RR. & N.—1st, 6s	.....	107½

INCOME BONDS.

(*Interest payable if earned.*)

Ala. Cent.—Inc. 6s, 1918.	.....	.....
Alleg'y Cent.—Inc., 1912.	.....	.....
Atl. & Pac.—Inc., 1910	.....	25
Central of N. J.—1908	85⅛	.....
Col. C. & I. C.—Inc. 7s, '90	.....	.....
Reorga'n Tr'st Co. Cert.	.....	73
Cent. Ia.—Coup. debt ctfs.	*	60
Ch. St. P. & M.—L. g. inc., 6s	.....	.....
Chic. & E. Ill.—Inc., 1907	.....	.....
Des M. & Ft. D.—1st, inc., 6s	*	75
Det. Mac. & Marq.—Inc.	.....	.....
E. T. V. & Ga.—Inc., 6s, 1931	38⅜	39
El. C. & No.—2d, inc., 1970	.....	.....
G. Bay W. & St. P.—2d, inc.	24	26
Ind. Bl. & W.—Inc., 1919	.....	.....
Consol., Inc., 6s, 1921.	.....	43
Ind's Dec. & Spr'd—2d inc	.....	35
Trust Co. certificates.	.....	.....
Leh. & Wilkesb. Coal—'88	81	.....
Lake E. & W.—Inc. 7s, '99	46	50
Sand'ky Div.—Inc., 1920	.....	55
Laf. Bl. & Mun.—Inc. 7s, '99	50	.....
Mil. L. S. & W.—Incomes	*80	82
Mob. & O.—1st prf. deben.	75	79
2d pref. debentures	.....	48
3d pref. debentures	.....	.....
4th pref. debentures	.....	.....
N. Y. Lake E. & W. - Inc. 6s	70	.....
N. Y. P. & O.—1st inc. ac., 7s	50	58
Ohio Cent.—Income, 1920	30	.....
Min'l Div.—Inc. 7s, 1921	.....	.....
Ohio So.—2d inc., 6s, 1921	31	33⅞
Ogdens. & L. C.—Inc., 1920	.....	.....
Small	.....	.....
Peoria D. & Ev.—Inc., 1920	*	60
Evans. Div.—Inc., 1920	.....	.....
Peoria & Pek. Un.—Inc., 6s	.....	.....
Roch. & Pitts.—Inc., 1921	45	47½
Rome W. & Og.—Inc., 7s.	*	43
So. Car. Ry.—Inc., 6s, 1931	66	67
St. Louis I. Mt. & So.—		
1st, 7s, pref., int. accum.	.....	.....
2d, 6s, int. accum'lative	.....	.....
St. L. & Ry.—Ser. B., inc. '94	.....	.....
Plain incomes, 6s, 1896.	*	37
Sterlin'g Mt. Ry.—Inc., '95	.....	.....
St. L. A. & T. H.—Div. bds	.....	76
Tol. Del. & B.—Inc., 6s, 1910	.....	.....
Dayton Div.—6s, 1910.	.....	.....
Pex. & St. L.—L. g., inc. 1920	.....	.....

* No price Friday—these are latest quotations made this week.

† Coupons on since 1869

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "January 1 to latest date" furnish the gross earnings from January 1 to, and including, the period mentioned in the second column.

Roads.	Latest Earnings Reported. Week or Mo	1883.	1882	Jan. 1 to Latest Date. 1883.	1882
		$	$	$	$
Ala.Gt.Southern	February..	81,768	66,731	165,899	127,305
Atch.Top.&S.Fe	March	.....	.....	3,136,253	3,335,773
Buff. Pittsb.& W.	January..	78,821	62,150	78,821	62,150
Burl.Ced.R.&No.	4th wk Mar	81,360	77,119	637,518	702,561
Ced. R. & Mo. R.	January...	224,723	255,444	224,723	255,444
Central of Ga....	February.	334,500	269,953	645,700	602,739
Central Iowa....	March	115,826	80,677	273,691	279,761
Central Pacific	March.....	2,021,000	1,989,737	5,192,681	5,520,841
Chesap. & Ohio	March.....	270,675	215,444	765,104	603,243
Chicago & Alton	1st wk Apr	135,112	129,965	1,989,612	1,822,901
Chic. Bur. & Q.	February.	1,611,021	1,457,300	3,236,701	3,116,134
Chic. & East. Ill	1st wk Apr	28,673	34,337	421,931	443,431
Chic.& Gr. Trunk	wk Apr 7..	60,014	52,287	729,893	553,983
Chic. Mil &St. P	1st wk Apr	463,000	373,979	5,174,000	4,746,277
Chic. & Northw	1st wk Apr	427,700	382,840	5,156,417	5,171,812
Ch.St.P.Minn.&O	1st wk Apr	108,608	85,300	1,118,673	1,150,100
Chic. & W. Mich.	3d wk Mar	30,816	28,399	290,454	301,195
Cin.Ind.St.L.&C.	March.....	220,610	201,723	564,904	608,394
Cincinnati South	2 wks Mar.	121,115	104,129	.....	.....
Clev.Akron.& Col	4th wk Mar	16,841	16,215	118,962	109,161
Col. Hock.V.& T	1st wk Apr	55,378	61,375	717,942	658,201
Danbury & Nor.	January...	17,277	13,417	17,277	13,417
Denv. & Rio Gr.	1st wk Apr	123,900	125,50	1,497,20	1,551,419
Denv.& R Gr.W.	1st wk Apr	5,100	.....	76,300	.....
Des Mo.& Ft. D.	3d wk Mar	7,823	8,606	64,651	88,283
Det. Lan. & No..	4th wk Mar	49,449	50,193	333,251	367,948
Dub. & Sioux C	4th wk Mar	28,919	27,181	242,015	241,767
Eastern	4th wk Mar	88,990	81,440	684,230	684,543
E.Tenn.Va.&Ga	1st wk Apr	69,918	53,569	1,028,690	789,075
Eliz. Lex. & B.S.	March.	52,991	31,416	156,52.	86,877
Evansv. & T. H	1st wk Apr	13,484	16,578	184,411	193,553
Flint & P. Marq.	4th wk Mar	85,372	70,206	586,738	528,245
Ft.W. & Denver	1st wk Apr	6,700	.....	.....	.....
Georgia	February.	143,291	113,777	277,697	235,898
Grand Trunk...	Wk. Mar. 31	342,777	313,705	4,093,188	3,722,069
Gr. Bay W.&St.P	4th wk Mar	13,992	11,807	85,128	67,749
Gulf Col&San.Fe	March.....	141,101	78,985	436,709	262,014
Hannibal& St.Jo	1st wk Apr	47,795	38,205	636,658	501,865
Hous.E.&W.Tex	February..	21,788	15,290	46 636	33,576
Illinois Cen.(Ill.)	1st wk Apr	116,600	132,247	1,690,685	1,779,849
Do (Iowa)	1st wk Apr	39,900	34,741	486,842	517,384
Do So. Div	1st wk Apr	63,400	61,864	1,224,953	934,541
Ind.Bloom.& W.	4th wk Mar	62,854	51,069	719,874	576,118
K.C.Ft.S. & Gulf	3d wk Mar	38,179	30,501	.....	.....
K. C. Law. & So	March.....	.....	.....	337,407	226,435
L. Erie & West'n	1st wk Apr	20,756	24,165	385,626	350,106
L. R. & Ft.Smith	March.....	47,327	36,706	138.090	108,282
L.Rk.M.Riv.&T	March	32,006	15,950	99,413	57,525
Long Island....	1st wk Apr	48,370	48,321	468,107	430,231
Louisa. & Mo. R.	January...	49,569	41,361	49,569	41,361
Louisv.& Nashv	1st wk Apr	233,985	223,947	3,503,227	3,217,623
Mar.Hough.& O	February..	17,000	22,610	36,203	48,081
Memp. & Charl.	March.....	101,820	82,964	317,816	281,695
Mexican Cent...	2d wk Mar	33,806	.....	348,991	.....
Do No.Div	2d wk Mar	4,523	.....	39,960	.....
Mexican Nat'l..	4th wk Mar	23,774	.....	171,435	.....
Mil. L.Sh.& West	1st wk Apr	18,770	16,000	227,830	222,514
Missouri Pacific	1st wk Apr	154,668	128,623	2,366,029	1,706,463
Central Br'ch	1st wk Apr	22,777	13,821	384,465	223,280
Int. & Gt. No..	1st wk Apr	70,208	58,443	1,027,021	771,116
Mo. Kan. & T..	1st wk Apr	126,149	99,275	1,799,523	1,366,160
St.L.Ir.Mt.& S	1st wk Apr	137,111	141,853	1,957,378	1,744,358
Tex. & Pacific.	1st wk Apr	103,091	75,981	1,580,561	1,021,925
Whole System	1st wk Apr	611,005	517,977	9,114,979	6,833,304
Mobile & Ohio..	March.....	180,113	148,166	568,284	466,131
Nash.Ch.& St.L.§	February..	195,262	174,974	392,650	345,727
N.Y.L.E.& West	January...	1,524,869	1,318,997	1,524,869	1,318,997
N. Y.& N. Engl'd	March.....	284,868	265,222	774,875	696,325
Norfolk & West.	March.....	203,158	174,769	594,989	493,000
Northern Cent..	February..	486,865	413,551	986,117	820,919
Northern Pacific	1st wk Apr	174,600	105,240	1,490,076	992,685
Ohio Central....	4th wk Mar	21,946	26,110	225,844	207,837
Ohio & Miss	February..	283,999	260.139	.....	.....
Ohio Southern..	4th wk Mar	9,559	8,390	104,550	84,342
Oregon & Cal...	February..	¶37,390	.....	139,790	.....
Oregon Imp. Co.	January....	240,543	230,183	240,543	230,183
Oregon R.&N.Co	March.....	‡418,100	420,385	1,058,409	1,103,058
Pennsylvania ..	February..	3,712,215	3,306,750	7,641,572	6,680 071
Peo. Dec. & Eve.	4th wk Mar	16,028	23,952	150,979	188,948
Phila. & Read...	February..	1,433,862	1,290,421	3,062,637	2,793,496
Do C. & Iron	February.	923,319	878,584	1,871,538	1,826,975
Philadelp.& Erie	February..	295,683	246,246	615,403	498,973
Richm.& Danv..	March.....	352,414	339,467	911,419	915,117
Ch'l Col.&Aug	March.....	84,043	69,106	218,770	204,349
Columb. & Gr.	March.....	83,021	73,182	234,713	221,022
Va. Midland..	March.....	123,580	112,499	334,353	282,676
West No. Car.	March	26,167	18,548	73,814	45,533
St. L.Alt. & T.H	4th wk Mar	38,379	33,774	364,949	311,128
Do (brchs.	4th wk Mar	22,460	26,131	211,144	198,904
St. Louis & Cairo	4th wk Mar	8,353	7,722	80,098	88,526
St.L.&san Fran	1st wk Apr	65,223	56,757	931,511	833,155
St. Paul & Dul.	1st wk Apr	22,335	15,357	242,528	198,686
St. P. Minn.& M	1st wk Apr	214,000	135,323	1,823,188	1,480,146
Scioto Valley..	1st wk Apr	8,885	9,916	123,722	123,129
South Carolina	February..	149,758	126 773	279,190	252,240
Union Pacific...	3 dys Apr	428,000	419,000	6,339,939	6,620,686
Utah Central ..	February..	98,880	129,482	198 061	239,471
Vicksb'rg& Mer	February..	44,709	43,012	95,847	90,321
Wab.St.L.& Pac	4th wk Mar	37,899	350.281	3,857,777	3,678,509

* Earnings on 2,895 miles this year against 2,917 in 1882.
† Freight earnings. § All lines included
‡ Trains interrupted by floods. ¶ Small earnings due to freshets.

Coins.—The following are quotations in gold for various coins

Sovereigns	$4 82 @$4 86	Silver ½s and ¼s.	— 99⅝ @ par.
Napoleons	3 82 @ 3 86	Five francs	— 92 @ — 97
X X Reichmarks	4 72 @ 4 76	Mexican dollars	— 85½ @ — 86⅜
X Guilders	3 95 @ 3 99	Do uncommer'l	— 84½ @ — 85¼
Span'h Doubloons	15 55 @15 75	Peruvian sols	— 80 @ — 82
Mex. Doubloons	15 45 @15 60	English silver	— 4 75 @ 4 82
Fine silver bars	1 09⅜ @ 1 10⅝	Prus. silv. thalers	— 68 @ — 7 ½
Fine gold bars	par @ ¼ prem.	U. S. trade dollars	— 99½ @ — 9 ⅝
Dimes & ½ dimes	— 99⅝ @ par	U. S. silver dollars	— 99⅜ @ pa .

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on April 7:

Banks.	Capital.	Average amount— Loans and Discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
	$	$	$	$	$	$
New York	2,050,000	2,951,000	1,807,000	3,5[illegible]	8,[illegible]	440,000
Manhattan Co.	2,[illegible]	12,[illegible]	7,[illegible]	[illegible]	5,[illegible]	.....
Merchants'	2,[illegible]	6,[illegible]	7,[illegible]	5,[illegible]	5,[illegible]	378,300
Mechanics'	2,[illegible]	7,[illegible]	1,[illegible]	3,[illegible]	6,[illegible]	.....
Union	1,[illegible]	4,[illegible]	[illegible]	17[illegible]	1,[illegible]	.....
America	3,[illegible]	1,[illegible]	[illegible]	61[illegible]	5,[illegible]	1,100
Phoenix	1,[illegible]	2,[illegible]	5,[illegible]	[illegible]	2,[illegible]	227,000
City	1,[illegible]	7,[illegible]	1,[illegible]	37[illegible]	7,[illegible]	.....
Tradesmen's	1,[illegible]	2,[illegible]	2,[illegible]	[illegible]	1,[illegible]	706,100
Fulton	[illegible]	1,[illegible]	2,[illegible]	68,[illegible]	1,[illegible]	.....
Chemical	300,000	12,[illegible]	3,[illegible]	[illegible]	[illegible]	.....
Merch'nts' Exch	1,000,000	3,[illegible]	3,[illegible]	[illegible]	2,[illegible]	281,700
Gallatin National	1,000,000	4,[illegible]	4,[illegible]	19[illegible]	4,[illegible]	792,500
Butchers' & Drov	300,000	1,[illegible]	3,[illegible]	8,[illegible]	1,[illegible]	266,100
Mechanics' & Tr	200,000	[illegible]	1,[illegible]	80,[illegible]	[illegible]	12[illegible]
Greenwich	200,000	1,[illegible]	[illegible]	14,[illegible]	9,[illegible]	7,000
Leather Manf'rs	600,000	2,[illegible]	3,[illegible]	2,[illegible]	2,[illegible]	337,400
Seventh Ward	300,000	1,[illegible]	2,[illegible]	1,[illegible]	1,[illegible]	20,000
State of N. York	500,000	3,[illegible]	1,[illegible]	12,[illegible]	3,[illegible]	.....
American Exch	5,000,000	13,[illegible]	1,[illegible]	7,[illegible]	9,[illegible]	.....
Commerce	5,000,000	14,[illegible]	1,[illegible]	4,[illegible]	7,[illegible]	1,015,800
Broadway	1,000,000	3,[illegible]	1,[illegible]	1,[illegible]	3,[illegible]	706,000
Mercantile	1,000,000	6,[illegible]	1,[illegible]	3,[illegible]	7,[illegible]	706,700
Pacific	422,700	2,[illegible]	[illegible]	1,[illegible]	3,[illegible]	.....
Republic	1,500,000	4,[illegible]	2,[illegible]	4,[illegible]	2,[illegible]	684,900
Chatham	450,000	3,[illegible]	1,[illegible]	1,[illegible]	3,[illegible]	45,000
People's	200,000	1,[illegible]	1,[illegible]	1,[illegible]	1,[illegible]	5,400
North America	700,000	2,[illegible]	1,[illegible]	1,[illegible]	2,[illegible]	.....
Hanover	1,000,000	8,[illegible]	1,[illegible]	6,[illegible]	8,[illegible]	1,800
Irving	500,000	3,[illegible]	[illegible]	2,[illegible]	2,[illegible]	420,700
Metropolitan	3,000,000	12,[illegible]	1,[illegible]	3,[illegible]	8,[illegible]	2,225,100
Citizens'	500,000	2,[illegible]	[illegible]	2,[illegible]	2,[illegible]	450,000
Nassau	500,000	2,[illegible]	[illegible]	1,[illegible]	2,[illegible]	.....
Market	500,000	2,[illegible]	[illegible]	1,[illegible]	2,[illegible]	450,000
St. Nicholas	500,000	2,[illegible]	[illegible]	1,[illegible]	1,[illegible]	.....
Shoe & Leather	500,000	2,[illegible]	[illegible]	2,[illegible]	2,[illegible]	450,000
Corn Exchange	1,000,000	4,[illegible]	[illegible]	1,[illegible]	2,[illegible]	4,500
Continental	1,000,000	5,[illegible]	[illegible]	1,[illegible]	6,[illegible]	450,000
Oriental	300,000	2,[illegible]	[illegible]	2,[illegible]	1,[illegible]	.....
Marine	400,000	3,[illegible]	[illegible]	1,[illegible]	3,[illegible]	270,000
Importers' & Tr..	1,500,000	18,[illegible]	4,[illegible]	4,[illegible]	19,[illegible]	1,305,000
Park	2,000,000	16,[illegible]	3,[illegible]	8,[illegible]	20,[illegible]	45,000
Wall St. Nation'l	500,000	1,[illegible]	[illegible]	[illegible]	[illegible]	.....
North River	240,000	1,[illegible]	[illegible]	[illegible]	[illegible]	.....
East River	250,000	1,[illegible]	[illegible]	[illegible]	[illegible]	228,500
Fourth National	3,000,000	15,[illegible]	3,[illegible]	[illegible]	[illegible]	539,900
Central Nat	2,000,000	7,[illegible]	[illegible]	1,[illegible]	7,[illegible]	297,000
Second Nation'l	300,000	3,[illegible]	[illegible]	[illegible]	[illegible]	90,000
Ninth National	750,000	5,[illegible]	[illegible]	[illegible]	[illegible]	501,000
First National	500,000	11,[illegible]	2,[illegible]	[illegible]	13,[illegible]	44,900
Third National	1,000,000	5,[illegible]	[illegible]	[illegible]	[illegible]	.....
N. Y. Nat. Exch.	300,000	1,[illegible]	[illegible]	[illegible]	[illegible]	265,000
Sowery National	250,000	1,[illegible]	[illegible]	[illegible]	[illegible]	225,000
N. York County	200,000	1,[illegible]	[illegible]	[illegible]	[illegible]	180,000
German Americ'n	750,000	2,[illegible]	[illegible]	[illegible]	[illegible]	.....
Chase National	300,000	5,[illegible]	[illegible]	[illegible]	[illegible]	45,000
Fifth Avenue	100,000	2,[illegible]	[illegible]	[illegible]	[illegible]	.....
German Exch.	200,000	1,[illegible]	[illegible]	[illegible]	[illegible]	.....
Germania	200,000	1,[illegible]	[illegible]	[illegible]	[illegible]	.....
U. S. Nat.	500,000	4,[illegible]	1,[illegible]	[illegible]	[illegible]	405,000
Lincoln Nat	300,000	1,[illegible]	[illegible]	[illegible]	[illegible]	45,000
Garfield Nat.	200,000	577,500	[illegible]	[illegible]	[illegible]	180,000
Total	61,142,700	311,039,400	50,620,400	15,923,700	280,980,400	16,532,000

The deviations from returns of previous week are as follows

Loans and discounts	Inc. $909,300	Net deposits	Inc. $1,693,200
Specie	Inc. 1,563,600	Circulation	Dec. 42,800
Legal tenders	Dec 878,100		

The following are the totals for three weeks:

1883.	Loans. $	Specie. $	L. Tenders. $	Deposits. $	Circulation. $	Agg. Clear. $
Mch. 24	312,879,100	47,997,400	17,025,400	281,911,700	16,356,200	599,809,618
" 31	313,049,100	49,068,800	16,801,800	279,944,200	16,574,800	598,987,988
Apr. 7	311,039,400	50,620,400	15,923,700	280,980,400	16,532,000	658,257,90

Boston Banks.—Following are the totals of the Boston banks

1883.	Loans. $	Specie. $	L. Tenders. $	Deposits.* $	Circulation. $	Agg. Clear $
Mch.26..	143,910,100	5,068,600	3,531,000	80,738,300	30,348,300	60,007,217
Apr. 2..	144,779,900	5,033,500	3,752,200	81,981,000	30,167,700	55,1 0 78 6
" 9..	145,526,800	4,655,800	3,335,900	83,700,100	30,102,100	70,508,476

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

1883.	Loans. $	L. Tenders. $	Deposits. $	Circulation. $	Agg. Clear. $
Mch. 26	74,738,335	16,229,910	64,130,185	9,774,010	44,284,123
Apr. 2	74,620,434	15,328,927	62,488,377	9,81 ,351	43,044,219
" 9	74,838,580	15,552,778	62,970,557	9,814,468	37,456,449

Unlisted Securities.—Following are quoted at 38 New Street:

	Bid.	Asked.
Am. Railw'y Imp.Co—		
Ex bonds and stock.	44	52½
Atl. & Pac.—6s, 1st....	96	97½
Incomes	24½	25
Blocks 35 per cent..	....	110
Cent. Branch.....	....	....
Incomes do	....	....
Bost. H. & E.—New st'k	⅜	⅝
Old	¼	½
Buff. N. Y. & Ph.,new	32	35
Preferred, new.....	60	63½
Brush El. Lt. Par'nt Co.	....	100
Chic & Atl.—Stk...	....	....
1st mort.	....	....
Cal. & Chi. Ca'l & Dk..	22	30
Cent. & So. Am. Tel ..	90	101
Contin't'l Cons.—55 p c	....	49
Den & R.G.R'y—Cons.	95½	97½
Denver & Rio Gr. West	30	31½
1st mort	76⅝	76⅞
Edison El'ec. Light....	290	315
Ga. Pac. R'y.. 1st m..	84	86
I. B. & W. inc. bds ...	42	44
Keely Motor	....	16
Mexican. Nat.....	8	8½
Preferred.....	25	26½
1st mort	43	43½
Mich. & O.—Subs. 55 p.c	....	105
M.U.&C'k Trust Certs ..	18⅛	....
M. K & T. inc ser.p.	43	....
N.Y.W.Sus.& Buff.—Stk		
del. wh. iss. on old sub	36⅜	37½
5s	78¼	78½
Subs. O. & W. 95 p.c	77⅜	....
N.Y. & Scranton cons.,		
100 p.c. ex-h. & st'k.	....	....
N Y. Sus. & West.—Stk	....	7⅜
Preferred.....	....	....
1st mort	73⅞	75
North Pac. div. bonds.	89⅞	90¼

	Bid.	Asked.
No. Riv. Const.—100p.c	103	104½
N. J. Southern	1	1¾
N.Y. & Gr L.—2d inc.	6½	....
N.Y.L.&W.—5p.c.g.stk	....	....
Guar. 1st.....	....	....
$10,000 Blocks ex-		
Ohio C.—Riv. Div. 1st.	61⅝	61⅞
Incomes.....	15⅛	15¼
Oregon Improvem't....	....	....
1st mort.....	....	....
Oregon Sh. Line deliv-		
ed when issued.....	23	25½
Subs. 80 p. c.....	105	....
Subs. ex-bd. & st'k...	50	....
Pensac. & Atl.....	24	30
1st mort	79½	....
Pitts. & Western.....	18	21½
1st mort	82	....
Roch. & Pitts. cons..1st	95	96
Rich. & D. Ext. subs. 70%	64	70
St. Jo & West.....	10	11
Tex. & Col. Imp.—60 p.c	103½	103½
ex-bd	13½	14
Tex. & St. 1st, M & A. Div	70	75
subs	....	95
ex-bonds	15	....
Texas & St. Louis	....	....
1st mort., M. & A. div	....	....
Incomes	....	....
U. S. Elec. Light	131½	150
Vicksb'g & Meridian..	6⅝	7⅜
pref	....	....
1st mort	....	....
2d mort	....	....
Incomes	....	....
Wisconsin Central	23½	23½
Pref	30½	32
1st mort 1st pref	75	....
1st mort	7[illegible]	....
2d mort	49	....

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The Investors' Supplement *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* Chronicle. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Missouri Pacific and the "Southwestern System" of Railways.

(For the year ending December 31, 1882.)

This company has just issued an annual report, in pamphlet form, for the year 1882. It is a change in policy to issue such a report, and all persons interested in the stocks and bonds of the several companies embraced in the Southwestern System, will certainly be gratified at this new departure. In many respects, however, the reports are very meagre in details, and particularly as to the large items in the assets of stocks and bonds of other companies held and owned. The report of Mr. Jay Gould, President, says of the Missouri Pacific and St. Louis & Iron Mountain roads that, "as compared with 1881, the gross earnings of the year show an increase of $1,551,118, and a decrease of $262,707 in operating expenses, making a net increase of $1,813,826, on an additional length of 368 miles of railway. The net profits of the company were as follows:

Net earnings	$7,505,350
Miscellaneous receipts, dividends, &c	599,806
Total net receipts	$8,105,157
Deduct interest, rentals and other charges	4,488,713
Total net profit, after payment of all fixed charges	$3,616,443

"Or more than 12 per cent on the entire capital stock of $30,000,000, representing 1,872 miles of railway, or about $16,000 per mile of stock. Of this amount, the sum of $1,946,419 has been paid in dividends, and the balance, $1,670,024, adds to that extent to the credit balance of income account, which, condensing the tabulated statements of the two companies, now amounts to $5,834,954.

"No construction account is kept by the company, the betterments, amounting to $687,120 during the year, having been charged to operating expenses. The four branches referred to in the Vice-President's report, and which have been completed since January 1st, are represented in the financial exhibit under the head of 'Advances to roads under construction,' for which securities are to be issued. The financial condition of the company should be considered satisfactory. It owes, practically, no floating debt, and has ample cash resources to meet maturing interest or dividends. The income bonds of the St. Louis Iron Mountain & Southern Railroad Co., originally $8,000,000, have been nearly all exchanged for general mortgage 5 per cent bonds—less than $400,000 remaining of the entire issue. Of the 1,872 miles of main track, 1,407 miles are steel railed, and the tracks of the entire system are in good condition. The rolling stock is in efficient working order, but requires enlargement to meet the demands of a steadily increasing traffic."

SOUTHWESTERN SYSTEM.

The practical details of the working and financial condition of the several companies are given in the report of Mr. R. S. Hayes, Vice-President, as follows: "During the year all the properties have been operated under one management; the accounts of each company have been separately kept, being cleared through the accounts of the Missouri Pacific Railway, and are exhibited in the following statements and tables attached":

"MILEAGE.

"The number of miles of road operated at the close of the year, as compared with the year previous, was as follows:

	Mo. P. Main track.	C.B.U.P. Main track.	M.K.&T. Main track.	I.&G.N. Main track.	T.&P. Main track.	St.L.I.M.&S. Main track.	Tot. Main track.
Miles Dec. 31, '82	990	388	1,374	775	1,487	882	5,896
Miles Dec. 31, '81	785	388	1,207	775	1,229	719	5,103
Increase in 1882	205	....	167	....	258	163	793

"EQUIPMENT.

"The locomotive and car equipment at the end of the year was:

	Locomotives.	Pass'r cars.	Bg. & Exp.	Mail	Fr'ght c'rs, all sorts.	Tot. cars.
Missouri Pacific	152	81	30		4,702	4,813
Central Branch, U. P	30	15	8		578	601
Missouri Kansas & Texas	140	52	35		4,161	4,248
International & Gt. North'n	74	38	19		1,540	1,597
Texas & Pacific	143	63	24		2,966	3,053
St. Louis Iron M. & So	141	62	34		4,743	4,839
Total	680	311	150	18	19,690	19,151

"The above equipment includes car trusts for—

"I. & G. N. RR., 200 flat cars. Unpaid balance January 1st, 1883, $64,818. St. L. I. M. & S. Ry., 38 engines; 10 passenger, baggage, mail and express cars; 1,900 freight cars, and 100 refrigerator cars. Unpaid balance January 1st, 1883, $1,175,000, the payments being distributed over the next nine years.

"EARNINGS AND EXPENSES.

"The following are the gross and surplus transportation earnings and expenses as compared with the previous year:

EARNINGS AND EXPENSES.

	Mo. Pac.	C.B. U.P.	M.K.&T.	I.&G.N.	T.&P.	S.L.I.M.&S.	Total.
Earnings—	$	$	$	$	$	$	$
Freight	5,780,858	682,959	4,710,071	2,404,533	3,806,944	5,714,561	23,099,929
Passenger	1,486,600	242,715	1,380,590	727,936	1,147,282	1,462,238	6,797,373
Mail	170,687	33,312	150,214	94,299	113,520	142,356	706,396
Express	179,755	19,523	135,349	69,200	110,915	167,266	682,011
Rents	17,490	2,029	48,365	4,891	3,647	9,105	85,529
Miscellaneous	169,226	31,503	25,873	11,424	737,412	86,679	1,002,119
Gross earnings, 1882	8,094,618	1,014,044	6,450,464	3,312,285	5,919,732	7,582,208	32,373,354
Gross earnings, 1881	6,722,477	976,791	5,360,837	2,837,897	3,981,352	7,403,231	27,282,587
Increase	1,372,141	37,253	1,089,626	474,388	1,938,379	178,976	5,090,767
Expenses—							
Conducting transportation	1,359,690	181,168	1,172,216	692,580	1,265,324	1,271,927	5,922,910
Motive power	1,095,714	168,369	1,117,252	591,066	1,664,135	969,553	5,624,001
Maintenance of way	1,343,803	160,226	1,369,503	762,096	1,142,337	1,114,990	5,883,017
Maintenance of cars	382,695	46,475	377,084	177,682	356,522	348,368	1,688,827
General expenses	142,925	18,506	148,929	81,959	148,120	141,746	682,188
Total expenses, 1882	4,324,885	572,746	4,184,986	2,305,385	4,576,440	3,846,587	19,811,035
Total expenses, 1881	3,502,320	648,244	3,192,792	2,103,382	4,005,836	4,931,863	18,384,440
Increase	822,568	.....	992,194	202,002	570,603	1,085,275	1,426,594
Decrease	.....	75,498	.....	.....	.....	.....	.....
Ratio of expenses to earnings	53·44	56·48	64·88	69·60	77·30	50·73	61·19
Net earnings, 1882	3,769,730	441,298	2,265,477	1,006,900	1,343,291	3,735,620	12,562,319
Net earnings, 1881	3,220,156	328,546	2,168,044	734,514	*	2,471,368	8,922,630
Increase	549,573	112,752	97,432	272,386	1,964,232	2,296,397	

* NOTE.—The Texas & Pacific Railway was not operated in 1881 by the Missouri Pacific Railway Co.

"The principal extensions were completed since the beginning of the year; the Taylor extension of the M. K. & T. Ry., and the Forrest City extension of the St. L. I. M. & S. Ry., during the past spring; the Omaha extension of the Mo. Pac. R'y during the past summer, and the N. O. division of the Texas & Pac. was only opened during the last three months of the year, the crossing of the Atchafalaya on the N. O. division being still operated by steamboat transfer pending completion of the bridge. The companies did not, therefore, have the benefit of their earnings during the entire year, while the securities were issued at various times as required during construction, causing the interest and expenses to accrue before the benefits of the final completion could increase the earnings. The companies are practically without floating debt, their promissory notes, as compared with the year previous, being as follows:

	Mo. Pac.	T. & P.	St. L.I.M.& S.
Bills payable Dec. 31, 1881	$5,291	$1,175,000	$1,508,076
Bills payable Dec. 31, 1882	500	.....	304,825
Decrease	$4,791	$1,175,000	$1,203,251

TONNAGE AND PASSENGERS CARRIED.

The number of tons of freight and number of passengers moved during the year, as compared with the year previous, were as follows:

	Mo. Pac.	C.B.U.P.	M. K.& T.	I.& G.N.
No. tons freight carried in 1882	3,194,353	317,434	1,655,103	486,585
No. tons freight carried in 1881	2,712,634	345,279	1,243,491	459,536
Increase	481,719	.....	411,612	27,049
Decrease	.....	27,845	.....	.....
No. passengers carried in 1882	1,472,311	145,084	557,035	250,817
No. passengers carried in 1881	1,023,035	124,640	405,956	201,387
Increase	449,275	20,444	151,079	49,430

	T. & P.	St. L. I. M. & S.	Total.
No. tons freight carried in 1882	1,049,262	1,500,491	8,203,228
No. tons freight carried in 1881	1,155,892	1,593,943	7,510,775
Increase	.....	.....	692,453
Decrease	106,630	93,452	.....
No. passengers carried in 1882	392,365	955,787	3,773,309
No. passengers carried in 1881	347,558	913,755	3,016,332
Increase	44,807	42,032	757,067

"The decrease in the tonnage upon the roads stated was due to the large tonnage of construction material carried at nominal rates during the year previous, the actual commercial tonnage showing an increase. The tariff of both passengers and freights was well maintained during the year, with the exception of the reduction of the passenger rate in Texas from five to three cents per mile, as required by the statutes of that State, and which it was thought best to comply with, although advised by attorneys that the charters of that State protected the companies in Texas. During the last three months of the year we were short of locomotive equipment, which should be supplied this current year.

"BETTERMENTS.

"The cost of all improvements and betterments upon the operated roads was charged to 'operating expense,' there being no improvement or betterment account opened for that purpose, and no expenditure was charged to 'construction' excepting the first cost of the new roads constructed with their equipment. On the Mo. Pacific, the second track from St. Louis to Laclede (8 miles) was completed with steel rails, ballast and iron bridges, and the cost of same was charged to 'operating expense.' There were, therefore, included in the operating expense the following amounts expended for improvements or betterments and extraordinary expense: Mo. Pac., $409,799; C. B. U. P., $8,212; M. K. & T., $120,210; I. & G. N., $70,574; T. & P., $142,311; St. L. I. M. & S., $277,321; total, $1,039,297.

"STEEL RAIL.

"At the close of the year the main tracks contained the following number of miles of steel rail: Mo. P., 718; C. B. U. P., 5; Mo. K. & T., 695; I. & G. N., 356; T. & P., 221; St. L. I. M. & So., 689; total, 2,684.

CONSTRUCTION.

The only construction in progress at the close of the year was that upon four branches, having in all but 41 miles to complete.

LAND DEPARTMENT STATISTICS.

The following are the statistics relating to the land grants of the different companies:

	Mo. Kan. & Texas R'way.	St. Louis Iron M. & South. R'way—Missouri Div.	St. Louis Iron M. & South. R'way—Arkansas Div.	Texas & Pacific R'way.
Total number acres originally.	663,709	139,375	1,368,798	4,931,702
Number acres sold during 1882.	94,484	4,551	26,851	71,051
Average price per acre, 1882..	$2 40	$3 84	$3 47	$2 12
No. acres unsold Dec. 31, 1882.	36,053	119,357	995,945	4,729,042
Total am't of sales during 1882.	$229,212	$18,319	$95,359	$207,718
Cash received during 1882.....	124,540	13,023	106,291	103,870
Notes receivable during 1882..	153,768	11,071	76,029	53,302
Gross receipts since comm'm't.	1,907,979	102,027	973,567	567,892
Gross expens's since comm'm't.	1,111,114	51,922	357,918	495,735
Notes receivable Dec. 31, 1882.	270,690	32,098	549,797	66,760

The statements of income account for the year and the balance sheets as of Dec. 31, 1882, are given below:

THE MISSOURI PACIFIC RAILWAY—INCOME ACCOUNT, 1882.

To accrued interest on bonds		$1,598,389
Taxes		148,573
Rental account leased lines		96,000
Dividends paid		1,946,419
Sundry amounts paid		100,746
Balance to credit of income account Dec. 31, 1882		4,635,161
		$8,525,291
Surplus earnings 1882		$3,766,982
Wall. & Carond. T. & Ferry Co. earnings	$102,988	
Less expenses, 1882	56,531—	46,456
Dividends received, &c*		526,662
Sundry amounts received		127,433
Balance of income account Jan. 1, 1882		4,057,756
		$8,525,291

* Not including any dividends from St. L. I. M. & So.

THE MISSOURI PACIFIC RAILWAY—FINANCIAL EXHIBIT, 1882.

To cost of road and equipment, &c		$39,298,900
Supplies and material on hand		624,117
Advances to roads under construction—		
Trinity & Sabine Ry.—Trinity, Tex., eastward	$286,761	
Doniphan Branch, St. L. I. M. & So. Ry	199,242	
White River Branch, St. L. I. M. & So. Ry	223,497—	709,441
Investment in stocks and bonds		20,856,311
Balances—Uncollected earnings		202,579
Cash on hand		1,238,990
		$62,930,340
By capital stock (including exchanges for Iron Mtn. stock)		$29,958,900
Funded debt—(See SUPPLEMENT)		25,379,000
Interest due and accrued—		
Due and uncalled for	$28,894	
Accrued, but not due	440,078—	468,972
Vouchers, Dec., 1882, payable Jan. 15, 1883		2,395,919
St. Louis Bridge & Tunnel Co.—		
Surplus earnings		51,000
Hospital account		41,386
Balance of income account, Dec 31, 1882		4,635,161
		$62,930,340

MISSOURI KANSAS AND TEXAS RAILWAY—INCOME ACCOUNT, 1882.

To accrued interest on bonds	$2,378,821
Taxes	110,516
Rental Fort Worth Line	42,534
Sundry amounts paid	38,008
Balance of income account, Jan. 1, 1882	4,184,640
	$6,754,521
Surplus earnings 1882	$2,265,477
Sundry amounts received	206,763
Balance to debit of income account, Dec. 31, 1882	4,282,281
	$6,754,521

MISSOURI KANSAS & TEXAS RAILWAY—FINANCIAL EXHIBIT, 1882.

To balance of income account, Dec. 31, 1882		$4,282,281
Cost of railroad and equipment, 1,303 miles		67,054,228
Supplies and material on hand (cross ties)		22,740
Investment in stocks and bonds		16,899,203
Due from sundry railroads and individuals		1,100,415
Due from U. S. Gov't account transportation		6,455
Cash in hands of H. B. Henson, Treasurer		8,742
		$89,374,067
By capital stock—Common	$46,405,000	
Capital stock—Preferred	12,468—	$46,417,468
Funded debt—(see SUPPLEMENT)		40,713,717
Interest due and accrued		1,403,122
Net proceeds of operations of land department		802,257
Miscellaneous accounts payable		37,502
		$89,374,067

INTERNATIONAL & GREAT NORTHERN RR.—INCOME ACCOUNT, 1882.

To accrued interest on bonds	$1,119,657
Taxes	25,578
Rental Colorado River bridge	10,100
Sundry amounts paid	30,009
Balance to credit of income account Dec. 31, 1882	3,101,075
	$4,286,422
Surplus earnings 1882	$1,006,900
Sundry amounts received	67,071
Balance income account January 1, 1882	3,212,449
	$4,286,422

FINANCIAL EXHIBIT DEC. 31, 1882.

To cost of railroad and equipment		$27,779,900
Supplies and material on hand		90,857
Investment in stocks and bonds		247,542
Due from sundry railroads and individuals		36,728
Cash in New York		3,139
		$28,158,169
By balance of income account Dec. 31, 1882		$3,101,075
Capital stock		9,755,000
Funded debt		15,008,000
Interest due and accrued—		
Due and uncalled for	$25,583	
Accrued but not due	215,785—	241,368
Due to sundry railroads and individuals		52,724
		$28,158,169

ST. L. IRON MOUNTAIN & SOUTH. RAILWAY—INCOME ACCOUNT—1882.

Accrued interest on bonds		$2,248,978
Taxes		94,468
Sundry amounts—		
Car trust expense	$76,682	
Baring cross bridge expense	53,699	
Interest and exchange	64,942	
Discount, Government deductions and other items paid	209,869—	405,194
Balance of income account Jan. 1, 1883		1,199,792
		$3,948,434
Surplus earnings 1882		$3,735,620
Dividends received, &c		49,264
Unclaimed wages and vouchers canceled, and sundry amounts received		53,623
Balance of income account Dec. 31, 1882		109,921
		$3,948,434

ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILWAY—FINANCIAL EXHIBIT DECEMBER 31, 1882.

To balance of income account Dec. 31, 1882		$109,921
Cost of railroad and equipment		51,164,895
Supplies and material on hand		209,333
Advances to roads		27,465
United States land grant in Arkansas	$3,018,280	
United States land grant in Missouri	196,171—	3,214,452
Investment in stocks, bonds, &c		1,333,984
Due from sundry railroads, &c		1,518,032
Due from United States for mails		42,041
Cash in New York		27,439
		$57,647,566
By capital stock		$22,084,085
Funded debt (see SUPPLEMENT)		33,929,901
Interest due and accrued		1,311,376
Sundry accounts payable		11,562
Bills payable—		
New York	$197,985	
St. Louis	93,456	
Real estate	13,384—	304,826
Employes' home		5,814
		$57,647,566

TEXAS & PACIFIC RAILWAY CO.'S GENERAL BALANCE SHEET DEC. 31, 1882.

Dr.

Construction, 1,390 miles		$59,672,623
Interest scrip issued in 1879, 1880, 1881		2,904,356
Cash and accounts collectible		1,112,095
Securities in Treasury (face value $1,376,214)		1,072,687
Material on hand		190.145
Real estate		26,989
Terminal facilities, New Orleans		1,889,989
Capital stock New Orleans Pacific Railway Co		6,676,500
Gordon coal mine purchase		92,998
San Diego land donation		19,459
Insurance fund		23,295
Sinking fund first mortgage E. D. bonds		96,490
Income account	$1,212,062	
Add accrued interest on bonded debt	654,470—	1,866,532
		$75,644,163

Cr.

Capital stock	$32,145,200
Bonded debt (see SUPPLEMENT)	41,715,000
Texas school fund loan	172,773
Interest scrip—Redeemable in land or stock	909,090
Interest scrip—Old bonds	595
Fractional bond scrip—Income bonds	17,322
Land Department scrip	1,871
Accounts payable—Unpaid coupons	26,130
Suspense account	1,650
Accrued interest on bonded debt, not due	654,470
	$75,644,163

Chicago Burlington & Quincy.

(For the year ending Dec. 31, 1882.)

The pamphlet report supplies the following information:

STOCK AND DEBT.

The capital stock at the date of last report was	$55,263,700
Issued during the year as follows—	
In exchange for stock of B. & M. R. RR. in Neb	13,500
In exchange for stock of B. & M. R. RR. (Iowa)	14,300
In exchange for securities of K. C. St. J. & C. B. RR.	200
In exchange for stock of Republican Valley RR.	7,968,000
For shares sold under circular of June 1, 1882	6,318,600
	$69,578,300
Less adjustments	71,356
Aggregate of capital stock on Dec. 31, 1882	$69,649,696
The funded debt at the date of the last report, including the contingent liabilities of branch roads, was	$59,122,725
There have been issued during the year bonds as follows—	

C. B. & Q. sinking fund 4 per cent bonds, payable in 1921, issued for Burlington & Southwestern RR.	$4,300,000
C. B. & Q. sinking fund 4 per cent bonds, payable in 1922, (Denver Extension)	7,968,000
C. B. & Q. 7 per cent bonds, payable in 1896—correction in 1882 of an under credit to this bond account	25
B. & M. R. RR in Nebraska consolidated mortgage 6 per cent bonds, issued in exchange for bonds of branch roads	33,800
	$12,301,825
Purchases for sinking fund, conversions, &c., and cash for $2,441,500 bonds maturing Jan. 1, 1883	2,776,500
Net increase of funded debt during the year	$9,525,325
Total funded debt Dec. 31, 1882	$68,648,050
Whole amount of st'k and b'ds outstanding Dec. 31, 1882	$138,297,746

SUMMARY OF FINANCIAL CONDITION DEC. 31, 1882.

Permanent investment in construction		$133,493,120
Materials on hand		2,575,996
Amount held for account of sinking funds in other than our own canceled securities		4,609,346
Cost of investments in Kansas City St. Joseph & Council Bluffs, Humeston & Shenandoah, St. Joseph & Des Moines, Chicago Burlington & Kansas City, St. Louis Keokuk & Northwestern and other branch road securities		16,342,893
Sundry investments		408,177
Sundry bills and accounts receivable, securities, &c., (over and above bills and accounts payable and suspended debts)		4,220,152
		$161,649,687
Against which stand—		
Capital stock	$69,649,696	
Bonds of all issues (including those of branch roads) outstanding	68,648,050—	138,297,746
Showing cost of property in excess of stock, bonds and all other liabilities		$23,351,941

LENGTH OF ROAD.

The number of miles of road owned and leased by the company at the beginning of the year, including all branches, was	2,826·03
Add for roads leased and operated jointly with other companies, and roads for which a fixed yearly rental is paid	98·29
Total number of miles operated by the company Jan. 1, 1882	2,924·33

There have been added during the year:

In Illinois—	
The Joliet Rockford & Northern, from Sheridan, on the Fox River Branch, to Paw Paw, on the Rock Falls Branch, completed and opened for business Nov. 27, 1882	19·58
In Iowa—	
The Clarinda College Springs and Southwestern, from Clarinda on the Brownville & Nodaway Valley Railroad, to Northboro, where a connection is made with the Tarkio Valley Branch of the K. C. St. J. & C. B. RR., completed and opened for business July 10, 1882	17·96
In Nebraska—	
From Culbertson, on the Republican Valley RR., west to the Colorado State line, completed in 1881, but not opened for business until May 29, 1882	69·02
From Auburn, on the Eastern Division of the Republican Valley RR., west to Tecumseh, opened for business August 30, 1882	23·12
In Colorado—	
The Burlington & Colorado Railroad, from the east line of the State of Colorado, west to Denver, completed and opened for business May 29, 1882	174·89
* Total number of miles operated by the company on Dec. 31, 1882	3,228·90
Average number of miles operated during 1882 east of the Missouri River	1,950·75
West of the Missouri River	1,148·68
Total	3,099·43

* In this mileage are included 98·29 miles of road leased and operated jointly with other companies, or for which a fixed yearly rental is paid.

NEW CONSTRUCTION AND EQUIPMENT.

There has been expended for new construction during the year:

Chicago Burlington & Quincy and branches in Illinois	$893,780
St. Louis Rock Island & Chicago	73,174
Chicago Burlington & Quincy and branches in Iowa	899,436
B. & M. R. RR. in Nebraska and branches	402,005
On account of new lines in Nebraska and Colorado	12,194,810
	$14,463,207
Bond account adjustment	233,127
Total new construction	$14,230,080
Equipment—	
The cost of new equipment added during the year was	$1,589,128
Total construction and equipment	$15,819,208

"The average length of road operated in 1881 was 2,822 miles, and in 1882, 3,100 miles, an increase of 278 miles. In addition to this mileage, the company controls, and practically owns, 700·87 miles of railroad, consisting of the St. Louis Keokuk & Northwestern, 185·1 miles; the Chicago Burlington & Kansas City (old Burlington & Southwestern), 152·6 miles; the Kansas City St. Joseph & Council Bluffs, 313·17 miles; the St. Joseph & Des Moines (narrow gauge), 50 miles; also a half interest (the Wabash St. Louis & Pacific owning the other half) in the Humeston & Shenandoah, which is 113 miles in length. All of these roads continue to be operated by the corporations owning them; and neither the earnings, expenses, statements of rolling stock, nor other figures relative to them are included in this report. The return to us for what we have invested in them consists, up to the present time, in the traffic they give us, and in the protection afforded by their control. That these properties will, ultimately, yield also a direct return out of their own earnings, there can be no good reason to doubt. They show, on the whole, a gratifying improvement in 1882 over the previous year; and the Kansas City St. Joseph & Council Bluffs line shows a net surplus for the year, after meeting its interest and sinking fund charges, of $346,695, which has been used to pay off a floating debt, and in making needed improvements and additions to the property.

"The increase in gross earnings in 1882 over 1881 was $374,349, and in net earnings, $156,900. The gross earnings per mile of road operated in 1882 were $6,953, against $7,504 for 1881. The net earnings per mile operated in 1882 were $3,311, against $3,582 in 1881. Percentage of operating expenses to gross earnings in 1882, including taxes, was 52·4 against 52·3 in 1881. That the year 1882 shows any increase of earnings is due to our lines west of the Missouri River. There has been a large falling off of gross earnings east of the Missouri River, due somewhat to increasing competition, but mainly to the bad crop of 1881, not only giving us less grain to carry but affecting more or less business of all kinds. In 1880 we carried into Chicago over forty million bushels of corn; in 1881 twenty-six million; and in 1882, only fifteen million. This is of course exceptional, and while the tendency to more competition and lower rates is inevitable, we may fairly expect, with the growth of the country, a more or less steady increase of general traffic. Our loss of business east of the river has been more than made up by the large gain west of the river, not wholly due to additional mileage, but in part to the growth of the country generally, which has had good crops and is steadily increasing in population and wealth." * * "It is worthy of remark, that, although the great tide of emigration from the east seemed to be towards the New Northwest during the whole of the year 1882, our land sales in Nebraska, nevertheless, show an increase of over 100,000 acres, at an average price of $4 09 per acre, as against $4 57 per acre in 1881. The collections of the land department continue to be reasonably good."

LAND DEPARTMENT.

The total acreage received under the land grant is 2,365,864 acres, of which there have been sold to December 31, 1882, 2,032,607 acres, for $10,439,640, an average price of $5 13 per acre. The gross sales for the year 1882 were 241,175 acres, for $1,024,536, an average price of $4 25 per acre, and the lands reverted 50,196 acres, representing $241,708, leaving as the net results of the year's operations, sales of 190,978 acres, for $782,828, an average price of $4 09 per acre.

RECEIPTS.

Cash receipts for the year 1882	$1,433,791

DISBURSEMENTS.

Preliminary expenses	$45
Taxes and tax expenses	51,34
Legal expenses	1,41
Salaries and office expenses	24,80
Agencies, advertising and commissions	38,72
	$116,75
Less assets (disbursem'ts of former years) collected during year	12,688
Net disbursements	$104,066
Surplus to Treasurer	1,329,724
	$1,433,791

ASSETS.

Contracts on hand	$4,459,849
Interest on contracts on hand	822,230
Due from tax delinquents and other assets	45,969
Town lots unsold—Wilbur & Firth	2,000
333,256 81 acres unsold lands, estimated at $2 25 per acre.	749,827

The comparative statistics for four years, compiled for the CHRONICLE, are as follows:

ROAD AND EQUIPMENT.

	1879.	1880.	1881.	1882
Miles owned and leased	1,760	2,675	2,826	3,131
Miles operated jointly	97	97	98	[illegible]
Total operated	1,857	2,772	2,924	3,229
Locomotives	374	441	484	522
Pass., mail & exp. cars	210	273	297	353
Freight cars	10,827	14,731	16,903	18,344
All other cars	1,044	1,500	1,649	1,830

OPERATIONS AND FISCAL RESULTS.

Operations—	1879.	1880.	1881	1882.
Passengers carried (No.)	2,421,202	2,800,157	3,202,818	3,367,898
Tons carried (No.)	4,686,520	6,636,186	6,710,750	6,346,259
Earnings—	$	$	$	$
Passenger	2,566,652	3,534,209	3,616,086	4,756,992
Freight	11,650,623	16,054,197	16,595,819	15,711,510
Mail, express, &c	599,831	903,641	1,112,245	1,534,802
Total gross earnings	14,817,105	20,492,047	21,324,150	22,003,304
Operating expenses—	$	$	$	$
Mainten'ce of way, &c.	1,752,278	2,528,019	2,845,705	2,800,147
Mainten'ce of equipm't.	1,488,068	1,632,416	1,841,937	2,089,089
Transportat'n expenses	3,927,649	5,144,338	5,741,740	5,535,656
Miscellaneous	60,227	58,131	144,976	243,149
Total	7,228,222	9,362,904	10,574,357	10,668,341
Net earnings	7,588,883	11,129,143	10,749,793	11,334,963

INCOME ACCOUNT.

	1879.	1880.	1881.	1882.
Receipts—	$	$	$	$
Net earnings	7,588,883	11,129,143	10,749,793	11,334,963
Net B. & M. land grant	.....	899,315	1,170,437	1,329,725
Total income	7,588,883	12,028,458	11,920,230	12,664,688
Disbursements—	$	$	$	$
Rentals paid	179,093	203,006	310,668	148,771
Interest on debt	2,110,938	3,282,718	3,430,454	3,883,789
Taxes	328,844	441,590	492,154	615,622
Dividends*	3,081,985	4,366,064	4,349,286	5,023,599
Carried to sinking fund	230,493	563,385	687,246	631,443
Accounts written off	423,085	.....	.....	.....
Transf'd to renewal f'nd	1,000,000	1,250,000	1,000,000	750,000
Total disbursements	7,354,438	10,106,763	10,269,808	11,053,224
Balance, surplus	234,445	1,921,695	1,650,422	1,611,464

* In 1879, 8; in 1880, 9¼; in 1881, 8; in 1882, 8.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1879.	1880.	1881.	1882.
Assets—	$	$	$	$
Railr'd, equipm't, &c.	69,244,012	169,596,188	117,527,014	133,403,121
Stocks owned, cost	.....	4,540,668	*10,581,938	*19,418,213
Bills & acc'ts rec'vable	1,301,710	3,520,158	2,611,133	2,988,015
Materials, fuel, &c.	753,589	2,074,740	1,295,190	2,575,996
Cash on hand	529,661	1,605,278	1,781,127	§2,846,660
Trustees B. & M. Pd gr.	1,695,842	2,223,110	2,440,237	3,137,995
Trustees C. B. & Q. s.fd.	1,273,415	1,284,007	1,631,407	197,714
N. Eng. Tr. Co., trustees	.....	560,207	840,708	1,255,133
Miscellaneous	.....	.....	.....	18,503
Total	74,801,229	125,404,356	138,739,054	165,831,380
Liabilities—	$	$	$	$
Stock, common	30,883,600	52,773,940	55,263,790	69,578,340
Stock, B & M	120,850	74,256	73,657	71,356
Stock, Republican Val.	.....	1,562,000	.....	.....
Bds. (see SUPPLEMENT)	27,270,225	41,993,925	51,927,725	62,421,050
Sinking funds	2,963,086	3,933,735	4,766,661	4,617,071
Contingent liabilities	3,233,000	10,321,800	7,195,000	6,227,000
Land grant sink. fund.	2,161,015	2,790,370	3,419,844	4,023,105
Income account	4,416,263	1,119,189	1,769,837	6,652,788
Renewal fund	2,000,000	3,250,000	4,250,000	5,000,000
Miscellaneous	1,673,582	2,720,704	‡5,381,174	‖ 1,352,022
Profit and loss	76,602	3,738,207	4,691,366	5,888,048
Total	74,801,229	125,404,356	138,739,054	165,831,380

* Kan. C. St. Jo. & C. Bluffs and other securities, held to protect leases and securities received from C. B. & Q. sinking fund.

† Reduced by the issue of $6,21[illegible],539 of stock.

‡ Includes subscription under circular of Sept. 15, 1881, $1,973,750; unpaid accounts, &c., $1,513,250; unpaid rentals, &c., $606,999; local aid and voluntary contributions, $1,244,311, &c.

§ $2,441,50[illegible] of this is to pay bonds due Jan. 1 1883.

‖ Includes unclaimed dividends, unpaid accounts, pay-rolls, &c., &c.

Chicago & West Michigan Railway.

(For the year ending December 31, 1882.)

The annual report of the board of directors says that during the year 1882 there was charged to construction—extension from New Buffalo to LaCrosse, and other items, $633,229, and equipment, $54,543 The funds for which have been provided from the sale of the forty-year 5 per cent bonds of the company. Since Jan. 1, 1883, $264,000 Chicago & West Michigan Railway Co. forty-year 5 per cent bonds, dated Dec. 1, 1881, have been issued on account of the cost of southern extension to Lacrosse, making the total issue to March 12, 1883, of this class of bonds, $2,417,000, from which there has been realized $2,282,635. Some of the principal items for which the proceeds of these bonds have been issued are as follows: Grand Rapids Newaygo & Lake Shore Road, $385,000; Grand Haven Road, $680,000; Muskegon Lake Road, $33,600; White River Railroad Co. 8 per cent stock, 1,010 shares (formerly leased to this company at 8 per cent per annum), $126,250; $169,500 Grand Rapids Newaygo & Lake Shore Railroad Co. 7 per cent bonds, $169,500; extension from New Buffalo to LaCrosse, 37 8-10 miles, $589,177; extension from Grand Rapids, 1 mile, including bridge, $70,184; extension from North Muskegon, 2 miles, $4,934; extension from Port Sherman, $2,469; equipment, $152,199; total, $2,213,315. The report says in regard to the general policy of the company that it "was originally designed as little more than a feeder of the Michigan Central. Built in the interest of that company, and with a traffic guaranty from it, it was intended to connect certain points on the eastern shore of Lake Michigan with Chicago, by means of the Michigan Central tracks. It is unnecessary to say that in its results the enterprise wholly failed to meet the expectations of those who projected it. The original company ceased ten years ago (1873) to pay interest on the bonds issued to construct the greater portion of its line, and it had already then become apparent that, if the road was ever to be made even moderately remunerative, it must be through some radical change in its original plan. Chicago is, and must always continue to be, its terminal point." * * * "Mainly through energetic local management and careful expenditure of slender resources on the part of the General Manager (Mr. Kimball), the property was saved from complete loss. How great the danger of that loss was is best shown in the traffic figures of the year 1877. In that year, operating 246 miles of road, the gross earnings of the company were only $488,000, or less than $2,000 per mile. The revival of business in 1879 at last made it clear that the property was no longer in danger of proving a total loss. It then remained to secure or develop new business. That which already existed was not enough. This could be done in either or both of two ways. The road might be extended into new lumber districts through the construction of branch roads or feeders, or renewed effort could be made to secure for it a portion at least of the shipments from Lake points. The amount of the last was enormous." * * * "Carefully matured efforts are now being made to secure a share of the lumber shipments from Muskegon and Grand Haven to interior points; and in consequence of the measures already taken, these shipments have been increased from ten million feet in 1877 to over seventy-two million in 1882. Meanwhile it is proper further to say that all improvement hereafter to be seen in the value of the Chicago & West Michigan road must, in the opinion of your directors, arise from an increase in its earnings; it cannot reasonably be expected to come from any decrease in the cost of operation, or in the outlay for renewals. The Chicago & West Michigan is not a cheap road to operate." * * * "The prospective value of the property is, therefore, a simple question of gross earnings. As the gross earnings per mile increase, the percentage of net earnings should also increase. On earnings of $2,000 per mile, for instance, there would, for the Chicago & West Michigan road, be no margin of profit at all. The whole would be consumed in operating expenses. From gross earnings of $3,500 per mile, skilful management and severe economy might exact twenty per cent of net profit. Could, however, the earnings per mile, as a result of the developments which have now been completed, be carried up to $5,000 per mile, not less than thirty per cent of net earnings might, under ordinary circumstances and at present rates, be reasonably looked for, and the company could then, with fixed charges no larger than they now are, afford to pay at least six per cent annual dividends on its stock."

Comparative statistics for two years, prepared for the CHRONICLE, are as follows:

ROAD.

	1881.	1882.
Miles owned	354	395
Miles leased	13	17
Total operated	367	410

OPERATIONS AND FISCAL RESULTS.

Operations—	1881.	1882.
Passengers carried	511,980	623,318
Freight (tons) moved	387,843	413,798
Freight (tons) mileage	43,155,419	50,566,361
Average rate per ton per mile	2·0·0 cts.	1·989 cts.
Earnings—	$	$
Passenger	401,428	458,949
Freight	877,936	995,674
Mail, express, &c.	45,688	48,810
Total gross earnings	1,325,052	1,503,433
Operating expenses—	$	$
Maintenance	454,525	336,727
Movement	399,978	470,434
Station expenses	81,936	105,132
General expenses and taxes	118,541	135,495
Total	1,054,980	1,047,788
Net earnings	270,072	455,645
Per cent of operating expenses to earnings	79·61	69·66

INCOME ACCOUNT.

Receipts—	1881.	1882.
	$	$
Net earnings	270,072	455,645
Other receipts	2,325	7,068
Total income	272,397	462,713
Disbursements—	$	$
Interest on debt	117,756	191,423
Dividends	.....	153,580
Total disbursements	117,756	345,003
Balance, surplus	154,641	117,710

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—	1881.	1882.
	$	$
Railroad, buildings, &c.	8,037,443	8,720,673
Equipment	763,499	818,043
Stocks owned, cost	6,198	6,198
Bills and accounts receivable	724,477	186,907
Materials, fuel, &c.	54,087	104,274
Cash on hand	15,822	40,701
Charles Merriam, Trustee	616,360	742,610
Miscellaneous items	24,213	43,760
Total	10,242,099	10,663,166
Liabilities—	$	$
Stock, common	6,796,800	6,796,800
Funded debt (see SUPPLEMENT)	3,087,500	3,239,500
Accrued coupon interest	45,608	49,261
Bills payable	.....	95,000
Unpaid vouchers	157,517	122,244
Miscellaneous	33	88,011
Income account	154,641	272,350
Total liabilities	10,242,099	10,663,166

St. Paul & Duluth Railroad Co.

(For the year ending Dec. 31, 1882.)

The annual report for 1882 states that "the increase in the business and earnings of the road was made possible by the replacements and renewals of the track, and the additional rolling stock we have been able to secure. The renewals of track by steel rail up to Dec. 31, 1881, amounted to seventy-seven (77) miles, leaving seventy-seven (77) miles of old iron to be relaid with steel. Of this we have only been able during the current year to provide for relaying thirty-eight (38) miles, leaving about thirty-nine (39) miles yet to be provided for." * *

"An arrangement has been agreed upon, which will doubtless be consummated, by which our company acquires a lease of the Minneapolis & Duluth RR., extending from White Bear Junction to East Minneapolis, a distance of twelve (12) miles, the rental being a per centum of the gross earnings, to be paid upon the business local to these points." * * *

"The Grantsburg Branch is all graded and ties distributed, and the piers for the bridge over the St. Croix River constructed. We are under an agreement to complete this branch by the 1st of September next, which, when completed, will furnish a fair local business and be an important feeder for the main line." * * *

"The proceeds of the mortgage bonds issued under the provisions of the trust deed of July 1, 1881, amounted to the sums following, and were disposed of as follows, to wit:

One thousand bonds of $1,000 each		$1,000,000
Premium		16,766
Interest on balances to Dec. 31, 1881		3,170
		$1,019,936
Floating debt	$602,872	
Guarantee trust	35,210	
Steel rails	54,422	
Engraving, advertising and selling bonds	2,600	
Two locomotives	29,000	
Freight cars	85,722	
Certification of bonds and registry of stock	1,365—	811,189
Balance Dec. 31, 1881		$208,746

"The balance of $208,746 unexpended Dec. 31, 1881, has been applied to betterments of road and equipment."

The following betterments shows the number of acres and location of the land still owned by the company:

Acres on hand Dec. 31, 1881	1,267,696
Add cancellations of land contracts during 1882	1,647
Land received from State of Minnesota, Oct. 10, 1882	3,416
Land received from State of Minnesota, Nov. 18, 1882	1,301
Total	1,274,063
Deduct land sales for year ending Dec. 31, 1882	12,588
Amount on hand Dec. 31, 1882	1,261,475

COMPARATIVE STATEMENT OF EARNINGS AND OPERATING EXPENSES FOR 1881 AND 1882.

Gross earnings.	1881.	1882.	*Inc.*	*Dec.*
Taylor's Falls & L'ke Sup'r earn's	$8,539	$.....	$.....	$8,539
Passenger	175,282	290,767	115,485	.....
Freight	476,710	758,257	281,547	.....
Express	8,646	10,888	2,242	.....
Mail	7,380	8,644	1,263	.....
Miscellaneous	3,571	11,073	7,502	.....
Rental	52,500	33,208	.....	22,291
Total	$732,630	$1,109,840	$408,041	$30,830
Tot. oper. expenses & taxes	586,350	758,241	193,690	21,798
Net earnings	$146,280	$351,599	$205,319	.....

Panama Railroad Company.

(*For the year ending December* 31, 1882.)

The annual report says: "The results of our operations for the year 1882 show an increase both in freight and passenger traffic that is quite satisfactory. Our operating expenses, however, have been increased in proportion to the freight handled and by the increase in the price of labor fully 25 per cent. The outlook for the present year is encouraging. The operations of the Compagnie Universelle du Canal Interoceanique have given us a large increase in both local freight and passenger business, which is constantly increasing, and at present is taxing to its utmost the rolling stock and motive power of the road. About 14,000 tons of freight were transported for the above-named company during the past year, while for January and February of this year we have transported for that company more than double the amount of freight and passengers that we did during the same months of 1882." * * * *

"The shipments of coffee, indigo and rubber, and so also as to sugar, except for the year 1880, were in excess of any previous year. The falling off in shipments of bark, cotton and cocoa is due to the troubles between the republics on the west coast of South America, which has greatly reduced our business from that source. Their industrial condition is deplorable at present. There has also been a decrease in the freight transported to Central America of 1,303 tons, but the exports from these republics *via* the Isthmus route exceed those of 1881 by 3,142 tons. Freight from South Pacific ports has decreased, being 2,042 tons less than in 1881 and 9,180 tons below that of 1880. There has been a slight increase of freight from Europe and the United States to these ports, amounting to 1,303 tons; but from the present outlook we need not expect any immediate increase in our business with these ports on the West Coast."

The report gives no general balance sheet, but the other statistics have been compiled for the CHRONICLE, as follows:

ROAD AND EQUIPMENT.

	1879.	1880.	1881.	1882.
Miles operated	48	48	48	48
Locomotives	13	14	14	16
Pass., mail & express cars	28	21	21	25
Freight cars	410	481	460	560

OPERATIONS AND FISCAL RESULTS.

Operations—	1879.	1880.	1881.	1882.
Passengers carried	23,729	26,801	52,113	127,616
Freight (tons) moved	161,743	167,432	168,645	194,550
Earnings—	$	$	$	$
Passenger	142,709	148,178	200,748	224,152
Freight	1,551,683	1,502,398	1,760,099	1,845,759
Mail, express, etc	12,369	12,016	11,759	26,722
Total gross earnings	1,706,761	1,662,592	1,972,606	2,096,633
Operating Expenses—	$	$	$	$
Transportation expenses	463,169	608,274	478,294	730,764
Miscellaneous	41,448	39,688	45,298	101,189
Total (including taxes)	504,617	647,962	523,592	831,953
Net earnings	1,202,144	1,014,630	1,449,014	1,264,680

INCOME ACCOUNT.

Receipts—	1879.	1880.	1881.	1882.
	$	$	$	$
Net earnings	1,202,144	1,014,630	1,449,014	1,264,680
Rentals and interest, etc	254,392	264,230	217,681	161,311
Discount on subsidy	.....	166,667	.....	.....
Other receipts	195,213	184,185	181,081	196,401
Total income	1,651,749	1,629,712	1,847,776	1,622,392
Disbursements—	$	$	$	$
Interest on debt	270,853	270,747	450,604	448,349
Subsidy bonds redeemed	.....	.....	45,000	47,000
Drawbacks on produce	9,939	6,706	10,767	9,546
Dividends	910,000	1,120,000	2,398,200	875,000
Sub. to Dist. Colombia, etc.	250,000	250,000	35,000	35,000
Total disbursements	1,440,792	1,647,453	2,939,571	1,367,895
Balance	*210,957	†17,741	†1,091,795	*354,497

* Surplus. † Deficit.

Natchez Jackson & Columbus Railroad.

(*For the year ending December* 31, 1882.)

The President's annual report states that the assets of the company consist of 100 miles of road, rolling stock, right of way, depots, land, cash, bonds and ledger balances, valued at $1,750,000. Cash on hand, bills receivable and Hinds County bonds, $13,057. The funded debt is $201,900. The floating debt is $170,561. The amount expended in construction and equipment in 1882, $258,411. Total cost of road and equipment to date, $1,095,489. Forty miles of road were built in 1882, with depots, sidings, &c. "The company has paid its interest and that upon the bonds of the city of Natchez, and maintained its credit. We have received the entire amount of $200,000 in Hinds County bonds, and issued to that county a corresponding amount of stock. The company, it will be remembered, executed a mortgage on part of the road for $200,000, which has been reduced to $174,400, and afterwards another mortgage for $600,000 on the whole line to Jackson, but after selling $27,500 of the bonds secured by this deed, it was deemed best to negotiate no more of them. The balance of the bonds under this last mortgage, $572,000, were placed in the hands of trustees to be used so far as necessary in paying the balance due on the first mortgage ($174,400), and the $225,000 of bonds given by the city of Natchez in aid of the road." * * *

"To consolidate our indebtedness at a low rate of interest, pay off outstanding bonds, and the $225,000 of bonds of the city of Natchez, which (except the $27,500 above named) are payable at our pleasure; the company has executed a mortgage at the rate of $12,500 per mile on the road built and to be built to Columbus, to the Farmers' Loan & Trust Company of New York, and have prepared and executed steel engraved, coupon 6 per cent gold bonds for the sum of $1,250,000 at thirty years." * * *

"While awaiting the preparation and negotiation of these new bonds, the company borrowed $150,000 in good paper to be discounted, on a nominal sale of stock (the same being subject to re-purchase by the company), but really a hypothecation. This paper the company proposes to retire by sales of the bonds last mentioned."

INCOME ACCOUNT.

Earnings.		*Expenses.*	
From passengers	$24,344	Operating expenses	$65,865
From freight	75,690	Taxes on bonds	908
From mail and express	2,093	Legal expenses	313
From other sources	2,061	Interest on coup. bds. &c	35,035
		Miscel. expenses	1,907
		Excess of earnings over expenses to P. & L.	130
Total	$104,188	Total	$104,188

BALANCE SHEET DEC. 31, 1882.

Construction	$1,062,031	Capital stock	$760,807
Equipment	36,331	Funded debt	201,900
Cash and other acc'ts	29,771	Bills payable and current accounts	170,561
Profit and loss	12,960	Coupon interest acc'd to Dec, 31	7,825
Total	$1,141,093	Total	$1,141,093

GENERAL INVESTMENT NEWS.

Baltimore & Ohio.—A mortgage deed was filed for record in the office of the clerk of the Superior Court of Baltimore City April 11 from the Baltimore & Ohio Railroad Company to William F. Burns, John Gregg and T. Harrison Garrett, trustees. The deed is dated April 2, 1883, and recites resolutions of the board of directors of the Baltimore & Ohio Railroad Company ordering the issue of bonds for the purpose of constructing a lateral road from a point on its main line from near Baltimore City to a point on the northern boundary of Cecil County, Md., to be known as the Philadelphia branch of the Baltimore & Ohio Railroad. It will connect with the Baltimore & Philadelphia Railroad now being built through the State of Delaware, by way of Wilmington, and through the State of Pennsylvania to Philadelphia. For this purpose the Baltimore & Ohio Railroad Company has issued to Brown, Shipley & Co., of London £2,400,000 of bonds—12,000 bonds of £200 each—bearing date April 2, 1883, at 4½ per cent per annum, and maturing April 1, 1933.

Cape Fear & Yadkin Valley.—The stockholders of this railroad have ratified the bill recently passed by the Legislature, and the President has paid into the Treasury $88,675 in payment for $30,000 bonds of the railroad and accrued interest, and $55,000 in payment of the State's stock. The State Treasurer has surrendered the bonds and given up the certificates of the State's stock.

Central Vermont.—The Boston *Advertiser* of April 4 says: "The title of the new railway corporation which is to succeed the Vermont Central and the Vermont & Canada is to be the Consolidated Railroad Co. of Vermont. Under the decree of foreclosure it will probably acquire title to the property one week from to-day, and will no doubt be organized at once. It is probable that the new company will lease the lines to the present Central Vermont Co. to operate, thus availing of the complete organization of the last-named company, and retaining possession of the several roads leased to that company."

Cincinnati Indianapolis St. Louis & Chicago.—There was a mistake made in regard to the recent item published regarding this company, that the directors decided to make a dividend because there was a credit to the profit and loss account of $32,000. It should have read $320,000.

Cincinnati Washington & Baltimore—Marietta & Cincinnati.—A circular from Gen. Orland Smith, President of this company, dated Cincinnati, says: "The organization of the Cincinnati Washington & Baltimore Railroad Co. has been completed by its acceptance of the deed conveying to it the railroad and other property of the Marietta & Cincinnati Railroad Co. as reorganized. The liabilities of the purchasing

trustees will be assumed by this company, and remittances will be made accordingly. All accounts and business on and after April 1, 1883, will be in the name of the new corporation."

Delaware & Hudson Canal Co.—The annual meeting will be held May 8. Stockholders will vote upon a proposition to increase the capital stock to $30,000,000, the proceeds to be used in retiring bonds of 1884, 1887 and 1891.

Evansville (Ind.) City Bonds.—The result of the vote in Evansville, Ind., on the question of scaling the interest on the city's bonded debt was favorable to the proposed reduction. It is intended to reduce the rate of interest from 7 to 4 per cent.

Indianapolis & Evansville.—Suit has been entered in the Superior Court at Evansville, Ind., asking for foreclosure on $1,000,000 bonds of this company. The road recently passed into the hands of the Evansville & Terre Haute Company.

Indianapolis & St. Louis.—The directors of this railroad on April 6 filed a mortgage on the property to Albert G. Porter, trustee for the bondholders, to the amount of $2,000,000.

International & Great Northern.—At the annual meeting last week the stockholders confirmed and approved the lease of the Galveston Houston & Henderson road, and authorized a guarantee of the principal and interest on the $2,000,000 of mortgage bonds issued by that road.

Kansas City Fort Scott & Gulf.—The Memphis extension is completed to Augusta, Oregon County, Mo., 340 miles from Kansas City, and is to be completed to a connection with the St. Louis Iron Mountain & Southern at Hoxie, Ark., by June 1 next, where the line westward from Nettleton, Ark., will be met.

Louisville & Nashville—East Tennessee Virginia & Georgia.—The piece of road has been finished at the Tennessee and Kentucky State line connecting the Knoxville branch of the Louisville & Nashville Railroad with the East Tennessee road. This makes a direct line from Knoxville to Louisville, 260 miles. On the Tennessee side, near the State line, are five tunnels in one mile. The Knoxville branch cuts through large coal fields, and new mines will be developed.

New York Chicago & St. Louis.—The "Nickle-Plate" road has received an allotment of 10 per cent of the pooled live stock tonnage east from Chicago. This company and Delaware Lackawanna & Western are about to construct extensive terminal facilities in Buffalo for their joint use, indicating a close alliance of interests.

N. Y. Penn. & Ohio—N. Y. Lake Erie & Western.—In London, April 6, at the meeting of the bondholders of the New York Pennsylvania & Ohio Railroad, Mr. Lewis declared that the opponents of the scheme of leasing the road to the New York Lake Erie & Western Railroad Company had not secured a single proxy. Mr. Lewis's motion approving the lease was carried with only four dissenting votes. The Erie will take possession under this lease May 1. The terms of the contract provide that the New York Lake Erie & Western, as lessee, shall pay the minimum sum of $1,757,055 yearly (the net earnings of 1882); the actual rental will be 32 per cent of all gross earnings up to $6,000,000, and 50 per cent of all gross earnings above $6,000,000, until the average of the whole rental is raised to 35 per cent, or until the gross earnings are $7,200,000, and then 35 per cent of all earnings. But if 32 per cent of the gross earnings should ever be less than the $1,757,055 to be paid yearly, then the deficit is to be made up without interest out of the excess in any subsequent year. Out of the rental paid, the New York Pennsylvania & Ohio has to pay the interest on the prior-lien bonds, the rents of its leased lines and the expenses of maintaining its organization in Europe and America, amounting to about $500,000 a year, and for five years a payment of $250,000 a year to the car trust, which is a payment partly on capital account, as by the operation of these payments the cars will be paid for at the expiration of the trust. Of the remainder of the net earnings, so much as "may be required" up to $100,000, by the terms of the first-mortgage deed, may be set apart for additions and improvements to the property, and the balance is applicable to the first-mortgage interest.

Ohio & Mississippi.—John M. Douglass, Receiver has made the following statement for March:

RECEIPTS.

	1882.	1883.
Cash on hand March 1	$83,848	$47,404
Received from station agents	385,517	536,454
Received from conductors	11,924	10,890
Received from individuals, railroads, &c.	60,063	70,413
Received from American Express Co.	1,024	686
Total	$542,376	$665,847

DISBURSEMENTS.

Vouchers previous to Nov. 18, 1876	$46	$24
Vouchers subsequent to Nov 18, 1876	224,035	311,331
Remitted to New York to pay coupons	.....	10,000
Pay-rolls	127,175	149,586
Arrearages	804	2,400
Cash on hand April 1	190,316	192,506
Total	$542,376	$665,847

Railroad Construction (New.)—The latest information of the completion of track on new railroad is as follows:

Chicago & Great Southern.—Extended from Veedersburg, Ind., south to Yeddo, 7 miles.

Cincinnati & Eastern.—Extended from Mineral Springs, O., east to Evans, 3 miles.

Cincinnati Wheeling & New York.—Extended from Pt. Pleasant, O., east to Senecaville, 5 miles.

Louisville & Nashville.—The Knoxville branch is extended southward to the Tennessee state line, 7 miles. Gauge 5 feet.

Michigan & Ohio.—Track laid from Monteith, Mich., eastward 11 miles.

Missouri Kansas & Texas.—A branch is completed from Atoka, Ind. Ter., east to Lehigh, 8 miles.

Rogers Lumber Co.—Road completed from Soney, Ga., south by west to Deaton, 9 miles. Gauge 3 feet.

Savannah Florida & Western.—A branch is completed from Climax, Ga., southwest to Chattahoochie, Fla., 31 miles. Gauge, 5 feet.

Sioux City & Pacific.—Extended from Thatcher, Neb., west to Blair, 7 miles.

Southern Pacific.—The Colorado Division is extended from Amboy, Col., eastward to Gaff's, 53 miles.

Wisconsin Central.—A branch is completed from Chelsea, Wis., west to Rib Lake, 6 miles.

This is a total of 147 miles of new railroad, making 852 miles thus far reported for 1883, against 1,515 miles reported at the corresponding time in 1882, 778 miles in 1881, 961 miles in 1880, 326 miles in 1879, 258 miles in 1878 and 232 miles in 1877.—*R. R. Gazette.*

St. Louis & Cairo.—The stockholders held a meeting last week in Chicago. The new company took possession of the road a year ago, and has put it in good order and made large improvements, and also earned sufficient money to pay a dividend on the bonded debt. A dividend of 5 per cent upon the income bonds, payable April 1, was declared.

St. Louis Han. & Keokuk.—The St. Louis Hannibal & Keokuk Railway, which is now finished from Hannibal to Troy, Mo., has closed an arrangement by which the road will be completed from the latter point to St. Louis within a year. It will cross the Missouri River about fifteen miles above St. Charles, at the point where the rocky bluffs line both sides of the stream, thus obviating trestle approaches. A construction company has been organized, with George E. Green, formerly President of the Burlington Cedar Rapids & Northern Road, as President, and the work will be pushed as rapidly as possible.—*N. Y. World.*

St. Paul Minneapolis & Manitoba.—This company gives notice, under date of April 12, that—

"The board of directors, for the purpose, in effect, of reimbursing to, and dividing among, the stockholders the cost and value to the extent of $9,000,000 of large and valuable properties and lines of railway recently acquired by the company, and not covered by its existing mortgages, and of extensive improvements and additions to its other properties, conferred upon its stockholders of record May 1, 1883, the privilege of acquiring consolidated mortgage 6 per cent 50-year gold bonds of the company of a new issue to the amount of 50 per cent of their holdings, at the price of 10 per cent of the par value thereof, payable on the 1st May, 1883. On payment of the 10 per cent scrip, receipts will be issued therefor to the stockholders, exchangeable on and after July 1, 1883, for the said bonds, upon presentation at this office, in amounts of $1,000 or multiples thereof. The usual quarterly dividend of 2 per cent was also declared payable in cash on the 1st May next.

Sioux City & Pacific.—The Sioux City & Pacific Railroad is completed and opened for business to Valentine, Neb. Valentine is the county-seat of the newly created county of Cherry, and is situated on the valley between the Niobrara River and the Minni-Chaduza Creek, four miles west of Fort Niobrara.

Southern Central.—This company having acquired by lease the Ithaca Auburn & Western railway on April 1, 1883, will operate it as a part of the Southern Central Railroad.

Wabash St. Louis & Pacific.—The lease of the Wabash to the St. Louis Iron Mountain & Southern Railroad in the interest of Missouri Pacific was approved at an adjourned meeting of the stockholders of the Wabash and the Iron Mountain companies held at St. Louis on Tuesday. This ratification is said by officers of the Wabash Company to be simply formal. The laws of Missouri require that the written consent of a majority of the stockholders of both companies should be filed in the Secretary of State's office before the lease can be legal, and this will probably be obtained. The lease is for 99 years, and gives the Missouri Pacific practically the control of the Wabash system for the net earnings.

Western Union Telegraph.—The Supreme Court, in the suit of Williams vs. Western Union Telegraph, to restrain the company from paying a dividend on the $15,000,000 of stock, sustains the decision of the lower court in favor of the plaintiff. The case now goes to the Court of Appeals by appeal of Western Union, where it will be argued next week. In the meantime it was announced that the dividend would be paid when due by one of the directors of the company on his individual responsibility, in the following notice:

"WESTERN UNION DIVIDEND.—In view of the serious inconvenience to many persons from malicious and vexatious suits against the Western Union Telegraph Company, I have arranged with the Mercantile Trust Company to advance to all stockholders of the Western Union Telegraph Company, on and after April 12, 1883, the amount of their dividends payable April 16, 1883, upon assignment to me at the office of said Trust Company of their right to receive the same. The portion of the January dividend still unpaid will be arranged for in the same manner.

New York, April 11, 1883. JAY GOULD.

—The firm of Denslow, Easton & Herts, bankers and stock brokers, whose advertisement appears in the CHRONICLE every week, have just opened a branch office at the Grand Union Hotel, opposite the Grand Central Railway depot. It is under the management of Mr. Joel Benton, who has a wide circle of friends and acquaintances in New York and New England. The branch office is connected by private telephone with the main office, No. 70 Exchange Place, and furnished with a stock exchange indicator.

—The Homestake Mining Company has declared its fifty sixth dividend of $50,000 for March, payable by Messrs. Lounsbery & Haggin, transfer agents, on the 25th inst.

—Mr. Austin Gallagher, Drexel Building, advertises Canon City, Colorado, Water Company bonds. See card in advertising columns.

—The Long Island Railroad Company has declared a quarterly dividend of 1 per cent.

The Commercial Times.

COMMERCIAL EPITOME.

Friday Night, April 13, 1883.

The weather has been springlike, except in more Northern latitudes, but slow progress is made in re-opening inland navigation, and thus to some extent the improvement in regular trade is checked. Speculation, however, has increased with the growing ease of money, and the tendency of prices has in most cases been upward.

A very good speculation in lard has taken place. Prices early in the week were irregular, but a good recovery took place, only to be followed at the close by irregularity and quietude. Pork has sold well on the spot but is a dead feature for speculation. To-day mess sold on the spot at $19@19 30, with the outside price at $19 50; there were no prices for future delivery. Lard was unsettled and inclined to easiness; prime Western sold on the spot at 11·50@11·52½c.; refined to the Continent 11·50c.; do. to South America 11·80c.; for future delivery the speculation was light to-day; May sold at 11·43@11·46c., June 11·46@11·53c., August 11·53@11·55c., closing dull; May 11·47@11·48c., June 11·51@11·52c., July 11·52@11·54c., August 11·55@11·56c., September 11·55@11·58c., seller year 10·75@10·80c. Bacon steady at 10¾c. for long clear. Beef hams steady at $22@22 25. Beef firm, extra India mess $26@27 50. Butter is firm and the fine grades are not plenty. Cheese is stronger at 13¾@14¾c. for fine to fancy. Tallow steady at 8⅜@8½c. for prime. Stearine quiet, prime 11¾c., oleomargarine 10c.

Rio coffee has advanced to 10c. for fair cargoes, with a better business at this price; 10¼c. was asked at one time, but was not obtained, and the market closed dull and rather weak at 10c.; options have been fairly active at higher prices; No. 7 was quoted to-day at 8·15@8·20c., while 30,250 bags sold at 8·25@8·30c. for May, 8·40@8·50c. for June, 8·60@8·65c. for July and 8·80@8·85c. for Aug.; mild grades have sold very freely, especially Java and Maracaibo, though there was also a liberal business in Laguayra early in the week; Padang to arrive has sold at 18½@19¼c., and good Cucuta at 11½c. Rice has latterly been in more demand at firm prices, largely owing to an advance in London, where recent advices reported something like a corner. Molasses has declined, but large sales have been made of Cuba refining stock, and the close was steady at 31½c.; New Orleans is in rather better demand and firm, with 58c. generally the highest price obtainable. Tea has been steady as a rule, only black showing any noticeable weakness at auction. Spices have been quiet, and, though bonded lots have been firm, duty-paid invoices have favored buyers. Foreign dried fruits have been quiet and rather weak, but green have been firm, especially lemons, which, with a brisk demand, have advanced. Raw sugar dull until last evening, then sold more freely at 6 15-16c. for fair refining, though to-day 7c. was quoted for that grade; 96 deg. test Centrifugal stood to-day at 7 11-16@7¾c. Refined has been in fair demand and steady, and closed at the prices of a week ago.

The movement in Kentucky tobacco has been very slow; nothing of new interest is mentioned, and the tone of prices remains about steady. Sales, 32 hhds. for export, and 97 hhds. for consumption; lugs are quoted at 5¼@6½c., and leaf at 6¾@11c. Seed-leaf continues to sell slowly, and the business of the week is limited to 850 cases, as follows: 200 cases, 1880 crop, Pennsylvania, private terms; 150 cases, 1880 crop, Pennsylvania, 7 to 14c.; 300 cases, 1880–81 crops, Ohio, 4½ to 8c.; 100 cases, 1881 crop, New England, 16 to 30c., and 100 cases, 1881 crop, Wisconsin Havana seed, 14 to 18c. Also 400 bales Havana, 88c. to $1 15, and 400 bales Sumatra, $1 10 to $1 40.

The naval store market has changed during the week; rosins, under larger arrivals from the South, have declined to $1 67½@1 75 for common to good strained, with liberal offerings of the latter at that price; spirits turpentine, on the contrary, has advanced, owing to larger demands from London; to-day there were fair sales in yard at 48½c. Refined petroleum has improved with the better export calls; 110 test is now quoted at 8⅜c. and 70 test at 8¼c. here. Crude certificates were materially lower early in the week, but since then a recovery and a large speculation have taken place; to-day the market dropped to 93½c. Ingot copper is still weak and fair sales of Lake have been made at 15¾@16c.; other brands are quoted at 15@15¼c. Steel rails have declined, and 25,000 tons were sold at $38, and 5,000 tons at $38 75, all at the mills. Oils are quite firm. Wool steady for fleeces, but low grade wools are abundant and weak. Hops very steady; State 1882, prime to choice, 90@95c.; yearlings, 70@ 2c.; California, 80@85c.

Ocean freight-room has occupied an unpleasant position in the matter of business and rates. Toward the close some of the surplus room was weeded out, and to-day the feeling is more steady. Grain to Liverpool by steam 3@3¼d.; bacon 20s.; cheese 25s.; butter 30s.; flour 10@12s. 6d.; cotton 9-64@5-32d.; grain to London by steam quoted 4@4½d.; do. to Glasgow by steam taken at 4@4¼d.; do. to Avonmouth by steam 4¼d., 60 lbs.; do. to Leith by steam 3½d.; do. to Amsterdam by steam 8½c.; do. by sail to Cork for orders quoted 4s. 3d.@4s. 6d. per qr.; refined petroleum to Trieste 3s. 4½d.; cases to Calcutta or Bombay 17@21c.; do. in bbls. from Philadelphia to Baltic 3s. 3d.

COTTON.

Friday, P. M., April 13, 1883.

The Movement of the Crop, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (April 13) the total receipts have reached 72,935 bales, against 78,708 bales last week, 86,999 bales the previous week and 105,062 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,486,138 bales, against 4,368,336 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,117,802 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	1,475	2,558	1,543	2,469	2,358	2,638	13,041
Indianola, &c.	....	....	....	....	....	88	88
New Orleans	3,465	2,142	10,067	740	1,745	3,505	21,664
Mobile	407	260	26	133	167	213	1,206
Florida	....	....	....	....	....	288	288
Savannah	1,147	1,432	1,634	1,283	1,231	1,547	8,274
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	701	432	786	198	300	621	3,038
Pt. Royal, &c.	....	....	....	....	....	639	639
Wilmington	28	116	69	68	97	90	468
Moreh'd C., &c	....	....	....	....	....	150	150
Norfolk	1,484	1,404	1,445	719	1,514	2,162	8,728
West Point, &c	....	....	....	....	....	1,329	1,329
New York	471	581	727	1,146	30	328	3,283
Boston	969	899	952	563	992	432	4,807
Baltimore	....	....	....	....	....	1,625	1,625
Philadelp'a, &c.	450	1,482	1,055	187	1,000	133	4,307
Totals this week	10,597	11,306	18,304	7,506	9,434	15,788	72,935

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last years.

Receipts to April 13.	1882-83		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883.	1882.
Galveston	13,041	762,380	4,912	402,329	68,446	33,569
Indianola, &c.	88	16,075	8	13,523	.....	.....
New Orleans	21,664	1,537,476	5,913	1,132,928	260,379	194,831
Mobile	1,206	301,057	1,121	247,920	26,981	21,431
Florida	288	15,662	49	26,978	.....	.....
Savannah	8,274	774,078	2,662	698,301	31,039	39,001
Brunsw'k, &c	.....	5,508	.....	6,961	.....	.....
Charleston	3,038	547,044	2,354	477,030	30,467	23,192
Pt. Royal, &c.	639	23,006	144	23,067	297	.....
Wilmington	468	123,806	565	132,866	9,349	4,620
M'head C., &c	150	18,289	61	26,047	.....	.....
Norfolk	8,728	734,827	4,034	573,438	59,757	30,283
West Point, &c	1,329	213,471	2,178	182,133	.....	.....
New York	3,283	133,183	1,609	150,463	243,687	324,244
Boston	4,807	156,183	3,335	191,949	7,035	9,680
Baltimore	1,625	*44,531	.....	14,096	20,725	27,915
Philadelp'a, &c.	4,307	79,562	4,284	68,301	11,408	15,925
Total	72,935	5,486,138	33,229	4,368,336	769,570	724,741

* 4,713 bales added as correction.

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	13,129	4,920	7,436	4,181	2,625	3,891
New Orleans.	21,664	5,913	19,175	15,343	9,328	10,190
Mobile	1,206	1,121	3,489	2,802	2,309	3,153
Savannah	8,274	2,662	4,885	3,698	4,479	3,485
Charl'st'n, &c	3,677	2,498	5,181	1,936	1,612	2,840
Wilm'gt'n, &c	618	626	401	487	902	761
Norfolk, &c.	10,057	6,212	8,863	5,056	9,635	5,683
All others	14,310	9,277	17,149	5,407	9,297	9,013
Tot. this w'k.	72,935	33,229	66,579	39,910	40,187	39,016
Since Sept. 1.	5486.138	4368,336	5542.901	4571.295	4258 541	4043.751

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 99,262 bales, of which 38,868 were to Great Britain, 14,556 to France and 45,838 to the rest of the Continent, while the stocks as made up this evening are now 769,570 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Apr. 13 Exported to—				From Sept. 1, 1882, to Apr. 13, 1883 Exported to—			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	1,837	.....	.....	1,837	285,480	33,600	141,379	460,459
New Orleans	10,321	10,326	22,933	43,580	683 217	251,041	388,461	1 322.739
Mobile	.....	3,927	.....	3,927	26,895	9,350	1,100	37,345
Florida	.....	.....	.....	.....	.....	.....	.....	.....
Savannah	4,373	.....	5,817	10,189	101,602	25,678	267,239	394.549
Charleston*	2,396	.....	9,768	12,034	126,560	24,775	193,929	345 264
Wilmington	.....	.....	.....	.....	49,116	.....	4,590	53,706
Norfolk†	5,637	.....	965	6,622	347 929	.....	14,962	362,891
New York	9,688	303	3,478	13 469	372,369	21,512	132 891	526,772
Boston	3,619	.....	.....	3 619	130,643	.....	443	131,086
Baltimore	.....	.....	2,877	2,877	131.621	4,718	45 498	181.837
Philadelp'a, &c	1,078	.....	.....	1,078	63,894	.....	2,590	66,484
Total	38,868	14,556	45,838	99,262	2,319,326	373,704	1,193,102	3,886,132
Total 1881-82	81,601	5,408	7,407	94 414	1,960,874	295,697	668 934	2 923 427

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

APR. 13, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France	Other Foreign	Coast-wise.	Total.	
New Orleans	40,349	6,728	18,372	776	66,025	194,354
Mobile	4,200	None.	None.	1,500	5,700	21,281
Charleston	4,359	None.	1,750	550	6,659	23,823
Savannah	None.	None.	6,800	2,600	9,400	21 639
Galveston	13,284	3,693	8,563	2,865	28,405	40 011
Norfolk	11,950	None.	3,663	4,851	20,467	39,290
New York	4,200	None.	1,100	None.	5,300	238 387
Other ports	3,000	None.	1,000	None.	4,000	41,814
Total 1883	81,122	10,421	41,248	13,145	145,936	623,634
Total 1882	56,509	11,165	19,206	2,920	89 800	631,941
Total 1881	75,291	13,751	41,736	7,966	138,744	541,503

The speculation in cotton for future delivery has been fairly active at this market during the past week, and the tendency of prices has been upward, though they have fluctuated considerably. Liverpool and Manchester advices have been stronger. The movement of the crop, except the large receipts at New Orleans, has been reduced considerably, and there is some revival of confidence among operators for the rise, accompanied at times with a demand from the "short interest," to cover contracts. Saturday was dearer, and on Monday there was a smart advance for the early months. On Tuesday sales to realize caused some decline, but on Wednesday and Thursday there were fresh advances. To-day the opening was stronger, but the demand proved limited, and the early prices were not fully sustained, the market closing unsettled. Cotton on the spot has met with a better export demand, and stocks, being comparatively small, have been held with increased firmness. On Monday and again on Thursday quotations were advanced 1-16c. To-day the market was firmer, but prices not quotably dearer, middling uplands closing at 10 1/8c.

The total sales for forward delivery for the week are 591,500 bales. For immediate delivery the total sales foot up this week 4,460 bales, including 2,639 for export, 1,686 for consumption, 135 for speculation and — in transit. Of the above, 635 bales were to arrive. The following are the official quotations for each day of the past week.

April 7 to April 13	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. ₰ lb	7 1/16	7 1/8	7 1/8	7 5/16	7 3/8	7 3/8	7 5/16	7 3/8	7 3/8
Strict Ord	7 1/2	7 9/16	7 9/16	7 3/8	7 13/16	7 11/16	7 3/4	7 13/16	7 13/16
Good Ord	8 5/16	8 3/8	8 3/8	8 9/16	8 5/8	8 5/8	8 9/16	8 5/8	8 5/8
Str. G'd Ord	9	9 1/16	9 1/16	9 1/4	9 5/16	9 5/16	9 1/4	9 5/16	9 5/16
Low Mid'g	9 1/2	9 9/16	9 9/16	9 3/4	9 13/16	9 13/16	9 3/4	9 13/16	9 13/16
Str. L'w Mid	9 13/16	9 7/8	9 7/8	10 1/16	10 1/8	10 1/8	10 1/16	10 1/8	10 1/8
Middling	10	10 1/16	10 1/16	10 1/4	10 5/16	10 5/16	10 1/4	10 5/16	10 5/16
Good Mid	10 3/8	10 7/16	10 7/16	10 5/8	10 11/16	10 11/16	10 5/8	10 11/16	10 11/16
Str. G'd Mid	10 5/8	10 11/16	10 11/16	10 7/8	10 15/16	10 15/16	10 7/8	10 15/16	10 15/16
Midd'g Fair	11 1/8	11 3/16	11 3/16	11 3/8	11 7/16	11 7/16	11 3/8	11 7/16	11 7/16
Fair	11 7/8	11 15/16	11 15/16	12 1/8	12 3/16	12 3/16	12 1/8	12 3/16	12 3/16

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. ₰ lb	7 1/8	7 3/16	7 3/16	7 3/8	7 7/16	7 7/16	7 3/8	7 7/16	7 7/16
Strict Ord	7 9/16	7 5/8	7 5/8	7 13/16	7 7/8	7 7/8	7 13/16	7 7/8	7 7/8
Good Ord	8 3/8	8 7/16	8 7/16	8 5/8	8 11/16	8 11/16	8 5/8	8 11/16	8 11/16
Str. G'd Ord	9 1/16	9 1/8	9 1/8	9 5/16	9 3/8	9 3/8	9 5/16	9 3/8	9 3/8
Low Midd'g	9 9/16	9 5/8	9 5/8	9 13/16	9 7/8	9 7/8	9 13/16	9 7/8	9 7/8
Str. L'w Mid	9 7/8	9 15/16	9 15/16	10 3/16	10 3/16	10 3/16	10 1/8	10 3/16	10 3/16
Middling	10 1/16	10 1/8	10 1/8	10 5/16	10 3/8	10 3/8	10 5/16	10 3/8	10 3/8
Good Mid	10 7/16	10 1/2	10 1/2	10 11/16	10 3/4	10 3/4	10 11/16	10 3/4	10 3/4
Str. G'd Mid	10 11/16	10 3/4	10 3/4	10 15/16	11	11	10 15/16	11	11
Midd'g Fair	11 3/16	11 1/4	11 1/4	11 7/16	11 1/2	11 1/2	11 7/16	11 1/2	11 1/2
Fair	11 15/16	12	12	12 3/16	12 1/4	12 1/4	12 3/16	12 1/4	12 1/4

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary ₰ lb	6 1/2	6 9/16	6 9/16	6 9/16	6 5/8	6 5/8
Strict Good Ordinary	7 5/16	7 3/8	7 3/8	7 3/8	7 7/16	7 7/16
Low Middling	8	8 1/16	8 1/16	8 1/16	8 1/8	8 1/8
Middling	9 1/8	9 3/16	9 3/16	9 3/16	9 1/4	9 1/4

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES	
		Ex-port.	Con-sump.	Spec-ul'n	Tran-sit.	Total.	Sales.	Deliveries
Sat.	Quiet	834	138	....	....	972	53,300	500
Mon	Firm at 1/16 adv.	465	271	....	....	736	150,100	400
Tues	Quiet and steady	407	244	....	....	651	105,900	600
Wed	Firm	783	311	135	....	1,229	54,300	400
Thurs	Steady at 1/16 adv	50	346	....	....	396	124,900	400
Fri	Firm	100	376	....	....	476	99,000	300
Total		2,639	1,686	135	....	4,460	591,500	2,600

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	February.	March.
Saturday, Apr. 7— Sales, total	Variable. 53,300	Aver. 9.87 1,100	Aver. 10.04 10,400	Aver. 10.18 11,200	Aver. 10.28 5,000	Aver. 10.39 20,200	Aver. 10.16 300	Aver. 9.91 3,100	Aver .. 9.79 700	Aver. 9.93 700	Aver .. 9.95 200	Aver .. —	Aver .. —
Prices paid (range)	9.78@10.42	9.86@ 9.88	10.00@10.06	10.14@10.21	10.26@10.30	10.35@10.42	10.20@10.22	9.89@ 9.94	9.73@ 9.85	9.84@ 9.85	9.94@ 9.95	— @ —	— @ —
Closing		9.91— 9.92	10.06— —	10.20—10.21	10.31—10.32	10.42— —	—	9.94— 9.93	9.83— 9.85	9.84— 9.85	9.94— 9.96	— —	— —
Monday, Apr. 9— Sales, total	Firmer. 150,100	Aver. 10.03 600	Aver. 10.11 21,200	Aver. 10.25 37,100	Aver. 10.37 32,300	Aver. 10.48 43,600	Aver. 10.25 1,400	Aver. 9.96 5,600	Aver .. 9.86 4,200	Aver. 9.91 2,100	Aver .. 9.97 1,600	Aver .. —	Aver .. —
Prices paid (range)	9.82@10.52	10.00@10.03	10.14@10.16	10.29@10.31	10.41@10.52	10.49@10.50	10.27—10.29	10.00— —	9.89@10.02	9.91@ 9.93	9.94@10.05	— @ —	— @ —
Closing	Dull.	10.02— 10.04	10.13— —	— @10.16	10.27—10.28	10.38—10.39	—	—	—	—	10.02—10.04	— —	— —
Tuesday, Apr. 10— Sales, total	Lower. 165,900	Aver .. 10.01 200	Aver .. 10.05 19,700	Aver .. 10.23 20,300	Aver .. 10.34 19,400	Aver .. 10.44 35,000	Aver .. 10.23 1,900	Aver .. 9.96 4,700	Aver .. 9.86 2,400	Aver .. 9.97 2,300	Aver .. —	Aver .. —	Aver .. —
Prices paid (range)	9.85@10.48	— @10.01	10.05@10.11	10.19@10.25	10.30@10.37	10.41@10.48	10.21@10.27	9.94@ 9.98	9.83@ 9.87	9.85@ 9.90	— @ —	— @ —	— @ —
Closing	Steady.	9.96— 9.98	10.07— 10.08	10.22— —	10.33— —	10.44— —	10.22—10.24	9.95— 9.97	9.84— 9.86	9.86— 9.88	9.96— 9.98	— —	— —
Wednesday, Apr. 11— Sales, total	Firmer. 58,300	Aver .. 10.00 300	Aver .. 10.11 8,400	Aver .. 10.26 12,200	Aver .. 10.37 7,800	Aver .. 10.48 22,700	Aver .. 10.26 2,800	Aver .. 9.99 2,100	Aver .. 9.88 1,900	Aver .. 9.97 100	Aver .. —	Aver .. —	Aver .. —
Prices paid (range)	9.86@10.50	10.00@10.01	10.07@10.12	10.25@10.27	10.35@10.38	10.46@10.50	10.24@10.27	9.96@10.00	9.86@ 9.89	9.95@ —	— @ —	— @ —	— @ —
Closing	Steady.	10.01—10.02	10.11—10.12	10.26—10.27	10.38—10.39	10.49— —	10.27—10.28	9.99—10.00	9.88— 9.90	9.96— 9.97	— —	— —	— —
Thursday, Apr. 12— Sales, total	Firmer. 134,900	Aver .. 10.06 300	Aver .. 10.16 20,700	Aver .. 10.31 28,800	Aver .. 10.43 18,800	Aver .. 10.54 39,300	Aver .. 10.31 3,300	Aver .. 10.03 5,600	Aver .. 9.92 7,100	Aver .. 9.94 1,000	Aver .. —	Aver .. —	Aver .. —
Prices paid (range)	9.89@10.48	10.04@10.08	10.14@10.19	10.29@10.34	10.40@10.45	10.51@10.57	10.30@10.32	10.01@10.03	9.89@ 9.94	9.92@ 9.95	— @ —	— @ —	— @ —
Closing	Steady.	10.07—10.08	10.16— —	10.31—10.32	10.43—10.44	10.54—10.55	10.32—10.33	10.03—10.04	9.91— 9.92	9.93— 9.94	10.03—10.03	— —	— —
Friday, Apr. 13— Sales, total	Variable. 99,000	Aver .. 10.10 400	Aver .. 10.19 17,000	Aver .. 10.33 23,800	Aver .. 10.45 15,100	Aver .. 10.57 30,900	Aver .. 10.34 2,100	Aver .. 10.05 2,800	Aver .. 9.94 5,000	Aver .. 9.96 1,100	Aver .. 10.08 200	Aver .. —	Aver .. —
Prices paid (range)	9.93@10.61	10.09@10.10	10.16@10.21	10.31@10.36	10.44@10.49	10.55@10.61	10.33@10.36	10.03@10.07	9.93@ 9.97	9.98@ 9.98	10.07@10.08	— @ —	— @ —
Closing	Firm.	10.13—10.15	10.20—10.21	10.36—10.37	10.48—10.49	10.60—10.61	10.35—10.38	10.06—10.08	9.96— 9.97	9.98—10.00	10.07—10.09	— —	— —
Total sales this week	591,500	2,900	97,800	133,400	98,400	181,700	12,200	23,900	21,900	7,300	2,000	.....	.....
Average price, week		10.01	10.12	10.26	10.37	10.48	10.26	9.99	9.88	9.91	10.00	.....	.....
Sales since Sep. 1, 1882*	16,695,900	1,710,200	2,401,800	1,744,100	819,700	1,201,200	30,900	102,500	136,400	33,900	5,200	.....	.....

* Includes sales in September, 1882, for September 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400; September-January for January, 2,070,200; September-February for February, 1,360,200; September-March for March, 1,969,400.

Transferable Orders—Saturday, 9·95c.; Monday, 10·05c.; Tuesday, 10·00c.; Wednesday, 10·05c.; Thursday, 10·10c.; Friday, 10·15c.

Short Notices for April—Saturday, 9·7-c.

☞ We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week.

·10 pd. to exch. 300 July for Aug.
·14 pd. to exch. 100 May for June.
·10 pd. to exch. 100 April s. n. 10th, for regular.
·10 pd. to exch. 100 April s. n. 9th, for regular.
·20 pd. to exch. 1,000 Dec. for May.
·14 pd. to exch. 600 May for June.
·49 pd. to exch. 300 Oct. for Aug.
·23 pd. to exch. 300 June for Aug.
·06 pd. to exch. 100 April s. n. 10th, for regular.
·14 pd. to exch. 100 May for June.
·01 pd. to exch. 100 April s. n. 12th, for regular.
·37 pd. to exch. 100 May for Aug.
·15 pd. to exch. 200 May for June.
·23 pd. to exch. 100 June for Aug
·15 pd. to exch. 5,200 May for June

The Visible Supply of Cotton to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (April 13), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	995,000	873,000	863,000	659,000
Stock at London.....	61,400	62 200	41,200	46,209
Total Great Britain stock	1,056,400	935,200	904,200	705.209
Stock at Hamburg.....	3,800	2,000	6,500	3,600
Stock at Bremen.....	40.200	25,400	44,100	31.529
Stock at Amsterdam.....	30,000	18,800	41,800	17.340
Stock at Rotterdam.....	2,400	254	1,870	3,672
Stock at Antwerp.....	1,100	1.900	760	393
Stock at Havre.....	139,000	105.000	150.000	88.750
Stock at Marseilles.....	6.100	3,110	3,740	1,907
Stock at Barcelona.....	66,000	36,000	22,500	28.240
Stock at Genoa.....	9,700	6,500	3,000	4,500
Stock at Trieste.....	7,400	3,474	5,340	3,143
Total continental stocks...	305,700	202,438	279,610	183,074
Total European stocks...	1,362,100	1,137,638	1,183,810	888,283
India cotton afloat for Europe.	304,000	417,000	205.000	197,831
Amer'n cotton afloat for Eur'pe	532,000	405,000	670.000	432.845
Egypt, Brazil, &c., afit for E'r'pe	32,000	51,000	37,000	29.804
Stock in United States ports ..	769,570	724,741	680.247	684.443
Stock in U. S. interior towns..	214,632	178.183	237.401	238.556
United States exports to-day..	18,000	28,000	25,000	11,000
Total visible supply.....	3,232,302	2,941,562	3,038.458	2,482,762
Of the above, the totals of American and other descriptions are as follows				
American—				
Liverpool stock.....	730,000	571,000	644,000	468,000
Continental stocks.....	203,000	110,000	203,000	155,000
American afloat for Europe.....	532,000	405,000	670,000	432 845
United States stock.....	769,570	724,741	630,247	684.443
United States interior stocks..	214,632	178.183	237,401	238.556
United States exports to-day..	18,000	28,000	25,000	11,000
Total American.....	2,467,202	2,016,924	2,459,648	1,989,844
East Indian, Brazil, &c.—				
Liverpool stock.....	265,000	302.000	219,000	191,000
London stock.....	61,400	62.200	41.200	46,209
Continental stocks.....	102,700	92,438	76.610	28.074
India afloat for Europe.....	304,000	417,000	205.000	197,831
Egypt, Brazil, &c., afloat..	32,000	51,000	37,000	29.804
Total East India, &c	765,100	924 638	578,810	492,918
Total American.....	2,467,202	2,016,924	2,459,648	1,989,844
Total visible supply.....	3,232,302	2,941,562	3,038,458	2,482,762
Price Mid. Upl., Liverpool	5 5/8d.	6 11/16d.	6d.	7d.

☞ The imports into Continental ports this week have been 99,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 290,740 bales as compared with the same date of 1882, an *increase* of 193,844 bales as compared with the corresponding date of 1881 and an *increase* of 749,540 bales as compared with 1880.

At the Interior Towns the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

Towns.	Movement to April 13, 1883. Receipts. This week.	Receipts. Since Sept. 1, '82.	Shipm'ts. This week.	Stock Apr. 13.	Movement to April 14, 1882. Receipts. This week.	Receipts. Since Sept. 1, '81.	Shipm'ts. This week.	Stock Apr. 14.
Augusta, Ga.....	435	104,805	1,013	12,308	811	158,395	3,629	15,565
Columbus, Ga.....	188	56,376	303	6,609	177	100,520	432	8,407
Macon, Ga.....	393	130,348	2,385	5,329	31	59,014	267	4,176
Montgomery, Ala.	292	96,697	417	4,753	446	94,273	592	5,416
Selma, Ala.....				6,798	140	71,687	162	3,993
Memphis, Tenn.	5,026	478,418	9,985	60,101	2,539	319,784	4,952	52,927
Nashville, Tenn.	223	42,960	569	6,513	324	52,951	1,309	11,810
Dallas, Tex.....	777	23,932	1,085	1,487	175	25,349	85	615
Jefferson, Tex.*	125	7,789	130	20	50	13,220	33	420
Shreveport, La.	758	94,438	2,576	7,016	755	61,593	2,368	4,800
Vicksburg, Miss.	712	111,979	789	3,393	163	131,933	350	1,691
Columbus, Miss.	191	38,132	469	1,399	39	27,575	68	2,397
Eufaula, Ala ...	221	48,419	312	2,585	60	47,357	123	1,737
Griffin, Ga.....	89	26,140	109	725	38	30,928	90	903
Atlanta, Ga.....	772	137,784	1,283	16,795	421	121,995	450	15,021
Rome, Ga.....	257	81,213	1,274	6,064	301	81,029	691	4,399
Charlotte, N. C..	843	49,353	1,043	500	408	28,276	708	200
Columbus, O.....	6,389	420,690	9,049	66,387	4,745	346,948	8,247	39,071
Cincinnati, O.....	2,485	312,479	2,723	5,848	9,609	334,942	11,662	4,735
Total, old towns.	21,018	2,464,139	38,036	214,632	21,232	2,108,369	36,245	178,183
Newberry, S. C..	176	22,562	176	200	102	14,529	62	465
Raleigh, N. C...	528	46,434	480	2,500	824	56,266	599	3,501
Petersburg, Va..	345	23,624	399	2,947	189	25,503	3	4,136
Louisville, Ky..	168	29,513	599	4,744	219	27,645	80	5,075
Little Rock, Ark.	643	49,012	1,133	3,983	124	22,374	190	1,260
Brenham, Tex..	205	31,124	272	761	401	22,816	336	1,020
Houston, Tex....	5,258	662,407	4,937	9,694	2,800	384,295	2,880	8,107
Total, new towns	7,323	864,078	7,996	24,829	4,659	555,428	4,140	23,504
Total, all	28,341	3,328,817	46,032	239,461	25,891	2,663,797	40,388	201,747

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 17,018 bales, and are to-night 36,449 bales *more* than at the same period last year. The receipts at the same towns have been 214 bales *less* than the same week last year, and since September 1 the receipts at all the towns are 665,020 bales *more* than for the same time in 1881-2.

Quotations for Middling Cotton at Other Markets.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending April 13.	Closing Quotations for Middling Cotton on—					
	Satur.	*Mon.*	*Tues.*	*Wednes.*	*Thurs.*	*Fri.*
Galveston....	9 5/8	9 5/8	9 5/8	9 5/8	9 5/8	9 5/8
New Orleans.	9 3/8	9 3/8	9 7/16	9 7/16	9 9/16	9 5/8
Mobile.....	9 3/8	9 3/8	9 3/8	9 3/8@1/2	9 1/2	9 1/2
Savannah....	9 1/2	9 1/2	9 1/2	9 1/2	9 5/8	9 5/8
Charleston...	9 7/8	9 7/8	9 7/8	9 7/8	10	10
Wilmington..	9 3/8	9 3/8	9 7/16	9 1/2	9 1/2	9 9/16
Norfolk.....	9 5/8	9 5/8	9 5/8	9 3/4	9 3/4	9 3/4
Boston.....	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Baltimore ..	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8@10
Philadelphia.	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Augusta.....	9 1/4	9 1/4	9 3/8	9 1/4@3/8	9 1/4@3/8	9 3/8
Memphis....	9 3/8	9 3/8	9 3/8	9 3/8	9 1/2	9 5/8
St. Louis.....	9 3/8	9 3/8	9 3/8	9 3/8	9 1/2	9 1/2
Cincinnati....	9 1/2	9 1/2	9 1/2	9 1/2	9 5/8	9 5/8
Louisville....	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2

Receipts from the Plantations.—The following table is repared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

Receipts from Plantations.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns		
	1881.	1882.	1883.	1881.	1882.	1883	1881.	1882.	1883.
Jan. 26	125,070	92,081	136,400	306,321	400,986	350,749	132,129	74,024	110,182
Feb. 2.	147,129	95,057	171,316	317,866	390,019	347,523	158,674	84 000	168,090
" 9.....	133,723	84,779	165,368	313,847	380,528	343,584	129,691	77,288	161,929
" 16	146,539	72,031	146,130	312,551	372,454	326,706	145,252	63,957	129,342
" 23.....	134,359	60,167	134,448	317,588	362,430	321,424	143,387	50,136	140 076
Mch. 2.. ...	133,931	51 980	135,321	322,458	343,072	308,417	138,801	34,624	122 314
" 9.	140,126	58,747	124,826	319 252	315 973	304,021	136,900	31,648	121,080
" 16.....	108,200	57,451	111,181	320,500	284 393	297,173	109,468	25,874	103 733
" 23.....	93 690	61,916	105,082	309,513	253,618	279,946	82,703	31,141	87,835
" 30.....	78,514	54,035	86,939	294 608	233,182	264,571	63 609	33,599	74 043
Apr. 6 ...	85,096	44,467	78,704	277,359	215,944	257,152	68,438	27,329	68,889
" 13 ...	64,579	33,229	73,935	261,509	201,747	239,461	50,828	19,032	55,244

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,709,114 bales; in 1881-82 were 4,524,658 bales; in 1880-81 were 5,465,662 bales.

2. That, although the receipts at the out-ports the past week were 72,935 bales, the actual movement from plantations was only 55,244 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 19,032 bales and for 1881 they were 50,828 bales.

Amount of Cotton in Sight April 13.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to April 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to Apr. 13	5,486,138	4,368,336	5,242,901	4,571,295
Interior stocks on April 13 in excess of September 1.....	222,976	156,322	222,761	244,335
Tot. receipts from plantat'ns	5,709,114	4,524,658	5,465,662	4,815,630
Net overland to April 1.....	572,324	394,473	452,089	516,460
Southern consumpt'n to Apr. 1	240,000	190,000	155,000	135,000
Total in sight April 13	6,521,438	5,109.131	6,072,751	5,467,090

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,412,307 bales, as compared with 1880-81 is 448,687 bales and with 1879-80, 1,054,348 bales.

Weather Reports by Telegraph.—There has been considerable rain in some sections of the south during the week, and the rivers are now high. The Mississippi at Memphis is but two feet four inches below the danger line and is still rising, and the Alabama has overflowed at some points. Where the rain has not interfered with farm work, the conditions have been favorable, and planting has made good progress; this is especially true of Texas.

Galveston, Texas.—We have had showers on three days of the week, the rainfall reaching ninety-two hundredths of an inch. The weather has generally been favorable and farm work and planting are making good progress. Average thermometer 69, highest 79 and lowest 59.

Indianola, Texas.—It has been showery on three days of the week, the rainfall reaching one inch; young crops are doing reasonably well. The thermometer has ranged from 58 to 78, averaging 68.

Dallas, Texas.—We have had a light shower on one day of the week, the rainfall reaching sixteen hundredths of an inch; good progress is being made in planting. The thermometer has averaged 69, ranging from 45 to 93.

Brenham, Texas.—It has rained hard on two days of the week, but no serious damage has been done. The rainfall reached one inch and forty-four hundredths. Planting is pro-

gressing satisfactorily. The thermometer has averaged 74, the highest being 89 and the lowest 58.

Palestine, Texas.—We have had showers on two days of the week, the rainfall reaching one inch and three hundredths. Planting is making good progress. Average thermometer 69, highest 87 and lowest 50.

Huntsville, Texas.—It has rained hard on one day of the week, but no serious damage has been done. The rainfall reached one inch. Good progress is being made with planting. The thermometer has ranged from 56 to 86, averaging 72.

Weatherford, Texas.—The weather has been favorable, with no rain during the week, and farmers are busy. The thermometer has averaged 67, ranging from 40 to 94.

Belton, Texas.—It has rained hard on one day of the week, but the weather is now favorable, and corn planting is making good progress. The rainfall reached one inch and twenty-one hundredths. The thermometer has ranged from 51 to 93, averaging 72.

Luling, Texas.—We have had a beneficial shower on one day of the week, the rainfall reaching forty-one hundredths of an inch. Young corn is doing well, and cotton is coming up well. The thermometer has averaged 73, the highest being 88 and the lowest 57.

New Orleans, Louisiana.—It has rained on four days of the week, the rainfall reaching eleven inches and forty-five hundredths. The thermometer has averaged 72.

Shreveport, Louisiana.—Telegram not received.

Vicksburg, Mississippi.—We have had warm, sultry, wet weather during the week, with rain on four days. We are having too much rain.

Columbus, Mississippi.—It has rained on three days of the week, the rainfall reaching two inches and forty-nine hundredths.

Little Rock, Arkansas.—The weather has been clear to fair on five days of the week, and it has rained on two days. The rainfall reached sixty hundredths of an inch. The thermometer has averaged 63, the highest being 83 and the lowest 49.

Memphis, Tennessee.—We have had warm, sultry, wet weather during the week, with rain on five days, on one of which hard and on four showery. The rainfall reached one inch and forty-seven hundredths. The Mississippi River is again at a high stage, being now two feet and four inches below the danger line and rising; considerable cultivated land is already under water. The thermometer has ranged from 49 to 82, averaging 63.

Nashville, Tennessee.—It has rained on four days of the week, the rainfall reaching one inch and sixty-nine hundredths. The thermometer has averaged 58, ranging from 45 to 74.

Mobile, Alabama.—It has been showery on three days, and has rained severely on two days of the week, but at the close there is a favorable change. The rainfall reached six inches and sixty-two hundredths. There has been too much rain in some sections, but no serious damage has been done. Average thermometer 68, highest 79, lowest 59.

Montgomery, Alabama.—It rained on six days during the early part of the week, on Monday heavily. The rainfall reached five inches and ninety-four hundredths. The tributary rivers are higher; the Alabama River is booming, overflowing the low-lands considerably. The thermometer has averaged 65, the highest being 87 and the lowest 52.

Selma, Alabama.—It has rained on four days of the week, the rainfall reaching five inches and fifty-one hundredths. The thermometer has averaged 62, ranging from 52 to 81.

Madison, Florida.—Telegram not received.

Macon, Georgia.—It has rained severely on three days of the week, but as the week closes there is a favorable change, the weather now being warm and spring-like. Average thermometer 70, highest 80, lowest 50.

Columbus, Georgia.—We have had severe rain on two days of the week, the rainfall reaching six inches and thirteen hundredths. The thermometer has averaged 68, ranging from 59 to 78.

Savannah, Georgia.—It has rained on four days of the week, and the remainder of the week has been pleasant. The rainfall reached three inches. Average thermometer 71, highest 84, lowest 60.

Augusta, Georgia.—We had heavy general rain on three days during the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached two inches and sixty-nine hundredths. The thermometer has averaged 66, the highest being 83 and the lowest 52.

Atlanta, Georgia.—It has rained on three days of the week, the rainfall reaching three inches and forty hundredths. The thermometer has ranged from 50 to 80, averaging 61.

Charleston, South Carolina.—We have had rain on two days of the week, the rainfall reaching one inch and eighty hundredths. The thermometer has averaged 68, ranging from 55 to 81.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock April 12, 1883, and April 13, 1882.

	Apr. 12, '83.		*Apr. 13, '82.*	
	Feet.	*Inch.*	*Feet.*	*Inch.*
New Orleans.....Below high-water mark	0	4	1	3
Memphis.....Above low-water mark.	31	4	29	4
Nashville.....Above low-water mark.	33	0	29	9
Shreveport.....Above low-water mark.	20	4	16	5
Vicksburg.....Above low-water mark.	43	0	45	0

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to April 12.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	*Shipments this week.*			*Shipments since Jan. 1.*			*Receipts.*	
	Great Brit'n.	*Continent.*	*Total.*	*Great Britain*	*Continent.*	*Total.*	*This Week.*	*Since Jan. 1.*
1883	22,000	9,000	31,000	197,000	356,000	553,000	66,000	828,000
1882	41,000	8,000	49,000	416,000	228,000	644,000	75,000	830,000
1881	6,000	28,000	34,000	115,000	217,000	332,000	55,000	516,000
1880	21,000	5,000	26,000	134,000	168,000	302,000	52,000	507,000

According to the foregoing, Bombay appears to show a *decrease* compared with last year in the week's receipts of 9,000 bales, and a *decrease* in shipments of 18,000 bales, and the shipments since January 1 show a *decrease* of 91,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			*Shipments since January 1.*		
	Great Britain.	*Continent.*	*Total.*	*Great Britain.*	*Continent.*	*Total.*
Calcutta—						
1883.....	1,200	.....	1,200	51,200	9,000	60,200
1882.....	.....	.....	.....	78,100	30,300	108,400
Madras—						
1883.....	.....	.....	.....	4,500	1,000	5,500
1882.....	.....	.....	.....	6,500	2,000	8,500
All others—						
1883.....	.....	.....	.....	4,000	2,000	6,000
1882.....	3,500	.....	3,500	21,700	4,300	26,000
Total all—						
1883.....	1,200	.....	1,200	59,700	12,000	71,700
1882.....	3,500	.....	3,500	106,300	36,600	142,900

The above totals for the week show that the movement from the ports other than Bombay is 2,300 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	*Since Jan. 1.*	*This week.*	*Since Jan. 1.*	*This week.*	*Since Jan. 1.*
Bombay.....	31,000	553,000	49,000	614,000	34,000	332,000
All other p'rts	1,200	71,700	3,500	142,900	6,700	147,300
Total.....	32,200	624,700	52,500	786,900	40,700	479,300

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, April 12.	1882-83.		1881-82.		1880-81.	
Receipts (cantars*)—						
This week....	6,000		32,000		9,000	
Since Sept. 1	2,223,000		2,799,000		2,716,000	
	This week.	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*
Exports (bales)—						
To Liverpool.....	2,000	221,000	.....	231,000	11,000	222,000
To Continent.....	1,000	77,000	1,533	163,871	3,000	118,563
Total Europe.....	3,000	298,000	1,533	394,871	14,000	340,563

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending April 12 were 6,000 cantars and the shipments to all Europe were 3,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is quiet, but steady. We give the prices of to-day below, and leave previous weeks' prices for comparison:

	1883.				1882.			
	32s Cop. Twist.	*8¼ lbs. Shirtings.*	*Cott'n Mid. Uplds*		*32s Cop. Twist.*	*8¼ lbs. Shirtings.*	*Cott'n Mid. Uplds*	
	d. d.	s. d. s. d	d.		d. d.	s. d. s. d	d.	
Feb. 9	8¾ @ 9⅝	6 0 @7 6	5 11/16		9⅜ @10	6 6 @8 0	8½	
" 16	8⅞ @ 9½	5 11 @7 4½	5⅝		9⅜ @ 9⅞	6 5 @7 10½	6 7/16	
" 23	8⅝ @ 9⅜	5 10 @7 3	5⅝		9⅜ @ 9⅞	6 6 @7 10½	6 7/16	
Mch. 2	8½ @ 9¼	5 10 @7 3	5 9/16		9⅜ @ 9⅞	6 6 @7 10½	6½	
" 9	8⅜ @ 9¼	5 10 @7 3	5 9/16		9 7/16 @10	6 6 @7 10½	6⅝	
" 16	8⅜ @ 9¼	5 9 @7 3	5⅝		9⅜ @10⅛	6 7½ @8 0	6 11/16	
" 23	8⅜ @ 9¼	5 9 @7 3	5⅝		9 9/16 @10¼	6 7½ @8 0	6 11/16	
" 30	8⅜ @ 9¼	5 9 @7 1½	5 9/16		9 7/16 @10⅛	6 6 @8 0	6⅝	
Apr. 6	8 7/16 @ 9¼	5 9 @7 1½	5 9/16		9 7/16 @10⅛	6 5 @8 0	6⅝	
" 13	8 7/16 @ 9¼	5 9 @7 1½	5⅝		9⅜ @10	6 4½ @7 10½	6 11/16	

European Cotton Consumption to April 1.—We have received by cable to-day Mr. Ellison's cotton figures brought down to April 1. We have also received the revised totals for last year, and give them for comparison. The takings by spinners, in *actual* bales and pounds, have been as follows.

From Oct. 1 to April 1.	*Great Britain.*	*Continent.*	*Total.*
For 1882-3.			
Takings by spinners...bales	1,829,000	1,720,000	3,549,000
Average weight of bales....	446	435	441
Takings in pounds	815,734,000	748,200,000	1,563,934,000
For 1881-2.			
Takings by spinners...bales	1,853,740	1,462,240	3,315,980
Average weight of bales....	438	432	435
Takings in pounds	799,674,120	631,843,200	1,431,517,320

According to the above, the average weight of the deliveries in Great Britain is 446 pounds per bale to April 1, against 438 pounds per bale during the same time last season. The Continental deliveries average 435 pounds, against 432 pounds last year, and for the whole of Europe the deliveries average 441 pounds per bale, against 435 pounds during the same period last season. In the following table we give the stock held by the mills, their takings and their consumption, each month since October 1, all reduced to bales of 400 pounds each for this season and last season. It is a very convenient and useful summary.

Oct. 1 to April 1. Bales of 400 lbs. each. 000s omitted.	1882-3.			1881-2.		
	Great Britain.	*Continent.*	*Total.*	*Great Britain.*	*Continent.*	*Total.*
Spinners' stock Oct 1.	82,	139,	221,	25,	240,	265,
Takings in October...	233,	149,	382,	336,	133,	469,
Total supply.....	315,	288,	603,	361,	373,	734,
Consump. Oct., 4 wks.	284,	244,	528,	280,	232,	512,
Spinners' stock Nov. 1	31,	44,	75,	81,	141,	222,
Takings in November.	387,	320,	707,	438,	362,	800,
Total supply.....	418,	364,	782,	519,	503,	1,022,
Consump. Nov., 5 wks.	355,	305,	660,	350,	290,	640,
Spinners' stock Dec. 1	63,	59,	122,	169,	213,	382,
Takings in December.	301,	397,	698,	263,	253,	516,
Total supply.....	364,	456,	820,	432,	466,	898,
Consump. Dec., 4 wks.	284,	244,	528,	280,	232,	512,
Spinners' stock Jan. 1	80,	212,	292,	152,	234,	386,
Takings in January..	389,	342,	731,	261,	253,	514,
Total supply.....	469,	554,	1,023,	413,	487,	900,
Consump. Jan., 4 wks.	288,	248,	536,	280,	232,	512,
Spinners' stock Feb. 1	181,	306,	487,	133,	255,	388,
Takings in February.	444,	398,	842,	361,	302,	663,
Total supply.....	625,	704,	1,329,	494,	557,	1,051,
Consump. Feb., 5 wks.	360,	310,	670,	350,	290,	640,
Spinners' stock Mar. 1	265,	394,	659,	144,	267,	411,
Takings in March.....	286,	265,	551,	340,	277,	617,
Total supply.....	551,	659,	1,210,	484,	544,	1,028,
Consump. Mar., 4 wks.	288,	248,	536,	280,	232,	512,
Spinners' stock Apr. 1	263,	411,	674,	204,	312,	516,

A more striking comparison with last year is reached by bringing together the above totals and adding the average weekly consumption up to the present time for the two seasons.

Oct. 1 to April 1. Bales of 400 lbs. each. 000s omitted.	1882-3.			1881-2.		
	Great Britain	*Continent.*	*Total.*	*Great Britain*	*Continent.*	*Total.*
Spinners' stock Oct. 1.	82,	139,	221,	25,	240,	265,
Takings to April 1....	2,040,	1,871,	3,911,	1,999,	1,580,	3,579,
Supply.....	2,122,	2,010,	4,132,	2,024,	1,820,	3,844,
Consumpt'n 26 weeks	1,859,	1,599,	3,458,	1,820,	1,508,	3,328,
Spinners' stock Apr. 1	263,	411,	674,	204,	312,	516,
Weekly Consumption. 00s omitted.						
In October.....	71,0	61,0	132,0	70,0	58,0	128,0
In November.....	71,0	61,0	132,0	70,0	58,0	128,0
In December.....	71,0	61,0	132,0	70,0	58,0	128,0
In January	72,0	62,0	134,0	70,0	58,0	128,0
In February.....	72,0	62,0	134,0	70,0	58,0	128,0
In March.....	72,0	62,0	134,0	70,0	58,0	128,0

The foregoing shows that the weekly consumption in Europe is now 134,000 bales of 400 pounds each, against 128,000 bales of the same weight at the corresponding time last year.

Jute Butts, Bagging, &c.—There has been but little change in the market since our last and the demand does not improve. The only transactions noted are for jobbing orders, and no inquiry is to be reported. Prices seem to be a shade easier, and, though sellers are generally quoting 9c. for 1½ lbs., 9½c. for 1¾ lbs., 10¼c. for 2 lbs. and 11c. for standard grades, there are parcels obtainable a shade less. Butts are in moderate request and transactions to the extent of 1,500 bales in lots are reported at 1⅞@2c. This is for paper grades, and the market closes quiet at those figures, while bagging grades are selling as wanted at 2⅛@2⅜c.

Comparative Port Receipts and Daily Crop Movement.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows:

Monthly Receipts.	*Year Beginning September 1.*					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,84[illegible]	98,491
October..	930,584	853,195	968,318	888,492	689,26[illegible]	578,533
Novemb'r	1,094,697	974,013	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,664	900,119
January .	752,827	487,727	571,701	647,140	618,727	689,610
February.	595,598	291,992	572,728	447,918	566,824	472,054
March...	482,772	257,099	476,582	264,913	303,955	340,525
Total year	5,345,670	4,290,640	5,075,110	4,480,842	4,140,519	3,901,825
Per'tage of tot. port receipts Mar. 31..	90·89	86·40	89·58	93·10	89 78	

This statement shows that up to March 31 the receipts at the ports this year were 1,055,030 bales more than in 1881-82 and 270,560 bales more than at the same time in 1880-81. By adding to the above totals to Mar. 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot.Mr.31	5,345,670	4,290,64[illegible]	5,075,110	4,480,842	4,140,519	3,901,825
Apr. 1....	8.	6,612	15,516	5,922	9,393	15,764
" 2....	8,096	8.	10,903	8,298	5,570	9,834
" 3....	15,534	7,501	8.	6,524	6,785	6,649
" 4....	12,239	9,772	23,210	8.	11,236	5,114
" 5....	13,597	7,048	13,035	8,237	5,491	14,158
" 6....	13,354	4,022	9,980	6,338	8.	5,817
" 7....	*15,310	9,512	13,656	6,24[illegible]	10,317	8.
" 8....	8.	4,170	14,912	5,264	9,222	11,515
" 9....	11,303	8.	9,678	4,717	5,31[illegible]	9,724
" 10....	18,304	7,387	8.	5,156	6,862	9,790
" 11....	7,506	6,990	13,867	8.	7,649	4,729
" 12....	9,434	3,791	11,621	9,905	6,835	9,816
" 13....	15,788	3,592	8,010	7,353	8.	6,299
Total....	5,486,138	4,361,037	5,219,498	4,554,799	4,225,239	4,011,034
Percentage of total port receipts Apr. 13		92·39	88·86	91·06	95·01	92·30

* 4,713 bales added as correction.

This statement shows that the receipts since Sept. 1 up to to-night are now 1,125,101 bales more than they were to the same day of the month in 1882 and 266,640 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to April 13 in each of the years named.

The Exports of Cotton from New York this week show an increase, as compared with last week, the total reaching 13,469 bales, against 12,447 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year

Exports of Cotton (bales) from New York since Sept. 1, 1882.

Exported to—	*Week ending—*				*Total since Sept. 1.*	*Same period previ'us year.*
	March 22.	*March 29.*	*April 5.*	*April 12.*		
Liverpool.....	5,916	8,933	8,772	9,688	368,943	294,849
Other British ports.....	.....	.....	.....	.....	3,426	6,972
Total to Great Britain	5,916	8,933	8,772	9,688	372,369	301,821
Havre.....	68	360	774	303	24,442	21,649
Other French ports.....	.....	.....	.....	.....	100	.....
Total French.....	68	360	774	303	24,542	21,649
Bremen and Hanover	2,663	2,197	901	1,680	46,791	34,389
Hamburg	708	....	....	342	25,919	14,784
Other ports.....	432	900	1,550	1,224	51,244	5,083
Total to North. Europe	3,805	3,097	2,451	3,246	123,954	54,256
Spain, Op'rto, Gibralt'r, &c	30	.....	150	132	3,097	837
All other.....	300	.....	300	100	5,810	354
Total Spain, &c	330	.....	450	232	8,907	1,191
Grand Total	10,119	12,390	12,447	13,469	529,772	378,917

The Following are the Gross Receipts of Cotton at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York. This week.	New York. Since Sept. 1.	Boston. This week.	Boston. Since Sept. 1	Philadelphia This week.	Philadelphia Since Sept. 1.	Baltimore. This week.	Baltimore. Since Sept. 1.
N. Orl'ns	11,016	207,619	....	7,195	.....	.....	.....	.....
Texas	2,981	152,824	1,550	20,745	.....	.....	.....	.....
Savannah	3,874	200,917	911	64,491	183	13,345	1,740	80,459
Mobile	.....	.....	2,150	5,452	.....	.....	.....	.....
Florida ..	132	9,176	.....	.....	.....	.....	.....	.....
S Car'lina	2,247	158,950	.....	896	124	9,772	503	19,327
N Car'lina	1,643	49,365	.....	.....	.....	.....	93	16,838
Virginia	1,924	208,646	1,101	65,778	1,049	16,594	4,396	103,781
North. pts	5	166	1,348	116,199	.....	.....	.....	200
Tenn., &c.	3,283	133,183	3,898	150,433	2,899	63,593	5,141	44,056
Foreign ..	199	2,735	....	.....	.....	.....	.....	.....
This year.	27,313	*	11,258	431,489	4,255	†	11,873	263,661
Last year	20,337	‡	8,680	375,025	3,709	82,257	5,985	190,808

* 1,123,542 † 1,059,306 ‡ 134,394

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 96,946 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Alaska, 3,199....Celtic, 1,762....England, 1,504....Humboldt, 950....Lake Nepigon, 111....Sardinian, 206....Scythia, 2,156	9,688
To Havre, per steamer Canada, 303	303
To Bremen, per steamers Habsburg, 855....Main, 825	1,680
To Hamburg, per steamers California, 242....Frisia, 106	342
To Amsterdam, per steamers Stella, (additional) 65....Zaandam, 653	718
To Antwerp, per steamers Helvetia, 206....Ludwig, 200....Nederland, 100	506
To Barcelona, per steamer Burgundia, 132	132
To Odessa, per steamer Washington, 100	100
NEW ORLEANS—To Liverpool, per steamers Haytian, 4,599....Jamaican, 2,423....Mediator, 3,440	10,462
To Havre, per steamer Consul, 1,307	1,307
To Bremen, per steamer Coruuilla, 2,650....per bark Therese, 3,743	6,393
To Reval, per ship Bonanza, 4,150....per bark Prince Arthur, 3,651	7,801
To Riga, per bark Pandora, 1,750	1,750
To Gefle, Sweden, per bark Trino, 1,643	1,643
To Barcelona, per steamer Santiago, 2,066	2,066
CHARLESTON—To Bremen, per steamer Royal Standard, 3,593	3,593
To Antwerp, per bark Medusa, 1,100	1,100
To Reval, per bark Hereward, 2,825	2,825
To Barcelona, per barks Falco, 1,384....India, 2,400	3,784
SAVANNAH—To Bremen, per ship Savannah, 5,206	5,206
To Amsterdam, per bark Belvidere, 2,600	2,600
To Reval, per ships Edgar, 4,245....Holden, 2,500....per barks Oskarsvarf, 2,400....Vigilant, 2,800	12,035
TEXAS—To Liverpool, per ship Lina, 2,700....per bark Stanley, 2,064	4,764
To Cronstadt, per bark Soriderren, (additional) 4	4
To Genoa, per bark Margaretha, 800	800
To Vera Cruz, per steamer Whitney, 1,312	1,312
BALTIMORE—To Liverpool, per steamers Parisian, 3,797....St. Dunstan, 2,197	5,994
To Havre, per steamer Flachat, 1,299	1,299
To Bremen, per steamer Hermann, 2,176	2,176
To Rotterdam, per steamer Joshua Nicholson, 53	53
BOSTON—To Liverpool, per steamers Atlas, 1,411....Illyrian, 475....Iowa, 1,346	3,232
PHILADELPHIA—To Liverpool, per steamer British Prince, 1,200	1,200
SAN FRANCISCO—To Liverpool, per ship British General, 78 (foreign)	78
Total	96,946

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen & Hamburg.	Amst'dam, Rotterdam & Antw'p.	Reval, Riga & Cronstadt.	Gefle.	Barcelona.	Total
New York..	9,688	303	2,022	1,224	.....	.....	132	13,469
N. Orleans.	10,462	1,307	6,393	.....	9,551	1,643	2,066	31,422
Charleston.	.....	.....	3,593	1,100	2,825	.....	3,784	11,302
Savannah..	.....	.....	5,206	2,600	12,035	.....	.....	19,841
Texas	4,764	.....	.....	.....	4	.....	.....	6,880
Baltimore..	5,994	1,299	2,176	53	.....	.....	.....	9,522
Boston.....	3,232	.....	.....	.....	.....	.....	.....	3,232
Philadelp'a	1,200	.....	.....	.....	.....	.....	.....	1,200
San Fran..	78	.....	.....	.....	.....	.....	.....	78
Total ...	35,418	2,909	19,390	4,977	24,415	1,643	5,982	96,946

Included in the above totals are, from New York to Odessa, 100 bales; from Texas to Genoa, 800 bales and to Vera Cruz, 1,312 bales.

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

NEW ORLEANS—For Liverpool—April 6—Ship Hesperides, 4,807....April 10—Steamer Graeca, 5,750.
For Havre—April 7—Steamer Marseilles, 6,088; ship Caledonia, 1,238.
For Bremen—April 10—Steamer Antonio, 7,414.
For Antwerp—April 7—Steamer Marseilles, 197.
For Reval—April 9—Barks Rex, 1,750; Tamora, 1,850.
For Vera Cruz—April 7—Steamer City of Mexico, 984.
MOBILE—For Havre—April 9—Bark Armenia, 3,927.
SAVANNAH—For Liverpool—April 6—Ship Ardmore, 4,372.
For Cronstadt—April 7—Ship Adolphino, 5,000.
For Barcelona—April 6—Bark Cesar, 817.
CHARLESTON—For Liverpool—April 10—Bark Bessie Parker, 2,296.
For Reval—April 6—Bark Nellie T. Guest, 3,158....April 7—Barks Englebrecht, ——; Vasa, ——.
For Barcelona—April 7—Brig Lista, ——.
NORFOLK—For Liverpool—April 7—Bark H. B. Cann, 5,657.
For Reval—April 10—Brig Marie Louise, ——.
BOSTON—For Liverpool—April 3—Steamer Bulgarian, 760....April 7—Steamers Istrian, 1,399; Kansas, 1,440.
PHILADELPHIA—For Liverpool—April 6—Steamer Pennsylvania, 1,000.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

CITY OF CHESTER, steamer (Br.), before reported, from New York for Liverpool, which put into Halifax, March 12, with shaft broken, would finish repairs, and was expected to leave Halifax April 12, for destination. Part of cargo had been transhipped and the remainder would be taken forward by the Chester.

CITY OF LINCOLN, steamer (Br.), before reported, for Havre from New Orleans, ashore at South Pass. Up to April 6 all efforts to get the City of Lincoln off had proved unsuccessful, although most of her cargo had been removed.

MORRO CASTLE, steamer, before reported burnt at Charleston. The cargo saved in a damaged condition is as follows: 237 bbls rosin, 1,076 bales cotton, 5 bales yellow metal, and 18 bales domestics. Total value of goods saved $23,294

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs	Fri.
Liverpool, steam d.	5 32@7 32	5 32@7 32	5 32@7 32	5 32@7 32	5 32@7 32	5 32@7 32
Do sail...d.	11 64-15 64	11 64-15 64	11 64-15 64	11 64-15 64	11 64-15 64	11 64-15 64
Havre, steam....c.	3/8*	3/8*	3/8*	3/8*	3/8*	3/8*
Do sail....c.	....	....	....	....	....	....
Bremen, steam..c.	17 32*	17 32*	17 32*	17 32*	17 32*	17 32*
Do sail....c.	....	....	....	....	....	....
Hamburg, steam.d.	7 32@1/4*	7 32@1/4*	7 32@1/4*	7 32@1/4*	7 32@1/4*	7 32@1/4*
Do sail...d.	....	....	....	....	....	....
Amst'd'm, steam.c.	52 1/2†	52 1/2†	52 1/2†	52 1/2†	52 1/2†	52 1/2†
Do sail...d.	....	....	....	....	....	....
Baltic, steam....d.	3/8*	3/8*	3/8*	3/8*	3/8*	3/8*
Do sail....c.	....	....	....	....	....	....
Barcelona, steam.c.	13 16@7/8*	13 16@7/8*	13 16@7/8	13 16@7/8*	13 16@7/8*	13 16@7/8*
Genoa, steam ...d.	3/8*	3/8*	3/8*	3/8*	3/8*	3/8*

* Compressed. † Per 100 lbs.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Mch. 22	Mch. 30	April 6	April 13.
Sales of the week.....bales.	43,500	34,500	50 00	60,000
Of which exporters took	5,800	3,300	3,800	3,500
Of which speculators took..	2,600	1,530	1,320	3,100
Sales American	28,000	23,500	36,000	47,000
Actual export.....	5,700	3,500	7,800	5,100
Forwarded.....	17,500	16,500	29,000	20,000
Total stock—Estimated.....	931,000	955,000	1,012,500	995,000
Of which American—Estim'd	668,000	685,000	748,000	730,000
Total import of the week.....	69,000	74,000	140,000	73,000
Of which American.....	52,000	53,000	117,000	41,500
Amount afloat	331,000	363,000	302,000	292,000
Of which American.....	248,000	240,000	170,000	172,000

The tone of the Liverpool market for spots and futures each day of the week ending April 13, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y	Friday.
Market, 12:30 P.M.	Dull.	Mod. inq. freely supplied.	Steady.	Steady.	Good demand freely met	Good demand freely met
Mid Upl'ds	5 9/16	5 9/16	5 9/16	5 9/16	5 9/16	5 5/8
Mid. Orl'ns	5 5/8	5 5/8	5 5/8	5 5/8	5 5/8	5 11/16
Sales.....	6,000	10,000	10,000	10,000	12,000	12,000
Spec.& exp.	500	1,500	2,000	1,000	2,000	2,000
Futures.						
Market, 12:30 P.M.	Quiet.	In buyers' favor.	Firm.	Quiet.	Steady.	Quiet.
Market, 5 P. M.	Quiet.	Steady.	Barely steady.	Quiet.	Barely steady.	Barely steady.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus:* 5 62 *means* 5 62-64*d.* *and* 6 03 *means* 6 3-64*d.*

	Sat., Apr. 7.				Mon., Apr. 9.				Tues., Apr. 10.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
April.....	5 36	5 36	5 36	5 36	5 34	5 36	5 36	5 34	....	....	....	....
April-May .	5 36	5 36	5 35	5 35	5 36	5 37	5 36	5 37	5 37	5 37	5 37	5 37
May-June..	5 38	5 39	5 38	5 38	5 39	5 40	5 38	5 39	5 40	5 41	5 39	5 39
June-July..	5 41	5 41	5 41	5 41	5 42	5 43	5 42	5 42	5 43	5 43	5 43	5 43
July-Aug...	5 44	5 44	5 44	5 44	5 44	5 46	5 44	5 46	5 46	5 47	5 45	5 45
Aug.-Sept..	5 47	5 47	5 47	5 47	5 48	5 49	5 48	5 49	5 49	5 50	5 48	5 48
Sept.-Oct...	....	....	....	....	5 45	5 45	5 45	5 45	5 47	5 47	5 47	5 47
Oct.-Nov....	....	....	....	....	5 40	5 40	5 40	5 40	....	....	....	....
Nov.-Dec...	5 36	5 36	5 36	5 36	5 37	5 37	5 37	5 37	5 38	5 38	5 36	5 36
Dec.-Jan....	....	....	....	....	....	....	....	....	....	....	....	....

	Wednes., Apr. 11.				Thurs., Apr. 12.				Fri., Apr. 13.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
April.....	5 37	5 37	5 37	5 37	5 37	5 37	5 38	5 38	....	....	....	....
April-May..	5 37	5 37	5 37	5 37	5 38	5 38	5 38	5 38	5 39	5 39	5 38	5 39
May-June..	5 40	5 41	5 40	5 40	5 41	5 42	5 40	5 41	5 42	5 42	5 42	5 42
June-July..	5 43	5 44	5 43	5 43	5 43	5 45	5 43	5 44	5 45	5 46	5 45	5 46
July-Aug...	5 45	5 46	5 45	5 46	5 47	5 48	5 47	5 47	5 49	5 49	5 48	5 48
Aug.-Sept..	5 49	5 50	5 49	5 49	5 49	5 51	5 49	5 50	5 52	5 52	5 51	5 51
Sept.-Oct...	5 47	5 47	5 46	5 46	5 47	5 49	5 47	5 49	5 49	5 49	5 49	5 49
Oct.-Nov....	....	....	....	....	5 41	5 42	5 41	5 42	....	....	....	....
Nov.-Dec...	5 38	5 38	5 38	5 38	5 38	5 40	5 38	5 40	5 40	5 40	5 40	5 40
Dec.-Jan...	....	....	....	....	....	....	....	....	....	....	....	....

BREADSTUFFS.

FRIDAY, P. M., April 13, 1883.

Flour has been in rather better demand of late, and, in response to some advance in wheat, firmer. The lower grades have been held with the most confidence, the supply being still moderate, and, though the better grades have continued plentiful, some reduction in the production at the West and South has combined with the somewhat higher prices for wheat to place them in a rather better position. To-day there was a fair business at steady prices.

Wheat has been irregular in price, now advancing and now declining, according as the fluctuations at Chicago, or the crop reports, favored holders or buyers. The prices for options to-day are a fraction under those of a week ago for this and the two following months, though 1½c. higher for July and slightly dearer on the spot. There has been a brisk trade in options, and at one time, owing to reports of serious damage to the winter wheat, the market was very strong. The report of the Agricultural Bureau as to the condition of the winter wheat was considered unfavorable, and caused considerable covering of contracts, both here and at Chicago. It is claimed by some that considerable damage has been done in Indiana, Ohio and Kentucky, and that the crop in Illinois has also been somewhat injured. There has been less foreign trade here since holders advanced their quotations, though ocean freights here still favored exporters. To-day there was some irregularity in prices, the opening being slightly lower, though later on there was a recovery and an advance of ¼c. to ¾c., attended by fair transactions; No. 2 red sold at $1 16¾@$1 17 for April, $1 17⅝@$1 18¼ for May, $1 19⅜@$1 20¼ for June and $1 19@$1 20 for July.

Indian corn has been fairly active at some advance, mainly owing to a firmer wheat market. It is gathered from the report of the Agricultaral Bureau, however, that the stock in first hands in the country is only 409,000,000 bushels, a circumstance which holders interpret favorably, in view of the liberal consumption and of the fact that no further supply can be obtained till next winter. The receipts at Chicago have been moderate, and there has been, it is stated, no little covering done by shorts there as well as here. To-day there was a decline of ½@1c early in the session, but prices rallied later and sales were made before the close at some advance. No. 2 mixed was quoted at 65@65¼c. for April, 65½c. for May, 65¼c. for June, 66⅝@66¾c. for July, and 67½c. for August.

Rye has been quiet but about steady. Barley has declined. Oats have sold fairly at lower prices for mixed, while white have been higher. To-day the market was firm; No. 2 mixed sold at 51@51½c. for April, 50¾@51⅛c. for May and 50¾@51c. for June.

The following are closing quotations:

FLOUR.

No. 2 spring	$ bbl. $2 40@ 3 25	City shipping extras	$5 10@ 5 75
No. 2 winter	3 00@ 3 60	Southern bakers' and family brands	5 50@ 6 75
Superfine	3 40@ 3 90	South'n shp'g extras	4 75@ 5 50
Spring wheat extras	4 00@ 5 00	Rye flour, superfine	3 00@ 3 75
do bakers'	5 00@ 6 75	Corn meal—	
Wis. & Minn. rye mix.	5 00@ 5 50	Western, &c.	3 00@ 3 40
Minn. clear and str't	4 50@ 6 75	Brandywine, &c.	3 45@ 3 55
Winter shipp'g extras	3 80@ 4 25	Buckw't flour, 100 lbs.	2 75@ 3 00
Patents, spring	6 00@ 7 60		
Patents, winter	5 50@ 7 25		

GRAIN.

Wheat—		Rye—Western	71 @ 73
Spring, per bush.	@	State & Canada	72 @ 77
Spring No. 2	@	Oats—	
Red winter, No. 2	1 18½@1 20	Mixed	50 @ 53
Red winter	1 06 @1 18	White	52½@ 57
White	84 @1 23	No. 2 mixed	51 @ 51¼
White No. 1	1 11 @1 11½	No. 2 white	54¾@ 55
Corn—West. mixed	58 @ 63	Barley—	
West. mix. No. 2	65¼@ 66¼	Canada No. 1	95 @
White	65 @ 68	Canada bright	98 @
Yellow	65 @ 68	Canada No. 2	90 @
Buckwheat	64 @	State, 4-rowed	85 @ 88
		State, 2-rowed	78 @ 80

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Apr. 7 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48 lbs	Bush.56 lbs
Chicago	49,389	165,722	1,289,728	288,771	76,705	29,706
Milwaukee	45,164	82,265	33,940	29,800	88,893	8,800
Toledo	2,219	152,264	83,622	11,412	.....	2,319
Detroit	5,956	97,605	75,264	23,979	15,346	.....
Cleveland	2,451	15,500	7,500	14,400	2,500	.....
St. Louis	30,542	98,237	420,185	95,562	45,726	4,983
Peoria	910	8,900	187,150	174,350	6,100	4,000
Duluth	.....	10,000	.....	.....	.....	.....
Tot. wk. '83	136,627	630,493	2,097,389	638,274	235,270	49,808
Same wk. '82	115,350	421,818	1,185,735	677,630	86,424	22,741
Same wk. '81	193,793	887,913	1,892,744	570,773	169,384	22,325
Since Aug. 1—						
1882	7,084,079	64,141,234	67,970,452	36,506,984	13,711,539	3,566,026
1881	5,854,504	33,381,575	81,783,543	25,879,609	10,821,912	3,324,540
1880	6,987,726	63,347,918	82,547,985	28,999,785	10,753,239	2,965,906

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Apr. 7, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour bbls.	2,856,507	2,020,393	2,379,416	1,323,751
Wheat bush.	5,462,781	4,612,890	5,497,199	7,088,253
Corn	23,684,109	18,308 589	15,173,088	23,657,904
Oats	10.498.359	7,943,921	6,766,914	4,096,983
Barley	3,690,074	1,559,434	1,558,285	1,076,589
Rye	566,120	664,569	724,219	487,792
Total grain	43,901,443	33,089,403	29,719,705	36.407.521

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week Apr. 7.	1882. Week Apr. 8.	1881. Week Apr. 9.	1880. Week Apr. 10.
Flour bbls.	150,315	100,468	204,618	102,912
Wheat bush.	236,394	85,565	504,330	1,514,676
Corn	909,007	566,586	1,267,871	5,471,394
Oats	575,295	622,312	446,920	512,037
Barley	171,898	95,412	66,342	83,906
Rye	20,294	25,077	72,758	148,304
Total	1,912,888	1,394,952	2,358,221	7.730,317

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Apr. 7	150,315	236,394	1,241,074	582,123	171,898	20,294
Mar. 31	214,605	256.418	1,255,343	641.443	155,518	48,174
Mar. 24	180,361	192,174	1,410,893	896,698	258,331	35,290
Mar. 17	152,221	470,227	1,766,271	1,070,962	315,858	31.053
Tot., 4 w.	697,502	1,155.213	5,673,581	3,191,226	901,605	134,811
4 w'ks 82	459,221	1,016,927	4,699,433	2,047,568	343,709	112,124

The receipts of flour and grain at the seaboard ports for the week ended April 7 follow:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	140,353	216,350	536,737	303,280	72,700	45,100
Boston	86,328	78,276	236,100	90,525	7,150	500
Portland	12,211	116,929	8,300	1,700	.....	.....
Montreal	11.495	12,800	.....	3,922	2,000	500
Philadelphia	27,641	75,800	177,100	68,900	10,800	.....
Baltimore	22,462	112,585	204,579	16,150	.....	1,560
New Orleans	17,089	27,950	220,162	47,413	.....	.....
Total week	317,579	640,989	1,382,968	531,890	92,650	47,660
Cor. week '82	155,738	230,467	272,391	358,177	107,950	7,244

The total receipts at the same ports for the period from Dec. 25, 1882, to Apr. 7, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80
Flour bbls.	4,371,794	3,137,357	3,688,825	2,477,801
Wheat bush.	14,268,588	7,302,606	15,149,647	12,757,464
Corn	26,991,477	9,562.006	23.096.622	35,819,435
Oats	6,699,680	5,957,386	5,639,890	6,272.154
Barley	1,425,503	1,748,031	1,538,849	1,313,910
Rye	295,117	150,022	523,919	318,019
Total grain	49,630,365	24,620,051	45,948,927	55,481,012

The exports from the several seaboard ports for week ending April 7, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	104,125	637,325	520,891	190	41,507	8,669
Boston	23.535	48,856	59,280	.....	.....	.....
Portland	12,211	111,929	.....	.....	.....	16,352
Montreal	.....	.....	.....	.....	.....	.....
Philadel	7,242	.....	280,722	.....	.....	.....
Baltim're	7,802	228,218	495,922	.....	.....	.....
N.Orl'ns	354	57,200	456,095	.....	.....	.....
Total w'k	155,269	1,088,558	1,812,916	190	41,507	25,021
S'me time 1882	124,059	558,211	404.592	3,093	.....	51,224

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, Apr. 7.	1882. Week, Apr. 8.	1883. Week, Apr. 7.	1882. Week, Apr. 8.	1883. Week, Apr. 7.	1882. Week, Apr. 8.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. King.	119,715	67,677	707,410	426,224	1,333,333	345,235
Contin'nt	4,790	5,380	379,602	131,987	457,298	2,350
S. & C. Am	8,115	22,957	750	.....	16,368	19,581
W. Indies	13,746	21,477	.....	.....	5,327	31,826
Brit. Col's	8,588	6,243	.....	.....	100	5,000
Oth. c'nt's	315	325	796	.....	440	.....
Total	155,269	124,059	1,088,558	558,211	1,812,916	404,592

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to Apr. 7.	1881-82. Sept. 1 to Apr. 8.	1882-83. Sept. 1 to Apr. 7.	1881-82. Sept. 1 to Apr. 8.	1882-83. Sept. 1 to Apr. 7.	1881-82. Sept. 1 to Apr. 8.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	4,344,622	2,082,695	28,612,015	22,623,095	18,872,015	17,399,599
Continent	877,870	144,927	22,079,494	9,420,314	3,296,955	4,180,906
S. & C. Am	442,785	434,414	89,928	5,650	220,832	327,981
West Indies	573,576	408,648	55,550	21,760	268,457	495,384
Brit. Col'nies	340,418	294,403	7,806	.....	73,462	105,182
Oth. countr's	28,271	23,656	203,206	226,134	104,549	43,649
Total	6,107,542	3,388,748	51,047,969	32,296,953	22,836,270	22,432,701

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Apr. 7, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	4,160,238	1,396,200	882,663	49,816	224,822
Do. afloat (est.)	.....	.....	64,000	52,000	186,000
Albany	24,000	70,000	79,000	38,000	115,000
Buffalo	640,125	.....	27,199	199,310	18,472
Chicago	6,192,175	7,554,859	1,525,758	117,133	858,762
Do. afloat	521,021	1,091,679	102,000	.....	.....
Milwaukee	1,262,583	14,494	.....	22,958	50,848
Duluth	1,209,284	.....	.....	.....	.....
Toledo	2,606,234	687,178	9,895	5,456	10,522
Detroit	1,515,342	129,933	25,529	11,006	.....
Do. afloat	228,918	100,053	.....	.....	.....
Oswego	20,000	18,000	2,000	20,000	40,000
St. Louis	794,673	3,242,257	105,973	36,357	54,115
Cincinnati	75,000	53,227	47,837	180,955	69,504
Boston	109,895	85,352	164,888	2,834	1,516
Toronto	508,310	2,200	200	147,691	19
Montreal	224,114	10,689	95,861	36,006	26,928
Philadelphia	505,512	785,108	135,716	.....	.....
Peoria	4,311	767,264	141,643	6,605	138,252
Indianapolis	323,800	138,700	53,600	.....	15,600
Kansas City	134,110	417,325	11,817	.....	33,000
Baltimore	625,451	417,416	.....	.....	.....
Down Mississippi	.....	332,067	6,823	.....	.....
On rail	236,394	909,007	575,291	171,898	20,294
Tot. Apr. 7, '83.	22,349,953	18,223,008	4,057,698	1,098,230	1,857,858
Tot. Mar. 31, '83.	22,631,645	17,788,249	4,320,782	1,489,878	1,910,863
Tot. Mar. 24, '83.	22,856,591	16,593,451	4,545,289	1,824,364	1,917,546
Tot. Mar. 17, '83.	23,966,929	14,921,889	4,571,224	1,891,011	1,874,642
Tot. Apr. 8, '82.	11,732,326	8,913,448	1,529,799	933,233	939,088

AGRICULTURAL DEPARTMENT'S REPORT.—The Department of Agriculture reports the condition of the winter grain crop on April 1 over its entire breadth. In Michigan and other northern territory wheat was still covered with snow. In the Ohio Valley winter protection had been partial for a term, locally varying from three to ten weeks, after which loss from freezing was quite general. The average depreciation is greater in the upper part of the Ohio Valley and in Kansas than elsewhere. East of the Alleghanies the condition is good in the northern belt, declining slightly in lower latitudes. It is not up to the average in any part of the South. The average for the crop is 80. Last April it was 104; in 1881, 85. The most observing reporters have examined the roots, and in many cases found them healthy, while the plants are brown. There is good reason for believing that the real condition of wheat is, therefore, less unpromising than it seems.

The averages of condition in the States of large production are: New York, 101; Pennsylvania, 95; Ohio, 70; Kentucky, 80; Indiana, 75; Michigan, 93; Illinois, 80; Missouri, 83; Kansas, 70; California, 62. The average of winter wheat varies little from last year's breadth. The returns indicate an increase of 1 per cent:—Illinois returns 2 per cent increase; Ohio, Michigan, Indiana and Missouri, 1 per cent decrease; California, 10 per cent increase. A slight decrease appears in the Gulf States. The acreage of winter rye is 99 per cent of last year's breadth. Average condition, 94.

THE CROP IN CALIFORNIA.—The *Daily Examiner* of San Francisco, under date of April 4, states: "A renewed rainfall in various counties of the State raise sanguine hopes of a much larger crop of grain than is harvested in average seasons."

The San Francisco *Journal of Commerce* of April 5 says: "The event of the week was the rain storm, which, beginning on Easter Sunday night, continued with more or less violence over the coast until Saturday morning. The total rainfall in San Francisco was about 3 inches—the average over the State 3½ inches—in the San Joaquin Valley and the south 2¾ inches. It has revived the hopes of the farmers and traders all over the State, and we now confidently predict seventy million bushels of wheat and eleven million bushels of barley."

In another column, on the same day, the same paper states: "The acreage of grain is greater in California this season than ever before, and the prospects for a corresponding increase in the harvest are very flattering."

THE DRY GOODS TRADE.

FRIDAY, P. M., April 13, 1883.

Business has been sluggish in all the wholesale branches of the dry goods trade during the past week, owing in a measure to the backwardness of the season, which has unfavorably influenced the demand for consumption. The demand for foreign and domestic goods at first hands was strictly moderate, and while actual wants were supplied without hesitancy, there was not the least disposition on the part of jobbers to anticipate future requirements. The jobbing trade was mostly quiet, in spite of efforts made by some of the leading firms to stimulate business by offering certain lines of goods at relatively low figures. The tone of the cotton goods market has lost some of its firmness, and a few makes of colored cottons have been slightly reduced, as have indifferent styles of prints; but in other respects values are without material change, and fairly steady.

DOMESTIC COTTON GOODS.—The exports of domestics for the week were 2,513 packages, including 595 to China, 403 to Argentine Republic, 277 to Venezuela, 250 to Santo Domingo, 222 to U. S. of Colombia, 151 to Newfoundland, 149 to Brazil, 120 to Great Britain, &c. The demand for brown and bleached cottons was chiefly of a hand-to-mouth character, but some fair orders were placed for cotton flannels for future delivery, and an increased movement in leading makes of tickings was stimulated by price concessions. The best makes of heavy-fine brown sheetings, fine and medium fine bleached shirtings, wide sheetings, and corset jeans, continue firm because of the limited supply; but outside makes of the above—and especially the lower grades—favor the buyer. Colored cottons have ruled quiet, and prices are more or less unsettled. Print cloths were fairly active, but easier at 3 9-16@3⅝c., less 1 per cent, for 64x64s, and 3@3 1-16c. for 56x60s, with moderate sales at the inside quotations. Prints, ginghams and lawns were quiet in first hands, and only moderately active with jobbers; but the most desirable styles are fairly steady in prices.

DOMESTIC WOOLEN GOODS.—The woolen goods market opened very quiet, but the arrival of a good many Western clothiers gave a slight impulse to the demand for men's-wear woolens, and a fair business in cassimeres, worsteds and satinets was done toward the close of the week. The demand for spring clothing has not, however, realized expectations, and until this branch of the trade becomes more active, it is more than probable that clothiers will continue to pursue the cautious policy that has thus far characterized their operations in heavy woolens. Kentucky jeans and doeskins were mostly quiet in first hands, but a better demand for satinets was a feature of the week's business. Dress goods were in irregular request, but colored cashmeres and low grade colored alpacas were fairly active, and prices have a stiffening tendency as regards fabrics of this class.

FOREIGN DRY GOODS were devoid of activity in first hands, and the jobbing trade was less active than expected. There was rather more pressure on the part of importers to close out certain seasonable fabrics, and this object was accomplished to some extent by means of low prices; but values of the most staple goods are without quotable change and steady as a rule

Importations of Dry Goods.

The importations of dry goods at this port for the week ending April 12, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.					
	Week Ending April 13, 1883.		Since Jan 1, 1883.		Week Ending April 12, 1882.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—		$		$		$
Wool	748	312,128	17,043	7,743,782	475	164,119
Cotton	1,568	510,042	9,723,481	1,013	355,692	15,314
Silk	1,100	769,574	17,550	12,075,263	648	366,636	25,237
Flax	3,831	338,981	29,631	3,146,754	1,007	182,147	13,574
Miscellaneous	6,958	243,609	45,503	3,442,792	6,613	153,802	22,110	49,992
Total	14,205	2,174,337	198,977	38,110,072	9,756	1,222,416	126,227	31,655,992
Manufactures of—	WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.					
Wool	254	98,830	5,219	2,221,201	456	185,779	6,804	2,897,661
Cotton	179	48,707	5,339	1,605,757	478	115,853	7,593	2,461,911
Silk	187	128,912	2,401	1,836,228	202	145,955	3,696	2,870,610
Flax	399	63,609	9,261	1,542,490	381	69,379	9,525	1,637,475
Miscellaneous	4,174	77,686	52,461	996,944	5,075	81,761	56,148	1,051,493
Total	5,193	417,834	74,881	8,222,620	6,592	598,727	83,766	10,919,229
Ent'd for consumpt.	14,205	2,174,337	188,977	38,110,072	9,756	1,222,416	126,227	31,655,992
Total on market	19,398	2,592,171	213,658	46,332,692	16,348	1,821,143	209,993	42,575,221
	ENTERED FOR WAREHOUSE DURING SAME PERIOD.					
Manufactures of—						
Wool	193	73,500	5,503	2,289,677	578	224,703	8,760	3,620,874
Cotton	150	36,245	5,185	1,542,665	200	71,648	7,714	2,352,329
Silk	81	56,853	2,085	1,557,094	296	165,054	4,609	3,324,738
Flax	345	60,552	7,764	917,943	263	54,576	7,980	1,364,155
Miscellaneous	7,192	49,914	53,107	1,395,043	8,090	102,576	66,916	1,327,351
Total	7,961	277,064	138,977	7,692,068	9,397	618,557	95,229	11,989,435
Ent'd for consumpt.	14,205	2,174,337	188,977	38,110,072	9,756	1,222,416	126,227	31,655,992
Total at the port	22,166	2,151,401	45,802,140	19,153	1,840,973	221,456	43,615,427

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The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1882:

Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$4,412,693 58
Premiums on Policies not marked off 1st January, 1882	1,516,844 85
Total Marine Premiums	$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90
Losses paid during the same period	$2,013,767 35
Returns of Premiums and Expenses	$823,304 50

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,974,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
Premium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

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NORMANDIE (new), Servan.....Wed., May 23

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Reserve for Unearned Premiums	2,116,832 00
Reserve for Unpaid Losses and Claims	317,596 01
Net Surplus	1,774,061 06
Cash Assets, January 1, 1883	$7,208,489 07

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

ÆTNA
Insurance Company
OF HARTFORD.

Assets January 1, 1883	$9,054,610 58
Liabilities for unpaid losses and re-insurance fund	1,361,428 46
Capital	4,000,000 00
NET SURPLUS	$3,193,182 12

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VOL. 36. NEW YORK, APRIL 21, 1883. NO. 930.

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FELIX GRISAR, President.
ALFRED MAQUINAY (Graff & Maquinay), Vice-Pres.
J. B. VON DER BECKE (Von der Becke & Marsily).
OTTO GUNTHER (Cornelle-David).
EMILE DE GOTTAL.
AD FRANK (Frank, Model & Cie.)
AUG. NOTTEBOHM (Nottebohm Freres).
FR. DHANIS (Michiels Loos).
JOH. DAN. FUHRMANN, Jr. (Joh. Dan. Fuhrmann.)
LOUIS WEBER (Fd. Weber & Cie.)
JULES RAUTENSTRAUCH (C. Schmid & Cie.)
TRANSACT A
GENERAL BANKING BUSINESS.

ASA. P. POTTER, Pres't. J. J. EDDY, Cashier.
Maverick National Bank,
BOSTON.
CAPITAL, - - - - - - - $400,000
SURPLUS, - - - - - - - - 400,000
Accounts of Banks and Bankers solicited.
Collections made upon favorable terms.
Government Bonds bought and sold.

Barker & Tinker,
BANKERS AND BROKERS,
No. 2 EXCHANGE COURT,
New York.
FORDYCE D. BARKER, Member N. Y. Stock Exch.
HENRY C. TINKER. RENSSELAER WESTON.

STOCK BROKER.
Lansdale Boardman,
NEW YORK, 30 BROADWAY, & 5 NEW ST.
Opposite Stock Exchange.
TROY, N. Y., 14 & 16 HALL BUILDING.
Private Wire to Troy.
Securities carried on margin. Interest paid on balances

Financial.

DIAMONDS.

Alfred H. Smith & Co.,
182 Broadway, Cor. John St.,
IMPORTERS OF
Diamonds, Fine Rubies, Sapphires, and other Precious Stones,
EXCLUSIVELY.
LONDON, 33 HOLBORN VIADUCT.

Members N. Y. and Philadelphia Stock Exchanges.
L. H. Taylor & Co.,
BANKERS,
S. W. Cor. Third and Chestnut Sts.,
PHILADELPHIA.
Deposits received subject to check at sight, and interest allowed on daily balances.
Stocks, Bonds, &c., bought and sold on commission in Philadelphia and other cities
Particular attention given to information regarding Investment Securities.
Private wire to New York, Baltimore and other places.

William Pollock,
MEMBER NEW YORK STOCK EXCHANGE,
BANKER AND BROKER,
25 PINE STREET, NEW YORK.
Buys and sells on commission, or carries on margin, all securities dealt in at the New York Stock Exchange

Car Trust Bonds.
WE MAKE A SPECIALTY OF THESE VERY SAFE SECURITIES, AND BUY AND SELL SAME AT MARKET PRICE.
WE OFFER A LIMITED AMOUNT OF DESIRABLE CAR TRUST ISSUES, ADDITIONALLY SECURED BY THE DIRECT OBLIGATION OF THE RAILROAD EQUIPMENT COMPANY.
POST, MARTIN & CO.,
No. 34 PINE STREET.

Simon Borg & Co.,
No. 8 WALL STREET, NEW YORK,
DEALERS IN ALL KINDS OF
Railroad and Investment Securities
SOUTHERN SECURITIES A SPECIALTY.

Henry Bros. & Warfield,
BROKERS IN
STOCKS AND BONDS, UNLISTED SECURITIES AND MINING STOCKS,
No. 52 BROADWAY.
DOUGLAS HENRY, Member N.Y. Stock Ex. CHARLES SETON HENRY, Member N.Y.Min. Stock Ex.
DANIEL WARFIELD.

John S. James & Co.,
Commission Stock Brokers,
No. 16 BROAD STREET, NEW YORK.
JOHN S. JAMES, Member N. Y. Stock Exch. WARREN T. JAMES.
Stocks, Bonds, &c., bought and sold for cash or on margin.

Financial.

R. A. Lancaster & Co.,
BANKERS AND BROKERS,
66 BROADWAY, NEW YORK,
DEALERS IN
First-Class Investment Securities.
GOVERNMENT BONDS, STATE, CITY, COUNTY RAILROAD & MISCELLANEOUS SECURITIES
Bought and Sold on Commission.
Virginia Tax-Receivable Coupons Bought.
SOUTHERN SECURITIES A SPECIALTY.
LOANS NEGOTIATED.
INTEREST ALLOWED ON DEPOSITS

ESTABLISHED
1864.
Coleman Benedict & Co.
No. 24 BROAD ST., NEW YORK,
STOCKS AND BONDS,
MEMBERS OF THE N. Y STOCK EXCHANGE
A strictly commission business conducted in the purchase and sale of Stocks and Bonds on Margin or for investment.
Complete Financial Report issued weekly to our correspondents.

J. D. PRINCE, JAS WHITELY, H. CRUGER OAKLEY
HARRY C. LOGAN, MAYNARD C. EYRE.
W. R. TRAVERS, Special Partner.
Prince & Whitely,
No. 64 BROADWAY, NEW YORK.
(Branch Office, 180 Fifth Ave.)
All classes of Railway and Mining Stocks bought and sold on Commission.
Private Telegraph Wires to Philadelphia, Wilmington, Baltimore, Washington, Boston, Bridgeport and New Haven.

COLL J. TURNER, Memb. N.Y. Stock Exch. JAS. TURNER. N E. LINSLEY Special.
C. J. Turner & Co.,
BANKERS AND BROKERS,
15 Broad & 35 Wall Sts., New York,
MILLS BUILDING, Room 7, Second Story.
Stocks, Bonds, &c., bought and sold for cash or on margin. Special attention to Investment orders Interest allowed on deposits.

Douglass Green,
16 EXCHANGE PLACE, NEW YORK.
GOVERNMENTS AND FOREIGN EXCHANGE.
Dist. of Columbia Securities a Specialty

W. E. PEARL. DYER PEARL, Member N.Y. Stock Exch.
Pearl & Co.,
BANKERS AND BROKERS,
16 BROAD STREET, NEW YORK.
Stocks and bonds bought and sold on commission. Interest allowed on deposits subject to sight draft. Letters of inquiry cheerfully answered.

THOS. A. VYSE. C. C. BROUN.
W. E. D. VYSE, Member N. Y. Stock Exchange.
Vyse, Son & Broun,
BANKERS AND BROKERS
No. 3 WALL STREET, NEW YORK.
Stocks, Bonds and Government Securities bought and sold on commission. Interest allowed on deposits subject to check at sight.

Howard Lapsley & Co.,
BANKERS AND BROKERS,
No. 5 WALL STREET,
New York.

Foreign Exchange.

Drexel, Morgan & Co.,

WALL STREET,

CORNER OF BROAD, NEW YORK.

Drexel & Co., No.34 South Third Street, **PHILADELPHIA**

Drexel, Harjes & Co 31 Boulevard Haussmann, **PARIS.**

DOMESTIC AND FOREIGN BANKERS.

Deposits received subject to Draft. Securities bought and sold on commission. Interest allowed on Deposits. Foreign Exchange. Commercial Credits. Cable Transfers. Circular Letters for Travelers, available in all parts of the world.

ATTORNEYS AND AGENTS OF

Messrs. J. S. MORGAN & CO.,

No. 22 OLD BROAD STREET, LONDON.

Brown Brothers & Co.,

No. 59 WALL STREET, N. Y.,

BUY AND SELL

BILLS OF EXCHANGE

ON GREAT BRITAIN AND IRELAND, FRANCE GERMANY, BELGIUM, SWITZERLAND, NORWAY, DENMARK, SWEDEN AND HOLLAND.

Issue Commercial & Travelers' Credits

IN STERLING,

AVAILABLE IN ANY PART OF THE WORLD.

And in Francs, in Martinique and Guadaloupe.

MAKE TELEGRAPHIC TRANSFERS OF MONEY

BETWEEN THIS AND OTHER COUNTRIES.

MAKE COLLECTIONS OF DRAFTS drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

J. & J. Stuart & Co.,

33 NASSAU STREET.

BILLS OF EXCHANGE ON

SMITH, PAYNE & SMITH'S,

BANKERS, LONDON;

MANCHESTER & COUNTY BANK,

"LIMITED;"

MANCHESTER, PAYABLE IN LONDON;

ULSTER BANKING COMPANY,

BELFAST, IRELAND;

AND ON THE

NATIONAL BANK OF SCOTLAND,

EDINBURGH, AND BRANCHES;

ALSO,

CABLE TRANSFERS AND LETTERS OF CREDIT

NEW YORK: WILLIAM HEATH, CHAS. E. QUINCEY. LONDON: W. RUSSELL WISE. PARIS: T. E. DAVIS.

William Heath & Co.,

(ESTABLISHED 1861.)

BANKERS AND BROKERS,

No. 80 BROADWAY, NEW YORK.

Members of New York Stock Exchange.

FOREIGN EXCHANGE. CABLE TRANSFERS.

William Heath & Co.,

10 Throgmorton Ave., London, Eng.

Draw Bills of Exchange and transact a general financial commission business. Particular attention given to American Securities.

William Heath & Co.,

No. 19 Rue Scribe, Paris.

Orders solicited for London and American markets for investment or on margin. Railway, State and City Loans negotiated.

JOHN MUNROE & Co.,

No. 8 Wall Street, New York,

No. 4 Post Office Square, Boston.

CHEQUES AND CABLE TRANSFERS ON

MUNROE & CO., PARIS.

STERLING CHEQUES AND BILLS AT SIXTY DAYS' SIGHT ON

ALEXANDERS & CO., LONDON.

CIRCULAR NOTES AND CREDITS FOR TRAVELERS.

James T. Bates & Co.,

(ESTABLISHED 1868,)

BANKERS AND BROKERS,

Mills Building, New York.

Members of the New York Stock Exchange.

Checks and Cable Transfers on JAMES T. BATES & CO., Geneva, Switzerland.

Foreign Exchange.

August Belmont & Co.,

BANKERS,

Nos. 19 and 21 Nassau Street,

Issue Travelers' Credits, available in all parts of the world, through the

MESSRS. DE ROTHSCHILD,

and their Correspondents.

Also Commercial Credits and Transfers of Money on California, Europe and Havana.

Kountze Brothers,

BANKERS,

120 Broadway (Equitable Building),

NEW YORK.

LETTERS OF CREDIT AND CIRCULAR NOTES

Issued for the use of travelers in all parts of the world.

Bills drawn on the Union Bank of London.

Telegraphic transfers made to London and to various places in the United States.

Deposits received subject to check at sight, and interest allowed on balances.

Government and other bonds and investment securities bought and sold on commission.

Jesup, Paton & Co.,

BANKERS,

52 William Street, New York.

Accounts and Agency of Banks, Corporations, firms and individuals received upon favorable terms.

Dividends and interest collected and remitted.

Act as agents for corporations in paying coupons and dividends; also as transfer agents.

Bonds, stocks and securities bought and sold on commission, at the Stock Exchange or elsewhere.

Sterling Exchange and Cable Transfers bought and sold.

DRAW ON

THE UNION BANK OF LONDON:

THE DEUTSCHE BANK, BERLIN, HAMBURG AND BREMEN:

ANDRE GIROD & CO., PARIS.

Kidder, Peabody & Co.,

BOSTON, MASS.,

Cor. Wall and Nassau Sts., New York.

FOREIGN BANKERS.

CABLE TRANSFERS, BILLS OF EXCHANGE AND COMMERCIAL AND TRAVELERS' CREDITS.

CORRESPONDENTS:

BARING BROTHERS & CO., London.

PERIER FRERES & CO., Paris.

MENDELSSOHN & CO., Berlin.

JOHN S. KENNEDY. J. KENNEDY TOD: O. H. NORTHCOTE, ALEXANDER BARING, Member N. Y. Stock Exch.

J. S. Kennedy & Co.,

No. 63 WILLIAM STREET,

BANKERS.

Act as Agents for Banks, Bankers and Railroad Companies.

Issue commercial credits, also foreign and domestic travelers' letters of credit in pounds sterling & dollars.

Offer Investment Securities.

Buy and sell bonds, stocks and securities in all American, Canadian, British and Dutch markets, on Commission.

Collect dividends, coupons and foreign and inland Drafts.

Sell Bills of Exchange on Melville, Evans & Co.; C. J. Hambro & Son, LONDON and on H. Oyens & Sons, AMSTERDAM.

Schulz & Ruckgaber,

BANKERS,

16 EXCHANGE PLACE, NEW YORK

CORRESPONDENTS OF THE

International Bank of London (Limited) London.

Messrs. John Berenberg, Gossler & Co. Hamburg.

Messrs. Marcuard, Krauss & Co., Paris

Commercial and Travelers' Credits. Bills of Exchange Cable Transfers.

J. H. GOADBY & B. E. WALKER,

JOINT AGENTS

Canadian Bank of Commerce,

16 EXCHANGE PLACE,

BUY AND SELL STERLING EXCHANGE, CABLE TRANSFERS, ETC.

ISSUE COMMERCIAL CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

Foreign Exchange.

J. & W. Seligman & Co.

BANKERS,

No. 23 BROAD STREET,

New York.

Issue Letters of Credit for Travelers,

Payable in any part of Europe, Asia, Africa, Australia and America.

Draw Bills of Exchange and make Telegraphic Transfers of Money on Europe and California.

J. W. Wilson & Co.,

27 & 29 BEAVER ST.,

NEW YORK.

Bills of Exchange and Letters of Credit on Mexico.

Bankers and Brokers.

Taintor & Holt,

BANKERS,

No. 10 WALL STREET, NEW YORK.

TRANSACT a GENERAL BANKING business.

DEPOSITS received and INTEREST allowed on balances.

Buy and sell GOVERNMENT, MUNICIPAL and RAILROAD Bonds.

Private telegraph wires to Providence and Boston

G. E. TAINTOR. GEO. H. HOLT.

CALDWELL, WASHBURN & TOWNSEND,

BANKERS AND BROKERS,

UNITED BANK BUILDING,

BROADWAY AND WALL STREET.

Transact a general Banking Business, including the Purchase and Sale of all Securities dealt in at the New York Stock Exchange.

Interest allowed on deposits subject to sight draft

C. B. CALDWELL, L. C. WASHBURN, CHAS. J. TOWNSEND, Member N. Y. Stock Exchange

GEORGE STARK. JOHN F. STARK

George Stark & Co.,

BANKERS,

No. 33 Nassau Street New York,

TRANSACT A GENERAL BANKING BUSINESS AND BUY AND SELL INVESTMENT SECURITIES.

Have constantly on hand and for sale WESTERN CITY AND FARM MORTGAGES, Bearing 7 to 8 per cent interest.

WESTERN MUNICIPAL BONDS.

Circulars with full particulars mailed on application

J. C. Walcott & Co.,

BANKERS AND BROKERS

No. 3 Pine Street, New York.

Transact a General Banking Business; Buy and Sell on Commission, for cash or on margin, all Securities dealt in at the New York, Philadelphia, Boston and Chicago Stock Exchanges.

Branch Office, 320 Broadway.

JOS. C. WALCOTT, FRANK F. DICKINSON, } Members of the N. Y. Stock and Mining Stock Exch'ges

WALSTON H. BROWN. FRED. A. BROWN. HERBERT P. BROWN.

Walston H. Brown & Bros

BANKERS,

No. 20 Nassau Street, New York.

SPECIAL ATTENTION GIVEN TO THE NEGOTIATION OF

RAILROAD SECURITIES.

Hatch & Foote,

BANKERS, No. 12 Wall Street, N. Y.

We make U. S. Bonds and Investment Securities a specialty, execute orders in STOCKS and BONDS for cash or carry the same on margin. We transact a general BANKING business and ALLOW INTEREST on DEPOSITS. Branch Offices, connected by private wire, Norwich, Conn., Gloucester, Mass., and 131 Devonshire Street, Boston, Mass.

Wood, Huestis & Co.,

31 PINE ST., NEW YORK,

BANKERS AND BROKERS,

SUCCESSORS TO

WOOD & DAVIS.

Execute orders in all securities listed at the New York Stock Exchange. For Sale, FIRST-CLASS RAILROAD "1ST MORTGAGE BONDS."

GEORGE C. WOOD. C. H. HUESTIS. L. M. SWAN

Bankers and Brokers.

I. F. Mead & Co.,

STOCK BROKERS,
80 BROADWAY, NEW YORK.
Branch Office with Private Wire at 23 West Twenty-Third Street.
Buy and sell on commission for investment or on margin, all securities dealt in at the New York Stock Exchange.
R. R. LEAR. I. F. MEAD. T. H. CURTIS.
Member N. Y. Stock Exch

WM. M. EARL. A. H. DAYTON. GEO. H. STAYNER
Member N.Y. Stock Exch. Special.

Earl & Dayton,

BANKERS AND BROKERS,
55 TO 59 DREXEL BUILDING,
New York.
STOCKS AND BONDS BOUGHT AND SOLD STRICTLY ON COMMISSION

C. H. Bachem,

(FORMERLY LIMBERT & CO.),
BANKER AND BROKER,
19 & 21 NASSAU ST., NEW YORK.
Member of New York Stock Exchange.
Stocks and bonds bought and sold on commission for cash or on approved margin. Collections made throughout United States.

JOSEPH P. LLOYD. W. C. MCKEAN
Member of N.Y. Stock Exch'ge.

Lloyd & McKean,

No. 34 WALL STREET, NEW YORK.
BUY AND SELL—ON COMMISSION
Government, Railway and Miscellaneous Securities.

Cahoone & Wescott,

No. 3 New Street & No. 82 Broadway,
GOVERNMENT BONDS,
STOCKS AND INVESTMENT SECURITIES
TIME LOANS NEGOTIATED.
STEPHEN CAHOONE, JR. WM. P. WESCOTT.
Member N. Y. Stock Exchange.

Randall & Wierum,

50 EXCHANGE PLACE,
Brokers in Railroad Stocks and Bonds,
GOVERNMENTS & FOREIGN EXCHANGE,
CHAS. K. RANDALL. OTTO C. WEIRUM
Member N. Y. Stock Exchange.

Wm. P. Humbert & Co.,

BANKERS AND BROKERS,
No. 7 Nassau Street, New York.
WM. P. HUMBERT. EDWARD S. BENEDICT.
Member N.Y. Stock Exch'ge,
Member N.Y. Produce Exch'ge.

A. H. Brown & Co.,

BANKERS AND BROKERS,
7 Wall St., Cor. New, New York.
INVESTMENT SECURITIES.
Special attention to business of country banks.

Gilman, Son & Co.,

BANKERS,
No. 62 CEDAR STREET.
In addition to a General Banking Business, buy and Sell Government Bonds and Investment Securities.

E. C. HUMBERT, JOHN J. C. HUMBERT.
Member N.Y. Stock Exch.

E. C. Humbert & Son,

BANKERS AND BROKERS,
Nos. 37 & 39 WALL STREET,
QUEEN BUILDING, NEW YORK

Schuyler N. Warren & Co

51 Exchange Place.
INVESTMENT SECURITIES.
Railroad, Gas, Electric Light and Miscellaneous Stocks and Bonds.

R. T. Wilson & Co.,

BANKERS AND COMMISSION MERCHANTS,
2 Exchange Court, New York.

Bankers and Brokers.

JOHN PONDIR. AUGUSTUS NATHAN

Pondir & Co.,

Stocks, Bonds & Investment Securities
20 EXCHANGE PLACE, N. Y.,
Orders executed on the London and European market.

STEWART BROWN'S SONS,

No. 33 PINE STREET,
NEW YORK.
STOCKS AND BONDS BOUGHT AND SOLD ON COMMISSION.

A. M. Kidder & Co.

BANKERS,
No. 18 WALL STREET,
New York,
Transact a General Banking Business, including the purchase and sale of STOCKS and BONDS for cash or on margin.
Buy and Sell Investment Securities.
P. O. BOX 2,647.
A. M. KIDDER. WAYLAND TRASK. H. J. MORSE.
W. C. HILL.

COLLINS, BOUDEN & JENKINS,

BANKERS.
25 PINE ST. — NEW YORK

Purchase and sell on Commission GOVERNMENT and RAILROAD BONDS and STOCKS, and all classes of Securities dealt in at the NEW YORK STOCK EXCHANGE, or all reputable Securities bought and sold in the OPEN MARKET. LOANS and COMMERCIAL PAPER negotiated. Interest paid on DEPOSITS, subject to check.

DENSLOW, EASTON & HERTS.

BANKERS
AND BROKERS AND DEALERS IN
AMERICAN BANK NOTE STOCK,
CHICAGO & CALUMET STOCK,
PENSACOLA & ATLANTIC STOCK,
PENSACOLA & ATLANTIC BONDS.
E. H. DENSLOW, Member N. Y. Stock Exchange.
D. A. EASTON. H. H. HERTS. S. H. NICHOLS.
P. O. BOX 1589.
70 Exchange Place, Near Broadway, N.Y.

Boody, McLellan & Co.

BANKERS,
58 Broadway, cor. Exchange Place, N. Y
Branch Office, 128 La Salle St., Chicago.
TRANSACT A GENERAL BANKING BUSINESS, INCLUDING THE PURCHASE AND SALE OF STOCKS AND BONDS FOR CASH OR ON MARGIN. BUY AND SELL INVESTMENT SECURITIES. INTEREST ALLOWED ON DEPOSITS SUBJECT TO CHECK AT SIGHT.
P. O. Box 447.
D. A. BOODY, C. W. MCLELLAN, JR.
REUBEN LELAND.

P. W. Gallaudet & Co.

BANKERS,
UNITED BANK BUILDING,
Wall Street, Corner Broadway.
STOCKS, BONDS & COMMERCIAL PAPER.
Stocks and bonds bought and sold on commission at New York Stock Exchange. Advances made on business paper and other securities.

WM. D. HATCH, WM. B. KENDALL.
Member N. Y. Stock Exch.

Hatch & Kendall,

No. 31 WALL STREET,
BANKERS AND BROKERS,
Refer to Messrs. FISK & HATCH.

Banks--New York State.

Seaboard Bank,

Organized under the State Laws of New York.
Welles Building, 18 Broadway, N. Y.
CAPITAL $500,000.
W. A. PULLMAN .....President.
S. G. BAYNE..... Vice-President.
S. G. NELSON..... Cashier
DIRECTORS:
CHARLES WHEELER, D. O'DAY,
JOS. SEEP, N. MERLEN,
W. A. ROSS, J. J. VANDERGRIFT,
L. H. SMITH, S. G. BAYNE,
W. A. PULLMAN.
Solicits deposits from banks, on which liberal interest will be paid on daily balances. Makes collections, transacts a general banking business. Makes call or time loans on Oil Certificates, Produce Receipts, Bills of Lading and other marketable securities.

SHERMAN S. JEWETT, Pres. JOSIAH JEWETT, V-Pres
WILLIAM C. CORNWELL, Cashier.

Bank of Buffalo,

CAPITAL, - - - - - - - - - $300,000.
BUFFALO, N. Y.
This bank has superior facilities for making collections on all accessible points in the United States, Canada and Europe. Liberal terms extended to accounts of bankers and merchants.
CORRESPONDENTS.—New York, National Shoe & Leather Bank; London, Union Bank of London.

Foreign Bankers.

Blake Brothers & Co.,

LONDON, ENGLAND,
Solicit accounts and agencies of Banks, Railways, Corporations, firms and individuals, upon favorable terms; also orders for the purchase and sale of Bonds, Shares, &c., &c., on Commission on the Stock Exchange.
Negotiate Railway, State and City Loans, and
Issue Commercial Credits available in all parts of the world.

Nederlandsch Indische Handelsbank,

AMSTERDAM, HOLLAND.
ESTABLISHED IN 1863.
Paid-Up Capital, 12,000,000 Guilders ($4,800,000 Gold.)
HEAD OFFICE IN AMSTERDAM.
Agencies in Batavia, Soerabaya and Samarang.
Correspondents in Padang.
Issue Commercial credits, make advances on shipments of staple merchandise, and transact other business of a financial character in connection with the trade with the Dutch East Indies.
BLAKE BROTHERS & CO.,
AGENTS FOR NORTH AMERICA,
18 WALL STREET, NEW YORK.
28 STATE STREET, BOSTON.

Adolph Boissevain & Co.

BANKERS
AND
COMMISSION MERCHANTS,
AMSTERDAM, HOLLAND
N. Y. Correspondents—Messrs. BLAKE BROS. & Co.

THE
Anglo-Californian Bank
(LIMITED).
LONDON, Head Office, 3 Angel Court.
SAN FRANCISCO Office, 422 California, St.
NEW YORK Agents, J. & W. Seligman & Co.
BOSTON Correspond'ts, Massachusetts N. Bk.
Authorized Capital, - - - $6,000,000
Paid-up Capital, - - - - 1,500,000
Reserve Fund, - - - - - - 350,000
Transact a general banking business. Issue Commercial credits and Bills of Exchange, available in all parts of the world. Collections and orders for Bonds, Stocks, etc., executed upon the most favorable terms.
FRED'K F. LOW, } Managers.
IGNATZ STEINHART, }
P. N. LILIENTHAL, Cashier.

Hong Kong & Shanghai
BANKING CORPORATION.
CAPITAL, (paid-up)..... $5,000,000
RESERVE FUND..... 2,353,000
HEAD OFFICE, HONG KONG.
The Corporation grant Drafts, issue Letters of Credit for use of Travelers, and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon Manila, Hong Kong, Foochow, Amoy, Ningpo Shanghai, Hankow, Yokohama, Hiogo, San Francisco and London.
A. M. TOWNSEND, Agent, 47 William St

Foreign Bankers.

The City Bank,

(LIMITED.)

LONDON, ENGLAND.

Authorized Capital, - - - - - - £4,000,000
Subscribed Capital, - - - - - - 3,200,000
Paid-Up Capital, - - - - - - - 800,000

Reserve Fund, £330,000.

HEAD OFFICE, THREADNEEDLE ST.

BRANCHES:

Bond Street, London, | Tottenham Court Road
Ludgate Hill, London, | London.
Knightsbridge, London, | Paddington, London.
Holborn, London, | Aldgate, London.
| Old Street, London.

The bank, while conducting the general business of London Bankers, gives special attention to the agency of Foreign and Colonial Banks.

A. G. KENNEDY, Manager.

Gerhard & Hey,

REVAL.

OFFICES AT

LEIPSIC, BERLIN, MOSCOW, NIJNI-NOVGOROD, during the Fair.

Commissioners & Forwarding Agents,

SHIP BROKERS.

Undertake to cash Bills, Advances and Freight-Amounts; execute all orders in the line of Banking, Commission and Forwarding Business on the most moderate terms.

Ship-owners are requested to address vessels bound for Reval unto the care of

GERHARD & HEY,
REVAL, RUSSIA.

Bank of Australasia,

(INCORPORATED 1835.)

No. 4 Threadneedle St., London, England.

PAID-UP CAPITAL, £1,200,000.
UNDIVIDED PROFITS (including Guarantee and Reserve Funds) £453,114.

Letters of Credit and Drafts issued on the 10? branches of the Bank in the Colonies of Queensland, New South Wales, Victoria, South Australia, Tasmania, and New Zealand. Bills negotiated or sent for Collection. Telegraphic transfers made. Deposits received in London at interest for fixed periods on terms which may be ascertained at the office.

PRIDEAUX SELBY, Secretary.

Canadian Bankers.

Bank of Montreal.

CAPITAL, - - - $12,000,000, Gold.
SURPLUS, - - - $5,500,000, Gold.

C. F. SMITHERS, President.
W. J. BUCHANAN, General Manager.

NEW YORK OFFICE,

Nos. 59 & 61 WALL STREET.

WALTER WATSON, ALEX'R LANG, } Agents.

Buy and sell Sterling Exchange, Francs and Cable Transfers; grant Commercial and Travelers' Credits, available in any part of the world; issue drafts on and make collections in, Chicago and throughout the Dominion of Canada.

London Office, No. 9 Birchin Lane.

Imperial Bank of Canada.

CAPITAL (paid up), - - - $1,300,000
RESERVE, - - - - - - - $460,000

H. S. HOWLAND, Pres't. D. R. WILKIE, Cashier

HEAD OFFICE, TORONTO.

BRANCHES:

St. Catharines, Port Colborne, St. Thomas, Ingersoll, Welland, Fergus, Woodstock, Winnipeg, Man., Brandon.

Dealers in American Currency & Sterling Exchange.

Agents in London: BOSANQUET, SALT & Co., 73 Lombard Street. | Agents in New York: BANK OF MONTREAL, 59 Wall Street.

Promptest attention paid to collections payable in any part of Canada.

Approved Canadian business paper discounted at the Head Office on reasonable terms, and proceeds remitted by draft on New York.

AGENCY OF THE

BANK

OF

BRITISH NORTH AMERICA,

No. 52 WALL STREET.

Buy and sell Sterling Exchange and Cable Transfers. Issue demand drafts on Scotland and Ireland, also on Canada, British Columbia, Portland, Oregon San Francisco and Chicago.

Bills collected and other banking business transacted.

D. A. McTAVISH, W. LAWSON, } Agents.

Canadian Bankers.

Merchants Bank

OF CANADA.

Capital, - - - $5,700,000 Paid Up

President, SIR HUGH ALLEN.
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GRAND RAPIDS, MICH., Feb. 24, 1883.

The First National Bank, of Grand Rapids, located at Grand Rapids, in the State of Michigan, is closing up its affairs, its corporate existence having expired on February 24, 1883. All note holders and other creditors of said association are therefore hereby notified to present the notes and other claims against the association for payment.

HARVEY J. HOLLISTER, Cashier.

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Capital Paid in, - - - - 400,000

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As substantially the same management will continue in the new organization, with equal capital (which will be speedily doubled) it is hoped the generous confidence and patronage so long bestowed upon its predecessor, will be continued to the present institution.

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Interest and Dividends.

OFFICE OF THE ST. PAUL MINNEAPOLIS & MANITOBA RAILWAY CO.—63 WILLIAM ST., NEW YORK, April 12, 1883.

At a meeting held this day, the Board of Directors, for the purpose, in effect, of reimbursing to and dividing among the stockholders the cost and value, to the extent of $9,000,000, of large and valuable properties and lines of railway recently acquired by the Company and not covered by its existing mortgages, and of extensive improvements and additions to its other properties, conferred upon its stockholders of record May 1, 1883, the privilege of acquiring Consolidated Mortgage 6 per cent 50-year Gold Bonds of the Company, of a new issue, to the amount of 50 per cent of their holdings, at the price of 10 per cent of the par value thereof, payable on the 1st of May, 1883. On payment of the 10 per cent, scrip receipts will be issued therefor to the stockholders, exchangeable on and after July 1, 1883, for the said bonds, upon presentation at this office in amounts of $1,000 or multiples thereof.

The usual quarterly dividend of 2 per cent was also declared, payable in cash on the 1st of May next.

For both purposes the transfer books will be closed Friday, April 20, 1883, at 3 p. m., and will be re-opened May 5, 1883, at 10 a. m.

JAMES J. HILL, President.

ST. LOUIS ALTON & TERRE HAUTE RAILROAD CO., OFFICE OF THE PRESIDENT, No. 37 WALL STREET, NEW YORK, April 14, 1883.

TO THE PREFERRED STOCKHOLDERS OF THE ST. LOUIS ALTON & TERRE HAUTE RAILROAD COMPANY.

A cash dividend of Seven Per Cent upon the PREFERRED STOCK has been declared, payable on and after May 1st, 1883, to Preferred Stockholders of record on April 25th, 1883.

The Transfer Books of both the Common and Preferred Stock will be closed April 25th, 1883, at 3 P. M., and reopened on June 5th, at 10 A. M,

W. B. CUTTING, President.

THE LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.,
TREASURER'S OFFICE,
GRAND CENTRAL DEPOT,
NEW YORK, March 27, 1883.

The Board of Directors of this Company have this day declared a QUARTERLY DIVIDEND of TWO PER CENT upon its capital stock, payable on TUESDAY, the FIRST DAY OF MAY NEXT, at this office.

For the purpose of this dividend, and also for the annual meeting of the stockholders for the election of directors, &c., which is to be held on the 2d day of May next, the transfer books will be closed at 3 o'clock P. M. on FRIDAY, the 30th inst., and will be reopened on the morning of Friday, the 4th day of May next.

F. W. VANDERBILT,
Acting Treasurer.

OREGON RAILWAY & NAVIGATION COMPANY, NEW YORK, April 11, 1883.

THE QUARTERLY DIVIDEND OF TWO AND ONE HALF PER CENT (2½) will be payable May 1, 1883, at the office of the Farmers' Loan & Trust Company. The transfer books close April 20 and reopen May 5, 1883.

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36 Broad Street.

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B. B. SHERMAN, }
C. H. P. BABCOCK, Secretary.
GEORGE SHERMAN, Assistant Secretary.

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VOL. 36. SATURDAY, APRIL 21, 1883. NO. 930.

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The Chronicle.

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POST OFFICE BOX 958.

THE FINANCIAL SITUATION.

The conditions affecting our markets have changed in no important particular during the past week. Stock speculation has made some progress, and yet the movement has been so intermittent in character, that between the chill and the fever the outside speculator has found but little comfort. Still, money remains easy, railroad earnings continue very satisfactory, foreign exchange has been weaker and slightly lower, the weather has been favorable for the crops, and our merchandise exports are large; so, altogether, the street persists in believing that the market, even though it be with occasional relapses, must tend upwards.

As a present influence, however, the early crop prospect has no very decided weight, since it has not yet left the region of uncertainty. With regard to winter wheat, there is little that is new to be added to our remarks of last week. The weight of evidence at the moment would go to prove that the cold and frost have to some extent harmed it in sections. But even that is by no means clear as yet; while as to the spring sowing the weather has thus far been very satisfactory, and everything points to an enlarged planting and a good start. Nevertheless, the season is a very late one, and especially so as compared with the last, while there are so many chances for mishaps and so wide a field for unavorable reports, that the public—particularly as much more than usual is depending upon ultimate results—is inclined to be conservative, or for the time being to take the less favorable view. Besides, the speculation in wheat has been renewed, prices have advanced, and this tends further to check foreign shipments, which though large have not yet been as free as they were expected to be at this time. Yesterday the Bureau of Statistics issued its statement of breadstuffs exports for March, which we give in a condensed form below, adding the figures for the two previous years.

EXPORTS OF BREADSTUFFS FOR MARCH AND FOR NINE MONTHS.

	1882-83.		1881-82.		1880-81.	
	March.	*9 Months.*	*March.*	*9 Months.*	*March.*	*9 Months.*
Quantities.						
Wheat . .bu.	6,158,652	94,459,059	6,292,343	78,342,041	11,624,653	118,704,010
Flour....bbls.	803,200	7,175,303	499,326	4,352,800	679,111	5,986,543
Tot. in bush.	9,773,052	126,747,922	8,539,310	97,929,640	14,680,652	145,843,453
Values.	$	$	$	$	$	$
Wh't & flour	11,993,130	149,223,722	10,344,700	120,022,266	16,801,192	164,529,579
Corn & meal.	5,701,233	16,893,232	1,945,708	26,723,221	5,277,204	37,828,712
Rye	64,517	754,044	104,390	616,498	205,349	1,712,357
Oats.....	11,854	126,955	13,155	217,894	12,582	133,263
Barley	31,541	235,463	6,863	131,659	4,834	525,876
Total value..	17,802,275	167,233,418	12,414,906	147,711,538	22,301,161	201,729,787

This statement is satisfactory in showing an increase in total value compared with February of about two millions, but it is unsatisfactory in that the item of wheat is no larger than it was then, and is about five millions less than in March, 1881. Still, the general trade statement for March, when issued, will undoubtedly show better than for February, and disclose the ground there was for the decided fall in exchange during that month and the movement of gold this way.

This week there has been another slight relapse in foreign exchange, and the market has been dull though comparatively firm. This weakening of the rates was mainly due to the bond negotiation referred to in our last, for the supply of commercial bills is at the moment light. But the demand is not urgent, and there are just now indications of more liberal offerings resulting from a movement of grain outward through Canada. Conservative bankers, however, do not look for any important change in sterling until later in the season, when the next crops begin to come in. Meantime the demand depends upon the requirement of importers of goods. The future of that demand is a little uncertain, since it is unknown to what extent merchants, in making provision for the fall trade, may be influenced in their importations by the changes in the tariff, the last of which go into effect July 1.

At the moment, however, general business does no encourage large importations. There is a fair dis

tribution of merchandise in progress, but it is less in volume than a year ago, with profits always small and prices too frequently unremunerative. Besides, there is quite a change in the readiness with which mercantile paper is discounted, more especially single-name paper. Not long since the latter was greatly sought after and passed at the lowest market rates. Now it is in decreased demand and is scrutinized closely, the numerous and large failures having served to discredit such notes. These facts taken together are believed to indicate that importations will keep within moderate limits this summer, even if the crops do promise well; and hence, as there seems to be a good prospect of Europe's wanting all our food products, low rates for exchange and a considerable import of gold are anticipated for the first half of the next fiscal year.

The stock market, as already stated, has been irregular in tone and tendency during the past week. It is claimed now that the leading speculators for an advance succeeded in marketing a large portion of their stocks during the rise of a week ago. With this view, on Monday the operators for a decline attacked the market, but it was so quickly turned upward again that further efforts to break it, were for the time being abandoned. Wednesday advantage was taken of the announcement that the Chicago & Northwestern instead of making the anticipated extra dividend had issued ten millions new bonds; so that property was first attacked, and in the afternoon the whole market became irregular and so continued Thursday and yesterday.

The omission of the Northwestern management to issue the anticipated dividend in new stock at par, and the emission instead of 10 millions debenture bonds with which to pay for the Omaha, was a great disappointment to the street. There was a confident expectation that the stock would be issued, and all the operations of outsiders were governed by that belief—the shorts covered and the speculating crowd bought. Of course when it was found that nothing of the kind had been done, it was easy to use that property to weaken the whole market. Another feature in stock speculation has been the movement in Central New Jersey based upon the report that the road will immediately be taken out of the hands of receivers, that it will be leased by the Reading, made part of a new trunk line as soon as the Reading connection with New York Central is completed, and will also be used by the Baltimore & Ohio for an outlet to New York. The transfer books of the Central closed on Friday for the election, so in a few days all doubts as to the future control of that property will be removed.

An event of the week has been the finding of an abiding place for the Hannibal & St. Joseph, just where it was expected it would be found. For a long time past it has been evident that ultimately the Chicago Burlington & Quincy must take the road into its system, the only wonder being that it first went into the hands of the Gould party. The Burlington & Quincy has to depend upon that road for its most direct, though not its exclusive, outlet to Kansas City. And yet one is a little disappointed that a company which has been so conservative should feel itself compelled to enter so largely upon the policy of absorption and expansion. There can certainly be no fault found with its latest move, but for over two years now the management have been engaged in similar work. Besides the Hannibal & St. Joseph outlet to Kansas City, the Burlington & Quincy has another over a branch of the Kansas City St. Joseph & Council Bluffs. Three years ago, there seemed danger that this latter road would fall into the control of the Gould people; accordingly, the Burlington & Quincy bought it up. About the same time it also bought the St. Joseph & Des Moines narrow guage, because it would afford an outlet to St. Joseph. Then it bought the Burlington & Southwestern, because there was a possibility that in unfriendly hands it might be extended to Kansas City. It also acquired the St. Louis Keokuk & Northwestern, for what reason we have never been quite able to find out. And now it has finally shouldered the Hannibal & St. Joseph. As this latter was indispensable to it, it seems as if it ought to have been acquired in the first place, and some of the other cumbersome pieces left severely alone. Still, the inside reasons for some of these movements may have been better in all respects than reported; and the fact that the road is doing so well, and is fully able to bear the burdens it has assumed, shows at least that the policy has not hitherto worked such harm to it as the same policy has brought upon so many other companies in the past.

Money has continued in good supply on call, and the improvement in the reserves of the banks enables these institutions to be more liberal in the purchases of paper. Occasionally during the week there have been spasmodic attempts to make money active at the Stock Exchange, but no unfavorable result has been produced upon the market, as it was clear that such was the intention and that there was no real reason for active money. The domestic exchanges at nearly all the interior points are now favorable to this city, and it is expected that there will be a gradual return hither of the funds withdrawn last month and in February for use at the West. Therefore, we may reasonably look for continued ease in money for the remainder of the spring and through the summer. No called bonds were presented at the Treasury for redemption on Wednesday of this week, and the amount of bonds outstanding of the 114th to the 120th calls inclusive, at the date of the last report on the 14th, was $14,653,400.

The New York Clearing-House banks, according to reports collected by us, have received from and shipped to the interior gold and legal tenders as follows.

Week Ending April 20, 1883.	*Received by N.Y. Banks.*	*Shipped by N.Y. Banks.*	*Net Interior Movement.*
Currency	$2,618,000	$1,138,000	Gain. $1,480,000
Gold	27,000	6,000	Gain. 21,000
Total gold and legal tenders	$2,645,000	$1,144,000	Gain. $1,501,000

The above shows the actual changes in the bank holdings of gold and legal tenders caused by this movement to and from the interior. In addition to that movement our City banks have gained $118,000 by payments by the Assay Office for sovereigns received from Canada, and have lost $786,423 through the operations of the Sub-Treasury. Adding these items, therefore, to the above, we have the following, which should indicate the net gain to the New York Clearing-House banks of gold and legal tenders for the week covered by the bank statement to be issued to-day.

Week Ending April 20, 1883.	*Into Banks.*	*Out of Banks*	*Net Change in Bank Holdings.*
Banks' Interior Movement, as above	$2,645,000	$1,144,000	Gain. $1,501,000
Sub-Treasury operations, net	.....	786,423	Loss. 786,423
Imp'ts of gold & Assay Office pay'ts	118,000	.....	Gain. 118,000
Total gold and legal tenders	$2,763,000	$1,930,423	Gain. $832,577

The Bank of America neither received nor paid out any gold during the past week on account of the associated banks.

The following shows relative prices of leading stocks and bonds in London and New York at the opening each day, indicating the margin for profit on cable transactions in securities between the two cities.

	April 16.		April 17.		April 18.		April 19.		April 13.	
	Lond'n prices.*	N.Y. prices	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S.4s,c.	119·55	119⅛	119·67	119⅝	119·55	119⅝	119·55	119⅝	119·42	119⅝
U.S.4½s	102·65	102¼	102·80	102⅝	102·80	103	102·80	103	102·65	103
Erie.....	38·02	38⅝	37·91	37⅝	38·13	38⅛	37·91	38⅜	37·70	37⅝
2d con.	98·27	98⅝	98·27	98⅝	98·75	98⅝	98·27	98¼	98·75	98¼
Ill. Cent.	147·05	146	146·92	146	147·80	146⅜	146·92	146¼	146·81	146
N. Y. C..	128·19	127⅝	128·85	128⅜	127·79	127⅝	128·97	128⅛	128·78	128
Reading	28·01	57⅝	28·09	56	28·581	57	28·161	56⅝	27·97	55⅞
Ont. W'n	28·70	28¾	27·73	27⅝	28·21	28⅛	28·09	28⅛	28·33	28¼
St. Paul.	104·71	104⅝	102·40	102¼	104·35	104⅜	104·11	103⅝	103·62	103¼
Exch'ge, cables	4·86½		4·86½		4·86¼		4·86½		4·86½	

*Expressed in their New York equivalent.
† Reading on basis of $50, par value.

The Bank of England reports a loss of £240,000 bullion for the week and a gain of £60,000 on balance on Thursday. The Bank of France shows an increase of 4,325,000 francs gold and of 2,800,000 francs silver, and the Bank of Germany, since the last report, has gained 1,633,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	April 19, 1883.		April 20, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England.....	21,259,131	.....	23,636,172	.....
Bank of France.....	39,870,466	41,817,451	35,115,591	45,875,325
Bank of Germany	7,688,587	23,065,763	6,983,500	20,950,500
Total this week.....	68,818,178	64,883,214	65,735,263	66,825,825
Total previous week.....	69.552,342	65,425,132	65,127,995	66,421.462

The Assay Office paid $98,253 through the Sub Treasury for domestic and $118,000 for foreign bullion, and the Assistant Treasurer received the following from the Custom House

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Apr. 13...	$334,662 64	$52,000	$22,000	$196,000	$64,000
" 14...	371,950 59	38,000	16,000	264,000	54,000
" 16...	479,948 26	61,000	25,000	338,000	56,000
" 17...	578,549 80	51,000	24,000	418,000	85,000
" 18...	470,491 22	47,000	25,000	329,000	70,000
" 19...	369,257 28	58,000	16,000	222,000	73,000
Total.	$2.604,859 79	$307,000	$128,000	1,767,000	$402,000

THE SIGNIFICANCE OF THE WABASH LEASE.

The lease of the Wabash to the Iron Mountain Road having been finally perfected, there is a very general inquiry as to the importance that should be attached to the new arrangement. The public have heard interested parties speak in quite glowing terms of the benefits to accrue, and are naturally anxious to satisfy themselves as to the exact source of those benefits. Of course, there must have been some object to be attained in uniting two such diverse and apparently uncongenial creatures as the corpulent, weak and sickly Wabash and the strong, active and healthy body which the Missouri Pacific is claimed to be. As no satisfactory explanation has been given for this peculiar, if not unnatural, alliance, we propose to recall a few facts which may suggest one.

For two years now the Wabash has netted a large annual deficit. What prompted the promoter of the Missouri Pacific to advance the money to meet this, and thus keep the concern out of receivers' hands? Railroads are not eleemosynary institutions, and we have never heard that the manager of that company is wholly guided by philanthropic motives. It is therefore scarcely necessary for us to say that it was not philanthropy, but considerations of great importance that led to that act, and we are inclined to believe that these were much the same as those which have now induced Mr. Gould to introduce the concern as a member into the inner circle of his family of roads, and to guarantee besides 10 millions of its trust bonds. Consider for a moment the position of the Wabash. Here is a system embracing over 3,000 miles of road, situated in the heart of the country. Excepting the Pennsylvania, there is probably no other system in the United States that touches so many important cities and traffic centres as the Wabash. Certainly there is none that can compare with it in this respect on an equal area of territory anywhere in the country. It has lines from Chicago to St. Louis, to Kansas City, to Omaha; it has lines from Toledo to the same cities and to Cairo as well, and from Detroit to all of them; it has lines from St. Louis to Kansas City and from St. Louis to Omaha, and it touches or reaches such prominent points as Indianapolis, Peoria, Burlington, Keokuk, Hannibal, Quincy, St. Joseph, and even Des Moines. It is, by virtue of its position, a member of almost every traffic pool in the West.

Now fancy such a system of roads in the hands of receivers, with no interest charges to meet, at liberty to make and accept any rates it chose, and not required even to earn enough to pay operating expenses, a resort to receivers' certificates being so easy. Can any one imagine what havoc this would cause? With the Wabash marking rates down, and every other railroad in the same territory compelled to follow suit, what would become of the Omaha pool, what of the Chicago—St. Louis pool, what of the various traffic associations—the Southwestern, the Colorado, the Central Iowa, &c., &c. In fact, what would become of the Missouri Pacific? That road is supposed to be very profitable now. Would it be so in such a state of things? Nominally, the Wabash, by cutting rates, could hurt the Missouri Pacific only at Kansas City, Omaha and St. Louis, on through traffic, but in reality it could and would interfere with the whole of the profitable traffic at intermediate points, and even the lucrative business derived from Southwestern Kansas would not escape the disastrous effects of ruinous rates, since it would be so easy for the Wabash to make traffic agreements with some of the Kansas lines and thus invade that district. Apart from that, however, the demoralization of rates would be such that no class of business could fail to be adversely affected not only in the Missouri Pacific territory, but in the whole of the vast district traversed by the Wabash lines.

Thus we see it was absolutely essential for the owner of that system to hold on to the Wabash, even if for no other purpose than to maintain rates on a paying basis, and prevent serious injury to his interests in the Missouri Pacific. But there is another and equally weighty reason why he must control the Wabash. If the Wabash were in independent hands and free to operate in its own interests, would it not become a very active competitor for a large part of Missouri Pacific business? The traffic from the Southwest contributed to the Missouri Pacific by the Missouri Kansas & Texas, it may be granted would not be interfered with, but the traffic at local competing points on the Missouri River and at Omaha, St. Joseph, St. Louis, and Kansas City, it is only reasonable to suppose would be encroached upon to a much greater extent than is possible or has been the case with the Wabash in friendly hands. Hence, aside from the protection which it throws over rates, the Wabash was necessary to the Missouri Pacific in order to avoid serious inroads upon its business. These we think are without much doubt the considerations which account for the interest that Mr. Gould has taken in the concern despite its gloomy financial condition.

But it is claimed that under the lease the position of the Wabash will be greatly improved. Is that so? We have seen only two claims made as to how this can be

brought about. One is by a reduction in expenses, the other by an increase in through traffic. As to a reduction in expenses, it is clear that through a consolidation of offices and management some saving might be effected, but it is difficult to understand how such consolidation could be carried on to any great extent, since, except along the Missouri River from St. Louis to Omaha, the lines of the two systems lie wide apart, and separate heads of departments, stations, depots, &c., would have to be maintained as now. And as to an increase in traffic, through or otherwise, we own to considerable skepticism. Under the lease the Wabash will be operated in the very same interests and by the same people that have operated it for some time past, and who are and have been managing the Southwestern roads. While it is not to be doubted that where there has been business that could be done by either the Wabash or the Missouri Pacific, the latter has been given the preference, it is equally evident that the Wabash being in constant need of financial assistance from those interested in the Missouri Pacific, it must have been the endeavor of the Missouri Pacific officials to turn over to it all traffic for eastern points which the Missouri Pacific could not reach by its own lines. And yet it is precisely in this latter particular that it is claimed the Wabash is to receive the greatest benefit. We are gravely told that since the Wabash now forms a part of the Southwestern system, and affords a continuous line to Toledo, it will hereafter receive at St. Louis the whole of the traffic from the Southwest, which formerly had to be divided among the Wabash, the Chicago & Alton, the Ohio & Mississippi, the Vandalia, and the Illinois Central. Indeed! But the Illinois Central and the Alton run to Chicago, the Ohio & Mississippi to Cincinnati, the Vandalia to Indianapolis and thence to the East, while the Wabash runs to Toledo. Yet the whole business is henceforth to go to the latter. There are some persons in this world foolish enough to believe that shippers determine to what place they will consign their goods, but that notion is evidently an effete idea. In this age of enlightened civilization a railroad manager has but to issue his edict, and all the currents of traffic change and are directed over a particular route to a given point. To be sure, there are doubting Thomases, and so there always are.

But whatever we may think of the benefits to result to the Wabash, there can be no two opinions as to its absolute and undoubted benefit to whoever may own the Missouri Pacific. Such owners are relieved from any longer carrying Wabash stock for control, they are relieved from the necessity of making personal advances to the company, and they have turned the system over to the Missouri Pacific at a minimum of cost and a maximum of gain. The lease is simply an operating lease. The Missouri Pacific will operate the road for its net earnings, and nothing more. If these are insufficient to meet the fixed charges, and money cannot be raised elsewhere, the Missouri Pacific will no doubt be called upon to make temporary advances, but that would be no more difficult than for the owners of that company to take the money out of their own pockets to protect their Missouri Pacific interests. If business increases sufficiently to make the property self-sustaining—as is not unlikely to be the case with good crops and a steady growth in general trade—all the better. But one point should be clearly borne in mind, that the lease being simply an operating one and no liability attaching to it, the Missouri Pacific has no interest in developing the property further than just far enough to make it self-sustaining. When it reaches that stage, the Missouri Pacific would be even more strongly tempted than now to monopolize all the traffic a competing points. Hence may we not conclude that if the Wabash ever again does return anything to its stockholders, it will be not because of the late lease but in spite of it.

Mr. Gould, however, accomplishes his object. All his Southwestern roads and connections are now concentrated in the hands of one company—the Missouri Pacific. So long as he retains control of that he controls all. His Southern trans-continental line—the Texas & Pacific—still remains independent, but very likely there are other plans with regard to that property which will be developed in due time. The Iron Mountain is owned, but the Kansas & Texas, which controls also the International & Great Northern, is leased for its net earnings just as the Wabash is, and curiously enough the Iron Mountain (whose net earnings go direct into the Missouri Pacific coffers) is doing a very profitable business and showing a large annual surplus, while the Missouri Kansas & Texas (whose net surplus, if there were any, would go to its stockholders) is making barely enough to meet fixed charges. Probably this is merely a coincidence, but some will be so uncharitable as to think it forebodes ill for the Wabash, which has placed itself in a similar position.

"PROTECTIVE" FIRE INSURANCE.

The most exposed quarter in the United States, and probably in the world, as respects fire, is the small area in this city known as the dry goods district. It is, in the mass, an unprofitable district for underwriters, and a source of continued anxiety to them. While they are obliged to be always on the alert to avoid concentration of risks as far as they themselves are concerned, property-owners in the district have had trouble for years to obtain adequate insurance. A prominent cause for the latter difficulty is the State law (one of the interfering and unwise batch of laws) which forbids any company to divide its risks by re-insurance in any outside company not legally admitted within the State.

The physical characteristics which make this district what it is in the particular named, are faulty construction and a concentration of values which has no parallel in the world. According to the figures of Mr. Edward Atkinson—who is always engaged in investigation, and has recently been examining this subject—within an area of less than 120 acres, the buildings thereon covering less than 100 acres, are estimated values, buildings included, of from 350 to 500 millions; on this property about 1½ millions are paid in insurance premiums annually, at an annual average loss ratio in ten years past of not less than 75 per cent. In the early part of 1879, as may be remembered, came a heavy fire which narrowly escaped becoming a very extensive one, and the loss in that year was nearly four millions.

Small reflection is needed to see that the public at large are concerned in ameliorating this condition. Destruction of property is really a common loss, making everybody poorer. But this fact fails to carry the weight it should, because it does not come home to each person with an intelligible call for his contribution to the loss. A comparatively small number of persons own property in this district, but a very large number of persons own property covered by policies written by companies which might be impaired or wiped out of existence by a sweeping fire there. Hence what is at risk is not merely the particular merchandise, but a great aggregate of insurance elsewhere.

Bad construction has been made responsible for this condition. It is however only an incident in it. Of course it aggravates the evil as the surroundings stand to-day;

but the real danger grows out of the inadequacy of the water supply. In the night, the pressure is too small, and in the day there is no pressure at all on the hydrants in the district. The district, according to an underwriter's report, made only a short time since, contains 1,362 buildings, in which 21,000 persons are employed; 81 buildings are "unscheduled" and dangerous; 562 are over 70 feet high, 170 are over 80 feet, 32 are over 90 feet, 7 are over 100 feet, and one reaches 135 feet. Then, to complete the description, we must add to this, such characteristics as narrow streets; wooden structures here and there, especially along the line of West Street; boxes and barrels piled in some streets; wood on roofs; unprotected elevators and stairs; the "special hazards" of the many crowded buildings used in manufacturing, and so on.

To meet such conditions as these, an increase of water pressure is essential. That fact is so evident that we need not stop to consider it; and a pressure that would give a service of water on the roofs of the buildings would seem to guarantee the safety of the district. The belief that with such a device there need be little fear of a very extensive fire has led our merchants and insurance men to make an application lately to the Legislature for permission to utilize the Ramapo water-shed. This is within thirty-one miles of the city and has a pressure of 300 feet above tide-water, capable therefore of throwing a stream over the tops of the highest buildings without the intervention of fire-engines, and with stand-pipes to the roof an ample supply of water to meet any contingency could be drawn at a moment's notice. It is proposed to accomplish all this within two years and without a dollar's cost to the city for construction; whereas the new supply from the Croton valley is estimated to cost the city from 20 to 30 millions, and even when secured (which no one promises in less than seven years) can only be made to serve a like purpose by the use of steam. Certainly the Legislature should give their attention to this application at once. If it holds out half the hope which these suggestions and offers seem to indicate, there can be no excuse for delaying to grant the permission asked. Of course there would be many details to be settled, but the great boon to the city of perfect insurance against extensive conflagrations which the plan promises should not be withheld.

We presume this proposition of the merchants and insurance men, is the outgrowth of Mr. Atkinson's suggestion. His idea was to use steam in raising and distributing the water, for it was not then believed to be feasible to obtain the natural pressure needed. He proposed a service by 5-inch stand-pipes at two corners of a given acre joined to horizontal 4-inch pipes on the roofs, so that each building could be flooded from at least two points. This system would require no handling and involve no delays or difficulties of approach; it would be instantly ready for service, and by it a single pump, working at the most distant corner from the fire, could throw into a building two 2-inch or eight 1-inch streams. The introduction of steam-heating from a central station, prompted the suggestion that this system be connected with one large pump to each acre, more or less, to be worked by power thus supplied, which would be always ready. He suggested further that the water might come from not only the present hydrant system, but from wells, or from a line of pipe taking salt water from the Hudson. At a time when iron pipe was dearer than now, careful computation placed the cost of the roof-hydrant system proposed, within $2,000 per acre; for the pumps ready for use $3,500 would be a liberal estimate; add $2,000 more for wells and contingencies, and we have $7,500 per acre or $750,000 for the area of 100 acres of buildings. His estimate was, that the system once established, a reduction of one-tenth in insurance rates would save 20 per cent on the proposed investment; this would suffice for use and maintenance and yet leave a large profit to a corporation which should undertake the work.

That some such system would be profitable, hardly needs demonstration. In the mass, insurance premiums are now 90 cents per $100, of which 90 cents, 50 cents are lost by fire. Putting it in another way, one out of each 200 subjects of insurance is totally lost, and a larger number partly so. Among the "specials" the proportion rises to one in each hundred and fifty; among the risks covered by the factory mutual system, the loss is one in five hundred total. Hence Mr. Atkinson's suggestion was that "a protective fire insurance company be formed, with a sufficient capital, in whose "method of work may be combined protective apparatus, "the supervision of risks, the advice as to the safe construction of buildings, and the economy of expense of "the mutual companies, with the security to the assured of "the invested capital of a stock company." * * * "Can there be any more legitimate source of profit than "that of gaining a small share of the useless waste "which now afflicts this country and is one of several "kinds of waste which makes this, the most productive "country of the world, about the dearest to live in?"

All these propositions are for extinguishment and restriction of fire—its prevention, which is far best, may come after. The sweeping fire which has fortunately hitherto been delayed will add a terrible lesson, if we wait for it.

IRELAND AND DYNAMITE.

The situation in Ireland is one on which we on this side of the Atlantic can no longer look with indifference. We have never in these columns withheld our sympathy from nationalities struggling for their rights. But when the struggle for so-called national rights is maintained and carried on by methods suitable only for assassins and incendiaries, it is no longer possible to be indifferent spectators. It is least of all possible for the American people longer to remain merely lookers on; for the crimes committed in Ireland, and threatened all over the British isles, seem to be hatched on these shores of ours, and the schemes carried out by means of American money.

In his famous sermon on "The Threatened Invasion," a sermon which resounded from John O'Groat's to the Land's End, and which converted every able-bodied British man into a soldier, Robert Hall, the famous divine, made his most telling point when he spoke of England as the last asylum of liberty in Europe, and when he described liberty as having been driven from every part of the Continent, and threatened even there. It is the pride of the American people that their land has been by way of distinction the chosen asylum for the oppressed of every nation. But the American people have no desire to see their land converted into a hot-bed of conspiracy. Already public indignation, which it is well known has for some time been with difficulty suppressed, begins to find expression. The language of Judge Noah Davis, used on Wednesday night at Chickering Hall, when addressing the Young Men's Hebrew Association, expresses the sentiments of millions of our people who feel outraged that these dynamite fiends should be able longer to shelter themselves behind the American Constitution. If we are not required by international law, we are bound by every feeling of humanity, to prevent these people from longer prosecuting their work in our midst.

It is perfectly natural that an earnest anti-Irish feeling has been aroused in both England and Scotland. Recent legislation has shown that the feeling of sentiment is no longer powerful in the Houses of Parliament. Nor is this much to be wondered at. Whatever may have been the wrongs of Ireland, it is undeniable that of late years an honest attempt has been made by the British Parliament to do justice to the sister island. In view of this legislation of the last two years, and in view also of the work done in the same direction during Mr. Gladstone's former term of office, it would have been natural to expect that the Irish people would have been filled with gratitude towards the Government and legislators of the day. Ireland complained of an alien Church; the Government removed it. Ireland complained of her land-laws; the Government made an honest attempt to amend them. Ireland complained of her facilities for what is called the higher education; the Government again came to the rescue. After the lapse of six years, Parliament was once more called upon to give its attention to Ireland and the Irish; and in face of a powerful opposition the land laws were further amended; rents were reduced; debts were canceled; and facilities of various kinds were given to the peasant farmer to help him to begin anew. It was apparently the desire and determination of the Government to remove every just cause of complaint; and the impartial observer of events, as they have progressed, must admit that the Government went to its work with a will.

It is hardly necessary to say that the measures which the Irish conspirators have latterly adopted are suicidal, or, as Michael Davitt very forcibly expressed it, "insane, idiotic, criminal." They cannot work for Ireland's good but must work to her harm; and the misfortune is that all Ireland suffers, and is bound to suffer because of the conduct of a few. It is probable that Ireland may have remaining grievances of which to complain; it is probable that further legislation is needed even to perfect the reforms already granted; but what hope is there that the British Parliament, while the cause of Ireland is championed as it now is, will be induced to listen to any further stories of Irish wrongs? This fact only illustrates how "idiotic" a policy is which attempts to frighten Great Britain into submission by blowing up a few buildings and taking a few valuable lives. It can only exasperate and destroy the hopes of all Ireland for a long time to come.

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Apr. 7.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	Short.	12·1 @12·2	April 7	Short.	12·04½
Amsterdam	3 mos.	12·4⅛ @12·4⅝	....	....	.....
Antwerp	"	25·46¼@25·51¼	April 7	Short.	25·28
Berlin	"	20·61 @20·65	April 7	"	20·42½
Frankfort	"	20·61 @20·65	April 7	"	20·44
Hamburg	"	20·61 @20·65	April 7	"	20·45
Paris	Checks	25·21¼@25·26¼	April 7	Checks	25·23½
Paris	3 mos.	25·42½@25·47½	April 7	3 mos.	25·24½
Vienna	"	12·08¾@12·11¼	April 7	Short.	11·95½
St. Petersb'g	"	25⅜ @25½	April 7	"	23116
Madrid	"	463/16@465/16	April 7	"	47·30
Lisbon	"	51⅞@52	April 7	"	53116
Copenhagen	"	18·40 @18·44	April 7	"	.....
Alexandria	....	.....	April 3	3 mos.	96
New York	60 d'ys	48⅝@48⅞	April 6	Short.	4·82½
Bombay	"	1s. 7 7/16d.	April 7	tel.tf'rs	1s. 7 17/32d.
Calcutta	"	1s. 7 7/16d.	April 7	"	1s. 7½d.
Hong Kong	....	.....	April 7	4 mos.	3s. 8d.
Shanghai	....	.....	April 7	"	5s. 0½d.

From our own correspondent.]

LONDON, Saturday, April 7, 1883.

The dividends on the public funds have been released by the Bank of England this week, but the effect upon the money market has been less than expected. Any considerable reduction in the value of money could, however, be scarcely anticipated to take place, when the rates, as far as the better classes of paper are concerned, are at only 3 per cent and under; but at the same time, there has been increased ease, and, at one period, the quotation for three months' Bank bills was as low as 2½ per cent. Towards the close of the week the demand for money improved, and the discount quotation was 2⅝ per cent. Money for short periods has been in demand, and the rate on the best security has been 2½@3 per cent, closing at about 2 per cent. Taken as a whole, the money market may be regarded as easy in tone, and as the quotations are low, any reduction in them can scarcely be desirable.

Notwithstanding the favorable character of the Budget, the unexpected improvement in the condition of the national finances during the last three months, the easy condition of the money market, and the very favorable weather, the condition of things on the Stock Exchange, as well as in mercantile circles, is somewhat disappointing. There is no depression; on the contrary a firm tone prevails, and the value of British railway securities has improved, owing to a partial remission—which by-the-bye, does not come into operation until the fist of October next—of the passenger duty. There is, however, no eagerness in operating either financially or commercially. New companies continue to be introduced to public notice, and a very steady and legitimate business seems to be in progress in mercantile circles; but speculative operations are conducted upon a very moderate scale, and, although such a process must be regarded as safe, many, who have for years past lived as it were, upon accidental profits, find their means reduced to very modest proportions. The failures which are taking place call for no special remark, and there is reason for believing that, on the whole, our trade is in a sound condition; but it is not expected that business will assume any active form until we are fairly assured of a satisfactory harvest. The tendency is undoubtedly in a favorable direction, and satisfactory results may be anticipated.

The Bank of England return shows changes incidental chiefly to the close of the quarter, and of the financial year. The proportion of reserve to liabilities is now only 34·33 per cent, against 38·27 per cent last week; but an improvement may be looked forward to next week. The demand for loans has been very considerable, the total of "other securities" having been augmented to the extent of £1,429,039. The total reserve has been diminished by £1,285,827. The supply of bullion held by the Bank of England is now £21,941,131, against £23,317,427, and the total reserve is £11,679,516, against £12,729,717 last year. The Bank rate is 3 per cent, and the open market rates for discount, &c., are as quoted below:

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

London	Bank Rate.	Open Market Rates. Bank Bills. Three Months.	Four Months	Six Months	Trade Bills. Three Months	Four Months	Six Months	Interest Allowed for Deposits by Joint Stock Banks.	Disc't H'ses. At Call.	7 to 14 Days.
Mar. 2	3	2⅝@—	2⅝@—	2¾@—	2¾@3	2¾@3¼	3 @3½	2	2	2¼
" 9	3	2⅞@3	2⅞@3	2⅞@3	3 @3¼	3 @3¼	3½@3¾	2	2	2¼
" 16	3	2⅞@—	2⅞@—	2¾@—	3 @3¼	3¼@3½	3¼@3½	2	2	2¼
" 23	3	2¾@2⅞	2¾@2⅞	2¾@2⅞	3 @3¼	3 @3½	3 @3½	2	2	2¼
" 30	3	2⅞@—	2¾@2⅞	2¾@2⅞	3 @3¼	3¼@3½	3¼@3¾	2	‖	2¼
April 6	3	2½@—	2⅝@—	2⅝@—	2¾@3¼	3 @3¼	3¼@3½	2	2	2¼

Tenders for £1,000,000 Treasury bills were received at the Bank of England on Monday. The whole was allotted in bills at three months. Tenders at £99 9s. 5½d. received in full This is equivalent to a discount of £2 2s. 2d. per annum.

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
	£	£	£	£
Circulation	26,011,615	26,337,710	26,595,200	27,355,460
Public deposits	11,571,471	10,235,209	8,075,077	8,142,114
Other deposits	22,259,833	24,336,341	25,667,288	26,841,970
Governm't securities	13,360,565	13,395,643	15,404,850	16,947,679
Other securities	27,339,371	26,288,119	20,886,799	19,859,661
Res've of notes & coin	11,679,516	12,729,717	15,360,703	15,942,436
Coin and bullion in both departments	21,941,131	23,317,427	26,955,903	28,297,896
Proportion of reserve to liabilities	34·33	36⅝	45⅛	45⅜
Bank rate	3 p. c.	3 p. c.	3 p. c.	3 p. c.
Consols	102¼	101¾	100⅝d.	99½

	1883.	1882.	1881.	1880.
	£	£	£	£
Eng. wheat, av. price.	42s. 4d.	45s. 1d.	44s. 1d.	48s. 4d.
Mid. Upland cotton...	5⅝d.	6⅝d.	6 1/16d.	7 3/4d.
No. 40 Mule twist....	9⅜d.	10 3/4d.	10d.	1s. 0⅛d.
Clear'g house return.	151,219,000	138,559,000	157,771,000	134,899,000

The Bank rates of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows. It will be noticed that there is a decided relapse at Amsterdam and Berlin from the higher rates prevailing.

Rates of Interest at	April 5.		March 29.		March 22.		March 15.	
	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market
Paris	3	2⅝	3	2⅝	3	2⅝	3	2⅝
Berlin	4	2¾	4	3	4	2¾	4	2¾
Frankfort	—	2¾	—	2⅞	—	2¾	—	2¾
Hamburg	—	2¾	—	2¾	—	2¾	—	2¾
Amsterdam	4½	4¼	5	4¾	5½	5	5	4¾
Brussels	3½	3	3½	3	3½	3	3½	3
Madrid	4½	4½	4½	4½	4½	4½	4½	4½
Vienna	4	3⅜	4	3½	4	3⅜	4	3⅜
St. Petersburg	6	5⅜	6	5½	6	5½	6	5¾

In reference to the state of the bullion market during the week Messrs. Pixley & Abell report:

Gold.—The arrivals of bars have nearly all been taken for India; the orders are now, however, at an end for the present, and about £15,000, from Australia, were sent into the Bank yesterday. Sovereigns to the value of £116,000 have been taken out for South America. The receipts since our last circular have been £6,000 from the Cape, £45,000 from West Indies, £50,000 from China and India, £1,900 from Brazils—total, £102,900. The P. & O steamers have taken £75,000 to India.

Silver.—The orders for the Continent and the East having been for the most part completed, prices have given way, and the amounts by the Pacific and West India steamers were sold at 50 13/16d. per oz. The Council drafts yesterday were not all sold, and this has tended to still further depress rates, and the nearest quotation we can give to-day is 50⅜d. per oz. standard. The arrivals comprise £22,000 from Chile, £31,000 from West Indies, £45,000 from New York—total, £101,000. The Ballarat and Rohilla have taken £105,300 to India, and the Don £16,670 to the West Indies.

Mexican Dollars.—About £120,000 came by the Moselle from the West Indies, and part of them were with some difficulty placed at 49⅜d. per oz.; other consignments, coming on the market later, have been sold at 49⅝d., and we give that as the nearest quotation to-day. The P. & O. steamer took on Saturday last about £125,000 to China and the Straits.

The quotations for bullion are reported as below:

	Price of Gold.			Price of Silver.	
	Apr. 5.	Mar. 29.		Apr. 5.	Mar. 29.
	s. d.	s. d.		d.	d.
Bar gold, fine....oz.	77 9	77 9	Bar silver, fine..oz.	50¾	50⅞
Bar gold, containing 20 dwts. silver..oz.	77 10½	77 10½	Bar silver, containing 5 grs. gold.oz.	51⅛	51¼
Span. doubloons.oz.	73 10	73 10½	Cake silver.....oz.	54¾	....
S.Am.doubloons.oz.	73 8½	73 8½	Mexican dols...oz.	49⅝	49⅝
U.S. gold coin...oz.	76 8½	76 7	Chilian dollars..oz.	.....	.....
Ger. gold coin...oz.	.....	.....			

The movements in bullion in March and during the three months ended March 31, between this country and all countries and between this country and the United States, were as follows:

GOLD.	All Countries.			United States.		
	1881.	1882.	1883.	1881.	1882.	1883.
	£	£	£	£	£	£
Imports in March.	1,480,122	1,772,222	343,400	475	908,200	.....
Imports in 3 mos.	3,340,312	4,490,146	1,169,558	9,238	2,030,306	193
Exports in March.	2,308,236	96,434	834,913	2,010,791	1,000	459,785
Exports in 3 mos..	3,759,426	3,426,416	1,298,820	2,623,771	32,160	459,785
SILVER.						
Imports in March.	776,113	728,667	988,428	309,815	193,518	286,421
Imports in 3 mos.	1,988,328	1,750,709	2,525,349	818,379	545,225	742,204
Exports in March.	638,229	486,676	497,919	1,450	10 145	.....
Exports in 3 mos..	2,194,295	1,635,051	2,229,535	11,190	10,520	44,550

The supply of bullion now held by the Bank of France amounts to £81,972,000, by the Imperial Bank of Germany to £30,836,000, by the National Bank of Belgium to £3,834,000, by the Austro-Hungarian Bank to £6,910,000, by the Swiss Associated Banks to £2,204,000, by the Bank of Russia to £24,555,000 and by the New York Associated Banks to £9,820,000.

The Chancellor of the Exchequer, Mr. Childers, delivered his financial statement to the House of Commons on Thursday evening, and there being some important remissions of taxation, the effect produced has been very satisfactory. During the closing weeks of last year the public were taking a gloomy view of the future, and it was apprehended that the Finance Minister would find it difficult to lighten any of the burdens which have, of late years, been imposed upon the people. It was even thought that the addition to the income tax of 1½d. in the pound, caused by the Egyptian war, would have to be retained; but this year the additions to the revenue have been so considerable that the Government find themselves in the possession of a handsome surplus. The revenue of the new financial year, based on existing taxation, is estimated at £88,480,000, and the expenditure at £85,789,000, showing an excess of £2,691,000. This is to be disposed of as follows: A remission of 1½d. on the pound on account of the income tax, at a cost of £2,135,000; the adoption of six-penny telegrams, involving an immediate loss of £170,000; a partial abolition of the railway passenger duty, making an additional loss of £135,000, and a loss of about £10,000 by a re-adjustment of the duty on silver plate. The estimated surplus is brought down to £240,000, but it is quite probable that there will be no loss in the adoption of cheaper telegraphy, as it is pretty certain that the number of messages passing over the wires will be largely multiplied. The weather is now remarkably fine, and money is very cheap. With the exception of Ireland, there seems to be nothing calculated to check a steady development of our commerce, and there is reason for believing that the revenue for the year has been rather under than over estimated. The prospects at the present time are more satisfactory than they have been for some time past, and if we should have a fair average yield of agricultural produce a revival of commercial prosperity may be looked forward to.

The revenue returns for the past quarter and for the financial year were issued on Monday, and from these it appears that the net increase for the year was £3,182,174, the largest increase being under the head of income tax, viz.: £1,955,000. The post office and telegraph service receipts have been augmented by £380,000, customs by £370,000, stamps by £457,483, and sundry items by £330,108. There has, however, been a falling off of £310,000 in excise. For the quarter ended March 31 the net increase was £2,659,598—£2,018,000 being on account of the income tax. The following are the leading figures:

	QUARTERS ENDED—				YEAR ENDED—	
	June 30, 1882.	Sept. 30, 1882.	Dec. 31, 1882.	Mar. 31, 1883.	Mar. 31, 1883.	Mar. 31, 1882.
	£	£	£	£	£	£
Customs	4,652,000	4,702,000	5,340,000	4,993,000	19,657,000	19,287,000
Excise	5,880,000	6,245,000	8,155,000	6,900,000	26,930,000	27,240,000
Stamps	3,130,000	2,7 0,000	2,859,000	3,161,2 2	11,841,000	11,383,517
Land tax.	63,000	13,000	5,000	950,000	1,045,000	1,045,000
House duty	562,000	117,000	25,000	1,11 ,00	1,755,000	1,680,000
Property & inc.tax	1,860,000	660,000	815,000	8,565,000	11,900,000	9,945,000
Post Office	1,790,000	1,710,000	1,83 ,000	1,970,000	7,300,000	7,000,000
Telegraph service.	410,000	475,000	43 ,000	365,000	1,710,000	1,630,000
Crown lands	80,000	6 ,000	130,000	105,000	360,000	350,000
Interest on adv'ces	357,058	227,920	384,037	249,230	1,218,845	1,219,202
Miscellaneous	1,247,698	1,486,107	1,033,211	1,500,30	5,267,611	5,012,503
Totals	19,976,756	18,360,727	20,998,148	29,668,825	89,004,456	85,822,282

The Board of Trade returns for March, and for the three months ended March 31, have been issued to-day. They are less satisfactory, the totals being as follows:

	1881.	1882.	1883.
	£	£	£
Imports in March	36,842,336	36,008,673	33,576,846
Imports in 3 months	100,231,563	103,931,032	106,203,788
Exports in March	19,131,038	20,9 3,275	20,100,929
Exports in 3 months	53,285,499	53,739,952	58,990,398

The following return shows the extent of the exports of cotton piece goods during the month of March, compared with the two preceding years:

Exported to—	1881. Yards.	1882. Yards.	1883. Yards.
Germany	4,273,900	4,097,400	3,487,700
Holland	5,403,600	3,239,400	3,157,200
France	6,282,900	5,080,800	6,724,100
Portugal, Azores & Madeira	7,128,900	6,185,800	4,779,800
Italy	11,962,700	10,216,900	9,829,800
Austrian Territories	753,200	729,700	1,150,700
Greece	1,839,400	3,702,600	2,282,000
Turkey	33,133,600	26,850,800	25,610,600
Egypt	10,988,200	12,345,200	14,663,500
West Coast of Africa (For.)	2,415,600	3,728,100	4,051,100
United States	6,765,900	9,969,900	4,958,700
Foreign West Indies	7,694,300	5,949,400	10,796,100
Mexico	3,783,600	2,911,600	3,343,300
Central America	3,553,500	2,975,300	2,996,700
United States of Colombia	4,097,300	3,870,700	5,255,500
Brazil	16,496,800	15,666,500	14,722,400
Uruguay	2,403,900	1,501,100	2,009,900
Argentine Republic	6,316,600	4,405,600	7,937,700
Chili	5,275,200	5,120,300	3,631,700
Peru	2,436,200	6,023,500	1,954,700
China and Hong Kong	45,407,600	36,119,100	40,844,900
Japan	4,823,100	3,974,300	5,016,800
Dutch Possessions in India	7,695,000	8,034,000	10,072,200
Philippine Islands	3,836,400	3,183,500	5,421,800
Gibraltar	1,913,700	1,284,300	980,800
Malta	2,241,700	1,581,100	2,100,700
West Coast of Africa (Brit.)	3,623,400	2,599,500	3,395,500
British North America	4,935,100	6,754,400	4,695,900
British West India Islands & Guiana	3,880,000	4,202,600	4,955,300
British Possessions in South Africa	1,376,700	1,791,200	1,265,900
British India—			
Bombay	42,456,400	36,796,400	50,405,200
Madras	7,442,700	12,086,100	8,187,500
Bengal	103,154,900	70,989,800	78,281,900
Straits Settlements	14,025,700	10,783,600	12,630,000
Ceylon	2,204,200	1,902,400	1,189,200
Australasia	2,991,700	4,764,700	3,069,900
Other countries	24,133,400	23,738,500	23,208,300
Total unbleached or bleached	301,278,400	253,100,800	267,237,400
Total printed, dyed, or colored	115,983,300	109,517,200	119,180,000
Total mixed materials, cotton predominating	1,884,600	2,608,400	2,948,000
Grand total	419,146,300	365,526,400	389,365,400

Other manufactures of cotton show as follows.

	1881.	1882.	1883.
Lace and patent net.....£	.....	.....	.....
Hosiery.....doz. prs.	109,335	126,239	109,515
Thread for sewing.....lbs.	1,283,270	1,554,480	1,182,100

The weather during the past week has been very favorable, and rapid progress has been made with the usual agricultural work. The temperature has risen considerably, and bright warm days have brought vegetation steadily forward. Vegetation is however by no means in an advanced state, and vegetable food is still very scarce. Meat also is very dear, and is above the price at which the working classes can consume it freely. The consumption of bread is, therefore, upon a large scale; but supplies arrive freely, and our markets are amply supplied. The trade for wheat is therefore slow, with a tendency, as regards prices, in favor of buyers.

The imports of wheat into the United Kingdom last week amounted to 1,261,420 cwt., and of flour to 379,874 cwt., the total of the former since harvest being 37,956,956 cwt., and of the latter as much as 10,476,347 cwt. Of home-grown wheat, the deliveries were also large, viz: 61,804 quarters in the 150 principal markets, and, according to the usual reckoning, nearly 250,000 quarters for the kingdom. The additional supply of wheat and flour placed upon the British markets last week is estimated at 2,712,500 cwt., the total for 31 weeks of the current season being now 75,464,000 cwt., against 65,586,700 cwt. last season. The following figures show the extent of the deliveries by British farmers of home-grown wheat, barley and oats in the 150 principal markets of the Kingdom, and the average prices obtained in each of the four last seasons:

QUANTITIES.

	1882-3.	1881-2.	1880-1.	1879-80.
	Qrs.	*Qrs.*	*Qrs.*	*Qrs.*
Wheat	1,559,468	1,365,634	1,156,908	962,331
Barley	1,864,565	1,563,233	1,113,998	1,334,911
Oats	218,363	187,924	142,954	125,699

AVERAGE PRICE FOR THE SEASON (per qr.).

	s. d.	s. d.	s. d.	s. d.
Wheat	41 3	46 6	42 7	46 7
Barley	33 10	33 1	33 1	37 10
Oats	21 0	20 10	21 3	22 1

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first thirty-one weeks of the season, compared with the corresponding period in the three previous years:

IMPORTS.

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....cwt.	37,956,956	36,574,490	34,562,571	37,026,562
Barley	11,016,077	8,689,879	8,322,449	10,300,126
Oats	8,683,374	5,910,000	5,484,028	8,327,206
Peas	1,314,164	1,059,525	1,423,728	1,357,021
Beans	1,567,837	1,022,679	1,437,373	1,647,379
Indian corn	10,993,647	12,945,840	18,744,631	14,058,321
Flour	14,476,347	5,341,210	8,002,218	6,532,199

SUPPLIES AVAILABLE FOR CONSUMPTION—31 WEEKS.

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat.cwt.	37,956,956	36,574,490	34,563,571	37,026,562
Imports of flour	10,476,347	5,341,210	8,002,218	6,532,199
Sales of home-grown produce	27,030,700	23,671,000	20,056,100	15,640,400
Total	75,464,003	65,586,700	63,621,889	59,199,161
Av'ge price of English wheat for season, qr.	41s. 3d.	46s. 6d.	42s. 7d.	46s. 7d.
Visible supply of wheat in Unit'd St's..bush.	22,600,000	12,600,000	21,400,000	24,382,845

Annexed is a return showing the extent of the imports of wheat and flour into the United Kingdom during the first seven months of the season, compared with the three previous seasons:

WHEAT.

From—	1882-83. *Cwt.*	1881-82. *Cwt.*	1880-81. *Cwt.*	1879-80. *Cwt.*
Russia	4,271,152	4,386,674	932,179	3,388,002
United States	21,697,119	18,122,186	21,650,745	22,087,988
Brit. N. America	1,597,823	1,719,794	2,043,876	2,986,346
Germany	1,970,816	1,924,913	287,151	1,639,141
France	11,467	4,786	2,922	5,993
Chili	885,010	676,176	627,252	1,111,846
Turkey & Roumania	880,359	170,985	284,356	860
Egypt	307,156	248,998	654,265	1,798,531
British India	3,617,545	7,012,092	3,013,307	1,136,781
Australia	656,701	984,275	2,345,085	984,254
Other countries	438,311	57,352	71,397	
Total	36,333,461	35,303,231	31,916,353	35,140,012

FLOUR.

Germany	1,299,816	973,561	665,023	624,035
France	103,124	146,674	180,756	191,720
United States	6,974,066	3,653,691	5,192,585	4,316,448
Brit. N. America	192,249	164,417	315,575	253,888
Other countries	1,611,773	1,118,085	1,414,101	1,050,645
Total	10,181,028	6,056,428	7,768,040	6,438,737

The following return shows the estimated value of the imports of cereal produce into the United Kingdom during the first seven months of the season, compared with the corresponding period in the three previous seasons:

	1882-83.	1881-82.	1880-81.	1879-80.
Wheat	£18,383,056	£20,023,251	£16,832,948	£20,628,564
Barley	4,031,740	3,535,388	3,401,171	4,613,807
Oats	2,799,041	1,918,607	1,781,451	2,841,030
Peas	524,421	414,784	581,399	531,542
Beans	607,949	363,759	561,772	660,830
Indian corn	3,961,240	3,978,083	5,340,890	4,114,908
Flour	8,078,603	5,089,168	6,264,873	5,421,444
Total	£38,366,050	£35,323,040	£34,764,004	£38,812,125

The following return shows the quantities of wheat, flour and Indian corn estimated to be afloat to the United Kingdom, compared with previous periods:

	At present.	*Last week.*	1882.	1881.
Wheat.....qrs.	2,220,000	2,378,000	2,549,000	2,461,000
Flour	259,000	224,000	232,000	170,000
Indian corn	359,000	330,000	283,000	765,000

Several meetings have been held throughout the country in reference to the proposed lease of the New York Pennsylvania & Ohio Railway Company to the Erie undertaking, and the proposal has been almost unanimously approved.

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending April 20:

London.	*Sat.*	*Mon.*	*Tues.*	*Wed.*	*Thurs.*	*Fri.*
Silver, per oz.....*d.*	50 9/16	50 9/16	50 9/16	50 1/2	50 1/2	50 1/2
Consols for money	102 1/2	102 7/16	102 3/8	102 3/8	102 3/8	102 3/8
Consols for account	102 3/4	102 9/16	102 1/2	102 1/2	102 1/2	102 1/2
Fr'ch rentes (in Paris) fr.	79·35	79·02½	79·40	79·40	79·30	79·30
U. S. 5s ext'n'd into 3 1/2s	105 1/2	105 1/2	105 1/4	105 1/4	105 3/4	105 3/4
U. S. 4 1/2s of 1891	116 1/2	116 1/2	116 3/4	116 3/4	116 1/2	116 1/2
U. S. 4s of 1907	123	122 7/8	123	122 7/8	122 7/8	122 7/8
Chic. Mil. & St. Paul	107 1/2	107 5/8	105 1/2	107	107	106
Erie, common stock	39 3/4	39 3/4	39	39 1/2	39 1/4	38 7/8
Illinois Central	151 3/4	151 3/4	151	151 1/4	151 1/4	150 1/4
N. Y. Ontario & West'n.	29 1/8	29 1/2	28 3/8	29 1/8	29 1/4	29
Pennsylvania	66 5/8	66 3/4	66 3/8	66 5/8	66 1/4	66
Philadelphia & Reading	28 7/8	29 3/4	29	29 3/8	29 1/4	28 7/8
New York Central	131 5/8	131 1/2	130 3/8	131 1/4	130 1/2	130

Liverpool.	*Sat.*	*Mon.*	*Tues.*	*Wed.*	*Thurs.*	*Fri.*
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Flour (ex. State)..100 lb.	12 0	12 0	12 0	12 0	12 0	12 0
Wheat, No. 1, wh. "	8 9	8 9	8 9	8 10	8 10	8 11
Spring, No. 2, n. "	9 3	9 3	9 2	9 3	9 3	9 4
Winter, West., n "	8 11	8 11	9 0	9 1	9 1	9 1
Cal., No. 1 "	9 5	9 5	9 5	9 5	9 6	9 6
Cal., No. 2 "	9 0	9 0	9 1	9 1	9 2	9 2
Corn, mix., West. "	5 10	5 10	5 10	5 11	5 11	6 0
Pork, West. mess..₰ bbl.	85 0	85 0	85 0	85 0	85 0	85 0
Bacon, long clear, new	52 0	52 0	52 0	52 0	52 0	52 0
Beef, pr. mess, new, ₰ tc.	95 0	95 0	95 0	95 0	95 0	95 0
Lard, prime West. ₰ cwt.	57 6	57 6	57 6	58 0	58 0	59 0
Cheese, Am. finest	71 0	71 0	71 0	70 6	70 6	69 6

Commercial and Miscellaneous News

National Banks.—The following national banks have lately been organized:

2,922—The Cincinnati National Bank, Ohio. Capital, $500,000. Joseph F. Larkin, President; Edgar Stark, Cashier.

2,923—The Swedesboro National Bank, N. J. Capital, $53,000. Isaac H. Vanneman, President; John C. Rulon, Cashier.

2,924—The Tacoma National Bank, New Tacoma, Washington Territory. Capital, $50,000. John W. Sprague, President; Isaac W. Anderson, Cashier.

2,925—The Citizens' National Bank of Whitewater, Wis. Capital, $50,000. John S. Partridge, President; Edgar M. Johnson, Cashier.

2,926—The First National Bank of Paxton, Ill. Capital, $50,000. Sherril P. Bushnell, President; John B. Shaw, Cashier.

2,927—The First National Bankof Georgetown, Ky. Capital, $50,000, P. P. Montgomery, President; N. Spears, Cashier.

2,928—The First National Bank of Albany, Oregon. Capital, $50,000. Jno. Conner, President; Henry F. Merrill, Cashier.

2,929—The Amesbury National Bank, Mass. Capital, $100,000. Alex. M. Huntington, President; F. F. Morrill, Cashier.

Foreign Trade of New York—Monthly Statement.—In addition to the foregoing tables, made up from weekly returns, we give the following figures for the full months, also issued by our New York Custom House. The first statement covers the total imports of merchandise.

IMPORTS INTO NEW YORK.

Months.	1883. *Dry Goods.*	1883. *General Merchandise.*	1883. *Total.*	1882. *Dry Goods.*	1882. *General Merchandise.*	1882. *Total.*
		$	$			
January	13,345,312	27,915,300	41,260,612	12,326,440	29,545,834	41,872,274
February	13,730,717	26,749,010	40,479,727	16,604,077	25,336,583	41,990,660
March	12,328,374	29,854,387	42,182,761	11,597,678	34,281,634	45,879,312
Total	39,404,403	84,518,697	123,923,100	40,528,195	89,214,051	129,742,246

EXPORTS FROM NEW YORK. *Months.*	*Total Merchandise.* 1883.	1882.
	$	$
January	28,891,932	27,848,940
February	28,426,360	25,735,057
March	32,094,694	25,572,484
Total	89,412,986	79,156,481

CUSTOMS RECEIPTS. *Months.*	*At New York.* 1883.	1882.
	$	$
January	12,574,838	13,387,516
February	12,191,603	13,585,053
March	12,438,801	13,999,139
Total	37,204,742	40,971,708

Imports and Exports for the Week.—The imports of last week, compared with those of the preceding week, show a decrease in dry goods and an increase in general merchandise. The total imports were $9,602,480, against $8,293,985 the preceding week and $9,271,506 two weeks previous. The exports for the week ended April 17 amounted to $6,765,880, against $7,501,821 last week and $5,758,609 two weeks previous. The following are the imports at New York for the week ending (for dry goods) April 12 and for the week ending (for general merchandise) April 13; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$2,727,954	$1,999,815	$2,451,401	$1,840,973
Gen'l mer'dise	9,545,754	4,655,416	9,641,015	7,761,507
Total	$12,273,708	$6,655,231	$12,092,416	$9,602,480
Since Jan. 1.				
Dry goods	$43,944,100	$38,098,541	$45,802,140	$43,645,427
Gen'l mer'dise	102,438,089	83,486,399	103,508,132	93,425,888
Total 15 weeks	$146,382,195	$121,584,940	$149,310,272	$137,071,315

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending April 17, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week	$7,555,588	$6,520,451	$5,296,139	$6,765,880
Prev. reported	92,631,866	107,146,924	88,888,231	99,335,037
Total 15 weeks	$100,187,454	$113,667,375	$94,184,370	$106,100,917

The following table shows the exports and imports of specie at the port of New York for the week ending April 14, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	$.....	$5,600	$484,719	$1,955,779
France	.....	.....	.....	104,220
Germany	.....	.....	55,391	2,065,889
West Indies	.....	.....	25,208	475,550
Mexico	.....	.....	.....	.....
South America	.....	32,865	4,658	86,691
All other countries	.....	51,785	.....	16,896
Total 1883	$.....	$90,250	$569,976	$4,705,025
Total 1882	.....	10,671,498	4,258	414,598
Total 1881	15,000	137,470	5,304,480	23,574,758
Silver.				
Great Britain	$226,100	$4,770,583	$.....	$.....
France	46,959	254,464	.....	.....
German	.....	.....	.....	226,278
West Indies	.....	4,823	5,045	66,844
Mexico	.....	.....	30,765	1,362,465
South America	.....	.....	5,045	31,890
All other countries	.....	2,774	.....	3,585
Total 1883	$273,059	$5,032,644	$40,855	$1,691,062
Total 1882	203,000	3,515,757	4,211	672,070
Total 1881	329,007	3,60 ,969	55,804	1,035,536

Of the above imports for the week in 1883, $512,106 were American gold coin and $6,322 American silver coin.

Old Colony.—At a special meeting of the stockholders of the Old Colony Railroad in Boston, it was voted to issue $500,000 in notes or bonds to meet maturing indebtedness; also to increase the capital stock of the company to $12,000,000.

St. Louis & San Francisco.—This company has just completed negotiations for the sale to a syndicate of bankers of $2,500,000 of its general mortgage 6 per cent bonds. The same parties some time since also took a like amount of these bonds, and a large portion of the same was disposed of in Europe. The bonds run for fifty years, and are payable in gold. They are issued under the company's general mortgage, which provides for an ultimate issue of not exceeding $30,000,000 of bonds, of which sufficient amounts are set aside and appropriated to provide for, by exchange or otherwise, the previous bonded indebtedness of the company. All the residue of the authorized issue of bonds, over and above an amount sufficient for the old indebtedness, can be used only to pay for new lines, extensions and acquisitions, and the mortgage constitutes a first lien on all such properties built or acquired with the proceeds of the bonds. At present these consist of the extension of the company's main line from Pacific, Mo., to St. Louis, including the purchase of a large amount of valuable real estate in the latter city for depots, stations and terminal facilities; the extension of its Arkansas division from Fayetteville to Fort Smith; the construction of a line from Joplin, Mo., to Galena, Kansas, and also of a line from Springfield, Mo., in a southerly direction (all forming a part of a general and connected system of roads), together with a large amount of rolling stock equipment purchased in connection with this construction, upon which the mortgage securing these bonds is a first lien. When the prior bonded indebtedness of the company is retired and canceled, the general mortgage becomes the first lien on all of the company's lines and properties.

San Francisco City.—Mayor Bartlett, of San Francisco, recently vetoed a bill which authorized the issue of bonds to the amount of $500,000 to meet a deficiency in current municipal expenses of $250,000. The Mayor thinks bonds should not be issued to meet current expenses, and that there is no necessity for issuing $500,000 for a deficiency of $250,000. According to a recent statement in the *San Francisco Bulletin*, it costs that city about $5,300,000 a year to carry on its municipal government.

Southern Maryland—W. W. Scott, Receiver of the Southern Maryland Railroad, says that his contract with Charles H. Middleton, of Philadelphia, for completing and equipping that road, is conditional upon his ability to make a satisfactory arrangement with the bondholders who recently commenced proceedings for foreclosure of their mortgage. It is expected that this arrangement will be completed, and that the work will go on.

Virginia Coupons.—In Richmond, April 16, in the United States Court, Judge Bond rendered a decision in the case of the Baltimore & Ohio Railroad Company against John E. Hamilton, Treasurer of Augusta County and Collector of State Taxes, who had seized property of the company on the Valley Railroad for such taxes. The case was before the court on the motion of the Attorney-General to quash a writ of replevin sued out by the Baltimore & Ohio Company at Harrisburg, where the case was heard a few days ago by Judge Hughes and decided in favor of the Commonwealth. Judge Hughes, however, in view of the importance of the case, arranged for a rehearing before the full court in Richmond. This took place, and Judge Bond rendered an opinion in accord with that of Judge Hughes, fully sustaining his decision in quashing the writ. This decision is in pursuance of the recent decision of the United States Supreme Court, and is against the right of taxpayers to offer coupons in payment of taxes.

Wabash St. Louis & Pacific—At an adjourned meeting of the stockholders of this railroad company, held at St. Louis on April 10, the directors of the company were authorized to issue 6 per cent, 30-year, collateral trust bonds to the extent of $10,000,000. Mr. Jay Gould, in a circular of April 20, says of these:

"Of these bonds $4,000,000 will be reserved to meet the car trust obligations which mature in monthly instalments during the ensuing nine years, and such portion of the bonds remaining as may be necessary to pay off the floating debt will be sold.

"The collateral trust bonds will be guaranteed, principal and interest, by the St. Louis Iron Mountain & Southern Railway Co., and secured by deposit in the Mercantile Trust Company of mortgage bonds, real estate, stocks and an assignment of the interest of this company in the rolling stock to come into its possession upon payment of the obligations of the Car Trust Company. The total value of these securities is estimated at about $18,000,000, and power is given to the company in the indenture to sell any part thereof whenever it may be deemed advisable, the proceeds to be applied to the redemption of the collateral trust bonds.

"The bonds are, therefore, amply secured, first by the deposit of securities valued at nearly double the amount of the entire collateral trust loan, and second by the guarantee of the St. Louis Iron Mountain & Southern Railway Co. They will be first offered for sale to the stockholders as soon as the bonds are ready for delivery at par." * * *

—For several years that enterprising corporation, the Maverick National Bank of Boston, has published, for distribution among its patrons, an annual containing important information upon various financial matters. That for 1883 is a volume of one hundred and twenty-six pages, and a fine specimen of the printer's art. About one-third of the volume is devoted to matters pertaining to United States bonds, in which the Maverick Bank has been, and is, an extensive dealer. An answer is given to many questions which are frequently asked. For instance, we are told how many private individuals own registered bonds; the number of holders of large amounts and of small amounts; the number of bondholders in each State; the number of bondholders in the principal cities; the number of coupon bonds held in this country and in foreign countries, etc., etc. A similar space is given to State and local indebtedness. Other chapters and tables show the amount of precious metals mined, the growth of manufacturing interests in the several States for the last thirty years, &c., &c. The book, which is a very handy one for reference, may be had free of charge by sending to the Maverick National Bank, corner of Water and Congress streets, Boston Mass.

—A new map of Mexico and its northern frontier has lately been published, which is particularly valuable in view of the rapid development which is going on in that section of the country. The actual and proposed railroads are shown both in Mexico and the adjoining territory. The population of the principal cities and the products of the different sections are indicated. The map is a most useful one, and has been issued in handsome style by the publisher, Mr. J. L. Smith, 27 South Sixth street, Philadelphia.

—Messrs. John A. Hambleton & Co., of Baltimore, have issued a manual giving information of interest in regard to the Baltimore market, and all parties dealing in the securities known in Baltimore will find it desirable to have a copy of this manual.

—The card of the New England Mortgage & Investment Co. of Boston, with Western office at Des Moines, Iowa, will be found this week in the CHRONICLE.

—The Hong Kong & Shanghai Banking Company's thirty-fifth report has been received by mail. The substance of the report was referred to in the CHRONICLE, as it came by telegraph several weeks ago.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son.

Shares.

1 City Fire Ins. Co.....131
27 Jefferson Fire Ins. Co.....130
5 Eagle Fire Ins. Co.....257
600 The Nat. Autom'tic Piano and Organ M'f'g Co., for $50
13 N. Y. Life Ins. & Tr'st Co 470½
35 Tradesmen's Nat. Bank..112
100 Mechanics' Nat. Bank....149
20 N. Y. Gas-Lt. Co. (ex-div.) 123
30 Cent. Park, North & East River RR. Co.....142@143½
10 Sixth Ave. RR. Co.....246
20 Twenty-third St. RR. Co.161

Shares.

20 Union Ferry Co.....167½
5 N. Y. Concert Co., limit'd, with admission ticket... 26

Bonds.

$810 Jefferson Ins. Co. scrip. 51
$7,000 South Yuba Water and Mining Co. 6 p. ct. sink'g fund g'ld b'ds, due 1890. 72
$780 Com. Mut. Ins. Co. scrip. 80
$4,000 St. Paul City 7 p. ct. rev. b'ds, due '86 103¼ & int.
$1,000 Cin. City 6 p. ct. b'ds, due 1909.....119½ & int.

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Ced. Rap. & Mo. Riv. com. (quar.)	1½	May 1	April 15 to .....
St. Louis Alton & T. H., pref	7	M·y 1	April 26 to June 4
Miscellaneous.			
Iowa RR. Land (quar.)...	1	May 1	.....

NEW YORK, FRIDAY, APRIL 20, 1883–5 P. M.

The Money Market and Financial Situation.—The monetary situation is favorably regarded, and the majority of bankers look for continued ease in this market as the summer approaches. The commercial outlook is better as the weather improves, and the opportunity for distributing goods and merchandise is thereby facilitated. Even the iron trade is more promising, and the great works at Chicago are making plans to resume operations,

Immigration into the United States is considerably less than last year, and in March the arrivals were only 38,730, against 65,234 in 1882, a decrease of about 40 per cent; for the nine months ending with March the arrivals were 339,214, against 440,327 in the same period of 1881-82. This fact is not without weight for those railroad companies which depend so much on their land grants for future profits.

At the Stock Exchange there has been less activity and some weakness since our last report. Another important negotiation has been completed in the transfer of the control of Hannibal & St. Joseph stock by Jay Gould to the Chicago Burlington & Quincy, on the basis of about 45 for common stock and par for the preferred, payable in Chicago Burlington & Quincy, 5 per cent bonds at par. Thus terminates the long struggle which began with the cornering of Hannibal & St. Joseph common by Mr. Duff, then the hoisting of Mr. Duff with his own petard, and finally the not unusual proceeding of a transfer to and from Mr. Gould, with a little profit in the latter transaction.

The recent changes of various sorts among the leading railroad companies have led to the creation of new bonds, carrying obligations for annual interest payments, which are made use of by the bears in stocks as an argument against the respective companies.

Chicago & Northwestern will issue $10,000,000 5 per cents to pay for the Omaha stocks; interest charge $500,000 per annum.

Baltimore & Ohio issues $12,000,000 4½ per cents to pay for its extension; interest charge $540,000.

St. Paul Minneapolis & Manitoba issues $10,000,000 6 per cents (90 per cent as a bonus); interest charge $600,000.

Chicago Burlington & Quincy will issue $9,000,000 5 per cents in payment for Hannibal & St. Joseph stock; interest charge $450,000.

Wabash will issue $10,000,000 collateral trust 6 per cents to pay floating debt, for equipment, &c.; interest charge $600,000.

Canada Southern and Michigan Central issue $6,000,000 6 per cents for improvements, &c.; interest charge $360,000.

Union Pacific issues $5,000,000 new 5 per cent collateral trust bonds for floating debt, &c.; interest charge $250,000.

Lake Shore some time ago issued its $6,500,000 7 per cents to pay for the Nickel Plate stock; interest charge $455,000 per annum. Nickel Plate issues its $3,000,000 and upwards of second mortgage bonds for floating debt, &c.

There is nothing particularly significant in these several issues of bonds, but they again call attention to the circumstance that old and strong corporations are absorbing the stocks and shouldering the debts of new, or non-dividend paying, companies.

The money market has been easy, and a temporary advance in rates to stock brokers on Monday is hardly worth mentioning; the fair rates on call loans have been 4@6 per cent on stock collaterals, and 3½@4 per cent on government bonds. Prime commercial paper is quoted at 5½@6 per cent.

The Bank of England weekly statement on Thursday showed a decrease of £240,000 in specie, and the percentage of reserve to liabilities was 37 7-16, against 36 15-16 last week; the discount rate remains at 3 per cent. The Bank of France gained 4,325,000 francs gold and 2,800,000 francs silver.

The New York City Clearing-House banks in their statement of April 14 showed a decrease of $3,411,650 in the amount of deficiency in their reserves below the legal limit, the total deficiency being $289,350, against $3,701,000 April 7.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883. April 14.	Differences fr'm previous week.	1882. April 15.	1881. April 16.
Loans and dis.	$310,222,600	Dec. $316,800	$312,648,200	$306,383,400
Specie	53,062,800	Inc. 2,442,400	61,225,600	62,819,300
Circulation...	16,496,800	Dec. 35,200	20,007,000	16,880,200
Net deposits.	284,149,000	Inc. 3,168,600	291,353,400	288,821,100
Legal tenders.	17,685,100	Inc. 1,761,400	16,568,900	13,428,600
Legal reserve.	$71,037,250	Inc. $792,150	$72,838,350	$72,205,275
Reserve held.	70,747,900	Inc. 4,203,800	77,794,500	76,247,900
Surplus.....	Def. $289,350	Inc. $3,411,650	$4,956,150	$4,042,625

Exchange.—Foreign exchange has been dull and prices generally easier; the demand for exchange is light and there are more loans seeking a foreign market, though commercial bills here seem to be scarce. To-day prime bankers' 60 days sterling bills sold at $4 82½@4 82¾; demand, $4 85@4 85¼; cables, $4 85½@4 85¾. Continental bills were dull, as follows, viz.: Francs, 5 20⅝@5 21¼; reichsmarks, 94½c@94⅝ and 94⅞@95; guilders, 40@40¼.

In domestic bills New York exchange was quoted to-day as follows at the places named: Savannah, buying ⅛, selling par@⅛ premium; Charleston, buying par, selling ⅛@¼ premium; New Orleans, commercial 50@75 dis.; bank, 150 premium; St. Louis, 50 premium; Chicago, 75 premium; Boston, 20@33 dis.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

April 20.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 82⅜@4 83⅛	4 85¼@4 86
Prime commercial	4 81¾@4 82¼	4 84 @4 84½
Documentary commercial	4 81¼@4 81¾	4 83⅛@4 84
Paris (francs)	5 21¼@5 19⅜	5 19⅜@5 16⅞
Amsterdam (guilders)	40 @ 40⅛	40¼@ 40⅜
Frankfort or Bremen (reichmarks).....	94⅜@ 95	94⅞@ 95½

United States Bonds.—The business in government bonds this week has been only fair, and much less active than in the two weeks immediately preceding. The question of the surplus government revenue in the next year or two (on which the redemption of bonds depends) must remain a matter of uncertainty for some time to come, and opinions on the subject are widely different,

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Apr. 14.	Apr. 16	Apr. 17.	Apr. 18.	Apr. 19.	Apr. 20
5s, continued at 3½..	Q.-Feb.	*101½	*102¼	*102⅞	*103	*103	*103
4½s, 1891.....reg.	Q.-Mar.	*113⅜	113⅜	*113⅜	*113⅜	*113⅜	*113¼
4½s, 1891..... coup.	Q.-Mar.	*113⅜	*113⅜	*113⅜	113⅜	113⅜	113¼
4s, 1907.....reg.	Q.-Jan.	*119¾	*119¾	119¾	119⅝	119⅝	*119⅝
4s, 1907..... coup.	Q.-Jan.	119¾	119¾	*119¾	119⅝	119⅝	119⅝
3s, option U. S....reg.	Q.-Feb.	*103¼	103⅜	103½	*103⅜	103⅜	103⅜
6s, cur'cy, 1895..reg.	J. & J.	*127	*127	*127	*127	*127	*127
6s, cur'cy, 1896..reg.	J. & J.	*128	*128	*128	*128	*128	*128
6s, cur'cy, 1897..reg.	J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1898..reg.	J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1899..reg.	J. & J.	*131	*131	*131	*131	*131	*131

* This is the price bid at the morning board; no *sale* was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
Apr. 14..	*1,161,175 86	961,707 89	121,449,583 86	7,265,632 48
" 16..	1,041,351 62	1,736,053 01	120,865,738 71	7,154,776 24
" 17..	1,389,649 49	960,397 50	121,448,519 66	7,091,247 28
" 18..	1,193,504 77	675,626 50	121,903,104 68	7,064,540 53
" 19..	858,554 80	946,787 77	121,825,840 77	7,053,571 47
" 20..	841,909 12	858,150 22	121,627,214 43	7,235,956 71
Total	6 486,145 66	16,138,722 89	.....	.....

* Includes $400,000 notes received from Washington.
† Above payments includes $500,000 gold certificates taken out of cash.

State and Railroad Bonds.—State bonds have been very sluggish and there have hardly been transactions enough to make live quotations. To-day old Tennessee 6s sold at 42.

In railroad bonds there is a fair business and prices keep up well, in spite of the dull stock market. There are many anomalies in the relative prices of railroad bonds, and it is often found that the bonds on unfinished roads or roads without an established business will sell almost as high as others of the same rate per cent issued by companies having a well-established and paying traffic. Where purchases are made for investment and not for the purpose of realizing a speedy profit, the selection should be carefully made.

Railroad and Miscellaneous Stocks.—The stock market has been irregular, and prices have at times shown much weakness. There was a re-action in some stocks which had recently advanced the most rapidly, and this had more or less influence on the whole market, while at the same time the old bear party that has operated so heavily in the past six months, again renewed its attacks with the customary crop of rumors and assumptions. There were also matters of fact which had something to do with the weakness in certain stocks, and the most notable of these was the termination of the Chicago & Northwestern deliberations which resulted in the issue of $10,000,000 bonds instead of the anticipated stock dividend. In consequence of this the Northwest stocks fell off sharply, though recovering a good part of the decline prior to the close to-day. Wabash common and preferred were also weak, but closed better on Mr. Gould's circular explaining the issue of collateral trust bonds.

There was probably a heavier short interest in the market during the past few days than there had been for a month past, and to-day prices took a sharp upward turn in the last hour, helped, no doubt, by the covering of shorts. The annual reports coming out for 1882 generally make a good exhibit of earnings, but some of them show a large increase in bonded obligations, and many of these bonds have been issued for properties which probably cannot pay well for some years to come. It would therefore not be surprising if income should be reduced somewhat for a few years, while such new properties are progressing in their development.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING APRIL 20, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, April 14.	Monday, April 16.	Tuesday, April 17.	Wednesday April 18.	Thursday, April 19.	Friday, April 20.	Sales of the Week (Shares).	Range Since Jan. 1, 1883. Lowest.	Highest.	For Year 1882. Low.	High
RAILROADS.											
Albany & Susquehanna	....	....	....	....	130¼ 130¼	....	20	128 Feb. 14	131 Feb. 7	126	135
Allegany Central	20 20	....	....	....	....	....	100	10 Jan. 13	20 Apr. 12	13	34½
Boston & N. Y. Air Line, pref.	80 80	80 80	....	....	80 80	80 80½	735	78 Mar. 24	82 Jan. 17	80	80½
Burlington Cedar Rap. & No.	....	....	81 81	....	....	....	50	80 Mar. 28	83 Jan. 5	67	85½
Canadian Pacific	61 61¼	60 61⅜	60 60½	60 60½	*59 60½	60 60	2,700	54¼ Feb. 23	61½ Feb. 12	.....	.....
Canada Southern	68½ 68¾	67¾ 68¼	67⅜ 68¼	68¼ 69¼	67½ 68¼	67¼ 68⅜	17,600	63¾ Feb. 19	71¾ Jan. 19	44	73
Cedar Falls & Minnesota	15 15	....	....	....	....	....	200	12 Feb. 27	15 Jan. 3	14	30
Central of New Jersey	75¾ 78	76¾ 78⅜	76¼ 78¼	78⅛ 79¾	76½ 78½	75½ 77	168,803	68¼ Jan. 3	78¾ Apr. 13	63½	97½
Central Pacific	79¾ 79½	77⅞ 79⅜	75⅝ 78⅝	76¼ 78⅝	76¼ 77⅛	76⅜ 77⅝	65,183	74⅜ Mar. 28	88 Jan. 5	82⅜	97⅛
Chesapeake & Ohio	22 22	21⅝ 22	21½ 21½	*21⅝ 22	*21 22	*21½ 22	800	20½ Feb. 23	23¾ Jan. 20	19½	27
Do 1st pref	33¼ 33½	*31 34	32½ 32½	*32½ 33	32 32½	32½ 32¾	925	29⅞ Feb. 21	35½ Jan. 20	27¼	41⅜
Do 2d. pref	*24 25¼	24⅜ 24⅜	*23 24	*23 24	*23 24	*23½ 24½	400	22½ Feb. 26	27 Jan. 22	21	29
Chicago & Alton	*135 136½	*135 136	135 135	*134 135½	*134 136	*134 135	120	130 Feb. 20	137¼ Jan. 22	127½	145⅝
Chicago Burlington & Quincy	128⅜ 129⅛	125½ 128⅞	125¾ 127½	125⅝ 128	126 127½	125⅞ 127	25,232	115⅜ Feb. 20	129⅝ Apr. 13	120⅝	141
Chicago Milwaukee & St. Paul	101¼ 104⅝	102⅜ 104⅜	102¼ 104⅛	103½ 104⅜	102⅞ 104⅜	102⅝ 104	219,305	97⅞ Feb. 20	108½ Jan. 20	96½	128¼
Do pref.	*121¾ 121¾	....	119½ 120	120¼ 120½	119½ 120⅛	*119⅜ 120½	1,150	116⅜ Feb. 7	122 Jan. 9	114⅝	141⅝
Chicago & Northwestern	138½ 139⅝	136½ 139	135 137½	134⅜ 136⅝	133⅛ 135	133 136⅜	152,375	128⅛ Feb. 2	140⅛ Apr. 13	124	150¾
Do pref.	155½ 156¼	152 154½	151 153¼	151½ 153	150 151	150 152½	5,973	143 Feb. 20	157 Apr. 13	136	175
Chicago Rock Island & Pacific	125¼ 126	125¼ 126	124 125	124⅝ 125¼	124½ 125¾	124¼ 124⅝	4,242	118 Feb. 21	127¼ Jan. 5	122	140¼
Chicago St. Paul Minn. & Om.	51⅜ 51¾	49¾ 51¼	49½ 50½	50 50⅞	49¼ 50⅛	49¼ 50⅛	14,080	44¾ Feb. 19	55 Jan. 18	29¾	58¼
Do pref.	108¾ 108¾	107½ 107¾	106½ 107½	107¾ 108¼	106 106¾	106 107	5,061	102¾ Feb. 19	113¼ Jan. 5	97½	117
Cincinnati Sand. & Cleveland	....	....	....	....	....	....	.....	46 Feb. 15	49½ Mar. 9	44	62
Cleveland Col. Cinn. & Ind	78 78	*77½ 78¼	76½ 77	77 77¼	*76 77	....	500	68¾ Feb. 20	84 Jan. 5	65½	92¾
Cleveland & Pittsburg, guar.	....	....	....	*134 134	*132 137	134 134	185	134 Apr. 20	142 Jan. 26	138	140
Columbia & Greenville, pref.	52 53½	54 54	....	55 55	56 56	....	600	31 Feb. 26	56 Apr. 19	50	104
Columbus Chic. & Ind. Central	*5½ 6¼	*5½ 6½	5¾ 5⅞	*5¾ 6½	*5¾ 6¾	*5½ 6¼	200	3¼ Jan. 20	7¾ Mar. 5	3⅞	21⅞
Delaware Lackawanna & West.	130½ 131¼	127⅜ 130½	127⅝ 130¼	129⅛ 130⅝	127½ 129⅝	127½ 128⅞	662,800	118½ Feb. 16	131½ Apr. 13	116¼	150¼
Denver & Rio Grande	50 50½	48¾ 50	48½ 49¼	48⅝ 49⅝	48⅜ 49⅝	48⅜ 49¼	48,539	39⅞ Jan. 2	51½ Jan. 20	38¼	74⅝
Dubuque & Sioux City	....	....	*84 86	....	*83 85	*83 85	.....	84½ Apr. 11	92 Mar. 12	82	96⅝
East Tennessee Va. & Ga.	11 11¼	10⅞ 11¼	10½ 10⅞	10½ 11	10⅝ 11	10⅜ 10⅝	28,415	8½ Feb. 21	11¼ Apr. 13	8	16
Do pref.	22½ 23	21⅞ 23	21⅝ 22½	21½ 22¾	21⅜ 22¼	21 21¾	130,885	14¾ Feb. 20	23 Apr. 14	15½	26⅞
Green Bay Winona & St. Paul	10 10	10 10½	10 10	....	....	9¼ 9¼	700	5 Feb. 9	10⅞ Apr. 12	6	18
Hannibal & St. Joseph	*..... 45	*..... 46	*..... 45	40 43	41 42	41 41½	2,100	38 Mar. 6	46¾ Jan. 17	45	110
Do pref.	83½ 84¾	83¾ 85	84 85¾	86½ 91½	91½ 93	91 93	13,280	72 Jan. 3	93 Apr. 19	72	111¾
Houston & Texas Central	*75½ 77	75½ 75½	75½ 75½	*74½ 79	*74½ 78½	*74½ 78½	200	73 Feb. 17	82½ Apr. 5	61	92½
Illinois Central	147¼ 147¼	146 146	146 146	146¾ 146⅞	146 145¾	145⅜ 145⅝	931	141⅝ Jan. 3	147⅞ Apr. 11	127¾	150½
Do leased line	....	....	....	....	....	....	.....	77 Feb. 17	81 Jan. 22	.....	.....
Indiana Bloom'n & Western	34¼ 34¾	33 34	....	33 34	33⅛ 33⅜	*32½ 33½	600	27 Feb. 16	35½ Apr. 9	22	49½
Lake Erie & Western	32 32⅜	31⅜ 31½	31¼ 31⅜	....	31 31¼	30½ 31	2,570	26 Feb. 16	33¼ Jan. 18	23½	45
Lake Shore	113⅜ 114	111½ 113⅝	111 113½	112⅜ 113⅜	111¾ 113	111½ 112½	135,765	106⅝ Feb. 16	114⅞ Jan. 18	98	120⅛
Long Island	68⅝ 68½	68⅝ 69	68 68	68 68⅜	67 68	*66 68	2,524	60 Jan. 2	69 Apr. 16	49½	65
Louisville & Nashville	57¼ 57¾	56½ 57¾	56⅛ 57¼	56⅝ 57½	55⅝ 56⅝	53⅝ 54¾	68,730	51⅜ Feb. 19	58½ Jan. 20	46½	100¾
Louisville New Albany & Chic	55 55	*54 58	54⅞ 54⅞	*24 58	*54 58	*53 58	300	54⅝ Apr. 17	68 Jan. 5	57	78
Manhattan Elevated	*42 43	*41 43	*41 43	*41 43½	41 41	*40 42	200	40 Mar. 21	53⅞ Feb. 9	40	60½
Do 1st pref.	*81½ 84	*81½ 84	*81½ 83	*81½ 84	*81½ 83	*81½ 83	.....	81½ Apr. 5	90 Jan. 18	82	98½
Do common	*42 43	*41 43	*41 43	*41 43½	*40½ 43	*40 42	.....	48 Feb. 21	53 Feb. 10	40	56
Manhattan Beach Co	23 23	24 24	....	23¾ 23¾	....	....	400	15 Feb. 21	26½ Mar. 15	15	37
Memphis & Charleston	44 44¾	42 42	42¼ 44	44 44	....	42 43	3,800	36 Feb. 19	55 Jan. 8	42¼	72⅜
Metropolitan Elevated	*80½ 83	*80½ 84	*80 83	81 81	*80 84	*80½ 81	100	79½ Mar. 7	85 Jan. 8	77	93
Michigan Central	95 96⅜	94⅜ 95½	93⅞ 95¾	94½ 95¾	94 94¾	94 94¾	39,430	90 Feb. 20	100½ Jan. 19	77	105
Milwaukee L. Sh. & Western	*..... 17	*..... 16¾	*..... 16¾	*..... 16¾	*..... 16¾	*..... 16¾	100	15 Feb. 28	18 Jan 4	13	21
Do pref.	46½ 46½	*45½ 46½	*44 45½	45 45	*44 46	44¾ 44¾	400	42 Mar. 5	48½ Jan. 20	41¾	58¼
Minneapolis & St. Louis	29¾ 30	29 29¾	29 29¼	*29⅜ 29⅞	29 29¼	28½ 28½	1,625	22⅞ Feb. 20	30¾ Jan. 18	19	36¾
Do pref.	62 62¼	61½ 62⅜	61¼ 61¾	*61 62	*60¼ 61½	....	1,200	52 Feb. 20	68½ Jan. 18	59	77
Missouri Kansas & Texas	32⅝ 33	32 32⅞	31⅜ 32⅛	31¾ 32¼	31⅝ 32	31¼ 31¾	30,681	29¼ Feb. 20	34⅞ Jan. 18	26⅜	42½
Missouri Pacific	105¼ 106⅜	104⅞ 106¼	104½ 105⅜	105⅛ 106¼	104½ 105⅜	104⅝ 105	37,000	97⅜ Feb. 26	106⅞ Apr. 9	86⅝	112½
Mobile & Ohio	18½ 18¾	*..... 19	....	18 18	17⅜ 17⅝	17 17	700	15 Feb. 16	19½ Jan. 5	12	35¾
Morris & Essex	*123 125	123½ 124⅞	*123 125	*123 125	125 125	125 125	106	120 Feb. 16	125 Apr. 12	119¾	128
Nashville Chattanooga & St. L.	58 58	*56 58	*55 58	*57 58½	*55 58	57 57	1,600	55⅝ Jan. 3	61⅞ Jan. 22	47	87½
New York Central & Hudson	127¾ 127¾	126⅜ 127½	126⅜ 127¼	126⅞ 127⅝	125½ 126⅞	125¾ 126½	43,540	124¼ Feb. 3	129⅛ Mar. 10	123⅝	138
New York Chic. & St. Louis	12¾ 12⅞	12¾ 12¾	*12⅛ 12½	12¼ 12½	12½ 12½	12 12	1,070	10 Feb. 2	15½ Jan. 5	10½	17¾
Do pref.	29¼ 29½	28¾ 29¾	28⅝ 28⅝	29 29	*28 29½	*28 29½	606	23 Feb. 7	35 Jan. 4	27	37⅝
New York Elevated	*104½ 110	104 110	*104 110	*104 110	*104 110	*104 110	.....	101 Jan. 13	105 Feb. 16	100	109½
New York Lack. & Western	88¾ 88¾	89 89	....	88¾ 88¾	88⅜ 88⅝	....	1,166	85½ Mar. 1	89½ Mar. 5	.....	.....
New York Lake Erie & West.	38½ 38⅞	37½ 38⅝	37⅝ 38⅛	37⅝ 38¼	37½ 38⅛	37¼ 37⅝	46,000	34⅝ Feb. 20	40⅞ Jan. 18	33¼	43¾
Do pref.	80½ 80½	....	....	....	....	....	100	75 Feb. 19	83 Jan. 5	67	88¼
New York & New England	....	....	....	....	43 43	....	300	43 Apr. 19	52¼ Jan. 6	45	60½
New York New Haven & Hart.	....	....	*176¼ 178	....	....	*177 180	.....	169 Jan. 18	176 Apr. 7	168	186
New York Ontario & Western	28 29⅜	27⅝ 28¾	27⅝ 28¼	28¼ 29	28¼ 29	28¼ 28½	34,682	24⅜ Mar. 2	29⅜ Apr. 14	20½	31⅞
Norfolk & Western, pref.	....	43¼ 44	43 43¼	43½ 43⅞	43¼ 43¼	43¼ 43¼	3,400	37½ Feb. 26	49¾ Jan. 20	44¼	60
Northern Pacific	51⅝ 52	50⅞ 51⅝	50⅝ 51¼	51⅜ 51½	50⅞ 51½	50⅝ 51¼	25,355	44⅞ Feb. 20	52½ Apr. 13	28¾	54⅜
Do pref.	88¼ 88¾	87½ 88¼	86¾ 88¼	88¼ 89	87⅝ 88¼	87¾ 88⅜	24,485	79⅜ Feb. 20	89⅜ Apr. 11	66¾	100⅝
Ohio Central	13⅜ 14	13 14	12¾ 13⅜	12¾ 13	12¾ 12⅞	12⅝ 12⅝	7,909	9½ Feb. 16	14¼ Apr. 13	11⅜	25⅝
Ohio & Mississippi	35⅝ 36¾	35¾ 36½	34½ 35	35¼ 35¼	35¼ 35¼	34½ 35	2,700	29 Feb. 14	36¾ Apr. 13	27	42
Ohio Southern	....	14 14	....	....	13½ 13½	....	500	10 Feb. 2	14 Apr. 16	11	23½
Oregon & Trans-Continental	84⅛ 84⅝	83 84¼	82 83½	83⅛ 84⅛	82¾ 84¾	82½ 83¾	36,710	79 Feb. 20	89 Jan. 19	60	98¾
Peoria Decatur & Evansville	*23¾ 24¾	23 23	23 23	*22½	22½ 22½	22 22¼	2,500	19⅝ Feb. 19	28 Jan. 18	23	39¾
Philadelphia & Reading	55⅞ 57¼	56¼ 57½	55⅜ 57	56¼ 57¼	55⅜ 56¾	53⅜ 56¼	80,250	49⅝ Feb. 20	58½ Jan. 18	46¾	67½
Pittsburg Ft. Wayne & Chic.	135 135	135 135	135½ 135½	*135 137	*135 136	*135 136	153	134½ Apr. 11	138 Jan. 16	130	139
Rensselaer & Saratoga	....	....	....	....	....	....	.....	139½ Jan. 3	144 Mar. 3	131½	144
Rich. & Allegh., st'k trust ctfs.	14¾ 15	15½ 15½	....	14 14	13⅞ 14	....	900	10 Feb. 20	15½ Apr. 16	13	40
Richmond & Danville	61½ 63	62¾ 64	60½ 62	62½ 63	62¼ 62½	62 62	7,550	47 Jan. 13	64 Apr. 16	52	250
Richmond & West Point	32¾ 34	34 34⅞	33¾ 34⅜	34⅞ 35⅝	33¾ 35	33½ 34½	32,181	21 Feb. 16	35⅜ Apr. 18	23	263
Rochester & Pittsburg	21⅛ 21½	21 21⅜	21 21⅝	20⅞ 21⅝	20½ 21⅛	20 20⅝	23,620	16¾ Feb. 16	23 Apr. 4	17½	38⅝
St. Louis Alton & Terre Haute	*70 71	*69 71	70 70½	71 71	70½ 70½	*69 70¼	700	48 Jan. 3	71¾ Mar. 10	20½	50
Do pref.	102 102	100¼ 100¼	100½ 102	102½ 103	101¾ 101¾	101½ 101½	1,100	90 Jan. 3	103 Apr. 11	55	94½
St. Louis & San Francisco	35 35	*33 35	*33 34½	*33 34	33 33	*32½ 35	800	29½ Feb. 28	35 Apr. 14	31	48⅞
Do pref.	54 54⅜	53¼ 53¼	52½ 52¾	53¼ 53¼	52¾ 53	52¾ 52¾	1,250	48 Feb. 23	54⅞ Jan. 12	43	66½
Do 1st pref.	*98 100	*96 98	96½ 96½	97¾ 98½	*97½ 98	96 96	550	89 Feb. 28	100½ Jan. 11	79½	108¼
St. Paul & Duluth	*38 40	....	....	*37 39	*37 39	*37 39	.....	35 Feb. 15	40⅞ Jan. 9	26	42¾
Do pref.	96 96	....	*97½ 97½	96½ 96½	*96 97	*95½ 97	213	91 Feb. 20	97½ Jan. 4	68	93¼
St. Paul Minneap. & Manitoba	164¾ 168	167¾ 169½	167 169	167 169	165 167	‡123 167	21,860	‡123 Apr. 20	169½ Apr. 16	108½	168¼
Texas & Pacific	42 42⅝	41⅜ 42½	40⅝ 41⅜	40⅞ 41½	40½ 41⅜	40¼ 40¾	40,550	36¾ Jan. 3	43 Jan. 18	34	55
Union Pacific	99⅛ 100¼	97⅝ 99¼	97¼ 99⅛	97⅝ 99¼	97¼ 98½	97⅜ 98⅜	293,373	91¼ Feb. 7	104¾ Jan. 18	91¼	119¾
Virginia Midland	30 30¾	29⅞ 30	....	30¾ 30¾	30 30¾	....	1,200	20 Jan. 9	31 Apr. 13	25	62½
Wabash St. Louis & Pacific	32¼ 33	31½ 32½	30⅞ 31⅞	31¼ 31⅞	30⅝ 31⅝	29¾ 31	21,462	28½ Feb. 28	36¾ Jan. 18	23⅜	39⅞
Do pref.	52⅜ 53	51 52½	50½ 51⅝	51⅜ 51⅞	50 51½	48½ 50¼	46,370	44¾ Feb. 26	57½ Jan. 18	45⅞	71⅝
MISCELLANEOUS.											
American Tel. & Cable Co.	....	....	66¾ 66¾	....	66¾ 66¾	66 66	418	64⅜ Feb. 26	69½ Jan. 15	65	74
Colorado Coal & Iron	37⅞ 39¼	36¾ 39⅜	36⅞ 38	37½ 38¼	36¾ 37¼	35⅞ 37	10,400	28¼ Feb. 7	39⅜ Apr. 16	25	53⅞
Delaware & Hudson Canal	112⅛ 112⅜	110½ 110¾	110¼ 110½	110½ 110½	....	110¼ 110½	1,369	105⅜ Feb. 13	112⅜ Apr. 14	102⅜	119¾
Homestake Mining	15½ 15½	....	....	....	....	....	5	15 Mar. 6	19 Jan. 19	15⅜	19¾
Mutual Union Telegraph	18¾ 18¾	19⅛ 19½	21 21	20½ 21¼	20⅛ 20⅛	....	975	17½ Mar. 27	25 Jan. 17	19⅞	30¼
New Central Coal	....	....	....	....	....	....	.....	12½ Mar. 27	14 Jan. 4	13½	23
Ontario Silver Mining	....	....	....	....	27 27	....	650	18 Feb. 10	35½ Jan. 8	33	40
Oregon Improvement Co.	....	....	....	....	....	....	.....	80¼ Apr. 4	91½ Mar. 5	.....	.....
Oregon Railway & Nav. Co.	....	141 141	141 141	143 143	142¾ 142¾	140 140	420	132 Feb. 20	144¾ Apr. 12	128	163½
Pacific Mail	43⅛ 43⅝	42⅝ 43	41¼ 42¾	42 42⅝	41⅝ 42¼	41⅝ 41¾	7,700	39 Jan. 25	44⅜ Apr. 9	32¾	48¾
Pullman Palace Car	124½ 125⅜	124½ 126	124¼ 124½	124¾ 125	125⅛ 125⅛	....	2,830	117 Feb. 23	126 Jan. 20	117	145
Quicksilver Mining	*8¾ 10	*8¾ 9¼	....	*8¼ 9½	*8¼ 9½	*8 10	.....	8 Feb. 1	9½ Mar. 3	8	14¼
Do pref.	*42½ 44½	*43 44½	....	*42½ 44½	*42½ 44½	*42¼ 45	.....	37½ Jan. 20	46½ Mar. 6	40	62¾
Western Union Telegraph	83⅝ 84	82¾ 83¾	82⅝ 83½	83⅛ 83⅜	82¾ 83⅜	82⅞ 83¼	28,977	79¼ Feb. 5	85½ Mar. 13	76½	93¾
EXPRESS.											
Adams	130 130	*128 130	*129 130	*128 130	130 130½	*129 130	60	127 Mar. 17	135 Jan. 5	133	148½
American	91 91	90 90	91⅞ 91⅞	*90½ 92½	91 91¾	91½ 91½	123	88 Mar. 16	93 Jan. 5	90	97½
United States	60¼ 60¼	*60 63	*60½ 62	62 62	60½ 60½	*59 61	410	58 Apr. 3	65½ Jan. 6	62	80¼
Wells, Fargo & Co.	125¼ 125¼	*124 125½	125 125	124 124¾	*124 125	124½ 124½	68	122 Feb. 19	126 Jan. 8	125	132
COAL AND MINING.											
Consolidation Coal	*25	*25 27	*25	*25	*25	*25	.....	25 Mar. 13	27⅝ Jan. 19	27½	36⅝
Little Pittsburg Mining	....	....	....	....	....	....	.....	....	....	1½	2¼
Mariposa Land and Mining	....	....	....	....	....	....	.....	....	....	1¼	2½
Maryland Coal	....	....	....	....	....	....	.....	15 Apr. 13	17 Jan. 15	13	26
Pennsylvania Coal	....	....	....	....	....	....	.....	270 Feb. 2	270 Feb. 2	240	245
Standard Consol. Mining	....	7 7	....	....	7 7	....	900	5½ Feb. 17	7 Apr. 10	4½	19¾
Cameron Coal	....	....	....	....	....	....	.....	14 Feb. 27	18 Jan. 3	18	37¼
Central Arizona Mining	....	....	....	....	....	....	.....	¼ Mar. 26	½ Jan. 12	½	1½
Deadwood Mining	....	....	....	....	....	....	.....	....	....	4	6¾
Excelsior Mining	....	....	....	....	....	....	.....	....	....	¼	2⅞
Robinson Mining	....	....	....	....	....	....	.....	....	....	1	4
Silver Cliff Mining	....	....	....	....	....	....	.....	....	....	2	2¾
Stormont Mining	....	....	....	....	....	....	.....	....	....	1½	1½

* These are the prices bid and asked; no sale was made at the Board. † Lowest price is ex-privilege. ‡ Ex-privilege.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama—		
Class A, 3 to 5, 1906	82¾	84
Class A, 3 to 5, small	83	.....
Class B, 5s, 1906	101	.....
Class C, 4s, 1906	83	.....
6s, 10-20s, 1900	104	.....
Arkansas—		
6s, funded, 1899-1900	.....	20
7s, L. Rock & Ft. S. iss.	.....	58
7s, Memp. & L. Rock RR	50	.....
7s, L. R. P. B. & N. O. RR	.....	.....
7s, Miss. O. & R. R. RR.	48	.....
7s, Arkansas Cent. RR.	20	22
Connecticut—6s, 1883-4	.....	.....
Georgia—6s, 1886	102	.....
7s, new, 1886	106½	.....
7s, endorsed, 1886	106½	.....
7s, gold, 1890	114½	116
Louisiana—		
7s, consol., 1914	64¾	.....
7s, small	60	.....
Louisiana—Continued—		
Ex-matured coupon	58½	.....
Michigan—		
7s, 1890	.....	.....
Missouri—		
6s, due 1883	103	.....
6s, due 1886	107½	.....
6s, due 1887	108½	.....
6s, due 1888	109½	.....
6s, due 1889 or 1890	110½	.....
Asyl'm or Univ., due '92	113	.....
Funding, 1894-95	117	.....
Hannibal & St. Jo., '86	110	.....
Do do '87	110½	.....
New York—		
6s, gold, reg., 1887	110	.....
6s, gold, coup., 1887	110	.....
6s, loan, 1891	112	.....
6s, loan, 1892	113	.....
6s, loan, 1893	116	.....
N. Carolina—6s, old, J. & J.	31	.....
6s, old, A. & O.	31	.....
N. Carolina—Continued—		
No Carolina RR., J. & J†	155	.....
Do A. & O. †	130	.....
Do 7 coup's off, J. & J.	155	.....
Do 7 coup's off, A. & O.	130	.....
Funding act, 1866-1900	11	12
Do 1868-189×	11	12
New bonds, J. & J., '92-8	16	.....
Do A. & O.	16	.....
Chatham RR	3½	.....
Special tax, class 1, '98-9	5½	.....
Do class 2	5½	8
Do to W. N. C. RR	5¼	7
Do Western RR	5	.....
Do Wil. C. & Ru. R.	5	.....
Do W'n. & Tar R.	5	8
Consol. 4s, 1910	78½	80
Small	77	.....
Ohio—		
6s, 1886	109	.....
Rhode Island—		
6s, coupon, 1893-99	116	.....
South Carolina—		
6s, Act Mar. 23, 1869 } non-fundable, 1888 }	.....	.....
Brown consol'n 6s, 1893	103	104
Tennessee—6s, old, 1892-8	41	42
6s, new, 1892-8-1900	41	42
6s, new series, 1914	41	42
C'mp'mise, 3-4-5-6s, 1912	45	46
Virginia—6s, old	35	.....
6s, new, 1866	.....	.....
6s, new, 1867	.....	.....
6s, consol. bonds	50	.....
6s, ex-matured coupon	.....	.....
6s, consol., 2d series	.....	.....
6s, deferred	.....	.....
District of Columbia—		
3-65s, 1924	.....	.....
Small bonds	.....	.....
Registered	.....	.....
Funding 5s, 1899	.....	.....
Do small	.....	.....
Do registered	.....	.....

RAILROAD BONDS.

Railroad Bonds. (Stock Exchange Prices.)		
Ala. Central—1st, 6s, 1918	.....	.....
Alleg'y Cen.—1st, 6s, 1922	*	99½
Atch. T. & S. Fe—4½, 1920	*83	.....
Sinking fund, 6s, 1911	*100	.....
Atl. & Pac.—1st, 6s, 1910	97½	97¾
Balt. & O.—1st, 6s, Prk. Br.	113	.....
Bost. Hartf. & E.—1st, 7s	.....	50
Guaranteed	.....	.....
Bur. C. Rap. & No.—1st, 5s	101	102
Minn. & St. L.—1st, 7s, gu	120½	.....
Iowa C. & West.—1st, 7s	.....	.....
C. Rap. Ia. F. & N.—1st, 6s	.....	.....
1st, 5s, 1921	.....	.....
Buf. N. Y. & Phil.—1st, 6s	.....	102
Central Iowa—1st, 7s, '99	.....	103½
Char. Col. & Aug.—1st, 7s	*109	.....
Ches. & Ohio—Pur. m'y fd.	*112	.....
6s, gold, series A, 1908	106⅜	.....
6s, gold, series B, 1908	92¼	93
6s, currency, 1918	52¾	54
Mortgage 6s, 1911	.....	.....
Chicago & Alton—1st, 7s	*118⅜	.....
Sinking fund, 6s, 1903	*114¼	116
La. & Mo. Riv.—1st, 7s	*115	120
2d, 7s, 1900	.....	.....
St. L. Jack. & Chic.—1st	114	.....
1st, guar. (564), 7s, '94	*115	.....
2d (360), 7s, 1898	.....	.....
2d, guar. (188), 7s, '98	.....	.....
Miss. R. Br'ge—1st, s.f. 6s	.....	.....
C. B. & Q.—Consol. 7s, 1903	127	128½
5s, sinking fund, 1901	.....	106
Ia. Div.—S. F., 5s, 1919	*100½	.....
S. F., 4s, 1919	86	87½
Denver Div.—4s, 1922	84	84¾
4s, 1921	.....	80½
C. R. I. & P.—6s, cp., 1917	124	125
6s, reg., 1917	124	.....
Keo. & Des M.—1st, 5s	100½	102½
Central of N. J.—1st, '90	116	.....
1st consol. assented, '93	112⅝	.....
Conv., assented, 7s, 1902	114¾	.....
Adjustment, 7s, 1903	107	.....
Leh. & W. B.—Con. g'd. as	103½	105
Am. D'k & Imp.—5s, 1921	87	.....
C. M. & St. P.—1st, 8s, P. D.	131	.....
2d, 7 3-10, P. D., 1898	120	.....
1st, 7s, $ g., R. D., 1902	125	.....
1st, La C. Div., 7s, 1893	119½	120¾
1st, I. & M., 7s, 1897	120	.....
1st, I. & D., 7s, 1899	120	.....
1st, C. & M., 7s, 1903	122	.....
Consol. 7s, 1905	121	.....
2d, 7s, 1884	100	.....
1st, 7s, I. & D. Ext., 1908	120½	.....
S. W. Div., 1st, 6s, 1909	108¼	108½
1st, 5s, La C. & Dav., 1919	.....	.....
1st, S. Minn. Div. 6s, 1910	107¾	108
1st, H. & D., 7s, 1910	118⅞	119
Ch. & Pac. Div., 6s, 1910	110½	112½
1st, Chic. & P. W., 5s, 1921	94¼	94¾
Min'l Pt. Div., 5s, 1910	.....	92¼
C. & L. Sup. Div., 5s, 1921	.....	.....
Wis. & Min. D., 5s, 1921	.....	.....
C. & N'west.—S. f., 7s, '85	103½	.....
Interest bonds, 7s, 1883	103½	.....
Consol. bonds, 7s, 1915	131	133
Extens'n bonds, 7s, '85	.....	.....
1st, 7s, 1885	*105½	107
Coupon, gold, 7s, 1902	125	126⅛
Reg., gold, 7s, 1902	.....	.....
Sinking fund, 6s, 1929	110	.....
Sinking fund, reg	*	109¾
Sinking fund, 5s, 1929	100⅛	100½
Sinking fund, reg	*100	100½
Escan'a & L. S.—1st, 6s	*	114
Des M. & Min's—1st, 7s	.....	.....
Iowa Midland—1st, 8s	.....	130
Peninsula—1st, conv. 7s	120	.....
Chicago & Mil.—1st, 7s	120	125
Win. & St. P.—1st, 7s, '87	107½	108½
2d, 7s, 1907	123	.....
Mil. & Mad.—1st, 6s, 1905	.....	113
C. C. C. & Ind's—1st, 7s, s.f.	*121	.....
Consol. 7s, 1914	*121½	122½
C. St. P. M. & O.—Consol., 6s	108½	108¾
C. St. P. & M.—1st, 6s, 1918	*116	117
N. Wis.—1st, 6s, 1930	.....	.....
St. P. & S. C.—1st, 6s, 1919	110	111
Chic. & E. Ill.—1st, s.f., cur.	99	.....
Chic. St. L. & P.—1st, con 5s	.....	.....
1st, con., 5s, reg., 1932	.....	.....
Col. & Green.—1st, 6s, 1916	*103	.....
2d, 6s, 1926	.....	83
Col. H. Val. & Tol.—1st, 5s	82½	85
Del. L. & W.—7s, conv., '92	*115	.....
Mortgage 7s, 1907	*122	.....
Syr. Bing. & N. Y.—1st, 7s	.....	125
Morris & Essex.—1st, 7s	135	138
2d, 7s, 1891	113	.....
Bonds, 7s, 1900	*115	.....
7s of 1871, 1901	.....	120½
1st, consol., guar., 7s	123½	124
N. Y. Lack. & W.—1st, 6s	.....	116
Del. & H.—1st, 7s, 1884	103¾	.....
7s, 1891	*113¾	115
1st, ext., 7s, 1891	.....	115
Coup., 7s, 1894	114	.....
Reg., 7s, 1894	113½	.....
Del. & H.—Continued—		
1st, Pa. Div., cp., 7s, 1917	124	.....
Pa. Div., reg., 7s, 1917	.....	126
Alb. & Susq., 1st, 7s	110½	.....
2d, 7s, 1885	104	104¼
1st, cons., guar. 7s, 1906	.....	.....
1st cons., 6s, 1906	*	112½
Rens. & Sar.—1st, coup.	139	.....
1st, reg., 1921	.....	.....
Denv. & Rio Gr.—1st, 1900	113½	115
1st consol., 7s, 1910	96	97½
Denv. So. P. & Pac.—1st, 7s	97	99
Det. Mac. & Marq.—1st, 6s	.....	.....
Land grant, 3½s, S. A	.....	75
E. T. Va. & G.—1st, 7s, 1900	116	.....
1st, cons., 5s, 1930	74¾	75
Divisional 5s, 1930	92½	.....
Eliz. C. & N.—S. f., deb. c. 6s	.....	.....
1st, 6s, 1920	.....	.....
Eliz. Lex. & Big S.—6s	*94	94½
Erie—1st, extended, 7s	*126	127
2d, extended, 5s, 1919	*107	.....
4th, extended, 5s, 1920	106⅛	.....
5th, 7s, 1888	111	.....
1st cons., gold, 7s, 1920	126¾	127½
1st cons., fd. coup., 7s	.....	.....
Reorg., 1st lien, 6s, 1908	.....	109
Long Dock b'ds, 7s, '93	*117	120
Buf. N. Y. & E.—1st, 1916	*133	.....
N. Y. L. E. & W.—New 2d 6	*	98¾
2d, consol., fd. cp., 5s	.....	.....
Buf. & S. W.—M. 6s, 1908	.....	.....
Ev. & T. H.—1st, cons., 6s	98½	98¾
Fl't & P. M'rq.—M. 6s, 1920	.....	.....
Gal. Har. & S. Ant.—1st, 6s	.....	.....
2d, 7s, 1905	.....	.....
Mex. & Pac.—1st, 5s	*	85
2d, 6s, 1931	.....	.....
Gr'n Bay W. & S. P.—1st, 6s	*	85
Gulf Col. & S. Fe—7s, 1909	.....	113¾
Han. & St. Jos.—8s, conv.	105⅝	107
Consol. 6s, 1911	108¾	109
Hous. & T. C.—1st, M. L., 7s	108½	109
1st, West. Div., 7s	106½	.....
1st, Waco & N., 7s	114½	.....
2d consol., main line, 8s	119¼	125
2d, Waco & No., 8s, 1915	.....	.....
General, 6s, 1921	*	100
Hous. E. & W. Tex.—1st, 7s	*	102
Ill. Cent.—Sp. Div.—Cp. 6s	*	116
Middle Div.—Reg., 5s	.....	.....
C. St. L. & N. O.—Ten., 7s	*115	.....
1st consol., 7s, 1897	*115	.....
2d, 7s, 1907	*	125
Gold, 5s, 1951	*104	.....
2d Div., 7s, 1894	*114	.....
Ced. F. & Minn.—1s'. 7s	*111½	114
Ind. Bl. & W.—1st prf. 7s	118	.....
1st, 4-5-6s, 1909	.....	90
2d, 4-5-6s, 1909	*72	73½
East'n Div.—6s, 1921	.....	93
Indianap. D. & Spr.—1st, 7s	99	100
2d, 5s, 1911	.....	.....
Int. & Gt. No.—1st, 6s, gold	110	.....
Coupon, 6s, 1909	*87¼	88
Kent'ky Cen.—M., 6s, 1911	.....	.....
Lake Shore & Mich. So.—		
Mich S. & N. I.—S. fd., 7s	107⅛	107⅜
Cleve. & Tol.—Sink. fd.	106½	.....
New bonds, 7s, 1886	104½	.....
Cleve. P. & Ash.—7s	112	.....
Buff. & Erie—New bds.	119	.....
Kal. & W. Pigeon—1st	.....	.....
Det. M. & T.—1st, 7s, 1906	.....	.....
Lake Shore—Div. bonds	119	121
Consol., coup., 1st, 7s	*124	.....
Consol., reg., 1st, 7s	123½	.....
Consol., coup., 2d, 7s	120½	121¼
Consol., reg., 2d, 7s	120	121
Long Isl. R.—1st, 7s, 1898	*115	.....
1st consol., 5s, 1931	.....	.....
Louisv. & N.—Cons. 7s, '98	115	115½
2d, 7s, gold, 1883	102	.....
Cecilian Br'ch—7s, 1907	102½	.....
N. O. & Mob.—1st, 6s 1930	.....	95
E. H. & N.—1st, 6s, 1919	100	101½
General, 6s, 1930	95¾	96
Pensac'la Div.—6s, 1920	*	98
St. L. Div.—1st, 6s, 1921	*102	.....
2d, 3s, 1980	*51½	.....
Nashv. & Dec.—1st, 7s	114½	117
S. & N. Ala.—S. f., 6s, 1910	.....	.....
Leban'n-Knox—6s, 1931	100	.....
Louisv. C. & L.—6s, 1931	100	.....
L. Erie & W.—1st, 6s, 1919	.....	100
Sandusky Div.—6s, 1919	.....	96
Laf. Bl. & M.—1st, 6s, 1919	100	.....
Louisv. N. Alb. & C.—1st, 6s	101½	103
Manhat. B'ch Co.—7s, 1909	.....	88
N. Y. & M. B'h—1st, 7s, '97	100	125
Marietta & Cin.—1st, 7s,	.....	.....
1st, sterling	.....	.....
Metr'p'lit'n El.—1st, 1908	99	99¾
2d, 6s, 1899	87	.....
Mex. Cen.—1st, 7s, 1911	76	.....
Mich. Cent.—Con. 7s, 1902	125¾	127
Consolidated 5s, 1902	*105	107
6s, 1909	.....	.....
Coupon, 5s, 1931	*98	.....
Registered, 5s, 1931	*95	.....
Jack. Lan. & Sag.—6s, '91	.....	.....
Mil. & No.—1st, 6s, 1910	.....	95
Mil. L. S. & W.—1st, 6s, 1921	100¾	.....
Minn. & St. L.—1st, 7s, 1927	119	120
Iowa Ext.—1st, 7s, 1909	...	117
2d, 7s, 1891	*102	.....
S'thw. Ext.—1st, 7s, 1910	112	112¼
Pac. Ext.—1st, 6s, 1921	99¾	100
Mo. K. & T.—Gen., 6s, 1920	.....	83½
Cons. 7s, 1904-5-6	.....	108½
Cons. 2d, income, 1911	61½	62¼
H. & Cent. Mo.—1st, '90	*106½	.....
Mobile & Ohio.—New, 6s	*	108½
Collat. Trust, 6s, 1892	.....	.....
Morgan's La. & T.—1st, 6s	.....	.....
Nash. Chat. & St. L.—1st, 7s	116	117
2d, 6s, 1901	.....	.....
N. Y. Central—6s, 1883	105⅝	.....
6s, 1887	107½	.....
6s, real estate, 1883	102½	.....
6s, subscription, 1883	102½	.....
N. Y. C. & H.—1st, cp., 7s	130⅜	.....
1st, reg., 1903	*	131
Huds. R.—7s, 2d, s.f., '85	107	.....
Can. So.—1st, int. g'ar. 5s	98⅛	98⅜
Harlem—1st, 7s, coup	130	132
1st, 7s, reg., 1900	*130¾	132
N. Y. Elev'd—1st, 7s, 1906	*117	118
N. Y. Pa. & O.—Pr. l'n. 6s, '95	.....	.....
N. Y. C. & N.—Gen., 6s, 1910	47	.....
Trust Co., receipts	46	48
N. Y. & New Eng.—1st, 7s	.....	.....
1st, 6s, 1905	.....	.....
N. Y. C. & St. L.—1st, 6s, 1921	98	98¼
N. Y. W. Sh. & Buff.—Cp. 5s	78⅝	79
Nevada Cent.—1st, 6s	*	103
N. Pac.—G. l. g., 1st, cp. 6s	105⅞	106
Registered, 6s, 1921	.....	.....
N. O. Pac.—1st, 6s, g., 1920	.....	88⅜
Norf. & W.—G'l, 6s, 1931	102¾	103⅜
Ohio & Miss.—Consol. s. f.	117	.....
Consolidated 7s, 1898	*116	.....
2d consolidated 7s, 1911	*121	123
1st, Springfield Div., 7s	*118	.....
Ohio Central—1st, 6s, 1920	90	.....
1st Ter'l Tr., 6s, 1920	84	.....
1st Min'l Div., 6s, 1921	.....	.....
Ohio So.—1st, 6s, 1921	83½	.....
Oreg'n & Cal.—1st, 6s, 1921	*96	.....
Or. & Trans'l—6s, '82-1922	95	95½
Oreg. Imp. Co.—1st, 6s	*91½	92
Panama—S. f., sub. 6s, 1910	.....	.....
Peoria Dec. & Ev.—1st, 6s	*	105
Evans. Div., 1st, 6s, 1920	*	100
Peoria & Pek. U'n—1st, 6s	*100	102
Pac. RRs.—Cen. P.—G., 6s	114	.....
San Joaquin Branch	.....	108¾
Cal. & Oregon—1st, 6s	.....	105½
State Aid bds., 7s, '84	.....	.....
Land grant bonds, 6s	*	104½
West. Pac.—Bonds, 6s	110¼	.....
So. Pac. of Cal.—1st, 6s	103½	104½
Union Pacific—1st, 6s	114½	114¾
Land grants, 7s, '87-9	107⅜	107½
Sinking funds, 8s, '93	116½	116¾
Registered 8s, 1893	*116	.....
Collateral Trust, 6s	104	.....
do 5s, 1907	94½	.....
Kans. Pac.—1st, 6s, '95	108¼	109½
1st, 6s, 1896	109¾	110½
Den. Div., 6s, as'd, '99	110½	.....
1st consol., 6s, 1919	101⅜	101¾
C. Br. U. P.—F. c., 7s, '95	100	.....
At. C. & P.—1st, 6s, 1905	92	94
At. J. Co. & W.—1st, 6s	.....	.....
Oreg. Short L.—1st, 6s	99½	99¾
Ut. So.—Gen., 7s, 1909	103	.....
Exten., 1st, 7s, 1909	*	102½
Mo. Pac.—1st, cons., 6s	107	.....
3d, 7s, 1906	116½	117¾
Pacific of Mo.—1st, 6s	*105½	106
2d, 7s, 1891	.....	114
St. L. & S. F.—2d, 6s, cl. A	100	102
3-6s, class C, 1906	99	.....
3-6s, class B., 1906	99	100½
1st, 6s, Peirce C. & O.	.....	.....
Equipment, 7s, 1895	.....	.....
Gen. mort., 6s, 1931	.....	.....
So. Pac. of Mo.—1st	104	105
Tex. & Pac.—1st, 6s, 1905	*105	.....
Consol., 6s, 1905	94	.....
Income & Ld. gr., reg.	65	67
1st, Rio G. Div., 6s, 1930	83	83⅛
Pennsylvania RR.—		
Pa. Co's gu'r. 4½s, 1st c.	96	96½
Registered, 1921	*	96½
Pitt. C. & St. L.—1st, c. 7s	.....	.....
1st, reg., 7s, 1900	.....	.....
2d, 7s, 1913	.....	.....
Pitts. Ft. W. & Ch.—1st	136	137
2d, 7s, 1912	133	.....
3d, 7s, 1912	129¼	130
Clev. & Pitts.—Cons. s. f.	126	.....
4th, sink. fd., 6s, 1892	109	.....
Col. C. & I. C.—1st, consol.	149	.....
2d consol., 7s, 1909	.....	.....
1st, Tr'st Co. ctfs., ass'd	.....	.....
2d, Tr'st Co. ctfs., ass'd	.....	.....
1st, Tr't Co. ctfs. suppl.	.....	.....
St. L. V. & T. H.—1st, g., 7s	.....	.....
2d, 7s, 1898	.....	.....
2d, guar., 7s, 1898	.....	.....
Pitts. B. & B.—1st, 6s, 1911	.....	.....
Rome W. & Og.—Con. 1st	68	70
Roch. & Pitts.—1st, 6s, 1921	105½	107
Rich. & Al.—1st, 7s, 1920	77½	80
Rich & Danv.—Cons. g., 6s	95⅝	96
Debenture 6s, 1927	65¾	66
Atl. & Ch.—1st, p., 7s, '97	.....	.....
Incomes, 1900	.....	.....
Scioto Val.—1st, cons., 7s	90	.....
St. L. & Iron Mt.—1st, 7s	114⅞	.....
2d, 7s, 1897	*110	.....
Arkansas Br.—1st, 7s	110	110⅝
Cairo & Fulton—1st, 7s	109½	109¾
Cairo Ark. & T.—1st, 7s	109½	109½
Gen. r'y & l. gr., 5s, 1931	77½	78
St. L. Alton & T. H.—1st	.....	.....
2d, pref., 7s, 1894	.....	109
2d, income, 7s, 1894	.....	108
Bellev. & S. Ill.—1st, 8s	113	122½
St. P. Minn. & Man.—1st, 7s	109	.....
2d, 6s, 1909	*	112
Dakota Ext.—6s, 1910	111	111½
Min's Un.—1st, 6s, 1922	110	.....
St. P. & Dul.—1st, 5s, 1931	.....	.....
So. Car. Ry.—1st, 6s, 1920	*101	.....
2d, 6s, 1931	95	.....
Tex. Cen.—1st, s.f., 7s, 1909	108	109
1st mort., 7s, 1911	107	109
Tol. Del. & Bur.—Main, 6s	.....	54½
1st, Dayt. Div., 6s, 1910	.....	.....
1st, Ter'l trust, 6s, 1910	.....	.....
Va. Mid.—M. inc., 6s, 1927	53½	61
Wab. St. L. & P.—Gen'l, 6s	82	.....
Chic. Div.—5s, 1910	.....	83
Hav. Div.—6s, 1910	.....	.....
Tol. P. & W.—1st, 7s, 1917	107	107½
Iowa Div.—6s, 1921	.....	88
Ind'polis Div.—6s, 1921	.....	.....
Detroit Div.—6s, 1921	.....	.....
Cairo Div.—5s, 1931	79½	.....
Wabash—M., 7s, 1909	.....	95
Tol. & W.—1st, ext., 7s	.....	109
1st, St. L. Div., 7s, '89	102	103
2d, ext., 7s, 1893	*102	.....
Equip. b'ds, 7s, 1883	*55½	.....
Consol. conv., 7s, 1907	.....	100
Gt. West.—1st, 7s, '88	105½	106½
2d, 7s, 1893	103	.....
Q. & T.—1st, 7s, 1890	.....	104
Han. & Naples—1st, 7s	.....	.....
Ill. & So. Ia.—1st Ex., 6s	.....	.....
St. L. K. C. & N.—R. e. 7s	.....	109
Om. Div.—1st, 7s	108½	.....
Clar'da Br.—6s, 1919	*	100
St. Chas. Br.—1st, 6s	.....	100
No. Missouri—1st, 7s	118½	120
West. Un. Tel.—1900, cp.	115½	.....
1900, reg	111½	115x
N. W. Telegraph—7s, 1904	.....	.....
Mut. Un. T.—S. F., 6s, 1911	86½	87⅝
Spring Val. W. W.—1st, 6s	.....	.....
Oregon RR. & N.—1st, 6s	106⅜	107¼
INCOME BONDS. (Interest payable if earned.)		
Ala. Cent.—Inc. 6s, 1918	.....	.....
Alleg'y Cent.—Inc., 1912	.....	.....
Atl. & Pac.—Inc., 1910	.....	25
Central of N. J.—1908	85½	89½
Col. C. & I. C.—Inc. 7s, '90	.....	.....
Reorga'n Tr'st Co. Cert.	72	74
Cent. Ia.—Coup. debt ctfs.	*	60
Ch. St. P. & M.—L. g. inc., 6s	.....	.....
Chic. & E. Ill.—Inc., 1907	.....	.....
Des M. & Ft. D.—1st, inc., 6s	.....	.....
Det. Mac. & Marq.—Inc.	.....	.....
E. T. V. & Ga.—Inc., 6s, 1931	36⅞	37¼
El. C. & No.—2d, inc., 1970	.....	.....
G. Bay W. & St. P.—2d, inc.	.....	24
Ind. Bl. & W.—Inc., 1919	*	48
Consol., Inc., 6s, 1921	.....	47
Ind's Dec. & Spr'd—2d inc	31	39
Trust Co. certificates	.....	.....
Leh. & Wilkesb. Coal—'88	82½	.....
Lake E. & W.—Inc. 7s, '99	.....	45
Sand'ky Div.—Inc., 1920	38	.....
Laf. Bl. & Mun.—Inc. 7s, '99	*45	50
Mil. L. S. & W.—Incomes	*80	.....
Mob. & O.—1st prf. deben.	70	.....
2d pref. debentures	.....	48
3d pref. debentures	.....	.....
4th pref. debentures	.....	.....
N. Y. Lake E. & W.—Inc. 6s	70	.....
N. Y. P. & O.—1st inc. sc., 7s	*	55
Ohio Cent.—Income, 1920	31	33
Min'l Div.—Inc. 7s, 1921	.....	.....
Ohio So.—2d inc., 6s, 1921	31	.....
Ogdens. & L. C.—Inc., 1920	.....	.....
Small	.....	.....
Peoria D. & Ev.—Inc., 1920	.....	60
Evans. Div.—Inc., 1920	.....	.....
Peoria & Pek. Un.—Inc., 6s	.....	.....
Roch. & Pitts.—inc., 1921	*	47
Rome W. & Og.—inc., 7s	.....	42
So. Car. Ry.—Inc., 6s, 1931	66	.....
St. Louis I. M. & So.—		
1st, 7s, pref., int. accum.	.....	.....
2d, 6s, int. accum'lative	.....	.....
St. L. & Ry.—Ser. B., inc. '94	.....	.....
Plain incomes, 6s, inc.	*	37
Sterlin Mt. Ry.—Inc., '95	.....	.....
St. L. A. & T. H.—Div. bds	.....	76
Tol. Del. & B.—Inc., 6s, 1910	11½	.....
Dayton Div.—6s, 1910	.....	.....
Tex. & St. L.—L. g., inc. 1920	.....	.....

* No price Friday—these are latest quotations made this week.

† Coupons on since 1869

New York Local Securities.

Bank Stock List.

COMPANIES. Marked thus (*) are not National.	Par.	PRICE. Bid.	Ask.
America*	100	152	152½
Amer. Exchange	100	126	.....
Broadway	25	.....	.....
Butchers' & Drov's'	25	.....	.....
Central	100	176	.....
Chase	100	.....	.....
Chatham	25	137	.....
Chemical	100	.....	.....
Citizens'	25	.....	.....
City	100	.....	.....
Commerce	100	.....	.....
Continental	100	.....	.....
Corn Exchange*	100	.....	.....
East River	25	.....	.....
Eleventh Ward*	25	.....	.....
Fifth	100	.....	.....
Fifth Avenue*	100	.....	.....
First	100	.....	.....
Fourth	100	.....	130
Fulton	30	.....	.....
Gallatin	50	165	.....
Garfield	100	110	125
German American*	75	.....	.....
German Exchange*	100	.....	.....
Germania*	100	.....	.....
Greenwich*	25	.....	.....
Hanover	100	.....	.....
Imp. & Traders'	100	260	270
Irving	50	.....	.....
Island City*	50	.....	.....
Leather Manuf'rs'	100	150	.....
Manhattan*	50	149	155
Marine	100	150	.....
Market	100	.....	.....
Mechanics'	25	149	.....
Mechanics' & Trads'	25	.....	.....
Mercantile	100	.....	117
Merchants'	50	130	.....
Merchants' Exch	50	.....	100
Metropolis*	100	.....	.....
Metropolitan	100	.....	.....
Murray Hill*	100	.....	.....
Nassau*	100	115	.....
New York	100	.....	.....
N. Y. Nat. Exch	100	.....	.....
Ninth	100	120	.....
North America*	70	121½	123
North River*	30	140	.....
Oriental*	25	.....	.....
Pacific*	50	160	.....
Park	100	163	166½
People's*	25	.....	.....
Phenix	20	.....	.....
Produce*	50	.....	.....
Republic	100	.....	.....
St. Nicholas*	100	.....	.....
Seventh Ward	100	110	.....
Second	100	.....	.....
Shoe & Leather	100	.....	.....
State of New York*	100	.....	.....
Third	100	.....	.....
Tradesmen's	40	.....	115
Union	50	155	.....
United States	100	145	.....
Wall Street	50	103	105
West Side*	100	.....	.....

Insurance Stock List.
[Prices by E. S. Bailey, 7 Pine St.]

COMPANIES.	Par.	PRICE. Bid.	Ask.
American	50	145	150
Amer. Exchange	100	107	111
Bowery	25	150	160
Broadway	25	170	175
Brooklyn	17	165	175
Citizens'	20	140	150
City	70	113	120
Clinton	100	120	125
Commercial	50	90	97
Continental	100	235	245
Eagle	20	230	250
Empire City	100	70	80
Exchange	30	85	100
Farragut	25	117	125
Firemen's	17	70	80
Firemen's Trust	10	75	82½
Franklin & Emp	100	110	116
German-American	100	195	200
Germania	50	140	145
Globe	50	110	120
Greenwich	25	240	280
Guardian	100	60	65
Hamilton	15	110	115
Hanover	50	130	135
Hoffman	50	75	85
Home	100	140	145
Howard	50	70	80
Importers' & Trad's'	50	80	85
Irving	100	60	70
Jefferson	30	126	133
Kings C'nty (Bkn.)	20	180	210
Knickerbocker	40	75	80
Lamar	100	70	75
Long Isl'd (B'klyn)	50	110	112½
Lorillard	25	55	60
Manufac. & Build	100	107	113
Manhattan	100	1	5
Mech. & Traders'	25	120	126
Mechanics' (Bklyn)	50	130	140
Mercantile	50	60	65
Merchants'	50	100	105
Montauk (Bklyn.)	50	102	105
Nassau (Bklyn.)	50	140	150
National	37½	82	90
N. Y. Equitable	35	145	150
N. Y. Fire	100	70	80
N. Y. & Boston	100	1	6
New York City	100	60	65
Niagara	50	150	160
North River	25	103	108
Pacific	25	160	170
Park	100	108	117
Peter Cooper	20	155	165
People's	50	108	115
Phenix	50	140	145
Relief	50	55	65
Republic	100	75	80
Rutgers'	25	120	125
Standard	50	100	105
Star	100	65	73
Sterling	100	55	60
Stuyvesant	25	120	126
Tradesmen's	25	65	70
United States	25	125	130
Westchester	10	120	126
Williamsburg City	50	220	260

Gas and City Railroad Stocks and Bonds.
[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date. *	Bid.	Ask.
Brooklyn Gas-Light	25	2,000,000	Var's	5	Nov., '82	118	119
Citizens' Gas-L. (Bklyn.)	20	1,200,000	Var's	3	Jan., '83	77	80
Bonds	1,000	315,000	A. & O.	3½	April, '83	105	110
Harlem	50	1,850,000	F. & A	3	Feb. '83	98	100
Jersey City & Hoboken	20	750,000	J. & J.	7½	Jan., '83	155	165
Manhattan	50	4,000,000	J. & J.	5	Feb., '83	235	240
Metropolitan	100	2,500,000	M. & S.	8	Feb., '83	190	.....
Bonds	500	750,000	F. & A.	3	.....	105	110
Mutual (N. Y.)	100	3,500,000	Quar.	2½	April, '83	116	120
Bonds	1,000	1,500,000	M. & N.	6	1982	104	106
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '82	60	65
Scrip	Var's	700,000	M. & N.	3½	Nov., '82	90	95
New York	100	4,000,000	M. & N.	5	Nov., '82	127	128
People's (Bklyn.)	10	1,000,000	J. & J.	3½	Jan., '76	50	53
Bonds	1,000	375,000	M. & N.	3½	Nov., '82	106	110
Bonds	Var's	125,000	Var's	3	April, '83	90	95
Central of New York	50	466,000	F. & A.	3	Aug., '82	80	90
Williamsburg	50	1,000,000	Quar.	1½	Feb., '82	70	75
Bonds	1,000	1,000,000	A. & O.	5	April, '83	105	110
Metropolitan (Bklyn.)	100	1,000,000	M. & N.	3	Jan., '83	82½	85
Municipal	100	3,000,000	.....	5	April, '83	179	182
Bonds	.....	750,000	M. & N.	6	1888	106	110
Fulton Municipal	100	3,000,000	.....	.....	.....	70	75
Bonds	.....	300,000	J. & J.	6	.....	101	103

[Quotations by H. L. Grant, Broker, 145 Broadway.]

					*		
Bl'cker St.& Fult.F.—Stk	100	900,000	J. & J.	¾	Jan., '83	24	26
1st mort.	1,000	694,000	J. & J.	7	July, 1900	107	112
Br'dway & 7th Av.—St'k.	100	2,100,000	Q.—J.	2	April, '83	143	146
1st mort	1,000	1,500,000	J. & D.	7	June, '83	102	103
Brooklyn City—Stock	10	2,000,000	Q.—F.	3½	Feb., '83	210	216
1st mort	1,000	300,000	M. & N.	7	.....	102	110
Br'dway (Bkln.)—Stock	100	200,000	Q.—J.	3	April, '83	190	200
Bklyn. Crosstown—Stock	100	400,000	Q.—J.	2	April, '83	150	.....
1st mort. bonds	1,000	300,000	Q.—J.	7	1888	105	112
Bushw'k Av. (Bkln)—S'k	100	500,000	J. & J.	2½	April, '83	150	.....
Cent. Pk. N. & E. Riv.—Stk	100	1,800,000	Q.—J.	2	April, '83	141	144
Consol. mort. bonds	1,000	1,200,000	J. & D.	7	Dec., 1902	115	117
Christ'ph'r & 10th St—Stk	100	650,000	F. & A.	2½	Feb., '83	108	112
Bonds	1,000	250,000	J. & J.	7	1898	106	112
DryDk. E.B. & Bat'y—Stk	100	1,200,000	Q.—F.	4	Feb., '83	250	263
1st mort., consol	500&c.	900,000	J. & D.	7	June, '93	114	116
Eighth Av.—Stock	100	1,000,000	Q.—J.	3	April, '83	250	.....
1st mort	1,000	1,000,000	J. & J.	7	June, '84	100	110
42d & Grand St. F'ry—Stk	100	748,000	M. & N.	6	Nov., '82	225	.....
1st mort	1,000	236,000	A. & O.	7	April, '93	110	115
Central Crosstown—Stk.	100	600,000	.....	.....	.....	78	82½
1st mort	1,000	250,000	M. & N.	7	Nov., 1904	103	108
Houst. W. St. & P. F'y—Stk	100	2 0,000	.....	.....	.....	85	.....
1st mort	500	500,000	J. & J.	7	July, '94	111½	112½
Second Av.—Stock	100	1,199,500	J. & J.	5	Jan., '83	180	185
3d mort	1,000	150,000	A. & O.	7	April, '85	103	.....
Consol	1,000	1,050,000	M. & N.	7	Nov., '88	105½	108
Sixth Av.—Stock	100	750,000	M. & N.	5	Nov., '82	240	250
1st mort	1,000	500,000	J. & J.	7	July, '90	110	115
Third Av.—Stock	100	2,000,000	Q.—F.	5	Feb., '82	270	.....
1st mort	1,000	2,000,000	J. & J.	7	July, '90	110	113
Twenty-third St.—Stock	100	600,000	F. & A.	4	Feb., '83	155	162
1st mort	1,000	250,000	M. & N.	7	May, '93	113	114

* This column shows last dividend on *stocks*, but date of maturity of *bonds*.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.	Bid.	Ask.
BOSTON.		
Atch. & Topeka—1st, 7s.	120	.....
Land grant, 7s	112	.....
Atlantic & Pacific—6s	.....	95
Income	24	24¼
Boston & Maine—7s	.....	.....
Boston & Albany—7s	.....	.....
6s	.....	.....
Boston & Lowell—7s	.....	.....
6s	.....	.....
Boston & Providence—7s	.....	.....
Burl. & Mo.—Ld. gr., 7s	116	.....
Nebraska, 8s	113	.....
Nebraska, 6s	102½	.....
Nebraska, 4s	.....	81½
Chic. Burl. & Q.—D. Ex.	.....	83½
Conn. & Passumpsic—7s	.....	.....
Connotton Valley—6s	.....	26
8s	22½	.....
California Southern—6s	.....	.....
East'rn, Mass.—6s, new	.....	112½
Fort Scott & Gulf—7s	.....	112
Hartford & Erie—7s	.....	.....
K. City Lawr. & So.—5s	101½	105
K. City St. Jo. & C. B.—7s	111½	111¾
Little R. & Ft. S.—7s, 1st	91	.....
Mass. Central—6s	24½	.....
Mexican Central—7s	73¾	.....
N. Y. & N. England—6s, 7s	106	106½
	114⅝	114¾
N. Mexico & So. Pac.—7s	112¾	.....
Ogdensb. & L. Ch.—Con. 6s	.....	.....
Income	.....	.....
Old Colony—7s	.....	.....
6s	.....	.....
Pueblo & Ark. Val.—7s	113	.....
Rutland—6s, 1st	.....	96
Sonora—7s	103½	.....
T. Cinn. & St. L—1st, 6s.	40	44
Income	12¼	12½
Dayton Division	.....	.....
Main line	.....	.....
STOCKS.		
Atchison & Topeka	84½	84⅝
Boston & Albany	178	.....
Boston Clinton & Fitchb.	.....	.....
Boston & Lowell	95	.....
Boston & Maine	.....	166½
Boston & Providence	.....	165½
Cheshire, preferred	.....	.....
Chic. & West Michigan	51	.....
Cinn. Sandusky & Cleve.	23	.....
Concord	.....	.....
Connecticut River	.....	.....
Conn. & Passumpsic	.....	88
Connotton Valley	2	.....
Eastern, Mass.	.....	.....
Eastern, New Hampsh.	.....	.....
Fitchburg	124½	.....
Flint & Pere Marquette.	26	.....
Preferred	99	99½
Fort Scott & Gulf—Pref.	.....	.....
Common	.....	.....
Iowa Falls & Sioux City.	25	.....
Little Rock & Ft. Smith.	30	35
Maine Central	.....	.....
Manchester & Lawrence.	.....	.....
Marq. Hought'n & Onton.	53	54
Preferred	.....	111
Nashua & Lowell	.....	.....
N. Y. & New England	44	44¼
Northern of N. Hampsh.	.....	112
Norwich & Worcester	.....	.....
Ogdensb. & L. Champlain	.....	.....
Old Colony	137½	.....
Portland Saco & Portsm.	.....	111
Pullman Palace Car	124⅞	125
Rutland—Preferred	.....	50
Revere Beach & Lynn	.....	.....
Tol. Cinn. & St. Louis	3⅞	4
Verm't & Massachusetts	.....	.....
Worcester & Nashua	.....	58
Wisconsin Central	21	.....
Preferred	.....	29½
PHILADELPHIA.		
RAILROAD STOCKS. †		
Allegheny Valley	4	5
Buffalo Pittsb. & West'n	16¼	16½
Preferred	30½	30½
Camden & Atlantic	.....	.....
Preferred	.....	50
Catawissa	22½	.....
1st preferred	58	60
2d preferred	56	57½
Delaware & Bound Brook	130	.....
East Pennsylvania	50¾	.....
Elmira & Williamsport	40	.....
Preferred	58	.....
Har P. Mt. Joy & Lanc'r	.....	.....
Huntingd'n & Broad Top	14½	16
Preferred	28½	30
Lehigh Valley	66¼	66⅝
Preferred	.....	.....
Little Schuylkill	60¼	60¾
Minehill & Sch. Haven	63¼	64
Nesquehoning Valley	.....	53¼
Norfolk & West'n—Com.	.....	.....
Preferred	42¾	43¾
Northern Central	56¼	56⅝
North Pennsylvania	.....	68¾
Pennsylvania	64	64⅝
Philadelphia & Erie	.....	20¾
Phila. Ger. & Norristown	107	.....
Phila. Newtown & N.Y.	.....	.....
Phila. & Reading	28⅜	28½
Phila. & Trenton	.....	.....
Phila. Wilm. & Balt.	63	.....
Pittsb. Cin. & St. L.—Com.	.....	.....
St. Paul & Duluth—Com.	37	.....
Preferred	.....	.....
United N. J. Companies	.....	189½
West Chester—Cons. pref.	.....	.....
West Jersey	49	.....
West Jersey & Atlantic	37	.....
CANAL STOCKS.		
Lehigh Navigation	43¼	43⅜
Pennsylvania	.....	.....
Schuylkill Navigation	.....	.....
Preferred	16	16½
RAILROAD BONDS.		
Allegh. Val.—7 3-10s, '96	123	.....
7s, E. ext., 1910	.....	120
Inc. 7s, end., coup., 94	44¼	44⅝
Belvid'e Del.—1st, 6s, 1902	.....	121
2d, 6s, 1885	102	.....
3d, 6s, 1887	105	.....
Buff. N. Y. & Phil.—1st, 6s	.....	.....
2d, 7s, 1908	.....	.....
Cons. 6s, 1921	.....	.....
1st, Tr. 6s, 1922	.....	.....

SECURITIES.	Bid.	Ask.
Buff. Pitts. & W.—Gen. 6s	.....	.....
Cam. & Amboy—6s, c., '89	.....	.....
Mort., 6s, 1889	111½	112
Cam. & Atl.—1st, 7s, g., '93	119	.....
2d, 6s, 1904	112	.....
Cons., 6 p. c.	105	.....
Cam. & Burl. Co.—6s, '97	.....	.....
Catawissa—1st, 7s, con. c.	.....	.....
Chat. M., 10s, 1883	.....	.....
New 7s, reg. & coup.	123	.....
Chart'rs V.—1st, 7s, 1901	.....	.....
Connect'g 6s, cp., 1900-01	117	118
Delaware, 6s, rg & cp., V	.....	.....
Del. & Bound Br.—1st, 7s	124	125
East Penn.—1st, 7s, 1888	.....	.....
Easton & Amb'y—6s, 1920	105	.....
El. & Wmsp't—1st, 6s, 1910	116½	120
5s, perpetual	.....	100
Harrisb'g—1st, 6s, 1883	.....	102
H. & B. T.—1st, 7s, g., 1890	114½	.....
Cons. 6s, 1895	85½	87
Ithaca & Ath.—1st, gld., 7s	.....	.....
Junction—1st, 6s, 1892	.....	.....
2d, 6s, 1900	114½	116
Leh. V.—1st, 6s, C. & R., '98	122	.....
2d, 7s, reg., 1910	133	.....
Cons. 6s, C. & R., 1923	124½	.....
N. O. Pac.—1st, 6s, 1920	88	89
No. Penn.—1st, 6s, cp., '85	103½	104
2d, 7s, cp 1896	120	.....
Gen., 7s, reg., 1903	123½	.....
Gen., 7s, cp, 1903	.....	.....
Debenture 6s, reg.	104½	.....
Norfolk & West.—Gen. 6s	103	103½
Oil City & Chic.—1st, 6s	.....	.....
Oil Creek—1st, 6s, coup.	103	106
Pennsylv.—Gen., 6s, reg.	123½	.....
Gen., 6s, cp., 1910	.....	124½
Cons., 6s, reg., 1905	118	.....
Cons., 6s, coup., 1905	.....	.....
Cons., 5s, reg., 1919	.....	107
Pa. & N. Y. C.—7s, 1896, 7, 1906	121½	.....
	125	.....
Perkiomen—1st, 6s, cp. '87	103	.....
Phil & Erie—2d, 7s, cp, '88	112½	113
Cons., 6s, 1920	.....	.....
Cons., 5s, 1920	103	103½
Phila. Newt. & N.Y.—1st	.....	.....
Phil. & R.—1st, 6s, 1910	.....	121
2d, 7s, coup., 1893	.....	117½
Cons., 7s, reg., 1911	125½	127
Cons., 7s, coup., 1911	125	125⅝
Cons., 6s, g., I. R.C. 1911	112	.....
Imp., 6s, g., coup., 1897	.....	.....
Gen., 6s, g., coup., 1908	96⅝	96¾
Gen., 7s, coup., 1909	102⅞	103
Income, 7s, coup., 1896	.....	95
Cons. 5s, 1st ser., c., 1922	79½	.....
Cons. 5s, 2d ser., c., 1933	64	65
Conv. Adj. Scrip, '85-88	86	87
Debenture coup., 1893	.....	70
Deb. coup. off, 1893	.....	.....
Scrip, 1882	112	115
Conv., 7s, R. C., 1893	73	75
Conv. 7s, coup. off, 1893	.....	.....
Conv. 7s, cp. off, Jan., '85	55½	59
Phil. Wil. & Balt.—4s, tr. ct	93⅞	94
Pitts. Cin. & St. L.—7s, rex	121	.....
Pitts. Titus. & B.—7s, cp	97	97¾
Rich. & Dan.—Cons. int. 6s	.....	.....
Shamokin V. & Potts.—7s	123	125
Sunbury & Erie—1st, 7s.	.....	125
Sunb. Has. & W.—1st, 5s	88	.....
2d, 6s, 1938	28	.....
Syr. Gen. & Corn.—1st, 7s.	.....	.....
Union & Titusv.—1st, 7s.	97¾	98½
United N. J.—Cons. 6s, '94	.....	.....
Cons. 6s, gold, 1901	.....	.....
Cons. 6s, gold, 1908	.....	.....
Gen., 4s, gold, 1923	96½	.....
Warren & F.—1st, 7s, '96	112	.....
West Chester—Cons. 7s	114	114
W. Jersey—1st, 6s, cp., '96	116	.....
1st, 7s, 1899	123	.....
Cons. 6s, 1909	112	.....
W. Jersey & Atl.—1st, 6s, C.	.....	109
Western Penn.—6s, coup.	105	.....
6s, P. B., 1896	105	.....
Gen., 7s, coup., 1901	.....	.....
CANAL BONDS.		
Ches. & Del.—1st, 6s, 1886	80	.....
Lehigh Nav.—6s, reg., '84	101¾	.....
Mort. RR., reg., 1897	116¾	.....
Cons., 7s, reg., 1911	119	.....
Greenw'd Tr., 7s, reg.	.....	.....
Morris—Boat Loan rg., '85	.....	.....
Pennsylv.—6s, cp., 1910	85	.....
Schuylk. Nav.—1st, 6s, rg.	107	.....
2d, 6s, reg., 1907	90¾	91
BALTIMORE.		
RAILR'D STOCKS. Par		
Baltimore & Ohio—100	202½	.....
1st pref.	130	.....
2d pref	120	127
Parkersburg Br.—50	8¼	9
Northern Central—50	56	.....
Western Maryland—50	14	.....
Central Ohio—Com 50	.....	51½
Pittsburg & Connellsville	.....	.....
RAILROAD BONDS.		
Atlanta & Charl.—1st, Inc.	107¾	108½
	76	78½
Balt. & Ohio—6s, '85, A. & O	103	.....
Charl. Col. & Aug.—1st,	110	111
2d	99	100
Columbia & Greenv.—1sts	104½	104⅞
2ds	80	81
N. W. Va.—3d, guar., J. & J.	.....	.....
Pittsb. & Con'ells.—7s, J. & J	121¾	.....
No. Central—6s, '85, J. & J.	104½	.....
6s, 1900, A. & O	114	114½
6s, gold, 1900, J. & J.	115¼	.....
Cen. Ohio.—6s, 1st, M. & S.	108¾	109½
W. Md.—6s, 1st, g., J. & J.	.....	113½
1st, 1890, J. & J.	.....	.....
2d, guar., J. & J.	.....	.....
2d, pref	110¼	.....
2d, guar. by W. Co., J. & J.	110	.....
6s, 3d, guar., J. & J.	115	.....
Mar. & Cin.—7s, '91, F. & A.	131½	132½
2d M & N	105¼	106
8s, 3d, J. & J.	54	54½
Richm. & Danv.—Gold, 6s	95¼	.....
Union RR.—1st, gua. J. & J	117	.....
Canton endorsed	.....	.....
Virginia & Tenn.—6s	101	.....
8s	124	.....
Wil. & Weldon—Gold, 7s	120	.....
Wilm. C. & Aug.—8s	110	111

* Ex-dividend. † Per share. ‡ In default. § Ex-rights.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained.

Roads.	Latest Earnings Reported. Week or Mo	1883.	1882.	Jan. 1 to Latest Date. 1883.	1882.
		$	$	$	$
Ala.Gt.Southern	March.....	85,822	68,885	251,721	196,190
Atch.Top.& S.Fe	March.....	.....	.....	3,136,255	3,335,773
Buff. Pittsb.& W	January...	78,821	62,150	78,821	62,150
Bur.Ced.R.& No.	1st wk Apr	55,775	46,096	693,091	748,657
Ced. R. & Mo. R.	January...	224,723	255,444	224,723	255,444
Central of Ga...	February..	334,500	269,953	645,700	602,739
Central Iowa....	March.....	115,826	89,677	273,691	279,061
Central Pacific.	March.....	2,021,000	1,969,737	5,234,633	5,529,881
Chesap. & Ohio	March.....	270,675	215,444	765,101	603,243
Chicago & Alton	2d wk Apr.	159,461	152,596	2,149,073	1,974,986
Chic. Bur. & Q..	March.....	2,347,087	1,566,217	5,583,788	4,682,351
Chic. & East. Ill.	2d wk Apr	31,032	29,147	453,023	472,581
Chic.& Gr.Trunk	wk Apr 7..	60,014	52,287	729,893	533,983
Chic. Mil.&St. P.	2d wk Apr.	472,000	355,834	5,596,000	5,102,111
Chic. & Northw.	2d wk Apr.	409,736	372,967	5,566,153	5,547,809
Ch.St.P.Min.&O.	2d wk Apr.	94,350	84,519	1,213,023	1,243,619
Chic. & W. Mich.	1st wk Apr	29,573	27,541	.....	.....
Cin.Ind.St.L.&C.	March.....	229,610	201,723	564,904	608,394
Cincinnati South	2 wks Mar.	121,145	104,429	.....	.....
Clev.Akron& Col	1st wk Apr	9,792	10,120	128,734	119,281
Col. Hock.V.&T.	1st wk Apr	55,378	61,375	717,942	658,201
Danbury & Nor.	January...	17,277	13,417	17,277	13,417
Denv. & Rio Gr.	2d wk Apr.	139,400	127,100	1,636,600	1,678,549
Denv.& R.Gr.W.	2d wk Apr.	9,500	.....	85,800	.....
Des Mo.& Ft. D.	1st wk Apr	5,017	5,759	73,528	106,031
Det. Lan. & No..	1st wk Apr	28,690	27,272	361,941	395,220
Dub. & Sioux C.	1st wk Apr	22,011	21,658	264,026	303,425
Eastern	4th wkMar	88,990	81,440	784,230	684,543
E.Tenn.Va.&Ga.	2d wk Apr.	64,113	50,817	1,108,975	842,168
Eliz. Lex. & B.S	March.....	52,994	31,416	156,522	86,877
Evansv. & T. H.	2d wk Apr.	13,212	15,004	197,623	211,557
Flint & P. Marq.	1st wk Apr	58,948	42,888	645,686	571,133
Ft.W. & Denver.	2d wk Apr.	7,000	.....	.....	.....
Georgia.....	March.....	148,041	114,257	425,738	350,155
Grand Trunk...	1st wk Apr	357,397	303,769	4,450,585	4,025,838
Gr.Bay W.&St.P.	1st wk Apr	9,385	6,940	94,513	94,689
GulfCol&San.Fe	1st wk Apr	30,106	16,887	466,815	278,901
Hannibal&St.Jo	2d wk Apr.	46,200	38,205	682,858	540,070
Hous.E.&W.Tex	February..	21,788	15,290	46,636	33,576
Illinois Cen.(Ill.)	4 wk Apr.	114,900	139,774	1,805,585	1,9 9,623
Do (Iowa)	2d wk Apr	38,800	34,445	525,642	551,829
Do So. Div.	2d wk Apr	66,100	61,864	1,291,053	996,408
Ind.Bloom.& W.	1st wk Apr	54,187	54,674	774,061	630,792
K.C.Ft.S. & Gulf	1st wk Apr	30,460	29,028	501,557	450,904
K. C. Law. & So.	March.....	.....	.....	337,407	226,435
L. Erie & West'n	1st wk Apr	20,756	24,165	385,626	350,106
L. R. & Ft.Smith	March.....	47,327	36,706	138,090	108,292
L.Rk.M.Riv.&T.	March	32,006	15,950	99,413	57,525
Long Island....	2d wk Apr.	41,053	40,366	510,727	470,627
Louisa. & Mo. R.	January...	49,569	41,361	49,569	41,361
Louisv.& Nashv	2d wk Apr.	212,835	226,775	3,715,362	3,444,398
Mar.Hough.& O	March.....	20,000	24,052	56,203	72,133
Memp. & Charl.	1st wk Apr	20,807	18,996	338,623	300,691
Mexican Cent..	4th wkMar	45,165	.....	433,095	.....
Do No.Div	3d wk Mar	3,947	.....	43,907	.....
Mexican Nat'l..	1st wk Apr	17,414	.....	188,849	.....
Mil. L.Sh.& West	2d wk Apr.	19,320	16,800	247,150	239,314
Missouri Pacific	2d wk Apr.	133,760	120,804	2,499,789	1,827,267
Central Br'ch.	2d wk Apr.	21,663	14,362	406,128	237,642
Int. & Gt. No...	2d wk Apr.	64,715	58,023	1,091,736	829,139
Mo. Kan. & T..	2d wk Apr.	122,654	108,121	1,922,177	1,474,281
St.L.Ir.Mt.& S.	2d wk Apr.	128,386	139,168	2,086,264	1,882,526
Tex. & Pacific.	2d wk Apr.	93,660	94,694	1,674,221	1,116,619
Whole System	2d wk Apr.	565,339	531,172	9,680,318	7,367,476
Mobile & Ohio..	March.....	180,113	148,166	568,284	466,421
Nash.Ch.& St.L§	March.....	206,164	177,336	598,814	523,063
N.Y.L.E.& West	January...	1,524,869	1,318,997	1,524,869	1,318,997
N. Y.& N. Engl'd	March.....	284,868	265,222	774,875	696,325
Norfolk & West	1st wk Apr	38,604	38,103	633,593	531,103
Northern Cent..	February..	486,865	413,551	986,117	820,919
Northern Pacific	2d wk Apr.	174,400	105,240	1,619,543	1,097,925
Ohio Central....	2d wk Apr.	12,221	22,365	251,986	248,105
Ohio & Miss	February..	283,999	260,139	.....	.....
Ohio Southern..	1st wk Apr	9,075	8,111	113,625	92,453
Oregon & Cal...	February..	¶57,390	.....	139,790	.....
Oregon Imp. Co.	February..	233,140	210,950	473,683	441,133
Oregon R.&N.Co	March.....	418,100	420,385	1,058,400	1,103,058
Pennsylvania ..	February..	3,712,215	3,306,750	7,641,572	6,680,071
Peo. Dec. & Eve.	1st wk Apr	13,560	13,695	164,539	202,633
Phila. & Read..	February..	1,453,862	1,290,421	3,062,637	2,793,496
Do C. & Iron	February..	923,319	878,584	1,874,538	1,826,975
Philadelp.& Erie	February..	295,683	246,246	615,403	498,973
Richm.& Danv.	2 wks Apr.	190,400	†93,500	1,037,819	1,008,617
Ch'l Col.&Aug.	2 wks Apr.	†15,293	†14,318	264,063	218,667
Columb. & Gr.	2 wks Apr.	14,164	†12,023	268,877	233,045
Va. Midland...	2 wks Apr.	†31,370	†25,457	365,723	308,133
West No. Car.	2 wks Apr.	†7,967	†4,818	81,781	50,356
St.Johnsb.&L.C.	January...	16,763	13,575	16,763	13,575
St. L.Alt. & T.H	1st wk Apr	23,919	23,512	388,868	334,640
Do (brchs.)	1st wk Apr	13,910	13,561	225,054	212,465
St. Louis & Cairo	1st wk Apr	7,393	6,939	87,491	95,465
St.L.&San Fran.	2d wk Apr.	61,965	51,958	993,476	885,113
St. Paul & Dul.	2d wk Apr.	16,350	15,357	258,878	2 4,043
St. P. Minn.& M	2d wk Apr.	206,000	137,638	2,029,251	1,617,784
So. Pac.Cal. N.D	January...	86,989	73,882	86,989	73,882
Do So. Div...	January...	299,733	320,560	299,733	320,560
Do Arizona..	January...	180,001	216,074	180,001	216,074
Do N. Mex..	January...	56,574	66,469	56,574	66,469
Scioto Valley...	1st wk Apr	8,885	9,916	123,722	123,129
South Carolina.	February..	149,758	126,773	279,190	252,240
Union Pacific...	13 dys Apr	931,699	996,741	7,046,441	7,245,213
Utah Central ...	February..	98,880	129,482	198 061	239,471
Vicksb'rg& Mer.	March.....	43,762	36,173	139,609	126,494
Wab.St.L.& Pac	4th wkMar	374,899	350,281	3,857,777	3,678,509
West Jersey	February..	62,055	52,915	123,975	106,363
Wisconsin Cent.	March.....	138,082	92,539	.....	.....

* Earnings on 2,895 miles this year against 2,917 in 1882.
† Freight earnings. § All lines included.
¶ Small earnings due to freshets

Coins.—The following are quotations in gold for va rious coins

Sovereigns	$4 92½@$4 86½	Silver ½s and ¼s.	— 99¾@ par.
Napoleons	3 83 @ 3 87	Five francs	— 92 @ — 95
X X Reichmarks.	4 72 @ 4 76	Mexican dollars..	— 85½@ — 86⅜
X Guilders	3 95 @ 3 99	Do uncommerc'l.	— 84½@ — 85¼
Span'h Doubloons.	15 55 @15 75	Peruvian soles	— 80 @ — 82
Mex. Doubloons..	15 45 @15 60	English silver	4 75 @ 4 82
Fine silver bars ..	1 09¾@ 1 11	Prus. silv. thalers.	— 68 @ — 70½
Fine gold bars....	par@¼ prem.	U. S. trade dollars	— 99¼@ — 99⅝
Dimes & ½ dimes.	— 99⅛@ par	U. S. silver dollars	— 99¾@ par.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on April 14:

Banks.	Capital.	Average amount of— Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
	$	$	$	$	$	$
New York	2,000,000	9,020,000	1,643,000	3,2 0,0	8,043,000	485,000
Manhattan Co.	2,050,000	6,943,000	983,000	4,0 0,0	5,4 9,000	.....
Merchants	2,000,000	6,280,100	714,500	6 ,900	4,9 5,700	859,500
Mechanics'	2,000,000	7,14 ,000	1,066,000	395,000	5,825,00	.....
Union	1,200,000	4,288,300	654,200	249,500	3,329,800	.....
America	3,000,000	8,827,300	644,100	444,700	5,57 ,600	1,100
Phœnix	1,000,000	2,91 ,000	468,000	181,500	2,455,000	267,600
City	1,000,000	7,724,100	2,801,200	382,000	7,897 00	.....
Tradesmen's	1,000,000	2,962,800	300,100	126,500	1,997,700	788,300
Fulton	600,000	1,633,300	333,500	74,400	1,24 ,000	.... .
Chemical	300,000	12,818,900	3,7 0,500	402,800	13 137,400	.....
Merch'nts' Exch.	1,000,000	3,34 ,200	417,200	3 4,500	2 958,600	281,700
Gallatin Nation'l	1,000,000	4,161,500	464,400	136,800	2,467,500	793,100
Butchers'&Drov.	300,000	1,772,900	350,500	6 ,000	1,574,400	235,200
Mechanics' & Tr.	200,000	1,027,000	120,000	89,000	880,000	128,000
Greenwich	200,000	1,004,900	25,400	165,600	986,200	2,600
Leather Man'f'rs	600,000	2,981,200	350,000	283,000	2,18 ,500	536 000
Seventh Ward	300,000	1,0 3,700	150,200	110,000	1,064,000	20,000
State of N. York.	860,000	3,780,300	400,000	131,700	3 402,2 0	.....
American Exch .	5,000,000	12,872,000	1,959,000	519,000	9,389,000	.....
Commerce	5,000,000	14,217,400	1,5 8,800	611,900	7,183,800	1,012,400
Broadway	1,000,000	5,536,400	789,300	132,800	3,724,100	900,000
Mercantile	1,000,000	5,984,500	1,292,900	332,600	5,97 ,100	701,000
Pacific	422,700	2,203,500	395,500	108,800	2,375,600	.....
Republic	1,500,000	4,525,800	450,700	322,900	2,908,700	630,300
Chatham	450,000	3,455,100	64,000	159,200	3,882,400	45,000
People's	200,000	1,425,300	129,100	119,500	1,892,500	5,400
North America..	700,000	2,86 ,400	228,000	172,000	2,470,700	.....
Hanover	1,000,000	5,658,200	1,078,200	680,000	9 3,8 0	180,000
Irving	500,000	3,253,200	634,600	300,200	3,197,300	417,700
Metropolitan	3,000,000	12,4 7,000	1,947,000	351,000	8,724,000	2,214,400
Citizens'	1 0,000	2,307,600	321,700	213,700	2 314,400	268,100
Nassau	500,000	2,2 7,700	69,200	159,000	2,382,800	.....
Market	500,000	2,818,000	450,900	78,100	2,198,300	450,000
St. Nicholas	500,000	2,327,600	194,500	58,800	1 917,600	.....
Shoe & Leather..	500,000	2,955,000	595,000	232,000	3,140 0,0	450,000
Corn Exchange..	1,000,000	4,13 ,300	414,800	135,000	3,002,000	4,400
Continental	1,000,000	5,777,900	1,476,700	168,900	6,402,700	450,000
Oriental	300,000	2,3 3,400	104,700	281,300	1,985,400	.....
Marine	400,000	3,208,000	499,000	152,000	3,426,000	270,000
Importers' & Tr..	1,500,000	18,8 ,000	4,759,500	43 ,300	19,611,300	1,325 900
Park	2,000,000	16,852,0 0	4,163,100	1,1 3,000	20,912,100	45,000
Wall St. Nation'l	500,000	1,712,3 0	278,100	90,800	1,888,600	.....
North River.	240,000	1,592,000	25,000	169,000	1,521,000	.....
East River	250,000	1,113,800	101,900	127,1 0	892,500	224,000
Fourth National.	3,200,000	15,867,000	3,304,000	691,100	15,789,200	539,900
Central Nat.	2,000,000	7,449,000	1,0 8,000	1,1 6,000	8,108,000	297,000
Second Nation'l	300,000	3,129,000	685,0 0	290,000	3,769,000	90,000
Ninth National..	750,000	5,929,700	695,300	344,300	5,973,700	600,000
First National..	500,000	14,0 6,300	2,512,2 0	284,3 0	13,708,800	44,900
Third National..	1,000,000	5,5 9,300	795,8 0	54 ,400	5,129,900	.....
N. Y. Nat. Exch..	300,000	1,412,4 0	135,900	130,000	1,084,500	270,000
Bowery National	250,000	1,9 9,500	163,000	245,000	1,725,700	224,000
N. York County..	200,000	1,744,200	21,100	518,900	2,097,100	180,000
Germ'n Americ'n	75 ,000	2,420,000	283,00	73,000	2,020,000	.....
Chase National..	3 0,000	5,046,800	1,111,0 0	244,500	5,982,800	45,000
Fifth Avenue....	100,000	2,170,900	443 ,0	100,300	2 2,7 00	.....
German Exch..	200,000	1,74 ,000	48,000	184,0 0	1,952,2 0	.....
Germania	200,000	1,706,800	8 ,000	164,700	1,8 ,6,100	.....
U. S. Nat.	500,000	4,392,100	1,016,100	13 ,400	4,5 6,700	449,800
Lincoln Nat.	300,000	1,327,000	218,300	161,100	1,460,200	45 000
Garfield Nat.	100,000	773,400	9,400	150,300	5 6,900	180,000
Total	61,122,700	310,222,600	53,062,800	17,685,100	284,149,0 0	16,496,800

The deviations from returns of previous week are as follows:

Loans and discounts	Dec. $816,800	Net deposits	Inc. $3,168,630
Specie	Inc. 2,442,300	Circulation	Dec. 35,200
Legal tenders	Inc. 1,761,400		

The following are the totals for three weeks:

	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Exc. Clear.
1883.	$	$	$	$	$	$
Mch. 31	310,130,100	49,086,800	16,801,800	279,944,200	16,574,800	598 867,938
Apr. 7	311,039,400	50,620,400	15,923,700	280,980,400	16,592,000	6 8,237,900
" 14	310,222,600	53,062,800	17,685,100	284,149,000	16,496,800	787,633,446

Boston Banks.—Following are the totals of the Boston banks:

	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Exc. Clear.
1882.	$	$	$	$	$	$
Apr. 2	144,779,900	3,183,300	3,752,200	91,681,000	30,478,700	55,3 0,764
" 9	145,528,800	4,6 5,800	3,338,900	83,799,400	30,10 ,100	70,508,476
" 16	143,295,700	4,554,100	3,256,100	82,176,900	30,079,500	70,918,242

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

1882.	Loans. $	L. Tenders. $	Deposits. $	Circulation. $	Exc. Clear. $
Apr. 2	74,620,434	15,326,927	62,488,577	9,81 ,351	49,064,219
" 9	74,38 ,580	15,552,778	62,970,557	9,814,468	57,456,419
" 16	75,323,449	16,733,783	64,984,355	9,827,683	50,792,166

Unlisted Securities.—Following are quoted at 38 New Street:

	Bid.	Asked.
Am. Railw'y Imp.Co—		
Ex bonds and stock.	46	52
Atl. & Pac.—6s, 1st....	....	....
Incomes	....	....
Blocks 35 per cent..	....	....
Cent. Branch	....	....
Incomes do	....	....
Bost.H.&E.—New st'k	3⅜	½
Old	¼	½
Brush El.Lt.Par'nt Co.	....	....
Buff. N. Y. & Ph.,new	31	32½
Preferred, new	60	63
Cal. & Chi. Ca'l & Dk..	....	....
Cent. & So. Am. Tel...	....	....
Chic & Atl.—Stk..	....	....
1st mort	....	....
Contin'l'l Cons.—85 p.c	....	53
Denver & Rio. West...	28	....
1st mort.	75¾	76⅛
Den.& R.G.R'y—Cons.	....	....
Edison Elec. Light...	....	....
Ga. Pac. R'y., 1st m..	85½	87½
Gal. Houst. & Hen...	....	6
I. B. & W. inc. bds....	41	44
Ind. Dec. & Springf...	3½	6
Keely Motor	10¼	11
Mahoning Coal & RR.	6	10
Mexican. Nat.	7½	9
Preferred	20	30
1st mort.	43¾	44½
Mich.&O.—Subs.65 p.c	88½	105
M.U.St'k Trust Certs..	19⅛	20
M. K. & T. inc scrip.	....	....
N.Y.W.Sh.&Buff.—Stk		
del.wh.iss.on old sub	36½	37½
N.Y. & Scranton cons., 100 p.c.ex-b. & st'ck.	....	....
N.Y. Sus. & West.—Stk	6¾	8
Preferred	18	22
1st mort.	73⅞	75
North Pac. div. bonds.	89½	90
No. Riv. Const.—100p.c	104½	105¾
N.Y. & Gr L.—2d inc.	....	....
N.Y.L.&W.—5p.c.g.stk	....	....
Guar. 1st	....	....
$10,000 Blocks ex-		
N. J. Southern, inc....	⅞	1¼
N. J. & N. Y.	3	....
Ohio C.—Riv. Div. 1st.	60½	61½
Incomes	14⅝	15
Oregon Improvem't...	....	....
1st mort	....	....
Oregon Sh. Line deliv- ered when issued....	....	....
Subs. 80 p. c.	....	....
Subs. ex-bd. & stk...	....	....
1st mort.	....	....
Pensac. & Atl.	20	30
1st mort.	79¾	80
Pitts. & Western.	....	21¾
Rich.&D. Ext. subs.70%	62½	....
Roch.&Pitts. cons.,1st	....	95
Sel.,R.&D.st'k,st'mp'd	....	....
do 1st mtg.bds.,'80	5⅜	1
do do do '82	5⅜	1
St. Jo. & West.	10	11⅞
Kans. & Neb., 1st...	61½	....
do do 2d...	20	30
Tex.&Col.Imp.—60 p.c	....	....
ex-bd.	....	....
Tex.&St. 1st,M.&A.Div	....	....
subs.	....	....
ex-bonds	....	....
Texas Pac. inc. scrip.	51	52½
U. S. Elec. Light	....	....
Vicksb'g & Meridian..	7	7½
1st mort.	....	....
2d mort	....	....
Incomes	....	....
Wisconsin Central....	21½	....

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* CHRONICLE. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Chicago Milwaukee & St. Paul Railway.
(For the year ending Dec. 31, 1882.)

The annual report for 1882 is issued this week. The report of Mr. Alex. Mitchell, President, gives the following statement of income account:

Balance Jan. 1, 1882		$5,593,010
Apr. 15—Dividend out of net earnings of 1881	$1,218,201	
Income applied toward payment for 71,019·18 shares common stock, taken at par by shareholders, *pro rata*, in Oct., Nov. and Dec., 1882	3,550,974	$4,769,175
Balance		$823,835
Gross earnings, 1882	$20,386,725	
Less operating expenses	12,186,073	
Balance	$8,200,652	
Premium on bonds and stock	109,604	
Dividend on St. Paul & Duluth Railroad stock	38,358	
Cash received for sales of land	475,851	
Total	$8,824,166	
Oct. 16—Dividends out of net earnings of 1882	$1,242,841	
Interest on bonds in 1882	4,786,053	
Total	$6,028,894	$2,795,571
Balance Dec. 31, 1882		$3,619,407

The subject of the company's floating debt has been discussed at length in the CHRONICLE pages 276, 299 and 329, and need not again be referred to. Mr. Mitchell's report says:

"During the year the company has constructed the following branches and extensions: In the State of Iowa, the Chicago & Pacific Western Division has been completed to Council Bluffs, 64 miles, making a continuous road on the shortest practicable line, 488 miles in length, from Chicago to a connection with the Union Pacific and other railroads at the Missouri River. On the Iowa & Dakota division a branch has been constructed from Spencer to Lake Okoboji, 17 miles; and the Emmetsburg branch has been extended 7 miles to Estherville." Altogether there has been 119 miles added to the company's lines in Iowa. "In Wisconsin, a branch has been constructed from Brandon on the northern division, to Markesan, 12 miles; and the railway of the Chippewa Valley & Superior Railway Company, extending from Wabasha, Minnesota, to Eau Claire, Wisconsin, 50 miles, including a bridge across the Mississippi River, with a branch from Red Cedar Junction to Cedar Falls, 21 miles, has been purchased. These add 83 miles to the company's lines in Wisconsin. In Illinois there has been constructed a branch 3 miles in length, from Galewood, on the Chicago & Pacific division, to Dunning. In Minnesota a branch has been constructed from a point on the river division, near Hastings, to Stillwater, 25 miles; and a line from Northfield, on the Iowa & Minnesota division, to a point near Red Wing on the river division, 32 miles. These add 57 miles to the company's lines in Minnesota. In Dakota, a road has been constructed from Yankton, on the Sioux City & Dakota division, to Scotland, on the Running Water branch of the Iowa & Dakota division, 27 miles, and one from Mitchell, on the main line of the Iowa & Dakota division, north to Letcher, 14 miles. These increase the mileage in Dakota 41 miles; and make a total increase of 303 miles during the year, which, added to the 4,217 miles owned by the company as by the last report, make it the owner of 4,520 miles of compieted railway." * * *

"The coal lands of the company now consist of 3,282 acres at Braceville, with 117 houses and three shafts, costing $426,823; 2,017 acres at Oskaloosa, with 107 houses and three shafts, costing $268,748, and 240 acres at Perry, with 23 houses and one shaft, costing $35,069. The Braceville mine furnished during the year 242,136 tons of coal, the Oskaloosa 196,998 tons, and the Perry 3,000 tons, being about two-thirds of the consumption for the year; and these mines are deemed capable of yielding a full supply for all the requirements of the company. The total cost of these properties is $730,641.

"The lands stated in the last report as belonging to the company have been sold during the year, except about 100,000 acres, mostly in the State of Wisconsin. The net receipts to the treasury of the company from sales of land during the years 1881 and 1882 are $1,224,364; and the amount now due the company on contracts and mortgages is $1,787,508; in addition to which the sum of $210,000 is held in trust to abide the decision of a suit brought by this company in the Circuit Court of the United States for the district of Iowa, against the Sioux City & St. Paul Railroad Company, which was by that court decided in this company's favor, and is now pending on appeal in the Supreme Court of the United States." * * *

"The preferred stock of the company was increased during the year $2,046,000 by the conversion of mortgage bonds into preferred stock, as provided by the articles of association and the terms of the bonds. The bonds so converted were: La Crosse Division first mortgage, $301,000; Iowa & Minnesota Division, $230,000; Iowa & Dakota Division, $17,000; Iowa & Dakota Division extension, $182,000; St. Paul for River Division, $133,000; Hastings & Dakota Division (old), payable in 1903, $8,000; Chicago & Milwaukee Division, $101,000; Consolidated, $655,000; Prairie du Chien Division, 7 3 10 per cent, $59,000. And thus the holders of all classes of bonds which are convertible into preferred stock availed themselves of the privilege.

"In accordance with authority given by the stockholders at the last annual meeting, the common stock was increased $7,500,000; $7,101,948 of which was issued at par to the stockholders who subscribed for the same, one-half payable in cash and one-half charged to income account."

The comparative statistics for four years, compiled for the CHRONICLE, are as follows:

ROAD AND EQUIPMENT.

	1879.	1880.	1881.	1882.
Miles owned	*2,359	3,775	4,217	4,520
Locomotives	299	425	527	626
Pass., mail & exp. cars	231	319	375	461
Freight & other cars	7,303	13,340	16,772	18,557

*128 leased.

OPERATIONS AND FISCAL RESULTS.

	1879.	1880.	1881.	1882.
Operations—				
Passengers carried	1,555,446	2,127,501	2,985,885	3,976,814
Passenger mileage	78,119,592	111,561,919	137,940,986	200,790,926
Rate per pass. p. mile	2·93 cts.	2·84 cts.	2·86 cts.	2·58 cts.
Freight (tons) moved	2,559,754	3,260,553	4,276,088	5,127,767
Freight (tons) mil'ge	401,595,784	504,876,154	697,347,607	945,250,159
Av. rate p.ton p. mile	1·72 cts.	1·76 cts.	1·70 cts.	1·48 cts.
Earnings—	$	$	$	$
Passenger	2,273,701	3,159,051	3,938,989	5,179,078
Freight	6 850,755	8,884,227	11,884,795	14,002,335
Mail, express, &c*	888,363	1,042,841	1,201,677	1,205,313
Total gross earn'gs	10,012,819	13,086,119	17,025,461	20,386,726
Operating expenses—	$	$	$	$
Maint'nce of way, &c.	1,037,643	1,549,279	2,018,424	2,238,317
Maint'nce of equip	784,400	1,086,899	1,367,674	1,959,504
Transport't'n exp'ns†	2,944,408	4,073,756	6,051,930	7,023,918
Taxes	329,965	375,028	473,166	589,613
Miscellaneous	46,522	45,914	65,367	93,609
Extraordinary	330,856	611,549	341,370	221,112
Total operating exp.	5,473,794	7,742,425	10,317,931	12,186,073
Net earnings	4,539,025	5,343,694	6,707,530	8,200,653

* Including elevators, stock-yards, &c.
† Including elevators, stock-yards, personal injuries and damages to property, legal, insurance, rent of cars, &c.

INCOME ACCOUNT.

	1879.	1880.	1881.	1882.
Receipts—	$	$	$	$
Balance January 1	2,520,074	3,531,538	4,343,283	5,593,010
Net earnings	4,539,024	5,343,694	6,707,530	8,200,653
Other receipts	74,517	324,298	635,308	623,814
Total income	7,133,615	9,199,530	11,686,121	14,417,477
Disbursements—	$	$	$	$
Interest on debt	2,287,407	2,837,385	4,127,389	4,786,054
Divs. on pref. stock*	859,564	859,564	887,424	1,032,744
Rate of dividend	7	7	7	7
Divs. on com. stock†	385,106	1,078,298	1,078,298	1,428,298
Rate of dividend	2½	7	7	7
Miscellaneous	70,000	81,000	.....	‡3,550,974
Balance, Dec. 31	3,531,538	4,343,283	5,593,010	3,619,407
Total disbursements	7,133,615	9,199,530	11,686,121	14,417,477

* A portion of these dividends on preferred stock was stated as payable out of the earnings of the previous year as follows: In 1879, $429,781; in 1880, $429,781; in 1881, $434,157; and in 1882, $504,052.
† In 1880, $968,931 paid out of earnings of previous year; in 1881, $539,149; and in 1882, $714,149.
‡ Income applied toward payment for 71,019 shares com. stock taken by shareholders at par.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1879.	1880.	1881.	1882.
Assets—	$	$	$	$
Railroad, equipm't, &c	63,399,448	99,185,683	120,073,630	138,015,099
Stocks owned, cost	7,133,028	*2,163,567	1,265,364	†768,846
Bonds owned, cost				
Bills & acc'ts rec'vable	483,604	783,992	663,641	2,361,234
Materials, fuel, &c	385,971	564,715	1,028,764	1,495,113
Cash on hand	801,694	382,951	555,200	2,069,732
Daven. & N'west RR.	1,750,000	.....	.....	.....
Ill. & Iowa coal lands	.....	.....	503,119	689,578
Cash due on st'k subs	.....	.....	1,129,215	.....
Miscellaneous items	112,329	232,736	417,660	253,061
Total assets	74,066,074	103,313,644	125,636,593	146,554,663
Liabilities—	$	$	$	$
Stock, common	15,404,261	15,404,261	20,404,261	27,904,261
Stock, preferred	12,279,483	12,404,483	14,401,483	16,447,483
Bonds (See SUPPL'T)	41,349,500	67,172,000	79,059,000	89,635,500
All other dues & acc'ts	789,927	2,067,165	3,899,002	4,943,872
Income account	3,531,538	4,343,283	5,593,011	3,619,408
Unpaid pay-rolls, &c.	711,365	1,048,541	2,279,836	2,216,630
Land department	.....	.....	.....	1,787,509
Advances	.....	873,911	.....	.....
Total liabilities	74,066,074	103,313,644	125,636,593	146,554,663

* The large decrease in this item from 1879 is caused by the merging into the C. M. & St. P. system of several roads whose bonds and stocks were held, and which roads are now included under "construction."
† In 1882 were as follows: Clear Lake Park bonds, $3,000; City of Hastings bonds, $7,700; St. Paul and Duluth stock, $716,480; Union Elevator stock (C. B.), $41,668.

Atchison Topeka & Santa Fe Railroad.
(For the year ending Dec. 31, 1882.)

The substance of the directors' report for 1882 was published in the CHRONICLE of April 7, on page 397. From the pamphlet report now issued the figures have been obtained in greater detail, and are compiled below, in comparison with former years:

LAND DEPARTMENT REPORT.

The sales of the year 1882 have been

For cash	97,639·41 acres,	$396,181
On time	92,191·49 acres,	497,660
Total	189,830·90 acres,	$893,842

Being an average of $4 71 per acre.

During the year we canceled from our books and restored to the market 86,373 acres, representing $472,055. These canceled contracts represent lands which will be quickly re-sold at prices covering the original rate, interest and taxes.

The cash receipts of the department were as follows:

From cash sales	$513,951
From deferred payments	375,818
	$389,770

The expenditures were as follows:

Salaries, office expenses, agents, rent, etc	$29,808
Agents' expenses, advertising, etc	44,510
Commissions on sales, rebates and other abitrary expenses	49,257
Taxes	110,170
Total	$233,746

The net income of the year, applicable to the payment of interest and expenses, etc., of the trusts, and to the redemption of land bonds, was $656,023.

The following were the assets on Dec. 31, 1882:

Unpaid principal of land contracts	$1,564,092
1,000,000 acres unsold land lying east of Dodge, estimated at $1 75 per acre	1,750,000
582,699·24 acres unsold land lying west of Dodge, estimated at $1 per acre	582,699
Cash on hand for purchase of land bonds	373,005
Total	$4,269,797

Statistics for four years, compiled in the usual form for the CHRONICLE, are as follows:

ROAD AND EQUIPMENT.

	1879.	1880.	1881.	1882.
Total miles operated	1,167	1,539	1,789	1,820
Locomotives	121	157	251	348
Pass., mail & exp. cars	86	105	194	239
Freight cars	2,427	4,011	6,487	7,020
Coal and other cars	1,242	1,256	2,324	2,370

OPERATIONS AND FISCAL RESULTS.

	1879.	1880.	1881.	1882.
Operations—				
Passengers carried	314,301	381,322	501,863	725,926
Freight (tons) moved	802,121	953,701	1,166,483	1,359,805
Earnings—	$	$	$	$
Passenger	1,353,231	1,786,901	2,970,608	3,662,576
Freight	4,883,435	6,499,981	9,051,623	10,537,201
Mail, express, &c.	144,777	270,094	562,278	573,528
Total gross earn'gs	6,381,443	8,556,976	12,584,509	14,773,305
Operating expenses—	$	$	$	$
Maint. of way, &c.	958,617	1,450,172	3,434,930	3,240,372
Maint. of equipment	378,524	547,629	950,985	1,357,643
Transport'n expenses	1,257,034	1,931,294	3,043,850	3,475,901
Miscellaneous*	217,688	203,146	370,076	278,245
Taxes	151,265	242,046	263,485	310,595
Total op'ting expenses	2,963,128	4,374,287	8,063,326	8,662,756
Net earnings	3,418,315	4,182,689	4,521,183	6,110,549

* This item includes: Loss and damage freight and stock; car mileage, legal expenses, and rental of rolling stock.

INCOME ACCOUNT.

	1879.	1880.	1881.	1882.
Receipts—	$	$	$	$
Net earnings	3,418,315	4,182,689	4,521,183	6,110,549
Pottawat'e land ac'ct.	139,322	.....	.....	.....
Rentals and interest	130,739	.....	.....	54,095
Sundry credits	60,034	120,148	229,837	230.781
From U. S., &c.	.....	.....	.....	*611,295
Total income	3,748,410	4,302,837	4,751,020	7,006,720
Disbursements—	$	$	$	$
Rentals paid	836,772	864,273	774,740	824 859
Interest on debt	795,446	734,527	866,662	1,122,316
Dividends	691,311	1,727,195	1,841,021	3,324,793
Rate of dividend	3	8½	6	6
Sinking funds	.....	.....	132,030	170,525
Sundry debits	72,812	35,125	4,494	486,334
Miscellaneous	40,490	.....	.....	.....
Tot. disbursem'nts	2,436,831	3,361,120	3,618,948	5,928,857
Balance, surplus	1,311,579	941,717	1,132,072	1,077,863

* Suspended U. S. Government and pool earnings for 1880 and 1881 not previously credited to income account.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1879.	1880.	1881.	1882.
Assets—	$	$	$	$
RR., bldgs., equip., &c.	25,065,300	26,866,326	32,402,636	36,641,672
Stocks owned	2,226,639	14,746,050	36,910,550 } 3,577,763 }	*49214,720
Bonds owned	610,081	4,477,141		
D. & R.G. st'k (in trust)	850,200	.....	.....	.....
Construction fund	243,344	.....	.....	.....
Bills & acc'ts rec'vable	95,462	1,428,009	1,324,936	1,465,993
N. Mexico & So. Pac.	485,000	.....	.....	.....
Trustees land grant	515,708	106,444	131,002	172,658
Trustees Potto. lands	215,237	139,109	74,675	53,225
U. S. Government	.....	540,700	834,018	375,656
On acct. of leased r'ds not cov'd by securit's	.....	.....	1,272,202	.....
New Mexico & Ar. RR.	.....	.....	1,339,969	.....
Manhatt. B. & A. RR.	.....	284,065	.....	.....
Rio Gr. Mex. & Pac.	.....	1,183,478	.....	.....
Materials and supplies	.....	1,118,489	1,854,931	3,046,392
Treasurer's balances	862,740	885,071	1,167,013	948,401
Miscellaneous items	269,372	165,774	53,505	.....
Total	31,439,083	51,940,657	80,943,200	†91,918,717

* Includes property in leased and connecting roads not otherwise included in the assets, amounting to $45,784,222.

† The above assets are exclusive of the bills receivable for sales of land to Dec. 31, 1882, amounting to $1,564,093, and the value of 1,582,699 acres of unsold lands.

	1879.	1880.	1881.	1882.
Liabilities—	$	$	$	$
Stock, common	12,634,400	24,891,000	47,133,900	56,906,700
Scrip	.....	2,940	1,825	28,800	6,550
Bds. (see SUPPLEMENT)	14,214,500	15,873,000	20,510,000	25,241,500
Bills & acc'ts payable	333,760	1,573,845	2,701,100	1,623,645
P. & Ark. Valley stock	850,200	.....	.....	.....
Coups., gold prem., &c.	299,095	564,431	709,387	756,424
Trustees land grant	537,555	.....	.....	.....
Leased lines	106,765	137,822	831,728	.....
Dividends	379,173	503,338	747.435	863,807
Suspended earnings	.....	.....	803,601	.....
Stock sub. (cir. 55)	.....	.....	581,474	.....
Profit and loss	.....	5,027.289	1,913,145	.....
Income balance	2,080,695	3,022,410	4,154,482	5,232,345
Miscellaneous	.....	345,697	828,148	706,246
Canceled bonds	.....	.....	.....	551,500
Total liabilities	31,439,083	51,940,657	80,943,200	†91,918,717

† The outstanding bonded indebtedness of the leased roads is not charged in the liabilities of the Atchison Co., as the value of the Atchison Co.'s interest in the leased roads which appears in the assets, is exclusive of the value covered by these bonds.

Kansas City Fort Scott & Gulf Railroad.

(*For the year ending Dec.* 31, 1882.)

The report for 1882 gives the net revenue as $765,369, out of which was paid interest and sinking funds and 8 per cent on preferred and 3 per cent on common stock paid Feb., 1883, and some other small items, leaving $24,713 surplus income for the year. The assets held for the equipment and special improvement fund, January 1, 1883, were valued on the books at $245,343. The expenditures in 1882 for construction and equipment were $182,066, which has been provided for from this special fund, leaving on hand January 1, 1883, assets valued at £63,277 applicable to future construction or equipment charges.

The bonded debt of this company was reduced during the year by the purchase of $124,400 bonds from cash received from the land department. The net amount to be realized from the land assets still remaining for the purchase of bonds is estimated at about $400,000, after $50,000 paid March, 1883. The bonded debt of the leased lines (principal and interest of which is guaranteed by this company) has been increased during the year 1882 by the sale of $232,000 Fort Scott South-eastern & Memphis Railroad Company 7 per cent bonds; $103,000 Short Creek & Joplin Railroad Company 7 per cent bonds; $212,000 Kansas & Missouri Railroad Company 5 per cent bonds. The proceeds of the Fort Scott Southeastern & Memphis Railroad Company's bonds were used for the further construction and equipment of that road. The proceeds of the Short Creek & Joplin Railroad Company's bonds were used for the extension of that company's road from Joplin to Webb City. The proceeds of the Kansas & Missouri Railroad Company's bonds were used on account of the cost of the road (26·18 miles) from Coalvale to a connection with the Memphis Kansas & Colorado Railway near Cherokee. There remained January 1, 1883, $178,000 more of the Kansas & Missouri Railroad Company's 5 per cent bonds received for constructing the 26·18 miles of road, and they will be issued during the year 1883.

The following statement, prepared for the CHRONICLE, gives the operations and fiscal results, not including the 50 miles of narrow-gauge road (which during the year was widened to standard gauge). The income account, however, includes all lines, the difference in net earnings as stated being due to a deficit of $6,000 in 1880 and $9,000 in 1881, and a profit of $50,745 in 1882 on the narrow-gauge road:

	1880.	1881.	1882
Miles operated (inc. narrow-guage)	285	365	389

OPERATIONS AND FISCAL RESULTS.

Operations—			
Passengers carried	257,530	324,371	334,688
Passenger mileage	8,819,638	11,594,779	13,376,180
Rate per passenger per mile	3·37 cts.	3·37 cts.	3·19 cts.
Freight (tons) moved	672,367	744,769	787,778
Freight (tons) mileage	49,435,645	59,007,866	75,145,006
Average rate per ton per mile	1·71 cts.	1·74 cts.	1·54 cts.
Earnings—	$	$	$
Passenger	297,340	391,199	427,173
Freight	844,565	1,026,655	1,157,423
Mail, express, &c.	70,459	85,361	118,603
Total gross earnings	1,212,364	1,503,215	1,703,199
Operating expenses	626,072	768,747	926,875
Taxes	54,369	61.704	76,750
Total operating expenses	680,441	830,451	1,003,625
Net earnings	531,923	672,764	699,574

INCOME ACCOUNT.

	1880.	1881.	1882.
Receipts—	$	$	$
Net earnings (inc. narrow-gauge)	525,915	663,901	750,319
Interest, &c.	58 215	25,966	15,051
Total income	584,130	689,867	765,370
Disbursements—	$	$	$
Interest on K. C. F. S. & G. bonds	234,350	200,059	182,856
Interest on leased lines' bonds	*36,936	125.536	162,629
Dividends	219,837	312,700	312,872
Do per cent	8	10	10
Sinking fund	.....	20,330	26,830
Miscellaneous	11,360	5,241	8,980
Total disbursements	502,483	663,866	694,167
Balance, surplus	81,647	26,001	71,203

* For four months only.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1880.	1881.	1882.
Assets—	$	$	$
Railroad, buildings, &c.	8,911.251	8,683,563	8,533,430
Equipment	626,805	627,493	744,513
Stocks of leased roads owned, cost	.....	618 000	*662,462
Miscell'ous b'ds and st'ks owned	101,956	161,873	63,278
Advances	.....	179,815	303,057
Bills and accounts receivable	381,014	202,379	64,183
Materials, fuel, &c.	115.456	75,713	100,831
Cash on hand	49.886	33.608	109,168
Total	10,186,368	10,617,444	10,580,922

	1880.	1881.	1882.
Liabilities—	$	$	$
Stock, common	4,000,000	4,618,000	4,618,000
Stock, preferred	2,750,000	2,750,000	2,750,000
Funded debt (see SUPPLEMENT)*	3,056,900	2,686,800	2,561,900
Bills payable	27,000	112,000	50,000
Accrued int. and unpaid coupons	63,112	67,161	81,650
Land income account	89,023	48 404	58,519
Income account	200,003	305,079	376,281
Miscellaneous	.....	.....	54,572
Total liabilities	10,186,368	10,617,444	10,580,922

* Includes Union Depot (Kansas City), $10,076; Short Creek & Joplin RR., $104,500; Ft. S. S. E. & M. RR., $215,500; Rich Hill RR., $180,500; Mem. Kan. & Col., $151,885.

GENERAL INVESTMENT NEWS.

Asheville & Spartanburg.—The stockholders of the Asheville & Spartanburg Railroad, S. C., have made a mortgage for $500,000 to build and equip the unfinished portion of the road from Hendersonville to Asheville in North Carolina. This road will be the last link in the Air Line between the South Atlantic Coast and the Northwest.

Boston & New York Air Line.—Since the Boston & New York Air Line Railroad has been leased by the New York New Haven & Hartford Railroad Company, on the basis of a guaranteed annual dividend of 4 per cent, payable semi-annually April and October, on the preferred stock, $8,000,000, the stockholders have requested the issue of a new certificate on which the terms of the lease should be set forth. This company has prepared such new certificates, and has also, at the request of the New York New Haven & Hartford Railroad Company, changed the registrar of the stock from the Central Trust Company to the Farmers' Loan & Trust Company, and has requested that the new certificates be listed on the New York Stock Exchange.

Burlington Cedar Rapids & Northern.—In advance of the annual report for 1882 the following figures are published:

EARNINGS.		EXPENSES.	
From passengers	$ 639,505	Passenger transportation	$ 128,792
From freight	2,092,679	Freight transportation	308,843
From mail	38,839	Maintenance of motive power	589,610
From express	25,457	Maintenance of way	555,694
From track rental	4,200	Maintenance of cars, &c.	150,707
		General expenses	74,910
		Taxes	69,724
		Insurance	5,396
Total	$2,800,682	Total	$1,883,680

Gross earnings for 1882	$2,800,682
Operating expenses for 1882	1,883,680
Net earnings for 1882	$917,001

Canadian Pacific—Grand Trunk.—In regard to the failure of these companies to agree upon a consolidation of interests, a cable dispatch to the Toronto *Globe* says: President Stephens' letter, stating his inability to carry out the tentative agreement, fully confirms the agreement in the cable dispatch, and justifies the surmise that fatal objection was raised in America, and that the difficulty lay in the proposed surrender of the contract of the Ontario & Quebec Railway by the Canada Pacific Railway to the Grand Trunk. Mr. Stephens assures Sir Henry Tyler that his endeavor will be constant to maintain the most friendly relations with the Grand Trunk Railway Company.

Chicago & Alton.—Officials of the company say that the proposed purchase of the St. Louis Jacksonville & Chicago Railroad will probably be effected, and that the common and preferred stock of the latter company will be exchanged for that of Chicago & Alton share for share. The common stock of the St. Louis Jacksonville & Chicago is $1,448,600 and preferred $1,054,100, upon which the Chicago & Alton since 1868 has paid from $240,000 to $424,000 rent per annum. The lease of the St. Louis Jacksonville & Chicago was made to the Chicago & Alton April 30, 1868, in perpetuity.

Chicago & Northwestern.—The Executive Committee of the Chicago & Northwestern Railway Company decided to issue $10,000,000 debenture bonds with which to pay for the control of the Omaha line. The new bonds are to run fifty years, and bear 5 per cent interest, and they have been taken by Kuhn, Loeb & Co., representing a syndicate of prominent American and European bankers. The price which the company will receive for the bonds was not made public. The new bonds are debenture bonds, but a clause in the agreement provides that if the company shall afterward place a mortgage on its property the issue shall acquire all the qualities of a legitimate mortgage. A sinking fund of 2 per cent a year is also provided for.

Chicago St. Louis & Pittsburg.—This company, successor to the Columbus Chicago & Indiana Central, has made application to the Stock Exchange to have its new stock and bonds listed; the stock is $10,000,000 common and $20,000,000 preferred, and the new mortgage bonds outstanding will be $16,500,000.

Georgia Railroad.—This road, operated under lease by the Louisville & Nashville Railroad and Central Railroad of Georgia, makes the following exhibit of earnings and expenses for March, 1883, compared with 1882:

		Increase.
Gross earnings	$148,041	$33,784
Total expenses	84,438	1,277
Net earnings	$63,603	$32,507
Other income	24,200	24,200
Total net income	$87,803	$56,707

For twelve months ending March 31, 1883 (fiscal year).

Gross earnings	$1,314,482	Dec. $11,570
Total expenses	851,453	Dec. 126,032
Net earnings	$463,029	Inc. $114,462
Other income	156,684	Inc. 55,729
Total net income	$619,713	Inc. $170,191

Hannibal & St. Joseph.—The Chicago Burlington & Quincy Company purchases of Mr. Jay Gould the common stock at cost (42) and interest, making the price about 45 and the preferred stock at par value. It pays for these in its 5 per cent bonds, which are now selling just above par. Mr. Gould and his friends hold about 90,000 shares of the common stock, and it is understood to be a part of the present agreement that all holders of the preferred stock shall have the privilege of accepting the conditions of the agreement. This purchase calls for the issue of $9,000,000 of the Chicago Burlington & Quincy 5 per cent bonds, the annual interest on which $450,000—added to the interest guaranteed, $654,640, makes the Chicago Burlington & Quincy's annual obligations on account of this Hannibal & St. Joseph purchase $1,100,000.

Kansas City Springfield & Memphis.—This company has filed a first mortgage to the New England Trust Company of Boston, conveying to the latter as trustee, the line of railroad in process of construction from Springfield, Mo., to a point opposite Memphis, to secure a loan of $7,000,000. The bonds will be issued in sums of $1,000 each. They will be dated May 18, 1883, and will bear interest at 6 per cent, payable semi-annually, and have forty years to run.

Lackawanna & Pittsburg.—The line of this road, as consolidated with the Alleghany Central, is to extend from the junction with the Delaware Lackawanna & Western's Buffalo Division near Perkinsville, N. Y., to a junction with the Genesee Valley road near Belfast, a distance of 45 miles, with branches from Angelica to Olean, 42 miles, and from West Almond to Swains, 14 miles. It is proposed to lease the use of tracks from Swains to Nunda Junction, 15 miles. Of this mileage 61 miles are now in operation, from Olean to Swains, leaving 40 miles to be built. The company proposes issuing $2,000,000 first mortgage 6 per cent bonds, being at the rate of $20,000 per mile. Contracts for building this road from Perkinsville, N. Y., westward 20 miles have been let to Blake Brothers and Westcott & Ames.—*R. R. Gazette.*

Louisville & Nashville—This company has just completed another important line of road over a prominent route, which ought to add considerably to its business. This is effected by means of its auxiliary company, the Pensacola & Atlantic, and a through line from Savannah to Mobile and New Orleans has been opened by the extension of the Savannah Florida & Western road to Chattahoochie, where it connects with the new Pensacola & Atlantic road. The line is much shorter than any route over which rail connection from Savannah to New Orleans was made heretofore. By it the distance from Savannah to Pensacola is 419 miles, to Mobile 524, and to New Orleans 665 miles. The Savannah Florida and Western Company announces the making of close connections and sale of through tickets not only to New Orleans, but over the Southern Pacific to El Paso and Francisco. The circular issued by General Freight and Passenger Agent James L. Taylor, says: "Combination tickets may be used for local points on the Pensacola & Atlantic Railroad, the Louisville & Nashville Railroad, the Galveston Harrisburg & San Antonio Railway system, and the Southern Pacific Railroad, which should read *via* Savannah Florida & Western Railway from junction point to Chattahoochie, Fla.; *via* Pensacola & Atlantic Railroad from Chattahoochie to Pensacola; *via* Louisville & Nashville Railroad from Pensacola to New Orleans; *via* Morgan's Louisiana & Texas Railroad from New Orleans to Vermillionville; *via* Galveston Harrisburg & San Antonio Railway system from Vermillionville to El Paso; *via* Southern Pacific Railroad from El Paso to San Francisco."

Louisville & Nashville.—The comparative statement of earnings and expenses is as follows:

	1881-82. Gross Earnings.	1881-82. Net Earnings.	1882-83. Gross Earnings.	1882-83. Net Earnings.
July 1 to Dec. 31	$5,566,845	$2,241,049	$6,860.533	$2,672,071
January	964,527	343,196	1,118,734	403,455
February	960,315	371,440	1,014,807	322,890
March	1,068,833	509,550	*1,135,000	*444,955
Total 9 months	$8,560,520	$3,465,235	$10,129,074	$3,843,371

* Approximate.

Manhattan Elevated—Metropolitan—New York.—The Board of State Railroad Commissioners have presented to the Legislature majority and minority reports of the result of its investigation as to what rate of fare would yield 10 per cent net income upon the capital actually invested in the elevated railroads in New York City. The majority report is signed by Commissioners Kernan and Rogers. After outlining the system of elevated roads in New York, Messrs. Kernan and Rogers give the history of the New York and Metropolitan roads, with the cost of each as claimed by the companies and as found by the Commissioners. Combining the cost of construction of these two roads, the Commissioners sum up the expenditures for the entire elevated railroad system of New York as follows:

AS CLAIMED BY COMPANIES.

New York Elevated, expended by themselves and Manhattan Company	$10,326,752
Metropolitan Company, expended by New York Loan and Improvement and Manhattan companies	15,006,237
Discount on bonds of New York Company	4,898,170
Discount on bonds of Metropolitan Company	415,500
Grand total of construction	$30,646,659

Capitalized as follows :

Manhattan stock (nothing paid in)	$13,000,000
New York Elevated stock	6,500,000
Metropolitan Elevated stock	6,500,000
New York Elevated funded debt	8,500,000
Metropolitan Elevated funded debt	12,818,000
Total	$47,318,000

AS FOUND BY THE BOARD.

Take amount as claimed by companies		$30,646,659
Deduct items as shown, not pertaining to construction:		
New York Company	$1,458,972	
Metropolitan Company	1,190,763	— 2,649,736
Total		$27,996,923
Deduct discount on bonds:		
New York Company	$4,898,170	
Metropolitan Company	415,500	— 5,313,670
Grand total cash cost, as found by board		$22,683,253

The Commissioners next give a history of the formation of the Manhattan Railway Company and its leasing of the New York and Metropolitan roads, and show how $13,000,000 of Manhattan stock is all water. In discussing the question as to whether the net income has exceeded an annual income of 10 per cent upon the capital "actually expended," the Commissioners conclude that "10 per cent on the capital stock actually paid in and expended was all the Legislature intended to guarantee stockholders," and that "it did not intend to allow them, in addition, the difference between 10 per cent and the rate of interest paid on their funded debt."

The Commissioners arrive at the conclusion that it would be unjust and in violation of the letter and spirit of section 33 of the General Railroad act to reduce the fare on the elevated railroads at the present time.

Massachusetts Central.—The *Traveler*, April 19, said: "President Aldrich's circular, asking the bondholders of Massachusetts Central Railroad to sign a formal request to the trustees to take possession of the road, has been well responded to, holders of $2,011,000 of bonds, or $261,000 more than the required majority, affixing their signatures. This request was early in the week presented to the trustees, and as a result thereof they have taken formal possession of the line."

Mexican Central.—A dispatch from the City of Mexico states that Ramon Guzman and Sebastian Camacho, representing the Mexican Central Railroad, have signed a contract with the Government, consolidating all the concessions made the company since September, 1881, on the following basis: All the periods specified for the construction of lines are extended, as well as the exemptions and privileges appertaining thereto; the subsidy of 6 per cent of the customs duties is increased to 8 per cent from September of next year, provided the main line from Mexico to El Paso is completed by that date, as the company expects it will be; the company is authorized to increase the tariff on the inter-oceanic line from Tampico on the Atlantic to San Blas on the Pacific; the forfeiture clause is modified so as to impose only a fine instead of confiscation; the 60 per cent discount on Government freight and passengers is reduced to 40 per cent. The Government also agrees to join the company in celebrating as a national event the arrival of the first train from Washington to Mexico, which will probably occur next spring.

Nashville Chattanooga & St. Louis.—The following official statement of earnings and income is made for the month of March and for the nine months of the fiscal year from July 1 to March 31:

MARCH.

	1883. Gross earnings.	1883. Net earnings.	1882. Gross earnings.	1882. Net earnings.
Main Stem	$186,554	$81,172	$161,006	$75,554
Lebanon Branch	5,182	3,937	5,770	3,824
McMinnville Branch	3,472	1,674	3,712	1,849
Fayetteville Branch	5,040	3,347	3,116	2,438
Centrev. Br., nar. gauge	2,906	Loss 627	1,389	Loss 1,108
D. R. Val. RR., nar. gauge	3,016	997	2,343	383
Total	$206,164	$90,500	$177,336	$82,940
Interest and taxes	.....	54,693	.....	53,631
Balance net income	.....	$35,807	.....	$29,309

NINE MONTHS ENDING MARCH 31.

	1882-1883. Gross earnings.	1882-1883. Net earnings.	1881-1882. Gross earnings.	1881-1882. Net earnings.
Main Stem	$1,587,809	$689,865	$1,473,994	$594,795
Lebanon Branch	55,811	40,691	48,671	31,063
McMinnville Branch	34,736	17,094	32,675	9,195
Fayetteville Branch	48,404	29,088	28,333	9,260
Centrev. Br., nar. g'e.	22,222	4,108	9,483	Loss 916
D.R. Val. RR., nar.g'e.	30,366	11,813	23,166	Loss 2,429
Total	$1,780,348	$792,659	$1,616,322	$640,968
Interest and taxes	.....	488,622	.....	475,041
Balance net income	.....	$304,037	.....	$165,927

New York Stock Exchange.—The Governing Committee of the Stock Exchange have admitted the following bonds and stocks to its dealings: $10,000,000 common stock, $50,000,000 preferred stock, and $22,000,000 first consolidated mortgage 5 per cent bonds of the Chicago St. Louis & Pittsburg Railroad, a reorganization of the old Columbus Chicago & Indiana Central Railway; $3,000,000 Oregon Short Line Railway 6 per cent bonds; $3,000,000 new certificates of the Boston & New York Air-Line preferred guaranteed 4 per cent stock, to take the place of the old stock now on the free list; $200,000 stock of the Garfield National Bank; and $5,000,000 Union Pacific Railway collateral trust 5 per cent bonds, secured by the deposit under the new trust indenture of certain railroad bonds in the Union Pacific treasury.

Texas & St. Louis.—This narrow gauge road, which is to connect with the Toledo Cincinnati & St. Louis, has 752 miles of completed road from Bird's Point, Mo., to Gatesville, Texas, with the exception of the bridges across the Arkansas and Red rivers, which will be finished within sixty days. There is a gap of 270 miles under construction between Gatesville and Laredo on the Rio Grande, at which point connection will be made with the Mexican National road under construction to the City of Mexico.

Union Pacific.—The stockholders of the Union Pacific Railway Company, at the regular annual meeting held in the City of New York on the 7th day of March, 1883, passed the following resolution :

"*Resolved*, Further, that we recommend the directors and executive officers to use, under the existing collateral trust, or under a similar trust, or by sale, with or without guaranty, at such time as they may deem advisable, so many of such bonds and shares, or either, as they may deem necessary or expedient, and apply the proceeds thereof to the payment of the floating debt, or current liabilities of the company, holding the rest, or the proceeds thereof, for such other proper corporate uses as to them may from time to time seem best for the interests of this company."

Pursuant to that resolution and one by the board of directors, the Union Pacific Railway Company has executed to the New England Trust Company of Boston, as trustee, an indenture in which it proposes to issue its trust bonds, dated September 1, 1882, each for the sum of $1,000; numbered from 1 consecutively; payable December 1, 1907; bearing interest at 5 per cent per annum, payable semi-annually, in gold, on the first days of June and December, to an amount equal to ninety per cent of the underlying railroad and railway bonds deposited with said trust company as security for the said issue of trust bonds. The trust bonds issued under this indenture are not a mortgage on any of the railroad of this company, but are its direct obligation. This new trust indenture, and the bonds secured thereby, are similar to the existing collateral trust 6 per cent bonds, issued under the trust indenture of July 1, 1879. The bonds now held by the Union Pacific Railway Company, and which it is proposed to deposit under the new trust indenture, consist of the following :

Colorado Central Railroad Company	$2,356,000
Utah & Northern Railway Company	2,353,000
Omaha & Republican Valley Railway Company	419,000
Utah Southern Railroad Extension Company	975,000
Denver South Park & Pacific Railroad Company	1,544,000
Kansas Central Railroad Company	1,162,000
Total	$8,809,000

The Union Pacific Railway Company has made application to have its above collateral trust 5 per cent bonds placed on the regular list of the Stock Exchange.

—It is known that for a year or more there has been a difference of opinion between the officers of the Interior Department and the officers of the Pacific Railroads as to what constitutes the net earnings of the railroads according to the Thurman Act. The Washington dispatch to the *Tribune*, April 16, said that no suit has yet been instituted by the Department of Justice against the Union Pacific Railway Company, as requested by the Secretary of the Interior in his letter of February 2, transmitting the letter and recommendations of the Commissioner of Railroads. In that letter Commissioner Armstrong says that the controversy involves the question: "What are 'net earnings' under the first section of the act of May 7, 1878?" and depends upon the allowance or disallowance of items for new equipment and new construction for the three and a half years ended December 31, 1881, amounting to $2,381,439, twenty-five per cent of which is claimed to be due the Government and has been demanded from the company. After giving the gist of several judicial decisions as to what constitute "net earnings," which decisions, however, were not based upon the act of 1878, the Commissioner says he has insisted that expenses for "new equipment and new construction" are not "necessary expenses paid within the year in operating the same and keeping the same in a state of repair."

The Commissioner says that the Central Pacific Railroad Company, reserving whatever rights it may possess under the law, has paid 25 per cent of its net earnings as computed by the Department without such deductions as the Union Pacific Company claims ought to be allowed. The amount claimed by the Commissioner to be due the United States from the latter company to December 31, 1881, is $901,837. The company claims credits on account of new equipment and new construction which if allowed would reduce its indebtedness to the Government on the disputed account to $306,477. The company, in accordance with its own mode of computation, tendered a check for $69,358 83 in payment of the balance of its indebtedness to December 31, 1880, which tender was refused by the Government. The settlement for the year 1882 has not yet been made, but the Commissioner estimates that it will increase the total balance claimed by the Government and denied by the company to at least $1,500,000. In computing the claim of the Government the Commissioner has given the Union Pacific Railroad Company credit for $939,074 due from the Government to the Kansas Pacific Railroad Company (which became the Kansas division of the Union Pacific Railroad by consolidation therewith in January, 1880,) for the same period, after deducting the 5 per cent of its net earnings upon 394 miles—the subsidized portion of the road. The Commissioner recommends that suit be brought with a view to obtaining judgment for whatever amount may be found due to the Government, and also to obtain a judicial construction of the act of May 7, 1878.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, April 20, 1883.

The weather has greatly improved the past week, but the navigation of the great lakes on our northern frontier is not yet resumed, and there is general complaint of dull trade. Speculation in the principal domestic staples has been quite active, but values are unsettled, and the tone of the markets fitful and uncertain, under conflicting and somewhat uncertain influences.

The provision market has shown a very favorable state of affairs. The advances have not been sharp, nor the reactions important, but the general tone is quite satisfactory. A good feature has been the steady sales of pork for consumption and export; to-day mess pork sold on the spot at $19 25@$19 50; extra prime, $15 75@$16; family, $20@$21 12½; clear back, $22 25. Lard has had a fair speculation; the feeling now is slightly irregular, but the range of values is still full; prime Western sold on the spot at 11 70c.; refined to the Continent, 11·65c.; South American, 11·90@12c.; for future delivery prime Western sold at 11·67½@11·72½c. for May; June at 11·73@11·77c.; July, 11·77@11·80c.; August, 11·83c.; seller year, 10 70c.; closing May, 11·68c.; June, 11 74@11·75c.; July, 10·77c.; August, 11·78@11·80c.; September, 11·80@11·81c.; seller year, 10·90@10·92c. Bacon is firm at 10⅝c. for long clear. Beef hams were steady at $21@$21 50 for old and $22@$22 50 for new. Beef is quiet at $26@$27 50 for city extra India mess. Tallow is firm at 8½c. Stearine has advanced a trifle to 11¼@11⅞c. for prime and 9¾@9⅞c. for oleomargarine. Butter is steady for prime qualities; the lower grades are irregular. Cheese is very firm; State factory, fine to fancy, 13¾@15c.; Ohio flat 8@13c.

Rio coffee has been dull and closed at a decline to 9¾c. for fair cargoes on the spot; options have steadily declined, owing to liberal receipts at Rio de Janeiro, and to-day there were sales of No. 7 at 7·75@7·85c. for May; 7·95@8·05c. for June; 8·25@8·30c. for July; 8·35@8 40c. for August, and 8·55@8·65c. for October; mild grades have continued to sell freely, and in the fore part of the week brought firm prices, but latterly in sympathy with Rio the tone has weakened; the supply of Maracaibo is considerably reduced, and Java is not at all plentiful; much of the Central American coffee is being sent to Europe, and 2,000 bags of Caracas were shipped to-day. Rice has been fairly active and firm at last week's prices. Bonded spices are firm pending the abolition of the duty, while spices on which the tariff has been paid are weak, there being little demand. Foreign fruits have been quiet and without marked change. Tea has declined slightly at auction. Refining molasses has sold fairly at 31½c. for Cuba 50-deg. test, and a moderate trade in grocery grades has taken place at steady prices; 57c. is usually the highest price obtainable for New Orleans. Raw sugar has been only moderately active, but, owing to a strong market for refined, has ruled firm; fair refining has been quoted at 6 15-16c. and 96-deg. test centrifugal at 7 11-16c.; liberal sales of domestic molasses sugar have been made at 5½@5¾c. Refined sugar has been fairly active at some advance; granulated closed at 8⅛c., powdered at 9c., crushed at 9¼c.

Kentucky Tobacco has continued very quiet both for export and consumption, and prices to a great extent are nominal; sales 70 hhds. for export and 55 hhds. for consumption. Lugs were quoted at 5½@6¾c. and leaf at 7@10½c. Seed leaf has had a better movement; the sales include: 500 cases 1882 crop Pennsylvania, private terms; 300 cases 1881 crop do., 8@14c.; 100 cases 1882 crop New England seconds, private terms; 50 cases 1881 crop New England, 17@35c.; and 100 cases 1881 crop Ohio, 4½@6½c; also, 400 bales Havana, 85c.@$1 15, and 200 bales Sumatra $1@$1 50.

Naval stores were rather quiet to-day; recently 5,000 bbls. good strained rosin were sold for export; this business imparted a better tone, and now holders are firm at $1 70@$1 75. Spirits turpentine was dull and weak at 47c. in yard. Refined petroleum has had a fair export call at 8¼c. for 110-test and 8⅜c. for 70-test; crude certificates have been affected by the reported discovery of new wells; a drop to 92⅞c. took place, but to-day the market ranged from 94c. to 94½c. Ingot copper is quiet at 15¾@16c. for Lake. Hops are firm; a fair brewing demand is noted at 90@95c. for State 1882. Steel rails are dull at $38 at the mills.

Ocean freight room has been very irregular and quite dull. The grain trade have only operated when very low rates were quoted. To-day grain to Liverpool by steam was taken at 2@2¼d.; cheese 25s.; lard 15s.; cotton 9-64@5-32d.; flour 10s.; grain to London by steam 2½d.; do. to Glasgow by steam 2d.; do. to Newcastle by steam 2½@3d.; do. to Avonmouth by steam 3½d.; do. to Antwerp by steam 4d.; do. to Amsterdam by steam 10@10½c.; refined petroleum to the Baltic 3s. 1½d.; do. to Antwerp 2s. 6d.; do. in cases to Anjiers for orders 28@29c.; grain by sail to Cork for orders quoted 4s. 3d.@4s. 6d. per qr.

COTTON.

FRIDAY, P. M., April 20, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (April 20) the total receipts have reached 66,527 bales, against 72,935 bales last week, 78,708 bales the previous week and 86,999 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,552,665 bales, against 4,398,136 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,154,529 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	971	2,078	779	2,148	306	1,126	7,708
Indianola, &c.	....	....	....	....	....	83	83
New Orleans...	1,751	4,294	4,254	1,634	2,387	4,729	19,069
Mobile.....	609	469	55	185	89	272	1,679
Florida	....	....	....	....	....	91	91
Savannah	1,486	1,513	777	1,101	1,684	1,367	7,928
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	680	539	397	902	1,307	907	4,752
Pt. Royal, &c.	....	....	....	....	....	341	341
Wilmington	91	172	93	28	24	87	495
Moreh'd C., &c	....	....	....	....	....	305	305
Norfolk.....	2,256	2,048	810	1,168	1,411	1,105	8,798
West Point, &c	....	....	....	....	....	1,007	1,007
New York.....	281	193	41	277	54	64	910
Boston	336	816	699	503	386	496	3,236
Baltimore	....	....	....	....	....	4,001	4,001
Philadelp'a, &c.	154	1,142	1,526	673	1,544	1,085	6,124
Totals this week	8,615	13,264	9,431	8,939	9,212	17,026	66,527

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last years.

Receipts to April 20.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston	7,708	770,088	3,837	406,166	54,605	26,568
Indianola, &c.	83	16,158	54	13,577	.....	.....
New Orleans...	19,069	1,556,545	5,686	1,138,614	231,979	166,388
Mobile	1,679	302,736	2,604	250,524	23,958	20,957
Florida....	91	15,753	67	27,045	.....	.....
Savannah.....	7,928	782,006	3,166	701,470	32,221	30,188
Brunsw'k, &c	.....	5,508	.....	6,964	.....	.....
Charleston.....	4,752	551,796	1,260	478,290	29,915	16,041
Pt. Royal, &c.	341	23,347	576	23,643	609	576
Wilmington....	495	124,301	341	133,207	6,488	4,441
M'head C., &c	305	18,594	86	26,133	.....	.....
Norfolk.....	8,798	743,625	3,792	577,230	59,433	31,352
West Point, &c	1,007	214,478	712	182,945	.....	.....
New York	910	134,093	2,342	152,805	243,015	315,466
Boston	3,236	159,419	3,267	195,216	6,635	9,845
Baltimore	4,001	48,532	.....	14,096	27,538	28,933
Philadelp'a, &c.	6,124	85,686	2,010	70,311	17,856	16,919
Total.....	66,527	5,552,665	29,809	4,398,136	734,252	667,672

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	7,791	3,831	6,497	5,082	1,640	2,793
New Orleans.	19,069	5,686	21,445	9,694	9,795	9,398
Mobile	1,679	2,604	2,712	1,716	1,998	2,729
Savannah....	7,928	3,166	6,130	2,740	4,713	1,895
Charl'st'n, &c	5,093	1,836	6,774	1,597	1,330	1,479
Wilm'gt'n, &c	800	427	346	403	599	1,163
Norfolk, &c..	9,805	4,504	5,923	7,215	6,741	5,653
All others....	14,362	7,686	10,891	8,267	9,367	13,746
Tot. this w'k.	66,527	29,800	60,718	36,714	36,183	38,856
Since Sept. 1.	5552,665	4398,136	5303,619	4608,009	4294,724	4082,607

Galveston includes Indianola; Charleston includes Port Royal, &c. Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 92,044 bales, of which 57,871 were to Great Britain, 3,968 to France and 30,205 to the rest of the Continent, while the stocks as made up this evening are now 734,252 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Apr. 20. Exported to—				From Sept. 1, 1882, to Apr. 20, 1883 Exported to—			
	Great Brit'n.	France	Contin't.	Total Week.	Great Britain.	France	Contin't.	Total.
Galveston....	7,603	3,140	7,649	18,392	298,088	30,740	149,128	478,851
New Orleans..	30,593	.....	11,154	41,747	714,110	251,091	399,834	1,365,035
Mobile.....	2,535	.....	.....	2,935	29,830	9,350	1,100	40,280
Florida	.....	.....	.....	.....	.....	.....	.....	.....
Savannah ...	.....	.....	2,000	2,000	101,602	25,638	269,289	396,549
Charleston*...	.....	.....	3,965	3,965	126,560	24,775	197,894	349,229
Wilmington..	2,490	.....	.....	2 490	51,506	.....	4,590	56,186
Norfolk†.....	720	.....	2,460	3,180	348 649	.....	17,422	366,071
New York	9,949	828	2,581	13,258	382 218	25,370	135.142	543,030
Boston	2,055	.....	.....	2.055	132,698	....	443	133,141
Baltimore.....	... ..	.....	.....	.....	131,021	4,718	45 197	181,536
Philadelp'a, &c	1,636	....	396	2,032	65,530	.... ..	2,986	68,516
Total	57,871	3,968	30,205	92,044	2,377,497	377,672	1,223,225	3,978,394
Total 1881-82	60,860	6,133	19,738	86 737	1,961,716	301,848	696 592	2,960,164

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

Apr. 20, at—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans	31,212	12,084	18,155	1,931	63,432	168,547
Mobile	2,000	None.	None.	1,500	3,500	20,458
Charleston	3,947	None.	5,200	450	9,597	20,313
Savannah	1,800	None.	8,300	2,600	12,700	19,521
Galveston	7,198	974	4,637	4,892	17,701	36,904
Norfolk	9,152	None.	5,355	5,875	20,382	39,051
New York	3,100	None.	950	None.	4,050	238,965
Other ports	3,000	None.	1,500	None.	4,500	54,626
Total 1883	61,409	13,058	44,097	17,298	135,862	598,390
Total 1882	50,830	13,022	11,795	3,306	79,003	588,669
Total 1881	54,488	11,353	37,020	6,188	109,049	518,347

The speculation in cotton for future delivery was active on Saturday last, and prices further advanced. But on Monday free receipts at the ports, a return of good weather at the South, and unfavorable foreign advices, caused some selling to realize profits, under which values declined, and continued to give way till near the close of Wednesday's business, when some recovery took place. On Thursday a buoyant market at Liverpool and small receipts at the principal interior towns gave impetus to a demand to cover contracts, on which prices rose again 9@10 points for this crop and 6@7 points for the next crop. To-day Liverpool did not respond to our advices of yesterday, and values here were drooping during the morning hours, with a dull business. Later there was some recovery, but the close was dull. Cotton on the spot has been quite variable. There was an advance of 1/16c. on Saturday last, a decline of 1-16c. on Tuesday and an advance of 1-16c. on Thursday. There has been more activity in the business reported for export, and the comparatively small stocks give holders much confidence. To-day the market was quiet and unchanged, middling uplands closing at 10¼c.

The total sales for forward delivery for the week are 648,100 bales. For immediate delivery the total sales foot up this week 5,418 bales, including 3,503 for export, 1,915 for consumption, — for speculation and — in transit. Of the above, 400 bales were to arrive. The following are the official quotations for each day of the past week.

April 14 to April 20.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y.	7 5/16	7 5/16	7 1/4	7 9/16	7 9/16	7 1/2	7 9/16	7 9/16	7 1/2
Strict Ord.	7 3/4	7 3/4	7 11/16	8	8	7 15/16	8	8	7 15/16
Good Ord.	8 9/16	8 9/16	8 1/2	8 13/16	8 13/16	8 3/4	8 13/16	8 13/16	8 3/4
Str. G'd Ord	9 1/4	9 1/4	9 3/16	9 1/2	9 1/2	9 7/16	9 1/2	9 1/2	9 7/16
Low Midd'g	9 3/4	9 3/4	9 11/16	10	10	9 15/16	10	10	9 15/16
Str. L'w Mid	10 1/16	10 1/16	10	10 5/16	10 5/16	10 1/4	10 5/16	10 5/16	10 1/4
Middling	10 1/4	10 1/4	10 3/16	10 1/2	10 1/2	10 7/16	10 1/2	10 1/2	10 7/16
Good Mid.	10 5/8	10 5/8	10 9/16	10 7/8	10 7/8	10 13/16	10 7/8	10 7/8	10 13/16
Str. G'd Mid	10 7/8	10 7/8	10 13/16	11 1/8	11 1/8	11 1/16	11 1/8	11 1/8	11 1/16
Midd'g Fair	11 3/8	11 3/8	11 5/16	11 5/8	11 5/8	11 9/16	11 5/8	11 5/8	11 9/16
Fair	12 1/8	12 1/8	12 1/16	12 3/8	12 3/8	12 5/16	12 3/8	12 3/8	12 5/16
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y.	7 1/4	7 5/16	7 5/16	7 1/2	7 9/16	7 9/16	7 1/2	7 9/16	7 9/16
Strict Ord.	7 11/16	7 3/4	7 3/4	7 15/16	8	8	7 15/16	8	8
Good Ord.	8 1/2	8 9/16	8 9/16	8 3/4	8 13/16	8 13/16	8 3/4	8 13/16	8 13/16
Str. G'd Ord	9 3/16	9 1/4	9 1/4	9 7/16	9 1/2	9 1/2	9 7/16	9 1/2	9 1/2
Low Midd'g	9 11/16	9 3/4	9 3/4	9 15/16	10	10	9 15/16	10	10
Str. L'w Mid	10	10 1/16	10 1/16	10 1/4	10 5/16	10 5/16	10 1/4	10 5/16	10 5/16
Middling	10 3/16	10 1/4	10 1/4	10 7/16	10 1/2	10 1/2	10 7/16	10 1/2	10 1/2
Good Mid.	10 9/16	10 5/8	10 5/8	10 13/16	10 7/8	10 7/8	10 13/16	10 7/8	10 7/8
Str. G'd Mid	10 13/16	10 7/8	10 7/8	11 1/16	11 1/8	11 1/8	11 1/16	11 1/8	11 1/8
Midd'g Fair	11 5/16	11 3/8	11 3/8	11 9/16	11 5/8	11 5/8	11 9/16	11 5/8	11 5/8
Fair	12 1/16	12 1/8	12 1/8	12 5/16	12 3/8	12 3/8	12 5/16	12 3/8	12 3/8
STAINED.				Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary				6 3/4	6 3/4	6 11/16	6 11/16	6 3/4	6 3/4
Strict Good Ordinary				7 9/16	7 9/16	7 1/2	7 1/2	7 9/16	7 9/16
Low Middling				8 1/4	8 1/4	8 3/16	8 3/16	8 1/4	8 1/4
Middling				9 3/8	9 3/8	9 5/16	9 5/16	9 3/8	9 3/8

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	Spot Market Closed.	Sales of Spot and Transit.					Futures.	
		Export.	Consump.	Spec'l'n	Transit.	Total.	Sales.	Deliveries
Sat	Steady at 1/8 adv.	400	291	....	....	691	140,400	400
Mon	Easier	900	217	....	....	1,117	150,900	400
Tues	Dull at 1/16 dec.	170	453	....	....	623	75,000	200
Wed	Steady	600	325	....	....	925	98,500	300
Thurs	Firm at 1/16 adv.	1,355	34	....	....	1,389	104,900	400
Fri	Quiet	78	288	....	....	366	78,400	400
Total		3,503	1,915	....	....	5,418	648,100	2,100

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

The Sales and Prices of Futures are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	February.	March.
Saturday, Apr. 14—	Buoyant.	Aver..10·21	Aver..10·26	Aver..10·42	Aver..10·55	Aver..10·65	Aver..10·43	Aver..10·11	Aver..10·01	Aver..10·04	Aver..10·15	Aver..	Aver..
Sales, total	140,400	100	21,000	29,700	32,700	37,100	4,200	4,300	8,600	1,600	1,100	.....	.....
Prices paid (range)	9·97@10·70	— @10·21	10·23@10·29	10·38@10·45	10·50@10·58	10·62@10·70	10·40—10·46	10·10@10·13	9·97@10·03	9·99@10·03	10·10@10·15	— @—	— @—
Closing	Firm.	10·20—10·22	10·28—10·29	10·44— —	10·57—10·58	10·68—10·69	10·44@10·46	10·12—10·14	10·02—10·03	10·04—10·06	10·14—10·16	— @—	— @—
Monday, Apr. 16—	Lower.	Aver..10·18	Aver..10·21	Aver..10·37	Aver..10·50	Aver..10·61	Aver..10·40	Aver..10·09	Aver..10·00	Aver..10·02	Aver..10·07	Aver..	Aver..
Sales, total	150,900	600	30,400	36,500	24,800	40,600	5,900	3,900	6,700	800	400	.....	.....
Prices paid (range)	9·95@10 60	10·14@10·19	10·17@10·23	10·32@10·41	10·46@10·53	10·57@10·60	10·36@10·43	10·06@10·12	9·95@10·02	9·99@10·03	10·06@10·08	— @—	— @—
Closing	Steady.	10·13—10·15	10·21—10·22	10·37—10·38	10·50—10·51	10·61—10·62	10·37—10·39	10·06—10·08	9·96— 9·97	9·99—10·01	10·08—10·10	— @—	— @—
Tuesday, Apr. 17—	Lower.	Aver..10·12	Aver..10·17	Aver..10·34	Aver..10·47	Aver..10·57	Aver..10·34	Aver..10·03	Aver..9·93	Aver..9·95	Aver..10·05	Aver..	Aver..10·29
Sales, total	75,000	400	11,500	17,900	15,300	19,500	2,300	2,500	2,900	2,300	500	.....	1,300
Prices paid (range)	9·92@10·58	10·11@10·12	10·16@10·18	10·32@10·35	10·45@10·47	10·56@10·58	— @10·34	10·02@10·04	9·92@ 9·94	9·95@ 9·96	10·05@ —	— @—	10·27@10·28
Closing	Dull.	10·12—10·13	10·17— —	10·33— —	10·46—10·47	10·57—10·58	10·33—10·34	10·02—10·03	9·92— 9·93	9·94— 9·96	10·03—10·05	— @—	— @—
Wednesd'y, Apr. 18—	Lower.	Aver..	Aver..10·14	Aver..10·31	Aver..10·43	Aver..10·54	Aver..10·30	Aver..9·99	Aver..9·90	Aver..9·92	Aver..10·02	Aver..	Aver..
Sales, total	98,500	.....	14,200	31,600	10,700	28,400	2,300	4,100	5,700	1,200	300	.....	.....
Prices paid (range)	9·89@10·58	— @—	10·12@10·16	10·28@10·33	10·41@10·46	10·52@10·58	10·29@10·33	9·98@10·01	9·89@ 9·91	9·91@ 9·93	10·02@ —	— @—	— @—
Closing	Steady.	10·10—10·13	10·16—10·17	10·32—10·33	10·45—10·46	10·56—10·57	10·32—10·33	10·01—10·02	9·91— 9·92	9·93— 9·94	10·02—10·04	— @—	— @—
Thursday, Apr. 19—	Buoyant.	Aver..10·18	Aver..10·22	Aver..10·39	Aver..10·52	Aver..10·63	Aver..10·33	Aver..10·03	Aver..9·96	Aver..10·00	Aver..	Aver..	Aver..
Sales, total	104,900	160	14,900	33,000	18,000	30,300	1,300	3,600	1,600	1,500	.....	.....	.....
Prices paid (range)	9·91@10·66	10·18@ —	10·18@10·26	10·35@10·42	10·47@10·55	10·59@10·66	10·34@10·40	10·03@10·09	9·91@ 9·97	9·98@10·00	— @—	— @—	— @—
Closing	Steady.	10·20—10·22	10·25—10·26	10·41—10·42	10·55— —	10·66— —	10·40—10·41	10·08—10·09	9·97— 9·99	10·00—10·01	10·08—10·10	— @—	— @—
Friday, Apr. 20—	Aver..	Aver..10·23	Aver..10·28	Aver..10·42	Aver..10·53	Aver..10·63	Aver..10·36	Aver..10·04	Aver..9·93	Aver..9·96	Aver..	Aver..	Aver..
Sales, total	10,300	24,200	20,500	14,400	2,300	2,300	2,300	2,300	3,500	900	.....	.....	.....
Prices paid (range)	10·14—10·16	10·19@10·26	10·34@10·42	10·48@10·55	10·59@10·66	10·66@10·67	10·38@10·38	10·02@10·07	9·92@ 9·95	9·95@ 9·98	— @—	— @—	— @—
Closing	Steady.	10·16—10·16	10·19— —	10·35— —	10·48—10·49	10·59—10·60	10·33—10·34	10·01—10·02	9·91— 9·92	9·93— 9·94	10·02—10·04	— @—	— @—
		1,711,400	2,504,100	1,913,900	935,600	1,377,600	47,800	123,000	165,400	42,400	7,500	.....	1,300
Total sales this week.		1,200	102,300	178,800	115,900	176,400	16,900	20,500	29,000	8,500	2,300	.....	1,300
Average price, week.		10·17	10·20	10·37	10·50	10·60	10·37	10·06	9·96	9·98	10·07	.....	10·28
Sales since Sep. 1, '82*		17,344,000											

* Includes sales in September, 1882, for September, 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400; September-January for January, 2,070,200; September-February for February, 1,300,200; September-March for March, 1,969,400.

Transferable Orders—Saturday, 10·25c.; Monday, 10·15c.; Tuesday, 10·15c.; Wednesday, 10·15c; Thursday, 10·25c.; Friday, 10·15c.

☞ We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week.

·40 pd. to exch. 300 May for Aug.
·24 pd. to exch. 500 June for Aug.
·16 pd. to exch. 500 May for June.
·40 pd. to exch. 100 May for Aug.
·54 pd. to exch. 600 Oct. for Aug.
·24 pd. to exch. 100 June for Aug.
·24 pd. to exch. 400 June for Aug.
·24 pd. to exch. 200 Nov. for May.
·16 pd. to exch. 400 May for June.
·16 pd. to exch. 100 May for June.
·25 pd. to exch. 100 Sept. for Aug.
·13 pd. to exch. 200 June for July.
·16 pd. to exch. 500 May for June.
·41 pd. to exch. 100 May for Aug.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (April 20), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880
Stock at Liverpool.....bales.	1,011,000	907,000	927,000	702,000
Stock at London.....	63,400	61,000	43,500	39,162
Total Great Britain stock	1,074,400	968,000	970,500	741,162
Stock at Hamburg.....	3,300	2,200	7,000	3,600
Stock at Bremen.....	41,000	26,100	44,300	35,900
Stock at Amsterdam.....	32,000	18,500	42,100	19,400
Stock at Rotterdam.....	2,100	254	1,770	2,100
Stock at Antwerp.....	1,600	1,900	790	390
Stock at Havre.....	142,000	101,000	181,000	82,600
Stock at Marseilles.....	6,500	3,110	4,200	2,410
Stock at Barcelona.....	66,000	36,000	22,500	28,240
Stock at Genoa.....	9,900	6,000	4,500	4,500
Stock at Trieste.....	7,600	3,820	5,350	3,400
Total continental stocks...	312,300	199,184	313,500	182,540
Total European stocks...	1,386,700	1,167,184	1,284,000	923,702
India cotton afloat for Europe.	307,000	400,000	202,000	231,539
Amer'n cotton afloat for Eur'pe	515,000	402,000	621,000	402,714
Egypt, Brazil, &c., afit for E'r'pe	38,000	49,000	38,000	28,122
Stock in United States ports..	734,252	667,672	647,396	648,203
Stock in U. S. interior towns.	191,311	157,558	218,860	220,936
United States exports to-day..	20,200	15,000	17,000	14,000
Total visible supply.....	3,192,493	2,858,414	3,008,256	2,472,216

Of the above, the totals of American and other descriptions are as follows:

American—				
Liverpool stock.....	748,000	586,000	710,000	499,000
Continental stocks.....	207,000	109,000	223,000	139,000
American afloat for Europe....	515,000	402,000	621,000	402,714
United States stock.....	734,252	667,672	627,396	648,203
United States interior stocks..	191,311	157,558	218,860	220,936
United States exports to-day..	20,200	15,000	17,000	14,000
Total American.....	2,415,793	1,928,230	2,417,256	1,923,853
East Indian, Brazil, &c.—				
Liverpool stock.....	263,000	321,000	217,000	203,000
London stock.....	63,400	61,000	43,500	39,162
Continental stocks.....	105,300	99,184	90,500	43,540
India afloat for Europe.....	307,000	400,000	202,000	231,539
Egypt, Brazil, &c., afloat....	38,000	49,000	38,000	28,122
Total East India, &c.....	776,700	930,184	591,000	548,363
Total American.....	2,415,793	1,928,230	2,417,256	1,923,853
Total visible supply.....	3,192,493	2,858,414	3,008,256	2,472,216
Price Mid. Upl., Liverpool	5 5/8d.	6 11/16d.	5 15/16d.	6 7/8d.

☞ The imports into Continental ports this week have been 84,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 334,079 bales as compared with the same date of 1882, an *increase* of 184,237 bales as compared with the corresponding date of 1881 and an *increase* of 720,277 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

Towns.	Movement to April 20, 1883. Receipts. This week.	Receipts. Since Sept. 1, '82.	Shipments. This week.	Stock Apr. 20.	Movement to April 21, 1882. Receipts. This week.	Receipts. Since Sept. 1, '81.	Shipments. This week.	Stock Apr. 21.
Augusta, Ga....	619	174,742	2,297	10,630	660	159,081	1,789	14,436
Columbus, Ga....	481	105,276	1,635	5,455	168	100,738	621	7,954
Macon, Ga....	223	56,798	357	5,195	31	59,635	249	3,057
Montgom'ry, Ala.	628	130,976	1,391	3,990	278	94,591	2,024	3,970
Selma, Ala.....	342	97,356	1,081	6,639	119	71,806	618	3,404
Memphis, Tenn.	4,415	482,833	12,211	58,305	2,118	321,102	8,602	46,814
Nashville, Tenn.	572	43,532	511	6,571	600	53,453	1,298	11,112
Jefferson, Tex.*	500	41,153	105	1,287	92	25,415	373	331
Shreveport, La.	95	24,027	10	10	25	13,232	45	4,000
Vicksburg, Miss.	1,163	96,601	1,615	6,566	371	61,070	1,560	3,000
Columbus, Miss.	842	113,821	1,491	1,254	181	132,114	522	1,781
Eufaula, Ala ..	228	38,550	533	2,020	52	27,927	911	1,587
Griffin, Ga.*....	70	26,310	95	700	36	30,964	133	1,105
Atlanta, Ga.....	526	138,310	783	2,917	533	122,362	2,458	3,196
Rome, Ga.....	305	81,518	1,596	4,803	532	81,381	1,463	3,960
Charlotte, N. C.	668	50,021	1,190	3,201	585	25,461	373	1,400
St. Louis, Mo....	5,835	426,525	13,018	59,124	3,612	330,167	7,659	35,044
Cincinnati, O....	2,584	315,026	2,569	6,026	4,225	337,971	4,833	4,127
Total, old towns.	20,477	2,484,913	43,708	191,341	14,156	2,122,268	34,781	157,558
Newberry, S. C....	174	22,736	174	200	200	14,729	1,789	800
Raleigh, N. C....	426	46,800	879	2,017	135	37,061	621	1,060
Petersburg, Va....	275	23,899	465	2,817	185	33,088	249	474
Louisville, Ky....	251	29,764	192	4,803	492	28,137	2,024	611
Little Rock, Ark.	693	49,705	1,475	3,201	296	24,670	373	4,950
Brenham, Tex....	419	31,545	449	231	393	23,256	45	58
Houston, Tex....	4,529	666,936	6,334	7,859	2,776	387,971	2,024	2,842
Total, new towns	6,767	871,443	9,908	21,698	5,137	569,912	40,750	5,978
Total, all.....	27,244	3,356,358	53,676	213,029	19,293	2,692,180	75,531	163,536

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 23,291 bales, and are to-night 33,783 bales *more* than at the same period last year. The receipts at the same towns have been 6,321 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 673,178 bales *more* than for the same time in 1881-2.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending April 20.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	*Mon.*	*Tues.*	*Wednes.*	*Thurs.*	*Fri.*
Galveston ...	9 5/8	9 7/8	9 7/8	9 3/8	9 3/8	9 3/8
New Orleans	9 3/8	9 3/8	9 11/16	9 11/16	9 3/8	9 3/8
Mobile.....	9 1/2	9 5/8	9 5/8	9 5/8	9 3/4	9 5/8
Savannah....	9 5/8	9 5/8	9 5/8	9 5/8	9 5/8	9 5/8
Charleston..	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Wilmington..	9 3/8	9 3/4	9 3/4	9 5/8	9 7/8	9 3/4
Norfolk	9 7/8	9 7/8	9 7/8	9 11/16	9 7/8	9 7/8
Boston.....	10 1/4	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Baltimore ..	10	10	10	10	10	10 1/8
Philadelphia.	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Augusta.....	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Memphis.....	9 3/8	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
St. Louis.....	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8	9 3/8
Cincinnati....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Louisville....	9 1/2	9 1/2	9 1/2	9 3/8	9 3/8	9 3/8

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns		
	1881.	1882	1883.	1881.	1882.	1883	1881.	1882.	1883.
Feb. 2	147,129	95,057	171,316	317,866	390 039	347,523	1 8,674	84 060	168,090
" 9.....	133,723	84,779	165,988	313 847	380 528	343,584	140,694	77,288	161,929
" 16	146,539	72,631	146,130	312,55	372,451	326,736	145,952	63,057	129,342
" 23	134,359	60,100	134,448	317,588	362 4 0	321,424	148,397	50,136	1 9 076
Mch. 2.. ...	133,931	51 950	135 321	322,458	343 672	308,417	138,801	32,622	122,31
" 9.....	140 126	39,747	124,826	319 252	315 973	304,621	136,990	31,648	121,030
" 16	108,200	57,451	111,181	320,5 0	284 3 3	297,173	109,168	25,874	103,733
" 23	93 080	61,916	105,092	309,513	253,618	279,946	82 703	31,141	87,8
" 30.....	78,514	51,63	86,9 9	294 608	233,1 2	265, 71	63 609	33,340	74 0
Apr. 6	85,690	44,467	78,70	277,35	215,944	257,152	68,438	27,220	68,88
" 13	66,579	33,229	72 835	261 599	201,347	239,481	56,82	19 032	55,244
" 20	60,718	2 ,800	66 527	241,168	184,281	213,029	40,317	8,334	40 09

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,749,209 bales; in 1881-82 were 4,532,992 bales; in 1880-81 were 5,505,979 bales.

2. That, although the receipts at the out-ports the past week were 66,527 bales, the actual movement from plantations was only 40,095 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 8,334 bales and for 1881 they were 40,317 bales.

AMOUNT OF COTTON IN SIGHT APRIL 20.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to April 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to Apr. 20	5,552,665	4,398,136	5,303,619	4,608,009
Interior stocks on April 20 in excess of September 1.....	196,544	131,856	202,360	224,177
Tot. receipts from plantat'ns	5,749,209	4,532 992	5,505,979	4,832,186
Net overland to April 1.....	572,324	394,473	452,089	516,460
Southern consumpt'n to Apr. 1	240,000	190,000	155,000	135,000
Total in sight April 20	6,561,533	5,117,465	6,113,068	5,483,646

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,444,068 bales, as compared with 1880-81 is 448,465 bales and with 1879-80, 1,077,887 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather has been very favorable for crop purposes during the past week. Planting has made excellent progress, and in some sections of the Southwest is approaching completion. In portions of Texas a good stand has already been secured.

Galveston, Texas.—We have had a shower on one day of the week, the rainfall reaching twenty-two hundredths of an inch. Two-thirds of the State has finished planting cotton, most of it is already up and a good deal has already been chopped to a stand. Both cotton and corn are doing well and are about as far advanced as usual at this season of the year, all reports to the contrary notwithstanding. Average thermometer 71, highest 81 and lowest 60.

Indianola, Texas.—It has been showery on one day of the week, the rainfall reaching ten hundredths of an inch. We have secured a good stand of cotton and corn. The weather is favorable and prospects are good. The thermometer has ranged from 58 to 81, averaging 71.

Dallas, Texas.—We have had no rain during the week

Planting is making good progress and farmers are much encouraged. The thermometer has averaged 66, the highest being 91 and the lowest 42.

Brenham, Texas.—We have had light showers on two days of the week, the rainfall reaching fourteen hundredths of an inch. Planting is about completed in this neighborhood and the general outlook is promising. The thermometer has averaged 65, ranging from 42 to 87.

Palestine, Texas.—We have had a sprinkle on one day of the week, the rainfall being but six hundredths of an inch. Good progress is being made in planting. Average thermometer 68, highest 86 and lowest 49.

Huntsville, Texas.—The weather has been dry and favorable during the week. Cotton planting approaches completion. Young corn is doing well. The thermometer has ranged from 41 to 89, averaging 65.

Weatherford, Texas.—We have had no rain during the week. Satisfactory progress is being made in planting. The thermometer has averaged 72, ranging from 50 to 93.

Belton, Texas.—There has been no rain during the week. The weather has been fine, and farmers are busy. Corn looks promising, and cotton planting is progressing satisfactorily. The thermometer has ranged from 38 to 89, averaging 64.

Luling, Texas.—We have had no rain during the week. Nothing is suffering, but a good shower would be beneficial. Much corn is over knee high and growing fast. A good stand of cotton has been secured. The thermometer has averaged 65, the highest being 87 and the lowest 55.

New Orleans, Louisiana.—It has rained on two days of the week, the rainfall reaching seventy-one hundredths of an inch. The thermometer has averaged 72.

Shreveport, Louisiana.—The weather has been fair during the week, with one light rain, the rainfall reaching forty hundredths of an inch. The thermometer has ranged from 49 to 87.

Vicksburg, Mississippi.—The days have been warm but the nights have been cold during the week. We have had no rain.

Columbus, Mississippi.—It has rained on one day of the week, the rainfall reaching sixty-five hundredths of an inch.

Little Rock, Arkansas.—The weather has been pleasant and very advantageous for the planters during the week. We have had rain on two nights, the rainfall reaching one inch and eleven hundredths. The thermometer has averaged 64, the highest being 81 and the lowest 46.

Memphis, Tennessee.—The weather has been generally fair during the week, with light rain on three days. The rainfall reached eighty-eight hundredths of an inch. The Mississippi is now nine inches below the danger line, and stationary. Plowing is making rapid progress on the uplands. The thermometer has ranged from 53 to 88, averaging 69.

Nashville, Tennessee.—It has rained on two days of the week, the rainfall reaching one inch and two hundredths. The cause of the large receipts this week is the removal of the bulk of stock from Chattanooga to Nashville. The thermometer has averaged 67, ranging from 48 to 88.

Mobile, Alabama.—It has been showery on two days of the week, and the remainder of the week has been pleasant. The rainfall reached fourteen hundredths of an inch. Planting is making good progress, and the crop is developing promisingly. Average thermometer 70, highest 83 and lowest 53.

Montgomery, Alabama.—We have had rain on four days of the week, but the remainder of the week has been pleasant, and at the close there is a favorable change. The rainfall reached one inch and three hundredths. Planting makes good progress. The season's rail shipments to April first, as compared with last season, were, via Mobile and New Orleans, 35,447, against 21,000; via Savannah, 37,000, against 18,000; via Charleston, 24,000, against 8,441; via Norfolk, 19,365, against 7,575; via Louisville, 9,602, against 21,687. The thermometer has averaged 69, the highest being 88 and the lowest 53.

Selma, Alabama.—It has rained on one day, and the balance of the week has been pleasant. The rainfall reached eighty-five hundredths of an inch. The thermometer has averaged 66, ranging from 50 to 84.

Madison, Florida.—Telegram not received.

Macon, Georgia.—We have had rain on two days of the week. Planting is making good progress. Average thermometer 72, highest 82, lowest 46.

Columbus, Georgia.—It has rained on two days of the week, the rainfall reaching ninety hundredths of an inch. The thermometer has averaged 71, ranging from 54 to 90.

Savannah, Georgia.—It has rained on one day, and the remainder of the week has been pleasant. The rainfall reached nineteen hundredths of an inch. Average thermometer 66, highest 82 and lowest 55.

Augusta, Georgia.—We had light rain on one day during the early part of the week, and the latter portion has been clear and pleasant. The rainfall reached thirty-three hundredths of an inch. Cotton is general in this section, and progressing well. Corn is doing well; a good stand has been secured. The thermometer has averaged 66, the highest being 87 and the lowest 48.

Atlanta, Georgia.—The weather has been fine and seasonable during the week, with rain on one day. The rainfall reached sixty-five hundredths of an inch. The thermometer has ranged from 47 to 82, averaging 65.

Charleston, South Carolina.—It has rained on two days of the week, the rainfall reaching twenty hundredths of an inch. The thermometer has averaged 63, ranging from 50 to 79.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock April 19, 1883, and April 20, 1882.

		Apr. 19, '83.		*Apr.* 20, '82.	
		Feet.	*Inch.*	*Feet.*	*Inch.*
New Orleans	Below high-water mark	0	10	1	7
Memphis	Above low-water mark.	33	2	28	4
Nashville	Above low-water mark.	16	10	9	7
Shreveport	Above low-water mark.	22	6	15	0
Vicksburg	Above low-water mark.	43	2	54	8

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

India Cotton Movement from all Ports.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to April 19.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	*Shipments this week.*			*Shipments since Jan. 1.*			*Receipts.*	
	Great Brit'n.	*Continent.*	*Total.*	*Great Britain*	*Continent.*	*Total.*	*This Week.*	*Since Jan. 1.*
1883	18,000	55,000	73,000	215,000	411,000	626,000	71,000	899,000
1882	41,000	11,000	52,000	457,000	239,000	696,000	82,000	912,000
1881	8,000	10,000	18,000	123,000	227,000	350,000	51,000	567,000
1880	23,000	24,000	47,000	157,000	192,000	349,000	58,000	565,000

According to the foregoing, Bombay appears to show a *decrease* compared with last year in the week's receipts of 11,000 bales, and an *increase* in shipments of 21,000 bales, and the shipments since January 1 show a *decrease* of 70,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			*Shipments since January 1.*		
	Great Britain.	*Continent.*	*Total.*	*Great Britain.*	*Continent.*	*Total*
Calcutta—						
1883	2,000	.....	2,000	53,200	9,000	62,200
1882	2,800	.....	2,800	80,900	30,300	111,200
Madras—						
1883	.....	.....	.....	4,500	1,000	5,500
1882	.....	.....	.....	6,500	2,000	8,500
All others—						
1883	.....	.....	.....	4,000	2,000	6,000
1882	700	.....	700	22,400	4,300	26,700
Total all—						
1883	2,000	.....	2,000	61,700	12,000	73,700
1882	3,500	.....	3,500	109,800	36,600	146,400

The above totals for the week show that the movement from the ports other than Bombay is 1,500 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	*Since Jan. 1.*	*This week.*	*Since Jan. 1.*	*This week.*	*Since Jan. 1.*
Bombay	73,000	626,000	52,000	696,000	18,000	350,000
All other p'rts.	2,000	73,700	3,500	146,400	200	147,500
Total	75,000	699,700	55,500	842,400	18,200	497,500

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

Alexandria Receipts and Shipments.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, April 19.	1882-83.		1881-82.		1880-81.	
Receipts (cantars*)—						
This week	5,000		4,220		6,000	
Since Sept. 1	2,230,000		2,803,220		2,722,000	
	This week.	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*
Exports (bales)—						
To Liverpool	1,000	222,000	.....	231,000	3,000	225,000
To Continent	1,000	78,000	.....	163,871	6,117	124,680
Total Europe	2,000	300,000	.....	394,871	9,117	349,680

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending April 19 were 5,000 cantars and the shipments to all Europe were 2,000 bales.

Manchester Market.—Our report received from Manchester to-night states that the market is quiet, but steady with fair inquiry. We give the prices of to-day below, and leave previous weeks' prices for comparison:

	1883.					1882.					
	32s Cop. Twist.		8¼ lbs. Shirtings.		Cott'n Mid Upl's	32s Cop. Twist.		8¼ lbs. Shirtings.		Cott'n Mid Upl's
	d.	d.	s.	d.	s. d	d	d.	s.	d.	s. d	d.
Feb 16	8¾	@ 9⅛	5	11	@7 4½	5⅝	9⅜	@ 9¾	6	5 @7 10½	6 7/16
" 23	8⅝	@ 9⅜	5	10	@7 3	5⅝	9⅜	@ 9⅞	6	6 @7 10½	6 7/16
Mch. 2	8½	@ 9¼	5	10	@7 3	5 9/16	9⅜	@ 9⅞	6	6 @7 10½	6½
" 9	8⅝	@ 9¼	5	10	@7 3	5 9/16	9 7/16	@10	6	6 @7 10½	6⅝
" 16	8⅝	@ 9¼	5	9	@7 3	5⅝	9⅝	@10 3/16	6	7½ @8 0	6 11/16
" 23	8⅝	@ 9¼	5	9	@7 3	5⅝	9 9/16	@10¼	6	7½ @8 0	6 11/16
" 30	8⅝	@ 9¼	5	9	@7 1½	5 9/16	9 7/16	@10⅛	6	6 @8 0	6⅝
Apr. 6	8 7/16	@ 9¼	5	9	@7 1½	5 9/16	9 7/16	@10⅛	6	6 @8 0	6⅝
" 13	8 7/16	@ 9¼	5	9	@7 1½	5⅝	9⅜	@10	6	4½ @7 10½	6 11/16
" 20	8⅜	@ 9¼	5	9	@7 3	5⅝	9⅜	@10	6	4½ @7 9	6 11/16

PROGRESS IN COTTON PLANTING.—The following, received by mail from our correspondents and from exchanges, indicates more fully the progress making in cotton planting in various sections.

GEORGIA—*Forsyth, Monroe Co.*—Our own correspondent at this point writes as follows: "With exception of cold, March has been remarkably favorable. There have been no heavy damaging rains. Corn has been planted in fine condition, and the same will be true of cotton unless we have heavy rains soon."

Macon, Bibb Co.—Our correspondent at this point writes: "Most of the month of March has been too cold, with light frost. Farm work is progressing favorably. Corn is coming up, and planters are now preparing their land for cotton. About the same amount of fertilizer is being sold as last year. Area in cotton will be fully as large as last year."

Rome, Floyd Co.—Mr. T. F. Howel in his circular of April 13, says: "The weather is warm and favorable for farm work but we have not yet heard of any cotton planting in this section; on 14th of last April we noted 'the early plantings were coming up,' and in the spring of 1881 we reported first planting on 11th of April. Active preparations are going on, and with good weather we will have some increase in acreage and about the same quantity of fertilizers as was used in 1881, except that much more of it has been made at home."

MISSISSIPPI.—*Brookhaven, Lincoln Co.*—Our correspondent at this point writes: "Farmers are briskly preparing their cotton lands."

TEXAS—Correspondents of the *Galveston News* write as follows:

Giddings, Lee Co, April 11.—"Farming interests are on a boom. Never such prospects at this stage of the season before known in this part of the State. Two thirds of the cotton crop of this county is up and a good stand put in. Good stands of corn are reported from every part of the county."

Navasota, Grimes Co., April 11.—"The weather is dry, clear and warm, and farmers are so busy that very few come in town except on Saturday. The roads are much better and cotton is brought in every day, sent in mostly by Anderson merchants or country merchants."

Plano, Collin Co., April 14.—"Business is improving. Crops are looking fine. Weather clear and pleasant."

EGYPTIAN COTTON.—Mr. Fritz Andres of Liverpool writes as follows in a letter to the *Manchester Guardian* of April 2, urging the importance of forming an association for increasing the supply of Egyptian cotton. He claims that though Egypt is capable of supplying all England wants of the particular styles of cotton that country produces, yet at present the supply from Egypt is too precarious to be depended upon by the spinning interests of Great Britain. Hence he urges the formation of an association interested in the production of that particular staple, and suggests the following points as those which should engage its attention:

1. There are evidences of impoverishment of the soil through want of rotation of crops, for even the rich land of Egypt is incapable of producing crop after crop of cotton in quantity and quality unimpaired.

2. The fellaheen are very ignorant, and perhaps for the most part incapable of selecting suitable seed for sowing. There are European proprietors of ginning factories who wisely in their own interest take care to provide good seed to the growers in their district; but there are others who supply poor seed at a high price, looking only to "to-day;" and probably there are growers who will not pay the price of good seed. Hence the growth of poor stuff and mixture of qualities, which bring so much trouble and loss upon the consumers These things want regulating.

3. The evils indicated above will be increased if the Domain lands are to be sold, and if they fall into the hands of numerous small proprietors. It may become necessary to impose stringent regulations regarding the supply of seed, and to restrict it to a central depot by imperial enactment.

4. Much depends upon the ginning of cotton—good cotton can be and is ruined by bad ginning. This is an important matter to engage the attention of an association.

5. Seeing that the supply from Egypt is precarious, the cultivation of similar quality should be attempted elsewhere. Surely there are soils in some of our colonies or dependencies capable of producing long stapled cottons similar to Egyptian; if not, then their growth should be encouraged in America, where almost every variety of soil and climate is existent.

6. So long as other crops pay the grower better than cotton, it is folly to expect cotton to be cheap. It is obvious, therefore, that the enormous total areas under cultivation are all too small, and that there is further need of works of irrigation and communication, to extend cultivated area, in order to increase the supply and cheapen the price of all kinds of produce, for on the value to the grower of other descriptions of produce does the price of cotton depend. We should not lose sight of the fact that it is only the pecuniary interest of the average Arab that allows him to grow produce for the "Christian dog," and unfortunately there is a class of natives in Egypt who make it their business to foment discord. Ignorance and fanaticism are rampant in that country, and these qualities render the fomentation of discord all the more easy. It is therefore impossible to foresee how soon another Arabi may arise. While we try to get from Egypt all we can, why should we not look out elsewhere for what we need?

JUTE BUTTS, BAGGING, &c.—Bagging has been in fair jobbing demand, but the market is not active in a large way. Buyers are only filling their actual requirements, as the prices are too high to admit of any large transactions. Prices are steady, however, and holders continue to quote 9c. for 1½ lbs, 9½c. for 1¾ lbs, 10½c. for 2 lbs and 11c. for standard grades. Butts have been in some demand and we hear of 5,000 bales in lots of both paper and bagging grades, with the market about steady at 1⅞@2c. for paper grades and 2¼@2½ for bagging qualities.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows:

Monthly Receipts.	Year Beginning September 1.					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,84[illegible]	98,491
October..	980,581	853,195	968,318	888,492	689,26	578,533
Novemb'r	1,024,6[illegible]7	974,043	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,66[illegible]	900,119
January .	752,827	487,727	571,701	647,140	618,727	689,810
February.	595,59[illegible]	291,992	572,728	447,918	566,824	472,054
March...	482,772	257,099	476,582	264,913	303,955	340,525
Total year	5,345,670	4,290,640	5,075,110	4,480,912	4,140,519	3,901,825
Per'c'tage of tot. port receipts Mar. 31..	90 89		86·40	89·58	93·10	89·78

This statement shows that up to March 31 the receipts at the ports this year were 1,055,030 bales more than in 1881-82 and 270,560 bales more than at the same time in 1880-81. By adding to the above totals to Mar. 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Mr. 31	5,345,670	4,290,64[illegible]	5,075,110	4,480,8[illegible]	4,140,519	3,901,825
Apr. 1....	8.	6,612	15,516	5,922	9,393	15,764
" 2....	8,096	8.	10,903	8,298	5,570	9,934
" 3....	15,534	7,501	8.	6,524	6,785	6,649
" 4....	12,239	9,772	23,210	8.	11,236	5,114
" 5....	13,597	7,048	13,035	8,237	5,491	14,158
" 6....	15,354	4,022	9,98[illegible]	6,33[illegible]	8.	5,817
" 7....	15,310	9,512	13,656	6,24	10,317	8.
" 8....	8.	4,170	14,912	5,26	9,222	11,515
" 9....	11,303	8.	9,67[illegible]	4,717	5,31	9,724
" 10....	18,304	7,337	8.	5,15[illegible]	6,862	9,790
" 11....	7,506	6,990	13,967	8.	7,64[illegible]	4,729
" 12....	9,434	3,791	11,621	9,905	6,835	9,816
" 13....	15,788	3,592	8,010	7,353	8.	6,299
" 14....	8,615	7,299	11,034	5,696	8,031	8.
" 15....	8.	3,879	12,369	4,748	6,56[illegible]	7,629
" 16....	13,264	8.	4,708	6,054	5,199	5,707
" 17....	9,431	5,513	8.	6,290	4,350	6,484
" 18....	8,939	4,039	12,836	8.	9,106	4,910
" 19....	9,252	3,46[illegible]	8,812	9,291	4,423	7,987
" 20....	17,026	3,899	14,679	3,378	8.	5,557
Total.....	5,552,665	4,359,131	5,283,986	4,590,263	4,262,964	4,049,303
Percentage of total port rec'pts Apr. 20		92·98	89·95	91·77	95 85	93·18

This statement shows that the receipts since Sept. 1 up to to-night are now 1,163,534 bales more than they were to the same day of the month in 1882 and 268,679 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to April 20 in each of the years named.

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 13,258 bales, against 13,469 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1882.

Exported to—	Week ending—				Total since Sept. 1.	Same period previ'us year.
	March 29.	April 5.	April 12.	April 19.		
Liverpool.....	8,933	8,772	9,688	9,849	378,792	305,902
Other British ports.....	.....	.....	.....	.....	3,426	9,207
TOTAL TO GREAT BRITAIN	8,933	8,772	9,688	9,849	382,218	315,109
Havre.....	360	774	303	828	25,270	22,804
Other French ports.....	.....	.....	.....	.....	100	.....
TOTAL FRENCH.....	360	774	303	828	25,370	22,804
Bremen and Hanover	2,197	901	1,680	1,831	48,622	34,743
Hamburg	.....	.....	342	50	25,969	15,184
Other ports.....	900	1,550	1,224	700	51,944	5,560
TOTAL TO NORTH. EUROPE	3,097	2,451	3,246	2,581	126,535	55,487
Spain, Op'rto, Gibralt'r, &c	.....	150	132	.....	3,097	837
All other.....	.....	300	100	.....	5,810	1,004
TOTAL SPAIN, &c	.....	450	232	.....	8,907	1,841
GRAND TOTAL	12,390	12,447	13,469	13 25[illegible]	543,030	395 241

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orl'ans	8,237	215,856	.....	7,195	.....	.....	.....	.....
Texas....	3,423	156,247	1,300	22,015	.....	.....	.....	.....
Savannah	3,636	204,553	1,947	66,438	622	13,967	1,031	81,490
Mobile ...	.....	.....	.....	5,452	.....	.....	.....	.....
Florida ..	.....	9,476	.....	.....	.....	.....	.....	.....
S.Car'lina	998	159,948	1,750	2,646	72	9,844	655	19,982
N.Car'lina	879	50,245	.....	.....	.....	.....	243	17,081
Virginia..	1,961	210,567	1,300	67,078	1,594	48,188	921	104,702
North. pts	19	185	1,644	118,143	.....	.....	.....	200
Tenn., &c.	910	134,093	5,750	156,183	4,207	67,800	1,475	44,531
Foreign ..	123	2,858	.....	.....	.....	.....	.....	.....
This year.	20,186	*	13,691	445,180	6,495	†	4,325	267,986
Last year.	13,587	‡	8,163	383,188	4,891	87,128	2,986	193,794

* 1,144,028 † 1,072,893 ‡ 139,799

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 99,044 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Baltic, 1,924....City of Richmond, 1,923... Gallia, 1,155....Helvetia, 1,436.... Lake Winnepeg, 427....Olbers, 1,660....Wisconsin, 1,324.	9,849
To Havre, per steamer France, 828	828
To Bremen, per steamers Douau, 1,050....Elbe, 781	1,831
To Hamburg, per steamer Wieland, 50	50
To Rotterdam, per steamer P. Caland, 500	500
To Antwerp, per steamers Jan Breydel, 100..Rhyniand, 100	200
NEW ORLEANS—To Liverpool, per steamers Gracia, 2,725.... Plato, 3,025....per ship Hesperides, 4,807	10,557
To Havre, per steamer Marseilles, 6,088....per ship Caledonia, 4,238	10,326
To Bremen, per steamer Antonio, 5,089	5,089
To Antwerp, per steamer Marseilles, 197	197
To Reval, per barks Principe di Napoli, 3,600....Rex, 1,750 ....Tamora, 1,850	7,200
To St. Petersburg, per bark Lino, 2,000	2,000
To Cronstadt, per ship Nettie Murphy, 5,192	5,192
To Barcelona, per bark Virgin de Monserrat, 325	325
To Genoa, per bark Louisiana, 1,946	1,946
To Vera Cruz, per steamer City of Mexico, 984	984
MOBILE—To Havre, per bark Armenia, 3,927	3,927
CHARLESTON—To Liverpool, per bark Bessie Parker, 2,247 Upland and 49 Sea Island	2,296
To Reval, per barks Engelbrecht, 2,300 Upland....Nellie T. Guest, 3,158 Upland....Vasa, 1,750 Upland	7,208
To Cronstadt, per bark Cohnheim, 1,550	1,550
To Barcelona, per brigs Antonio Maria, 467....Lista, 543....	1,010
SAVANNAH—To Liverpool, per ship Ardmore, 4,370 Upland and 2 Sea Island	4,372
To Cronstadt, per ship Adolphus, 5,000 Upland	5,000
To Barcelona, per bark Ciscar, 817 Upland	817
TEXAS—To Liverpool, per bark John Black, 1,837	1,837
NORFOLK—To Liverpool, per bark H. B. Cann, 5,657	5,657
To Reval, per brig Marie Louise, 965	965
BALTIMORE—To Bremen, per steamers Hermann (additional), 255....Weser, 2,321	2,576
BOSTON—To Liverpool, per steamers Bulgarian, 760....Istrian, 1,399....Kansas, 1,460	3,619
PHILADELPHIA—To Liverpool, per steamer Pennsylvania, 1,000	1,000
SAN FRANCISCO—To Liverpool, per ship Walter H. Wilson, 136 (foreign)	136
Total	99,044

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen & Hamburg.	Rotterdam & Antwerp.	Reval, Cr'nst'dt & St. Petersb.	Barcelona.	Genoa.	Total.
New York..	9,849	828	1,881	700	.....	.....	.....	13,258
N. Orleans.	10,557	10,326	5,089	197	14,392	325	1,946	43,816
Mobile	.....	3,927	.....	.....	.....	.....	.....	3,927
Charleston.	2,296	.....	.....	.....	8,758	1,010	.....	12,064
Savannah..	4,372	.....	.....	.....	5,000	817	.....	10,189
Texas	1,837	.....	.....	.....	.....	.....	.....	1,837
Norfolk	5,657	.....	.....	.....	965	.....	.....	6,622
Baltimore..	.....	.....	2,576	.....	.....	.....	.....	2,576
Boston.....	3,619	.....	.....	.....	.....	.....	.....	3,619
Philadelp'a	1,000	.....	.....	.....	.....	.....	.....	1,000
San Fran..	136	.....	.....	.....	.....	.....	.....	136
Total...	39,323	15,081	9,546	897	29,115	2,152	1,946	99,044

Included in the above totals are, from New Orleans to Vera Cruz, 984 bales.

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Havre—April 16—Bark Chapman, 1,549....April 17—Bark Kong Eystein, 1,591.
For Bremen—April 13—Steamer Nith, 2,774.
For Cronstadt—April 13—Bark Imperator, 1,056.
NEW ORLEANS—For Liverpool—April 13—Bark Magnificent, 4,420.... April 14——Steamers Carolina, 4,200; Mounts Bay, 2,970....April 16—Steamer Cubano, 4,500....April 18—Steamer Nantes, 5,874.
For Bremen—April 18—Steamer Eglantine.
For Barcelona—April 16—Steamer Vidalsala, 952....April 18—Steamer Christobal Colon, ——.
MOBILE—For Liverpool—April 17—Bark Moss Glen, 2,935.
SAVANNAH—For Cronstadt—April 14—Bark Agder, 2,000.
CHARLESTON—For Barcelona—April 16—Barks Dona Petronella, 1,865; Rosaetta, 2,100.
NORFOLK—For Liverpool—April 19—Bark Blanche, 720.
For Reval—April 19—Bark Edina, 2,460.
BOSTON—For Liverpool—April 13—Steamer Batavia, 1,082....April 16—Steamer Bavarian, 973.
BALTIMORE—For Bremen—April 19—Steamer Strassburg, ——.
PHILADELPHIA—For Liverpool—April 17—Steamer Lord Clive, 1,500.
For Antwerp—April 17—Steamer Vaderland, 396.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

DUPUY DE LOME, steamer (Fr.), at New Orleans, for Havre, was discovered to be on fire in the forehold at 7 P. M. of April 13, but the fire was under control at midnight. At the time the steamer had on board 2,500 bales cotton, 400 of which were in the forehold. Great damage was done, as almost everything forward was destroyed. The damage has been estimated at $40,000. The steamer was being loaded with bulk grain and cotton at the time of the outbreak of the fire, and was advertised to sail on the 15th. Up to Saturday evening, April 14, 500 bales of cotton, all damaged by fire or water, had been discharged.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	9_{64}@7_{32}	9_{64}@7_{32}	9_{64}@7_{32}	9_{64}@7_{32}	9_{64}@7_{32}	9_{64}@7_{32}
Do sail...d.	....	....	9_{64}@13_{64}	9_{64}@13_{64}	9_{64}@13_{64}	9_{64}@13_{64}
Havre, steam....c.	3s*	3s*	3s*	3s*	3s*	3s*
Do sail.. ....c.	....	....	....	....	....	....
Bremen, steam. .c.	15_{32}*	15_{32}*	15_{32}*	15_{32}*	15_{32}*	15_{32}*
Do sail.....c.	....	....	....	....	....	....
Hamburg, steam.d.	3_{16}@1_4*	3_{16}@1_4*	3_{16}@1_4*	3_{16}@1_4*	3_{16}@1_4*	3_{16}@1_4*
Do sail...d.	....	....	....	....	....	....
Amst'd'm, steam.c.	1_2	1_2	1_2	1_2	1_2	1_2
Do sail...d.	....	....	....	....	....	....
Baltic, steam....d.	9_{32}@5_{16}*	9_{32}@5_{16}*	9_{32}@5_{16}*	9_{32}@5_{16}*	9_{32}@5_{16}*	9_{32}@5_{16}*
Do sail.....c.	....	....	....	....	....	....
Barcelona, steam.c.	11_{16}*	11_{16}*	11_{16}*	11_{16}*	11_{16}*	11_{16}*
Genoa, steam ...d.	5s*	5s*	5s*	5s*	5s*	5s*

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Mch. 30	April 6.	April 13	April 20.
Sales of the week.....bales.	34,500	50,000	60,000	72,000
Of which exporters took	3,300	3,300	3,500	5,000
Of which speculators took..	1,530	1,320	3,100	4,600
Sales American	23,500	36,000	47,000	50,000
Actual export.....	3,500	7,800	5,100	7,300
Forwarded.....	16,500	29,000	20,000	25,500
Total stock—Estimated.....	955,000	1,012,500	995,000	1,011,000
Of which American—Estim'd	685,000	748,000	730,000	743,000
Total import of the week.....	74,000	140,000	73,000	112,000
Of which American.....	53,000	117,000	41,500	81,000
Amount afloat.....	363,000	302,000	292,000	256,000
Of which American.....	240,000	170,000	172,000	122,000

The tone of the Liverpool market for spots and futures each day of the week ending April 20, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y	Friday.
Market, 12:30 P.M.	Harden'g.	Steady.	Easier.	Easier.	Dull and easier.	Mod. inq. freely supplied.
Mid Upl'ds	5_8	5_8	$5_{11/16}$	5_8	5_8	5_8
Mid. Orl'ns	$5_{11/16}$	$5_{11/16}$	$5_3/4$	$5_{11/16}$	$5_{11/16}$	$5_{11/16}$
Sales.....	12,000	12,000	10,000	10,000	8,000	10,000
Spec. & exp.	2,000	2,000	1,000	1,000	1,000	1,000
Futures.						
Market, 12:30 P.M.	Strong.	Flat.	Flat.	Dull.	Dull.	In buyers' favor.
Market, 5 P. M.	Strong.	Quiet.	Barely steady.	Quiet.	Barely steady.	Dull and easier.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus:* 5 62 *means* 5 62-64*d.* *and* 6 03 *means* 6 3-64*d.*

	Sat., Apr. 14.				Mon., Apr. 16.				Tues., Apr. 17.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
April.....	5 41	5 41	5 41	5 41	....	....	....	...	....	....	....	....
April-May .	5 41	5 43	5 41	5 43	5 44	5 44	5 41	5 41	5 39	5 39	5 39	5 39
May-June..	5 44	5 46	5 44	5 46	5 47	5 47	5 44	5 44	5 43	5 43	5 41	5 41
June-July..	5 47	5 49	5 47	5 49	5 50	5 50	5 47	5 47	5 46	5 46	5 44	5 44
July-Aug...	5 50	5 52	5 50	5 52	5 53	5 53	5 50	5 50	5 49	5 49	5 48	5 48
Aug.-Sept..	5 53	5 55	5 53	5 55	5 56	5 56	5 53	5 53	5 52	5 52	5 51	5 51
Sept.-Oct...	5 51	5 51	5 51	5 51	5 53	5 53	5 51	5 51	5 49	5 49	5 48	5 48
Oct.-Nov....	5 45	5 45	5 45	5 45	5 47	5 47	5 46	5 46	5 43	5 43	5 43	5 43
Nov.-Dec...	5 42	5 44	5 42	5 44	5 45	5 45	5 43	5 43	5 41	5 41	5 40	5 40
Dec.-Jan....	....	....	....	....	....	...	....	....	....	....	....	....

	Wednes., Apr. 18.				Thurs., Apr. 19.				Fri., Apr. 20.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
April.....	....	....	....	....	....	....	....	....	...	....	....	....
April-May..	5 38	5 38	5 37	5 37	5 37	5 37	5 37	5 37	5 40	5 40	5 39	5 39
May-June..	5 40	5 40	5 39	5 39	5 40	5 42	5 40	5 41	5 43	5 43	5 41	5 41
June-July..	5 44	5 44	5 43	5 43	5 44	5 46	5 44	5 45	5 47	5 47	5 45	5 45
July-Aug...	5 47	5 47	5 47	5 47	5 47	5 50	5 47	5 49	5 50	5 50	5 49	5 49
Aug.-Sept..	5 50	5 50	5 49	5 49	5 50	5 53	5 50	5 51	5 53	5 53	5 52	5 52
Sept.-Oct...	5 47	5 47	5 47	5 47	....	....	....	....	5 50	5 50	5 49	5 49
Oct.-Nov....	5 42	5 42	5 42	5 42	....	...	....	....	...	....	....	....
Nov.-Dec...	5 40	5 40	5 39	5 39	....	....	....	....	....	....	....	....
Dec.-Jan...	....	....	....	....	....	....	....	....	5 43	5 43	5 43	5 43

BREADSTUFFS.

FRIDAY, P. M., April 20, 1883.

Flour has been fairly active at gradually rising quotations. Patents have been plentiful but have sold more freely. The lower grades have been in the most demand as a rule, however, and the supply being quite moderate, they have been held with the most confidence. To-day the market was firm but less active.

Wheat has risen from two to three cents per bushel, owing partly to an advance at the West and in Europe, partly to unfavorable reports respecting the winter wheat, and partly to covering by the shorts. Some days ago the outlook at the West appeared more favorable. It was stated that with good weather in the future, much of the damage done within the last few months would be repaired, and that a full average crop, counting the yield of both winter and spring wheat, might yet be realized, especially as an extensive area of virgin soil is annually being devoted to the latter crop in the newer States and Territories of the far Northwest. Yesterday, however, the crop reports from California were less favorable, and the reports from Ohio, Indiana, Illinois and Kansas, while conflicting, were sufficient to cause considerable covering both here and at Chicago and an advance in both markets. It is claimed, on the other hand, that the prospective yield is at yet wholly problematical, and that large crops have been raised in the past even when the season has been as backward as the present one. The speculation here has been brisk, and though early in the week the foreign demand was moderate, it has improved within the last few days. To-day cash wheat was firm, but options declined ½c. to 1½c. No. 2 red sold at $1 20@$1 20¾ for April, $1 20⅜@$1 21¾ for May, $1 22½@$1 23¾ for June, $1 23¼@$1 24½ for July, $1 23@$1 24½ for August, and $1 24 @$1 24⅞ for September. The Department of Agriculture's last estimate of the wheat acreage in this country was one per cent more than that of last year, with the condition of the wheat less favorable.

Indian corn has been fairly active at an advance of nearly 3 cents for No. 2 mixed and 6 cents for No. 3 mixed, the latter being scarce and especially wanted for export. The advance in options has been largely due to the rise in wheat, though the smallness of the supply in the country at large has also favored holders. To-day the market was firm on the spot, but options declined ½c. to ¾c. No. 2 mixed sold at 67@67½c. for April, 67⅝c. for May, 66@66¾c. for June, 68⅛c. for July and 69¼c. for August.

Rye has advanced slightly, though the sales have not been liberal. Barley has been dull. Oats have been fairly active at some advance. To-day there were moderate sales at 50⅞@ 51⅛c. for No. 2 mixed for June and 51c. for July.

The following are closing quotations:

FLOUR.

No. 2 spring...$ bbl.	$2 70@ 3 00	City shipping extras.	$5 25@ 5 75
No. 2 winter	3 00@ 3 65	Southern bakers' and family brands	5 60@ 6 85
Superfine.....	3 65@ 4 15	South'n ship'g extras.	4 85@ 5 60
Spring wheat extras..	4 25@ 5 25	Rye flour, superfine..	3 00@ 3 75
do bakers'.....	5 25@ 7 00	Corn meal—	
Wis. & Minn. rye mix.	5 10@ 5 75	Western, &c.....	3 00@ 3 45
Minn. clear and str't	5 25@ 6 85	Brandywine, &c....	3 45@ 3 50
Winter shipp'g extras.	4 10@ 4 35	Buckw't flour, 100 lbs.	2 75@ 3 00
Patents, spring.....	6 00@ 7 65		
Patents, winter.....	5 75@ 7 25		

GRAIN.

Wheat—		Rye—Western	71 @ 74
Spring, per bush.	.....@	State & Canada..	74 @ 78
Spring No. 2.....	.....@	Oats—	
Red winter, No. 2	1 20¼@1 23½	Mixed.....	51½@ 54
Red winter	1 05 @1 23	White.....	54 @ 60
White.....	85½@1 24	No. 2 mixed.	52 @ .....
White No. 1.....	1 13 @1 13½	No. 2 white	55¾@ .....
Corn—West. mixed	59 @ 67	Barley—	
West. mix. No. 2.	67¼@ 68¾	Canada No. 1.....	95 @ .....
White	68 @ 70	Canada bright...	98 @ .....
Yellow.....	68 @ 70	Canada No. 2....	85 @ .....
Buckwheat.....	.....@	State, 4-rowed...	85 @ 88
		State, 2-rowed...	78 @ 80

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Apr. 14 and since Aug. 1 for each of the last three years:

Receipts at—	*Flour.*	*Wheat.*	*Corn.*	*Oats.*	*Barley.*	*Rye.*
	Bbls.196lbs	*Bush.60 lbs*	*Bush.56 lbs*	*Bush.32 lbs*	*Bush.48 lbs*	*Bush.56 lbs*
Chicago.....	31,118	117,800	1,151,428	365,825	82,650	19,689
Milwaukee..	35,622	49,609	55,170	49,790	80,320	2,470
Toledo.....	930	99,086	86,650	6,432	.....	1,705
Detroit.....	2,224	77,024	42,743	7,944	10,834	512
Cleveland....	2,593	10,800	4,500	12,700	4,500	.....
St. Louis	23,143	65,809	190,295	90,018	35,987	1,100
Peoria.....	700	4,500	93,100	134,075	9,009	7,630
Duluth	.....	20,685	.....	.....	.....	.....
Tot. wk. '83	96,630	445,303	1,623,812	666,784	223,271	33,406
Same wk. '82	124,393	428,029	1,243,085	758,395	122,688	23,487
Same wk. '81	185,689	806,510	2,948,484	697,927	185,524	27,402
Since Aug. 1—						
1882.....	7,180,700	64,587,627	69,660,264	97,173,768	13,934,810	3,599,432
1881.....	5,778,857	34,207,899	88,026,632	26,037,911	10,544,690	3,348,027
1880.....	6,274,117	64,154,198	84,504,169	20,697,719	10,938,793	2,993,768

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Apr. 14, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	2,947,258	2,138,153	2,504,557	1,405,447
Wheat.....bush.	5,712,556	5,156,558	6,762,057	8,028,825
Corn.....	24,993,126	20,296,339	17,054,103	25,034,524
Oats.....	11,056,884	8,634,051	7,618,360	4,560,948
Barley.....	3,806,315	1,645,040	1,620,339	1,158,875
Rye.....	593,125	698,655	766,425	530,790
Total grain	46,162,006	36,430,683	33,830,574	40,212,966

Below are the rail shipments from Western lake and river ports for four years:

	1883. *Week Apr. 14.*	1882. *Week Apr. 15.*	1881. *Week Apr. 16*	1880. *Week Apr. 17.*
Flour.....bbls.	90,751	116,501	185,141	81,696
Wheat.....bush.	249,775	145,518	911,970	940,573
Corn.....	1,110,558	611,049	1,505,407	2,275,624
Oats.....	549,379	676,390	806,713	463,965
Barley.....	116,241	85,646	68,084	82,286
Rye.....	27,005	34,086	45,206	42,998
Total.....	2,052,958	1,552,689	3,337,340	3,805,446

The rail and lake shipments from same ports for last four weeks were:

Week ending—	*Flour, bbls.*	*Wheat, bush.*	*Corn, bush.*	*Oats, bush.*	*Barley, bush.*	*Rye, bush.*
Apr. 14...	90,751	249,775	1,309,017	558,525	116,241	27,005
Apr. 7...	150,315	236,794	1,241,074	582,123	171,898	20,294
Mar. 31...	214,605	256,418	1,255,343	641,443	155,518	48,174
Mar. 24...	180,361	192,174	1,410,893	896,698	258,331	35,290
Tot., 4 w.	636,032	934,761	5,216,327	2,678,789	701,990	130,763
4 w'ks 82..	430,826	1,201,917	5,524,626	2,180,979	343,856	105,421

The receipts of flour and grain at the seaboard ports for the week ended April 14 follow:

At—	*Flour, bbls.*	*Wheat, bush.*	*Corn, bush.*	*Oats, bush.*	*Barley, bush.*	*Rye, bush.*
New York	84,188	122,768	458,080	298,096	339,700	21,000
Boston.....	100,055	78,350	176,904	101,350	14,600	500
Portland	575	.....	8,100	1,500	.....	.....
Montreal.....	12,036	8,950	560	9,020	.....	.....
Philadelphia...	18,809	33,225	172,500	45,200	1,800	.....
Baltimore.....	20,588	80,852	115,000	8,107	.....	1,000
New Orleans...	14,060	.....	762,385	44,908	.....	.....
Total week...	250,311	324,145	1,693,529	508,161	356,100	22,500
Cor. week '82..	193,060	325,691	235,186	701,041	107,155	5,426

The total receipts at the same ports for the period from Dec. 25, 1882, to Apr. 14, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80
Flour.....bbls.	4,622,105	3,330,417	3,978,669	2,546,268
Wheat.....bush.	14,592,733	7,828,297	16,946,433	14,629,804
Corn.....	28,685,006	9,797,192	24,857,315	38,758,862
Oats.....	7,207,841	6,358,427	6,143,546	5,476,225
Barley.....	1,781,603	1,855,186	1,597,608	1,324,010
Rye.....	317,617	155,448	551,485	329,559
Total grain	52,584,800	25,994,550	50,096,380	60,518,460

The exports from the several seaboard ports for week ending April 14, 1883, are shown in the annexed statement:

Exports from—	*Flour.*	*Wheat.*	*Corn.*	*Oats.*	*Rye.*	*Peas.*
	Bbls.	*Bush.*	*Bush.*	*Bush.*	*Bush.*	*Bush.*
New York	87,619	308,382	258,274	1,910	92,535	3,015
Boston...	49,601	25,440	150,594	.....	.....	.....
Portland.	.....	.....	.....	.....	.....	.....
Montreal.	.....	.....	.....	.....	.....	.....
Philadel..	2,136	16,826	287,453	150	.....	.....
Baltim're	4,641	318,974	245,826	.....	.....	.....
N.Orl'ns .	724	30,209	219,045	.....	.....	.....
Total w'k.	144,721	699,831	1,161,192	2,060	92,535	3,015
S'me time 1882..	88,262	598,995	164,259	3,155	92,301	38,051

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	*Flour.*		*Wheat.*		*Corn.*	
	1883. *Week, Apr. 14.*	1882. *Week, Apr. 15.*	1883. *Week, Apr. 14.*	1882. *Week, Apr. 15.*	1883. *Week, Apr. 14.*	1882. *Week, Apr. 15.*
	Bbls.	*Bbls.*	*Bush.*	*Bush.*	*Bush.*	*Bush.*
Un. King.	105,987	39,224	407,674	495,998	969,654	147,811
Contin'nt	2,745	9,038	277,249	102,205	172,450	4,390
S. & C. Am...	6,094	11,967	15,008	747	14,144	2,394
W. Indies	17,045	16,267	.....	.....	3,588	7,956
Brit. Col's	11,519	10,932	.....	45	.....	.....
Oth. c'nt's	1,331	834	.....	.....	1,356	1,708
Total...	144,721	88,262	699,831	598,995	1,161,192	164,259

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	*Flour.*		*Wheat.*		*Corn.*	
	1882-83. *Sept. 1 to Apr. 14.*	1881-82. *Sept. 1 to Apr. 15.*	1882-83. *Sept. 1 to Apr. 14.*	1881-82. *Sept. 1 to Apr. 15.*	1882-83. *Sept. 1 to Apr. 14.*	1881-82. *Sept. 1 to Apr. 15.*
	Bbls.	*Bbls.*	*Bush.*	*Bush.*	*Bush.*	*Bush.*
Un. Kingdom	4,450,666	2,121,919	20,019,489	23,140,093	10,847,980	17,487,410
Continent ...	380,615	153,995	22,356,613	9,522,519	3,479,195	4,185,530
S. & C. Am...	448,879	440,383	104,556	6,897	234,378	331,675
West Indies.	509,621	424,915	55,599	21,799	272,045	443,340
Brit. Col'nies	351,937	305,455	7,806	15	73,462	105,182
Oth. countr's	29,902	24,150	203,206	229,134	105,305	47,457
Total	6,272,262	6,477,070	51,747,300	32,865,018	23,007,165	22,700,593

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Apr. 14, 1883, was as follows:

In store at—	*Wheat, bush.*	*Corn, bush.*	*Oats, bush.*	*Barley, bush.*	*Rye, bush.*
New York	4,176,512	1,205,608	902,076	44,677	183,112
Do. afloat (est.)	.....	.....	.....	125,000	155,000
Albany	35,000	13,500	53,000	.....	10,500
Buffalo	571,734	.....	29,504	163,455	16,872
Chicago	6,075,065	7,686,665	1,520,983	100,540	858,446
Do. afloat	713,303	1,475,000	102,000	.....	.....
Milwaukee	1,250,742	195,092	928	214,838	80,398
Duluth	1,377,753	.....	.....	.....	.....
Toledo	2,522,453	697,788	7,150	5,456	7,163
Detroit	1,502,176	112,959	20,108	11,006	.....
Do. afloat	17-,938	80,053	.....	.....	.....
Oswego	15,000	16,000	1,500	15,000	50,000
St. Louis	724,841	3,005,381	112,859	32,784	.....
Cincinnati	32,000	38,000	33,738	155,595	49,508
Boston	115,661	103,170	144,178	4,516	1,518
Toronto	525,954	2,200	200	152,021	19
Montreal	217,084	10,689	97,589	36,072	26,928
Philadelphia	457,551	618,406	104,078	.....	.....
Peoria	4,546	718,547	127,195	4,738	125,272
Indianapolis	291,100	113,600	50,200	.....	16,000
Kansas City	109,873	442,745	7,993	210	29,366
Baltimore	573,474	273,301	.....	.....	.....
Down Mississippi	.....	198,459	9,146	.....	.....
On rail	237,570	1,122,763	549,379	116,241	27,005
Tot. Apr. 14, '83.	21,708,330	18,129,926	3,873,804	1,192,149	1,637,107
Tot. Apr. 7, '83.	22,349,953	18,223,008	4,057,698	1,098,230	1,857,858
Tot. Mar. 31, '83.	22,631,645	17,788,249	4,320,782	1,489,578	1,910,863
Tot. Mar. 24, '83.	22,856,591	16,593,451	4,545,289	1,824,368	1,917,546
Tot. Apr. 15, '82.	11,200,229	8,126,325	1,775,252	772,007	937,183

The following statement, prepared by the Bureau of Statistics, will show the exports of domestic breadstuffs from the undermentioned customs districts, during the month of March, 1883, and for the nine months ended the same, as compared with the corresponding months of the previous year:

Customs Districts.	*Barley.* Bushels.	*Barley.* Dollars.	*Wheat.* Bushels.	*Wheat.* Dollars.	*Indian corn.* Bushels.	*Indian corn.* Dollars.	*Wheat flour.* Barrels.	*Wheat flour.* Dollars.	*Indian corn meal.* Barrels.	*Indian corn meal.* Dollars.	*Oats.* Bushels.	*Oats.* Dollars.	*Rye.* Bushels.	*Rye.* Dollars.
New York	722	749	1,974,353	2,323,276	3,047,953	2,129,689	2,365,846	4,768,043	8,541	31,966	6,306	3,763	83,620	64,517
Boston	.....	.....	25,197	32,025	377,043	284,669	196,301	3,011,069	6,371	22,079	100	63	.....	.....
Philadelphia	.....	.....	647,184	770,742	885,350	613,526	196,301	3,011,069	1,782	6,522	160	101	.....	.....
Baltimore	.....	.....	1,071,61	1,310,991	2,026,224	1,394,677	33,385	414,414	6	32	.....	.....	.....	.....
New Orleans	.....	.....	571,863	620,583	1,790,282	1,153,329	49,228	783,850	3	11	.....	.....	.....	.....
San Francisco	40,863	30,792	1,849,359	2,177,435	980	1,015	1,441	7,270	124	520	618	369	.....	.....
Chicago	.....	.....	.....	.....	13,095	7,850	104,935	567,833	.....	.....	11,639	6,963	.....	.....
Detroit	.....	.....	7,081	7,435	55,841	30,713	605	3,630	52	52	.....	.....	.....	.....
Huron	.....	.....	3,550	3,799	1,062	691	11,147	61,095	17	1,863	.....	.....	.....	.....
Key West	.....	.....	.....	.....	.....	.....	4,944	26,122	810	.....	930	595	.....	.....
Miami	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, Mar., 1883*	41,585	31,541	8,198,839	8,197,829	5,638,189	17,654	2,365,846	4,768,043	8,541	31,966	6,306	3,763	83,620	64,517
Total, Mar., 1882*	8,598	6,863	2,586,726	1,879,380	1,189,360	18,976	196,301	3,011,069	1,782	6,522	160	101	.....	.....
Total, 9 mos. ended Mar. 31, 1883*	329,973	235,463	22,488,029	16,189,360	25,947,779	233,167	783,850	14,414,414	6	32	.....	.....	.....	.....
Total, 9 mos. ended Mar. 31, 1882*	181,052	131,659	39,633,567	26,780,386	4,352,800	43,030,414	567,833	7,270	124	520	11,639	6,963	.....	.....
New York	.....	.....	1,974,353	2,323,276	3,047,953	2,129,689	2,365,846	4,768,043	8,541	31,966	6,306	3,763	83,620	64,517
Boston	.....	.....	25,197	32,025	377,043	284,669	196,301	3,011,069	6,371	22,079	100	63	.....	.....
Philadelphia	.....	.....	647,184	770,742	885,350	613,526	196,301	3,011,069	1,782	6,522	160	101	.....	.....
Baltimore	.....	.....	1,071,61	1,310,991	2,026,224	1,394,677	33,385	414,414	6	32	.....	.....	.....	.....
New Orleans	.....	.....	571,863	620,583	1,790,282	1,153,329	49,228	783,850	3	11	.....	.....	.....	.....
San Francisco	40,863	30,792	1,849,359	2,177,435	980	1,015	1,441	7,270	124	520	618	369	.....	.....
Chicago	.....	.....	.....	.....	13,095	7,850	104,935	567,833	.....	.....	11,639	6,963	.....	.....
Detroit	.....	.....	7,081	7,435	55,841	30,713	605	3,630	52	52	.....	.....	.....	.....
Huron	.....	.....	3,550	3,799	1,062	691	11,147	61,095	17	1,863	.....	.....	.....	.....
Key West	.....	.....	.....	.....	.....	.....	4,944	26,122	810	.....	930	595	.....	.....
Miami	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, Mar., 1883*	6,154,652	7,229,727	106,193,308	93,241,880	7,175,303	43,030,414	4,352,800	26,780,386	775,442	2,784,608	420,886	27,623,129	31,838,138	1,866,319
Total, Mar., 1882*	6,299,313	6,863	91,459,039	78,342,041	4,352,800	26,780,386	775,442	2,784,608	464,181	3,155,615	217,894	2,675,946	1,522,898	1,650,606
Total, 9 mos. ended Mar. 31, 1883*	78,342,041	6,863	91,459,039	106,193,308	7,175,303	43,030,414	4,352,800	26,780,386	775,442	2,784,608	420,886	27,623,129	31,838,138	1,866,319
Total, 9 mos. ended Mar. 31, 1882*	.....	.....	78,342,041	93,241,880	4,352,800	26,780,386	775,442	2,784,608	464,181	3,155,615	217,894	2,675,946	1,522,898	1,650,606

Customs Districts.	*Total values for the month of—* Mar., 1883	Mar., 1882.	*Total values for the nine months ended—* Mar. 31, '83.	Mar. 31, '82.
New York	$6,919,806	$5,429,692	$68,193,991	$63,449,572
Boston	1,275,789	1,042,153	11,165,299	9,580,364
Philadelphia	1,568,192	262,383	10,141,747	8,421,724
Baltimore	2,979,350	1,490,273	27,216,747	18,609,589
New Orleans	1,820,562	420,886	10,021,998	2,360,567
San Francisco	2,784,608	3,155,615	27,623,129	31,838,138
Chicago	.....	.....	2,675,946	1,866,319
Detroit	18,967	3,561	597,046	152,898
Huron	100,470	70,330	1,497,265	1,650,606
Key West	27,408	3,934	226,055	3,318
Miami	.....	.....	2,333,047	793,130
Total, Mar., 1883*	$17,802,275	$12,414,906	$167,233,418	147,711,538
Total, Mar., 1882*	.....	.....	.....	.....
Total, 9 mos. ended Mar. 31, 1883*	.....	.....	.....	.....
Total, 9 mos. ended Mar. 31, 1882*	.....	.....	.....	.....

*Included in the foregoing totals are the reports from Milwaukee, New Haven, Portland, Richmond, Willamette and Yorktown, the details f March, 1883, being as follows:

	Milwaukee.	*New Haven.*	*Portland.*	*Richmond.*	*Willamette.*	*Yorktown.*
Barley—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Indian corn—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Indian corn meal—						
Barrels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Oats—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Rye—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Wheat—						
Bushels	.....	.....	.....	.....	8,158	.....
Value $	.....	.....	.....	.....	9,781	.....
Wheat flour—						
Barrels	.....	.....	9,338	3,025	28,177	9,221
Value $	.....	.....	55,119	19,214	141,680	60,129
Total values—						
Mar., '83 $	.....	.....	55,119	19,214	151,461	60,129
Mar., '82 $	.....	7,051	6,680	35,603	486,735	.....
9 months—						
1883 $	240,516	50,532	187,185	849,452	3,332,600	860,863
1882 $	379,010	57,107	212,422	1,309,167	5,490,657	.....

THE DRY GOODS TRADE.

FRIDAY, P. M., April 20, 1883.

There was a more active undertone in all departments of the jobbing trade the past week, the weather having been spring-like and more favorable for the distribution of seasonable fabrics than of late. Business continued quiet with agents representing manufacturers of domestic cotton and woolen goods, and yet some very fair orders were received through the medium of salesmen on the road, and there was a good, steady movement in certain fabrics on account of back orders. Imported goods have lacked animation in first hands, and there was considerable pressure to close out accumulations of laces, embroideries, silks, &c., through the auction-rooms, in which manner liberal quantities were disposed of at fair average prices.

DOMESTIC COTTON GOODS.—The exports of domestics for the week were 1,426 packages, 432 of which were shipped to Great Britain, 258 to China, 164 to Brazil, 134 to U. S. Colombia, 79 to Mexico, 73 to Hayti, and smaller lots to other markets. There was only a moderate movement in brown and bleached cottons, and the current demand was mainly confined to small lots of the best makes. Low-grade bleached goods have been reduced ¼c. per yard without materially increasing their distribution, but fine qualities are in light supply and firm, as are the most desirable wide sheetings, corset jeans and satteens. Colored cottons, as denims, ducks, ticks, cheviots, &c., ruled quiet, but a few large sales were effected by means of price concessions. Print cloths were fairly active and firm at 3⅝c. less ⅛ per cent for 64x64 "spots," 3⅝c. flat for 64x64 "futures," and 3 1-16c. for 56x60s. Prints were sluggish in agents' hands, but fairly active with jobbers, and there was a steady business in fine and standard ginghams.

DOMESTIC WOOLEN GOODS.—The demand for men's-wear woolens has shown a slight improvement over the previous week, but buyers continued cautious in their operations, because of the backwardness in the spring clothing trade. All-wool and cotton-warp cassimeres were distributed in small parcels to a fair amount, and there was a well-sustained movement in worsted coatings, leading makes of which are sold ahead of production. Satinets were more freely taken in exceptional cases, but the demand was irregular, and upon the whole sluggish. Kentucky jeans and doeskins were dull in this market, but considerable orders were secured by traveling salesmen. Flannels remain quiet, but some liberal sales of colored blankets were made to early buyers. Wool and worsted dress goods have been moderately active with jobbers, and a steady re-assorting demand for cashmeres, nun's veilings, buntings, fancy worsteds, &c., was experienced by agents. In carpets there was no movement of importance, and hosiery and knit underwear continued dull.

FOREIGN DRY GOODS have as a rule been quiet in the hands of importers, but a very fair business was done by leading job

bers, and liberal sales of silks, laces and embroideries were made through the auction rooms. Staple fabrics remain steady in price, but such goods as are subject to the vagaries of fashion can be bought on more favorable terms than a short time ago.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending April 19, 1883, and since January 1, and the same factor the corresponding periods of 1882, are as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.											
	Week Ending April 20, 1883.		Since Jan. 1, 1883.				Week Ending April 19, 1883.		Since Jan. 1, 1883.			
	Pkgs.	Value.	Pkgs.	Value.			Pkgs.	Value.	Pkgs.	Value.		
Manufactures of—		$		$				$		$		
Wool	839	319,719	17,882	8,063,501			361	127,469	15,677	6,891,622		
Cotton	1,780	579,689	31,030	10,303,170			995	341,046	26,223	9,254,366		
Silk	943	659,867	18,493	12,735,180			409	278,733	14,015	8,875,538		
Flax	2,204	386,745	31,835	5,533,499			312	208,433	25,327	4,705,453		
Miscellaneous	4,399	172,750	49,902	3,583,542			552	121,213	50,514	3,005,902		
Total	10,165	2,119,770	149,112	40,228,842			5,589	1,076,894	131,816	32,732,886		
Total on market	20,503	2,618,613	231,161	48,051,335			11,216	1,667,973	221,209	44,243,104		
Entd for consumpt.	10,165	2,118,770	149,142	40,228,842			5,589	1,076,894	131,816	32,732,886		
Total at the port	14,210	2,560,161	226,813	48,302,301			10,469	1,138,115	231,925	45,043,542		
	WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.											
Manufactures of—												
Wool	380	137,460	5,599	2,358,661			265	92,885	9,025	3,713,762		
Cotton	198	56,211	5,537	1,661,968			234	50,214	7,948	2,402,636		
Silk	158	125,389	2,559	1,991,597			108	106,933	3,431	3,431,656		
Flax	411	63,303	9,672	1,405,953			462	33,104	4,770	1,337,255		
Miscellaneous	9,191	117,476	61,652	1,114,414			4,140	63,065	9,947	1,405,347		
Total	10,338	499,873	85,019	8,722,493			5,627	361,221	60,288	1,114,558		
Entd for consumpt.	10,165	2,118,770	149,142	40,228,842			5,589	1,076,894	131,816	32,732,886		
Total	20,503	2,618,643	234,161	48,951,335			11,216	1,667,973	221,209	44,243,104		
	ENTERED FOR WAREHOUSE DURING SAME PERIOD.											
Manufactures of—												
Wool	365	141,655	5,870	2,431,332			265	92,885	9,025	3,713,762		
Cotton	178	48,161	5,363	1,700,825			234	50,214	7,948	2,402,636		
Silk	172	132,849	2,237	1,689,913			108	106,933	3,431	3,431,656		
Flax	279	52,299	8,013	1,437,252			193	33,104	4,770	1,337,255		
Miscellaneous	3,061	66,517	56,153	984,106			4,020	77,996	70,936	1,405,347		
Total	4,045	441,391	77,671	8,133,139			4,820	361,221	100,109	12,350,656		
Entd for consumpt.	10,165	2,118,770	149,142	40,228,842			5,589	1,076,894	131,816	32,732,886		
Total entered at the port	14,210	2,560,161	226,813	48,302,301			10,469	1,138,115	231,925	45,043,542		

Imports of Leading Articles.

The following table, compiled from Custom House returns, shows the foreign imports of leading articles at this port from Jan. 1 to April 13, 1883, and for corresponding period in 1882.

[The quantity is given in packages when not otherwise specified.]

	1883.	1882.		1883.	1882.
China, &c.—			Metals, &c—		
China	7,287	6,729	Iron, pig	36,842	66,799
Earthenw.	15,671	14,744	" Rlt. bars	5,2-5	44,828
Glass	181,827	131,490	Lead, pigs	1,072	9,500
Glassware	16,411	10,954	Spelter, lbs	2,376,162	6,097,812
Glass plate	2,954	3,144	Steel	846,814	559,692
Buttons	4,857	5,293	Tin, boxes	513,597	655,746
Coal, tons	14,311	7,117	Tin slbs., lbs	6,338,670	3,316,044
Cocoa, bags	26,711	26,664	Paper Stock	69,977	71,362
Coffee, bags	805,262	853,473	Sugar, hhds, tcs., & bbls.	140,105	162,045
Cotton, bales	1,778	1,546	Sugar, hhds and bags	1,347,450	1,214,713
Drugs, &c—			Tea	351,251	405,462
Bark, Peru	2,393	4,673	Tobacco	33,416	29,260
Blea. powd.	11,313	9,216	Wines, &c.—		
Cochineal	3,216	1,412	Champ'gne baskets	54,771	50,347
Gambier	15,486	3,784	Wines	67,008	63,037
Gum, Arab	1,714	1,978	Wool, bales	31,877	21,456
Indigo	3,979	3,980	*Reported by value.*		
Madder, &c	86	113		$	$
Oil, Olive	21,289	16,552	Cigars	532,507	579,621
Opium	278	141	Fancy goods	239,281	401,270
Soda, bi-cb	3,492	5,738	Fish	228,238	229,584
Soda, sal	12,254	14,234	Fruits, &c.—		
Soda, ash	30,363	22,442	Lemons	219,925	298,721
Flax	2,139	3,045	Oranges	947,703	1,009,490
Furs	4,212	3,976	Nuts	322,657	381,965
Gunny cloth	332	20	Raisins	603,054	497,389
Hair	4,776	1,389	Hides, undr.	6,094,684	5,473,694
Hemp, bales	94,881	127,796	Rice	152,087	94,849
Hides, &c.—			Spices, &c.—		
Bristles	1,209	878	Cassia	127,287	58,344
Hides, dr'sd	2,250	2,390	Ginger	31,301	11,856
India rubber	22,756	30,353	Pepper	389,473	28,[illegible]
Ivory	592	758	Saltpetre	103,347	133,814
Jewelry, &c			Woods—		
Jewelry	1,166	975	Cork	296,189	373,546
Watches	38		Fustic	35,227	45,068
Linseed	59,109	74,567	Logwood	216,923	239,362
Molasses	18,829	24,411	Mahogany	152,916	154,862
Metals, &c—					
Cutlery	2,212	2,98			
Hardware	253	341			

Receipts of Leading Articles of Domestic Produce.

The following table, based upon daily reports made to the New York Produce Exchange, shows the receipts of leading articles of domestic produce in New York for the week ending with Tuesday last (corresponding with the week for exports) also the receipts from Jan. 1, 1883, to that day, and for the corresponding period of 1882:

	Week ending Apr. 17.	Since Jan. 1, 1883.	Same time last year.
Ashes	105	2,045	2,035
Beans	822	25,728	14,216
Breadstuffs—			
Flour, wheat	70,292	2,082,452	1,413,362
Corn meal	4,326	49,712	23,695
Wheat	90,992	4,878,226	4,253,804
Rye	20,500	244,492	100,367
Corn	316,750	8,765,936	2,752,473
Oats	294,804	3,792,442	3,786,121
Barley	103,794	1,931,742	2,067,390
Peas	6,500	101,908	261,122
Cotton	19,014	408,179	379,019
Cotton seed oil	852	22,554	8,821
Flax seed	450	22,615	164,972
Grass seed	2,124	118,457	151,908
Hides	1,526	44,421	39,706
Hides	605	18,509	18,660
Hops	116	4,837	23,466
Leather	52,603	875,432	1,000,385
Lead	5,868	160,919	157,017
Molasses			25
Molasses	115	31,271	26,619
Naval Stores—			
Turpentine, crude	178	1,294	479
Turpentine, spirits	3,086	21,588	21,341
Rosin	12,485	86,102	98,750
Tar	346	7,836	9,594
Pitch		1,374	722
Oil cake	8,559	130,6 2	175,132
Oil, lard	60	2,346	3,474
Oil, whale			
Peanuts	2,245	30,669	20,707
Provisions—			
Pork	3,367	62,125	52,130
Beef	6 0	13,854	13,716
Cutmeats	14,546	333,947	335,751
Butter	19,909	300,706	257,043
Cheese	8,596	188,195	263,407
Eggs	21,565	204,428	211,466
Lard	2,973	99,294	122,849
Lard	7,598	9 ,380	104,596
Hogs, dressed	113	25,296	33,016
Rice	509	19,751	26,303
Spelter	2,548	44,479	27,105
Stearine	559	4,293	4,004
Sugar		922	473
Sugar	50	7,889	1,579
Tallow	988	19,593	12,453
Tobacco	1,905	42,067	35,583
Tobacco	1,897	20,039	20,315
Whiskey	5,200	76,839	78,990
Wool	163	11,238	16,386

Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports from the 1st of January, 1883, to that day, and for the corresponding period of 1882:

	Week ending April 17.	Since Jan. 1, 1883.	Same time last year.
Ashes, pots		815	210
Ashes, pearls	16	79	16
Beeswax		628	7,247
Breadstuffs—			
Flour, wheat	113,201	2,200,511	1,093,879
Flour, rye	240	1,529	887
Corn meal	2,772	31,627	30,831
Wheat	389,349	6,473,597	5,925,366
Rye	93,079	398,943	365,667
Oats	1,980	27,385	49,823
Barley	110	1,174	6,048
Peas	3,011	41,200	142,380
Corn	369,979	7,120,160	4,721,697
Candles	562	11,813	12,441
Coal	1,256	17,745	19,134
Cotton	15,613	182,632	186,981
Domestics	1,426	38,819	39,555
Hay	4,642	25,343	20,153
Hops	4	683	11,244
Naval Stores—			
Crude turpentine		50	210
Spirits turpentine	781	5,766	5,566
Rosin	6,914	68,882	65,925
Tar	171	3,224	5,588
Pitch	257	2,151	2,126
Oil cake	61,756	629,239	774,436
Oils—			
Whale		24,332	23,404
Sperm	755	40,619	85,820
Lard	3,819	105,305	111,857
Linseed	767	10,150	14,139
Petroleum	3,429,746	96,863,480	96,559,034
Provisions—			
Pork	4,370	60,725	67,941
Beef	1,056	12,629	13,408
Beef	1,399	21,516	21,060
Cutmeats	6,320,997	116,722,118	100,444,875
Butter	489,911	4,080,842	1,756,646
Cheese	606,434	8,824,995	15,433,379
Lard	2,427,310	49,035,749	61,352,732
Rice	276	4,850	3,580
Tallow	1,213,280	7,893,283	3,847,560
Tobacco, leaf	2,205	23,786	15,775
Tobacco	1,813	17,341	14,389
Tobacco, manufactured	156,882	1,729,945	1,729,945
Whalebone	6,129	99,344	106,517

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ATLANTIC

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The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1882:

Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$4,412,693 58
Premiums on Policies not marked off 1st January, 1882	1,516,844 85
Total Marine Premiums	$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90
Losses paid during the same period	$2,013,767 35
Returns of Premiums and Expenses	$823,304 50

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,974,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
remium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

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STEEL AND CHARCOAL IRON of superior quality suitable for MINING AND HOISTING PURPOSES, Inclined Planes, Transmission of Power, &c. Also, Galvanized Charcoal and BB for Ships' Rigging, Suspension Bridges, Derrick Guys, Ferry Ropes, &c. A large stock constantly on hand from which any desired lengths are cut. FLAT STEEL AND IRON ROPES for Mining purposes manufactured to order.
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BRANCH OFFICES { 132 Church Street, N. Y. / 286 Chapel St., New Haven
Personal attention given at the EXCHANGES the purchase and sale of STOCKS and BONDS for cash or on margin.
DEPOSITS RECEIVED—subject to check at sight—with interest upon balances.
Special attention paid to INVESTMENTS and accounts of COUNTRY BANKERS.

Fielding & Gwynn,
COTTON FACTORS
AND
COMMISSION MERCHANTS
16 & 18 Exchange Place,
POST BUILDING. NEW YORK

Insurance.

HOME
Insurance Company
OF NEW YORK,
OFFICE, 119 BROADWAY.

CASH CAPITAL	$3,000,000 00
Reserve for Unearned Premiums	2,116,832 00
Reserve for Unpaid Losses and Claims	317,596 01
Net Surplus	1,774,061 06
Cash Assets, January 1, 1883	$7,208,489 07

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

ÆTNA
Insurance Company
OF HARTFORD.

Assets January 1, 1883	$9,054,610 58
Liabilities for unpaid losses and re-insurance fund	1,961,428 46
Capital	4,000,000 00
NET SURPLUS	$3,193,182 12

No. 2 Courtlandt St., New York.
JAS. A. ALEXANDER, Agent.

North British
& Mercantile Ins. Co.
OF
LONDON AND EDINBURGH.
United States Board of Management,
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DAVID DOWS, Esq. (David Dows & Co.)
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Commercial
Union Ins. Co.
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THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 36. NEW YORK, APRIL 28, 1883. NO. 931.

Financial.

AMERICAN
Bank Note Company,
143 BROADWAY, NEW YORK.
Business Founded 1795.
Incorporated under Laws of State of New York, 1863.
Reorganized 1879.

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THEO. H. FREELAND, Secty.

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Centrale Anversoise,
ANTWERP.
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AD FRANK (Frank, Model & Cie.)
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LOUIS WEBER (L. d. Weber & Cie.)
JULES RAUTENSTRAUCH (C. Schmid & Cie.)
TRANSACT A
GENERAL BANKING BUSINESS.

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Maverick National Bank,
BOSTON.
CAPITAL, - - - - - - - $400,000
SURPLUS, - - - - - - - - 400,000
Accounts of Banks and Bankers solicited.
Collections made upon favorable terms.
Government Bonds bought and sold.

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BANKERS AND BROKERS,
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STOCK BROKER.
Lansdale Boardman,
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Financial.

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Financial.

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Correspondents in Padang.
Issue Commercial credits, make advances on shipments of staple merchandise, and transact other business of a financial character in connection with the trade with the Dutch East Indies.
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AND
COMMISSION MERCHANTS,
AMSTERDAM, HOLLAND
N. Y. Correspondents—Messrs. BLAKE BROS. & Co.

Hong Kong & Shanghai

BANKING CORPORATION.
CAPITAL (paid-up)..... $5,000,000
RESERVE FUND..... 2,393,000
HEAD OFFICE, HONG KONG.
The Corporation grant Drafts, issue Letters of Credit for use of Travelers, and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon, Manila, Hong Kong, Foochow, Amoy, Ningpo, Shanghai, Hankow, Yokohama, Hiogo, San Francisco and London.
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Anglo-Californian Bank

(LIMITED).

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SAN FRANCISCO Office, 422 California, St.
NEW YORK Agents, J. & W. Seligman & Co.
BOSTON Correspond'ts, Massachusetts N. Bk.

Authorized Capital, - - - $6,000,000
Paid-up Capital, - - - - 1,500,000
Reserve Fund, - - - - - - 350,000

Transact a general banking business. Issue Commercial credits and Bills of Exchange, available in all parts of the world. Collections and orders for Bonds, Stocks, etc., executed upon the most favorable terms.

FRED'K F. LOW, IGNATZ STEINAART, } Managers.
P. N. LILIENTHAL, Cashier.

Bank of Australasia,

(INCORPORATED 1835.)

No. 4 Threadneedle St., London, England.

PAID-UP CAPITAL, £1,200,000.
UNDIVIDED PROFITS (including Guarantee and Reserve Funds) £453,114.

Letters of Credit and Drafts issued on the 101 branches of the Bank in the Colonies of Queensland, New South Wales, Victoria, South Australia, Tasmania, and New Zealand. Bills negotiated or sent for Collection. Telegraphic transfers made. Deposits received in London at interest for fixed periods on terms which may be ascertained at the office.

PRIDEAUX SELBY, Secretary.

Gerhard & Hey,

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Undertake to cash Bills, Advances and Freight-Amounts; execute all orders in the line of Banking, Commission and Forwarding Business on the most moderate terms.

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REVAL, RUSSIA.

Canadian Bankers.

Merchants Bank
OF CANADA.

Capital, - - - $5,700,000 Paid Up.

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Vice-President, ROBERT ANDERSON, Esq
HEAD OFFICE, MONTREAL.
GEORGE HAGUE, General Manager.
J. H. PLUMMER, Assistant General Manager.
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NEW YORK—The Bank of New York, N.B.A.

The New York Agency buys and sells Sterling Exchange, Cable Transfers, issues Credits available in all parts of the world, makes collections in Canada and elsewhere, and issues Drafts payable at any of the offices of the bank in Canada. Demand Drafts issued payable in Scotland and Ireland, and every description of foreign banking business undertaken.

New York Agency, No. 61 Wall Street.

HENRY HAGUE, JOHN B. HARRIS, JR., } Agents.

Bank of Montreal.

CAPITAL, - - - $12,000,000, Gold.
SURPLUS, - - - $5,500,000, Gold.

C. F. SMITHERS, President.
W. J. BUCHANAN, General Manager.

NEW YORK OFFICE,
Nos. 59 & 61 WALL STREET.

WALTER WATSON, ALEX'R LANG, } Agents.

Buy and sell Sterling Exchange, Francs and Cable Transfers; grant Commercial and Travelers' Credits, available in any part of the world; issue drafts on and make collections in, Chicago and throughout the Dominion of Canada.

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TORONTO, CANADA.

Prompt attention given to Collection of Commercial Bills and Canadian Funds on all points in Canada; American and Sterling Exchange, and Stocks, Bonds, etc., bought and sold.

Correspondents—Bank of New York, New York; and Alliance Bank, London.

Canadian Bankers.

Imperial Bank of Canada.

CAPITAL (paid up), - - - $1,300,000
RESERVE, - - - - - - - $460,000
H. S. HOWLAND, Pres't. D. R. WILKIE, Cashier
HEAD OFFICE, TORONTO.
BRANCHES:
St. Catharines, Port Colborne, St. Thomas, Ingersoll, Welland, Fergus, Woodstock, Winnipeg, Man., Brandon.

Dealers in American Currency & Sterling Exchange.

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Agents in New York: BANK OF MONTREAL, 59 Wall Street.

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BRITISH NORTH AMERICA,

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Buy and sell Sterling Exchange and Cable Transfers. Issue demand drafts on Scotland and Ireland, also on Canada, British Columbia, Portland, Oregon San Francisco and Chicago.

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BANKERS,

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Capital invested in U. S. Bonds	250,000 00
On deposit with Insurance Department	100,000 00

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The bonds of this Company are accepted by the courts of the State of New York.

Full information as to details, rates, &c., can be obtained on application to head office, 179 Broadway, N. Y.

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H. BLACK and W. HARVEY LEE, Inspectors.

DIRECTORS—George T. Hope, G. G. Williams, Geo. S. Coe, Charles Dennis, J. S. T. Stranahan, A. B. Hull, A. S. Barnes, S. B. Chittenden, H. A. Hurlbut, W. G. Low, David Dows, J. D. Vermilye, Alex. Mitchell, Wm. M. Richards.

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OF NORTH AMERICA.

Cash Capital	$300,000
Cash Assets	400,000
Deposit with Insurance Department	214,000

President: SIR. ALEX. T. GALT. Vice-President: HON. JAS. FERRIER.

Managing Director: EDWARD RAWLINGS.

NEW YORK OFFICE:

No. 178 BROADWAY.

D. J. TOMPKINS, Secretary.

NEW YORK DIRECTORS.—Joseph W. Drexel, A. J. Hopkins, H. Victor Newcomb, John Paton, Daniel Torrance, Edw. F. Winslow, Erastus Wiman.

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SOUND INVESTMENT SECURITIES furnished to Corporate and Private Investors.

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United States Trust Co.

OF NEW YORK,

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CAPITAL AND SURPLUS, $5,000,000

This company is a legal depository for moneys paid into court, and is authorized to act as guardian or receiver of estates.

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Executors, administrators, or trustees of estates, and females unaccustomed to the transaction of business, as well as religious and benevolent institutions, will find this company a convenient depository for money.

JOHN A. STEWART, President.
WILLIAM H. MACY, Vice-President.

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Thomas Slocomb,	W. W. Phelps,	J. B. Williams.
Charles E. Bill,	D. Willis James,	Anson P. Stokes,
Wilson G. Hunt,	John J. Astor,	Chas. H. Russell,
Wm H. Macy,	John A. Stewart.	Robt. B. Minturn
John J. Cisco,	S.M. Buckingham	Geo. H. Warren,
Clinton Gilbert,	H. E. Lawrence,	George Bliss,
Daniel D. Lord,	Isaac N. Phelps,	John C. Brown,
George T. Adee,	Erastus Corning,	William Libbey,
Samuel Sloan,	S. B. Chittenden,	

JAMES S. CLARK, Second Vice-President.
HENRY L. THORNELL, Secretary.
LOUIS G. HAMPTON, Assistant Secretary

The Brooklyn Trust Co.

Cor. of Montague & Clinton sts., Brooklyn, N. Y.

This Company is authorized by special charter to act as receiver, trustee, guardian, executor, or administrator.

It can act as agent in the sale or management of real estate, collect interest or dividends, receive registry and transfer books, or make purchase and sale of Government and other securities.

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CHAS. R. MARVIN, Vice-President.

TRUSTEES:

John P. Rolfe,	Chas. R. Marvin,	Henry K. Sheldon,
E. F. Knowlton,	Josiah O. Low,	John T. Martin,
H. E. Pierrepont,	Alex. McCue,	Edm'd W. Corlies
Alex. M. White,	A. A. Low,	Fred. Cromwell,
Henry Sanger,	Mich'l Chauncey,	C. D. Wood.

WM. H. MALE, Secretary.
JAS. R. CURRAN, Assistant Secretary.

Metropolitan Trust Co.,

Mills Building, 35 Wall St., New York.

PAID UP CAPITAL, $1,000,000.

Designated as a legal Depository by order of Supreme Court. Receive deposits of money on interest, act as fiscal or transfer agent, or trustee for corporations and accept and execute any legal trusts from persons or corporations on as favorable terms as other similar companies.

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FREDERIC D. TAPPEN, Vice-President
WALTER J. BRITTIN, Secretary

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MANHATTAN

Safe Deposit & Storage Co

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Receives for safe-keeping, UNDER GUARANTEE, Bonds, Deeds, Wills and other valuable papers; Silverware, Jewelry, Paintings, Silk Goods, Old Business Accounts, &c.

Safes to rent from $10 to $200 per year.

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214 & 216 BROADWAY.

ENTRANCE THROUGH THE BANK.

Bankers' Safe Deposit Co

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GAS SECURITIES,

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DEALT IN.

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Member N. Y. Stock Exchange.

A. W. Beasley & Co.,

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No. 98 Broadway, New York.

We offer a large line of CHOICE Railroad SIX PER CENT bonds on desirable terms to buyers and investors.

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Fred. H. Smith,

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Railroad Securities a Specialty.

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Brooklyn Securities, City Bonds,

Gas Stocks, &c.,

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NEW YORK.

J. P. WINTRINGHAM.

GAS, INSURANCE, BANK STOCKS, &c.

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County, City & Town Bonds of West. States
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St. Joseph & Western RR. Stock.
St. Joseph & Pacific RR. Bonds.
City of St. Joseph Mo., Old Bonds.
International Improvement Co. Subscriptions.
Brooklyn Elevated RR. Securities.
American Cable Co. Subscriptions.
Midland Railroad of N. J. Securities.
Chicago & Grand Trunk RR. Securities.
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Bought by WM. R. UTLEY,
No 31 PINE STREET, NEW YORK

Special Investments.

Investors Attention.

$200 TO $20,000.

SEVEN PER CENT

Semi-Annual Interest Net to Investor.

SECURITY ABSOLUTE.

First Mortgages on Improved Property in Kansas City, and good farms in Kansas and Missouri, worth from three to five times the amount of the loan. For particulars and references address,

H. P. MORGAN, General Agent,

No. 3 Custom House St., PROVIDENCE, R. I., Or

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DEALER IN

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Bank Stocks. Insurance Stocks.

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No. 7 WALL STREET, NEW YORK.

TEXAS RAILWAYS,

BONDS, LANDS, &c.

Desirable Texas Securities for Investment constantly on hand.

Interest and Dividends.

THE AMERICAN EXCHANGE NATIONAL BANK, NEW YORK, April 24, 1883.—At a meeting of the Board of Directors held this day, a dividend of THREE AND ONE-HALF PER CENT (3½) was declared from the earnings of the past six months, payable on and after 1st of May, prox. Transfer-books to remain closed from this date till 6th prox. (Signed)

DUMONT CLARKE, Cashier.

OFFICE OF THE NEW YORK PROVIDENCE & BOSTON RAILROAD CO. (STONINGTON RAILROAD), NEW YORK, April 26, 1883.

A quarterly dividend of TWO (2) PER CENT will be paid at the office of Messrs. M. Morgan's Sons, 39 William Street, New York, on the 10th day of May.

The transfer books will be closed from the 1st to the 11th, both inclusive.

HENRY MORGAN, Treasurer.

OFFICE OF THE OREGON RAILWAY & NAVIGATION COMPANY, NEW YORK, April 24, 1883.—The interest coupons of the Company's scrip, series A, B, and C, due May 1, 1883, will be paid at the office of the Farmers' Loan & Trust Company on and after that date.

T. H. TYNDALE Assistant Secretary.

OFFICE OF PULLMAN'S PALACE CAR COMPANY, CHICAGO, ILL., April 21, 1883. DIVIDEND No. 64.

The usual QUARTERLY DIVIDEND of TWO (2) PER CENT on the capital stock of this company has been declared, payable May 15, to stockholders of record at the close of business May 1, 1883.

Transfer books will close May 1 and re-open May 16.

A. S. WEINSHEIMER, Secretary.

NORTHERN PACIFIC RAILROAD COMPANY.—TREASURER'S OFFICE, No. 17 BROAD ST., NEW YORK, April 14, 1883.

Coupons of the Missouri Division Bonds of this Company, due May 1 prox., will be paid upon presentation at this office on and after that date.

ROBERT LENOX BELKNAP, Treasurer.

OFFICE OF THE OREGON AND TRANSCONTINENTAL COMPANY, New York, April 23, 1883.—The Coupons of this Company's First Mortgage Trust Bonds, due May 1, 1883, will be paid at the office of the Farmers' Loan & Trust Company on and after that day.

C. A. SPOFFORD, Assistant Secretary.

OREGON RAILWAY & NAVIGATION COMPANY, NEW YORK, April 11, 1883.

THE QUARTERLY DIVIDEND OF TWO AND ONE HALF PER CENT (2½) will be payable May 1, 1883, at the office of the Farmers' Loan & Trust Company. The transfer books close April 20 and reopen May 5, 1883.

T. H. TYNDALE, Assistant Secretary.

BRANCH OFFICE OF TEXAS CENTRAL RAILWAY CO., HOUSTON, TEXAS, April 21, 1883.—Coupons of First Mortgage Bonds of this company due May 1, 1883, will be paid by JOHN J. CISCO & SON, No. 59 Wall Street, New York.

E. W. CAVE, Treasurer.

Interest and Dividends.

THE INTEREST ON THE FOLLOWING BONDS is payable at the banking house of Messrs. WINSLOW, LANIER & CO., corner of Nassau and Cedar Streets, New York City, on and after May 1, 1883:

Aurora, Indiana—
Municipal 6s.
Denver South Park & Pacific Railroad Co—
First Mortgage 7s.
Greencastle, Indiana—
School 8s.
Ohio & West Virginia Railroad Co.—
First Mortgage 7s.
Portsmouth City, Ohio—
Railroad improvement 7s.
Waterworks 8s.
Pittsburg Fort Wayne & Chicago Railway Co.—
First Mortgage 7s, Series "E."
Second Mortgage 7s, Series "L."
Terre Haute, Indiana—
Consolidated 6s.
Western Railroad Company of Minnesota—
First Mortgage 7s.
Land Gant 7s.
Land grant 6s.

MAY 15.

Blackford County, Indiana—
Gravel Road 7s.
Marietta City, Ohio—
Marietta & Cincinnati Railway Aid 8s.

MAY 20.

Cambridge City, Indiana—
Municipal 7s.

OFFICE OF THE ST. PAUL MINNEAPOLIS & MANITOBA RAILWAY CO.—63 WILLIAM ST., NEW YORK, April 12, 1883.

At a meeting held this day, the Board of Directors, for the purpose, in effect, of reimbursing to and dividing among the stockholders the cost and value, to the extent of $9,000,000, of large and valuable properties and lines of railway recently acquired by the Company and not covered by its existing mortgages, and of extensive improvements and additions to its other properties, conferred upon its stockholders of record May 1, 1883, the privilege of acquiring Consolidated Mortgage 6 per cent 50-year Gold Bonds of the Company, of a new issue, to the amount of 50 per cent of their holdings, at the price of 10 per cent of the par value thereof, payable on the 1st of May, 1883. On payment of the 10 per cent, scrip receipts will be issued therefor to the stockholders, exchangeable on and after July 1, 1883, for the said bonds, upon presentation at this office in amounts of $1,000 or multiples thereof.

The usual quarterly dividend of 2 per cent was also declared, payable in cash on the 1st of May next.

For both purposes the transfer books will be closed Friday, April 20, 1883, at 3 p. m., and will be re-opened May 5, 1883, at 10 a. m.

JAMES J. HILL, President.

ST. LOUIS ALTON & TERRE HAUTE RAILROAD CO., OFFICE OF THE PRESIDENT, No. 37 WALL STREET, NEW YORK, April 14, 1883.

TO THE PREFERRED STOCKHOLDERS OF THE ST. LOUIS ALTON & TERRE HAUTE RAILROAD COMPANY.

A cash dividend of Seven Per Cent upon the PREFERRED STOCK has been declared, payable on and after May 1st, 1883, to Preferred Stockholders of record on April 25th, 1883.

The Transfer Books of both the Common and Preferred Stock will be closed April 25th, 1883, at 3 P. M., and reopened on June 5th, at 10 A. M,

W. B. CUTTING, President.

THE LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO., TREASURER'S OFFICE, GRAND CENTRAL DEPOT, NEW YORK, March 27, 1883.

The Board of Directors of this Company have this day declared a QUARTERLY DIVIDEND of TWO PER CENT upon its capital stock, payable on TUESDAY, the FIRST DAY OF MAY NEXT, at this office.

For the purpose of this dividend, and also for the annual meeting of the stockholders for the election of directors, &c., which is to be held on the 2d day of May next, the transfer books will be closed at 3 o'clock P. M. on FRIDAY, the 30th inst., and will be reopened on the morning of Friday, the 4th day of May next.

F. W. VANDERBILT, Acting Treasurer.

Publications.

A TREATISE

ON

STOCK BROKERS

AND

Stock Exchanges.

A Treatise on the Law of Stock-Brokers and Stock Exchanges. By JOHN R. DOS PASSOS, of the New York Bar. 8vo, 1083 pages, Law Sheep, $5 00.

PUBLISHED BY

HARPER & BROTHERS,

NEW YORK.

☞ *Sent by mail, postage prepaid, to any part of the United States, on receipt of the price.*

Financial.

BONDS.

MISSISSIPPI LEVEE BOARD.

Applications for $50,000 of the Bonds of the Board of Mississippi Levee Commissioners (District No. 2) will be received at the office of said Board in Greenville, Miss., until May 15, 1883.

These Bonds bear interest at the rate of Ten (10) per cent per annum, for which coupons are attached payable annually; bonds payable on call, in the order of issue, at any time after the expiration of one year, and certainly at the expiration of seven (7) years from the date thereof. There has already been negotiated $150,000 of these bonds, none at less than par, some at a premium. This issue will be the last instalment of the $200,000 authorized by act of the Mississippi Legislature.

Applications offering the most favorable terms will be accepted, subject, however, to the approval of the Board.

GREEN CLAY, Pres't Board Mississippi Levee Commissioners.

W. A. ERMAN, Secretary and Treasurer.

NOTE.—The Board has no other outstanding bonds, having paid off an indebtedness and current expenditure of over one and a half million dollars in the six years next preceding 1882.

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THE FINANCIAL SITUATION.

The aspect of affairs remains unchanged. There are many favorable features, and some unfavorable ones, in the situation. The weather this week has been rather cold and unseasonable, but as winter wheat is backward, this has not been a positively harmful influence. The prolongation of cold weather, however, has interfered materially with spring business, and as a consequence we find many branches of trade complaining of dullness and inactivity. The iron industry, too, continues in an unsettled state, owing to a further decline in some of the manufactured articles.

Still, all these are regarded as mere temporary drawbacks, which will readily yield to the progress of time. For instance, the iron industry must soon adjust itself to the changed condition of affairs in that branch of trade, and a proper equilibrium between production and consumption be established, as well as a more nearly even scale of wages for the different sections of the country be devised. Then a milder temperature can hardly be much longer delayed, and with more propitious growing weather a decided improvement in the state of the crops will take place. Indeed, already there are very encouraging signs in the sections least affected by the past week's cold weather. The reports of very heavy damage to the wheat plant on account of winter killing, so prevalent a month ago, have been considerably modified, and in many districts very pronounced progress for the better has been made since the first of April, though of course the plant is still backward, and has, therefore, as said at the outset, been but little if any affected by the cold temperature of the past week. At the same time this cold weather has not interfered with spring planting, and everywhere in the farming districts the work has been actively prosecuted during the last ten days. The outlook for the crops, therefore, is not unpromising at the moment, and as railroad earnings, though not as heavy as they have been, still continue large and above the corresponding period last year, and as money is easy and flowing toward this centre, and as there is a fair export movement in progress accompanied by a smaller import movement, with foreign exchange tending toward lower figures by reason of railroad loans negotiated abroad, as there are all these favorable influences, a most hopeful feeling prevails, though it is not to be denied that operations are conducted with extreme caution, and that there is a very general disposition to await the outcome of the crops before engaging upon ventures of a large or difficult character. And this disposition is well reflected in the transactions at the Stock Exchange, where prices fluctuate within very narrow limits, and speculation is halting, timid, uncertain, and business insufferably dull.

As to the probable yield of wheat, it is manifestly too early as yet to form any kind of judgment. Under the most favorable conditions the out-turn of the winter variety cannot ordinarily be determined before the latter part of May, and this season, with the backwardness of the plant so patent, definite information will probably not be possible until well on in June. So far as is known at present, California and the Pacific States, which furnished about 47 million bushels in 1882, have not suffered any very great amount of loss, unless indeed the rumors now current of damage by insects prove true; and the deficiency in the States of Ohio, Indiana, Illinois, Iowa, Missouri, Kansas, and Nebraska, which supply but little less than one-half the entire production of wheat, will not, it is estimated, amount to over 20 per cent, with the conditions favorable the rest of the season. If this should prove to be the case, the loss in winter wheat may be in great part made up by the increased acreage of spring grain, so that the harvest of both kinds might not be a great deal less than last year. Still, so much depends upon the future, that it is not well to place too great reliance upon early estimates.

Railroad earnings have latterly been somewhat less favorable, not that there is any decided or general falling

off from the figures of a year ago, but simply that the increase is no longer so large as it was. The explanation offered is that farmers have been so active with their spring work that they have not been able to give much time to sending produce to market, and that as a consequence the railroads have had a smaller volume of this kind of traffic. Especially is this stated to be true of the roads in the Southwest, which in one or two cases show a decrease. Two prominent trunk lines have this week made public monthly returns, but in neither case can it be said that the figures come quite up to general expectation. The Erie return is for February, and shows a decrease in earnings and an increase in expenses, while the Pennsylvania return covers the month of March and shows a gain in gross earnings a little more than sufficient to meet the heavy increase in expenses but not enough to bring the net earnings up to those of either 1880 or 1881 in that month. We have compiled the following statement to indicate the Pennsylvania's earnings for five years past—in March and the three months.

Lines East of Pittsburg.	1883.	1882.	1881.	1880.	1879.
March.	$	$	$	$	$
Gross earnings	4,189,380	3,912,293	3,844,304	3,278,186	2,603,068
Operating expenses	2,733,953	2,496,491	2,045,078	1,766,938	1,615,845
Net earnings	1,455,427	1,415,802	1,799,226	1,511,248	987,223
Jan. 1 to April 1—					
Gross earnings	11,890,952	10,592,364	10,129,133	9,306,319	7,684,531
Operating expenses	7,507,773	7,022,675	5,964,942	5,196,585	4,504,791
Net earnings	4,383,179	3,569,689	4,164,191	4,109,728	3,179,740

It will thus be seen that although the March gross earnings are larger than in any year preceding, such has been the increase in expenses that net earnings fall $340,000 below 1881 and $50,000 below 1880, it being noteworthy that between the latter year and the present the gain in earnings has not equaled the augmentation in expenses. For the first quarter of the year, however, both gross and net earnings are larger than ever before, which is a satisfactory feature. As to the lines west of Pittsburg, the showing is quite favorable as compared with the previous year, there being a surplus above all liabilities of $225,951 for March, 1883, against only $45,163 in March, 1882, but, as in the case of the lines east of Pittsburg, the exhibit is unfavorable in comparison with either 1881 or 1880.

The stock speculation has been dull and irregular this week, as intimated above, with a tendency towards lower figures. The leaders find it difficult to advance prices without the aid of the non-professional speculators, and the latter have their confidence in the future of the market unsettled by depression in various branches of trade and manufactures, unfavorable rumors regarding the crops, and the unseasonable weather. It is doubtless true also that the uncertainty regarding the position and intentions of some of the leaders in the market has much to do with the want of confidence felt by outsiders. They see an apparent indisposition on the part of the speculators supposed to be interested in higher quotations to do more than make a feeble attempt to sustain prices, and it is of course impossible to determine whether this course is taken with the object of encouraging a short interest as the basis of a subsequent rise or because the leaders have really less desire to advance prices, by reason of diminished holdings, than they had a few weeks ago. The attacks of the speculators for a decline have not been so energetically resisted this week as they were, and this fact has given rise to the suspicion that combinations recently made have enabled certain of the leaders to accomplish their object and decrease their interest in properties with which they are identified.

Among the features of the week may be mentioned the fall in the Wabashes caused by distrust as to the true position of the road under the recent lease to the Iron Mountain; a decline in Texas & Pacific, influenced by a rumor (denied by the road's officials) that new stock was to be issued for the purpose of building a connecting line of some sort, or in exchange for the New Orleans Pacific Company's stock held by the Texas & Pacific among its assets; a drop in Louisville & Nashville, due to a rumor, also denied, that the unissued stock in the company's hands had been sold; a fall in Union Pacific, the result of the threatened suit by the Interior Department against the company; and a decline in the shares of the coal-carrying companies, caused by exaggerated reports of depression in the iron trade. The stocks of the trunk-line railroads have been more or less affected by the reduction on Monday of rates on provisions, brought about by the announcement that a cut in the tariff had been proven against one or two of the roads, and subsequently by a change in the rate on grain to the summer schedule and the assertion that if necessary a further reduction will be made in order to enable the railroads to compete with the water routes. Some of the stocks of roads in the Southwestern system have declined by reason of a falling off in earnings, explained above.

The delay in completing the details of the purchase by the Chicago Burlington & Quincy of the Hannibal & St. Joseph has been taken advantage of by some of the speculators for a decline, but so far as can be ascertained there need be no uneasiness felt regarding this negotiation. Nearly the whole of the holders of the common stock of the Hannibal & St. Joseph have signed an agreement to sell and about one-half of the holders of the preferred stock have agreed to exchange their shares for Chicago Burlington & Quincy debenture 5s. Some of those who have not agreed to exchange hesitate simply because they wish the company to stipulate that if any additional mortgage is placed upon the property, provision will be made for the debentures.

Money continues in good supply at the Stock Exchange, and the indications point to ease in the future. The May interest amounts to $2,707,118 (on the 3s, and the outstanding extended 5s), and the 120th call for bonds matures on the 1st proximo, the greater part of the bonds under this call still remaining to be presented. The domestic exchanges at nearly all the principal interior cities are now in favor of New York, and a gradual return of the money withdrawn during March for crop purposes is taking place, the only point drawing upon this centre being Boston, to which the bulk of this week's shipments have been made.

The New York Clearing-House banks, according to reports collected by us, have received from and shipped to the interior gold and legal tenders as follows.

Week Ending April 27, 1883.	*Received by N.Y. Banks.*	*Shipped by N.Y. Banks.*	*Net Interior Movement.*
Currency	$2,509,000	$368,000	Gain. $2,141,000
Gold	141,000	390,000	Loss. 249,000
Total gold and legal tenders	$2,650,000	$758,000	Gain. $1,892,000

The above shows the actual changes in the bank holdings of gold and legal tenders caused by this movement to and from the interior. In addition to that movement our City banks have lost $529,818 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the net gain to the New York Clearing-House banks of gold and legal tenders for the week covered by the bank statement to be issued to-day.

Week Ending April 27, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	$2,050,000	$758,000	Gain. $1,292,000
Sub-Treasury operations, net	.....	529,818	Loss. 529,818
Imports of gold.....	.....	.....	....
Total gold and legal tenders.....	$2,050,000	$1,287,818	Gain. $1,302,182

The Bank of America neither received nor paid out any gold during the past week on account of the associated banks.

Exchange was lower early in the week, but on Thursday rates were again marked up a fraction. The market, however, is barely steady at the advance, and very quiet. Commercial bills are scarce and those that are offered are quickly absorbed, as also are the bills drawn against loans negotiated abroad. It is reported that part of the $3,000,000 collateral trust loan of the Union Pacific has been placed in Europe, and it is probable that the bills against it have already been sold. Still, the demand for sterling is quite irregular. There is some inquiry from importers who are remitting for goods, but the principal demand comes from bankers to settle credits. There is very little doing in securities between here and Europe, although there appears to be a moderate inquiry for first-class investment properties. The following shows relative prices of leading stocks and bonds in London and New York at the opening each day, indicating the margin for profit on cable transactions in securities between the two cities.

	April 23.		April 24.		April 25.		April 26.		April 27.	
	Lond'n prices.*	N.Y. prices	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S.4s,c.	119·55	119⅜	119·43	119⅜	119·43	119⅛	119·43	119⅜	119·31	119¾
U.S.4½s.	102·65	103	102·78	103	102·54	102½	102·54	102½	102·54	102¼
Erie.....	37·57	37⅜	37·42	37⅛	37·42	37⅛	37·17	37⅛	36·69	36¾
2d con.	98·75	97⅜	98·65	98	98·65	98¼	98·17	97⅝	98·17	97¾
Ill. Cent.	145·85	145¼	145·80	145¼	145·80	145	145·31	144½	145·31	144½
N. Y. C..	126·14	125¼	126·36	126	126·11	126	126·14	125¾	125·87	125½
Reading	27·07†	55⅜	28·06†	55¾	28·06†	55¼	28·06†	55⅜	27·57†	54¾
Ont. W'n	27·84	27¼	27·94	27¾	27·91	27¾	27·8	27¾	27·45	27¼
St. Paul	103·62	102¾	103·51	103⅛	103·51	103¼	103·63	103¼	103·31	103¼
Exch'ge, cables.	4·86⅛		4·86		4·86		4·86		4·86	

* Expressed in their New York equivalent.
† Reading on basis of $50, par value.

The return of the Bank of England for the week shows a loss of £73,000 bullion, and the proportion of reserve to liabilities was increased ¾ of 1 per cent. The Bank of France has gained 3,025,000 francs gold and 425,000 francs silver during the week, and the Bank of Germany, since the last report, shows an increase of 8,580,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	April 26, 1883.		April 27, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England.....	21,185,938	.....	23,777,067	.....
Bank of France.....	39,991,258	41,834,420	35,371,527	45,879,214
Bank of Germany.....	7,794,756	23,384,250	6,974,000	20,922,000
Total this week.....	68,971,946	65,218,670	66,122,594	66,801,214
Total previous week.....	68,818,178	64,883,214	65,735,263	66,925,825

The Assay Office paid $26,531 for domestic bullion through the Sub-Treasury during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Apr. 20 ..	$355,376 05	$23,000	$22,000	$190,000	$120,000
" 21...	290,480 77	51,000	24,000	163,000	52,000
" 23...	427,605 38	50,000	23,000	261,000	93,000
" 24...	286,165 42	23,000	22,000	200,000	41,000
" 25...	144,540 63	14,000	16,000	64,000	51,000
" 26...	192,447 78	20,000	28,000	100,000	43,000
Total.	$1,696,616 03	$181,000	$135,000	978,000	$400,000

THE STATE COMMISSION AND ELEVATED RAILROAD FARES.

We have so often written against the proposal to force the management of our Elevated railroads into reducing fares to five cents, that it is scarcely necessary for us to say that the State Railroad Commissioners' report, on that subject, pleases us. Yet it is not alone or chiefly because we agree with its conclusions that we are gratified; for the judicious manner in which the Commissioners state their opinions, as well as the actual results reached upon the points covered by their investigations, are alike creditable.

In the first place, one cannot help being pleased with the modesty exhibited, a marked contrast with some similar officials in the West. With reference to many of the vexed questions in controversy, the Commissioners are as little able as most persons to determine the relative merits of opposing views of law, propriety and facts. For instance, on the important issue as to whether discount on bonds sold should be counted as part of capital actually expended in building the roads, they simply assume the negative side of the controversy, without apparently either advocating or rejecting that view, though they take pains to state that it "is the most disadvantageous view possible to the roads." Then again, on the question whether the reduction in fare would produce less than ten per cent on the capital expended, they frankly admit that they cannot give any intelligent answer. While as to the item of taxation—which is important as reducing net profits—they pursue the same course adopted with reference to the discount on bonds.

But, further, this report is especially gratifying because the operation of the law under which the Commissioners were appointed caused general solicitude; the anticipated manner of its execution being judged by the spirit in which the law was passed. Hence, the entrance of the board upon its work might be, it was feared, the beginning of a policy of reckless interference with vested rights, and of general antagonism to railroad management scarcely less disturbing. The prevailing idea was, that as the less conservative sentiment prevailed in the passage of the act, fares would perhaps be heedlessly reduced, as a consequence of recommendations by the Commissioners; that little regard would be paid to a company's needs or financial status or the effect upon it of a certain line of action; and that, in a word, the railroads and their necessities and prosperity would be subordinated to what are termed the "needs" and desires of "the people." There was, consequently, as we have said, not a little anxiety felt by the more conservative classes as to the operation of the law. It is needless to remark, therefore, that the report of the Commissioners, following so closely upon the veto of the Five-Cent-Fare Bill by Governor Cleveland, has strengthened confidence, showing, as these acts do, that there is to be no absurd contest between capital and what are called "the people's rights," but an honest attempt to reach a correct judgment on all points which are or may be in dispute respecting railroad management—the Commission apparently believing that there are two sides to every question, not excepting those cases where a railroad is a party. In this case, the majority report of the Commissioners is in favor of non action; while even the minority report—signed by Mr. O'Donnell,—makes no more radical recommendation than that the "commission" hours be extended, and is independent and bold enough to declare that a dissolution of the Manhattan charter would not be in the interests of the people.

Then, also, the results reached are noteworthy as showing

what little foundation there is for the clamor with regard to the fares on the Elevated roads. When a Commission which owes its existence to a supposed indignation of the people with railroad management is practically unanimous against reducing fares at all hours, and the most pronounced anti monopolist on the Board can not see his way clear to any recommendation stronger than a "judicious extension" of the five-cent hours, lest the roads be seriously crippled in their operations, is it not evident that there is nothing behind the cry about "cheap" fares except the use it serves as a political catch-word. If there was any real grievance, any ground for supporting a uniform reduction, Mr. O'Donnell, who is known to be especially zealous in such matters—in fact is in the advance guard of anti-monopolists—would certainly have discovered it and have reported in favor of such a policy, instead of contenting himself with a simple recommendation for the extension of the commission hours. In our estimation a plan has never been adopted or devised by any road that combined so many advantages as that in force over the Elevated system, more particularly in its giving cheap transportation to the laboring classes during the hours when those classes patronize the roads, and compelling the richer, lazier and self-indulgent part of the population to bear the burden of the expense by higher rates of fare during the remaining hours, when the work-people are occupied with their daily toils and have no occasion to use the trains.

As already said however, the conclusions of the Commissioners are chiefly significant as evidencing a disposition on their part not to encourage meddlesome interference with the railroads. While the powers of the Commissioners are not unlimited, the act creating them is broad enough to offer no little opportunity for mischief, if its executors were inclined to use the powers granted to their fullest extent in harassing railroad corporations. It is therefore reason for congratulation to find that the present Board is seemingly moved by no narrow considerations, but rather by a desire to deal with public questions affecting such corporations on a broad and liberal principle. Their action in the present instance is especially significant, since the construction and management of the Elevated roads have not been such as to entitle them to special consideration. In fact there is no piece of modern railroad financiering so universally and so justly condemned as that by which the clique in the Elevated railroads managed to capitalize their holdings in these properties so enormously above their true value. Still, the interests of the State, no less than those of innocent investors, required that there should be no departure from strict justice and impartiality.

If the Commissioners deal with other questions coming before them, in the same spirit of fairness, it will not be long before their decisions will be respected by all classes of the community. We have always held that the functions of a railroad commission should be largely advisory. We have seen the good results following the action and deliberations of such a board in another State, and we doubt not that the same effects would be experienced here. Let it be known that in questions of dispute the railroad is to be judged no more rigorously than the individual, and that it is to be as sure of a respectful hearing and fair treatment and not ruled out, and the Commissioners would find even the most obdurate of railroad managers disposed to yield acquiescence to their recommendations. At any rate, their opinions would carry great weight with all intelligent people, and an enlightened public demand would soon exact implicit obedience to their rulings. Of course, ample power to investigate and examine accounts and officials is one of the first prerequisites of a commission, and this the New York Board has in full degree.

THE ATLANTIC & PACIFIC RAILROAD AND ITS LAND GRANT.

The junction of the Atlantic & Pacific Railroad with the Mojave extension of the Southern Pacific of California, soon to be made at the Colorado River, will mark another era in the construction of trans-continental lines in the United States. The Atlantic & Pacific, sometimes called the thirty-fifth parallel road, was created by act of Congress approved July 27 1866, which provided for a line from Springfield, in Southwestern Missouri, to the Pacific Coast, a distance of about 2,000 miles, with a land grant amounting in all to some 42,000,000 of acres. Soon after its incorporation, the projectors of the enterprise set vigorously to work. They had the right to consolidate the Atlantic & Pacific with other lines, and in pursuance of that right acquired the South Pacific of Missouri, in operation from Pacific, Mo., to Pierce City, Mo., a distance of 255 miles, and extensions were subsequently made from Pierce City, to Seneca, the Western boundary, and in September, 1871, to Vinita in the Indian Territory, 364 miles from St. Louis.

After the railroad crisis of 1873–5 the Atlantic & Pacific was reorganized (in 1876) under the name of the St. Louis & San Francisco, retaining the right to build the uncompleted portion of the Atlantic & Pacific, according to the original charter. In 1880, the country being again blessed with prosperity, and the St. Louis & San Francisco sharing in it, the latter once more entered upon the work of building the thirty-fifth parallel road, and strengthened itself financially by an alliance with the Atchison Topeka & Santa Fe, each company taking a half interest in the new road and giving it an important traffic guarantee, as referred to below.

Work has thus far been confined mainly to what is called the Western Division, from Albuquerque to the Colorado River, where connection will be made in a few days with the Southern Pacific of California. But the Central Division, from Seneca, on the Missouri State border, the terminus of the St. Louis & San Francisco road, is to be pushed forward through the Indian Territory and New Mexico to a junction with the Western Division, at or near Albuquerque, and already there are about 100 miles finished, to a point beyond Tulsa on the Arkansas River.

On the Western Division the first mortgage bonds ($25,000 per mile) are not only secured on the road, equipment and land grant, but any deficit in the amount required for interest on the bonds is guaranteed by both the Atchison and the St. Louis & San Francisco to the extent of 25 per cent of all gross earnings received by them on business to and from the Atlantic & Pacific. This is a very important provision, for the haul that those two roads will obtain on such business is very long. For instance, on business for Kansas City the A chison would have a haul of 918 miles (from Albuquerque), and on business to St. Louis the Atchison would get a haul of 744 miles (to Wichita), and the St. Louis & San Francisco a haul of 508 miles (Wichita to St. Louis), or, together, 1,252 miles. The earnings on these long hauls, to the extent of 25 per cent of their total amount, will be devoted to the payment of the interest on the 1st mortgage bonds of the Atlantic & Pacific should the company's own earnings be insufficient. Further, there is a similar traffic guarantee by the Southern Pacific of California. It was originally the intention to build the Western division all the way to the Pacific Coast, but in 1882 an agreement was made between the Southern Pacific and the Atlantic & Pacific by which the latter consented for the present to build no further west than the Colorado River, where the Southern Pacific would meet it with a branch; the Southern Pacific on its part consented to give a traffic guarantee similar to that given by the other companies. But these guarantees only apply in case there is a deficit in the net earnings of the Atlantic & Pacific Company to pay its mortgage interest, and all advances so made are in the nature of a loan and become a charge against the future earnings of the Atlantic & Pacific Company, subject, of course, to its first mortgage lien.

The road being so far south will have the great advantage over the more northern routes, of less severe weather in winter, which gives it immunity from snow blockades with all the trouble and expense which they entail. The climate of the region traversed is said to be most delightful, while there is much beautiful scenery, and travelers will find this route to California a most desirable one.

The land grant of the Atlantic & Pacific Company is one of its prime features, the company receiving from the United

States Government 25,600 acres per mile for all its road constructed in the Territories. The company claims a decided advantage for its lands in having them located far enough towards the south to admit of a great variety of agricultural uses. The same considerations that recommend the Southern route to travelers also recommend the territory through which it passes to settlers and graziers. The cold climate of the extreme North has not the attractions that are possessed by the middle zone of the United States.

The early completion of the Western Division throws open an important area to development, and a map is herewith presented of New Mexico and Arizona, showing the line of the Atlantic & Pacific road and the sections of land that belong to it, as well as the alternate sections reserved by the Government. Messrs. J. & W. Seligman & Co., the bankers, have lately had a competent gentleman, Mr. E. W. Kinsley (one of the Commissioners of Railroads of the State of Massachusetts) go over the territory traversed by the Atlantic & Pacific (Western Division), and make a private and impartial report to them of the character of the lands and the nature of the country. Mr. Kinsley speaks in glowing terms of the delightful climate of the district, and gives a particular account of the character of the lands, the products, water facilities, &c., in the vicinity of each station. At one point he reports a coal mine; at another coal gypsum and clay suitable for making brick; at another, fine stone quarries; at another abundant timber; and at nearly all places an excellent grazing country. It is chiefly, however, for grazing that the country is immediately adapted, the other features being incidental rather to particular sections. Lack of space forbids the publication of the report in detail, but the general conclusions are given as follows.

"For grazing purposes in a large way the country around and beyond the San Francisco mountains cannot be excelled. Cattle can range all the year without being housed. The average annual increase of stock may be put at 33 per cent. The rainfall may be stated as equal to 6 inches per year, both in New Mexico and Arizona. The average rainfall at Santa Fe, New Mexico, is 10 inches, and Fort Yuma 3 inches. The climate is equal to the most favored portions of Europe. The winters are mild, and stock roam the pastures the year round. The average winter temperature at Santa Fe, N. M., is 35 degrees, and in other parts of New Mexico much milder. Ice is formed but seldom during the winter. There are occasionally snowfalls on the Sierra Madre of 8 to 10 inches, which lies on the ground but a few days. The average summer temperature in the Rio Grande valley is about 65 degrees, with an occasional maximum of 90 to 95 degrees, rarely higher than 100 degrees, even in July or August; but the evenings and nights are always cool and pleasant, and blankets are always used for comfort at night. For Northern Arizona the same statement is applicable, with the qualification that the general temperature is lower than in New Mexico. There is no region more healthful than New Mexico and Northern Arizona."

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Apr. 14.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12·4 @12·4¼	April 14	Short.	12·05
Amsterdam	Short.	12·1 @12·2	April 14	....	.....
Antwerp	3 mos.	25·46¼@25·51¼	April 14	Short.	25·26
Hamburg	"	20·62 @20·66	April 14	"	20·44
Berlin	"	20·62 @20·66	April 14	"	20·44
Frankfort	"	20·62 @20·66	April 14	"	20·44
Copenhagen	"	18·42 @18·46	April 14	....	.....
St. Petersb'g	"	23½@23⅜	April 14	....	.....
Paris	Short.	25·20 @25·25	April 14	Checks	25·24
Paris	3 mos.	25·40 @25·47½	April 14	Long.	25·26
Vienna	"	12·08¾ @12·11¾	April 14	Short.	11·98
Madrid	"	46¼@46	April 14	....	.....
Genoa	"	25·50 @25·55	April 14	....	25·30
Lisbon	"	51 11/16@51 13/16	April 14	....	.....
Alexandria	....	.....	April 11	3 mos.	97
New York	....	.....	April 13	Short.	4·83¼
Bombay	60 d'ys	1s. 7⅜d.	April 14	tel.tf'rs	1s. 7⅜ l.
Calcutta	....	1s. 7⅜d.	April 14	"	1s. 7 11/32d.
Hong Kong	....	.....	April 14	4 mos.	3s. 0⅜d.
Shanghai	....	.....	April 14	"	5s. 0⅛d.

[From our own correspondent.]

LONDON, Saturday, April 14, 1883.

The money market has been fairly active during the past week. Some important operations have been carried on during the period embraced in the last Bank return. The dividends upon a portion of the national debt have been distributed, and loans granted in anticipation of them have been repaid to the Bank. There has also been a settlement on the Stock Exchange. But now that these transactions have been completed, we may expect that the money market will assume an easier appearance. It is well to bear in mind that the public have, during the last few years, committed themselves heavily to investments in public companies, and that large demands have been made upon them. Without the assistance of the general public speculators on the Stock Exchange are unable to work to any great advantage, and speculative business is now very greatly kept in check. The public have certainly not done well with many of their recent investments, as very few companies pay a dividend equivalent to the risk incurred. Corporate undertakings continue, however, to be introduced to public notice, and it is known that those of the highest character are still received with great favor.

A loan for Holland has lately been introduced, subscriptions being received in this country, but the bulk of the loan will, no doubt, be taken up by the Dutch. There have, however, been subscriptions from this side, and a few parcels of gold have been taken out of the Bank of England for transmission to the Hague. Italy has now resumed specie payments, and it remains to be seen if her financial position is strong enough to keep her new coinage intact.

This week's Bank return shows changes incidental chiefly to the payment of the dividends. There is, for instance, a decrease of £4,388,231 under the head of "public deposits," and of £4,437,239 under "other securities," the former being the dividend payments, and the latter, repayments of loans to the Bank. There is a falling off of £260,515 in the note circulation, and of £442,193 in the supply of bullion, the result being that the total reserve has declined to the extent of £181,678. The proportion of reserve to liabilities is now 37 per cent, against 34⅜ per cent last week, and 42⅜ per cent last year.

Short loans have been in rather considerable request during the past week, at rates, on the best security, varying from 2½ to 3 per cent. The discount inquiry has been moderate.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

London	Bank Rate.	Open Market Rates. Bank Bills. Three Months.	Four Months.	Six Months.	Trade Bills. Three Months.	Four Months.	Six Months.	Interest Allowed for Deposits by Joint Stock Banks.	Disc't H'ses. At Call.	7 to 14 Days.
Mar. 9	3	2⅞@3	2⅞@3	2⅞@3	3 @3¼	3 @3¼	3 @3¼	2	2	2¼
" 16	3	2⅞@ —	2⅞@ —	2⅞@ —	3 @3¼	3¼@3⅜	3¼@3⅜	2	2	2¼
" 23	3	2¾@2⅞	2¾@2⅞	2¾@2⅞	3 @3¼	3 @3⅛	3⅛@3⅛	2	2	2¼
" 30	3	2⅞@ —	2¾@2⅞	2¾@ .⅛	3 @3¼	3¼@3⅛	3 @3⅛	2	2	2¼
April 6	3	2⅝@ —	2⅝@ —	2⅝@ —	2¾@3¼	3 @3¼	3¼@3¼	2	2	2¼
" 13	3	2¾@2⅞	2¾@2⅞	2¾@2⅞	3 @3¼	3 @3¼	3¼@3¼	2	2	2¼

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883. £	1882. £	1881. £	1880. £
Circulation	25,751,100	26,125,070	26 797,180	27,315,425
Public deposits	7,183,240	6,162,438	7,054,726	6,208,026
Other deposits	23,707,868	24,448,806	25,949,889	26,374,381
Governm't securities	14,347,230	13,382,907	15,739,837	15,947,679
Other securities	22,902,132	22,049,270	20,662,272	18,607,495
Res've of notes & coin	11,497,838	13,045,345	14,518,895	15,907,902
Coin and bullion in both departments	21,498,938	23,420,315	26,226,075	28,283,387
Proportion of reserve to liabilities	37·00	42⅜	43⅜	48½
Bank rate	3 p. c.	3 p. c.	3 p. c.	3 p. c.
Consols	102½	101¾	100⅜d.	99
Eng. wheat, av. price	42s. 0d.	45s. 5d.	44s. 1d.	48s. 2d.
Mid. Upland cotton	5 9/16d.	6 1/16d.	6d.	7d.
No. 40 Mule twist	9⅜d.	10⅜d.	10d.	1s. 0½d.
Clear'g-house return	107,048,000	84,280,000	144,150,000	96,937,000

The Bank rates of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows. A tendency towards easier rates is still apparent.

Rates of Interest at	April 12. Bank Rate.	Open Market	April 5. Bank Rate.	Open Market	March 29. Bank Rate.	Open Market	March 22. Bank Rate.	Open Market
Paris	3	2⅛	3	2⅛	3	2⅛	3	2⅛
Berlin	4	2⅝	4	2¾	4	3	4	2¾
Frankfort	—	2¾	—	2¾	—	2⅞	—	2¾
Hamburg	—	2¾	—	2¾	—	2⅞	—	2¾
Amsterdam	4½	4	4½	4¼	5	4⅝	5½	5
Brussels	3½	3	3½	3	3½	3	3½	3
Madrid	4½	4½	4½	4½	4½	4½	4½	4½
Vienna	4	3½	4	3⅝	4	3½	4	3⅝
St. Petersburg	6	5¼	6	5⅜	6	5¼	6	5¼

In reference to the state of the bullion market during the week Messrs. Pixley & Abell report:

Gold.—The influx of £53,000 into the Bank consists of sovereigns, which have been received from the East and from the Continent. There have been orders for India and Spain which have absorbed all arrivals of bars, and the demands for Holland, which have been rather considerable, have been met by the withdrawal from the Bank of Dutch coin, to the value of £477,000. We have received since our last £12,190 from the East, £4,680 from Alexandria, £74,000 from Australia, £10,000 from the West Indies; total £100,870. The Clyde has taken £15,000 to India.

Silver.—Prices have given way since our last circular, and the silver by the Pacific steamer has been placed at 50⅝d.; it is doubtful if that price could to-day be realized, the exchanges from the East being coming weaker, in consequence of the lower rates at which the India Council yesterday sold their drafts and telegraphic transfers. The arrivals comprise £35,000 from New York, £30,000 from Chile, and £5,000 from the West Indies. The P. & O. steamer has taken £65,000 to India.

Mexican Dollars have also declined in value from 49⅝d. to 49⅛d. per oz. The amounts to hand have been £33,100 from New York. The French steamer has arrived at St. Nazaire with about £140,000 on board; these will not be deliverable for a day or two. Our quotation for to-day is 49⅜d. per oz. "nearest." The P. & O. steamer has taken to-day £123,100 to China and the Straits.

The quotations for bullion are reported as below:

	Price of Gold.				Price of Silver.	
	Apr. 12.	Apr. 5.			Apr. 12.	Apr. 5.
	s. d.	s. d.			d.	d.
Bar gold, fine....oz.	77 9½	77 9	Bar silver, fine..oz.		50 9-16	50¾
Bar gold, contain'g 20 dwts. silver..oz.	77 11	77 10½	Bar silver, containing 5 grs. gold.oz.		50 15-16	51⅛
Span. doubloons.oz.	73 10	73 10	Cake silver.....oz.		54⅛	54¾
S.Am.doubloons.oz.	73 8½	73 8½	Mexican dols...oz.		49⅜	49⅝
U. S. gold coin...oz.	76 3½	76 3½	Chilian dollars..oz.		.....	.....
Ger. gold coin...oz.	.....	.....				

The following comparative table shows the increase or decrease in the export trade of the United Kingdom during the month of March, 1883, and for the three months ending March 31, 1883.

	Month end'g Mar. 31,'83.		3 mos. end'g Mar. 31,'83.	
	Increase.	Decrease.	Increase.	Decrease.
	£	£	£	£
Russia	.....	39,753	.....	116,988
Germany	.....	42,323	.....	101,227
Holland	.....	53,291	.....	91,897
Belgium	65,703	.....	165,442	.....
France	6,130	.....	.....	285,286
Turkey	.....	32,972	.....	70,078
Spain, &c	.....	9,177	.....	33,280
Portugal, &c	.....	15,457	.....	21,158
Italy	13,717	.....	161,527	.....
Denmark	.....	1,419	.....	1,254
Greece, Austria, Roumania, Sweden, &c	.....	2,368	53,034	.....
United States	.....	603,391	.....	1,292,850
British North America	.....	27,254	162,753	.....
British Possessions	.....	73,422	.....	436,066
India, Straits Settlem'ts and Ceylon	330,085	.....	1,239,163	.....
Australia	.....	106,686	.....	63,486
Egypt	12,733	.....	207,591	.....
China, &c	11,927	.....	.....	227,205
Brazil	.....	7,663	.....	126,920
Japan	50,926	.....	.....	74,917
Other small States	.....	212,291	453,450	.....
Unenumerated goods	.....	146,100	.....	249,900
	491,221	1,373,567	2,442,960	3,192,514
Less Increase	.....	491,221	.....	2,442,960
Decrease on month	.....	882,346	.....	749,554
			Month.	3 Months.
Total Board of Trade returns, 1883			20,100,929	58,990,398
Do do 1882			20,983,275	59,739,952
Decrease in 1883			882,346	749,554

	—Summary of the month's British Exports.—		—Summary of the Three Months'—	
	Increase.	Decrease.	Increase.	Decrease.
	£	£	£	£
The whole of Europe	.....	111,210	.....	341,167
India, Australia, Canada, and British Possessions	122,723	.....	902,364	.....
United States	.....	603,391	.....	1,292,850
The whole outer world	.....	290,468	.....	17,901
	122,723	1,005,069	902,364	1,651,918
	.....	122,723	.....	902,364
	.....	882,346	.....	749,554

The following tables show the extent of our foreign trade for the three months ending 31st March, as compared with the corresponding period last year:

Exports.	1882.	1883.	Increase.* Decrease.†
	£	£	£
Textile manufactures and yarns—			
Apparel	1,068,540	848,192	†220,348
Bags and sacks, cordage, twine and rags for paper	461,529	489,336	*27,807
Cotton yarn	3,081,867	3,144,794	*62,927
Cotton manufactures	15,932,101	16,276,507	*344,406
Haberdashery	1,175,836	1,048,628	†127,208
Jute yarn	74,608	62,132	†12,476
Jute manufactures	550,431	621,795	*71,364
Linen yarn	294,733	245,521	†49,212
Linen manufactures	1,726,838	1,546,415	†180,123
Silk yarn	242,518	174,058	†68,460
Silk manufactures	752,498	678,458	†74,040
Woolen and worsted yarn	727,591	690,247	†37,344
Woolen manufactures, cloths, flannels, blankets, carpets, &c	3,667,960	3,484,467	†183,393
Worsted manufactures	1,810,940	1,536,467	†274,473
Total of textiles, &c‡	31,587,390	30,847,017	†720,373
Coals and machinery	4,569,685	5,119,803	*550,123
Minerals and products thereof	11,395,592	11,113,686	†281,906
Farm produce or food	1,929,855	1,903,313	†26,542
Sundry manufactures — Leather, oils, paper, books, stationery, saddlery, &c	3,023,976	3,066,123	*42,147

‡ Textiles, &c., show a decrease on the month in exports, £498,097.

Exports.	1882.	1883.	Increase.* Decrease.†
	£	£	£
Chemicals, &c	1,225,954	1,263,351	*37,397
Unenumerated goods	5,927,000	5,677,100	†249,900
Total as per Board of Trade returns	59,739,952	58,990,398	†749,554
Imports.			
Textile manufactures and yarns—			
Cotton manufactures	726,190	679,159	†47,031
Silk yarn	143,876	77,242	†66,634
Silk manufactures	3,168,175	2,899,915	†268,260
Woolen and worsted yarn	355,765	393,018	*37,253
Woolen manufactures	703,233	719,273	*16,040
Worsted manufactures	929,687	976,005	*46,318
Total of textiles (published)§	6,026,926	5,744,612	†282,314
Minerals and products thereof	4,724,199	4,489,642	†234,557
Farm produce	24,995,136	28,101,582	*3,106,446
General food for cons'mption: Tea, coffe, cocoa, wines, spirits, fruit, rice, sugar, tobacco, &c	14,998,657	14,177,317	†821,540
Sundry manufa'es: Leather, boots, shoes, gloves, oils, pap'r, glass, &c	3,454,608	3,488,822	*34,214
Chemicals, drugs and dye wares	4,369,786	4,073,412	†296,374
Raw mat'als (*re-exp'ts, see foot*)—			
Cotton.....quantity p. c., 12⅛*..	14,807,003	16,640,694	*1,833,691
Flax..... " " 29¼*..	718,267	523,995	†194,372
Hemp..... " " 20 *..	501,726	413,458	†88,268
Jute..... " " 18 *..	1,584,826	1,402,670	†182,156
Silk & waste. " " 7⅛*..	1,372,270	1,303,771	†68,499
Wool & waste " " 4 *..	8,551,183	8,211,361	†339,822
Sundries: Timber, tallow, ivory, hides, &c	7,121,923	7,257,452	*135,529
Unenumerated goods	9,804,222	10,375,000	*570,778
Tot., as per Board of Trade ret'rns.	103,031,032	106,203,788	*3,172,756
Re-Exports of Raw Materials for Three Months—			
Cotton.....quantity p. c., 57½*..	929,890	1,335,291	*405,401
Hemp..... " 7*..	72,319	79,872	*7,553
Jute..... " 26*..	304,727	303,374	†1,353
Silk and waste..... " 67†..	208,141	76,423	†131,718
Wood..... " 41*..	2,628,252	3,572,329	*944,077
	4,143,329	5,367,289	*1,223,960

§ Textiles, &c., show a decrease on the month in imports, £125,132.

The weather, though foggy in some localities, has continued fine and dry, and farmers have been proceeding rapidly with spring work. The wheat trade remains quiet in consequence, but the more important feature in it is that, owing to the better prospects for the farmers, wheat, which had been bought freely for forward delivery during the bad weather in the autumn and winter, is now being sold at a heavy loss. Some failures have, in consequence, taken place, and it is apprehended that others are likely to follow.

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first thirty-two weeks of the season, compared with the corresponding period in the three previous years:

IMPORTS.

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....cwt.	39,857,364	37,423,718	34,858,965	38,355,361
Barley	11,307,130	8,909,433	8,521,014	10,516,475
Oats	9,048,924	5,944,825	5,635,506	8,50-,850
Peas	1,343,476	1,077,560	1,445,472	1,3 5,432
Beans	1,591,273	1,692,129	1,456,036	1,659,019
Indian corn	11,068,446	13,042,506	19,088,077	15,075,287
Flour	10,904,705	5,521,643	8,133,392	6,706,567

SUPPLIES AVAILABLE FOR CONSUMPTION—32 WEEKS.

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat.cwt.	39,857,364	37,423,718	34,858,965	38,355,361
Imports of flour	10,904,705	5,521,643	8,133,392	6,706,567
Sales of home-grown produce	28,131,500	23,932,600	20,580,580	16,100,800
Total	78,793,569	66,877,961	63,572,937	61,162,728
Av'ge price of English wheat for season..qrs.	41s. 1d.	46s. 5d.	42s. 7d.	46s. 4d.
Visible supply of wheat in the U. S.... bush.	20,300,000	12,100,000	21,800,000	23,838,000

The following are the present quantities of wheat, flour and Indian corn estimated to be afloat to the United Kingdom:

	At present.	Last week.	1882.	1881.
Wheat.....qrs.	2,192,000	2,220,000	2,141,000	2,362,000
Flour	248,0 0	259,000	225,000	195,000
Indian corn	311,000	359,000	190,000	783,000

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending April 27:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	50 1/2	50 1/2	50 7/16	50 7/16	50 7/16	50 7/16
Consols for money	102 3/8	102 3/8	102 5/16	102 1/8	102 3/16	102 5/16
Consols for account	102 1/2	102 1/2	102 7/16	102 1/4	102 5/16	102 5/16
Fr'ch rentes (in Paris) fr.	78·50	79·22½	79·57½	80·52½	79·85	79·60
U. S. 5s ext'n'd into 3 1/2s	105 3/4	105 1/2	105 3/4	105 1/2	105 1/2	105 1/2
U. S. 4 1/2s of 1891	116 3/8	116 3/8	116 1/2	116 1/4	116 1/4	116 1/4
U. S. 4s of 1907	122 7/8	122 7/8	122 7/8	122 7/8	122 7/8	122 7/8
Chic. Mil. & St. Paul	107	106 3/8	106 1/2	106 1/2	106 5/8	.....
Erie, common stock	38 7/8	38 5/8	38 5/8	38 1/2	38 3/8	38
Illinois Central	150 1/4	150	150	150	149 1/2	149
N. Y. Ontario & West'n.	29	28 1/2	28 3/4	28 3/4	28 1/2	28 1/2
Pennsylvania	66 1/8	66 5/8	65 3/4	65 3/4	65 3/4	65 5/8
Philadelphia & Reading	29	28 3/4	29	29	28 1/2	28 3/8
New York Central	130 3/8	129 1/2	130	130	130	129 3/4

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State)..100 lb.	12 0	12 0	12 0	12 0	12 0	12 0
Wheat, No. 1, wh. "	8 11	8 11	8 11	8 11	8 11	8 11
Spring, No. 2, n. "	9 4	9 4	9 4	9 4	9 4	9 4
Winter, West., n "	9 2	9 2	9 2	9 2	9 2	9 2
Cal., No. 1 ..... "	9 6	9 6	9 6	9 6	9 6	9 6
Cal., No. 2 ..... "	9 2	9 2	9 2	9 2	9 2	9 1
Corn, mix., West. "	6 0	6 0	5 11	5 11	5 11	5 11
Pork, West. mess..₱ bbl.	85 0	85 0	85 0	85 0	85 0	85 0
Bacon, long clear, new..	52 0	52 6	53 0	53 0	53 0	53 0
Beef, pr. mess, new, ₱tc.	95 0	95 0	95 0	95 0	95 0	95 0
Lard, prime West. ₱ cwt.	59 0	59 6	59 9	59 9	59 3	59 3
Cheese, Am. finest	69 0	69 0	69 0	68 0	68 0	68 0

Commercial and Miscellaneous News

NATIONAL BANKS.—The following national banks have lately been organized:

2,930—The First National Bank of Silverton, Col. Capital, $50,000. M. D. Thatcher, President; Jno. H. Werkheiser, Cashier.

2,931—The Planters' National Bank of Henderson, Ky. Capital, $60,000. Montgomery Merritt, President; David Banks, Jr., Cashier.

2,932—The Xenia National Bank, Ohio. Capital, $120,000. Andrew H. Baughman, President; John W. Nichols, Cashier.

2,933—The First National Bank of Morris, Minn. Capital, $50,000. Robert C Moore, President; Frederick B. Kenner, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were $8,497,002, against $9,602,480 the preceding week and $8,293,985 two weeks previous. The exports for the week ended April 24 amounted to $6,186,773, against $6,765,880 last week and $7,501,821 two weeks previous. The following are the imports at New York for the week ending (for dry goods) April 19 and for the week ending (for general merchandise) April 20; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$2,302,469	$1,845,660	$2,560,161	$1,438,115
Gen'l mer'dise..	8,606,373	6,694,751	8,715,716	7,058,887
Total.....	$10,908,842	$8,540,411	$11,275,877	$8,497,002
Since Jan. 1.				
Dry goods	$46,246,575	$39,944,201	$48,362,301	$45,083,542
Gen'l mer'dise..	111,044,462	90,181,150	112,223,848	100,484,775
Total 16 weeks	$157,291,037	$130,125,351	$160,586,149	$145,568,317

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending April 24, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882	1883.
For the week..	$8,196,954	$6,532,692	$6,006,12	$6,186,773
Prev. reported..	100,187,454	113,667,375	94,184,370	106,100,917
Total 16 weeks	$108,384,408	$120,200,067	$100,190,491	$112,287,690

The following table shows the exports and imports of specie at the port of New York for the week ending April 21, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	$.....	$5,600	$.....	$1,955,779
France.....	.....	.....	.....	104,220
Germany	.....	.....	.....	2,065,889
West Indies	.....	.....	3,475	479,025
Mexico.....	.....	.....	.....	.....
South America.....	11,000	43,865	5,650	92,341
All other countries.....	20,000	71,785	200	17,096
Total 1883.....	$31,000	$121,250	$9,325	$4,714,350
Total 1882.....	5,500	10,676,598	7,858	454,456
Total 1881.....	24,200	161,670	2,713,200	26,287,958
Silver.				
Great Britain	$155,000	$4,925,583	$.....	$.....
France.....	.....	254,464	.....	.....
German.....	.....	.....	10,706	236,984
West Indies	.....	4,823	5,077	71,951
Mexico.....	.....	.....	29,610	1,392,075
South America.....	.....	.....	4,313	36,203
All other countries.....	970	3,741	.....	3,585
Total 1883.....	$155,970	$5,188,611	$49,706	$1,740,768
Total 1882	163,600	3,679,357	21,179	603,549
Total 1881.....	100,000	3,70 ,969	50,881	1,086,417

Of the above imports for the week in 1883, $4,583 were American gold coin and $20,096 American silver coin. Of the exports during the same time $31,000 were American gold coin.

Illinois Midland.—The report of the special master has been filed with the United States Circuit Court at Springfield, Ill. The report finds that the floating debt is in round numbers $600,000, and that there are $700,000 receiver's certificates outstanding. The master finds that about $100,000 of the floating debt and $300,000 of the certificates are invalid and not legal liens upon the road. The report has still to be confirmed by the Court.

Southern Pacific—Southern Development Co.—The New York *Times* says: "The capital stock of the Morgan Steamship Company has been bought by the Southern Development Company, and the railroads and steamboats of the former company will hereafter form a part of the Southern Pacific Railroad system. The President of the purchasing company, which owns a large amount of property in the Southwest and is interested in the Southern Pacific Railroad, is T. C. Donty of San Francisco. The heaviest stockholders are ex-Governor Leland Stanford, President, C. P. Huntington, First Vice-President, and Charles Crocker, Second Vice-President, of the Central Pacific Railroad; Mrs. Mark Hopkins and Thomas W. Pierce of Boston. Mr. Crocker is President of, and Mr. Huntington a stockholder in, the Southern Pacific road. The capital stock of the Morgan Steamship Company was $5,000,000. The company owned seventeen steamers, plying between New York and New Orleans and between various Gulf ports, and 249 miles of railroad in Louisiana, known as Morgan's Louisiana & Texas Railroad. The Louisiana & Texas Road includes the main line from New Orleans to Vermillionville, 144 miles; a branch from Vermillionville to Alexandria, 84 miles; one from Terre Bonne to Houma, 15 miles, and one from Terre Bonne to Thibodaux, 8 miles. In addition to this the company controlled the Houston & Texas Central Railroad, which includes a main line from Houston to Red River City, Texas, 345 miles; a branch from Hempstead to Austin, 118 miles, and one from Bremond to Ross, Texas, 58 miles; total, 521 miles; also, the Texas Central Road from Ross to Albany, 177 miles, and the Gulf Western Texas & Pacific from Indianola to Cuero, Texas, 66 miles. 'The purchase of the Morgan system of roads gives the Southern Pacific a line from New Orleans to San Francisco,' said Mr. C. P. Huntington, yesterday. 'It rounds out our Southern Pacific line. The steamship business is only incidental to the railroad system.' The Morgan Company owned valuable property at New Orleans, and at Gretna and Algiers on the opposite side of the river. The purchase of the system was made about two months ago, subject to investigation of titles. This proving satisfactory, the first instalment of the purchase money was paid last Friday by Mr. Huntington, who gave a check for $2,700,000."

Virginia Bonds.—In the United States Court at Richmond, Judge Bond presiding, argument was heard April 24 in the case of the Baltimore & Ohio Railroad Company, praying for a preliminary injunction against Special Tax Collector Hamilton, restraining that officer from selling certain property of the railroad seized by him for State taxes. The case was argued at much length, and decision will not be given till May 14.

—The following office changes are noticed, which will take place on May 1, among friends and subscribers of the CHRONICLE:

Messrs. Howard Lapsley & Co. to 24 Broad.
Messrs. Rolston & Bass to 20 Broad.
Messrs. Schultz & Ruckgaber to 29 William.
Messrs. Kissam, Whitney & Co. to 11 Broad.
Messrs. J. C. Walcott & Co. to 24 Pine.
Messrs. Taylor, Carolin & Cox to 68 Broadway.
Messrs. W. G. Wiley & Co. to 52 Wall.
Messrs. Martin & Runyon to 100 Broadway.
Messrs. W. H. Goadby & Co. to 8 Wall.
Messrs. Caldwell, Washburn & Townsend to 5 Wall.
Messrs. Charles Unger & Co. to 54 Wall.
Messrs. Crane, Seabury & Co. to 7 Wall.
Messrs. H. K. Burras & Co. to 7 Wall.
Messrs. E. C. Humbert & Co. to 29 Wall.
Merchants' National Bank to 26 Exchange Place.
Merchants' Bank of Canada to 61 Wall.
Metropolitan Trust Co. to 35 Wall.
Manhattan Co. Bank to 41 Wall.
Messrs. Wm. Alex. Smith & Co. to 58 Wall.
Messrs. Hamilton & Bishop to 35 Pine.
Messrs. Lounsbery & Haggin, Mills Building.

—Attention is directed to the advertisement in the CHRONICLE of $50,000 bonds offered by the Board of Mississippi Levee Commissioners (District No. 2). After the disasters of 1882 by flood, the State Legislature authorized this issue of bonds (limited to $200,000), to repair levees in District No. 2, composed of the counties of Bolivar, Washington, Issaquena and Sharkey, payment secured by tax on cotton and real and personal property of said counties. The United States Government has expended about $300,000 in this district, which, with the $200,000 of the Home Board, has put the line of levees, 214 miles in length, in a condition of reasonable security. The Board has no other bonds outstanding but these $200,000.

—The Manhattan Safe Deposit & Storage Company, 346 and 348 Broadway, corner of Leonard Street, occupy a central position which must prove very convenient to a large number of merchants. The ample storage facilities for the safe-keeping of bulky valuables is an attractive feature of the Manhattan Company. Mr. Wm. H. Appleton of the publishing firm of D. Appleton & Co., is the President of the company. See card in CHRONICLE.

—The cotton firm of Ware & Schroeder, one of our old and well-known firms of New York, have been obliged to leave their quarters at 111 Pearl Street, owing to the demolition of the building to make way for the new Cotton Exchange. Messrs. Ware & Schroeder have taken offices in the Post Building, 16 Exchange Place.

—Messrs. Winslow, Lanier & Co., bankers, give their usual monthly notice of the payment of a large number of coupons May 1 at their banking house, 26 Nassau St.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son.

Shares.	*Shares.*
114 L. Isl. Bank of Brooklyn..113	10 Eagle Fire Ins. Co 251
118 Brooklyn Fire Ins. Co ...165	20 German-Am. Ins. Co.....198
14 Norw'h & Wore'r R.R. Co.159	10 Sterling Fire Ins. Co..... 60
20 Second Avenue RR. Co .186	300 Jersey City Gas-Light Co.163
10 Clinton Fire Ins. Co 125	*Bonds.*
800 Br'k'n Gas-L. Co.117¼@116½	$10,000 Shenand'h Vall'y RR.
18 Brooklyn Life Ins. Co....115	gen. mort. 6s, due 1921. 78½
100 Bank of America..... .153	$1,000 Le'gh & Hud'n River
30 Citizens' N tional Bank..125	RR. 1st mor. gage bond,
293 Phœnix National Bank..100	due 1911.....96¼ & int.

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Banks.			
American Exchange National....	3½	May 1	April 25 to May 5
Bank of State of New York.....	4	May 10	May 1 to May 11
National City	10	May 1	April 25 to April 30
Union National.....	5	May 1	April 25 to April 30
Railroads.			
N. Y. Bost. & Prov. (Ston.) quar..	2	May 10	May 1 to May 11
Miscellaneous.			
Pullman's Palace Car (quar.).....	2	May 15	May 2 to May 15

NEW YORK, FRIDAY, APRIL 27, 1883—5 P. M.

The Money Market and Financial Situation.—The money market has become perceptibly easier, and every indication now points toward s an abundant supply of funds during the balance of this season.

The supply of bankers' bills from the negotiation of loans abroad must amount to a considerable item in the foreign exchanges, and more of such bills will probably be made from time to time if the foreign markets will readily absorb the loans. But the public seldom hears of the particulars of these negotiations until the bills drawn against them have been wholly or partly disposed of.

In the stock market stagnation has again set in, and operators appear to be waiting for the crops to grow up before they form a decided opinion as to the course of prices. It is also observable that there is no strong support given by the distinguished bulls who in former years have done so much to promote the starting of a boom in stocks. And this leads to the reflection that the large amount of stocks and bonds created in the past three years is yet carried in large part by the railroad kings, the managers and contractors, who were in the original syndicates that constructed most of the 28,000 miles of railroad built in 1880, 1881 and 1882.

Collateral trust loans have become quite popular of late, and now the Central of New Jersey has determined to put in trust its various holdings of what lawyers call *choses in action*, amounting to a nominal value of $5,000,000, and raise $2,000,000 in money to get a discharge from the Receiver's hands. These collateral trust loans are too new, as yet, to enable bankers to form a mature opinion of them, but good as they may be, it is evident that so far they have been used mostly by companies whose load of mortgage liens was pretty full, and whose borrowing capacity on plain debenture bonds at any price near par was questionable.

The money market has become easier, and stock brokers have paid 4 to 6 per cent for call loans, while government bond dealers have been supplied at 3@4 per cent. Prime commercial paper is quoted at 5@6 per cent.

The Bank of England weekly statement on Thursday showed a decrease in specie of £73,000, and the percentage of reserve to liabilities was 38 3-16, against 37 7-16 last week; the discount rate remains at 3 per cent. The Bank of France gained 3,025,000 francs gold and 425,000 francs silver.

The New York City Clearing-House banks in their statement of April 21 showed a net gain of $913,625 in their reserves, making a surplus of $624,275 above the legal limit, against a deficit of $289,350 April 14,

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883. April 21.	Differ'nces fr'm previous week.	1882. April 22.	1881. April 23.
Loans and dis.	$310,807,000	Inc. $534,400	$309,688,400	$305,717,600
Specie.....	53,869,800	Inc. 807,000	64,135,000	66,804,200
Circulation...	16,496,300	Dec. 500	19,366,800	17,217,400
Net deposits.	286,676,100	Inc. 2,527,100	293,351,400	292,653,000
Legal tenders.	18,423,500	Inc. 738,400	18,252,400	14,418,200
Legal reserve.	$71,669,025	Inc. $631,775	$73,337,850	$73,163,250
Reserve held.	72,293,300	Inc. 1,545,400	82,387,400	81,222,400
Surplus.....	$624,275	Inc. $913,625	$9,049,550	$8,059,150

Exchange.—Foreign exchange has been rather dull, and the supply of commercial bills is moderate. The natural tendency of the decline in iron and rails here should be to check the importation of iron products, while on the other hand a reduction of tariff may slightly increase the importation of some other articles of merchandise, if our markets will take them. To-day prime bankers' 60-days' sterling bills sold at about $4 82¾, demand bills $4 85¼ and cables $4 85¾.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

April 27.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 82⅜@4 83½	4 85¼@4 86
Prime commercial	4 81¾@4 82¼	4 84 @4 84½
Documentary commercial	4 81¼@4 81¾	4 83½@4 84
Paris (francs)	5 21¼@5 19⅜	5 19⅜@5 16⅞
Amsterdam (guilders)	40 @ 40⅛	40⅛@ 40⅜
Frankfort or Bremen (reichmarks).....	94⅜@ 95	94⅞@ 95½

United States Bonds.—There was a free selling of bonds early in the week, and prices yielded, but the past few days there has been a much better tone and a good demand, both in New York and other cities.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Apr. 21.	Apr. 23	Apr. 24.	Apr. 25.	Apr. 26.	Apr. 27
5s, continued at 3½..	Q.-Feb.	*103	*103	*103	*102½	*102½	*102½
4½s, 1891.....reg.	Q.-Mar.	*113⅜	*113⅛	*113⅛	*113	113¼	*113¼
4½s, 1891..... coup.	Q.-Mar.	*113⅜	*113⅛	*113⅛	113⅛	113⅛	*113¼
4s, 1907.....reg.	Q.-Jan.	*119⅝	119⅝	*119⅝	*119½	119¾	*119¾
4s, 1907..... coup.	Q.-Jan.	119⅝	119⅝	119⅝	119½	119⅞	119¾
3s, option U. S....reg.	Q.-Feb.	*103¼	*103⅛	*103⅛	103	*102¾	*103
6s, cur'cy, 1895..reg.	J. & J.	*127	*127	*127	*127	*127	*127
6s, cur'cy, 1896..reg.	J. & J.	*128	*128	*128	*128	*128	*128
6s, cur'cy, 1897..reg.	J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1898..reg.	J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1899..reg.	J. & J.	*131	*131	*131	*130	*131	*131

* This is the price bid at the morning board; no *sale* was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
Apr. 21..	710,913 39	829,220 05	121,513,169 43	7,281,693 05
" 23..	1,146,235 25	1,366,158 89	121,408,516 71	7,146,424 13
" 24..	896,148 15	620,289 03	121,645,315 72	7,185,481 24
" 25..	436,756 00	507,526 42	121,527,037 34	7,233,002 20
" 26..	668,530 87	1,247,968 48	120,946,669 58	7,233,922 35
" 27..	1,053,189 41	586,792 07	121,358,612 21	7,288,377 06
Total....	4 941,773 07	*5,157,954 94	.....	.....

* Above payments include $348,000 gold certificates taken out of cash.

State and Railroad Bonds.—There have been a few more transactions in State bonds at the Board, and to-day Tennessee 6s sold at 41; new series, at 41; Virginia 6s deferred, at 10; Arkansas 7s, Little Rock & Fort Smith, at 51. The Virginia coupon case, which has been argued before the United States Circuit Court in Richmond, will not be decided till May 14. Railroad bonds hold their prices very well in face of the weakness in stocks, and some bonds have even advanced to higher figures. The demand for bonds is fair, and good investment securities are likely to hold their own without much regard to the stock market.

Railroad and Miscellaneous Stocks.—The market has shown some weakness, particularly in special stocks, and the volume of business has been small. It is unquestionably a disappointment to many holders of stocks that after the market had taken a fair start three weeks ago, and gave promise of a healthy active movement, it should again sag off and relapse into such a dull condition. It is possible that some of the large operators availed themselves of the advance to realize on a part of their holdings, but whether or not this was so to any great extent, it seems obvious that they are doing little or nothing to advance the general list.

Mr. Gould leases the Wabash to the Missouri Pacific (practically), and if this was expected to advance the Wabash stocks and remove them as a weak spot from the market, it has not so far been successful, and the lease is not followed by heavy buying in the Gould interest; on the contrary, Wabash common sold to-day as low as 28¼ and preferred 46, closing respectively at 29⅛ and 46⅝. It is just announced that the transfer of the control of the Han. & St. Jo. to the Bur. & Quincy has been completed by the signing of the contract for the transfer of $7,500,000 of the common stock. The offer of C. B. & Q. 5 per cent bonds at par to holders of pref. stock will also probably be made. Louisville & Nashville has been particularly weak, but no fact has been stated against the company, and the rumors made use of are so improbable as to give the impression of stock-jobbing purposes. The Denver & Rio Grande report for 1882 is out; and having obtained an early copy, an abstract is given on another page. Railroad earnings continue to be very good, but scarcely show such an increase over 1882 as they did in March.

—The comparative statement of gross earnings and expenses of the Northern Central RR. for March and for the three months of the year were as follows:

	March. 1883.	March. 1882.	3 mos, Jan.-Mar. 1883.	3 mos, Jan.-Mar. 1882.
Gross earnings.....	$506,864	$414,783	$1,492,982	$1,235,708
Operating expenses	$263,436	$254,388	$843,790	$787,968
Extraordin'y expenses.	38,919	42,939	156,751	115,859
Total expenses	$302,356	$297,327	$1,000,542	$903,828
Net earnings	$204,508	$117,460	$492,439	$331,879

—The statement of earnings and expenses of the Norfolk & Western RR. for March and for the three months of the year are as follows:

	March. 1883.	March. 1882.	3 mos., Jan.-Mar. 1883.	3 mos., Jan.-Mar. 1882.
Gross earnings	$217,334	$174,769	$660,163	$493,000
Expenses	113,349	107,608	352,298	305,763
Net earnings.....	$103,984	$67,161	$256,867	$187,236

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING APRIL 27, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, April 21.	Monday, April 23.	Tuesday, April 24.	Wednesday, April 25.	Thursday, April 26.	Friday, April 27.	Sales of the Week (Shares).	Range Since Jan. 1, 1883. Lowest.	Highest.	For Full Year 1882. Low.	High
RAILROADS.											
Albany & Susquehanna	*130 135					*131 135	.....	128 Feb. 14	131 Feb. 7	126	135
Allegany Central			183¾ 183¾				100	10 Jan. 13	20 Apr. 12	13	31½
Boston & N. Y. Air-Line, pref.	80 80		80 80				200	78 Mar. 28	82 Jan. 17	60	80½
Burlington Cedar Rap. & No.	*81 84			815/8 815/8			50	80 Mar. 28	83 Jan. 5	67	85⅛
Canadian Pacific	59¾ 59¾	59½ 59½	59½ 59½		59 59¼	59 59	900	58¼ Feb. 23	61½ Feb. 12	.....	.....
Canada Southern	67½ 68¼	65⅞ 67¼	66⅝ 67⅝	67 67⅝	66⅜ 67¼	66¼ 66⅞	13,700	83¾ Feb. 19	71⅝ Jan. 19	44	73
Central of New Jersey	76¼ 77¼	75½ 76¼	76 76⅝	76⅛ 77	76 76⅜	75½ 76¼	37,765	68¼ Jan. 3	79⅞ Apr. 13	63¼	97½
Central Pacific	76⅝ 78	76½ 77	77 77⅜	76½ 77¼	76⅝ 77¼	76⅝ 76¾	34,585	74⅜ Mar. 28	88 Jan. 5	82⅝	97⅛
Chesapeake & Ohio	*21⅜ 22	21¼ 21⅜	*21¼ 22	*21⅛ 22	21 21	21 21	300	20½ Feb. 23	23¼ Jan. 20	12½	27
Do 1st pref.	*32 32¾	31⅞ 32	*31¾ 32½	*31½ 32¼	31⅞ 31⅞	31½ 31½	600	29⅞ Feb. 24	35½ Jan. 20	27¼	4 ½
Do 2d. pref.	*23½ 24½	*23 24	*23 24	*23½ 24½	*23½ 24½	*23 24	.....	22½ Feb. 26	27 Jan. 22	21	20
Chicago & Alton	*1 4 135	*133 135	*133 135	134½ 134½	135 135	135 135	83	130 Feb. 20	137½ Jan. 22	127½	145½
Chicago Burlington & Quincy	126¼ 127	125¾ 126½	126¼ 126¾	126 126¼	125¼ 126	124¼ 125	8,793	115⅜ Feb. 20	129⅝ Apr. 13	120¾	141
Chicago Milwaukee & St. Paul	102⅝ 104⅛	102⅝ 103⅝	103¼ 103⅜	103¼ 103½	103¼ 104	102⅜ 103⅜	134,820	97⅞ Feb. 20	108½ Jan. 20	90⅝	128¼
Do pref.	120 120½	120 120	120¼ 120¼	120 120¼	120 120½	119½ 119¾	2,671	116⅝ Feb. 7	122 Jan. 9	114¼	141¼
Chicago & Northwestern	134¾ 136½	134½ 135	134⅝ 135½	134¼ 135	134⅜ 135	134 134⅝	53,829	128½ Feb. 2	140½ Apr. 13	124	150¾
Do pref.	152 153	151⅜ 151¾	152¼ 152¼	*151 152	150⅜ 151	150½ 150½	2,110	143 Feb. 20	157 Apr. 13	136	175
Chicago Rock Island & Pacific	123½ 124⅜	123 123	123¾ 124	123¾ 124	124¼ 124¼	123½ 123½	1,825	118 Feb. 21	127¼ Jan. 5	122	140¼
Chicago St. Louis & Pittsburg	22 22	*23 25	21½ 22	22 22	*20½ 22	20½ 21	1,195	20½ Apr. 27	22 Apr. 21	.....	.....
Do pref.	....	55 55⅛	55 55½	*51½ 55½	54 54	*53 55	1,500	54 Apr. 26	56½ Apr. 19	.....	.....
Chicago St. Paul Minn. & Om.	49½ 50¼	49 49½	49 49¼	49¼ 49¼	49 49⅝	48⅝ 49	3,900	44¾ Feb. 19	55 Jan. 18	29¾	58¼
Do pref.	107 107½	107 107	106½ 106½	*106½ 107	106½ 106¾	106 106½	2,050	102¾ Feb. 19	113¼ Jan. 5	97½	117
Cincinnati Sand. & Cleveland.	46½ 46½	....	....	....	....	....	100	46 Feb. 15	49½ Mar. 9	44	62
Cleveland Col. Cinn. & Ind.	75 75	*73 76	....	....	....	74 74¼	550	68¾ Feb. 20	84 Jan. 5	65½	92¾
Cleveland & Pittsburg, guar.	*130 136	....	134½ 134½	*..... 133½	133 134½	....	750	133 Apr. 26	142 Jan. 26	133	140
Columbia & Greenville, pref.	59½ 59½	59½ 59½	59 59	....	56 56	....	500	31 Feb. 26	59½ Apr. 21	50	104
Columbus Chic. & Ind. Central	5¼ 5¼	*5½ 6¼	*5¼ 6¼	*5½ 6	5½ 5½	5 5	550	3¼ Jan. 20	7⅜ Mar. 5	3⅞	21⅞
Delaware Lackawanna & West.	127⅛ 128⅞	126⅞ 127¾	127⅝ 128½	127⅞ 128½	127⅛ 128⅝	127⅛ 127¾	332,666	118⅛ Feb. 16	131½ Apr. 13	116¼	150¼
Denver & Rio Grande	48⅝ 49½	48 48⅝	48⅛ 48¾	48⅛ 48½	47½ 48¼	47¼ 47¾	23,275	39⅞ Jan. 2	51½ Jan. 20	38¼	71⅝
Dubuque & Sioux City	85 85	*83 85	....	85 85½	*85 87	....	620	84½ Apr. 11	92 Mar. 12	82	96½
East Tennessee Va. & Ga.	10 10⅝	9½ 10⅛	9¾ 9⅞	9¾ 10⅛	9⅞ 10⅛	10 10	20,935	8⅛ Feb. 21	11¼ Apr. 13	8	16
Do pref.	21¼ 22⅛	21⅛ 21⅝	20¾ 21½	20¾ 21⅜	21 21⅜	20¾ 21⅛	31,675	14¾ Feb. 20	23 Apr. 14	15½	26½
Green Bay Winona & St. Paul	*9 10	*9 9½	9 9	8½ 8½	*8½ 9	8½ 8½	300	5 Feb. 9	10⅞ Apr. 12	0	16
Hannibal & St. Joseph	*41 42	*..... 42	*..... 41	*..... 41	40 40	40 40	300	38 Mar. 6	46¾ Jan. 17	45	110
Do pref.	92½ 93⅞	91¾ 92	91¾ 93	91 93	91 92½	92¼ 93	6,772	72 Jan. 3	93⅞ Apr. 21	72	111¼
Houston & Texas Central	*72 78	*72½ 75½	*73 75½	*72½ 78	*73½ 75½	*73 78½	.....	73 Feb. 17	82½ Apr. 5	61	92½
Illinois Central	146 146	145½ 145½	*145 145½	144 145	*144¼ 145	*143⅞ 144½	1,500	141⅝ Jan. 3	147⅞ Apr. 11	127¾	150½
Do leased line	....	80 80	....	81 81	....	....	135	77 Feb. 17	81 Jan. 22	.....	.....
Indiana Bloom'n & Western	....	33½ 33½	32½ 32½	*32½ 33½	32½ 32¾	30 31	1,920	27 Feb. 16	35½ Apr. 9	30	49½
Lake Erie & Western	30½ 30½	30 30½	30¼ 30⅝	....	30 30	29½ 29½	1,350	26 Feb. 16	33¼ Jan. 18	23½	45
Lake Shore	111⅝ 112⅜	111 111⅝	111⅜ 111⅞	111⅜ 111⅝	111⅜ 111⅞	111⅜ 111⅝	51,075	106⅝ Feb. 16	114⅞ Jan. 18	98	120½
Long Island	x66½ 66½	66¾ 67	66½ 66½	66¾ 66¾	66 66½	66¼ 66½	1,516	60 Jan. 2	69 Apr. 16	49½	65
Louisville & Nashville	53¾ 55	53 54	52⅞ 54⅜	52⅞ 53¾	52½ 53⅜	52½ 53⅛	100,190	51⅜ Feb. 19	58½ Jan. 20	46½	100¼
Louisville New Albany & Chic	*54 58	*53 58	*54 58	*55 57	*55 57	*55 57	.....	54⅞ Apr. 17	68 Jan. 5	57	78
Manhattan Elevated	*40 43	*40 43	41 41	44 44½	44¾ 45	45 45	1,400	40 Mar. 21	53⅞ Feb. 9	40	60½
Do 1st pref.	*81½ 83	*81½ 83	*81½ 82½	81½ 81½	*81½ 83	*81¾ 84	200	81½ Apr. 5	90 Jan. 18	82	98½
Do common	*40 43	*40 43	*40 43	*41	45 45	*44½ 45	100	45 Apr. 26	53 Feb. 10	40	56
Manhattan Beach Co.	23 23½	23 23	....	....	....	....	400	15 Feb. 21	26½ Mar. 15	15	37
Memphis & Charleston	44 44	....	....	....	41½ 42¾	41½ 41½	1,400	36 Feb. 19	55 Jan. 8	42¼	82⅜
Metropolitan Elevated	....	81 81	*80½ 82	*80½ 83	80½ 81	80¼ 80½	850	79½ Mar. 7	85 Jan. 8	77	93
Michigan Central	94½ 95⅜	93¾ 94¼	93⅞ 94⅜	94⅛ 94⅝	94⅛ 94⅝	94 94½	14,500	90 Feb. 20	100⅛ Jan. 19	77	105
Milwaukee L. Sh. & Western	* 16¾	* 16¾	* 16¾	* 16	* 16	* 16	.....	15 Feb. 28	18 Jan. 4	13	21
Do pref.	*44½ 47	46½ 47	*44 47½	*45 47	*45 47	*44½ 47	200	42 Mar. 5	48½ Jan. 20	41¾	58¼
Minneapolis & St. Louis	28¾ 28¾	28½ 28¾	28¼ 28⅝	*28¼ 28¾	27¾ 28½	*27⅛ 28	1,100	22⅞ Feb. 20	30⅜ Jan. 18	19	39⅜
Do pref.	60 60	58¾ 59	57½ 57½	58 58	*57 59	*57 59	700	52 Feb. 20	68½ Jan. 18	59	77
Missouri Kansas & Texas	31⅛ 31⅝	30⅞ 31¼	31 31¼	30⅞ 31¼	30 31½	29⅞ 30½	27,860	29¼ Feb. 20	34⅞ Jan. 18	20⅜	42½
Missouri Pacific	104⅜ 105⅜	104 104½	104⅛ 104⅞	104⅛ 104½	103⅝ 104⅜	103 103¾	18,700	97¾ Feb. 26	106⅞ Apr. 9	80⅜	112½
Mobile & Ohio	*17½ 18½	....	....	*16¾ 18	....	....	.....	15 Feb. 16	19½ Jan. 5	12	35¾
Morris & Essex	*123½ 125½	*124 125½	....	124 126	*124 126	*124 126	.....	120 Feb. 15	125 Apr. 12	119¼	128
Nashville Chattanooga & St. L.	....	*55 55⅝	....	....	*56 59	....	.....	55⅝ Jan. 3	61⅞ Jan. 22	47	87½
New York Central & Hudson	125⅞ 126¾	125⅝ 126	125⅝ 126	125¾ 126	125⅝ 125⅞	125 125½	30,382	124¼ Feb. 3	129⅛ Mar. 10	123⅝	138
New York Chic. & St. Louis	*12¼ 12½	12 12	12 12	12 12	11⅞ 12	12 12	1,155	10 Feb. 2	15½ Jan. 5	10½	17¾
Do pref.	*28 29½	28 28	27¾ 27¾	*27 28¾	*27 28	*27 27½	250	23 Feb. 7	35 Jan. 4	27	37⅝
New York Elevated	*104 110	*104 110	*104 110	*104 110	*104 110	*104 110	.....	101 Jan. 13	105 Feb. 16	100	109½
New York Lack. & Western	88¾ 88¾	....	88¾ 88¾	88⅞ 88⅞	....	....	240	85½ Mar. 1	89½ Mar. 5	.....	.....
New York Lake Erie & West.	37⅜ 37⅞	37⅛ 37⅜	37⅛ 37⅜	37⅜ 37½	36¾ 37¼	36⅜ 36⅞	31,050	34⅜ Feb. 20	40⅞ Jan. 18	33¼	42¾
Do pref.	....	....	....	....	....	....	.....	75 Feb. 19	83 Jan. 5	67	88¼
New York & New England	42½ 42½	39 39¼	37 38½	37 38¼	38 38	37 37	2,360	37 Apr. 24	52¼ Jan. 9	45	60½
New York New Haven & Hart.	178 178	....	....	178 178¾	178 178	....	111	169 Jan. 16	178¾ Apr. 25	168	186
New York Ontario & Western	27¾ 28½	27¾ 27⅞	27¾ 27¾	27⅝ 27¾	27⅜ 27¾	27¼ 27¼	5,236	24¾ Mar. 2	29⅜ Apr. 14	20½	31⅞
Norfolk & Western, pref.	43½ 43¾	43½ 44	44¼ 44⅜	*43½ 44½	44¼ 44¼	*43½ 44½	1,760	37½ Feb. 26	49¾ Jan. 20	44¼	60
Northern Pacific	50⅝ 51⅜	50½ 50¾	50⅛ 50⅞	50¼ 50⅞	50⅜ 51	50 50¼	17,465	44⅞ Feb. 20	52½ Apr. 13	28¼	54⅛
Do pref.	87¾ 88¼	87⅝ 87⅞	87 87⅞	87⅜ 88	87¼ 87⅞	87 87½	21,686	79⅜ Feb. 20	89⅜ Apr. 11	66¾	100⅜
Ohio Central	12⅜ 12¾	12½ 12⅝	12⅜ 12¾	12⅜ 12⅝	12⅛ 12¼	12 12⅛	4,280	9⅛ Feb. 16	14¼ Apr. 13	11⅜	25⅝
Ohio & Mississippi	34⅛ 36	35 35	....	34½ 34½	35 35	....	1,000	29 Feb. 14	36¾ Apr. 13	27	42
Ohio Southern	13 13	....	14 14¾	13 13½	14 14	....	1,800	10 Feb. 2	14¾ Apr. 24	11	23½
Oregon & Trans-Continental	82⅞ 83⅞	82¾ 83¼	83 83⅝	83 83¼	82⅞ 83¼	82¾ 83⅛	19,195	70 Feb. 20	89 Jan. 19	60	98¾
Peoria Decatur & Evansville	21¼ 22	20½ 20⅝	21½ 21⅝	21½ 21½	20½ 20¾	20¾ 20¾	1,900	19⅝ Feb. 19	28 Jan. 18	23	39¾
Philadelphia & Reading	55¼ 56½	55¼ 55¾	55¾ 56	55¾ 55¾	54¼ 55⅜	54⅝ 54⅞	9,500	49⅝ Feb. 20	58½ Jan. 18	46¾	67½
Pittsburg Ft. Wayne & Chic.	*134 137	132¾ 132¾	....	132¾ 133½	....	133 133	330	132¾ Apr. 23	138 Jan. 16	130	139
Rensselaer & Saratoga	....	....	....	145 145	....	....	6	139½ Jan. 3	145 Apr. 25	131½	144
Rich. & Allegh. st'ck trust ctfs.	....	13¼ 13¼	....	....	....	....	100	10 Feb. 20	15½ Apr. 16	13	40
Richmond & Danville	62¾ 63	62¼ 62¼	62¼ 62½	62¼ 62¼	58 61¼	58¼ 58¼	2,520	47 Jan. 13	64 Apr. 16	52	250
Richmond & West Point	34½ 35½	34¾ 35	34⅝ 35	34⅜ 34½	32½ 34¼	33½ 33⅞	18,900	21 Feb. 16	35⅝ Apr. 18	23	263
Rochester & Pittsburg	20¼ 20⅜	*20 20¼	20⅛ 20⅜	19⅝ 20⅛	19¾ 19¾	19¾ 19¾	2,815	16¾ Feb. 16	23 Apr. 4	17½	36½
St. Louis Alton & Terre Haute	70 70	69¾ 69¾	70 70¼	70 70	69 69	*68 69½	1,200	48 Jan. 3	71¾ Mar. 10	20½	50
Do pref.	*101½ 102½	101¼ 101¼	101½ 101½	101¼ 101¼	x94 94½	*91 93¾	600	90 Jan. 3	103 Apr. 11	55	94½
St. Louis & San Francisco	33 33	*32 33	*32 34	*32 34	*32 34	*31¾ 34	100	29½ Feb. 28	35 Apr. 14	31	46⅞
Do pref.	*52½ 53½	*52 52¾	*52 53	52 52	*51 53	*51½ 52	200	48 Feb. 23	54⅞ Jan. 13	43	68½
Do 1st pref.	*96¾ 98	*96 98	97½ 97½	*96 97	*96 98	*96½ 98	10	80 Feb. 28	100½ Jan. 11	79¾	106½
St. Paul & Duluth	38 38	*37 39	*37 39	*37 39	*37 39	*37 39	100	35 Feb. 15	40⅞ Jan. 9	26	42¾
Do pref.	*95½ 97	*95 97	*95 97	*95 97	*95 97	*95 97	.....	91 Feb. 20	97¼ Jan. 4	68	99¼
St. Paul Minneap. & Manitoba	123¾ 126½	123½ 125¾	126 127	127 128¾	127 128½	128 129¼	23,145	†123 Apr. 20	169½ Apr. 16	108½	166½
Texas & Pacific	40⅛ 40¾	39⅞ 40⅛	39⅜ 39¾	39¼ 39¾	38¼ 39½	38¼ 39⅛	37,915	36¾ Jan. 2	43 Jan. 18	34	55
Union Pacific	97⅝ 99¼	97 98	97⅜ 98⅜	97⅝ 98	97⅝ 97⅞	96⅞ 97⅝	129,995	91¼ Feb. 7	104¾ Jan. 18	98¼	119¾
Virginia Midland	30⅞ 31½	31 31	....	....	....	....	1,061	20 Jan. 9	31½ Apr. 21	25	62½
Wabash St. Louis & Pacific	29⅛ 31	28⅞ 29¾	29½ 30	29⅜ 29⅞	28½ 29⅝	28¼ 29⅜	12,909	26½ Feb. 26	36¼ Jan. 18	23⅝	39⅞
Do pref.	47¾ 49⅞	47⅝ 48½	47⅝ 48½	47½ 48¼	46⅞ 48	46 46¾	80,375	44¾ Feb. 26	57½ Jan. 18	45⅞	71⅝
MISCELLANEOUS.											
American Tel. & Cable Co.	....	....	66¼ 66¼	67 67	....	....	210	64⅜ Feb. 26	69½ Jan. 15	65	74
Colorado Coal & Iron	37 37⅜	36 36	36 36	35½ 35½	35 36	....	1,700	28¼ Feb. 7	39⅝ Apr. 16	25	53⅞
Delaware & Hudson Canal	110¼ 110¼	109½ 110	110⅛ 110½	110¼ 110½	110¼ 110¼	110 110	1,800	105⅜ Feb. 13	112⅞ Apr. 14	102¼	119¾
Homestake Mining	....	....	15½ 15½	....	16 16	....	255	15 Mar. 6	19 Jan. 19	15⅜	19¾
Mutual Union Telegraph	....	18½ 19	20¾ 20¾	20⅛ 20⅛	20 20⅝	19½ 20	1,150	17½ Mar. 27	25 Jan. 17	19⅞	30¼
New York & Texas Land Co.	61¾ 66	64½ 69	....	....	....	75¼ 76¼	686	55 Mar. 13	76¼ Apr. 27	37	55
Oregon Improvement Co.	85½ 85½	....	84 84	83 83	....	....	300	80½ Apr. 4	91½ Mar. 5	.....	.....
Oregon Railway & Nav. Co.	....	....	138¼ 138¼	....	....	....	100	133 Feb. 20	144⅜ Apr. 12	128	163½
Pacific Mail	41¾ 41¾	41⅜ 41⅞	41⅝ 41⅝	41½ 42	41⅜ 42	41 41¼	4,300	39 Jan. 25	44⅜ Apr. 9	32¾	48¼
Pullman Palace Car	125 125⅜	125¼ 125⅝	125¼ 126⅞	126¾ 129¾	128 129¼	128 128¾	2,449	117 Feb. 23	129⅝ Apr. 25	117	145
Quicksilver Mining	*8 10	*8 10	*8¼ 9¼	*8 10	*8¼ 9½	*8 10	.....	8 Feb. 1	9½ Mar. 3	8	14¼
Do pref.	*42¼ 45	*42½ 44½	*42 44½	*42¼ 44½	*42½ 44½	*42¼ 45	.....	37½ Jan. 26	46½ Mar. 6	40	62¼
Western Union Telegraph	82⅜ 83¼	82¼ 82¾	82⅝ 83	82⅜ 82¾	82½ 82¾	82¼ 82½	20,021	79¼ Feb. 5	85½ Mar. 13	76⅛	93⅜
EXPRESS.											
Adams	130 130	*129 130	*129 130	129¾ 130	129 129¾	130 130	145	127 Mar. 17	135 Jan. 5	133	149½
American	91¾ 91¾	90¼ 91½	90¼ 90⅞	90½ 91½	91¼ 91¼	91¼ 91¼	109	88 Mar. 16	93 Jan. 5	90	97½
United States	60 60	60 60	*60 61	*58 62	*59 61	*59 62	205	58 Apr. 3	65½ Jan. 8	62	80¼
Wells, Fargo & Co.	*123½ 125	*124 125	*124 125	125 125	124½ 125	*124 125	93	122 Feb. 19	126 Jan. 8	125	132
COAL AND MINING.											
Consolidation Coal	26 26	*26	*25	*25	*25	*25	100	25 Mar. 13	27½ Jan. 19	27½	36⅞
Little Pittsburg Mining	....	....	....	....	....	....	.....	....	....	1⅛	2¼
Mariposa Land and Mining	....	....	....	....	....	....	.....	....	....	1¼	2½
Maryland Coal	....	....	....	....	....	....	.....	15 Apr. 13	17 Jan. 15	13	26
Pennsylvania Coal	....	....	....	....	....	....	.....	270 Feb. 2	270 Feb. 2	240	245
Standard Consol. Mining	....	....	....	....	7 7	6½ 6½	200	5½ Feb. 17	7 Apr. 10	4½	19¾
Cameron Coal	....	....	....	....	....	....	.....	14 Feb. 27	18 Jan. 3	13	37¼
Central Arizona Mining	....	....	....	....	....	....	.....	¼ Mar. 26	½ Jan. 12	½	1⅝
Deadwood Mining	....	....	....	....	....	....	.....	....	....	4	6¾
Excelsior Mining	....	....	....	....	....	....	.....	....	....	⅛	2⅞
Robinson Mining	....	....	....	....	....	....	.....	....	....	1	4
Silver Cliff Mining	....	....	....	....	....	....	.....	....	....	2	2¾
Stormont Mining	....	....	....	....	....	....	.....	....	....	1½	1½

* These are the prices bid and asked; no sale was made at the Board. † Ex-privilege.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama—		
Class A, 3 to 5, 1906	82¾	83½
Class A, 3 to 5, small	83	.....
Class B, 5s, 1906	101	.....
Class C, 4s, 1906	83	.....
6s, 10-20s, 1900	105	.....
Arkansas—		
6s, funded, 1899-1900	12½	20
7s, L. Rock & Ft. S. iss.	51	.....
7s, Memp.& L.Rock RR	49½	54
7s, L. R.P.B. & N.O. RR	.....	.....
7s, Miss. O. & R. R. RR.	48	.....
7s, Arkansas Cent. RR.	.....	22
Connecticut—6s, 1883-4	102	.....
Georgia—6s, 1886	102	.....
7s, new, 1886	106½	.....
7s, endorsed, 1886	106½	.....
7s, gold, 1890	114½	.....
Louisiana—		
7s, consol., 1914	64¾	66½
7s, small	60	.....
Louisiana—Continued—		
Ex-matured coupon	58	60
Michigan—		
7s, 1890	116	.....
Missouri—		
6s, due 1883	103	.....
6s, due 1886	108	.....
6s, due 1887	109½	.....
6s, due 1888	111	.....
6s, due 1889 or 1890	112	.....
Asylum or Univ., due '92	116	.....
Funding, 1894-95	119	.....
Hannibal & St. Jo., '86	110	.....
Do do '87	110	.....
New York—		
6s, gold, reg., 1887	110	.....
6s, gold, coup., 1887	110	.....
6s, loan, 1891	112	.....
6s, loan, 1892	114	.....
6s, loan, 1893	116	.....
N. Carolina—6s, old, J.&J.	30	.....
6s, old, A.&O.	30	.....
N. Carolina—Continued—		
No Carolina RR., J.&J†	155	.....
Do A.&O ††	130	.....
Do 7 coup's off, J.&J.	155	.....
Do 7 coup's off, A.&O.	130	.....
Funding act, 1866-1900	10	11½
Do 1868-1899	10	12
New bonds, J.&J., '92-8	16	.....
Do A.&O	16	.....
Chatham RR	3½	.....
Special tax, class 1, '98-9	5½	.....
Do class 2	5½	.....
Do to W. N. C. RR.	5	7
Do Western RR.	5	7
Do Wil.C.&Ru.R.	5	.....
Do W'n. & Tar R.	5	8
Consol. 4s, 1910	79	80
Small	77	.....
Ohio—		
6s, 1886	109	.....
Rhode Island—		
6s, coupon, 1893-99	116	.....
South Carolina—		
6s, Act Mar. 23, 1869	.....	¶
non-fundable, 1888	.....	
Brown consol'n 6s, 1893	103	104
Tennessee—6s, old, 1892-8	.....	.....
6s, new, 1892-8-1900	40	41
6s, new series, 1914	40	.....
C'mp'mise, 3-4-5-6s, 1912	.....	45½
Virginia—6s, old	35	.....
6s, new, 1866	35	.....
6s, new, 1867	35	.....
6s, consol. bonds	50	.....
6s, ex-matured coupon	37	.....
6s, consol., 2d series	.....	.....
6s, deferred	10¾	10½
District of Columbia—		
3-65s, 1924	.....	.....
Small bonds	.....	.....
Registered	.....	.....
Funding 5s, 1899	.....	.....
Do small	.....	.....
Do registered	.....	.....

RAILROAD BONDS.

Railroad Bonds. (*Stock Exchange Prices.*)		
Ala.Central—1st, 6s, 1918	.....	.....
Alleg'y Cen.—1st, 6s, 1922	*	99½
Atch. T. & S. Fe—4½, 1920	85¼	.....
Sinking fund, 6s, 1911	.....	.....
Atl. & Pac.—1st, 6s, 1910	98	98½
Balt.& O.—1st, 6s, Prk. Br.	113	113½
Bost. Hartf. & E.—1st, 7s	*35	.....
Guaranteed	.....	.....
Bur.C.Rap. & No.—1st, 5s	101	101¼
Minn.&St.L.—1st, 7s, gu	120½	.....
Iowa C. & West.—1st, 7s	*110	.....
C.Rap.Ia F.&N.—1st, 6s	.....	.....
1st, 5s, 1921	.....	.....
Buf. N.Y. & Phil.—1st, 6s	*100½	.....
Central Iowa—1st, 7s, '99	*108	.....
Char. Col. & Aug.—1st, 7s	*109	.....
Ches.& Ohio—Pur. m'y'fd.	*	115
6s, gold, series A, 1908.	107	108
6s, gold, series B, 1908.	92	92½
6s, currency, 1918	51½	52¼
Mortgage 6s, 1911	.....	.....
Chicago & Alton—1st, 7s.	119	.....
Sinking fund, 6s, 1903.	114	115
La. & Mo. Riv.—1st, 7s.	.....	.....
2d, 7s, 1900	.....	.....
St. L. Jack.& Chic.—1st	115	.....
1st, guar. (564), 7s, '94	*114	.....
2d (360), 7s, 1898	.....	.....
2d, guar. (188), 7s, '98.	.....	.....
Miss.R.Br'ge—1st, s.f.6s	.....	.....
C.B.&Q.—Consol. 7s, 1903	127¾	128½
5s, sinking fund, 1901	*	106
Ia. Div.—S. F., 5s, 1919	*101	.....
S. F., 4s, 1919	86	.....
Denver Div.—4s, 1922	.....	85¼
4s, 1921	80	80¼
C. R. I. & P.—6s, cp., 1917	124	.....
6s, reg., 1917	124½	125
Keo. & Des M.—1st, 5s.	101½	.....
Central of N. J.—1st, '90.	116	.....
1st consol. assented, '99	*112¾	114¾
Conv., assented, 7s, 1902	114¾	116
Adjustment, 7s, 1903	108½	.....
Leh.&W.B.—Con.g'd.as	103¼	.....
Am.D'k&Imp.—5s, 1921	*	88½
C.M.& St.P.—1st, 8s. P.D.	131	131
2d, 7 3-10, P. D., 1898	120	.....
1st, 7s, $ g., R. D., 1902.	124	.....
1st, La C. Div., 7s, 1893.	119	.....
1st, I. & M., 7s, 1897	119½	.....
1st, I. & D., 7s, 1899	120	.....
1st, C. & M., 7s, 1903	124½	.....
Consol. 7s, 1905	121	.....
2d, 7s, 1884	100	.....
1st, 7s, I.&D. Ext., 1908	120	.....
S. W. Div., 1st, 6s, 1909.	108¼	109¼
1st, 5s, La C.&Dav., 1919	.....	98
1st, S.Minn.Div.6s, 1910	108	108½
1st, H. & D., 7s, 1910	*	119¼
Ch. & Pac. Div., 6s, 1910	*110½	112½
1st, Chic.&P.W., 5s, 1921	.....	96
Min'l Pt. Div., 5s, 1910.	.....	95½
C. & I. Sup. Div., 5s, 1921	.....	.....
Wis. & Min. D., 5s, 1921	*	94
C. & N'west.—S.f'd ,7s.'85	*103½	.....
Interest bonds, 7s, 1883	103½	.....
Consol. bonds, 7s, 1915.	132½	.....
Extens'n bonds, 7s, '85.	103	106
1st, 7s, 1885	103	.....
Coupon, gold, 7s, 1902	125¾	.....
Reg., gold, 7s, 1902	*125	125½
Sinking fund, 6s, 1929.	*110	.....
Sinking fund, reg	*	110
Sinking fund, 5s, 1929.	100	100⅜
Sinking fund, reg	.....	.....
Escan'a& L.S.—1st, 6s.	*	114
Des M. & Min's—1st, 7s	.....	.....
Iowa Midland—1st, 8s.	*128	130
Peninsula—1st, conv. 7s	120	.....
Chicago & Mil.—1st, 7s.	.....	125
Win.& St. P.—1st, 7s, '87	107	108
2d, 7s, 1907	.....	125
Mil.& Mad.—1st, 6s, 1905	.....	.....
C.C.C.& Ind'a—1st, 7s, s.f.	123	125
Consol. 7s, 1914	121½	.....
C.St.P.M.&O.—Consol., 6s	*108	.....
C.St.P.&M.—1st, 6s, 1918	*115¾	116
N. Wis.—1st, 6s, 1930	.....	.....
St.P.&S.C.—1st, 6s, 1919	110½	.....
Chic.&E.Ill.—1st, s.f., cur.	99	101
Chic.St.L.&P.—1st, con 5s	.....	.....
1st, con., 5s, reg., 1932	.....	.....
Col.& Green.—1st, 6s, 1916	103	.....
2d, 6s, 1926	.....	83
Col. H.Val.& Tol.—1st, 5s	82	.....
Del. L.&W.—7s, conv., '92	*115	.....
Mortgage 7s, 1907	*	128
Syr.Bing.&N.Y.—1st, 7s	122½	.....
Morris & Essex.—1st, 7s	135	.....
2d, 7s, 1891	113⅝	113⅝
Bonds, 7s, 1900	.....	.....
7s of 1871, 1901	119	120
1st, consol., guar., 7s.	123⅞	124
N.Y.Lack. & W.—1st, 6s	.....	116
Del. & H.—1st, 7s, 1884	104	.....
7s, 1891	114	.....
1st, ext., 7s, 1891	.....	115
Coup., 7s, 1894	*115	.....
Reg., 7s, 1894	*	114½
Del. & H.—Continued—		
1st, Pa. Div.,cp.,7s,1917	123	.....
Pa. Div., reg., 7s, 1917	.....	126
Alb. & Susq.—1st, 7s	.....	.....
2d, 7s, 1885	104¼	.....
1st,cons.,guar.7s,1906	.....	.....
1st cons., 6s, 1906	*	113
Rens. & Sar.—1st, coup.	139	.....
1st, reg., 1921	.....	137
Denv.& Rio Gr.—1st, 1900	113¼	115
1st consol., 7s, 1910	96	97½
Denv.So.P.&Pac.—1st, 7s.	*97	100
Det.Mac. & Marq.—1st, 6s	*	88
Land grant, 3½s, S. A.	.....	75
E.T.Va.& G.—1st.7s,1900	*117	.....
1st, cons., 5s, 1930	*73¾	76
Divisional 5s, 1930	*93¾	.....
Eliz.C.& N.—S.f.,deb.c.6s	*75	95
1st, 6s, 1920	.....	.....
Eliz. Lex. & Big S.—6s	*94	.....
Erie—1st, extended, 7s	125½	.....
2d, extended, 5s, 1919	*108½	.....
4th, extended, 5s, 1920.	*106	.....
5th, 7s, 1888	*110	.....
1st cons., gold, 7s, 1920.	*126	126½
1st cons., fd. coup., 7s.	.....	.....
Reorg., 1st lien, 6s, 1908	*	109
Long Dock b'ds, 7s, '93.	.....	120
Buff.N.Y.&E.—1st, 1916	.....	.....
N.Y.L.E.&W.—New 2d 6	*97½	.....
2d, consol., fd. cp., 5s.	.....	.....
Buf.&S.W.—M. 6s, 1908	.....	.....
Ev. & T. H.—1st, cons., 6s	.....	99
Fl't & P.M'rq.—M.6s, 1920	*108½	109
Gal. Har.& S. Ant.—1st, 6s	*101½	.....
2d, 7s, 1905	*109½	.....
Mex. & Pac.—1st, 5s.	.....	.....
2d, 6s, 1931	.....	.....
Gr'n Bay W.&S.P.—1st.6s	*	85
Gulf Col. & S.Fe—7s, 1909	112½	113¼
Han.& St.Jos.—8s, conv.	105¼	106½
Consol. 6s, 1911	110⅜	110⅜
Hous.& T.C.—1st, M.L., 7s	108½	.....
1st, West. Div., 7s	106½	.....
1st, Waco & N., 7s	114½	.....
2d consol., main line, 8s	.....	120
2d, Waco & No.,8s,1915	.....	.....
General, 6s, 1921	*	100
Hous.E.&W.Tex.—1st,7s	*	102
Ill.Cent.—Sp.Div.-Cp 6s	.....	.....
Middle Div.—Reg., 5s.	.....	.....
C.St.L.&N.O.—Ten.l.,7s	.....	.....
1st consol., 7s, 1897	.....	.....
2d, 7s, 1907	.....	125
Gold, 5s, 1951	105½	.....
2d Div., 7s, 1894	114	.....
Ced. F. & Minn.—1st, 7s	.....	114
Ind. Bl. & W.—1st pref. 7s	*118	.....
1st, 4-5-6s, 1909	89	90
2d, 4-5-6s, 1909	*71	73½
East'n Div.—6s, 1921	91	92
Indianap.D.&Spr.—1st,7s	99	100
2d, 5s, 1911	.....	.....
Int.& Gt.No.—1st,6s,gold	110½	.....
Coupon, 6s, 1909	*85½	86¼
Kent'ky Cen.—M.,6s,1911	.....	.....
Lake Shore & Mich. So.—	.....	.....
Mich S. & N.I.—S.fd.,7s	107⅛	.....
Cleve. & Tol.—Sink. fd.	*106½	.....
New bonds, 7s, 1886..	104	.....
Cleve. P. & Ash.—7s	111	.....
Buff. & Erie—New bds.	120	121
Kal. & W. Pigeon—1st.	*100	.....
Det.M.&T.—1st,7s,1906	.....	.....
Lake Shore—Div. bonds	.....	121
Consol., coup., 1st, 7s.	124	125
Consol., reg., 1st, 7s.	*123½	125
Consol., coup., 2d, 7s.	121⅝	.....
Consol., reg., 2d, 7s.	*121½	.....
Long Isl. R.—1st, 7s, 1898	*120½	.....
1st consol., 5s, 1931	97	97½
Louisv. & N.—Cons.7s,'98	115	.....
2d ,7s, gold, 1883	102	104
Cecilian Br'ch—7s, 1907	102	.....
N.O.&Mob.—1st,6s1930	.....	94½
E. H. & N.—1st,6s,1919	99	100
General, 6s, 1930	.....	96
Pensac'la Div.—6s, 1920	*	92
St. L. Div.—1st, 6s, 1921	*103¾	.....
2d, 3s, 1980	*51½	.....
Nashv. & Dec.—1st, 7s.	115	117
S.&N.Ala.—S.f.,6s,1910	.....	.....
Leban'n-Knox—6s, 1931	100	.....
Louisv.C.& L.—6s, 1931	100	.....
L. Erie & W.—1st, 6s, 1919	.....	100
Sandusky Div.—6s, 1919	.....	96
Laf. Bl.& M.—1st,6s,1919	*100	.....
Louisv.N.Alb.&C.—1st,6s	101½	.....
Manhat. B'chCo.—7s,1909	*	88
N.Y.&M.B'h—1st,7s,'97	*	125
Marietta & Cin.—1st, 7s.	.....	.....
1st, sterling	.....	.....
Metr'p'lit'n El.—1st,1908	98	.....
2d, 6s, 1899	87	.....
Mex. Cen.—1st, 7s, 1911.	*74	.....
Mich. Cent.—Con.7s,1902	126	127
Consolidated 5s, 1902	105	107
6s, 1909	.....	108
Coupon, 5s, 1931	100	101
Registered, 5s, 1931	.....	.....
Jack.Lan.& Sag.—6s,'91	.....	.....
Mil. & No.—1st, 6s, 1910	90	95
Mil. L.S.& W.—1st,6s,1921	101½	105
Minn.&St.L.—1st,7s,1927	.....	121
Iowa Ext.—1st, 7s, 1909	.....	.....
2d, 7s, 1891	.....	.....
S'thw.Ext.—1st,7s,1910	112	112¼
Pac. Ext.—1st, 6s, 1921	99¾	100
Mo.K.&T.—Gen.,6s, 1920	83	83¼
Cons. 7s, 1904-5-6	107½	108
Cons. 2d, income, 1911.	61	61½
H. & Cent. Mo.—1st,'90	*106½	.....
Mobile & Ohio.—New. 6s.	105	.....
Collat. Trust, 6s, 1892.	.....	.....
Morgan's La.& T.—1st, 6s	*	88
Nash.Chat.&St.L.—1st,7s	117½	117⅞
2d, 6s, 1901	.....	.....
N. Y. Central—6s, 1883	105⅝	105¾
6s, 1887	*107	.....
6s, real estate, 1883	102¾	.....
6s, subscription, 1883.	102¾	103
N.Y.C. & H.—1st, cp.,7s	130⅞	131
1st, reg., 1903	130	131
Huds. R.—7s, 2d,s.f.,'85	107	.....
Can. So.—1st,int.g'ar.5s	98	98⅜
Harlem—1st, 7s, coup.	130	131¼
1st, 7s, reg., 1900	126½	128
N. Y. Elev'd—1st,7s,1906	117	118
N.Y.Pa.&O.—Pr.l'n.6s,'95	.....	.....
N.Y.C.&N.—Gen.,6s,1910	*47	.....
Trust Co., receipts	*46	.....
N.Y. & New Eng.—1st, 7s	.....	.....
1st, 6s, 1905	.....	.....
N.Y.C.&St.L.—1st,6s,1921	99	99¼
N.Y.W.Sh.& Buff.—Cp.5s	79¾	80
Nevada Cent.—1st, 6s	.....	.....
N. Pac.—G. l. g., 1st,cp.6s	105⅞	.....
Registered, 6s, 1921	*106	106¼
N.O. Pac.—1st, 6s, g., 1920	.....	89¾
Norf. & W.—G'l, 6s, 1931.	*103⅛	103½
Ohio & Miss.—Consol.,s. f.	116½	.....
Consolidated 7s, 1898	116½	.....
2d consolidated 7s, 1911	*120	123½
1st, Springfield Div., 7s	119¼	.....
Ohio Central—1st,6s,1920	90	92
1st Ter'l Tr., 6s, 1920	84	.....
1st Min'l Div., 6s, 1921.	.....	.....
Ohio So.—1st, 6s, 1921.	80	.....
Oreg'n&Cal.—1st,6s,1921	97	.....
Or.& Trans'l—6s, '82-1922	96⅛	96½
Oreg. Imp. Co.—1st, 6s.	93	93½
Panama—S.f.,sub.6s,1910	.....	.....
Peoria Dec.& Ev.—1st, 6s	.....	106
Evans. Div., 1st, 6s, 1920	.....	100
Peoria & Pek. U'n—1st,6s	100	102
Pac. RRs.—Cen. P.—G.,6s	114	.....
San Joaquin Branch	*108¼	.....
Cal. & Oregon—1st, 6s	*103½	.....
State Aid bds., 7s, '84	*102	.....
Land grant bonds, 6s.	*103½	.....
West. Pac.—Bonds, 6s	*110½	112
So. Pac. of Cal.—1st, 6s.	.....	105
Union Pacific—1st, 6s.	114½	114¾
Land grants, 7s, '87-9.	107½	.....
Sinking funds, 8s, '93.	116¼	116¾
Registered 8s, 1893.	*116	.....
Collateral Trust, 6s.	*104	.....
do 5s, 1907	*94½	.....
Kans. Pac.—1st,6s,'95	108½	.....
1st, 6s, 1896	109½	.....
Den. Div.,6s,as'd,'99	110¼	112
1st consol., 6s, 1919.	101	102
C.Br.U.P.—F.c.,7s,'95	100	.....
At.C.&P.—1st,6s,1905	*92	.....
At. J.Co. &W.—1st, 6s	.....	94
Oreg. Short L.—1st,6s	99¾	99⅞
Ut. So.—Gen.,7s,1909	103	.....
Exten., 1st, 7s, 1909	.....	.....
Mo. Pac.—1st, cons., 6s.	107¼	108
3d, 7s, 1906	*	118
Pacific of Mo.—1st, 6s	106½	.....
2d, 7s, 1891	112	114
St. L.& S.F.—2d,6s,cl.A	100½	102
3-6s, class C, 1906	99½	99⅞
3-6s, class B, 1906	99½	100
1st, 6s, Peirce C.& O.	.....	.....
Equipment, 7s, 1895	*102	.....
Gen. mort., 6s, 1931.	.....	.....
So. Pac. of Mo.—1st	104½	105
Tex.& Pac.—1st,6s,1905	105½	.....
Consol., 6s, 1905	95	.....
Income & Ld. gr., reg.	64½	65
1st, Rio G.Div.,6s,1930	82¾	82⅞
Pennsylvania RR.—	.....	.....
Pa. Co's gu. 4½s, 1st c.	*96⅜	96½
Registered, 1921	.....	.....
Pitt.C.&St. L.—1st, c.7s	.....	.....
1st, reg., 7s, 1900	.....	.....
2d, 7s, 1913	.....	.....
Pitts. Ft. W. & Ch.—1st	138	140
2d, 7s, 1912	.....	.....
3d, 7s, 1912	129	130
Clev. & Pitts.—Cons. s.f.	126	.....
4th, sink. fd., 6s, 1892.	109	.....
Col.C.&I.C.—1st,consol.	.....	.....
2d consol., 7s, 1909	.....	.....
1st, Tr'stCo.ctfs.,ass'd	.....	.....
2d, Tr'st Co.ctfs.,ass'd	.....	.....
1st,Tr't Co.ctfs. suppl.	.....	.....
St.L.V.&T.H.—1st,g.,7s	.....	.....
2d, 7s, 1898	.....	.....
2d, guar., 7s, 1898	.....	.....
Pitts. R.& B.—1st,6s,1911	.....	.....
Rome W. & Og.—Con. 1st.	66	.....
Roch.& Pitts.—1st,6s,1921	105	.....
Rich. & Al.—1st, 7s, 1920	78	.....
Rich.& Danv.—Cons.g.,6s	.....	96
Debenture 6s, 1927	63	65
Atl.&Ch.—1st, p., 7s, '97	.....	.....
Incomes, 1900	.....	.....
Scioto Val.—1st, cons., 7s.	*90	.....
St. L. & Iron Mt.—1st, 7s	115	115½
2d, 7s, 1897	109	111
Arkansas Br.—1st, 7s.	110½	111
Cairo & Fulton—1st, 7s.	109	109⅜
Cairo Ark. & T.—1st, 7s	109	109½
Gen. r'y & l. gr., 5s, 1931	75	78
St. L. Alton & T. H.—1st.	*	115
2d, pref., 7s, 1894	*	109
2d, income, 7s, 1894	*	107
Bellev. & S. Ill.—1st, 8s	*	122½
St.P.Minn.&Man.—1st,7s	109	110
2d, 6s, 1909	.....	109½
Dakota Ext.—6s, 1910	.....	112
Min'a Un.—1st,6s,1922	.....	112
St. P. & Dul.—1st,5s,1931	*100	.....
So. Car. Ry.—1st, 6s, 1920	102	.....
2d, 6s, 1931	*95¾	.....
Tex.Cen.—1st,s.f.,7s,1909	108	110
1st mort., 7s, 1911	108	110
Tol. Del. & Bur.—Main,6s	.....	54½
1st, Dayt. Div., 6s, 1910	.....	.....
1st, Ter'l trust, 6s, 1910	.....	.....
Va. Mid.—M. inc.,6s, 1927	54	61
Wab. St.L. & P.—Gen'l,6s	80	81
Chic. Div.—5s, 1910	*79⅞	82⅛
Hav. Div.—6s, 1910	*	85
Tol.P.&W.—1st,7s,1917	107⅜	.....
Iowa Div.—6s, 1921.	.....	88
Ind'polis Div.—6s, 1921	.....	.....
Detroit Div.—6s, 1921..	.....	.....
Cairo Div.—5s, 1931	*79	.....
Wabash—M., 7s, 1909..	*	95
Tol. & W.—1st, ext.,7s	106	.....
1st, St. L. Div., 7s, '89	*102	.....
2d, ext., 7s, 1893	*102	103
Equip. b'ds, 7s, 1883.	.....	.....
Consol. conv., 7s, 1907	.....	100
Gt. West.—1st, 7s, '88	105	.....
2d, 7s, 1893	*102½	103⅛
Q. & T.—1st, 7s, 1890.	*102½	.....
Han.& Naples—1st, 7s	.....	.....
Ill.&So.Ia.—1st Ex., 6s	.....	.....
St.L.K.C.&N.—R.e.7s	.....	109
Om. Div.—1st, 7s	.....	110
Clar'da Br.—6s, 1919	.....	100
St. Chas. Br.—1st, 6s	.....	100
No. Missouri—1st, 7s.	119	.....
West. Un. Tel.—1900, cp.	116½	119
1900, reg	111¾	115
N.W. Telegraph—7s, 1904	.....	.....
Mut. Un.T.—S.F., 6s, 1911	87¾	87½
Spring Val.W.W.—1st, 6s	.....	.....
Oregon RR. & N.—1st, 6s	107½	108
INCOME BONDS.		
(*Interest payable if earned.*)		
Ala. Cent.—Inc. 6s, 1918.	.....	.....
Alleg'y Cent.—Inc., 1912.	.....	.....
Atl. & Pac.—Inc., 1910	*	25
Central of N. J.—1908	85	85
Col. C. & I. C.—Inc. 7s, '90	*	75
Reorga'n Tr'st Co. Cert.	.....	75
Cent. Ia.—Coup. debt ctfs.	.....	.....
Ch.St.P.&M.—L.g. inc.,6s	.....	.....
Chic. & E. Ill.—Inc., 1907	.....	.....
Des M.& Ft.D.—1st,inc.,6s	.....	.....
Det. Mac. & Marq.—Inc..	.....	.....
E.T.V.&Ga.—Inc.,6s,1931	36⅞	37⅜
El.C. & No.—2d, inc., 1970	.....	.....
G. Bay W.& St.P.—2d, inc.	*20	24
Ind. Bl. & W.—Inc., 1919	*	48
Consol., Inc., 6s, 1921..	.....	47
Ind's Dec.& Spr'd—2d inc	*31	38
Trust Co. certificates..	.....	.....
Leh. & Wilkesb. Coal—'88	82	.....
Lake E. & W.—Inc.7s, '99	41	50
Sand'ky Div.—Inc., 1920	*41	.....
Laf. Bl.& Mun.—Inc.7s,'99	40	.....
Mil. L. S. & W.—Incomes	.....	.....
Mob. & O.—1st pref. deben.	*70	75
2d pref. debentures.....	.....	48
3d pref. debentures.....	.....	.....
4th pref. debentures.....	.....	.....
N.Y. Lake E.&W.—Inc.6s	78	100
N.Y.P.&O.—1st inc.sc.,7s	.....	55
Ohio Cent.—Income, 1920	29	30
Min'l Div.—Inc. 7s, 1921	.....	.....
Ohio So.—2d inc., 6s, 1921	.....	34
Ogdens.&L.C.—Inc., 1920	.....	.....
Small	.....	.....
Peoria D.&Ev.—Inc., 1920	.....	.....
Evans. Div.—Inc., 1920	.....	.....
Peoria&Pek. Un.—Inc.,6s	.....	.....
Roch. & Pitts.—Inc., 1921	46	46½
Rome W. & Og.—Inc., 7s.	.....	39½
So. Car. Ry.—Inc., 6s, 1931	*65	.....
St. Louis I. Mt. & So.—	.....	.....
1st, 7s, pref., int. accum.	.....	.....
2d, 6s, int. accum'lative	.....	.....
St'g I. & Ky.-Ser. B., inc. 94	.....	.....
Plain incomes, 6s, 1896.	.....	37
Sterlin' Mt. Ry.—Inc., '95	.....	.....
St. L. A. & T. H.—Div. bds	.....	75
Tol. Del. & B.—Inc., 6s, 1910	.....	.....
Dayton Div.—6s, 1910..	.....	.....
Tex. & N. L.—L.g., inc. 1920	.....	.....

* No price Friday—these are latest quotations made this week.

† Coupons on since 1809

New York Local Securities.

Bank Stock List.

COMPANIES. Marked thus (*) are not National.	Par.	PRICE. Bid.	Ask.
America*	100	....	....
Amer. Exchange	100	....	....
Broadway	25	....	....
Butchers' & Drov's'	25	....	....
Central	100	128	....
Chase	100	....	....
Chatham	25	....	....
Chemical	100	....	....
Citizens'	25	....	....
City	100	....	....
Commerce	100	....	....
Continental	100	....	....
Corn Exchange*	100	....	....
East River	25	....	....
Eleventh Ward*	25	....	....
Fifth	100	....	....
Fifth Avenue*	100	....	....
First	100	....	....
Fourth	100	128	....
Fulton	30	....	....
Gallatin	50	165	....
Garfield	100	110	125
German American*	75	....	....
German Exchange*	100	....	....
Germania*	100	....	....
Greenwich*	25	....	....
Hanover	100	....	....
Imp. & Traders'	100	....	....
Irving	50	134	....
Island City*	50	....	....
Leather Manuf'rs'	100	....	....
Manhattan*	50	....	....
Marine	100	....	....
Market	100	140	....
Mechanics'	25	....	....
Mechanics' & Trads'	25	....	....
Mercantile	100	115	....
Merchants'	50	128	....
Merchants' Exch	50	....	....
Metropolis*	100	....	....
Metropolitan	100	....	....
Murray Hill*	100	....	....
Nassau*	100	125	....
New York	100	145	....
N. Y. Nat. Exch	100	....	....
Ninth	100	120	126
North America*	70	....	....
North River*	30	....	....
Oriental*	25	140	....
Pacific*	50	160	....
Park	100	163	....
People's*	25	130	....
Phenix	20	100	....
Produce*	50	....	....
Republic	100	135	140
St. Nicholas*	100	....	....
Seventh Ward	100	....	....
Second	100	....	....
Shoe & Leather	100	....	....
State of New York*	100	....	....
Third	100	....	....
Tradesmen's	50	....	116
Union	50	160	....
United States	100	....	....
Wall Street	50	103	105
West Side*	100	....	....

Insurance Stock List.

[Prices by E. S. Bailey, 7 Pine St.]

COMPANIES.	Par.	PRICE. Bid.	Ask.
American	50	145	150
Amer. Exchange	100	107	111
Bowery	25	150	160
Broadway	25	170	175
Brooklyn	17	160	167
Citizens'	20	140	150
City	70	113	120
Clinton	100	120	125
Commercial	50	90	97
Continental	100	235	245
Eagle	40	240	250
Empire City	100	70	80
Exchange	30	85	100
Farragut	50	117	125
Firemen's	17	70	80
Firemen's Trust	10	75	80
Franklin & Emp.	100	110	116
German-American	100	190	198
Germania	50	140	145
Globe	50	110	120
Greenwich	25	240	280
Guardian	100	60	65
Hamilton	15	110	115
Hanover	50	130	135
Hoffman	50	75	85
Home	100	140	145
Howard	50	70	80
Importers' & Trad's'	50	80	85
Irving	100	60	70
Jefferson	30	126	133
Kings C'nty (Bkn.)	20	180	210
Knickerbocker	40	75	80
Lamar	100	70	75
Long Isl'd (B'klyn)	50	110	112½
Lorillard	25	55	60
Manufac. & Build.	100	107	113
Manhattan	100	1	5
Mech. & Trades'	25	120	126
Mechanics' (Bklyn)	50	130	140
Mercantile	50	60	65
Merchants'	50	100	105
Montauk (Bklyn.)	50	102	105
Nassau (Bklyn.)	50	135	150
National	37½	82	90
N. Y. Equitable	35	142	150
N. Y. Fire	100	70	80
N. Y. & Boston	100	1	6
New York City	100	60	65
Niagara	50	150	160
North River	25	103	108
Pacific	25	162	170
Park	100	108	117
Peter Cooper	20	155	165
People's	50	108	115
Phenix	50	140	145
Relief	50	55	65
Republic	100	75	80
Rutgers'	25	120	125
Standard	50	100	105
Star	100	65	73
Sterling	100	55	60
Stuyvesant	25	120	126
Tradesmen's	25	65	70
United States	25	125	130
Westchester	10	120	126
Williamsburg City	50	220	260

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date. *	Bid.	Ask.
Brooklyn Gas-Light	25	2,000,000	Var's	5	Nov., '82	115	115½
Citizens' Gas-L. (Bklyn)	20	1,200,000	Var's	3	Jan., '83	77	80
Bonds	1,000	315,000	A. & O.	3½	April, '83	105	110
Harlem	50	1,850,000	F. & A	3	Feb. '83	98	100
Jersey City & Hoboken	20	750,000	J. & J.	7½	Jan., '83	155	165
Manhattan	50	4,000,000	J. & J.	5	May, '83	235	240
Metropolitan	100	2,500,000	M. & S.	8	Feb., '83	190	....
Bonds	500	750,000	F. & A.	3	....	105	110
Mutual (N. Y.)	100	3,500,000	Quar.	2½	April, '83	115	116
Bonds	1,000	1,500,000	M. & N.	6	1982	104	106
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '82	60	65
Scrip	Var's	700,000	M. & N.	3½	Nov., '82	90	95
New York	100	4,000,000	M. & N.	5	May, '82	120	121½
People's (Bklyn.)	10	1,000,000	J. & J.	3½	Jan., '76	50	55
Bonds	1,000	375,000	M. & N.	3½	Nov., '82	106	110
Bonds	Var's	125,000	Var's	3	April, '83	90	95
Central of New York	50	466,000	F. & A.	3	Aug., '82	80	90
Williamsburg	50	1,000,000	Quar.	1½	Feb., '82	70	75
Bonds	1,000	1,000,000	A. & O.	3	April, '83	105	110
Metropolitan (Bklyn.)	100	1,000,000	M. & N.	3	Jan., '83	82½	85
Municipal	100	3,000,000	....	5	April, '83	179	182
Bonds	....	750,000	M. & N.	6	1888	106	110
Fulton Municipal	100	3,000,000	....	....	....	70	75
Bonds	....	300,000	J. & J.	6	....	101	103

[Quotations by H. L. Grant, Broker, 145 Broadway.]

Bl'cker St. & Fult. F.—Stk	100	900,000	J. & J.	¾	Jan., '83	24	26
1st mort	1,000	694,000	J. & J.	7	July, 1900	107	112
Br'dway & 7th Av.—St'k	100	2,100,000	Q.—J.	2	April, '83	143	146
1st mort	1,000	1,500,000	J. & D.	7	June, '83	102	103
Brooklyn City—Stock	10	2,000,000	Q.—F.	3½	Feb., '83	210	216
1st mort	1,000	300,000	M. & N.	7	....	102	110
Br'dway (Bklyn.)—Stock	100	200,000	Q.—J.	3	April, '83	190	200
Bklyn. Crosstown—Stock	100	400,000	Q.—J.	2	April, '83	150	....
1st mort. bonds	1,000	300,000	Q.—J.	7	1888	105	112
Bushw'k Av. (Bklyn)—S'k	100	500,000	J. & J.	2½	April, '83	150	....
Cent. Pk. N. & E. Riv.—Stk	100	1,800,000	Q.—J.	2	April, '83	141	144
Consol. mort. bonds	1,000	1,200,000	J. & D.	7	Dec., 1902	115	117
Christ'ph'r & 10th St—Stk	100	650,000	F. & A.	2½	Fe ., '83	108	112
Bonds	1,000	250,000	J. & J.	7	1898	106	112
Dry Dk. E. B. & Bat'y—Stk	100	1,200,000	Q.—F.	4	Feb., '83	250	265
1st mort., consol	500 &c.	900,000	J. & D.	7	June, '93	114	116
Eighth Av.—Stock	100	1,000,000	Q.—J.	3	April, '83	250	....
1st mort	1,000	03,000	J. & J.	7	June, '84	100	110
42d & Grand St. F'ry—Stk	100	748,000	M. & N.	6	Nov., '82	225	....
1st mort	1,000	236,000	A. & O.	7	April, '93	110	115
Central Crosstown—Stk.	100	600,000	....	....	....	78	82½
1st mort	1,000	200,000	M. & N.	7	Nov., 1904	103	108
Houst. W. St. & P. F'y—Stk	100	250,000	....	....	....	85	....
1st mort	500	500,000	J. & J.	7	July, '94	111½	112½
Second Av.—Stock	100	1,199,500	J. & J.	5	Jan., '83	180	185
3d mort	1,000	150,000	A. & O.	7	April, '85	103	....
Consol.	1,000	1,050,000	M. & N.	7	Nov., '88	103½	108
Sixth Av.—Stock	100	750,000	M. & N.	5	Nov., '82	240	250
1st mort	1,000	500,000	J. & J.	7	July, '90	110	115
Third Av.—Stock	100	2,000,000	Q.—F.	5	Feb., '82	270	....
1st mort	1,000	2,000,000	J. & J.	7	July, '90	110	113
Twenty-third St.—Stock	100	600,000	F. & A.	4	Feb., '83	155	162
1st mort	1,000	250,000	M. & N.	7	May, '93	113	114

* This column shows last dividend on *stocks*, but date of maturity of *bonds*.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.	Bid.	Ask.
BOSTON.		
Atch & Topeka 1st, 7s.	....	....
Land grant, 7s	112	....
Atlantic & Pacific—6s	....	....
Income	21½	21¾
Boston & Maine—7s	....	....
Boston & Albany—7s	....	....
6s	....	....
Boston & Lowell—7s	....	....
6s	....	....
Boston & Providence—7s	....	....
Burl & Mo.—Ld. gr., 7s	116	116¼
Nebraska, 6s	Ex.	113½
Nebraska, 6s	103⅜	103⅝
Nebraska, 4s	80	81
Chic. Burl. & Q.—D. Ex.	....	83½
Conn. & Passumpsic—7s	....	....
Connotton Valley—6s	20½	....
5s	21	....
California Southern—6s	....	....
East'n, Mass.—6s, new	111½	112
Fort Scott & Gulf—7s	....	111½
Hartford & Erie—7s	....	....
K. City Lawr. & So.—5s	....	105
K. City St. Jo. & C. B.—7s	111½	112
Little R. & Ft. S.—7s, 1st	91	94
Mass. Central—6s	24½	25½
Mexican Central—7s	72¼	....
N. Y. & N. England—6s	....	105½
7s	113	....
N. Mexico & So. Pac.—7s	112½	....
Ogdensb. & L. Ch.—Con 6s	....	....
Income	....	....
Old Colony—7s	....	....
6s	117	....
Pueblo & Ark. Val.—7s	113⅜	113¾
Rutland—6s, 1st	....	....
Sonora—7s	103	103½
T. Conn. & St. L.—1st, 6s	....	....
Income	10½	10¾
Dayton Division	....	....
Main line	....	....
STOCKS.		
Atchison & Topeka	*83⅜	83½
Boston & Albany	183	....
Boston & Lowell	96	....
Boston & Maine	164½	....
Boston & Providence	163	....
Cheshire, preferred	....	....
Chic. & West Michigan	53	....
Conn. Sandusky & Cleve.	....	24
Concord	....	102
Connecticut River	....	....
Conn. & Passumpsic	....	87
Connotton Valley	2	....
Eastern, Mass.	11	....
Eastern, New Hampsh.	....	....
Fitchburg	125	....
Flint & Pere Marquette	24¾	25
Preferred	99	99½
Fort Scott & Gulf—Pref.	....	....
Common	....	....
Iowa Falls & Sioux City	....	86
Little Rock & Ft. Smith	....	30
Maine Central	....	....
Manchester & Lawrence	....	....
Marq. Houghton & Onton	50	51
Preferred	....	110
Nashua & Lowell	....	....
N. Y. & New England	37¾	38
Northern of N. Hampsh.	112	....
Norwich & Worcester	159	....
Ogdensb. & L. Champlain	....	....
Old Colony	138¼	....
Portland Saco & Portsm.	....	....
Pullman Palace Car	129	129⅜
Rutland—Preferred	....	0
Revere Beach & Lynn	....	112
Tol. Cinn. & St. Louis	3⅜	3¾
Verm't & Massachusetts	130	....
Worcester & Nashua	....	....
Wisconsin Central	22½	23
Preferred	....	30
PHILADELPHIA.		
RAILROAD STOCKS. †		
Allegheny Valley	4	6
Buffalo Pittsb. & West'n	15¾	16
Preferred	....	30½
Camden & Atlantic	....	....
Preferred	....	50
Catawissa	22½	....
1st preferred	58	60
2d preferred	56	57
Delaware & Bound Brook	132	....
East Pennsylvania	50½	....
Elmira & Williamsport	40	....
Preferred	58	60
Har. P. Mt. Joy & Lanc'r	14½	14¾
Huntingd'n & Broad Top	28½	30
Lehigh Valley	65¾	66
Preferred	....	....
Little Schuylkill	60	60¼
Minehill & Sch. Haven	64	....
Nesquehoning Valley	53	53¼
Norfolk & West'n—Com.	....	....
Preferred	44	45
Northern Central	56½	57
North Pennsylvania	68⅛	68⅝
Pennsylvania	63⅜	63½
Philadelphia & Erie	19½	20½
Phila. Ger. & Norristown	107	....
Phila. Newtown & N.Y.	....	....
Phila. & Reading	27⅜	27⅝
Phila. & Trenton	....	....
Phila. Wilm. & Balt.	64	....
Pittsb. Cin. & St. L.—Com.	4	9
St. Paul & Duluth—Com.	37	....
Preferred	....	96½
United N. J. Companies	189¼	189¾
West Chester—Cons. pref.	....	....
West Jersey	49	....
West Jersey & Atlantic	37½	....
CANAL STOCKS.		
Lehigh Navigation	42⅜	43¼
Pennsylvania	....	....
Schuylkill Navigation	....	....
Preferred	15¾	16
RAILROAD BONDS.		
Allegh. Val.—7 3-10s, '96	123	....
7s, R. ext., 1910	....	120
Inc. 7s, end., coup., 94	43	44¼
Belvid'e Del.—1st, 6s, 1902	....	121
2d, 6s, 1885	103	....
3d, 6s, 1887	105	....
Buff. N. Y. & Phil.—1st, 6s	101	102
2d, 7s, 1908	....	....
Cons. 6s, 1911	....	....
1st, Tr. 6s, 1922	....	....
Buff. Pittsb. & W.—Gen. 6s	....	....
Cam. & Amboy—6s, c., '89	....	....
Mort., 6s, 1889	111½	112
Cam. & Atl.—1st, 7s, g., '93	119	....
2d, 6s, 1904	112	....
Cons., 6 p. c.	105	....
Cam. & Burl. Co.—6s, '97	....	....
Catawissa—1st, 7s, con. c.	....	....
Chat. M., 10s, 1888	....	....
New 7s, reg. & coup.	121	....
Charters V.—1st, 7s, 1901	....	....
Connect'g 6s, cp., 1900-01	117	118
Delaware—6s, r. & cp., V	....	....
Del. & Bound Br.—1st, 7s	124½	125
East Penn.—1st, 7s, 1888	....	....
Easton & Amb'y—5s, 1920	105	....
E. & W'msp't—1st, 6s, 1910	113½	119
5s, perpetual	....	100
Harrisb'g—1st, 6s, 1883	102	....
H. & B. T.—1st, 7s, g., 1890	114½	....
Cons 5s, 1895	85½	87
Ithaca & Ath.—1st, gld., 7s	....	....
Junction—1st, 6s, 1882	....	....
2d, 6s, 1900	110	115
Leh. V.—1st, 6s, C. & R., '98	122	....
2d, 7s, reg., 1910	133⅜	134
Cons. 6s, C. & R., 1923	124	....
N. O. Pac.—1st, 6s, 1920	88½	89
No. Penn.—1st, 6s, cp., '85	103¼	104
2d, 7s, cp 1896	120	....
Gen., 7s, reg., 1903	124	....
Gen., 7s, cp., 1903	....	....
Debenture 6s, reg.	104½	....
Norfolk & West.—Gen. 6s	102	103⅜
Oil City & Chic.—1st, 6s	....	....
Oil Creek—1st, 6s, coup.	102½	106
Pennsylv.—Gen., 6s, reg.	124½	....
Gen., 6s, cp., 1910	123	125
Cons., 6s, reg., 1905	120	....
Cons., 6s, coup., 1905	118	120
Cons., 5s, reg., 1919	106	....
Pa. & N. Y. C.—7s, 1896	121	....
7s, 1906	125	....
Perkiomen—1st, 6s, cp. '87	101	....
Phil. & Erie—2d 7s, cp., 88	112½	113
Cons., 6s, 1920	....	....
Cons., 5s, 1920	103	103¾
Phila. Newt. & N.Y.—1s	....	....
Phil. & R.—1st, 6s, 1910	....	120¾
2d, 7s, coup., 1893	....	118
Cons., 7s, reg., 1911	124½	128
Cons., 7s, coup., 1911	124½	128
Cons., 6s, g., I. R. C. 1911	112	....
Imp., 6s, g., coup., 1897	....	....
Gen., 6s, g., coup., 1908	96⅜	97
Gen., 7s, coup., 1908	102⅜	103
Income, 7s, coup., 1896	....	95
Cons. 5s, 1st ser., c., 1922	79¼	79¾
Cons. 5s, 2d ser., c., 1933	64	66
Conv. Adj. Scrip, '86-'88	87	....
Debenture coup., 1893	....	....
Deb. coup. off, 1893	70	....
Scrip, 1882	114½	117
Conv., 7s, R. C., 1893	....	75
Conv 7s, coup. off, 1893	....	....
Conv. 7s, cp. off, Jan., '85	80	88
Phil. Wil. & Balt.—4s, tr. ct	93¾	94
Pitts. Cin. & St. L.—7s, rec	121½	122
Pitts. Titus. & B.—7s, cp	97½	98¼
Rich. & Dan.—Cons. int. 6s	....	....
Shamokin V. & Potts.—7s	123	128
Sunbury & Erie—1st, 7s	124	125
Sunb. Has. & W.—1st, 6s	89¾	....
2d, 6s, 1938	28	....
Syr. Gen. & Corn.—1st, 7s	....	....
Union & Titusv.—1st, 7s	98	98¾
United N. J.—Cons. 6s, '94	....	....
Cons. 6s, gold, 1901	....	....
Cons. 6s, gold, 1908	....	....
Gen., 4s, old, 1923	....	....
Warren & F.—1st, 7s, '96	113	....
West Chester—Cons. 7s	118	....
W. Jersey—1st, 6s, cp., '96	116	....
1st, 7s, 1899	123	....
Cons. 6s, 1909	112	....
W. Jersey & Atl.—1st, 6s, C.	....	108
Western Penn.—6s, coup.	104	....
6s, P. B., 1896	105	....
Gen., 7s, coup., 1901	....	....
CANAL BONDS.		
Ches. & Del.—1st, 6s, 1886	....	81½
Lehigh Nav.—6s, reg., 84	101¾	102
Mort. RR., reg., 1897	116½	117
Cons., 7s, reg., 1911	120	....
Greenw'd Tr., 7s, reg.	....	....
Morris—Boat Loan rg., 85	85¾	86¼
Pennsylv.—6s, cp., 1910	107½	....
Schuyl. Nav.—1st, 6s, rg.	90½	91¼
2d, 6s, reg., 1907	....	....
BALTIMORE.		
RAIL'RD STOCKS. Par		
Baltimore & Ohio—100	200	206
1st pref.	130	....
2d pref.	120	127
Parkersburg Br.—50	8½	9
Northern Central—50	56¾	57
Western Maryland—50	13	14
Central Ohio—Com.—50	....	52
Pittsburg & Connellsville	....	....
RAILROAD BONDS.		
Atlanta & Charl.—1st,	108	109
Inc.	77½	79
Balt. & Ohio—6s, '85, A. & O	103¾	....
Charl. Col. & Aug.—1st	110	112
2d	99	99¾
Columbia & Greenv.—1st s	101½	101¾
2ds	79½	80¼
N. W. Va.—3d, guar., J. & J.	....	....
Pittsb. & Con'sville—7s, J. & J	....	....
No. Central—6s, '85, J. & J.	105	....
6s, 1900, A. & O	115	....
6s, gold, 1900, J. & J.	116	117
Cen. Ohio.—6s, 1st, M. & S.	108¾	109¼
W. Md.—6s, 1st, g., J. & J.	115	....
1st, 1890, J. & J.	....	....
2d, guar., J. & J.	....	....
2d, pref.	110¼	....
2d, guar. by W. Co., J. & J.	110	....
6s, 3d, guar., J. & J.	125	126
Mar. & Cin.—7s, '91, F. & A.	131½	132
2d M & N	104¾	105
8s, 3d, J. & J.	53¾	54
Richm. & Danv.—Gold, 6s	....	....
Union RR.—1st, gua. J. & J	117	....
Canton endorsed	....	....
Virginia & Tenn.—6s	101	....
8s	124¾	125¾
Wil. & Weldon—Gold, 7s	121	127
Wilm. C. & Aug.—6s	110¾	111

• Ex-dividend. † Per share. ‡ In default. ♦ Ex-rights.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained.

Roads.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo	1883.	1882.	1883.	1882.
		$	$	$	$
Ala.Gt.Southern	March.....	85,822	68,885	251,721	196,190
Atch.Top.& S.Fe	March.....	1,239,583	1,203,073	3,136,503	3,335,773
Buff. Pittsb.& W	January...	78,821	62,150	78,821	62,150
Bur.Ced.R.& No.	2d wk Apr.	47,981	39,761	741,072	788,418
Canad'n Pacific	2d wk Apr.	98,438	42,485	865,760	385,856
Ced. R. & Mo. R.	January...	224,723	255,444	224,723	255,444
Central of Ga...	March.....	276,000	258,166	921,700	860,905
Central Iowa....	March.....	115,826	89,677	273,691	279,061
Central Pacific.	March.....	2,021,000	1,969,737	5,234,633	5,529,881
Chesap. & Ohio.	March.....	270,675	215,444	765,104	603,243
Chicago & Alton	3d wk Apr.	157,862	152,366	2,306,935	2,127,352
Chic. Bur. & Q..	March.....	2,347,087	1,566,217	5,583,788	4,682,351
Chic. & East. Ill.	2d wk Apr	31,032	29,147	453,023	472,581
Chic.& Gr.Trunk	wk Apr 7..	60,014	52,287	729,893	533,983
Chic. Mil.&St. P.	3d wk Apr.	458,000	354,225	6,054,000	5,456,336
Chic. & Northw.	3d wk Apr.	394,500	390,700	5,960,653	5,938,509
Ch.St.P.Min.&O.	3d wk Apr.	96,300	84,200	1,309,323	1,327,819
Chic. & W. Mich.	2d wk Apr.	32,488	30,807	409,100	406,481
Cin.Ind.St.L.&C.	2d wk Apr.	47,009	46,534	658,040	701,462
Cincinnati South	March.....	.....	.....	565,924	603,210
Clev.Akron& Col	2d wk Apr.	9,921	9,945	138,675	129,226
Col. Hock.V.& T.	2d wk Apr.	65,474	69,924	783,416	728,125
Danbury & Nor.	January...	17,277	13,417	17,277	13,417
Denv. & Rio Gr.	3d wk Apr.	137,900	138,400	1,774,500	1,816,949
Denv.& R.Gr.W.	3d wk Apr.	14,800	.....	100,600	.....
Des Mo.& Ft. D.	2d wk Apr.	5,774	6,482	81,302	112,513
Det. Lan. & No..	2d wk Apr.	29,763	31,119	391,704	426,339
Dub. & Sioux C.	2d wk Apr.	21,330	22,064	285,316	325,439
Eastern	March.....	267,604	255,890	786,068	686,733
E.Tenn.Va.&Ga.	2d wk Apr.	64,113	50,817	1,108,975	842,168
Eliz. Lex. & B.S.	March.....	52,994	31,416	156,522	86,877
Evansv. & T. H.	3d wk Apr.	14,756	15,881	212,379	227,438
Flint & P. Marq.	2d wk Apr.	56,128	45,852	701,814	616,985
Ft.W. & Denver.	2d wk Apr.	7,000	.....	.....	.....
Georgia.....	March.....	148,041	114,257	425,738	350,155
Grand Trunk....	Wk Apr.14	347,904	321,167	4,793,489	4,347,005
Gr.Bay W.&St.P.	2d wk Apr.	9,244	8,106	103,757	102,795
GulfCol&San.Fe	1st wk Apr	30,106	16,887	466,815	275,901
Hannibal&St.Jo	3d wk Apr.	45,853	38,205	728,699	578,275
Hous.E.&W.Tex	March.....	26,517	18,215	73,153	51,791
Illinois Cen.(Ill.)	2d wk Apr.	114,900	139,774	1,805,585	1,9 9,623
Do (Iowa)	2d wk Apr	38,800	34,445	525,642	551,829
Do So. Div.	2d wk Apr.	66,100	61,864	1,291,053	396,408
Ind.Bloom.& W.	3d wk Apr.	58,732	53,653	88?,240	734,843
K.C.Ft. S. & Gulf	2d wk Apr.	30,996	25,375	532,553	476,279
K. C. Law. & So.	March.....	.....	.....	337,407	226,435
L. Erie & West'n	2d wk Apr.	20,892	25,442	406,518	375,548
L. R. & Ft.Smith	2 wks Apr.	20,701	15,290	158,791	123,582
L.Rk.M.Riv.& T.	2 wks Apr.	15,437	11,747	114,850	69,272
Long Island....	3d wk Apr.	42,991	36,549	553,718	507,176
Louisa. & Mo. R.	January...	49,569	41,361	49,569	41,361
Louisv.& Nashv.	3d wk Apr.	207,535	224,875	3,922,897	3,669,273
Mar.Hough.& O	March.....	20,000	24,052	56,203	72,133
Memp. & Charl.	2 wks Apr.	42,665	35,507	360,481	317,202
Mexican Cent..	1st wk Apr	39,193	.....	472,288	.....
Do No.Div	2d wk Apr.	7,254	.....	.....	.....
Mexican Nat'l..	2d wk Apr.	16,996	.....	205.815	.....
Mil.L.Sh.& West	3d wk Apr.	19,535	16,230	266,685	255,544
Missouri Pacific	3d wk Apr.	135,026	124,266	2,634,815	1,951,533
Central Br'ch.	3d wk Apr.	21,479	13,659	427,667	251,301
Int. & Gt. No..	3d wk Apr.	63,155	54,810	1,154,891	883,949
Mo. Kan. & T..	3d wk Apr.	119,406	101,339	2,041,583	1,575,620
St.L.Ir.Mt.& S.	3d wk Apr.	120,656	127,162	2,206,920	2,009,688
Tex. & Pacific.	3d wk Apr.	95,671	83,350	1,769,892	1,199,969
Whole System	3d wk Apr.	555,392	504,587	10,235,710	7,872,063
Mobile & Ohio..	March.....	180,113	148,166	568,284	466,421
Nash.Ch.& St.L§	March.....	206,164	177,336	598,814	523,063
N.Y.L.E.& West.	February.	1,283,616	1,304,758	2,803,485	7,623,755
N. Y.& N. Engl'd	March.....	284,868	265,222	774,875	696,325
Norfolk & West	2 wks Apr.	78,890	75,997	688,055	568,997
Northern Cent..	March.....	506,865	414,789	1,492,982	1,235,708
Northern Pacific	3d wk Apr.	149,000	105,240	1,768,543	1,203,165
Ohio Central....	2d wk Apr.	12,221	22,365	251,986	248,105
Ohio & Miss	February..	283,999	260,139	.....	.....
Ohio Southern.	2d wk Apr.	8,130	7,895	121,755	100,348
Oregon & Cal...	March.....	70,500	.....	210,290	.....
Oregon Imp. Co	February..	233,140	210,950	473,683	441,133
Oregon R.&N.Co	March.....	418,100	420,385	1,058,400	1,103,058
Peunsylvania ..	March.....	4,189,380	3,912,293	11,830,952	10,592,364
Peo. Dec. & Eve.	2d wk Apr.	13,978	14,783	181,004	214,908
Philadelp.& Erie	March.....	308,069	265,311	923,472	764,284
Phila. & Read..	March.....	1,669,241	1,610,089	4,731,878	4,403,585
Do C. & Iron	March.....	1,160,483	977,631	3,035,021	2,804,606
Richm.& Danv.	2 wks Apr.	†96,400	†93,500	1,037,819	1,008,617
Ch'l Col.&Aug.	2 wks Apr.	†15,293	†14,318	264,063	218,667
Columb. & Gr.	2 wks Apr.	†14,164	†12,023	268,877	233,045
Va. Midland..	2 wks Apr.	†31,370	†25,457	365,723	308,133
West No. Car.	2 wks Apr.	†7,967	†4,818	81,781	50,356
St.Johnsb.&L.C.	January...	16,763	13,575	16,763	13,575
St. L.Alt. & T.H.	2d wk Apr.	23,964	23,512	412,832	358,152
Do (brchs.)	2d wk Apr.	14,240	19,524	239,294	231,989
St. Louis & Cairo	2d wk Apr.	6,811	7,659	94,302	103,124
St.L.&San Fran.	3d wk Apr.	66,523	63,137	1,059,999	948,250
St. Paul & Dul..	3d wk Apr.	18,284	15,357	277,162	229,400
St. P. Minn.& M	3d wk Apr.	188,000	149,214	2,217,363	1,766,998
So. Pac.Cal. N.D	January...	86,989	73,882	86,989	73,882
Do So. Div...	January..	299,733	320,560	299.733	320,560
Do Arizona..	January...	180.001	216,074	180.001	216,074
Do N. Mex..	January...	56,574	66,469	56,574	66,469
Scioto Valley..	1st wk Apr	8,885	9,916	123,722	123,129
South Carolina.	March.....	136,783	112,878	415,973	365,118
Union Pacific...	3 wks Apr.	1,564,000	1,642,000	7,628,742	7,890,472
Utah Central ...	February..	98,880	129,482	198.081	239,471
Vicksb'rg& Mer.	March.....	43,762	36,173	139.609	126,491
Wab.St.L.& Pac	4th wkMar	374,899	350,281	3,857,777	3,678,509
West Jersey ...	February..	62,055	52,915	123.875	106,363
Wisconsin Cent	2d wk Apr.	29,516	19,675	.....	.....

* Earnings on 2,895 miles this year against 2,917 in 1882.
† Freight earnings. § All lines included.

Coins.—The following are quotations in gold for various coins

Sovereigns	$4 83 @$4 87	Silver ½s and ¼s.	— 99¾@ par.
Napoleons	3 83 @ 3 87	Five francs	— 92 @ — 95
X X Reichmarks.	4 72 @ 4 76	Mexican dollars..	— 85⅜@ — 86⅜
X Guilders	3 95 @ 3 99	Do uncommerc'l.	— 84½@ — 85¼
Span'h Doubloons.	15 50 @15 65	Peruvian soles	— 80½@ — 81½
Mex. Doubloons..	15 45 @15 60	English silver	4 75 @ 4 82
Fine silver bars ..	1 09⅝@ 1 10¾	Prus. silv. thalers.	— 68 @ — 70½
Fine gold bars....	par@¼ prem.	U. S. trade dollars	— 99¼@ — 99⅝
Dimes & ½ dimes.	— 99⅝@ par	U. S. silver dollars	— 99¾@ pa .

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on April 21:

Banks.	Capital.	Average amount of—				
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
	$	$	$	$	$	$
New York.....	2,000,000	8,556,000	1,530,000	397,000	7,845,000	495,000
Manhattan Co..	2,050,000	6,980,000	1,294,000	309,000	5,789,000	.....
Merchants.....	2,000,000	6,546,000	920,900	635,100	5,437,700	359,500
Mechanics'.....	2,000,000	7,045,000	1,165,000	401,000	5,854,000	.....
Union.....	1,200,000	4,245,500	788,400	311,900	3,473,000	.....
America.....	3,000,000	9,437,200	1,21?,900	434,000	6,757,100	1,100
Phœnix.....	1,000,000	2,921,000	449,000	188,500	2,5 0,000	267,600
City.....	1,000,000	7,780,000	2,191,100	312,000	7,806,400	.....
Tradesmen's.....	1,000,000	3,004,500	241,000	165,300	1,718,900	790,700
Fulton	600,000	1,638,900	337,700	66,300	1,206,000	.....
Chemical.....	300,000	12,712,300	3,897,300	475,200	13,180,000	.....
Merch'nts' Exch.	1,000,000	3,157,300	362,800	365,400	2,705,600	281,700
Gallatin Nation'l	1,000,000	4,333,000	412,200	137,200	2,308,400	793,100
Butchers'& Drov.	300,000	1,795,000	372,800	67,300	1,093,800	235,200
Mechanics' & Tr.	200,000	1,012,000	152,000	66,000	981,000	128,000
Greenwich.....	200,000	1,006,900	25,400	122,800	989,600	2,600
Leather Man'f'rs	600,000	2,970,400	262,500	240,600	2,085,100	540 000
Seventh Ward..	300,000	1,044,500	152,800	90,500	975,700	20,000
State of N. York.	800,000	3,937,100	346,100	170,900	3 358,300	.....
American Exch .	5,000,000	12,797,000	1,611,900	566,000	9,043,000	.....
Commerce.....	5,000,000	13,653,700	1,596,800	563,200	6,556,400	1,015 500
Broadway.....	1,000,000	5,583,000	906,600	132,700	4,147,700	900,000
Mercantile.....	1,000,000	5,8?9,200	1,146,500	323,800	5,51,200	701,000
Pacific.....	422,700	2,250,200	301,800	216,100	2,371,100	.....
Republic.....	1,500,000	4,384,300	468,300	365 900	2,934 500	594,000
Chatham	450,000	3,495,500	918,300	173,900	3,354 600	45,000
People's.....	200,000	1,440,100	111,100	134,000	1,706,100	5,400
North America..	700,000	2,465,100	208,000	186,000	2,321,200	.....
Hanover	1,000,000	8,8?9,200	1,746,700	657 500	9,606 200	190,000
Irving.....	500,000	3,319,000	502,000	366,500	3,172,000	417,000
Metropolitan	3,000,000	12,379,000	1,912,000	847,000	8,739,000	2,250,000
Citizens'.....	600,000	2,256,700	411,900	210,800	2 3?8,200	270,000
Nassau	500,000	2,268,500	195,400	149,300	2,508,900	.....
Market.....	500,000	2,843,300	457,800	88,100	2,268,700	450,000
St. Nicholas.....	500,000	2,347,900	194,100	55,400	1 909 500	.....
Shoe & Leather..	500,000	2,707,000	548,000	240,000	3,114 0,0	450,000
Corn Exchange..	1,000,000	4,181 200	855 400	158,000	2 992,500	4,300
Continental.....	1,000,000	5,653,000	1,448 100	166 200	6 213,700	450,000
Oriental.....	300,000	2,094,800	102,000	303,000	2,024,700	.....
Marine	400,000	3,0?3,000	728,000	155,000	3 552,000	270,000
Importers' & Tr..	1,500,000	19,234,900	4 8 8,0?	482,100	20,251,100	1,343,000
Park	2,000,000	16 672 9,0	4,0 3,0	1,155,100	20,711,900	45,000
Wall St. Nation'l	500,000	1,6 2,900	287,900	109,000	1,588,400	.....
North River.	240,000	1,611,000	21,000	232,000	1,579,000	.....
East River.....	250,000	1,111,300	98,400	119,600	888,000	224,700
Fourth National.	3,200,000	16,030,100	3 161,?0	828,100	15,914,000	539,900
Central Nat.....	2,000,000	7,615,000	918,000	1,086,000	8,102,000	297,000
Second Nation'l	300,000	3,193,000	612 0	331,000	3,752 000	90,000
Ninth National..	750,000	5,466,100	674,1	411,900	4,947,000	600,000
First National..	500,000	13,66?,0 0	3,1?1,8	983,000	14,102,000	44,900
Third National..	1,000,000	5,171,700	770,8	6 8,100	5 322,0 0	.....
N. Y. Nat. Exch..	300,000	1,410,3 0	148,4 0	133 200	1,100,100	270,000
Bowery National	250,000	1,944,000	203,700	242,300	1,766,800	225,000
N. York County..	200,000	1,729,700	29,10	515,?00	2,047,100	180,000
Germ'n Americ'n	750,000	2,423,700	193,70	77,800	1,984,600	.....
Chase National..	300,000	4,006,100	1,132,5 0	263,200	5 883,700	45,000
Fifth Avenue....	100,000	2,188,500	488,300	110,700	2 338 700	.....
German Exch. ..	200,000	1,784,400	47,000	162,000	1,947,100	.....
Germania.....	200,000	1,729,800	83,100	188,800	1,833,400	.....
U. S. Nat.	500,000	4,651,100	827,900	214,600	4,888,300	449,800
Lincoln Nat.....	300,000	1,852,500	173,800	174,700	1,437,200	45 000
Garfield Nat.....	200,000	784,600	7,900	144,900	616,500	180,000
Total.....	61,162,700	310,807,000	53,869,8 0	18,423,500	286,676,1 0	16,496,300

The deviations from returns of previous week are as follows:

Loans and discounts	Inc. $584,400	Net deposits	Inc. $2,527,100
Specie	Inc. 807,000	Circulation	Dec. 500
Legal tenders	Inc. 738,400		

The following are the totals for three weeks:

1883.	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Ag.. Clear.
	$	$	$	$	$	$
Apr. 7	311,030,400	50,630,400	15,923,700	280,980,400	16,532,000	638 237,900
" 14	310,222,800	53,062,800	17,685,100	284,149,000	16,496,800	787,633,446
" 21	310,807,000	53,839,800	18,4?3,500	286,676,100	16,496,300	825,770,284

Boston Banks.—Following are the totals of the Boston banks:

1883.	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Ag. Clear.
	$	$	$	$	$	$
Apr. 9..	145,526,800	4,615,800	3,338,900	83,700,400	30,10?,100	70,50?,476
" 16..	143,295,700	4,554,100	3,356,100	82,176,300	30,079,500	70,918,241
" 23..	142,?89,300	4,683,000	3,168,100	82,487,300	30,103,300	73,338 935

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

1883.	Loans.	L. Tenders.	Deposits.	Circulation.	Ag. Clear.
	$	$	$	$	$
Apr. 9	74,883,580	15,552,778	62,970,537	9,814,468	57,456,449
" 16	75,323,419	16,733,783	64,944,345	9,827,083	50,?62,163
" 23	75,744,267	17,170,735	65,899,784	9,828,541	57,?97,379

Unlisted Securities.—Following are quoted at 38 New Street:

	Bid.	Asked.
Am. Railw'y Imp.Co—		
Ex bonds and stock.	40	50
Atl. & Pac.—6s, 1st....	95¾	....
Incomes	....	22½
Blocks 35 per cent..	106¾	108
Cent. Branch.....	56	....
Incomes do	....	....
Am. Elec. Light.....	3½	....
Bost.H.& E.—New st'k	⅜	½
O.d.....	¼	½
Buff. N. Y. & Ph.,new	30½	32
Preferred, new.....	....	61
Brush El.Lt.Par'nt Co.	....	100
Cal. & Chi. Ca'l & Dk..	....	30
Cent. & So. Am. Tel....	....	....
Chic & Atl.—Stk....	....	....
do Beneficiary stk..	18	....
1st mort.....	....	....
Contin'l'l Cons.—85p c.	40¾	42¾
Den.& R.G.R'y—Cons.	94	95½
Denver & Rio. West...	25	30
1st mort.....	76	76½
Denver & N. Orleans.	....	....
Subsidy scrip.....	....	....
Edison Elec. Light....	305	350
Ga. Pac. R'y., 1st m..	85⅜	85½
Gal. Houst. & Hen....	....	....
I. B. & W. inc. bds....	....	....
Keely Motor	7	10
Mahoning Coal & RR.	....	....
Mexican. Nat.....	7	9
Preferred.....	20	30½
1st mort.....	45¼	46
Mich.&O.—Subs.65 p.c	....	104
M.U.St'k Trust Certs..	19	20
Missouri Pac.,Cowdry Certfs.....	2½	3⅛
Newb. D'tch & Conn..	....	....
M. K. & T. inc. scrip.	42½	....
N. J. & N. Y.....	3	....

	Bid.	Asked.
N.Y.W.Sh.&Buff.—Stk		
del.wh.iss.on old sub	35⅞	37
5s	79⅜	79¾
N Y. Sus. & West.—Stk	7¼	7⅝
Preferred.....	18½	21
1st mort.....	74	....
North Pac. div. bonds.	90	90¼
No. Riv.Const.—100p.c	103	105¼
N.Y. & Gr L.—2d inc.	....	....
N.Y.L.&W.—5p.c.g.stk	....	....
Guar. 1st.....	....	....
N.Y.Chic&St.L. equip.	101	102
Ohio C.—Riv. Div. 1st.	59½	60¼
Incomes.....	13⅞	14½
Oregon Sh. Line deliv-ered when issued....	22½	31
Subs. 80 p. c.....	....	....
Subs. ex-bd. & stk...	....	....
1st mort.....	....	....
Pensac. & Atl.....	....	....
1st mort.....	78½	79¾
Pitts. & Western.....	16½	20
1st mort.....	84	87
Rich.&D.Ext. subs.70%	65¼	75
Roch.&Pitts. cons.,1st	....	....
St P. Min.&Man., r'g't's	41	48
Sel.,R.&D.st'k,st'mp'd	....	....
do 1st mtg.bds..'80	¾	1
do 2d do do '82	¼	⅝
St. Jo. & West.....	10	....
Tex.&Col.Imp.—60 p.c	....	....
ex-bd.....	12	....
Tex.&St.1st,M.&A.Div	....	....
subs.....	....	....
ex-bonds	....	....
Texas Pac. inc. scrip.	50	....
U. S. Elec. Light	129½	150
Vicksb'g & Meridian..	7	7¼
Pref.....	12½	....
2d mort	....	....

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* CHRONICLE. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Denver & Rio Grande.

(*For the year ending December* 31, 1882.)

From advance sheets of the annual report for 1882 the following income account and other information has been obtained. The income is summarized as follows:

Total net income		$2,020,627
Deduct—		
Interest on first mortgage bonds	$447,685	
Interest on consolidated mortgage bonds, less amount in treasury	1,277,010	
Interest on rolling stock trusts	221,833	
Interest, discount and exchange	47,348	
Taxes and insurance	228,812	
Sinking fund	22,146	2,244,834
Surplus		$375,793

$338,000 was paid on account of principal of rolling stock trust and charged to equipment account.

The report says: "The foregoing statement is made for the purpose of showing that after deducting all fixed and other charges of every nature (except principal of rolling stock trusts), there is a surplus of $375,792. Interest necessarily forms part of the cost of construction and should properly for period of construction be so treated. It is customary and was part of the original programme; hence until the mileage has been put into operation, your board of trustees has considered it advisable to show on the books of the company, as chargeable against income account, only such amount of interest as pertained to the amount of bonds issued (viz., $15,000 per mile), in accordance with the consolidated mortgage, on the average mileage completed and in operation during the year, say 1,100 miles. The income account, as stated in the Comptroller's report, shows the manner in which this is arrived at—the difference between $1,277,010 interest and $932,925—$344,085, being charged to cost of construction, leaving to the credit of income account, as result of the year's operations $719,877.

"The principal of rolling stock trusts paid off during 1882 was $338,000. The payment for this account in 1883 will be increased to $538,000—by reason of the addition of two new series of $1,000,000 each—which, owing to the lease of the Denver & Rio Grande Western Railway by your company, became a necessity. It will be seen from the general account in the Comptroller's report, that your company has already paid off $805,455 of these rolling stock trusts.

"The original cost of rolling stock acquired through trusts was $4,518,455, of which, as above stated, $805,455 has already been paid off, and $100,000 additional will be paid on March 1, 1883.

"At the date of last report it was confidently expected that the gross earnings of your road for the year just passed would have kept pace with the increased mileage. We regret to say that this expectation was not realized, partly because mining industries have received a severe check in Colorado by failure of interested parties to advance new capital, and partly because both passenger and freight rates were demoralized by competition with rival lines during the period covering the best traffic months of the year, which reduced the earnings of your lines to much lower figures than was anticipated." * * *

"The operating expenses were 59·66 per cent of the gross receipts, but this included the re-building of eighty-one cars (at a cost of over $50,000), which had been destroyed during this and previous years, as also the substitution of steel for iron rails on forty miles of road south of Pueblo." * * *

"Since the date of last report, your company has leased the road of the Denver & Rio Grande Western Railroad Company for a term of thirty years. The terms of the lease are, that your company pay the lessor company 40 per cent of the gross receipts of the leased line, if that sum is sufficient to pay the interest on its bonds. If not sufficient to pay the interest, then your company guarantees payment of a sum equal to six per cent on $16,000 per mile of finished road which has been transferred to and accepted by your company for operation. The maximum amount of bonds guaranteed by the lease is $7,500,000 at 6 per cent. On August 1, 1882, 155 miles of road were transferred to your company for operation under the terms of the lease. During the five months it has been in operation, the net profits to your company on 60 per cent of gross receipts, which it receives, under the terms of the lease for operating, was $36,771, which is ascertained as follows:

Gross earnings for 5 months, 155 miles		$170,918
40 per cent of same due lessor company		68,367
Leaving		$102,551
Cost of operating was		65,779
Leaving profit		$36,772

"The amount of bonds which the lessor is authorized to issue on 155 miles at $16,000 per mile is $2,480,000, which at 6 per cent per annum gives $148,800 interest, 5-12 of which for the five months the road has been operated is $62,000—the 40 per cent of gross receipts to which lessor company was entitled was $68,367 32." * * * * *

"The amount of interest for which your company will be responsible under the lease when the line reaches Ogden will be about $400,000 per annum, which would require $1,000,000 gross earnings. It is not unreasonable to expect from the business done during the past five months on 155 miles of detached line that the gross earnings of the whole line when put in operation will reach at least $1,500,000 per annum, which, if realized, would give the Denver & Rio Grande Western Company a surplus of $200,000 for distribution to its stockholders. Gross earnings of $2,000,000 per annum would enable the Western Company to pay nearly 6 per cent on its capital stock."

The following is a summary of the floating liabilities and assets on Dec. 31, 1882:

Liabilities of all descriptions (as per general account)			$3,007,931
Against which there are assets as follows:			
Cash, bills and current accounts	$1,389,862		
Advanced on Utah lines	135,095		
Advanced to Rio Gr. West. Const. Co. (almost entirely repaid since Jan. 1, 1883)	1,143,600		
Securities on hand (market value)	384,750	3,052,707	
Surplus assets			$344,776

The company has, therefore, no floating debt, and in addition to above surplus assets has materials, fuel, &c., on hand, amounting by actual valuation to $1,024,251, making total available assets Dec. 31, 1882, $1,369,026.

The following comparative statistics for three years have been compiled for the CHRONICLE:

	1880.	1881.	1882.
Tot. miles oper'd at close of yr.	686	1,067	1,282
OPERATIONS AND FISCAL RESULTS.			
Operations—	1880.	1881.	1882.
Passengers carried	140,840	312,885	446,261
Passenger mileage	*11,795,593	28,115,746	31,030,209
Rate per passenger per mile	*7·27 cts.	5·56 cts.	5·12 cts.
Freight (tons) moved	651,832	1,136,311	1,151,380
Freight (tons) mileage	.....	119,770,309	120,733,211
Av. rate per ton per mile	.....	3·62 cts.	3·65 cts.
Earnings—	$	$	$
Passenger	945,030	1,563,632	1,589,558
Freight	2,411,457	4,342,150	4,412,185
Mail, express, &c.	121,579	348,998	403,237
Total gross earnings	3,478,066	6,244,780	6,404,980
Operating expenses—	$	$	$
Maintenance of way, &c.	667,174	1,081,002	1,074,413
Motive power	527,300	1,068,023	1,083,733
Maintenance of cars	111,507	319,178	431,736
Transportation expenses	407,200	947,915	970,940
General	54,424	203,912	260,301
Total	1,767,605	3,620,030	3,821,123
Net earnings	1,710,461	2,624,750	2,583,857

* From April 5 to Dec. 31 only.

INCOME ACCOUNT.

	1880.	1881.	1882.
Receipts—	$	$	$
Net earnings	1,710,461	2,624,750	2,583,857
Other receipts	20,307	14	36,771
Total income	1,730,769	2,624,764	2,620,628
Disbursements—	$	$	$
Interest on debt	1,150,453	1,199,541	1,602,443
Taxes	.....	149,330	224,130
Dividends	.....	(6) 914,100	.....
Miscellaneous	246,512	19,607	73,876
Total disbursements	1,396,965	2,283,078	1,900,749
Balance, surplus	333,803	341,686	719,879

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1880.	1881.	1882.
Assets—	$	$	$
RR., buildings, equipm't, &c.	34,945,951	50,949,437	59,471,273
Stocks owned, cost	.....	326,700	15,000
Bonds owned, cost	.....	474,000	434,000
Bills and acc'ts receivable	.....	868,748	878,793
Rio Grande & Western	.....	.....	3,490,000
Utah lines	.....	.....	263,652
Materials, fuel, &c.	102,562	2,213,955	1,024,251
Cash on hand	215,420	174,657	389,106
Miscellaneous items	432	.....	412
Total	35,294,365	55,007,497	65,966,487
Liabilities—	$	$	$
Capital stock	16,000,000	24,160,000	33,000,000
Funded debt (see SUPPLEM'T)	17,398,000	23,091,000	25,127,000
Rolling stock trusts	1,536,000	3,051,000	3,713,000
Bills payable	10,350	441,976	166,972
Rio Grande & Western	.....	.....	167,437
Utah lines	.....	.....	237,474
Coupons and dividends due	717	450,075	647,324
Vouchers and pay-rolls	.....	1,801,762	1,355,860
Open accounts	.....	*1,588,120	432,844
Miscellaneous	90,630	227,094	8,800
Profit and loss	258,668	396,470	1,109,636
Total liabilities	35,294,365	55,007,497	65,966,487

* This item was met by the charge of $3,000,000 stock and $1,000,000 consolidated bonds negotiated in 1881, but not taken into the account until January, 1882.

Burlington Cedar Rapids & Northern.

(*For the year ending December* 31, 1882.)

At the close of the year 1882 this company operated the following lines:

	Miles.
Main Line, Burlington, Iowa, to Albert Lea, Minn.	252
Milwaukee Division, Linn., Ia., to Postville	94
Pacific Division, Vinton, Iowa, to Holland	48
Muscatine Division, Muscatine, Ia., to Riverside	31
Iowa City Division, Elmira, Ia., to Montezuma	83
Iowa Falls Division, Holland, Iowa, to Worthington, Minn.	138
Clinton Division, Clinton, Iowa, to Noel	25
Total	713

The average mileage worked was 637·94 miles in 1882 against 564·33 miles in 1881.

Additions during the year were the extension of the Iowa Falls Division from Emmetsburg, Ia., to Worthington, Minn., 69 miles. Of the total, 288 miles are under the organizations of the Iowa City & Western, the Chicago Clinton & Western, and the Cedar Rapids Iowa Falls & Western companies, which are all entirely owned by this company.

Arrangements have been made to extend the Clinton Division from Noel to a junction with the main line near Cedar Rapids.

Since the organization of the present company the sum of $2,437,427 has been expended from net earnings in improvements, new equipments and other additions to property.

The report says: "The company owns 33 miles of road, exclusive of the Clinton Division, upon which no incumbrance exists; the Pacific Division, from Traer to Holland, 23 miles; the main line, from Plymouth Junction to Manly Junction, and from Northwood to Minnesota State line, a distance of 10 miles. These extensions were made by the company, and paid for out of surplus earnings. At the time of the organization of the present company by the bondholders of the Burlington Cedar Rapids & Minnesota Company, a bonded indebtedness of $6,500,000 was created, and the capital stock of the new company was limited by its articles of incorporation to $10,000,000. The statute of Iowa provides that corporations formed for pecuniary profit must not incur an indebtedness at any one time in excess of two-thirds of their capital stock. In consequence of the limitations thus imposed by the statute, the bonded indebtedness of the company cannot be increased in excess of $166,000 over and above the amount originally created, except by an increase of capital stock, and with $4,500,000 of the capital stock already provided for still remaining in the company's treasury and that issued quoted below par in the market, it is deemed inexpedient to provide for an increase of capital stock simply for the purpose of enabling the company to increase its bonded indebtedness.

"The extensions above referred to and the expense thereof, defrayed out of surplus earnings, cost approximately $300,000. Under the arrangements made for the completion and operation of the Clinton Division line of road, the company's treasury will be reimbursed for the sum expended in the purchase and improvement of this property, which, at the present time, without interest, amounts in the aggregate to $290,000.

"At the time of the organization of the company no fund was provided or provision made for improvement or equipment of the railway property, except 390 of the issue of $6,500,000 of 5 per cent bonds. But the net proceeds of these bonds (390) were principally absorbed by payment of supply and other claims adjudged by the courts to be equitable liens upon the railway property paramount to the mortgage lien of the bondholders of the old company.

"The claims in suit of the trustees in bankruptcy of Henry Clews & Co., alluded to in the annual report Dec. 31, 1880, have been settled, and with this all litigation growing out of the bankruptcy of the old company and the foreclosure of the several mortgages has come to a final end.

"At the time of the bankruptcy of the old company, and the appointment of a receiver at the instance of its bondholders, the company's railway property was so far out of repair as to render it unsafe to employes and dangerous to the public to operate; and this was its condition, except such improvements as the receiver, out of the limited resources at his command, was able to place upon it while in his hands, when the present company took the control, under the plan of re-organization adopted by the bondholders.

"The condition of the property being as thus described, together with the fact that no provisions were made for its improvement and the procurement of the requisite amount of additional equipment, the policy of appropriating surplus earnings of necessity, therefore, had to be adopted and continued from year to year, to enable the company to discharge its duties toward the public as common carrier of persons and property, and to operate its road economically and with profit to its stockholders.

"The sum thus expended since the organization of the company to the close of the present fiscal year amounts in the aggregate to $1,743,121. While the stockholders, for reasons stated, have not received dividends upon their stock, the surplus earnings thus expended have provided for them a railway with equipment equal to other first-class lines in Iowa."

Statistics of operations, &c., since the re-organization, compiled for the CHRONICLE, are as follows:

ROAD AND EQUIPMENT.

	1881.	1882.
Miles operated	644	713
Locomotives	60	76
Passenger, mail and express cars	33	34
Freight cars	1,861	1,978
Coal and and all other cars (inc. 3 snow plo's)	481	791

OPERATIONS AND FISCAL RESULTS.

Operations—	1881.	1882.
Passengers carried	439,508	584,740
Passenger mileage	14,476,355	27,277,487
Rate per passenger per mile	2·83 cts.	2·34 cts.
Freight (tons) moved	1,716,182	2,225,655
Freight (tons) mileage	127,991,018	199,087,972
Average rate per ton per mile	1·392 cts.	1·196 cts.
Earnings—		
Passenger	$422,014	639,506
Freight	1,782,521	2,092,679
Mail, express, &c.	54,501	68,497
Total gross earnings	$2,259,036	$2,800,682
Total operating expenses (including taxes)	$1,626,850	$1,883,681
Net earnings	$632,186	$917,001

INCOME ACCOUNT.

Receipts—	1881.	1882.
Net earnings	$632,186	$917,001
Other receipts	59,190	78,057
Total income	$691,376	$995,058
Disbursements—		
Interest on debt	$424,562	$484,624
Construction and improvement	198,270	71,965
Equipment	280,459	368,502
Other expenditures	13,583	22,396
Total disbursements	$916,874	$947,487
Balance	def. $225,498	sur. $47,571

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—	1881.	1882.
RR., buildings, equipment, &c.	$16,377,864	17,800,364
Real estate	10,604	.....
Accounts receivable and cash on hand	171,657	251,548
Materials, fuel, &c.	183,471	204,478
Stock unissued	4,500,000	4,500,000
Coupon interest paid	424,562	484,624
Miscellaneous items	10,779	.....
Total	$21,678,847	$23,244,014
Liabilities—		
Stock, common	$10,000,000	$10,000,000
Funded debt (see SUPPLEMENT)	9,059,900	9,964,000
Bills payable, vouchers, pay-rolls, &c.	365,881	455,552
Income account	2,253,966	2,824,462
Total liabilities	$21,678,847	$23,244,014

Flint & Pere Marquette.

(*For the year ending December* 31, 1882.)

The annual report, just out, says: "Since January 1, 1883, the remaining $3,000 of the land grant bonds have been paid and canceled, being the last of the original issue of $2,500,000. The trustees hold $300,000 of Flint & Holly bonds, purchased with land funds applicable to the payment of these bonds, and they apply the coupon money collected towards payment of coupons on Flint & Holly bonds, so that the general fund of the company will only be called on hereafter for $12,000 per annum towards coupons of Flint & Holly bonds." * * *

"The entire cost of the Manistee Railroad has been $461,894. The capital stock being $400,000, the amount in excess is charged in account as money advanced the company. The work of 1882 embraced the completion of the road, and the construction of the last mile into the City of Manistee, through very heavy cutting, together with the construction of passenger and freight buildings in the city." * * *

"The steamers contracted for in 1881, for the traffic on Lake Michigan, were delivered and put in commission early in the fall of 1882. The extreme severity of the winter interfered with their trips, but they have proved admirable boats, and have made more trips than boats in any other line. The prospects for business are encouraging. * * * The status of the common stock was not changed during the past year. The prospects for the current year are very encouraging for traffic. The gross earnings of the first three months of 1883 were $586,736, against $525,146 for the same period of 1882—a gain of $61,590. From the severity of the winter the expenses were largely in excess of those of the same period of 1882, but there is every prospect of a continuance of heavy business during the balance of the year, with a more favorable chance of showing net results."

The statement of operations and earnings for four years have been compiled for the CHRONICLE as follows:

	1879.	1880.	1881.	1882.
Miles operated	307	317	345	346

OPERATIONS AND FISCAL RESULTS.

Operations—	1879.	1880	1881	1882.
Passengers carried	552,753	712,209	813,131	994,225
Passenger mileage	16,838,338	20,950,290	24,449,195	29,546,975
Freight (tons) moved	495,817	868,816	1,013,965	1,137,589
Freight " mileage	42,044,433	68,413,084	80,894,052	92,953,733
Earnings—	$	$	$	$
Passenger	452,007	565,288	655,478	795,839
Freight	653,636	994,369	1,157,367	1,317,042
Mail, express, &c.	45,558	39,967	72,568	67,342
Total gross earn'gs	1,151,201	1,599,624	1,885,413	2,180,223
Op'g expen's & taxes	745,912	1,145,929	1,315,322	1,432,209
Net earnings	405,289	453,695	570,091	748,014

INCOME ACCOUNT.

Receipts—	1881.	1882.
Net earnings	$570,091	$748,014
Disbursements—		
Interest on debt	322,118	309,024
Dividends	357,500	422,500
Loss on cargo "St. Albans"	3,935	.....
Total disbursements	$683,553	$731,524
Balance	def. $113,462	sur. $16,490

* The accumulated surplus Dec. 31, 1882, was $35,613.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—	1880.	1881.	1882.
	$	$	$
Railroad, buildings, equipment, &c	9,671,959	11,361,945	11,754,789
Steamers owned	.....	.....	130,300
Stocks and bonds owned, cost	2,000	526,641	558,000
Accounts receivable	70,418	92,354	131,603
Materials, fuel, &c.	179,440	217,777	229,382
Cash on hand	.....	47,204	115,027
In trustee's hands	22,791	21,291	19,291
Assistant Treasurer's account	131,147	.....	.....
Income account	233,438	.....	.....
Miscellaneous items	.....	14,741	28,209
Total	10,311,193	12,281,853	12,966,601

Liabilities—	1880.	1881.	1882.
Stock	$6,301,800	$6,500,000	$6,500,000
Funded debt (see SUPPLEMENT)	3,726,658	4,821,560	5,028,000
All other dues and accounts	117,420	105,818	65,815
Premium on bonds	.....	107,757	142,160
Land receipts applied to reduction of bonds	.....	389,000	713,000
Unpaid div's, vouch'rs & pay-rolls	162,315	338,595	451,712
Income account	.....	19,123	35,614
Total liabilities	10,311,193	12,281,853	12,966,601

Pennsylvania Company.

(*For the year ending Dec.* 31, 1882.)

The following is a summary statement of actual gross earnings, expenses, net earnings and rentals, and the profits and losses on the lines west of Pittsburg in 1882 compared with 1881:

	Length, Miles.	Gross Earnings.	Expenses.	Net Earnings.	Hire of Equipment.	Rental and Interest.	Profit over Rentals & Interest, 1882.	Profit over Rentals & Interest, 1881.	Loss in Operation 1882.	Prop'n of Loss for which Penn. R.R. or Penn. Co. is responsible 1882.	Prop'n of Loss for which Penn. R.R. or Penn. Co. is responsible 1881.
		1882.									
Proprietary Department—Penn. Co.	468.10	$824,100	$81,636	$742,464	$.....	$20,600	$121,774	$401,190	.....	.....	.....
Union Line Bureau—Penn. Co.		478,956	226,880	252,075	.....	.....	252,075	656,143	.....	.....	.....
Pittsburg Ft. Wayne & Chicago Railway	468.10	10,574,595	6,272,394	4,306,200	.....	2,928,764	1,377,436	1,715,674	.....	.....	.....
New Castle & Beaver Valley Railroad	15	365,493	192,032	173,460	.....	146,197	45,835	82,176	.....	.....	.....
Lawrence Railroad	22	226,910	119,718	107,191	.....	90,764	16,427	7,924	.....	.....	.....
Erie & Pittsburg Railroad	100	604,145	407,763	196,381	.....	404,032	.....	.....	207,651	207,651	233,521
Cleveland & Pittsburg Railroad	22910	3,353,362	1,618,495	1,734,467	.....	1,259,515	474,951	456,786	.....	.....	.....
Ashtabula & Pittsburg Railway	62910	343,185	231,887	111,297	19,663	91,614	.....	.....	23,618	23,618	21,011
Northwestern Ohio Railway	85.10	272,742	245,582	27,160	25,665	.....	1,494	.....	.....	.....	.....
Meadville Railway	20610	26,875	25,787	1,087	2,514	.....	.....	.....	1,428	.....	5,430
Massillon & Cleveland Railroad	122.10	5,550	9,169	def. 3,618	.....	20,000	.....	.....	23,618	23,618	21,011
Grand Rapids & Indiana Railroad	33510	2,280,201	1,678,236	592,014	.....	515,979	66,075	63,104	.....	.....	.....
Cincinnati Richmond & Fort Wayne RR.	90910	435,764	313,671	122,092	.....	107,373	.....	.....	2,810	.....	.....
Allegan & S. E. RR. (to Oct. 19th)	1810	10,622	11,965	def. 1,343	.....	.....	6,211	.....	45,491	(%) 30,320	.....
Traverse City Railroad	26	34,533	28,327	6,211	.....	6,211	.....	.....	1,343	1,343	.....
St. Louis Vandalia & Terre Haute Railroad	201.10	4,231,559	2,830,999	1,403,559	.....	1,124,975	278,584	263,853	.....	.....	.....
Pittsburg Cincinnati & St. Louis Railway	229.10	120,022	84,204	36,818	7,264	29,553	.....	.....	.....	.....	.....
Charters Railway	2.10	111,156	77,789	33,367	9,297	24,090	.....	.....	.....	.....	.....
Pittsburg Wheeling & Kentucky Railway	141.10	396,740	269,876	66,864	.....	105,009	.....	.....	18,125	18,135	84,724
Cincinnati & Muskingum Valley Railway	90.10	1,808,150	1,402,799	40,350	.....	671,365	.....	.....	266,015	266,015	267,487
Little Miami Railroad	1.00.10	5,122,943	4,419,358	703,584	.....	703,584	.....	.....	.....	.....	.....
Col. Chicago & Indiana Central Railway	5.7.10	1,545,193	1,188,391	356,807	.....	356,807	.....	.....	.....	.....	.....
Jeffersonville Madison & Ind. Railroad	20110	41,593	45,049	def. 3,651	.....	.....	.....	.....	3,651	.....	.....
Cambridge Extension Railroad	20910	342,982	323,132	19,850	.....	209,198	.....	.....	189,347	189,347	199,185
Indianapolis & Vincennes Railroad	116.10	1,641,253	1,122,929	518,324	.....	492,376	(%) 12,973	.....	.....	.....	170,445
St. Louis & Cincinnati Railway	157.10	117,411	91,526	25,885	.....	22,885	.....	.....	.....	.....	.....
East St. Louis & Carondelet Railway	11.10	16,164	6,371	9,793	3,396	6,396	.....	.....	3,306	3,306	3,306
Alliance Niles & Ashtabula RR. (from Aug. 7)	24910	4,931	8,238	def. 3,306	.....	.....	.....	.....	13,389	13,589	13,589
Bay View Little Trav. & Mack. RR. (11 mos.)	5710	16,955	20,304	def. 3,349	.....	10,240	.....	.....	.....	.....	.....
Grand Rapids Ind. & Mack. RR. (6 mos.)	34110										
Totals	3,222.10	$35,331,003	$23,369,329	$11,962,673	$67,822	$10,007,815	$2,647,628	$3,649,670	$773,568	$753,328	$1,001,332
Profits, 1882		$2,647,628									
Losses, 1882		753,328									
Profits, 1881			$3,649,670								
Losses, 1881			1,001,332								
Net profits, 1882							$1,994,300				
Net profits, 1881							2,648,338				
Comparative decrease											$754,037

GENERAL INVESTMENT NEWS.

Buffalo N. Y. & Philadelphia.—It is announced that the property of the Fairmount Coal and Iron Company, consisting of 4,900 acres of mineral rights at Fairmount, on the Low Grade division of the Allegheny Valley Railroad, has been purchased by a syndicate whose interests are identified with the Buffalo New York & Philadelphia Railroad Company.

Central of New Jersey.—The directors of this company held a meeting this week, at which were present Mr. Little, the receiver, and Messrs. Robert Garrett, Franklin Gowen, E. C. Knight, Sidney E. Sheppard, ex-Governor Randolph, of New Jersey, John Kane and Samuel Sloan. The quarterly report was read, showing an increase of $160,000 in the net earnings of the road for the past three months. A resolution was adopted authorizing the pledging of the unincumbered assets of the company, which amount to about $5,000,000, in order to raise an amount sufficient to pay off the floating indebtedness, which, it is said, amounts to about $2,000,000, and if this loan can be effected the road will be taken out of the hands of the receiver. There was no proposition at the meeting looking to the leasing of the road to the Reading Company.

Chicago & Eastern Illinois.—A special meeting of the stockholders of the Chicago & Eastern Illinois Railroad was held, and the lease of the Chicago & Western Indiana Railroad was ratified, in accordance with the arrangement entered into some time ago, which provided that the five roads entering the city over the Western Indiana tracks would purchase the property of the latter company.

Consolidated Railroad Co. of Vermont.—This is the title of the new corporation formed on the re-organization of the Central Vermont and Vermont & Canada companies. The holders of the first and second mortgage bonds filed articles of association with the Secretary of State of Vermont on April 24 for organizing the new company. The directors for the first year are: B. P. Cheney and Ezra H. Baker, of Boston; James R. Langdon and W. H. H. Bingham, of Montpelier; E. C. Smith, of St. Albans; Joseph Hickson, of Montreal, and J. Gregory Smith, of St. Albans. The holders of over two-thirds of the first mortgage bonds have signed the articles of association of the new company, and the owners of four-fifths of the second mortgage bonds have also accepted the terms of consolidation as contemplated in the act passed by the last Legislature. The new company will take possession of and operate the consolidated roads.

Ithaca Auburn & Western.—The stockholders of this company met at the office of the Treasurer, No. 111 William Street, and the holders of two-thirds of the stock ratified the lease of the road to the Southern Central Railroad. The outstanding first mortgage bonds amount to $315,000, which call for 7 per cent interest, and the Southern Central road guarantees the payment of 4 per cent interest on the said bonds.

Massachusetts Central.—Of this company the Boston *Herald* of April 24 reports that those bondholders who indorse the scheme of reorganization will probably be allowed to receive preferred stock with the rest. About 2,950 of the 3,500 bonds had assented at the close of business on the last day under the act on which they could deposit the bonds and thereby prevent foreclosure of the mortgage. Some of the bondholders were of the opinion that foreclosure was desirable, and therefore kept their bonds. "Generally speaking, the indorsement of the plan has been generous. Had the remaining 500 bonds been deposited on or before to-day (April 23) foreclosure and three months' time would have been saved. The trustees will proceed to take possession of the road (the previous announcement that they had done so was premature, though supposed at the time to be correct) and advertise it for sale. The purpose is, as soon as the trustees have bought it, to raise $2,500,000 by mortgage, complete the old road, and an extension to Holyoke. That amount of money will, it is believed, do the work and leave $500,000 for equipment. The bondholders will be privileged to take the bonds if they choose, and whatever they decline will be taken by a couple of Boston banking houses. President Aldrich thinks the plan can be fully executed before snow flies."

New York Lake Erie & Western.—For the month of February the following official report is issued:

MONTH OF FEBRUARY.	1882.	1883.		
Gross earnings	$1,394,757	$1,283,615	Dec.	$21 141
Working expenses	1,013,057	1,049,815	Inc.	36,758
Net earnings	$291,700	$233,799	Dec.	$57,900
OCTOBER TO FEBRUARY, INCLUSIVE.	1881-82.	1882-83.		
Gross earnings	$7,725,297	$8,137,722	Inc.	$412,424
Working expenses	5,604,172	5,757,071	Inc.	152,899
Net earnings	$2,121,125	$2,380,650	Inc.	$259,524

New York Stock Exchange.—The Governors of the Stock Exchange admitted to dealings the following securities:

St. Louis Iron Mountain & Southern Railroad Company—An additional $1,345,000 of general consolidated mortgage 5 per cent bonds, upon 89 7-10 miles, secured by the supplemental mortgage of new road.

New York Texas & Mexican Railroad Company—First mortgage 6 per cent gold bonds, dated April 1, 1882, and due on April 1, 1912. Interest payable in New York or London, at option of holder. Issued at the rate of $22,850 per mile. On the free list.

New York Texas & Mexican.—The statement of this company to the New York Stock Exchange has the following: This company was chartered by an Act of the Legislature of the State of Texas, approved Nov. 17, 1880, and is authorized to construct and operate the railway of the standard gauge, 4 feet 8½ inches. To commence at Rosenberg Junction, near Richmond in the State of Texas, and thence to the city of Brownsville on the Rio Grande River in said State of Texas. Completed and in operation on the 4th day of August, 1882, 92 miles. There has been expended on the construction and equipment of this road up to August 4, 1882, the sum of $2,283,000. This sum includes amount of supplementary material on hand. This company has no indebtedness whatever; all receipts from traffic up to August 4, 1882, have inured to the benefit of the contractor, who has constructed the road at his

own expense, taking payment in bonds of the company. Bonds are issued to the contractor by the Trustee upon the receipt of the certificate of an engineer appointed by said Trustee, on the completion and equipment of each section, at the rate of 45 bonds of $500 each per mile. Capital stock, 20,000 shares of $100 each, $2,000,000; total amount of bonds authorized under the mortgage, $8,000,000; issued upon the 3 sections of 92 miles of completed road, $2,103,000. The bonds are of $500 gold, or £100 sterling each, numbered from 1 to 4,206, both inclusive; dated April 1, 1882, and payable April 1, 1912. The bonds bear interest at the rate of 6 per cent per annnum, payable semi-annually on the 1st days of April and October. These bonds are secured by a first mortgage on the railway and rolling stock, amounting to $22,850 per mile; also on one undivided half part of all such grants of lands as said railroad company shall or may become entitled to under and by virtue of the laws of the State of Texas. A sum equivalent to three years interest on all the bonds withdrawn and to be listed under this application is guaranteed by the Nevada Bank to the trustees, to be used for the annual payment of interest during that period, so as to allow full time for the complete development of the traffic of the railway. The Farmers' Loan and Trust Company, New York, are trustees. Mr. P. Moneta, Victoria, is President; Mr. D. E. Hungerford, Victoria, is Vice-President, and the directors are Mr. J. W. Mackey, Nevada; Mr. Ed. Seligson, Victoria; Mr. T. M. Brownson, Victoria.

The committe had these bonds, Nos. 1 to 4,206 inclusive, each for $500, placed on the free list.

Pennsylvania Railroad.—The gross and net earnings in March 1882 and 1883 are specially compiled for the Chronicle in the table below. In March, 1883, there was an increase of $277,087 in gross earnings and an increase of $39,625 in the net. For the three months there was an increase in 1883 of $1,238,587 in gross and $693,489 in net earnings.

ALL LINES EAST OF PITTSBURG AND ERIE.

	Gross Earnings.		Net Earnings.	
	1883.	1882.	1883.	1882.
January	$3,929,357	$3,373,321	$1,471,058	$1,074,266
February	3,712,215	3,306,750	1,336,694	1,079,621
March	4,189,380	3,912,293	1,455,427	1,415,802
Total	$11,830,952	$10,592,364	$4,263,179	$3,569,689

As to the lines west of Pittsburg and Erie, the monthly reports issued in 1882 and for the current year show the results below. The company's report, however, states a gain since Jan. 1, 1883, over the same period in 1882 of only $248,442.

ALL LINES WEST OF PITTSBURG & ERIE.

	Net Surplus over all Liabilities.		Inc. or Dec. in
	1883.	1882.	1883.
January	$174,981	$9,741	Inc. $165,240
February	Def. 164,776	Def. 121,307	Dec. 43,469
March	225,951	36,532	Inc. 189,419
Total	$236,156	Def. $75,034	Inc. $311,190

Philadelphia & Erie.—An official statement of earnings and expenses for March and the three months ending March 31 is as follows:

	Gr. Earn'gs.	Expenses.	Net Earn'gs.
March, 1883	$308,069	$187,612	$120,456
March, 1882	265,311	187,595	77,715
Increase	$42,758	$16	$42,741
Three mos. ending Mch. 31, '83.	$923,472	$601,989	$321,483
Three mos. ending Mch. 31, '82.	764,284	536,649	227,634
Increase	$159,188	$65,340	$93,848

Philadelphia & Reading.—The gross receipts from the railroads, canals, steam colliers and coal barges in March were $1,669,241 and the net receipts $690,743; for the fiscal year since Nov. 30, 1882, the gross receipts have been $6,527,249 and the net receipts $2,830,790. The gross receipts of the Philadelphia & Reading Coal & Iron Co. in March were $1,160,483 and net $11,758; since Nov. 30 gross receipts have been $4,104,849, and net, $10,453. The total receipts of both companies together for each month of the fiscal year have been as follows:

	Gross Receipts.		Net Receipts.	
	1882-83.	1881-82.	1882-83.	1881-82.
December	$2,865,201	$3,231,677	$843,783	$937,542
January	2,559,994	2,451,466	664,877	646,913
February	2,377,181	2,169,005	630,080	438,656
March	2,829,724	2,587,720	702,501	655,449
Total 4 months	$10,632,100	$10,439,868	$2,841,241	$2,678,560

The coal tonnage has been as follows, viz.: Carried on the railroad in March, 660,903 tons, against 607,091 tons in March, 1882. Mined by the Coal & Iron Co. and by tenants, 418,889 tons, against 382,140 tons in 1882.

Toledo Cincinnati & St. Louis.—The Boston *Herald* says of this company's proposition: "The plan is to offer the holders of these income, amounting to about $9,250,000, preferred stock in exchange, said stock to have a voting power the same as the present (common) stock. If the plan is matured, and it is likely to be, it is probable that the amount of preferred stock issued will be $11,000,000, the improvements made on the road since the incomes were issued being considered a justifiable basis for this increase. The balance of stock above that required to retire the incomes would go into the treasury, to be used for the benefit of the property. The idea is to stock the road to the sum of $30,000,000, including the Cincinnati Northern, which will become a part of the Toledo Cincinnati & St. Louis in May. The income bonds are a 6 per cent security and can never earn more, whereas it is possible that the preferred stock might receive a larger income in comparatively few years and sell at a premium. On this ground it is thought that the holders of the incomes will be willing to make the exchange. The improvements on the road are being made as fast as the funds of the company will allow."

The Commercial Times.

COMMERCIAL EPITOME.

Friday Night, April 27, 1883.

Violent tornadoes, accompanied by heavy rains, occurred early in the present week in several of the Southern, and some of the Western, States, causing the loss of many lives, and the destruction of much property. These were followed by bright but cold weather, reports of frost and ice being made from middle latitudes, but to-day the temperature is again spring-like. The Erie Canal will be open for navigation on the 7th of May. General trade continues dull, and speculation has been less active.

A very liberal speculation in lard has taken place during the week at higher and strong prices. Toward the close to-day the tide turned and values fell under the free realizing movement. Pork has sold largely on the spot. To-day prime Western lard was quoted on the spot at 11·85c.; refined for the Continent 11·75c.; South America 12·12½c.; May options sold at 11·82@11·75c.; June 11·87@11·81c.; July 11·84@11·85c. seller year 10·99c., closing steadier; May 11·80c.; June 11·82@; 11·83c.; July 11·86c.; August 11·87c.; September 11·80@11·83c.; seller year 11c.; Pork sold at $19 75@$20 for mess and $22 50@$22 75 for clear back. There was no speculative interest, and figures were altogether nominal. Beef steady, with city extra India mess quoted at $26@$27 50. Beef hams are quiet at $21@$21 50 for old and $22@$22 50 for new. Bacon was quiet at 11½c. for city long clear. Tallow was steady and sold at 8½@8⅝c. Stearine ruled at 12c. for prime and 9⅞c. for oleomargarine. Butter rules very steady as the offerings are not excessive. New State factory cheese is weak at 10@13½c., but old stock is firm at 12@15c. for good to fancy.

Rio coffee has been very quiet on the spot and closes nominal at 9¾c. for fair cargoes; options have been fairly active and after frequent fluctuations close higher for No. 7, compared with a week ago, at 7·80@7·85c. for May, 8·10@8·15c. for June, 8·30@8·35c. for July, 8·45@8·50c. for Aug., 8·60@8·65c. for Sept. and 8·65@8·75c. for Oct.; trade was dull to-day, however, and the large receipts at Rio de Janeiro tend to depress prices; mild grades have been less active and more or less depressed. Tea has sold lower at auction. Spices have been dull. Foreign fruits have been quiet and without marked change. Refining molasses has been quiet and a sale was made to-day at 31c. for 50 degrees test, though the closing was firmer and 31½c. generally asked; grocery grades have sold fairly at steady prices. Raw sugar has been somewhat more active; Muscavado is scarce and firm at 6 15-16@7c.; centrifugal is plentiful and barely steady at 7 11-16c. for 96 degrees test from store; this grade has sold ex-ship at 7⅝c. Refined closes firmer with a better demand; powdered 8⅞@9c.; granulated 8¾c.; crushed 9¼c.; standard "A" 8¼@8⅜c.

The market for Kentucky tobacco has continued very quiet. The export demands are particularly slow. While no changes in prices can be noted, it cannot be said that holders are very steady in their views; sales 39 hhds. for consumption and 50 hhds. for export; lugs quoted 5½@6¾c.; leaf 7@10½c. Seed leaf remains steady, although the movement was again very moderate. Late sales include 300 cases 1882 crop Now England seconds and fillers at private terms; 50 cases 1881 crop New England at 13@18c.; 200 cases 1880 crop Pennsylvania at 9@14c.; 350 cases 1880-81 crops Ohio at 4½@8½c; 400 bales Havana at 88c. @$1 18; and 200 bales Sumatra at $1 10@$1 40.

Naval stores have shown irregularity; while rosins have remained steady at $1 67½@1 75 for common to good strained, spirits turpentine has dropped to 45c. for Southern and 45½c. for New York barrels; at these figures a large export business was done. Refined petroleum for export has declined, in sympathy with the severe break in United Pipe Line certificates; 110 test is now 8c. and 70 test 8½c. Crude certificates have had a serious decline, and a very heavy speculation has been reported; to-day there was a recovery from 85c. to 89¾c., with the market closing at 88¼c. Ingot copper is more steady, owing to smaller stocks; Lake sold at 15⅞@16c., and other brands at 15@15½c. The decline in American and Scotch pig irons has resulted in a better movement. Steel rails have been more active for future delivery at $38 at the mills. Linseed oil sells well at 56@57c. for city; prime lard oil is strong 92@94c.

Ocean freight-room in the matter of berth tonnage has been weak and daily lower, with only a small business. Oil charter have been more active but without improvement in rates. To day grain was taken to Liverpool by steam at 1d.; cotton ⅜d. compressed; rosin 10d.@1s.; flour 5s.@7s. 6d.; bacon 12s. 6d @ 15s.; cheese 15s. Grain to London by steam 2½d.; do. to Avonmouth by steam 3d; do. to Antwerp by steam 3½d.; do. to Cork for orders by sail quoted 4s. 3d.@4s. 6d. per qr.; do. to Aviles taken at 6s. 6d.; refined petroleum to Antwerp 2s. 6d.; do. to Hamburg 2s. 7½d.; do to Bremen or London 2s. 6d.; do. in cases to Java 29@30@31c.

COTTON.

FRIDAY, P. M., April 27, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (April 27) the total receipts have reached 59,244 bales, against 66,527 bales last week, 72,935 bales the previous week and 78,708 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,611,909 bales, against 4,431,742 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,180,167 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total
Galveston	2,440	1,852	1,001	1,979	966	2,766	11,007
Indianola, &c.	....	....	....	....	....	134	134
New Orleans	2,810	2,337	4,306	2,712	1,717	2,422	16,304
Mobile	95	514	42	34	164	167	1,016
Florida	....	....	....	....	....	2,425	2,425
Savannah	1,200	948	839	964	900	772	5,623
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	268	590	673	498	900	191	3,120
Pt. Royal, &c.	....	....	....	....	....	389	389
Wilmington	96	56	186	114	148	77	677
Moreh'd C., &c	....	....	....	....	....	125	125
Norfolk	1,007	2,486	1,137	860	988	946	7,424
West Point, &c	....	....	....	....	....	1,138	1,138
New York	....	....	200	83	....	43	326
Boston	315	220	350	221	466	343	1,915
Baltimore	....	....	....	....	....	2,468	2,468
Philadelp'a, &c.	854	1,020	1,558	462	838	421	5,153
Totals this week	9,085	10,023	10,295	7,927	7,087	14,827	59,244

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last years.

Receipts to April 27.	1882-83		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston	11,007	781,095	3,810	409,976	31,401	22,822
Indianola, &c.	134	16,292	21	13,598	.....	.....
New Orleans	16,304	1,572,849	7,522	1,146,136	208,860	153,681
Mobile	1,016	303,752	2,623	253,147	23,033	17,821
Florida	2,425	18,178	3	27,049	.....	.....
Savannah	5,623	787,629	2,689	704,159	23,531	29,780
Brunsw'k, &c	.....	5,505	.....	6,964	.....	.....
Charleston	3,120	554,916	1,774	480,064	26,896	13,825
Pt. Royal, &c.	389	23,736	428	24,071	506	350
Wilmington	677	124,973	433	133,640	6,251	4,243
M'head C., &c	125	18,719	52	26,185	.....	.....
Norfolk	7,424	751,049	4,188	581,418	49,932	18,872
West Point, &c	1,138	215,616	1,267	184,132	.....	.....
New York	326	134,419	1,092	153,897	242,456	306,162
Boston	1,915	161,334	4,911	200,127	6,635	9,815
Baltimore	2,468	51,000	.. ...	14,096	23,909	22,006
Philadelp'a, &c.	5,153	90,839	2,773	73,084	17,558	19,490
Total	59,244	5,611,909	33,606	4,431,742	681,068	618,902

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	11,141	3,831	6,037	2,703	1,089	1,739
New Orleans	16,304	7,522	14,173	12,449	5,195	10,893
Mobile	1,016	2,623	1,689	1,407	1,666	3,082
Savannah	5,623	2,689	4,625	1,149	2,979	1,495
Charl'st'n, &c	3,509	2,202	3,498	2,540	744	1,612
Wilm'gt'n, &c	802	485	512	117	299	893
Norfolk, &c.	8,562	5,475	6,555	3,945	5,199	3,623
All others	12,287	8,779	10,649	6,543	5,112	7,839
Tot. this w'k.	59,244	33,606	47,729	30,858	22,283	31,196
Since Sept. 1.	5611,909	4431,742	5351,348	4638,867	4317,007	4113,803

Galveston includes Indianola; Charleston includes Port Royal, &c., Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 90,177 bales, of which 53,960 were to Great Britain, 14,639 to France and 21,578 to the rest of the Continent, while the stocks as made up this evening are now 681,068 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Apr. 27. Exported to—				From Sept. 1, 1882, to Apr. 27, 1883 Exported to—			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	6,152	.....	.....	6,152	299,395	36,740	149,028	485,003
New Orleans	19,888	14,639	3,024	39,551	726,998	265,700	402,858	1,395,556
Mobile	.....	.....	.....	.....	29,330	9,350	1,100	40,280
Florida	.....	.....	.....	.....	.....	....	100	100
Savannah	.....	.....	5,650	5,650	101,602	25,658	274,939	402,199
Charleston*	2,166	.....	1,691	3,857	128,726	24,775	199,585	353,086
Wilmington	.....	.....	.....	.....	51,566	.....	4,590	56,156
Norfolk†	8,617	.....	2,382	10,999	357,266	.....	19,804	377,070
New York	12,217	.....	3,814	16,031	394,433	25,370	139,250	559,053
Boston	4,040	.....	.....	4,040	136,738	.....	443	137,181
Baltimore	4,580	.....	5,017	9,597	136,201	4,718	50,770	191,689
Philadelp'a, &c	3,300	....	.....	3,300	55,330	.....	2,986	71,516
Total	53,960	14,639	21,578	90,177	2,431,457	392,311	1,245,459	4,069,227
Total 1881-82	57,857	11,700	2,760	68,317	2,015,598	318,548	699,852	3,018,481

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

APR. 27, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coastwise.	Total.	
New Orleans	19,395	4,506	21,671	2,202	47,774	161,086
Mobile	3,500	None.	None.	None.	3,500	19,533
Charleston	1,954	None.	7,200	350	9,504	17,392
Savannah	1,400	None.	3,100	2,100	6,900	16,641
Galveston	1,496	1,326	6,273	4,379	13,474	37,927
Norfolk	3,856	None.	4,444	3,473	11,773	34,159
New York	3,500	None.	1,050	None.	4,550	237,906
Other ports	4,000	None.	900	None.	4,900	50,159
Total 1883	39,101	5,832	44,838	12,504	102,275	575,793
Total 1882	38,941	12,671	11,924	3,354	66,890	552,012
Total 1881	53,610	11,253	39,377	5,581	109,821	492,868

The speculation in cotton for future delivery has been less active for the week under review. Down to the close of Wednesday's business the changes from the previous Friday were slight, and the fluctuations in the interval quite unimportant. The violent storms at the South were not regarded of much importance as regards the prospects of the next crop, and yet probably checked the disposition to sell, under the full receipts at the ports and the dull foreign advices. On Thursday there was a small but well sustained advance, owing to better accounts from Liverpool, the rapid reduction of stocks in the United States, and the fact that the notices for delivery on May contracts were generally "stopped." To-day Liverpool again improved, and our market was active and buoyant, advancing 8@11 points. Cotton on the spot has been more active for export, with a fair demand for home consumption, and on Thursday quotations were advanced 1-16c. To-day the market was stronger and fairly active for export, but without quotable advance, middling uplands closing at 10 5-16c.

The total sales for forward delivery for the week are 519,300 bales. For immediate delivery the total sales foot up this week 8,339 bales, including 5,830 for export, 2,188 for consumption, 321 for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations for each day of the past week.

April 21 to April 27.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. @ lb	7 5/16	7 5/16	7 5/16	7 9/16	7 9/16	7 9/16	7 9/16	7 9/16	7 9/16
Strict Ord.	7 3/4	7 3/4	7 3/4	8	8	8	8	8	8
Good Ord.	8 9/16	8 9/16	8 9/16	8 13/16	8 13/16	8 13/16	8 13/16	8 13/16	8 13/16
Str. G'd Ord	9 1/4	9 1/4	9 1/4	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Low Midd'g	9 3/4	9 3/4	9 3/4	10	10	10	10	10	10
Str. L'w Mid	10 1/16	10 1/16	10 1/16	10 5/16	10 5/16	10 5/16	10 5/16	10 5/16	10 5/16
Middling	10 1/4	10 1/4	10 1/4	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Good Mid.	10 5/8	10 5/8	10 5/8	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8
Str. G'd Mid	10 7/8	10 7/8	10 7/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Midd'g Fair	11 3/8	11 3/8	11 3/8	11 5/8	11 5/8	11 5/8	11 5/8	11 5/8	11 5/8
Fair	12 1/8	12 1/8	12 1/8	12 3/8	12 3/8	12 3/8	12 3/8	12 3/8	12 3/8

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. @ lb	7 5/16	7 3/8	7 3/8	7 9/16	7 5/8	7 5/8	7 9/16	7 5/8	7 5/8
Strict Ord.	7 3/4	7 13/16	7 13/16	8	8 1/16	8 1/16	8	8 1/16	8 1/16
Good Ord.	8 9/16	8 5/8	8 5/8	8 13/16	8 7/8	8 7/8	8 13/16	8 7/8	8 7/8
Str. G'd Ord	9 1/4	9 5/16	9 5/16	9 1/2	9 9/16	9 9/16	9 1/2	9 9/16	9 9/16
Low Midd'g	9 3/4	9 13/16	9 13/16	10	10 1/16	10 1/16	10	10 1/16	10 1/16
Str. L'w Mid	10 1/16	10 1/8	10 1/8	10 5/16	10 3/8	10 3/8	10 5/16	10 3/8	10 3/8
Middling	10 1/4	10 5/16	10 5/16	10 1/2	10 9/16	10 9/16	10 1/2	10 9/16	10 9/16
Good Mid.	10 5/8	10 11/16	10 11/16	10 7/8	10 15/16	10 15/16	10 7/8	10 15/16	10 15/16
Str. G'd Mid	10 7/8	10 15/16	10 15/16	11 1/8	11 3/16	11 3/16	11 1/8	11 3/16	11 3/16
Midd'g Fair	11 3/8	11 7/16	11 7/16	11 5/8	11 11/16	11 11/16	11 5/8	11 11/16	11 11/16
Fair	12 1/8	12 3/16	12 3/16	12 3/8	12 7/16	12 7/16	12 3/8	12 7/16	12 7/16

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary @ lb.	6 3/4	6 3/4	6 3/4	6 3/4	6 13/16	6 13/16
Strict Good Ordinary	7 9/16	7 9/16	7 9/16	7 9/16	7 5/8	7 5/8
Low Middling	8 1/4	8 1/4	8 1/4	8 1/4	8 5/16	8 5/16
Middling	9 3/8	9 3/8	9 3/8	9 3/8	9 7/16	9 7/16

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES	
		Export.	Consump.	Specul't'n	Transit.	Total.	Sales.	Deliveries.
Sat.	Steady	1,893	420	....	....	2,313	45,600	400
Mon.	Quiet and firm	550	221	75	....	846	59,800	400
Tues.	Quiet	1,000	333	129	....	1,462	101,600	300
Wed.	Steady	47	243	....	....	290	86,600	300
Thurs	Steady at 1/16 adv	910	465	67	....	1,472	95,000	300
Fri.	Firm	1,400	486	50	....	1,936	130,700	200
Total	... ...	5,830	2,188	321	...	8,339	519,300	1,900

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	February.	March.
Saturday, Apr. 21—													
Sales, total	Variable. 45,600	.....	6,400	11,100	6,100	16,200	2,100	1,200	400	1,900	.....	.....	.....
Prices paid (range)	9·88@10·60	— @ —	10·17 @ —	10·33 @ 10·36	10·45 @ 10·48	10·56 @ 10·6	10·30 @ 10·34	9·98 @ 10·02	9·88 @ 9·90	9·90 @ 9·93	10·00 @ —	— @ —	— @ —
Closing	Irregular.	10·16—10·18	10·17—10·20	10·35— —	10·48—10·49	10·59—10·60	10·32 @ 10·34	10·00—10·02	9·91— 9·92	9·93— 9·94	10·01—10·03	— —	— —
Monday, Apr. 23—													
Sales, total	Firmer. 59,800	.....	11,000	18,900	9,300	14,000	1,900	3,400	2,300	1,700	.....	.....	.....
Prices paid (range)	9·92@10 65	— @ —	10·20@10·23	10·37@10·41	10·50@10·54	10·61@10·65	10·35@10·38	10·04@10·05	9·92— 9·93	9·94— 9·95	— @ —	— @ —	— @ —
Closing	Dull.	10·19—10·21	10·22—10·23	10·37—10·38	10·50—10·51	10·61—10·62	10·34—10·36	10·03—10·04	9·92— 9·93	9·94— 9·95	10·02—10·04	— —	— —
Tuesday, Apr. 24—													
Sales, total	Variable. 101,600	100	23,200	32,900	11,500	26,500	7,0	2,100	1,700	—	—	—	—
Prices paid (range)	9·88@10·63	10·17@10·17	10·19@10·24	10·33@10·39	10·46@10·52	10·57@10·63	10·31@10·35	9·98@10·03	9·88@ 9·93	— @ 9·93	10·04@10·05	— @10·14	— @ —
Closing	Lower.	10·15—10·17	10·20— —	10·35—10·36	10·48—10·49	10·59—10·60	10·30—10·32	10·00—10·01	9·90— 9·91	— @ 9·93	10·04@10·05	— —	— —
Wednesd'y, Apr. 25—													
Sales, total	Quiet. 86,600	100	17,000	27,500	8,500	29,40 0	1,0	700	900	300	500	100	.....
Prices paid (range)	9·90@10·61	— @10·17	10·19@10·23	10·35@10·38	10·47@10·51	10·58@10·61	10·30@10·31	10·00@10·01	9·90@ 9·92	— @ 9·93	— @10·04	— @10·14	— @ —
Closing	Stronger.	10·17—10·20	10·21—10·22	10·36—10·37	10·50—10·51	10·60—10·61	10·32—10·34	10·01—10·03	9·91— 9·93	9·93— 9·95	10·03—10·05	— —	— —
Thursday, Apr. 26—													
Sales, total	Higher. 95,000	560	24,200	25,100	6,000	21,200	2,200	5,100	3,500	1,900	2,300	.....	.....
Prices paid (range)	9·95@10·66	— @10·22	10·23@10·25	10·39@10·41	10·52@10·54	10·63@10·66	10·34@10·36	10·01@10·07	9·95@ 9·97	9·96@ 9·98	10·06@10·08	— @ —	— @ —
Closing	Steady.	10·22—10·24	10·24—10·25	10·40—10·41	10·54— —	10·64—10·65	10·36—10·37	10·06—10·07	9·96— 9·97	9·98—10·00	10·08—10·09	— —	— —
Friday, Apr. 27—													
Sales, total	Buoyant. 130,700	400	15,600	32,200	22,800	39,400	5,600	6,900	5,200	500	2,100	.....	.....
Prices paid (range)	10 00@10·76	10·27—10·35	10·26@10·37	10·42@10·53	10·56@10·66	10·66@10·76	10·38@10·47	10·09@10·15	10·00@10·05	10·03@10·07	10·12@10·15	— @ —	— @ —
Closing	Firm.	10·35—10·37	10·36—10·37	10·52—10·53	10·65— —	10·75—10·76	10·46—10·48	10·15— —	10·05—10·06	10·07—10·09	10·16—10·18	— —	— —
Total sales this week.	519,300	1,100	97,400	150,700	64,200	146,700	13,500	20,200	14,000	5,700	5,700	100	1,300
Average price, week.		10·22	10·23	10·39	10·52	10·63	10·35	10·02	9·94	9·96	10·06	10·14	
Sales since Sep.1,'82*	17,863,300	1,712,500	2,601,500	2,064,600	999,800	1,524,300	61,300	143,200	179,400	48,100	13,200		

* Includes sales in September, 1882, for September, 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400; September-January for January, 2,070,200; September-February for February, 1,300,200; September-March for March, 1,969,400.

Transferable Orders—Saturday, 10·20c.; Monday, 10·25c.; Tuesday, 10·20c.; Wednesday, 10·25c; Thursday, 10·25c.; Friday, 10·40c.

Short Notices for May—Friday, 10·96@10·31c.

☞ We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week.

·16 pd. to exch. 3,500 May for June
·30 pd. to exch. 2,500 Nov. for May
·15 pd. to exch. 300 May for Aug.
·70 pd. to exch. 2,000 Nov. for Aug.
·15 pd. to exch. 500 May for June.
·24 pd. to exch. 500 June for Aug.
·39 pd. to exch. 2,000 May for Aug.
·18 pd. to exch. 200 Jan. for May.
·15 pd. to exch. 1,100 May for June
·23 pd. to exch. 300 June for Aug.
·40 pd. to exch. 400 May for Aug.
·40 pd. to exch. 500 May for Aug.
·13 pd. to exch. 100 June for July.
·10 pd. to exch. 100 July for Aug.
·11 pd. to exch. 200 May for Sept.
·03 pd. to exch. 500 Dec. for Oct.
·21 pd. to exch. 2,000 June for Aug.
·15 pd. to exch. 2,500 May for June.
200 May a. n. 1st, for regular, even.
·10 pd. to exch. 100 July for Aug.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (April 27), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	992,000	953,000	1,000,000	714,000
Stock at London.....	62,200	65,200	42,900	35,800
Total Great Britain stock	1,054,200	1,018,200	1,042,900	749,800
Stock at Hamburg.....	4,700	1,500	7,000	3,000
Stock at Bremen.....	45,300	26,800	46,000	36,200
Stock at Amsterdam.....	34,000	19,800	45,100	20,500
Stock at Rotterdam.....	2,500	454	1,770	2,110
Stock at Antwerp.....	2,000	1,900	622	820
Stock at Havre.....	139,000	96,000	212,000	81,500
Stock at Marseilles.....	6,500	2,670	4,200	2,350
Stock at Barcelona.....	63,000	39,800	32,000	36,500
Stock at Genoa.....	9,900	5,500	4,000	5,000
Stock at Trieste.....	7,800	4,719	6,600	3,730
Total continental stocks...	314,700	198,943	359,292	191,710
Total European stocks...	1,368,900	1,217,143	1,402,192	941,510
India cotton afloat for Europe.	282,000	382,000	262,000	247,000
Amer'n cotton afloat for Eur'pe	515,000	382,000	502,000	358,000
Egypt, Brazil, &c., afit for E'r'pe	40,000	48,000	31,000	46,000
Stock in United States ports..	681,068	618,902	602,689	598,877
Stock in U. S. interior towns..	169,541	137,206	204,211	204,154
United States exports to-day..	16,000	19,000	12,000	11,000
Total visible supply.....	3,072,509	2,804,251	3,022,092	2,406,541
Of the above, the totals of American and other descriptions are as follows:				
American—				
Liverpool stock.....	735,000	620,000	762,000	512,000
Continental stocks.....	211,000	99,000	270,000	145,000
American afloat for Europe....	515,000	382,000	502,000	358 000
United States stock.....	681,068	618,902	602,689	598,877
United States interior stocks..	169,541	137,206	204,211	204,154
United States exports to-day..	16,000	19,000	12,000	11,000
Total American.....	2,327,609	1,876,108	2,352,900	1,829,031
East Indian, Brazil, &c.—				
Liverpool stock.....	257,000	333,000	238,000	202,000
London stock.....	62,200	65,200	42,900	35,800
Continental stocks.....	103,700	99,943	89,292	46,710
India afloat for Europe.....	282,000	382,000	268,000	247,000
Egypt, Brazil, &c., afloat..	40,000	48,000	31,000	46,000
Total East India, &c.....	744,900	928,143	669,192	577,510
Total American.....	2,327,609	1,876,108	2,352,900	1,829,031
Total visible supply.....	3,072,509	2,804,251	3,022,092	2,406 541
Price Mid. Upl., Liverpool	5 5/8d.	6 11/16d.	5 15/16d.	6 13/16d.

☞ The imports into Continental ports this week have been 46,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 268,258 bales as compared with the same date of 1882, an *increase* of 50,417 bales as compared with the corresponding date of 1881 and an *increase* of 665,968 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

Towns.	Movement to April 27, 1883. Receipts. This week.	Since Sept. 1, '82.	Shipm'ts This week.	Stock Apr. 27.	Movement to April 28, 1882. Receipts. This week.	Since Sept. 1, '81.	Shipm'ts This week.	Stock Apr. 28.
Augusta, Ga.....	588	175,330	1,190	10,028	445	159,466	1,070	13,771
Columbus, Ga.....	766	106,552	544	4,867	146	104,846	752	7,348
Macon, Ga.....	201	57,000	179	3,459	38	59,083	786	3,204
Montgomery, Ala.	643	131,624	729	4,867	493	94,962	1,245	2,918
Selma, Ala.....	396	97,732	840	5,615	198	72,004	540	3,152
Memphis, Tenn.	3,918	456,751	11,092	45,191	2,173	324,075	10,267	37,920
Nashville, Tenn.	90	43,622	315	6,349	579	54,185	1,320	10,371
Dallas, Tex.....	789	41,933	282	1,785	135	27,535	35	434
Jefferson, Tex..	100	24,127	100	1,150	58	11,550	10	443
Shreveport, La..	934	96,533	2,660	11,150	1,801	61,164	1,801	2,157
Vicksburg, Miss.	673	113,498	1,648	1,771	354	134,981	1,493	1,400
Columbus, Miss.	155	38,705	658	751	20	21,447	795	1,272
Eufaula, Ala ...	154	43,801	275	1,899	95	47,564	554	1,220
Griffin, Ga.* ...	60	26,770	110	650	7	31,163	213	600
Atlanta, Ga.....	630	138,940	2,005	14,350	1,594	123,702	1,941	3,530
Rome, Ga.....	296	81,811	688	4,739	414	91,795	772	1,600
Charlotte, N. C..	550	50,571	365	930	807	29,668	607	600
St. Louis, Mo....	5,369	431,894	11,962	52,831	3,739	354,299	8,089	30,674
Cincinnati, O....	10,079	325,105	11,443	4,662	6,186	345,353	6,545	3,765
Total, old towns.	26,389	2,511,302	48,189	169,541	17,842	2,142,082	37,994	137,206
Newberry, S. C..	145	22,881	145	200	191	14,920	206	350
Raleigh, N. C...	62	47,487	239	2,435	936	57,997	1,421	2,751
Petersburg, Va..	303	24,202	201	2,919	92	25,780	24	3,915
Louisville, Ky..	129	29,893	37	4,995	333	28,369	495	4,838
Little Rock, Ark.	815	50,520	1,149	2,868	175	24,608	485	1,188
Brenham, Tex..	483	32,028	365	849	474	24,220	405	955
Houston, Tex....	4,764	671,700	6,554	6,089	1,777	388,848	3,085	6,733
Total, new towns	7,266	878,711	8,689	20,285	4,028	564,742	6,121	20,630
Total, all	33,655	3,390,013	56,878	189,806	21,670	2,706,824	44,115	157,836

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 21,800 bales, and are to-night 32,335 bales *more* than at the same period last year. The receipts at

the same towns have been 8,747 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 633,189 bales *more* than for the same time in 1881-2.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending April 27.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	*Mon.*	*Tues.*	*Wednes.*	*Thurs.*	*Fri.*
Galveston	9¾	9¾	9¾	9⅜	9¾	9⅞
New Orleans	9¼	9¾	9¾	9¾	9¾	9 13/16
Mobile	9⅝	9⅝	9⅝	9⅝	9⅝	9¾
Savannah	9⅝	9⅝	9⅝	9⅝	....	9¾
Charleston	10⅛	10⅛	10⅛	10⅛	10⅛	10⅛@10¼
Wilmington	9¾	9¾	9¾	9¾	9¾	9⅞
Norfolk	9⅞	9⅞	9⅞	9⅞	9 15/16	10
Boston	10⅜	10⅜	10⅜	10⅜	10⅜	10⅜
Baltimore	10@10⅛	10@10⅛	10@10⅛	10@10⅛	10@10⅛	10⅛
Philadelphia	10⅜	10⅜	10⅜	10⅜	10⅜	10⅛
Augusta	9¼	9¼	9¾	9⅝@9¾	9⅝@9¾	9⅝@9¾
Memphis	9¾	9¾	9¾	9¾	9¾	9¾
St. Louis	9⅝	9⅝	9⅝	9⅝	9⅝	9⅝
Cincinnati	9⅝	9⅝	9⅝	9⅝	9⅝	9⅝
Louisville	9⅝	9⅝	9⅝	9⅝	9⅝	9⅝

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	*Receipts at the Ports.*			*St'k at Interior Towns.*			*Rec'pts from Plant'ns*		
	1881.	1882.	1883.	1881.	1882.	1883.	1881.	1882.	1883.
Feb. 9	138,723	83,779	165,868	313,837	380,528	343,584	19,694	77,288	161,929
" 16	146,589	72,681	146,180	312,555	372,454	326,706	145,258	63,957	[illegible]
" 23	134,359	60,160	134,448	317,588	362,480	321,424	143,397	50,136	1 9 076
Mch. 2	133 931	51 980	135,321	322,458	343 072	308,417	138,801	34,624	122 314
" 9	140,128	58,747	124,826	319 252	315 978	[illegible]	136,900	31,618	121,030
" 16	108,200	57,454	111,181	320,500	284 393	297,173	109,468	25,874	103 738
" 23	93 690	61,916	105,062	[illegible]	253,618	279,146	82 709	31,141	87, 35
" 30	78,314	54,63[illegible]	[illegible]	[illegible]	233,182	264,[illegible]	63 609	33,199	74 042
Apr. 6	85,696	44,467	78,70[illegible]	277,35	215,941	257,152	68,438	27,.29	68,8[illegible]9
" 13	64,57[illegible]	33,229	72 935	261,5[illegible]9	201,747	240,481	50,82[illegible]	19,032	55,244
" 20	60,718	29,800	66 527	241,168	180,281	213 029	40,817	8,334	40 095
" 27	47,729	[illegible]	59,244	225 820	157 836	189,8[illegible]	32 351	11,161	36,021

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,785,230 bales; in 1881-82 were 4,544,153 bales; in 1880-81 were 5,538,330 bales.

2. That, although the receipts at the out-ports the past week were 59,244 bales, the actual movement from plantations was only 36,021 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 11,161 bales and for 1881 they were 32,351 bales.

AMOUNT OF COTTON IN SIGHT APRIL 27.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to April 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to Apr. 27	5,611,909	4,431,742	5,351,348	4,638,867
Interior stocks on April 27 in excess of September 1	173,321	112,411	186,982	205,892
Tot. receipts from plantat'ns	5,785,230	4,544,153	5,538,330	4,844,759
Net overland to April 1	572,324	394,473	452,089	516,460
Southern consumpt'n to Apr. 1	240,000	190,000	155,000	135,000
Total in sight April 27	6,597,554	5,128,626	6,145,419	5,496,219

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,468,928 bales, as compared with 1880-81 is 452,135 bales and with 1879-80, 1,101,335 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather has in general continued favorable for crop purposes during the week, and satisfactory progress has been made with planting.

Galveston, Texas.—We have had no rain during the week. The coast district would be benefitted by a good shower; most sections of the interior have had good rains this week, and prospects are quite favorable everywhere. The thermometer has ranged from 59 to 84, averaging 72.

Indianola, Texas.—We have had no rain during the week, but need some. Crops are doing well. Average thermometer 75, highest 85, lowest 60.

Dallas, Texas.—We have had welcome showers on two days of the week, the rainfall reaching sixty-one hundredths of an inch. Planting is making excellent progress. The thermometer has averaged 60, ranging from 34 to 86.

Brenham, Texas.—It has rained on three days of the week, doing much good. The rainfall reached one inch and fourteen hundredths. Young crops look promising. The thermometer has averaged 68, the highest being 86 and the lowest 49.

Palestine, Texas.—We have had splendid showers on two days of the week, the rainfall reaching one inch and twenty-nine hundredths. Everything looks favorable. The thermometer has averaged 64, the highest being 82 and the lowest 45.

Huntsville, Texas.—we have had beneficial rains on two days of the week, the rainfall reaching one inch. Both corn and cotton are doing well. Average thermometer 66, highest 83 and lowest 48.

Weatherford, Texas.—We have had no rain during the week; a good shower is desired. Planting is progressing favorably. The thermometer has ranged from 35 to 85, averaging 60.

Belton, Texas.—We have had good showers on three days of the week, but hardly enough. The rainfall reached thirty hundredths of an inch. Corn is coming up well, and cotton planting is making good progress. The thermometer has averaged 62, ranging from 40 to 83.

Luling, Texas.—We have had no rain during the week, and are beginning to need it, although as yet there is nothing suffering much. Corn is waist high, and we have secured a good stand of cotton. Labor is better than heretofore, and everything looks favorable. The thermometer has ranged from 50 to 89, averaging 70.

New Orleans, Louisiana.—We have had no rain during the week. The thermometer has averaged 72.

Shreveport, Louisiana.—We have had generally fair weather during the week, with a rainfall of one inch and twenty hundredths. The thermometer has ranged from 49 to 87.

Vicksburg, Mississippi.—Telegram not received.

Columbus, Mississippi.—It has rained on three days of the week, the rainfall reaching one inch and fifteen hundredths.

Little Rock, Arkansas.—It has been cloudy on three days of the week, with rain on one day, the rainfall reaching two inches and forty-one hundredths. We had slight frost on one night, but no damage. The thermometer has ranged from 44 to 77, averaging 61.

Memphis, Tennessee.—We have had rain on five days of the week, and it is now threatening rain. The rainfall reached one inch and forty-nine hundredths. The river is now one foot two inches below the danger line, and stationary. The thermometer has averaged 64, the highest being 82 and the lowest 48.

Nashville, Tennessee.—It has rained on three days of the week, the rainfall reaching five inches and ten hundredths. On Sunday we had an unusually severe storm, the rainfall being five inches and three hundredths. We have had a frost this week, but not a killing frost. Average thermometer 59, highest 78 and lowest 40.

Mobile, Alabama.—It has been showery on one day of the week, the rainfall reaching eleven hundredths of an inch. Planting is making good progress. Planters are giving increased land to cotton this year. The weather has been too cold; germination has been retarded and development is ten days late. The thermometer has averaged 70, ranging from 48 to 90.

Montgomery, Alabama.—It has rained on two days of the week and the remainder of the week has been pleasant. The rainfall reached fifty-two hundredths of an inch. The weather has been too cold. Planting is about completed in this neighborhood. The thermometer has averaged 66, the highest being 84 and the lowest 46.

Selma, Alabama.—It has rained on two days of the week, the rainfall reaching fifty-six hundredths of an inch. Average thermometer 65, highest 80, lowest 48.

Madison, Florida.—Telegram not received.

Macon, Georgia.—It has rained on one day of the week. Planting is about half completed. The thermometer has averaged 66, the highest being 80 and the lowest 46.

Columbus, Georgia.—We have had unusually severe rain on two days of the week, the rainfall reaching three inches and twenty-five hundredths. Average thermometer 70, highest 84, lowest 52.

Savannah, Georgia.—It has rained on one day and the remainder of the week has been pleasant. The rainfall reached forty-five hundredths of an inch. The thermometer has averaged 69, ranging from 51 to 85.

Atlanta, Georgia.—Telegram not received.

Augusta, Georgia.—We had a heavy wind and rain storm on Monday, and the remainder of the week has been pleasant but cool for the season. The rainfall reached two inches and sixty-four hundredths. Good progress is making in planting. The thermometer has averaged 66, ranging from 45 to 84.

Charleston, South Carolina.—It has rained on two days of the week, the rainfall reaching seventy-two hundredths of an inch. Average thermometer 65, highest 80 and lowest 50.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock April 26, 1883, and April 27, 1882.

		Apr. 26, '83		*Apr. 27, '82.*	
		Feet.	*Inch.*	*Feet.*	*Inch.*
New Orleans	Below high-water mark	1	2	1	10
Memphis	Above low-water mark.	32	10	23	11
Nashville	Above low-water mark.	29	9	7	2
Shreveport	Above low-water mark.	22	10	13	6
Vicksburg	Above low-water mark.	42	8	43	7

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

India Cotton Movement from all Ports.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to April 26.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain	Continent.	Total.	This Week.	Since Jan. 1.
1883	4,000	25,000	29,000	219,000	436,000	655,000	79,000	978,000
1882	8,000	31,000	39,000	465,000	270,000	735,000	82,000	994,000
1881	16,000	40,000	56,000	139,000	267,000	406,000	67,000	634,000
1880	12,000	37,000	49,000	169,000	229,000	398,000	60,000	625,000

According to the foregoing, Bombay appears to show a *decrease* compared with last year in the week's receipts of 3,000 bales, and a *decrease* in shipments of 10,000 bales, and the shipments since January 1 show a *decrease* of 80,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total
Calcutta—						
1883.....	2,500	.....	2,500	55,700	9,000	64,700
1882.....	4,100	.....	4,100	85,000	30,300	115,300
Madras—						
1883.....	.....	.....	.....	4,500	1,000	5,500
1882.....	1,700	.....	1,700	8,200	2,000	10,200
All others—						
1883.....	.....	.....	.....	4,000	2,000	6,000
1882.....	.....	.....	.....	22,400	4,300	26,700
Total all—						
1883.....	2,500	.....	2,500	64,200	12,000	76,200
1882.....	5,800	.....	5,800	115,600	36,600	152,200

The above totals for the week show that the movement from the ports other than Bombay is 3,300 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	29,000	655,000	39,000	735,000	56,000	406,000
All other p'rts	2,500	76,200	5,800	152,200	1,800	149,300
Total.....	31,500	731,200	44,800	887,200	57,300	555,300

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

Alexandria Receipts and Shipments.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, April 26.	1882-83.		1881-82.		1880-81	
Receipts (cantars*)—						
This week....	3,000		6,500		4,500	
Since Sept. 1	2,233,000		2,809,720		2,726,500	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1
Exports (bales)—						
To Liverpool.....	1,000	223,000	2,700	233,700	500	225,500
To Continent.....	1,000	79,000	.....	163,871	9,161	133,841
Total Europe.....	2,000	302,000	2,700	397,571	9,661	359,341

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending April 26 were 3,000 cantars and the shipments to all Europe were 2,000 bales.

Manchester Market.—Our report received from Manchester to-night states that yarn is firm, and that cloth is quiet. We give the prices of to-day below, and leave previous weeks' prices for comparison:

	1883.				1882.			
	32s Cop. Twist.		8¼ lbs. Shirtings.		Cott'n Mid. Upl'ds	32s Cop. Twist.	8¼ lbs. Shirtings.	Cott'n Mid. Upl'ds
	d.	d.	s. d.	s. d	d.	d.	s. d. s. d.	d.
Feb 23	8 5/8	@ 9 3/8	5 10	@7 3	5 5/8	9 3/8 @ 9 7/8	6 6 @7 10 1/2	6 7/16
Mch. 2	8 1/2	@ 9 1/4	5 10	@7 3	5 9/16	9 3/8 @ 9 7/8	6 6 @7 10 1/2	6 1/2
" 9	8 3/8	@ 9 1/4	5 10	@7 3	5 9/16	9 7/16@10	6 6 @7 10 1/2	6 5/8
" 16	8 3/8	@ 9 1/4	5 9	@7 3	5 5/8	9 5/8@10 3/16	6 7 1/2@8 0	6 11/16
" 23	8 3/8	@ 9 1/4	5 9	@7 3	5 5/8	9 9/16@10 1/4	6 7 1/2@8 0	6 11/16
" 30	8 3/8	@ 9 1/4	5 9	@7 1 1/2	5 9/16	9 7/16@10 1/8	6 6 @8 0	6 5/8
Apr. 6	8 7/16	@ 9 1/4	5 9	@7 1 1/2	5 9/16	9 7/16@10 1/8	6 6 @8 0	6 5/8
" 13	8 7/16	@ 9 1/4	5 9	@7 1 1/2	5 5/8	9 3/8 @10	6 4 1/2@7 10 1/2	6 11/16
" 20	8 1/2	@ 9 1/4	5 9	@7 3	5 5/8	9 3/8 @10	6 4 1/2@7 9	6 11/16
" 27	8 1/2	@ 9 3/8	5 9	@7 3	5 5/8	9 3/8 @10	6 4 1/2@7 9	6 11/16

Progress in Cotton Planting.—Our exchanges furnish us the following interesting items, showing the progress made in planting:

South Carolina—*Anderson, Anderson Co.*—The correspondent of the Charleston *News and Courier* at this point writes, under date of April 17, as follows: "Owing to the rainy weather farming operations were greatly interfered with, but the farmers are beginning to catch up with their work, and larger preparations than usual are being made for a cotton crop. The prospect of a low price for the staple does not seem to decrease the acreage planted in this section, as there will be more than ever grown before."

Winnsboro', Fairfield Co.—The Winnsboro' *News and Herald* of the 18th inst., says: "Reports from the country are to the effect that the farmers are badly behind in preparing and planting their crops. As yet very little corn has been planted, and it is now about or near the usual time for planting cotton. Is is needless to say that the condition of affairs reported is not attributable to the indolence of our farmers, but to the unusually bad and inclement weather for the past two or three months."

Yorkville, York Co.—The Charleston *News and Courier's* correspondent at Yorkville, on April 16, says: "The farming interests of this section have been considerably retarded this spring by the continued rains, but the weather has been fine for the past week, and if it continues a few days longer, thousands of acres of cotton and corn will be planted."

Georgia—*Rome, Floyd Co.*—Mr. T. F. Howell's circular of April 20 has the following: "'Planting' has become general, but interrupted more or less by the rains; we think about 25 per cent of the lands intended for cotton have been planted, and occasionally we hear of some 'coming up.' The lands have been well prepared and labor is abundant and efficient; the only complaint is that we are a week or ten days later than the average."

Alabama—*Autauga County.*—Reports from this county state that cotton is coming up. There is a good stand and the plant has a healthy appearance.

Mississippi.—Specials to the New Orleans *Times-Democrat* are as follows:

Coahoma County, April 17.—"Farming operations are now going on all over the county, with the usual vigor; some cultivating, some yet planting cotton and corn, while others on a few low places are overflowed or about to be overflowed; and others again, not overflowed, afraid to plant for fear the present rise will come and sweep away the crop and seriously injure the freshly plowed surface soil."

Skipwith, Issaquena Co., April 18.—"Planting operations are progressing very favorably. The planters have learned a severe lesson from past experience, and are devoting more attention to grain than ever before."

Meridian, Lauderdale Co., April 19.—"Planting is progressing favorably in this section."

Natchez, Adams Co., April 21.—"The weather the past week has been fine, and planting operations are progressing favorably."

Louisiana.—In Avoyelles and East Feliciana Parishes, cotton has attained a good stand and is growing finely. In some parts of the first-named parish it has received its first work.

Shreveport, Cado Parish.—A special to the New Orleans *Times-Democrat* of date April 19 says:—"The weather here is superb, and planting operations are being pushed rapidly. The cotton on the river in this section has all been planted, and much of it is up. In the hills about two thirds of the cotton crop has been planted. The corn crop, which is larger than usual in this section, has all been planted. The present spring has been unusually backward, but the outlook for crops in this region is very favorable."

Arkansas—*Arkansas City, Desha Co.*—Specials to the New Orleans *Times-Democrat*, dated April 18, says: "Numbers of persons from the back country are here to pay their taxes. They say, despite the immense crop and low prices of the last season, cotton acreage is increased throughout the country."

"Parties here to-day from Laconia say the Circle Levee, enclosing 12,000 to 16,000 acres of the best cotton lands in the valley, now is secure beyond peradventure, the work being two feet higher than the water of '82. Planting operations within the circle are going on with vigor."

Jute Butts, Bagging, &c.—There is no change of importance to report in the market for bagging, and scarcely any business is doing, the only transactions being of a jobbing character. Prices are easy, and sellers, though not making any change, are disposed to shade a fraction. At the close the figures are 9c. for 1½ lbs., 9½c. for 1¾ lbs., 10¼c. for 2 lbs., and 11c. for standard grades. Butts are moving in small parcels at unchanged rates, and the market is nominal. For paper grades sellers are quoting 1⅞@2c., while bagging qualities are held at 2⅛@2⅜c.

Comparative Port Receipts and Daily Crop Movement.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows:

Monthly Receipts.	Year Beginning September 1.					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,84-	98,491
October..	980,581	853,195	968,318	898,492	689,261	578,533
Novemb'r	1,024,697	974,043	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,664	900,119
January .	752,827	497,727	571,701	647,140	618,727	689,610
February.	595,598	291,992	572,728	447,918	566,824	472,031
March . ..	482,772	257,099	476,582	264,913	303,955	340,525
Total year	5,345,670	4,290,640	5,075,110	4,480,842	4,140,519	3,901,825
Per'c'tage of tot. port receipts Mar. 31..	90·89		86·40	89·58	93·10	89 78

This statement shows that up to March 31 the receipts at the ports this year were 1,055,030 bales more than in 1881-82 and 270,560 bales more than at the same time in 1880-81. By adding to the above totals to Mar. 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Mr. 31	5,345,670	4,290,640	5,075,110	4,480,842	4,140,519	3,901,825
Apr. 1....	8.	6,612	15,516	5,922	9,393	15,764
" 2....	8,096	8.	10,903	8,298	5,570	9,834
" 3....	15,534	7,501	8.	6,524	6,785	6,649
" 4....	12,239	9,772	23,210	8.	11,236	5,114
" 5....	13,597	7,048	13,035	8,237	5,491	14,158
" 6....	13,354	4,022	9,980	6,338	8.	5,817
" 7....	15,310	9,512	13,656	6,24	10,317	8.
" 8....	8.	4,170	14,912	5,26	9,222	11,515
" 9....	11,306	8.	9,678	4,717	5,31	9,724
" 10....	18,304	7,387	8.	5,156	6,862	9,790
" 11....	7,506	6,990	13,867	8.	7,619	4,720
" 12....	9,434	3,791	11,621	9,905	6,835	9,816
" 13....	15,788	3,592	8,010	7,353	8.	6,299
" 14....	8,615	7,299	11,034	5,696	8,031	8.
" 15....	8.	3,879	12,369	4,746	6,506	7,629
" 16....	13,264	8.	4,708	6,054	5,199	5,707
" 17....	9,431	5,513	8.	6,299	4,350	6,484
" 18....	8,939	4,039	12,836	8.	9,106	4,910
" 19....	9,252	3,465	8,812	9,291	4,423	7,987
" 20....	17,026	3,299	14,679	3,378	8.	5,557
" 21....	9,085	9,005	6,714	5,816	10,014	8.
" 22....	8.	4,853	12,919	5,640	6,243	9,090
" 23....	10,023	8.	6,054	6,260	4,541	4,948
" 24....	10,295	6,876	8.	5,140	3,512	4,646
" 25....	7,927	5,849	8,250	8.	7,450	3,346
" 26....	7,087	5,587	8,573	8,677	2,563	11,269
" 27....	14,827	4,813	6,010	3,916	8.	5,519
Total.....	3,611,909	4,425,614	5,332,506	4,625,742	4,297,287	4,088,126
Percentage of total port rec'pts Apr. 27	93·75		90·76	92 48	96·63	94·07

This statement shows that the receipts since Sept. 1 up to-night are now 1,186,295 bales more than they were to the same day of the month in 1882 and 279,403 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to April 27 in each of the years named.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 95,033 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Adriatic, 2,103.... Arizona, 2,333 ...Bothnia, 1,273....Furnessia, 2,132.... Germanic, 2,299....Spain, 2,070	12,217
To Bremen, per steamers Fulda, 849....Neckar, 700.....	1,549
To Hamburg per steamer Suevia, 1,050.	1,050
To Amsterdam, per steamer Amsterdam, 465	465
To Antwerp, per steamer Pennland, 200.	200
To Copenhagen, per steamer Geiser, 450.	450
To Oporto, per brig Selina Stanford, 100.	100
NEW ORLEANS—To Liverpool, per steamers Carolina, 4,200.... Cubano, 4,506....Guillermo, 3,000....Mounts Bay, 2,970 ....Nantes, 5,874....Venezuelan, 3,234....Warrior, 2,081 ....per bark Magnificent, 4,420.....	30,289
To Bremen, per steamer Eglantine, 3,380.....	3,380
To Reval, per ship Shelburne, 4,272.....	4,272
To Barcelona, per steamers Christobal Colon, 2,400....Vidal Sala, 952.....	3,352
To Genoa, per steamer Christobal Colon, 150.....	150
MOBILE—To Liverpool, per bark Moss Glen, 2,935	2,935
CHARLESTON—To Barcelona, per barks Dona Petronella, 1,865 ....Resuelta, 2,100.....	3,965
SAVANNAH—To Cronstadt, per bark Agder, 2,000.....	2,000
PENSACOLA—To Genoa, per bark Elena, 100.....	100
TEXAS—To Liverpool, per ship Regulus, 3,210....per barks Arica, 2,151....Hants County, 2,242.....	7,603
To Havre, per barks Chapman, 1,549...Kong Eystein, 1,591	3,140
To Bremen, per steamer Nith, 2,774....per bark Dannebrog, 1,565.....	4,339
To Cronstadt, per bark Imperator, 1,956.....	1,956
To Vera Cruz, per steamer Whitney, 1,354	1,354
WILMINGTON—To Liverpool, per bark Erun, 2,480.....	2,480
NORFOLK—To Liverpool, per bark Blanche, 720.....	720
To Reval, per bark Edina, 2,460.....	2,460
BALTIMORE—To Bremen, per steamer Weser, (additional), 556..	556
BOSTON—To Liverpool, per steamers Batavia, 1,082....Bavarian, 973.....	2,055
PHILADELPHIA—To Liverpool, per steamer Lord Clive, 1,500....	1,500
To Antwerp, per steamer Vaderland, 396.....	396
Total.....	95,033

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen & Hamburg.	Amsterdam & Antwerp.	Reval, and Cronstadt.	Barcelona and Oporto.	Genoa.	Total.
New York..	12,217	.....	2,599	665	.....	100	.....	16,031
N. Orleans.	30,289	.....	3,380	.....	4,272	3,352	150	41,443
Mobile	2,935	.....	.....	.....	.....	.....	.....	2,935
Charleston..	.....	.....	.....	.....	.....	3,965	.....	3,965
Savannah..	.....	.....	.....	.....	2,000	.....	.....	2,000
Pensacola..	.....	.....	.....	.....	.....	.....	100	100
Texas	7,603	3,140	4,339	1,956	.....	.....	.....	18,392
Wilmington	2,480	.....	.....	.....	.....	.....	.....	2,480
Norfolk	720	.....	.....	.....	2,460	.....	.....	3,180
Baltimore..	.....	.....	556	.....	.....	.....	.....	556
Boston.....	2,055	.....	.....	.....	.....	.....	.....	2,055
Philadelp'a	1,500	.....	.....	396	.....	.....	.....	1,896
Total ...	59,799	3,140	10,874	3,017	8,732	7,417	250	95,033

Included in the above totals are, from New York to Copenhagen, 450 bales; from Texas to Vera Cruz, 1,354 bales.

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Liverpool—April 20—Barks Haakon Haakonsen, 1,910; Jane, 2,069....April 23—Bark Labora, 2,173.

NEW ORLEANS—For Liverpool—April 20—Steamer Cadiz, 2,019; ship Ben Lomond, 3,540.. April 25—Steamer Andean, 4,348....April 26—Steamer Juana, 2,387.
For Havre—April 23—Ship Swallow, 3,975....April 24—Steamer Dupey de Lome, 5,276....April 26—Steamer Marion, 5,388.
For Barcelona—April 20—Bark Mario, 504.

SAVANNAH—For Reval—April 24—Bark Alphonse & Marie II, 2,101.
For Cronstadt—April 20—Bark Johanne, 1,775.
For Norrkoping—April 25—Bark Viator, 1,774.

CHARLESTON—For Liverpool—April 20—Bark Mary Graham, 2,166.
For Reval—April 21—Bark Sapphire, 1,691.

NORFOLK—For Liverpool—April 21—Ship J. C. Robertson, 3,767.... April 26—Ship Mornington, 4,850.
For Riga—April 25—Bark Callerina D, 2,382.

BOSTON—For Liverpool—April 20—Steamer Iberian, 900....Norseman, 1,813 ...Parthia, 1,327.

BALTIMORE—For Bremen—April 21—Steamer Hibernian, 1,675....April 24—Steamer Oranmore, 2,905.
For Bremen—April 19—Steamer Strassburg, 1,949....April 20—Steamer Hohenzollern, 1,065....April 26—Steamer America, 1,803
For Rotterdam—April 20—Steamer Brinkburn, 200.

PHILADELPHIA—For Liverpool—April 20—Steamer Indiana, 1,500.... April 26—Steamer Ohio, 1,800.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

CITY OF LINCOLN, steamer (Br.), before reported from New Orleans for Havre, recently ashore at South Pass, was anchored at the head of the Passes on April 18, and was engaged in reloading the cargo, which had been transferred to barges.

DUPUY DE LOME, steamer (Fr.), for Havre, before reported on fire at New Orleans, had discharged the damaged cotton, something near 1,000 bales, on April 17, and was engaged in transferring the grain to a barge alongside. The Dupuy de Lome sailed for destination April 25.

RED SEA, steamer (Br.), at Liverpool from New Orleans, reported that on March 24 during a heavy gale a succession of heavy seas broke on board, smashed two lifeboats and washed cargo (cotton and staves) adrift, and did much damage to ship's fittings, about 10 bales cotton and 4,500 staves.

VADERLAND, steamer (Belg.), from Philadelphia for Antwerp, returned to former port April 22, with piston rod of low pressure engine broken. Her repairs will cause about two weeks' delay.

WYDALE, steamer (Br.), at Liverpool from New Orleans. A fire broke out April 21 on board the steamship Wydale, damaging the cargo in the fore hold.

JOSIE HARRY, steamboat, plying between Memphis and White River Landings. The Josie Harry put ashore at Augusta, Ark., forty-four bales of cotton, damaged by fire on the steam r, which had a narrow escape from destruction. There were forty-eight bales more aboard uninjured, which, together with those put ashore, were consigned to Memphis and New Orleans. The Josie Harry was on her way to Memphis when the fire occurred.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	9/64@7/32	9/64@7/32	9/64@7/32	9/64@7/32	9/64@7/32	9/64@7/32
Do sail...d.	9/64@13/64	9/64@13/64	9/64@13/64	9/64@13/64	9/64@13/64	9/64@13/64
Havre, steam.....c.	3/8*	3/8*	3/8*	3/8*	3/8*	3/8*
Do sail.. .....c.	....	....	....	....	....	....
Bremen, steam. .c.	15/32*	15/32*	15/32*	15/32*	15/32*	15/32*
Do sail.....c.	....	....	....	....	....	....
Hamburg, steam.d.	3/16@1/4*	3/16@1/4*	3/16@1/4*	3/16@1/4*	3/16@1/4	3/16@1/4*
Do sail...d.	....	....	....	....	....	....
Amst'd'm, steam.c.	1/2	1/2	1/2	1/2	1/2	1/2
Do sail...d.	....	....	....	....	....	....
Baltic, steam....d.	9/32@5/16*	9/32@5/16*	9/32@5/16*	9/32@5/16*	9/32@5/16*	9/32@5/16*
Do sail.....c.	....	....	....	....	....	....
Barcelona, steam.c.	11/16*	11/16*	11/16*	11/16*	11/16*	11/16*
Genoa, steam ...d.	5/8*	5/8*	5/8*	5/8*	5/8*	5/8*

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	April 6.	April 13	April 20.	April 27.
Sales of the week.....bales.	50,000	60,000	72,000	52,000
Of which exporters took	3,800	3,500	5,000	4,400
Of which speculators took..	1,328	3,100	4,600	5,300
Sales American	36,000	47,000	50,000	39,000
Actual export.....	7,800	5,100	7,300	2,600
Forwarded.....	29,000	20,000	25,500	17,500
Total stock—Estimated.....	1,012,500	995,000	1,011,000	992,000
Of which American—Estim'd	748,000	730,000	748,000	735,000
Total import of the week.....	140,000	73,000	112,000	43,500
Of which American.....	117,000	41,500	81,000	32,000
Amount afloat.....	302,000	292,000	256,000	278,000
Of which American.....	170,000	172,000	122,000	158,000

The tone of the Liverpool market for spots and futures each day of the week ending April 27, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, 12:30 P.M	Dull and easier.	Mod. inq. freely supplied.	Dull and easier.	Very dull.	Good demand freely met	Firm.
Mid Upl'ds	5 5/8	5 5/8	5 5/8	5 5/8	5 5/8	5 5/8
Mid. Orl'ns	5 11/16	5 11/16	5 11/16	5 11/16	5 11/16	5 11/16
Sales	7,000	8,000	7,000	8,000	12,000	10,000
Spec. & exp.	1,000	1,000	1,000	1,000	2,000	1,000
Futures. Market, 12:30 P.M.	Dull.	Very dull.	Steady.	Firm.	Firm.	Quiet.
Market, 5 P. M.	Dull.	Steady.	Dull but steady.	Barely steady.	Steady.	Easier.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d. and 6 03 means 6 3-64d.*

	Sat., Apr. 21.				Mon., Apr. 23.				Tues., Apr. 24.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
April	....	....	....	....	....	....	....	....	....	....	....	....
April-May	5 39	5 39	5 39	5 39	5 39	5 39	5 39	5 39	5 40	5 40	5 40	5 40
May-June	5 41	5 41	5 40	5 40	5 40	5 41	5 40	5 41	5 41	5 41	5 41	5 41
June-July	5 44	5 44	5 44	5 44	5 44	5 45	5 44	5 45	5 44	5 45	5 44	5 45
July-Aug	5 48	5 48	5 48	5 48	5 48	5 49	5 48	5 49	5 48	5 49	5 48	5 49
Aug.-Sept	5 51	5 51	5 51	5 51	5 52	5 52	5 52	5 52	5 52	5 52	5 52	5 52
Sept.-Oct	....	....	....	....	5 48	5 48	5 48	5 48	...	....	....	....
Oct.-Nov	....	...	....	....	5 46	5 46	5 46	5 46	....	....	....	....
Nov.-Dec	5 41	5 41	5 41	5 41	5 43	5 43	5 43	5 43	5 42	5 42	5 42	5 42
Dec.-Jan	....	....	....	....	....	...	...	....	....	....	....	....

	Wednes., Apr. 25.				Thurs., Apr. 26.				Fri., Apr. 27.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
April	....	....	...	....	....	....	....	....	....	....	....	....
April-May	5 40	5 40	5 40	5 40	5 42	5 42	5 42	5 42	5 43	5 43	5 42	5 42
May-June	5 41	5 41	5 40	5 40	5 41	5 42	5 41	5 42	5 43	5 43	5 44	5 44
June-July	5 45	5 46	5 44	5 44	5 45	5 46	5 45	5 46	5 47	5 48	5 46	5 48
July-Aug	5 49	5 50	5 49	5 49	5 50	5 50	5 50	5 50	5 51	5 52	5 50	5 52
Aug.-Sept	5 52	5 53	5 51	5 51	5 53	5 54	5 53	5 53	5 55	5 56	5 53	5 55
Sept.-Oct	....	.. .	....	....	....	....	....	....	....	....	....	....
Oct.-Nov	....	....	....	....	....	....	....	....	5 47	5 47	5 47	5 47
Nov.-Dec	5 42	5 43	5 42	5 42	5 43	5 43	5 43	5 43	5 44	5 44	5 44	5 44
Dec.-Jan	....	....	....	....	....	....	....	....	...	....	....	....

BREADSTUFFS.

FRIDAY, P. M., April 27, 1883.

Flour has been fairly active, and at times quite firm, but at the close is somewhat depressed, owing to a decreased trade. The lower grades are in small supply; the better brands, on the contrary, are plentiful. The supply of patents, both spring and winter, is abundant, and the sale is slow. A large number of the mills throughout the country, and especially in the Northwest, are closed for the reason, it is stated, that the current prices on the seaboard are unremunerative.

Wheat has sold freely on speculation, and on the whole quite a good foreign demand has prevailed. As high as $1 24½ was touched for No. 2 red delivered from elevator a few days ago, but to-day $1 23¼ was accepted. Options show a decline compared with a week ago of 1 to 2 cents, and to-day the market was weak, sales being made at a decline of 1 cent compared with yesterday's quotations. The crop prospects are more favorable; the indications point to a large yield. It is stated that any damage that may have been done in certain sections will be more than offset by an increased yield elsewhere. In Indiana the outlook is steadily improving; in Iowa a good crop is promised; in Kansas it is stated that the yield will be larger than usual; in Kentucky the sign are favorable; in Minnesota, while some decrease in the acreage is reported, the prospects are said to be propitions; in Dakota, if the present expectations are realized, a larger crop than ever before will be raised. It is stated, moreover, that a large increase in the area devoted to spring wheat is certain. The brighter outlook for the crop has had the effect of depressing prices in the foreign markets as well as at the West and prices here have naturally sympathized in this weakness, though a failure in the trade also had some influence for the moment, and the near approach of the resumption of inland navigation, particularly on the canals, has not been without its effect. The Erie Canal will be opened on May 7th. To-day there were fair sales of No. 2 red here at $1 20@1 20¾ for May, $1 22@1 22¾ for June, $1 23@1 23¾ for July, $1 21¾@1 22¼ for Aug. and $1 22⅝@1 23 for Sept.

Corn has declined a fraction, and a fair business has taken place, though mainly on speculation. The stock at Chicago is said to be the largest ever accumulated there, and rumors that there is danger of a considerable part of it becoming unsound, whether true or false, have a certain effect. To-day there was, a decline of ½c.; No. 2 mixed was quoted at 67¼@67⅜c for May, 66¼@66½c. for June, 67¾c. for July and 68⅛@69⅛c. for August; the market showed more firmness later in the day.

Rye has sold more freely at higher prices. Barley has also been more active, though prices have not altered materially. Oats have declined, but the lower prices led to considerable speculative activity to-day, and for June alone the sales of No. 2 mixed were fully a million bushels; this activity being due, it was understood, to covering by shorts. No. 2 mixed sold to-day at 48⅞@49⅛c. for June, 49⅛@50c. for July and 44¼c. for August, or about two cents under those of a week ago. The receipts at the West have been large.

The following are closing quotations:

FLOUR.

No. 2 spring...₿ bbl.	$2 50@	3 00	Patents, winter	$5 75@	7 25
No. 2 winter	2 90@	3 65	City shipping extras	5 40@	5 75
Superfine	3 50@	4 15	Southern bakers' and family brands	5 60@	6 75
Spring wheat extras	4 00@	5 25	South'n ship'g extras	5 00@	5 60
do bakers'	5 25@	6 50	Rye flour, superfine	3 35@	3 80
Wis. & Minn. rye mix	5 25@	5 75	Corn meal—		
Minn. clear and stra't	5 25@	6 85	Western, &c	3 00@	3 45
Winter shipp'g extras	4 10@	4 35	Brandywine, &c	3 45@	3 50
Patents, spring	6 00@	7 75			

GRAIN.

Wheat—			Oats—		
Spring, per bush.	98 @1 01¾		Mixed	49 @	52
Spring No. 2	@		White	53 @	58
Red winter, No. 2	1 20⅝ @1 23¼		No. 2 mixed	49¾ @	49⅞
Red winter	1 08 @1 24		No. 2 white	54 @	
White	85 @1 25½		Barley—		
White No. 1	1 14 @1 15		Canada No. 1	95 @	
Corn—West. mixed	60 @	68½	Canada bright	97 @	98
West. mix. No. 2	68 @	69	Canada No. 2	85 @	
White	67 @	71	State, 4-rowed	85 @	88
Yellow	67 @	71	State, 2-rowed	78 @	80
Rye—Western	73 @	77			
State & Canada	74 @	80			

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Apr. 21 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48 lbs	Bush.56 lbs
Chicago	28,873	73,945	403,350	337,310	93,681	15,221
Milwaukee	33,532	52,500	4,260	31,851	62,267	2,800
Toledo	1,830	121,989	107,552	15,988	.....	2,943
Detroit	2,711	63,838	24,052	14,485	2,039	.....
Cleveland	2,238	12,500	8,500	16,800	2,763	500
St. Louis	20,450	75,251	161,455	121,473	19,762	9
Peoria	1,235	2,750	107,900	228,775	15,069	21,700
Duluth	.....	46,070	.....	.....	.....	.....
Tot. wk. '83	90,870	448,843	817,069	766,682	195,512	43,173
Same wk. '82	130,388	568,927	1,738,262	1,146,362	142,779	33,548
Same wk. '81	158,054	799,980	1,943,533	747,163	103,252	35,658
Since Aug. 1—						
1882	7,271,579	65,036,470	70,417,333	37,940,450	14,130,322	3,642,605
1881	5,909,255	34,866,826	84,764,890	27,784,306	11,087,379	3,381,575
1880	6,432,469	64,954,408	86,538,002	30,444,875	11,042,015	3,029,026

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Apr. 21, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour...bbls.	3,044,645	2,252,978	2,740,462	1,522,217
Wheat...bush.	5,920,517	5,666,932	8,105,978	9,053,868
Corn	26,310,547	22,446,805	17,109,882	28,317,378
Oats	11,814,484	9,306,738	8,474,234	5,037,854
Barley	3,954,942	1,715,376	1,682,531	1,216,880
Rye	669,812	787,988	808,168	572,863
Total grain	48,670,302	39,923,339	38,180,793	44,198,843

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week Apr. 21.	1882. Week Apr. 22.	1881. Week Apr. 23.	1880. Week Apr. 24.
Flour...bbls.	97,387	88,312	174,714	90,467
Wheat...bush.	207,961	81,062	1,088,188	143,102
Corn	1,076,755	572,743	1,520,284	509,918
Oats	754,456	597,324	839,372	429,806
Barley	148,625	70,796	56,162	58,005
Rye	76,687	27,951	38,743	41,073
Total	2,264,484	1,349,876	3,543,249	1,181,504

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Apr. 21	97,387	207,961	1,317,421	757,600	148,627	76,687
Apr. 14	90,751	249,775	1,309,017	558,525	116,241	27,005
Apr. 7	150,315	236,394	1,241,074	582,123	171,898	20,294
Mar. 31	214,605	256,418	1,255,343	641,443	155,518	48,174
Tot., 4 w.	553,058	950,548	5,122,855	2,539,691	592,284	172,160
4 w'ks 82	443,486	1,458,686	6,950,075	2,489,466	358,836	170,609

The receipts of flour and grain at the seaboard ports for the week ended April 21 follow:

At—	Flour, obls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	68,821	132,300	186,423	286,330	59,850	18,500
Boston	79,810	91,500	141,968	94,500	20,100	500
Portland	2,000	87,057	9,500	3,500	593	.....
Montreal	9,945	9,500	1,000	5,184	1,430	.....
Philadelphia	19,942	37,125	201,500	92,650	9,600	2,000
Baltimore	16,422	89,604	93,336	8,253	.....	750
New Orleans	12,540	.....	192,113	17,885	.....	.....
Total week	209,480	447,086	825,840	508,302	91,573	21,750
Cor. week '82	200,758	282,430	546,759	729,153	90,500	29,720

The total receipts at the same ports for the period from Dec. 25, 1882, to Apr. 21, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81	1879-80
Flour.....bbls.	4,831,585	3,530,995	4,261,265	2,703,189
Wheat.....bush.	15,039,819	8,110,727	18,893,715	16,178,535
Corn.....	29,510,846	10,343,951	26,312,513	41,167,966
Oats.....	7,716,143	7,087,580	6,868,606	5,806,320
Barley.....	1,873,176	1,945,686	1,750,948	1,354,160
Rye.....	339,367	185,168	561,829	351,283
Total grain	54,479,351	27,673,112	54,387,611	64,857,264

The exports from the several seaboard ports for week ending April 21, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	83,619	3~2,663	480,644	385	39,712	11,053
Boston..	37,750	25,858	33,887	20	.....	.....
Portland.	1,072	87,057	.....	.....	.....	18,450
Montreal.	.....	.....	.....	.....	.....	.....
Philadel..	5,144	126,800	47,300	.....	.....	.....
Baltim're	6,769	132,836	50,139	.....	.....	.....
N.Orl'ns.	651	93,541	374,071	.....	.....	.....
Total w'k.	135,005	848,755	986,041	405	39,712	29,503
S'me time 1882..	119,058	652,196	182,681	817	33,574	17,320

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, Apr. 21.	1882. Week, Apr. 22.	1883. Week, Apr. 21.	1882. Week, Apr. 22.	1883. Week, Apr. 21.	1882. Week, Apr. 22.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un.King.	85,973	65,478	429,234	465,582	715,092	150,053
Contin'nt	1,728	4,189	419,521	181,118	241,265	3,184
S.&C.Am	16,039	19,592	.....	.....	19,066	7,404
W. Indies	18,938	11,889	.....	5,516	8,242	3,060
Brit. Col's	12,327	17,469	.....	.....	2,376	.....
Oth.c'nt's	.....	441	.....	.....	.....	18,950
Total...	135,005	119,058	848,755	652,196	986,041	182,681

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to Apr. 21.	1881-82. Sept. 1 to Apr. 22.	1882-83. Sept. 1 to Apr. 21.	1881-82. Sept. 1 to Apr. 22.	1882-83. Sept. 1 to Apr. 21.	1881-82. Sept. 1 to Apr. 22.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	4,536,582	2,187,397	29,448,923	23,584,655	20,556,761	17,637,493
Continent...	382,343	158,154	22,776,134	9,703,637	3,710,670	4,188,480
S. & C. Am...	464,918	465,978	104,936	6,397	254,042	337,779
West Indies.	609,559	436,894	55,550	27,276	280,287	418,101
Brit. Col'nies	364,284	332,804	7,806	45	75,838	105,182
Oth. countr's	29,602	24,931	203,205	226,134	105,905	64,307
Total.....	6,387,288	3,596,068	52,596,555	33,548,144	24,983,503	22,779,641

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Apr. 21, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	3,781,930	995,092	927,381	20,942	139,373
Do. afloat (est.)	110,000	.....	.....	95,000	177,000
Albany	27,000	22,500	50,000	11,000	3,000
Buffalo.....	523,691	.....	29,504	144,713	15,372
Chicago.....	6,078,851	7,535,911	1,272,577	89,502	822,780
Do. afloat.....	713,303	1,758,782	230,468	.....	29,661
Milwaukee	1,237,497	201,350	.....	20,161	81,864
Duluth.....	1,423,830	.....	.....	.....	.....
Toledo.....	2,549,091	695,580	18 657	4,500	9,206
Detroit	1,286,096	92,152	20,690	6,056	.....
Do. afloat.....	225,938	.....	.....	.....	.....
Oswego.....	35,900	13,000	2,000	180,063	68,717
St. Louis.....	726,404	2,539,789	127,869	24,196	54,188
Cincinnati.....	86,677	39,914	27,733	89,758	89,896
Boston.....	129,609	118,197	145,333	2,366	1,516
Toronto.....	514,620	1,700	200	105,445	19
Montreal	116,569	10,141	93,869	35,374	26,928
Philadelphia	371,970	728,983	132,265	.....	.....
Peoria	4,692	631,081	163,319	8,712	118,746
Indianapolis.....	283,700	89,000	51,000	.....	16,000
Kansas City.....	116,712	444,284	8,632	210	25,366
Baltimore	563,500	274,845	.....	.....	.....
Down Mississippi.	.....	240,666	3,141	.....	.....
On rail.....	290,961	1,228,973	715,988	148,627	47,026
Tot. Apr. 21, '83.	21,201,544	17,681,940	4,020,629	986,623	1,708,658
Tot. Apr. 14, '83.	21,708,330	18,129,926	3,873,804	1,192,149	1,637,107
Tot. Apr. 7, '83.	22,349,953	18,223,008	4,057,698	1,098,230	1,857,858
Tot. Mar. 31, '83.	22,631,645	17,788,249	4,320,782	1,489,878	1,910,863
Tot. Apr. 22, '82.	10,809,461	8,319,520	2,222,247	644,084	941,298

THE DRY GOODS TRADE.

FRIDAY, P. M., April 27, 1883.

As a whole the dry goods market has been quiet the past week, but a fair business was done in the jobbing branches in spite of the unseasonable coolness of the weather, which has tended to check the demand for consumption. There was only a small force of package buyers in the market, and their operations were chiefly of a hand-to-mouth character, and light in the aggregate. Some large sales of cotton goods were however made to jobbers and importers at prices not very remunerative to the manufacturers, and there was a steady call for small general re-assortments through the medium of orders by mail and telegraph. Altogether the volume of business was barely satisfactory, no real "snap" having been manifested by either wholesale or retail buyers, although all kinds of dry goods seem cheap at current quotations, and the general condition of the country is seemingly prosperous. No doubt the backwardness of the season has deterred many distributers from taking hold with their customary freedom, and a fair supplementary demand is expected by package houses and jobbers as soon as the weather becomes warm enough to start up the retail trade.

DOMESTIC COTTON GOODS.—The exports of cotton goods were 2,358 packages, including 1,107 to China, 270 to Great Britain, 166 to Brazil, 164 to Argentine Republic, 153 to Chili, 119 to U. S. of Colombia, &c. The demand at first hands was irregular, and upon the whole sluggish; but a fairly good business was done by jobbers in all seasonable fabrics. Brown sheetings and drills were in light request by jobbers and converters, but a few large sales were made for export. Bleached goods opened quiet, but a slight impetus to the demand for low medium shirtings as Hope, Fitchville, &c., was given by lower prices—such fabrics having been reduced ½c. per yard. Fine bleached shirtings remain steady and unchanged, as are wide sheetings and leading makes of corset jeans and satteens; but colored cottons are still unsettled and prices favor the buyer. Cotton flannels were more sought for and a few large sales were effected by agents. Print cloths ruled quiet but steady at 3⅝c., less ½ per cent for 64x64 "spots," 3⅞c. flat for "futures," and 3 1-16@3⅛c. for 56x60s. Prints were mostly dull in agents' hands but fairly active with jobbers, and printed lawns and ginghams were in moderate request.

DOMESTIC WOOLEN GOODS.—The woolen goods market was tame and uninteresting. Agents continued to make fair deliveries in execution of back orders, but new business was restricted in volume. The clothing trade was relatively quiet, and clothiers have therefore bought sparingly of men's-wear woolens, and the demand by jobbers was light and unimportant. Worsted coatings are well sold up and firm, as are a few of the most desirable fancy cassimeres; but the general supply of the latter is ample, if not redundant, and manufacturers are wisely curtailing production in many cases. Satinets have been in fair though somewhat irregular demand, and Kentucky jeans and doeskins were lightly dealt in. In flannels, blankets and carpets there was no movement of importance, and worsted and all-wool dress goods were only in moderate request at agents' hands, though fairly active with jobbers.

FOREIGN DRY GOODS have been quiet in importing circles, but a fair business in silks, dress goods, &c., was reported by jobbers. The status of the market has not materially changed, and while staple fabrics are generally steady in price, there is more pressure to sell fancy silks, dress goods, &c., and concessions have been made in some cases in order to market surplus stocks before the season closes.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending April 26, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.					
	Week Ending April 27, 1882.		Since Jan 1, 1882.		Week Ending April 26, 1883.		Since Jan 1, 1883.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—								
Wool.....	503	$ 205,379	18,385	$ 8,268,880	566	$ 187,863	16,241	$ 7,070,488
Cotton.....	990	339,109	32,020	10,612,270	1,457	423,492	27,669	9,674,258
Silk.....	829	583,124	13,319	13,317,254	782	428,719	14,825	9,304,251
Flax.....	1,033	204,346	33,963	3,737,845	2,755	414,731	25,077	5,120,196
Miscellaneous....	950	196,669	50,852	3,790,211	3,106	156,195	53,650	3,162,087
Total.....	4,305	1,528,618	153,447	41,757,460	8,666	1,611,390	140,462	34,344,276
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.								
Manufactures of—								
Wool.....	245	99,596	5,844	2,458,257	406	155,113	7,750	3,270,558
Cotton.....	156	44,350	2,693	1,706,324	280	81,923	6,132	2,618,720
Silk.....	187	136,383	2,746	2,117,582	185	134,758	4,097	3,157,314
Flax.....	352	55,083	10,024	1,660,836	300	58,738	10,297	1,779,689
Miscellaneous.....	1,338	46,776	62,900	1,161,190	4,766	83,821	65,054	1,198,378
Total.....	2,278	382,193	84,207	9,104,689	5,937	514,353	95,330	12,024,661
Ent'd forconsumpt.	4,305	1,528,618	153,447	41,757,460	8,666	1,611,390	140,492	34,344,276
Total on market....	6,583	1,910,811	240,744	50,862,149	14,603	2,125,743	235,812	46,368,937
ENTERED FOR WAREHOUSE DURING SAME PERIOD.								
Manufactures of—								
Wool.....	433	161,626	6,303	2,592,958	616	213,127	9,641	3,926,889
Cotton.....	227	77,350	5,980	1,682,176	407	111,632	8,415	2,514,268
Silk.....	224	177,270	1,467	2,181,211	271	161,574	5,048	3,593,236
Flax.....	233	53,168	8,278	1,490,420	401	70,343	7,824	1,467,594
Miscellaneous.....	469	42,389	56,627	1,026,195	9,057	100,831	79,993	1,506,174
Total.....	1,586	511,803	79,257	8,615,262	10,812	657,307	110,921	13,008,163
Ent'd forconsumpt.	4,305	1,528,618	153,447	41,757,460	8,666	1,611,390	140,482	34,344,276
Total at the port...	5,891	2,040,421	232,704	50,402,722	19,478	2,268,897	251,103	47,352,439

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German Bank,

LITTLE ROCK, ARK.

CAPITAL (Paid-in) - - - - - - $75,000

SURPLUS, - - - - - - - - - - 25,000

Prompt attention given to all business in our line N. Y. CORRESPONDENTS—Donnell, Lawson & Co. and the Metropolitan National Bank.

Western Bankers.

The First National Bank.

GRAND RAPIDS, MICH., Feb. 24, 1883.

The First National Bank, of Grand Rapids, located at Grand Rapids, in the State of Michigan, is closing up its affairs, its corporate existence, having expired on February 24, 1883. All note holders and other creditors of said association are therefore hereby notified to present the notes and other claims against the association for payment.

HARVEY J. HOLLISTER, Cashier.

The Old National Bank

OF GRAND RAPIDS, MICH.

Capital Limit, - - - - - $1,500,000

Capital Paid in, - - - - 400,000

Referring to the foregoing the officers and directors of the OLD NATIONAL BANK OF GRAND RAPIDS, beg leave to announce that on Monday, February 26 inst., they will continue the business of banking in all its branches, at the same place of business, as successor of the First National Bank of Grand Rapids.

As substantially the same management will continue in the new organization, with equal capital (which will be speedily doubled) it is hoped the generous confidence and patronage so long bestowed upon its predecessor, will be continued to the present institution.

S. L. WITHEY, President.
H. J. HOLLISTER, Cashier.

Montana National Bank,

HELENA, M. T.

UNITED STATES DEPOSITORY.

Capital, - - - - - - - - - $250,000

C. A. Broadwater, Pres't. A. G. Clarke, V.-Pres't. E. Sharpe, Cashier.

Thos. M. Thornton. Wm. W. Thornton, Cash

W. F. THORNTON & SON,

(Established 1859.)

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Collections made in Shelby and adjoining Counties and Proceeds remitted on Day of Payment.

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References in New York, by permission, Clark Dodge & Co., 51 Wall St.; Hatch & Foote, 12 Wall St. References in St. Louis, Banks generally.

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OFFICE OF THE

ATLANTIC

Mutual Insurance Co.,

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The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1882:

Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$4,412,693 58
Premiums on Policies not marked off 1st January, 1882	1,516,844 85
Total Marine Premiums	$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90
Losses paid during the same period	$2,013,767 35
Returns of Premiums and Expenses	$823,301 50

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,971,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
Premium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

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AMERIQUE, Santelli.....Wed., May 9, 7 A. M.
CANADA, Frangeul.....Wed., May 16, 1 P. M.
NORMANDIE (new), Servan.....Wed., May 23

PRICE OF PASSAGE—(Including wine): To Havre—First cabin, $100 and $80; second cabin, $60; steerage, $25—including wine, bedding and utensils. Return tickets at very reduced rates. Checks on Banque Transatlantique, Havre and Paris, in amounts to suit.

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CASH CAPITAL	$3,000,000 00
Reserve for Unearned Premiums	2,116,832 00
Reserve for Unpaid Losses and Claims	317,596 01
Net Surplus	1,774,061 00
Cash Assets, January 1, 1883	$7,208,489 07

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

ÆTNA
Insurance Company
OF HARTFORD.

Assets January 1, 1883	$9,054,610 58
Liabilities for unpaid losses and re-insurance fund	1,861,428 46
Capital	4,000,000 00
NET SURPLUS	$3,193,182 12

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VOL. 36. NEW YORK, MAY 5, 1883. NO. 932.

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Offers to investors the best securities in the market FIRST MORTGAGE LOANS UPON IMPROVED FARMS. Interest and principal paid on day of maturity in New York. Funds promptly placed. Large experience. No losses. Send for circular, references and sample forms. F. M. PERKINS, President; J. T. WARNE, Vice-Prest.; L. H. PERKINS, Secretary; CHAS. W. GILLETT, Treas. N. F. HART Auditor

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STOCK AND BOND BROKER,

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Railroad Securities a Specialty.

Intimate knowledge of all for past fifteen years. Information cheerfully given. Investors or dealers wishing to buy or sell are invited to communicate. All stocks dealt in at New York Stock Exchange carried on margins.

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Southern Securities and District of Columbia Securities a Specialty.

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Send for Circular.

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St. Joseph & Western RR. Stock.
St. Joseph & Pacific RR. Bonds.
City of St. Joseph Mo., Old Bonds.
International Improvement Co. Subscriptions.
Brooklyn Elevated RR. Securities.
American Cable Co. Subscriptions.
Midland Railroad of N. J. Securities.
Chicago & Grand Trunk RR. Securities.
South Carolina RR. Securities.
Grand Rapids & Indiana RR. Stock.
Cincinnati Richmond & Fort Wayne Stock.
Bought by WM. R. UTLEY,
No 31 PINE STREET, NEW YORK

Special Investments.

BONDS.

MISSISSIPPI LEVEE BOARD.

Applications for $50,000 of the Bonds of the Board of Mississippi Levee Commissioners (District No. 2) will be received at the office of said Board in Greenville, Miss., until May 15, 1883.

These Bonds bear interest at the rate of Ten (10) per cent per annum, for which coupons are attached payable annually; bonds payable on call, in the order of issue, at any time after the expiration of one year, and certainly at the expiration of seven (7) years from the date thereof. There has already been negotiated $150,000 of these bonds, some at less than par, some at a premium. This issue will be the last instalment of the $200,000 authorized by act of the Mississippi Legislature.

Applications offering the most favorable terms will be accepted, subject, however, to the approval of the Board. GREEN CLAY,

Pres't Board Mississippi Levee Commissioners.
W. A. ERMAN, Secretary and Treasurer.

NOTE.—The Board has no other outstanding bonds, having paid off an indebtedness and current expenditure of over one and a half million dollars in the six years next preceding 1882.

Albert E. Hachfield,

8 & 10 PINE STREET.

Bonds and Investment Securities

WANTED:

Indianapolis & St. Louis 1sts.
Joliet & Northern Indiana 1sts.
Rome Watertown & Ogdensburg, 1st and 2d M. Bds.
Missouri Kansas & Texas Scrip.

To Investors.

BROOKLYN AND NEW YORK SECURITIES.

FRANK B. BEERS,

16 Court St, BROOKLYN. | 31 Pine St., NEW YORK.

CITY BONDS, GAS STOCKS, RAILROAD STOCKS

Interest and Dividends.

PENNSYLVANIA RAILROAD CO.,
TREASURER'S DEPARTMENT,
PHILADELPHIA, May 1, 1883.

The Board of Directors has this day declared a Semi-annual Dividend of FOUR PER CENT upon the capital Stock of the Company, clear of all taxes, payable on and after May 29, 1883, to shareholders, as registered on the books at 3 o'clock, P. M., April 30th ult. The said dividend will be paid in the proportion of two per cent in cash, and two per cent in scrip, redeemable in cash upon its delivery, or convertible into the Capital Stock of the Company at par, prior to August 1, 1883, when presented in sums of fifty dollars.

Stockholders will also have the option of subscribing at par to the Stock of the Company, in the proportion of four per cent of the number of shares registered in their names April 30, 1883. Those who are entitled to a fraction of a share can subscribe for a full share. All subscriptions must be made and paid for in full on or before June 15, 1883, as no subscriptions will be received after that date. The privilege of taking new stock may be sold by shareholders, and blank forms of allotments will be furnished upon application. On May 29 dividends will be paid to women only.

JOHN D. TAYLOR,
Treasurer.

THE LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.,
TREASURER'S OFFICE,
GRAND CENTRAL DEPOT,
NEW YORK, March 27, 1883.

The Board of Directors of this Company have this day declared a QUARTERLY DIVIDEND of TWO PER CENT upon its capital stock, payable on TUESDAY, the FIRST DAY OF MAY NEXT, at this office.

For the purpose of this dividend, and also for the annual meeting of the stockholders for the election of directors, &c., which is to be held on the 2d day of May next, the transfer books will be closed at 3 o'clock P. M. on FRIDAY, the 30th inst., and will be reopened on the morning of Friday, the 4th day of May next. F. W. VANDERBILT,
Acting Treasurer.

LINCOLN NATIONAL BANK,
NEW YORK, May 1, 1883.

The WESTCHESTER, New York, TOWN BONDS, and Coupons of the same, now due and maturing, will be paid on presentation at the Lincoln National Bank, 5 Vanderbilt Avenue, New York City.

J. H. B. EDGAR, Cashier.

OFFICE OF THE OREGON RAILWAY & NAVIGATION COMPANY, NEW YORK,
April 24, 1883.—The interest coupons of the Company's scrip, series A, B, and C, due May 1, 1883, will be paid at the office of the Farmers' Loan & Trust Company on and after that date.

T. H. TYNDALE, Assistant Secretary.

OFFICE OF PULLMAN'S PALACE CAR COMPANY, CHICAGO, ILL., April 21, 1883.
DIVIDEND No. 64.

The usual QUARTERLY DIVIDEND of TWO (2) PER CENT on the capital stock of this company has been declared, payable May 15, to stockholders of record at the close of business May 1, 1883.

Transfer books will close May 1 and re-open May 16.

A. S. WEINSHEIMER,
Secretary.

OFFICE OF THE OREGON AND TRANSCONTINENTAL COMPANY, New York,
April 23, 1883.—The Coupons of this Company's First Mortgage Trust Bonds, due May 1, 1883, will be paid at the office of the Farmers' Loan & Trust Company on and after that day.

C. A. SPOFFORD,
Assistant Secretary.

Financial.

$1,250,000

LAKE SHORE

AND

Michigan Southern

RAILWAY

CONSOLIDATED

SECOND MORTGAGE

7 Per Cent Bonds,

Interest Payable June and December,

COUPON OR REGISTERED,

PRINCIPAL DUE DECEMBER, 1908.

THESE BONDS ARE A PORTION OF $2,500,000, ISSUED BY THE COMPANY TO RETIRE AN EQUAL AMOUNT OF INCOME BONDS WHICH MATURED OCT. 1, 1882. ONE-HALF OF THIS ENTIRE AMOUNT HAVING BEEN TAKEN BY TWO LEADING INSTITUTIONS.

WE NOW OFFER THE BALANCE FOR **SUBSCRIPTION UP TO THE 11th INSTANT INCLUSIVE,** AT

118½ Per Cent

AND ACCRUED INTEREST,

AT WHICH PRICE, ALLOWING FOR LOSS OF PREMIUM TO MATURITY, THEY WILL NET INVESTORS.

5½ Per Cent.

THE BONDS WILL BE DELIVERABLE FROM THE 12th INST. TO THE 14th INST.

IN CASE SUBSCRIPTIONS EXCEED THE AMOUNT OFFERED, ALLOTMENTS WILL BE MADE PRO RATA.

THE LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY HAS PAID DIVIDENDS FOR 10 YEARS PAST ON ITS CAPITAL STOCK OF

$50,000,000.

SUBJOINED ARE FIGURES OF EARNINGS FOR THAT PERIOD:

Year.	Gross Earnings.	Net Earnings.	Fixed Charges.	Excess above fixed Charges.*
1873..	$19,414,509	$5,667,911	$2,654,560	$3,013,351
1874..	17,146,131	5,993,760	3,008,193	2,985,567
1875..	14,434,199	3,902,698	2,810,294	1,092,404
1876..	13,949,177	4,374,341	2,759,380	1,614,352
1877..	13,505,159	4,541,193	2,775,657	1,765,536
1878..	13,979,766	5,493,165	2,718,792	2,774,373
1879..	15,271,492	6,336,962	2,754,988	3,581,980
1880..	18,749,461	8,331,856	2,750,974	5,580,982
1881..	17,971,891	6,692,962	2,725,375	3,967,587
1882..	18,225,639	7,167,832	3,027,000	4,140,832

* Applicable to dividends.

VERMILYE & CO.,

BANKERS,

16 AND 18 NASSAU STREET,

NEW YORK.

Financial.

Fifty-Year Five Per Cent Gold Bonds

OF THE

New York West Shore & Buffalo Railway Co.

INTEREST PAYABLE JAN. 1 AND JULY 1.

PRINCIPAL PAYABLE JULY 1, 1931

BOTH PRINCIPAL AND INTEREST PAYABLE IN THE CITY OF NEW YORK, IN UNITED STATES GOLD COIN, OR, AT THE OPTION OF THE BEARER, IN THE CITY OF LONDON, IN STERLING MONEY OF GREAT BRITAIN.

COUPON BONDS OF $1,000 OR £200 EACH, CONVERTIBLE INTO REGISTERED CERTIFICATES, IN DENOMINATIONS OF $1,000, $5,000 AND $10,000.

SECURED BY A FIRST AND ONLY MORTGAGE COVERING THE RAILWAY AND ITS EQUIPMENT, FRANCHISES AND PROPERTY OF EVERY DESCRIPTION, NOW OWNED OR HEREAFTER ACQUIRED.

UNITED STATES TRUST COMPANY OF NEW YORK, TRUSTEE.

TOTAL ISSUE AUTHORIZED $50,000,000, ON THE DOUBLE TRACK MAIN LINE BETWEEN THE CITY OF NEW YORK AND THE CITY OF BUFFALO, AND ITS BRANCHES,

Having purchased **$20,262,000** in all of the above described Bonds, of which **$16,145,000** have already been privately sold, we ——— now invite proposals to purchase the remaining **$4,117,000** upon the following terms:

Sealed proposals to be endorsed "Proposals for West Shore Bonds" will be received at our office until Thursday, *May* 10, 1883, *at* 3 *o'clock P. M.*, when they will be opened, in the presence of the bidders, by

JOHN A. STEWART, President
United States Trust Company,
F. N. LAWRENCE, President
New York Stock Exchange, and
H. F. SPAULDING, President
Central Trust Company,

and *will be awarded to the highest bidders, absolutely without reserve.*

Proposals must be accompanied by certified cheques for ten per cent of the value of the Bonds bid for, which amount will be applied, to the extent of ten per cent, upon proposals accepted, or will be returned in full where no awards are made. The remaining 90 per cent of the Bonds must be paid for in three successive monthly instalments of 30 per cent each, commencing June 14, 1883. Purchasers have the *privilege of anticipating, at any time, any or all instalments,* upon giving three days' notice thereof. Interest accrued upon the bonds to date of payment therefor must be paid in all cases.

For the first payment of ten per cent negotiable receipts will be issued, redeemable in Bonds upon full payment for the amount awarded. Bonds will be delivered for all other instalments as paid.

All Bonds delivered will be of those numbers listed at the New York Stock Exchange.

The officials of the West Shore Railway inform us that their road from Weehawken to Syracuse is now nearly ready for the passage of trains, and that the cash assests for the completion of those divisions are ample to place them in first-class condition for full operation. They also state that the road between Syracuse and Buffalo is under contract for completion before August 31, 1883, and that ample funds are provided therefor. They further state that they expect to open the road for business from New York to Albany and Syracuse in July, and through to Buffalo in October.

The New York West Shore & Buffalo Railway is the only Trunk Line terminating at New York City which has but one class of Bonds of a single issue, secured by a uniform First Mortgage covering its entire line and equipment.

By reason of the fifty years fixed before these Bonds can be redeemed, the convenience of registered certificates of large denominations upon which the interest may be collected by cheque, the same as upon Government Bonds, and being the security of a First Mortgage on a Trunk Line traversing the most populous and wealthy portion of the United States, and terminating at its Commercial Metropolis, it is believed that these Bonds will become a favorite American railway investment for trust and other funds requiring permanency, convenience and safety.

Additional particulars and form of proposal furnished upon application.

WINSLOW, LANIER & CO.,

New York, May 5, 1883. **26 NASSAU ST.**

[*Form of Proposal.*]

To Messrs. WINSLOW, LANIER & CO.,
26 NASSAU STREET,
New York:

Enclosed find certified cheque to your order for $, being ten (10) per cent of amount bid for $ par value First Mortgage Bonds of the New York West Shore & Buffalo Railway, for which the undersigned hereby subscribe at the price of per cent, agreeing to pay for the same, or any less amount that may be alloted hereto, upon the terms and conditions set forth in your advertisement for proposals dated May 5, 1883.

Name.....
Address.....
Date.....1883.

May Investments.

Columbus & Indianapolis Central 1st, 7s, 1904.
Clev. & Pittsburg Con. and Equip. 7s, 1913.
New Orleans Jackson & Great Northern 1st, 8s, 1886.
St. L. Vandalia & Terre Haute guar. 2d, 7s, 1898.
Chicago & Southwestern (Rock Island) 1st, 7s, 1899.
Grand Rapids & Ind. Guar. Land Grant 1st 7s, 1899
Ohio & West Virginia (Hocking Valley) 1st, 7s, 1900
Columbus & Hocking Valley 2d 7s, 1892.
Cincinnati, Ohio, 7-30s, due 1902 and 1906.
Columbus, Ohio, 4s, due 1901.
St. Louis Gold 6s, various dates.

CHAS. T. WING,

No. 18 WALL STREET.

(With A. M. Kidder & Co., Bankers,)

Central Trust Company

OF NEW YORK,

15 Nassau St., Cor. of Pine St.

CAPITAL, $1,000,000 in U. S. Bonds.

With $1,000,000 SURPLUS.

Allows interest on deposits, returnable on demand, or on specified dates.

Is a legal depository for money paid into Court. Is authorized to act as Executor, Administrator, Guardian, or in any other position of trust.

Also as Registrar or Transfer Agent of Stocks and Bonds, and as Trustee for Railroad Mortgages.

HENRY F. SPAULDING, President.
FREDERICK P. OLCOTT, } Vice-Presidents.
B. B. SHERMAN, }
C. H. P. BABCOCK, Secretary.
GEORGE SHERMAN, Assistant Secretary.

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No. 7 WALL STREET, NEW YORK.

TEXAS RAILWAYS,

BONDS, LANDS, &c.

Desirable Texas Securities for Investment constantly on hand.

SHOEMAKER & DILLON,

Bankers and Brokers,

NEW YORK, May 1, 1883.

We have Removed to No. 5 Wall St.

Mr. RICHARD G. MURPHY (Member N. Y. Stock Exchange) is to-day admitted a partner in our house, and the firm name is from date,

SHOEMAKER, DILLON & CO.

HENRY F. SHOEMAKER,
J. RHINELANDER DILLON,
Member of N. Y. Stock Exchange.

Spencer Trask. *Geo. F. Peabody.*

Spencer Trask & Co.,

BANKERS AND BROKERS,

70 Broadway, New York City.

Transact a General Banking Business
Stocks Bought and Sold on Margins.
Interest Allowed on Deposits.

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THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

[Entered, according to act of Congress, in the year 1883, by WM. B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

VOL. 36. SATURDAY, MAY 5, 1883. NO. 932.

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The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE *is published in New York every Saturday morning.*

[Entered at the Post Office, New York, N. Y., as second-class mail matter.]

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The office of the CHRONICLE in Liverpool is at No. 5 Brown's Buildings, where subscriptions and advertisements will be taken at the regular rates, and single copies of the paper supplied at 1s. each.

A neat file cover is furnished at 50 cents; postage on the same is 18 cents. Volumes bound for subscribers at $1 00.

WILLIAM B. DANA, } WILLIAM B. DANA & CO., Publishers,
JOHN G. FLOYD. } 79 & 81 William Street, NEW YORK.
POST OFFICE BOX 958.

THE FINANCIAL SITUATION.

Business affairs remain very quiet, and there is little activity either of a speculative or of a legitimate kind. It is felt that so much depends upon the present season's crops, that it would be unwise to enter upon new business of any kind, pending their outcome. At the same time, confidence in the general situation is very strong, and as each succeeding day's favorable weather increases the promise for a large yield of cereals,—assuring a continued heavy tonnage to the railroads and an active and profitable general trade, not only in the farming districts but all through the country,—our mercantile classes become inspired with fresh courage and disposed to view the outlook for the future with most hopeful feelings. Consequently, we find that while values on the Stock Exchange do not show any pronounced tendency towards higher figures, there is yet a very firm undertone, which does not admit of any great decline in prices.

One drawback upon active business at the moment, is the prolongation of cool temperatures, which have now been so long continued that the spring trade is almost hopelessly lost for this year. This is an influence which though temporary in its nature, can not be entirely ignored. Until within the last two days the weather can not be said to have been even reasonably mild in middle latitudes, and yet large stocks of goods were laid in by many houses in anticipation of a heavy demand for them early in April. The wholesale trade has not, perhaps, suffered so much, but among retail dealers—particularly in dry goods—the complaint is well-nigh universal that sales of spring styles of goods have not been possible to even a moderate extent thus far this year. It is feared, therefore, that large portions of the stocks now held will have to be carried over to another season, and while there is no evidence that the trade has been indulging in excess of its limits in its orders this year, or will not be abundantly able to take care of the goods, still collections, where sales were made on credit, can not be expected to be as prompt as they otherwise would be, and the fact of a general disappointment remains, which only an active summer business can remove.

A favorable feature in the financial situation at the moment is the readiness with which railroad loans of large amounts are negotiated, the public being apparently eager to make investments in them and also seemingly possessed of a good deal of ready cash. Within the last few weeks this tendency has become quite pronounced, and some of our leading banking houses have deemed the time opportune for placing heavy blocks of securities, both abroad and in this country, their efforts being in each case crowned with success. Another evidence that would seem to show renewed confidence in railroad properties, and a disposition to again regard them with favor, is the activity that has developed in the better class of bonds on our Stock Exchange, carrying prices for them up very rapidly and very sharply. Each day seems to present some new feature in this respect, and now one and now another of the issues of bonds sold on the Exchange attracts the attention of a horde of apparently greedy buyers, and scores a large advance, prices sometimes rising 2@3 points in a single day. By many this demand for, and rise in, bonds, in the face of a languishing stock market, is hailed with satisfaction as preliminary to a general return of the public to active speculation in stocks, but there are some skeptical enough to believe that it indicates an entire loss of faith in share properties and a disposition on the part of the investor to let the cliques manipulate stocks hereafter at their own expense, rather than at the expense of the public, as heretofore. Besides, it is not at all certain that some of the activity in the bond market on the Exchange—particularly in "specialties"—has not been the work of those intent upon forcing higher stock values.

The market for stocks has this week been affected less by news regarding the crops than it has by speculative manipulation. The leaders seem to recognize the fact that nothing reliable can be ascertained regarding the yield of the important staples of the country at least for a month, and they have apparently left the market in the hands of the professional traders. These speculators, in order to influence prices of certain specialties, put in circulation stories of intended combinations, a few of which may have some basis of truth, but it is probable that the majority have very little foundation in fact. One feature of the market this week was a sharp advance in the bonds of the N. Y. West Shore & Buffalo road. This was accepted by some speculators as an indication that prominent capitalists expected that this new line would prove a very formidable opposition to the N. Y. Central, and free sales of the stock of the last-named company were made, accompanied by the rumor that the New York Central would reduce its dividends. In the early part of the week comparatively little support was given the property, but on Thursday it reacted, the recovery being aided by the favorable exhibit made by the Lake Shore of the business of last year, which, however, showed results no different from those indicated in the preliminary statement as long ago as last December. The rise in Denver & Rio Grande was caused by the announcement that the line will be opened to Ogden, where it will connect with the Central Pacific, by the 10th of May, and there was also a report that the Union Pacific would consent to a favorable traffic arrangement with the road. Central New Jersey was strong in view of the early meeting of its stockholders to take action upon the matter of the removal of the receivership and also upon reports of a lease of the road by the Reading. The combination is now said to include the Reading, the N. Y. Central and the Baltimore & Ohio. As said above, the general market shows a very strong undertone even though there is no positive advance in prices.

Money on call was in good demand early in the week, but this was due to a calling in and changing of loans usual on or about the 1st of May. When this exceptional inquiry ceased, the market resumed its normal condition of ease, aided by the very large payments made by the Treasury for interest and called bonds. The exchanges on New York at nearly all interior points favor this centre, and the return flow of currency is actively in progress. The New York Clearing-House banks, according to reports collected by us, have received from and shipped to the interior gold and legal tenders as follows the past week.

Week Ending May 4, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency	$3,131,000	$425,000	Gain. $2,706,000
Gold	....	360,000	Loss. 360,000
Total gold and legal tenders	$3,131,000	$785,000	Gain. $2,346,000

The above shows the actual changes in the bank holdings of gold and legal tenders caused by this movement to and from the interior. In addition to that movement our City banks have gained $6,244,701 through the operations of the Sub-Treasury, and $200,000 by payments by the Assay Office for Canadian coin. Adding these items, therefore, to the above, we have the following, which should indicate the total gain to the New York Clearing-House banks of gold and legal tenders for the week covered by the bank statement to be issued to-day. As however the larger portion of the Treasury payments were made during the last few days, and will therefore count only in small part in this week's return, (under the Clearing House system of averaging the bank holdings), the gain here indicated will not be shown to anywhere near its full amount in to-day's report.

Week Ending May 4, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	$3,131,000	$785,000	Gain. $2,346,000
Sub-Treasury operations, net	6,244,701	.....	Gain. 6,244,701
Imports of gold, or Assay Office payments.....	200,000	.....	Gain. 200,000
Total gold and legal tenders.....	$9,575,701	$785,000	Gain. $8,790,701

Foreign exchange has been a little more active this week, and at one time the market was strong, particularly for sight, mainly in consequence of the expectation that the Bank of England rate would be advanced on Thursday, money in the open market at London being close up to the minimum rate at the Bank. When it was seen that there was no change on the regular Bank day, sterling fell off, and the market became dull again. Bankers do not look for any very decided fall in exchange for the present at least. So far as securities are concerned, the movement is not large either way. The following shows relative prices of leading bonds and stocks in London and New York at the opening each day.

	April 30.		May 1.	May 2.		May 3.		May 4.	
	Lond'n prices.*	N.Y. prices.		Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S. 4s, c.	119·79	119⅞	Holiday in London.	119·92	119⅞	119·67	119¾	119·43	119⅝
U.S. 3½s.	103·27	103		102·77	103⅛	102·77	103	102·66	103
Erie.....	37·05	36⅞		36·97	36⅛	37·09	37	36·93	37¼
2d con.	98·17	98		98·27	98	98·27	98	98·17	98
Ill. Cent.	144·82	144¼		144·49	144¼	144·73	145	144·72	145
N. Y. C..	125·63	125⅛		124·05	123⅞	124·54	124	123·93	123¾
Reading	27·82†	55⅜		27·60†	54¾	27·73†	55	27·70†	55¼
Ont. W'n	27·94	28		27·73	27½	27·73	27⅝	27·21	28⅛
St. Paul	103·51	103¼		102·77	102⅞	103·38	103⅛	103·76	103¾
Exch'ge, cables.	4·86			4·86¼		4·86¼		4·86	

*Expressed in their New York equivalent.
†Reading on basis of $50, par value.

The Bank of England return for the week shows a los of £175,000 bullion, and of 4⅛ per cent in the proportion of reserve to liabilities. The Bank of France reports an increase of 7,650,000 francs gold and of 4,125,000 francs silver, and the Bank of Germany, since the last return, shows a decrease of 3,720,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	May 3, 1883.		May 4, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England	21,010,805	.....	23,272,928	.....
Bank of France	40,297,058	41,999,254	35,824,120	46,041,223
Bank of Germany	7,661,250	22,983,750	7,026,000	21,078,000
Total this week	68,969,113	64,983,004	66,123,048	67,119,223
Total previous week	68,971,946	65,218,670	66,122,594	66,801,214

The Assay Office paid $338,037 for domestic and $200,000 for foreign bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Apr. 27...	$372,554 01	$60,000	$27,000	$193,000	$92,000
" 28...	224,520 48	15,000	15,000	161,000	34,000
" 30...	483,319 08	76,000	36,000	242,000	129,000
May 1...	542,286 30	60,000	56,000	285,000	141,000
" 2...	237,973 53	26,000	15,000	164,000	82,000
" 3...	431,696 37	21,000	20,000	269,000	122,000
Total.	$2,312,349 77	$258,000	$169,000	1,314,000	$600,000

THE PROGRESS IN OUR FOREIGN TRADE.

Continued improvement marks the course of our foreign trade. Especially noteworthy is the progress compared with a year ago. Then our merchandise imports monthly exceeded our exports, and gold in large quantities

went out; now the trade balance is in our favor, exports exceed imports, and gold is coming in. The contrast is forcibly shown in the return of our foreign commerce for March, issued this week by the Bureau of Statistics, recording an excess of merchandise exports for the month of $16,912,703, against a similar excess of 10½ millions in February, and against an excess of *imports* in March last year of about 6 millions. Thus there is a difference in favor of this year for the latter month, of almost 23 million dollars. For the first quarter of the year the excess in our favor is $50,900,163, against an excess last year on the wrong side of $245,495, making a difference for that period of over 51 million dollars. This change is to be ascribed mainly to our larger exports—particularly of breadstuffs and cotton—but also in some measure to our smaller imports, the three months of this year showing, on the latter, a total over 10 millions below that of 1882. In the following table we have an interesting comparison of the monthly imports and exports for five years past. It will be observed that the balance in our favor for the three months is not as large as it was in either 1879 or 1881, but is over twice as large as it was in 1880.

	1879.	1880.	1881.	1882.	1883.
Exports Merchandise.	$	$	$	$	$
January	59,409,194	66,997,173	74,078,962	64,921,051	80,380,253
February	61,828,737	59,956,673	67,733,807	[illegible]	66,855,239
March	66,154,745	77,350,547	85,068,794	62,613,872	77,650,374
Total	190,392,676	204,304,393	226,881,563	184,141,456	224,885,866
Imports Merchandise.					
January	33,515,640	55,208,488	45,284,85-	56,956,224	56,947,514
February	35,373,419	55,647,471	47,759,493	58,826,928	56,300,518
March	41,856,611	70,886,561	60,709,174	68,603,801	60,737,671
Total	110,745,670	181,742,520	153,753,525	184,386,951	173,985,703
Excess of Exports	79,647,006	22,561,873	73,128,038	def.245,495	50,900,163

The exports for the three months are larger than in any other year except 1881, and not 2 millions behind that year; while the imports are smaller than in either 1882 or 1880, but above 1881, and of course very much larger than in 1879, when enforced contraction, consequent upon many years of business depression, was still the rule. It is the last month of the three—March—however, that is particularly noteworthy for progress towards lower figures in imports. In that month we imported 8 millions less than in the corresponding month of 1882, 10 millions less than in 1880, and but a trifle more than in 1881, so that the comparison may be said to be favorable to the present on every year except 1879, when, for the reason stated, imports were very small. It is possible that the smaller total this year is in part due to a disposition to take advantage of lower duties later on, by reason of the change in the tariff laws, but as the same object would be attained by keeping the goods in bond, and as the major part of our imports represent goods ordered many weeks previously—which in the present case would carry the orders back into February, before the law was passed—the influence of the change in duties should be most clearly seen in an addition to the stocks in the warehouses. And here we find a further increase of 2 millions during the month of March, bringing the total up to $35,471,813 on the 1st of April, against $27,947,622 on the 1st of December, and against only $23,845,962 on the 1st of April a year ago.

While the imports fell off eight millions, compared with a year ago, the exports increased no less than fifteen millions, thus accounting for the difference of twenty-three millions between March, 1882, and March, 1883, in the balance in our favor, alluded to above. The large excess of exports in the latter period—almost seventeen million dollars—also shows what basis there was for the resumption of gold imports during that month. The total influx to be sure was not very large, the net amount being about three million dollars, but still it was an improvement on the months immediately preceding and was accepted as an earnest of the improved condition of our trade. The movement of gold the other way during February, which the preliminary return for that month disclosed, was not at first understood, but it is known now that it was due to mere temporary circumstances. It should be said that instead of over a million dollars having been sent out, as the earlier report stated, only $745,715 it appears by the corrected figures was actually sent, and of this we find on examination just $600,000 was shipped to the Dominion of Canada, to relieve the stringency in money which prevailed there at that time. With the exception of February, however, every month since last August has shown a net movement of gold in favor of the United States, the total varying from about one million to pretty nearly four millions per month. As a consequence, the seven months from September to March, inclusive, record an influx of gold of $14,204,457, against which there was a total efflux of only $1,626,784, leaving the net import of gold during that period somewhat over 12½ million dollars. Of course, silver—which finds little favor with us in the present condition of things, and which, being one of our domestic products, must seek a market abroad—shows a balance on the side of exports, the total outward movement reaching $11,477,306, against an import movement of $7,088,076 during the same seven months, leaving the net silver export $4,389,230.

As to the merchandise exports, and how the increase of 15 millions over March, 1882, was brought about, it is only necessary to say that the breadstuffs exports contributed a gain of 5½ millions and provisions a gain of 2 millions, or together 7½ millions—one-half the total increase—and that cotton and other items contributed the remainder, the cotton exports in 1883 being 503,290 bales, against 401,661 bales in March, 1882, though prices this year were pretty nearly two cents per pound lower than then. The following table shows the exports, as well as the imports, at each port, for March and the three months to the end of March, this year and last.

EXPORTS AND IMPORTS OF MERCHANDISE AT U. S. PORTS.

Exports (Domestic and Foreign.)	1883.		1882.	
	March.	*Since Jan. 1.*	*March.*	*Since Jan. 1.*
	$	$	$	$
New York	32,141,329	89,458,621	25,572,484	79,179,745
New Orleans	11,048,656	33,238,607	9,819,98-	22,534,100
Baltimore	4,914,768	14,818,582	2,936,017	7,071,239
Boston, &c.	6,253,846	15,592,859	5,991,300	16,067,396
Philadelphia	4,032,693	9,837,772	1,883,005	7,546,926
San Francisco	4,079,368	12,838,836	4,315,951	13,046,663
All other ports	15,179,714	49,100,589	12,095,127	38,695,387
Total	77,650,374	224,885,866	62,613,872	184,141,456
Imports.				
New York	42,182,761	123,923,100	45,879,312	129,740,716
New Orleans	698,873	2,285,089	1,368,942	3,365,512
Baltimore	1,279,903	3,540,620	1,366,467	3,295,449
Boston, &c.	6,875,349	17,898,589	7,457,686	17,766,140
Philadelphia	3,195,665	7,524,493	3,786,435	9,195,225
San Francisco	3,259,078	10,373,873	3,951,689	8,719,938
All other ports	3,246,036	8,439,959	4,790,270	12,303,971
Total	60,737,671	173,985,703	68,603,801	184,386,951

Here every port shows larger exports in March, 1883, than in March, 1882, except San Francisco, and considering the special prominence which that port had last year in the breadstuffs exports, the decrease there this year is insignificant. A fact of some importance, however, in connection with San Francisco's breadstuffs shipments, is the high average realized this year on the March exports of wheat. We see that while in March, 1882, that port sent out 2,831,578 bushels, valued at $2,781,873, in March 1883 it sent out only 1,849,359 bushels, but valued at as much as $2,177,455.

In other words, while the shipments last year were at an average of about 98 cents per bushel, this year they were at an average of about $1 18 per bushel, or 20 cents more, and this despite the fact that the total production of wheat in the country this last year was 120 million bushels greater than in the previous season. The explanation is found in the outlook that prevailed with regard to next season's crop and in the low rates of freight ruling this year. The latter of course is an important element in the calculation, since freight constitutes quite an item in the total cost to the foreign consumer, and any fall in it, therefore, offers, other things being equal, a corresponding margin for a rise in values here.

Now in March the outlook for the present season's wheat crop in California was anything but cheering. There had been a long period of drought, and the plant was in a very precarious condition, which nothing but immediate rains could relieve. There was consequently not only a disposition to hold on to last year's surplus in anticipation of higher prices later on should the crop prove a total failure, but also a very strong tendency to discount the possibility of a failure by an immediate rise in values. These facts checked exports at San Francisco, as we see by the falling off of pretty nearly a million bushels from March, 1882, and this falling off in exports diminished the demand for freight-room and caused a decline in rates, thus offering still further opportunity for holders to advance prices.

With copious rains, however, the latter part of March, which came just in the nick of time, the speculation for higher prices was broken, and in April there was a heavy fall in values and an immediate increase in exports. In its issue of April 12 the San Francisco *Herald* remarked that up to that date in April more grain charters had been written than during the whole of March; that freights had advanced; and that, since the rains, wheat had declined 40 cents a cental, equivalent to 24 cents a bushel. Another month, therefore, we may expect to see a much lower average for San Francisco's wheat exports. The following table shows the breadstuffs ond provisions exports from each port, which, when taken in connection with the large increase in the cotton shipments, will, in most cases, explain the difference between this year and last in the export movement at the ports in the table above.

EXPORTS OF BREADSTUFFS AND PROVISIONS FROM LEADING PORTS.

Breadstuffs.	1883.		1882.	
	March.	*Since Jan. 1.*	*March.*	*Since Jan. 1*
	$	$	$	$
New York	6,919,806	19,232,100	5,429,692	15,107,721
New Orleans	1,820,562	3,482,588	420,888	511,598
Baltimore	2,979,550	8,374,749	1,490,273	3,318,487
Boston	1,275,789	3,211,388	1,042,153	2,801,954
Philadelphia	1,589,192	3,438,746	262,385	1,111,766
San Francisco	2,784,608	9,658,814	3,155,615	9,817,928
Other ports	432,768	2,012,447	613,900	2,898,169
Total	17,802,275	49,410,962	12,414,906	35,567,623
Provisions, &c.				
New York	7,174,517	21,066,617	4,668,407	20,236,787
New Orleans	8,066	26,514	4,528	17,076
Baltimore	90,037	741,963	122,091	339,092
Boston	1,482,505	4,577,268	2,000,836	5,248,391
Philadelphia	893,901	2,544,889	727,681	3,264,571
San Francisco	45,948	98,856	32,174	87,013
Other ports	246,455	994,196	437,612	1,247,360
Total	9,941,429	30,050,303	7,993,329	30,440,290

As in the previous months of this year, the main features in the individual items of breadstuff exports are the continued large shipments of flour and the heavy increase over 1882 in the exports of corn. Of the latter we exported in March this year 8,197,829 bushels, against only 2,586,726 bushels in March, 1882; but what is most significant is that the shipments of corn for the three months reach 17,673,264 bushels, while for the whole of 1882 they were only 15,389,658 bushels. The following table gives the details of the breadstuffs exports for March and the first quarter of the year.

EXPORTS OF BREADSTUFFS IN MARCH AND SINCE JANUARY 1.

March.	*Quantity.*		*Value.*	
	1883.	1882.	1883.	1882.
			$	$
Barley ..... bush.	41,585	8,526	31,541	6,863
Corn ..... bush.	8,197,829	2,586,726	5,638,189	1,879,380
Corn-meal ..... bbls.	17,654	18,976	63,044	66,328
Oats ..... bush.	19,753	23,708	11,854	13,155
Rye ..... bush.	83,620	115,449	64,517	104,390
Wheat ..... bush.	6,158,652	6,292,343	7,265,087	7,328,727
Wheat-flour ... bbls.	803,200	499,326	4,728,043	3,016,063
Total			17,802,275	12,414,906
Since Jan. 1.				
Barley ..... bush.	72,495	28,760	52,326	22,936
Corn ..... bush.	17,673,264	6,664,571	12,208,513	4,787,662
Corn-meal ..... bbls.	56,189	56,699	200,135	191,971
Oats ..... bush.	59,592	69,365	34,646	39,411
Rye ..... bush.	195,096	264,783	153,840	251,778
Wheat ..... bush.	18,829,983	18,383,037	21,368,110	21,204,407
Wheat-flour ... bbls.	2,641,319	1,508,556	15,393,292	9,069,458
Total			49,410,862	35,567,623

In the provisions shipments there is a tendency towards larger exports in some items, but this is significant chiefly as showing that we are improving somewhat on the low totals of a year ago. The figures do not as yet begin to approach those of 1881. For instance, though the total for March is two millions above last year, it is pretty nearly 4½ millions below 1881, and the shipments of bacon and hams, which are adversely affected by European prohibition, are less than 5 millions this year, against over 7 millions in March, 1881. Subjoined are the figures for two years.

EXPORTS OF PROVISIONS, &C., IN MARCH AND SINCE JANUARY 1.

March.	*Pounds.*		*Value.*	
	1883.	1882.	1883.	1882.
			$	$
Beef, fresh and salted	17,186,565	11,308,523	1,750,676	1,031,317
Bacon and hams	44,328,035	29,850,973	4,833,848	3,051,329
Lard	15,882,020	21,383,998	1,944,699	2,412,310
Pork	5,062,254	6,177,024	485,148	574,941
Tallow	3,361,887	5,131,028	266,227	410,047
Butter	2,076,882	488,532	381,524	102,176
Cheese	3,391,145	3,693,022	379,309	411,209
Total			9,941,429	7,993,329
Since Jan. 1.				
Beef, fresh and salted	41,727,111	34,143,792	4,165,949	3,146,203
Bacon and hams	136,817,878	138,096,994	14,583,039	13,813,231
Lard	62,230,148	72,022,342	7,028,338	8,227,093
Pork	19,043,327	23,632,499	1,830,645	2,053,912
Tallow	9,839,238	15,342,255	788,061	1,257,338
Butter	3,893,494	1,470,905	744,306	302,850
Cheese	8,206,738	14,912,073	909,965	1,639,663
Total			30,050,303	30,440,290

COTTON CONSUMPTION AND OVERLAND MOVEMENT TO MAY 1.

Our overland statement we are able to bring down to day to May 1. The figures now cover the first eight months of the season.

OVERLAND MOVEMENT TO MAY 1, 1883.

The *gross* shipments overland during April show a small increase as compared with the corresponding period in the two preceding years. The movement for the month was 89,155 bales, against 80,683 bales last season and 82,083 bales in 1881; for the eight months up to May 1 the gross total reaches 1,078,811 bales, against 997,768 bales to May 1, 1882, and 920,775 bales to the same day in 1881. The figures of *net* for the month, however, show a decrease from the figures of last season, but are a little in excess of those of the preceding one; still for the season up to date the excess this year is very pronounced, the totals for the eight months being 599,862 bales, against 429,630 bales in 1881–82 and 472,241 bales in 1880–81. The following statement gives the details for the first eight months of this season, and the two previous years.

OVERLAND FROM SEPTEMBER 1 TO MAY 1.

	1882-83.	1881-82.	1880-81.
Since September 1, shipped—			
From St. Louis	387,508	332,958	331,059
Over Illinois Central	21,448	5,271	37,126
Over Cairo & Vincennes	189,075	140,035	102,350
Over the Mississippi River, above St. L..	*111,000	95,969	135,452
Over Evansville & Terre Haute	26,064	14,927	21,377
Over Jeffersonville Mad. & Indianapolis	48,429	90,367	68,593
Over Ohio & Mississippi Branch	56,342	21,050	35,616
Over Louisville Cincinnati & Lexington	47,368	96,213	35,950
Receipts at Cincinnati by Ohio River	40,319	52,238	40,708
Receipts at Cincinnati by Cin. South'rn	68,513	122,362	71,778
Over other routes	74,459	12,251	25,628
Shipped to mills, not included above	8,284	14,127	12,138
Total gross overland	1,078,811	997,768	920,775
Deduct—			
Receipts overland at N.Y., Boston, &c.	439,378	443,407	376,615
Shipments between (or South from) Western interior towns	14,314	5,511	10,659
Shipments inland (not otherwise deducted) from—			
Galveston	50	11,192	836
New Orleans	37	15,097	1,953
Mobile	21,963	79,039	43,774
Savannah	.....	.....	.....
Charleston	.....	.....	.....
North Carolina ports	754	4,768	5,165
Virginia ports	2,453	8,994	9,532
Total to be deducted	478,949	568,138	448,534
Leaving total net overland†	599,862	429,630	472,241

*This month's movement estimated.
†This total includes shipments to Canada by rail, which since Sept. 1, 1882, amount to 34,615 bales.

RECEIPTS, EXPORTS AND SPINNERS' TAKINGS.

The port movement during the month of April, as our weekly statements have indicated, has nearly doubled that during the same month of 1882, and shows an excess over April, 1881, of 273 bales. The total port receipts are now 1,191,954 bales larger than last season, and 270,833 bales greater than in 1880–81. Foreign exports are now 1,068,035 bales in excess of 1881–2, and show an increase over 1880–81 of 243,059 bales. Stocks, both at the ports and the interior towns, are greater than on May 1, last year, the excess in the former being 48,622 bales, and in the latter about 32,000 bales. Our usual table of receipts, exports, &c., is given below.

Movement from Sept. 1, 1882 to May 1, 1883.	*Receipts since Sept. 1, 1882.*	*Receipts since Sept. 1, 1881.*	EXPORTS SINCE SEPT. 1, 1882, TO—				*Stocks May 1.*
			*Great Britain**	*France.*	*Continent.*	*Total.*	
Galveston	785,470	410,538	299,235	36,740	151,129	487,104	53,045
Indianola, &c.	16,292	13,598	.....	.....	.....	.....	.....
New Orleans	1,578,060	1,147,272	728,838	271,513	405,498	1,405,849	200,419
Mobile	304,307	253,277	32,330	9,350	1,100	42,780	20,839
Florida	18,230	27,065	.....	.....	100	100	.....
Savannah	788,785	704,784	101,602	25,658	276,979	404,239	22,955
Brunswick, &c.	5,508	6,964	.....	.....	.....	.....	.....
Charleston	556,110	480,281	130,761	24,775	197,745	353,301	24,517
Port Royal, &c.	23,757	24,071	299	.....	2,990	3,289	605
Wilmington	125,123	133,097	51,596	.....	4,590	56,186	5,369
Moreh'd C., &c.	18,719	26,229	.....	.....	.....	.....	.....
Norfolk	753,218	581,714	328,082	.....	19,804	347,886	49,202
West Point, &c.	217,232	185,858	29,184	.....	.....	29,184	.....
New York	134,713	154,073	403,790	25,370	141,540	570,700	235,605
Boston	162,826	201,799	141,095	.....	443	141,538	6,035
Baltimore	51,000	14,096	136,301	4,718	49,950	190,969	25,389
Philadelphia, &c.	90,839	73,529	70,130	.....	2,986	73,116	14,849
Total 1882-83	5,630,189	.....	2,453,263	398,124	1,254,854	4,106,241	659,426
Total 1881-82	.....	4,438,235	2,028,488	316,561	693,157	3,038,206	610,804
Total 1880-81	.....	5,359,356	2,392,963	486,131	984,088	3,863,182	592,990

* Great Britain exports include to the Channel.

Using the facts disclosed by the foregoing statements, we shall find that the portion of the crop which has reached a market through the outports and overland, and the Southern consumption since September 1 this year and the two previous years, is as follows.

	1882-83.	1881-82.	1880-81.
Receipts at the ports to May 1.....bales.	5,630,189	4,438,235	5,359,356
Net shipments overland during same time	599,862	429,630	472,241
Total receipts.....bales.	6,230,051	4,867,865	5,831,597
Southern consumption since September 1.	275,000	210,000	175,000
Total to May 1.....bales.	6,505,051	5,077,865	6,006,597

The increase in the amount of cotton marketed during the first eight crop months of 1882–83 is thus seen to be 1,427,186 bales over 1881-82 and 498,454 bales over 1880-81. To determine the portion which has gone into the hands of Northern spinners during the same period, we have prepared the following.

Total receipts to May 1, 1883, as above.....bales.		6,505,051
Stock on hand commencement of year (Sept. 1, 1882)—		
At Northern ports	98,392	
At Southern ports	21,930	—120,722
At Providence, &c., Northern interior markets	3,510	— 124,232
Total supply to May 1, 1883		6,629,283
Of this supply there has been exported to foreign ports since Sept. 1, 1882	4,106,241	
Less foreign cotton included	3,562	—4,102,679
Sent to Canada direct from West		34,615
Burnt North and South		1,344
Stock on hand end of month (May 1, 1883)—		
At Northern ports.....bales	282,478	
At Southern ports	376,948	—659,426
At Providence, &c., Northern interior markets	17,251	—4,815,315
Total takings by spinners since September 1, 1882		1,813,968
Taken by Southern spinners		275,000
Taken by Northern spinners since September 1, 1882		1,538,968
Taken by Northern spinners same time in 1881-82		1,392,887
Increase in takings by Northern spinners this year..bales.		146,081

The above indicates that Northern spinners had up to May 1 taken 1,538,968 bales, an increase over the corresponding period of 1881-82 of 146,081 bales, and an increase over the same months of 1880-81 of 60,153 bales.

AMOUNT OF CROP NOW IN SIGHT.

In the foregoing we have the number of bales which have already been marketed this year and the two previous seasons. An additional fact of interest is the total of the crop which was in sight on May 1, compared with a year ago. We reach that point by adding to the above the stock remaining at that date at the interior towns, less stock held by them at the beginning of the season. In this manner we find the result for the three years on May 1 to be as follows.

	1882-83.	1881-82.	1880-81.
Total marketed, as above....bales.	6,505,051	5,077,865	6,006,597
Interior stocks in excess of Sept. 1	168,000	112,400	182,000
Total in sight.....bales.	6,673,051	5,190,265	6,188,597

This indicates that the increased movement up to this date of the present year is 1,482,786 bales as compared with 1881–82, and 484,454 bales as compared with 1880–81.

WEIGHT OF BALES.

To furnish a more exact measure of the receipts up to May 1, we give below our usual table of the weight of bales. We give for comparison the figures for the same time in the two previous seasons.

	Eight Months ending May 1, 1883.			*Same per'd in 1881-82.*	*Same per'd in 1880-81*
	Number of Bales.	*Weight in Pounds.*	*Average Weight.*	*Average Weight.*	*Average Weight.*
Texas	801,762	415,761,703	515·36	504·95	512·93
Louisiana	1,578,060	760,782,726	482·10	467·99	485·00
Alabama	304,307	153,066,421	503·00	494·00	508·00
Georgia*	812,523	392,123,600	482·60	471·63	480·00
South Carolina	579,867	274,103,131	472·70	462·38	472·05
Virginia	970,450	464,457,370	478·60	470·11	473·42
North Carolina	143,842	67,761,089	471·08	468·76	469·68
Tennessee, &c.	1,314,240	659,091,360	501·50	476·66	500·00
Total	6,505,051	3,187,147,400	489·95	474·58	487·49

* Including Florida.

It will be noticed that the movement up to May 1 shows an increase in the average weight as compared with the same periods of the last two years, the average this year being 489·95 lbs. per bale, against 474·58 lbs. per bale for the same time in 1881-82, and 487·49 in 1880-81.

THE COTTON GOODS TRADE IN APRIL.

The demand for cotton goods was light and irregular throughout the month, and price concessions were found necessary in order to move accumulated stocks of colored cottons and low and low-medium bleached goods. Fine bleached shirtings, fine and heavy-fine brown goods and wide sheetings are in relatively light supply and steady, but in most other respects prices have favored the buyer, and the market closed unsettled. Print cloths were in good demand and steady. The stock of cloths held has been somewhat reduced during the month, and is now about 600,000 pieces, against 750,000 pieces on April 1, 675,000 pieces March 1, and 1,290,000 pieces May 1 last year.

April.	1883.			1882.			1881.		
	Cott'n low middling.	Printing cloths, 64x64	Sheetings, standard.	Cott'n low middling.	Printing cloths, 64x64	Sheetings, standard.	Cott'n low middling.	Printing cloths, 64x64	Sheetings, standard.
1	.....	..S..	.....	11 11/16	3·77	8 1/4	9 15/16	3 13/16	8 1/2
2	9 9/16	3·62	8	.....	..S.	.....	9 15/16	3 3/4	8 1/2
3	9 9/16	3·60	8	11 5/8	3·77	8 1/4	.....	..S..	.....
4	9 1/2	3·60	8	11 5/8	3·77	8 1/4	9 15/16	3 3/4	8 1/2
5	9 1/2	3·60	8	11 5/8	3·77	8 1/4	10	3 3/4	8 1/2
6	9 1/2	3·59	8	11 5/8	3·77	8 1/4	10	3 3/4	8 1/2
7	9 1/2	3·59	8	.....	..Holi	day ..	10 1/16	3 3/4	8 1/2
8	.....	..S..	.....	.....	..Holi	day ..	10 1/16	3 3/4	8 1/2
9	9 9/16	3·59	8	.....	..S..	.....	10 1/16	3 3/4	8 1/2
10	9 9/16	3·56	8	11 5/8	3·77	8 1/4	.....	..S..	.....
11	9 9/16	3·56	8	11 5/8	3·77	8 1/4	10 1/16	3 3/4	8
12	9 5/8	3·56	8	11 11/16	3·77	8 1/4	10 1/8	3 13/16	8
13	9 5/8	3·56	8	11 3/4	3·77	8 1/4	10 1/8	3 7/8	8
14	9 3/4	3·56	8	11 13/16	3·77	8 1/4	10 1/8	3 7/8	8
15	.....	..S..	.....	11 13/16	3·77	8 1/4	H'day	3 7/8	8
16	9 3/4	3·60	8	.....	..S..	.....	H'day	3 7/8	8
17	9 11/16	3·60	8	11 13/16	3·77	8 1/4	.....	..S..	.....
18	9 11/16	3·60	8	11 13/16	3·79	8 1/4	10 1/8	3 7/8	8
19	9 3/4	3·60	8	11 13/16	3·88	8 1/4	10 1/16	3 7/8	8
20	9 3/4	3·60	8	11 13/16	3·92	8 1/4	10	3 7/8	8
21	9 3/4	3·60	8	11 13/16	3·94	8 1/4	10	3 13/16	8
22	.....	..S..	.....	11 13/16	3·94	8 1/4	10	3 13/16	8
23	9 3/4	3·60	8	.....	..S..	.....	10	3 13/16	8
24	9 3/4	3·60	8	11 13/16	3·94	8 1/4	.....	..S..	.....
25	9 3/4	3·60	8	11 13/16	3·94	8 1/4	10	3 13/16	8
26	9 13/16	3·60	8	11 13/16	3·94	8 1/4	10	3 13/16	8
27	9 13/16	3·60	8	11 13/16	3·94	8 1/4	10	3 3/4	8
28	9 13/16	3·60	8	11 13/16	3·94	8 1/4	10	3 3/4	8
29	.....	..S..	.....	11 13/16	3·94	8 1/4	9 15/16	3 3/4	8
30	9 7/8	3·60	8	.....	..S..	.....	9 15/16	3 3/4	8

The above prices are—For cotton, low middling upland at New York, for printing cloths, manufacturers' prices; for sheetings, agents' prices which are subject to an average discount of 5 per cent.

FINANCIAL REVIEW OF APRIL, 1883.

The month of April was less satisfactory in many respects than bankers had generally anticipated. The city banks recovered very slowly from the drain upon them, which had reduced their reserves for several weeks below the 25 per cent legal requirement, and up to their last statement on the 28th of the month, the banks had but just reached the point where a surplus was shown.

The money market, although not seriously troubled, was kept in a state of uncertainty by the low condition of the banks, and rates on call were higher than they otherwise would have been.

In government bonds the transactions were reasonably active, partly from the purchases of parties in other States who were preparing themselves for taxation on the first of May, and partly from legitimate buying on the part of moneyed institutions and other large investors. In railroad bonds there was a good business, well distributed throughout the list, for investment account. The prices of nearly all the good bonds advanced, notwithstanding the comparatively sluggish condition of the stock market. A feature of the market was the activity in bonds of new roads whose prospects for earning interest on their debt are regarded as favorable, and there were also considerable dealings in land grant and income bonds, which in many cases are commanding increased favor.

In April the course of speculative stocks was unsatisfactory, and it was a disappointment to many holders of stocks that after the market had taken a fair start in the early part of the month, and gave promise of a healthy active movement, it should again sag off and relapse into such a dull condition. It is possible that some of the large operators availed themselves of the advance to realize on a part of their holdings, but whether or not this was so to any great extent, it seemed obvious that they did little or nothing to advance the general list.

Mr. Gould returned from his southern trip, and the lease of Wabash to St. Louis & Iron Mountain was negotiated; also the sale of Hannibal & St. Joseph stock was made to the Chicago Burlington & Quincy; but these matters failed to galvanize the market into general activity.

Foreign exchange remained tolerably firm in April, and the negotiation of a few loans abroad did not have the effect of materially weakening it. Commercial bills appeared to be only in moderate supply, and were easily absorbed by the demand for them.

The following summary shows the condition of the New York City Clearing-House banks, rate of foreign exchange, and prices of leading securities and articles of merchandise, on or about the 1st of May, 1881, 1882 and 1883.

STATISTICAL SUMMARY ON OR ABOUT MAY 1, 1881, 1882 AND 1883.

	1881.	1882.	1883.
New York City Banks—			
Loans and discounts	$ 304,435,200	310,989,100	312,895,000
Specie	$ 69,289,400	65,989,900	53,736,800
Circulation	$ 18,600,100	18,942,500	16,342,400
Net deposits	$ 294,536,300	297,250,800	289,922,400
Legal tenders	$ 15,784,700	19,218,400	19,639,000
Legal reserve	$ 73,634,075	74,312,700	72,480,600
Reserve held	$ 85,074,100	85,208,300	73,375,800
Surplus reserve	$ 11,440,025	10,895,600	895,200
Money, Exchange, Silver—			
Call loans	3@6	1 1/2@3 1/2	3@7
Prime paper, sixty days	4@4 1/2	4 1/2@5	5@6
Silver in London, per oz	51 3/4d.	52 1/4d.	50 7/16d.
Prime sterling bills, 60 days	4 83@4 83 1/2	4 87 1/2-4 88	4 84
United States Bonds—			
3s, registered, option U. S	.....	101 1/4	103 1/4
6s, currency, 1898	133	138	130
5s, 1881, (continued at 3 1/2)	.....	102 1/4	103
4 1/2s, 1891, coupon	114 5/8	116	113 1/2
4s of 1907, coupon	116 1/8	121	119 7/8
Railroad Stocks—			
New York Central & Hud. Riv.	145	125 1/4	125 1/4
Erie (N. Y. L. E. & W.)	47 1/8	35 1/2	37 1/4
Lake Shore & Mich. Southern	126 1/2	100 1/4	111 7/8
Michigan Central	108 5/8	79 7/8	94 5/8
Chicago Rock Island & Pacific	137	128 1/2	126
Illinois Central	136 1/4	135 7/8	145 1/4
Chicago & Northwestern, com.	125	123	135 1/3
Chicago Milw. & St. Paul, com.	113 1/4	111 5/8	103 5/8
Delaware Lack. & Western	118 1/8	118 1/3	128 1/4
Central of New Jersey	97 1/4	68 3/4	76 5/8
Merchandise—			
Cotton, Middl'g Uplands, ℔ lb.	10 5/8	12 1/4	10 1/2
Wool, American XX, ℔ lb.	34@41	36@44	37@47
Iron, Amer. pig, No. 1, ℔ ton.	24 00@25 00	25 00@26 00	22 00@23 00
Wheat, No. 2 red win. ℔ bush.	1 25 1/2@1 26	1 48@1 49	1 22 1/2@1 25
Corn, Western mixed, ℔ bush.	62 1/2	80@85	57 1/2@68
Pork, mess, ℔ bbl.	17 75	18 37 1/2-18 80	19 90@20 00

The statements of the New York City Clearing House banks in each week of April were as follows:

NEW YORK CITY BANK MOVEMENTS IN APRIL.

N. Y. City Bank Statements.	April 7.	April 14.	April 21.	April 28.
Loans and discounts	$311,039,400	$310,222,000	$310,807,000	$312,895,000
Specie	50,620,400	53,092,800	53,869,800	53,736,800
Circulation	16,532,000	16,493,800	16,490,300	16,342,400
Net deposits	286,880,400	284,145,000	286,676,100	289,922,400
Legal tenders	15,923,700	17,885,100	18,423,500	19,039,000
Legal reserve	$70,245,100	$71,037,250	$71,669,025	$72,480,600
Reserve held	66,544,100	70,747,000	72,293,300	73,375,800
Surplus	* $3,701,000	* $289,350	$624,275	$895,200
Range of call loans	4@15	4 @8	3 1/2@6	3@6
Rate of prime paper	6@6 1/2	5 1/2@6	5 1/2@6	5@6

* Deficit.

CLOSING PRICES OF GOVERNMENT SECURITIES IN APRIL, 1883.

Apr.	5s, con. tin'd at 3 1/2	4 1/2s, 1891, coup.	4s, 1907, coup.	3s, opt'n U. S. reg.	6s, Cur., 1898, reg.	Apr.	5s, con. tin'd at 3 1/2	4 1/2s, 1891, coup.	4s, 1907, coup.	3s, opt'n U. S. reg.	6s, Cur., 1898, reg.
1	.....	.....	..S..	.....	.....	19	.....	113 3/8	119 5/8	103 3/8	.....
2	.....	.....	x	x03 1/2	.....	20	.....	113 1/4	119 5/8	103 3/8	.....
3	.....	.....	.....	.....	.....	21	.....	.....	119 5/8	.....	.....
4	.....	.....	119 3/8	.....	.....	22	.....	.....	..S..	.....	.....
5	.....	113 1/2	119 3/8	103 3/4	.....	23	.....	.....	119 5/8	.....	.....
6	.....	113 1/2	119 1/4	.....	.....	24	.....	.....	119 5/8	.....	.....
7	.....	.....	120	103 1/2	.....	25	.....	113 1/8	119 1/2	103	.....
8	.....	.....	..S.	.....	.....	26	.....	113 1/8	119 7/8	.....	.....
9	.....	113 3/4	119 3/4	.....	.....	27	.....	.....	119 3/4	.....	.....
10	.....	.....	119 3/8	.....	.....	28	.....	.....	119 3/4	.....	.....
11	.....	.....	.....	.....	.....	29	.....	.....	..S..	.....	.....
12	.....	113 3/8	.....	103 1/4	.....	30	.....	.....	119 7/8	.....	.....
13	.....	.....	.....	.....	.....						
14	.....	.....	119 3/4	.....	.....						
15	.....	.....	..S.	.....	.....	Open	.....	113 1/2	x119 3/8	x03 1/2	.....
16	.....	.....	119 3/4	103 3/8	.....	High	.....	113 3/4	120	103 3/4	.....
17	.....	.....	.....	103 1/2	.....	Low.	.....	113 1/8	119 3/8	103	.....
18	.....	113 3/8	119 5/8	.....	.....	Clos.	.....	113 1/8	119 7/8	103	.....

CLOSING PRICES OF CONSOLS AND U. S. SECURITIES AT LONDON IN APRIL.

April.	Consols for money.	5s ext. at 3½.	4½s of 1891.	4s of 1907.	April.	Consols for money.	5s ext. at 3½.	4½s of 1891.	4s of 1907.
1	.....	S.	.....	.....	20	102 3/8	105 3/8	116 1/2	122 7/8
2	102 5/16	106 5/8	116 7/8	123	21	102 3/8	105 3/8	116 3/8	122 7/8
3	102 3/16	106	116 3/4	122 7/8	22	.....	S.	.....	.....
4	102 3/16	106	116 3/4	122 7/8	23	102 3/8	105 1/2	116 3/8	122 7/8
5	102 3/16	106 1/4	116 7/8	123	24	102 5/16	105 3/8	116 1/2	122 7/8
6	102 7/16	106 1/4	116 7/8	123	25	102 1/8	105 1/2	116 1/4	122 7/8
7	102 7/16	106 1/2	116 7/8	123	26	102 3/16	105 1/2	116 1/4	122 7/8
8	.....	S.	.....	.....	27	102 3/16	105 1/2	116 1/4	122 7/8
9	102 3/8	106 1/2	117	123 1/4	28	102 1/8	106 1/4	116 1/2	123 1/4
10	102 1/2	106	116 5/8	122 7/8	29	.....	S.	.....	.....
11	102 1/2	106	116 5/8	122 3/4	30	102	106 1/4	116 1/2	123 1/4
12	102 5/16	106	116 5/8	122 7/8					
13	102 5/16	x05 3/4	116 3/8	122 7/8	Opening	102 5/16	106 5/8	116 7/8	123
14	102 1/2	105 1/2	116 1/2	123	Highest	102 9/16	106 5/8	117	123 1/4
15	.....	S.	.....	.....	Lowest	102	105 1/2	116 1/4	122 3/8
16	102 7/16	105 1/2	116 1/2	122 7/8	Closing	102	106 1/4	116 1/2	123 1/4
17	102 3/8	105 3/4	116 3/4	123	S'ce Jan. 1	—			
18	102 3/8	105 3/4	116 3/4	122 7/8	Highest	102 9/16	106 7/8	117	123 3/8
19	102 3/8	105 3/4	116 1/2	122 7/8	Lowest	100 7/8	104 1/2	115 1/4	x121 1/2

The following table will show the lowest, highest and closing prices of railway and miscellaneous stocks at the N. Y. Stock Exchange during the months of March and April, 1883.

RANGE OF STOCKS IN MARCH AND APRIL.

		March.			April.		
RAILROADS.	Feb. 28.	Low.	High.	Mar. 31.	Low.	High.	Apr. 30.
Albany & Susquehanna	.....	.....	.....	.....	130	131	.....
Allegany Central	.....	.....	.....	.....	14	20	.....
Atch. Top. & San. Fe.	.....	78 5/8	80	.....	84	85 7/8	.....
Bost. & N.Y. Air L. pf	80 1/4	78	80 1/2	.....	78	80 1/8	80
Burl. Ced. Rap. & No.	80 3/8	80	81	.....	80 1/4	82	*81
Canadian Pacific	59	58 3/4	59 3/4	.....	58 1/2	61 1/2	59 7/8
Canada Southern	66	65 3/4	69 1/2	67 1/2	65 7/8	69 1/2	66 3/4
Cedar Falls & Minn.	.....	13	13 3/4	.....	13 3/4	15	.....
Central Iowa	.....	.....	.....	.....	25	25	.....
Central of N. Jersey.	71 1/2	71	73 3/8	72 1/2	72	79 7/8	76 5/8
Central Pacific	81	74 3/8	82 1/4	76 5/8	75 5/8	80 1/4	77 3/8
Ches. & Ohio	*21	21 3/8	23	*21 1/2	20 3/4	22 1/2	21 3/8
Do 1st pref.	30	30 5/8	33	32 1/4	31 1/2	33 3/4	*31
Do 2d pref.	*23 3/8	23	24 5/8	*23	23 1/2	25 1/4	*23
Chicago & Alton	133	131 1/2	135	*134 3/8	133 1/2	135	*133
Chic. Burl. & Quincy.	§116 3/4	117	125 1/4	124 7/8	124	129 3/8	128 3/8
Chic. Mil. & St. Paul.	101 1/2	§97 7/8	102 7/8	§99 1/2	98 3/4	104 7/8	103 1/2
Do pref.	119 3/4	116 3/4	120 1/2	117 3/4	117	121 7/8	*119 3/4
Chic. & Northwest.	132 1/4	131 3/8	134 5/8	134 1/2	133	140 3/8	135 1/8
Do pref.	145 1/2	145	150 3/4	§150	149 1/2	157	151 3/4
Chic. & Rock Island.	121 7/8	121 3/4	124 3/4	§123	122	126 1/2	125 3/4
Chic. St. L. & Pittsb.	.....	.....	.....	.....	20 1/8	22	*20
Do pref.	.....	.....	.....	.....	54	56 1/2	54
Chic. St. P. Minn. & O.	48 1/8	47 1/4	50 3/8	47 7/8	47 1/2	52	49 3/4
Do pref.	107	106 1/8	109 1/4	108	106	109	*106 1/2
Cin. Ham. & Dayton	.....	.....	.....	.....	85 3/4	85 3/4	.....
Cin. San. & Clev.	.....	48	49 1/2	49	46 1/2	49	.....
Clev. Col. Cin. & Ind.	73	72 1/8	74 3/4	*72	74	79 1/8	74 1/2
Clev. & Pittsb., guar.	*139	138	139 1/2	138	133	134 1/4	.....
Col. & Greenv., pref.	34	34	54	.....	48 1/2	59 1/2	59
Col. Chic. & Ind. Cent.	6	5 1/2	7 1/4	*5	4 5/8	5 7/8	*5
Do ass'm't pd.	.....	10 7/8	10 7/8	.....	.....	.....	.....
Do reorg'n ctfs.	.....	.....	.....	.....	11 1/2	11 1/2	.....
Danbury & Norwalk.	.....	63	63	.....	.....	.....	.....
Del. Lack. & West'rn.	122 3/8	122	125 7/8	125 5/8	124 3/4	131 1/2	§123 1/4
Denver & R. Grande	44 3/8	44	47 3/4	47 1/8	46 3/4	50 3/4	50
Dubuque & Sioux C.	*86	85	92	.....	§84 1/2	§86 1/2	*§84 1/2
East Tenn. Va. & Ga.	8 1/2	8 5/8	9 5/8	*9	9	11 1/4	10
Do pref.	15 1/4	15 1/4	17 1/2	*16	16 1/2	23	21 1/2
Evansv. & Terre H.	.....	68	70	.....	68	68	68
Fort W. & Denver C.	.....	30	31 5/8	.....	31 1/2	31 1/2	.....
Green B. Win. & St. P.	.....	5 1/2	9 7/8	8 3/4	8 1/2	10 7/8	*7
Hannibal & St. Jo.	†11	38	38	.....	39	43	.....
Do pref.	81 1/4	78 1/2	84	81 3/4	81 1/2	94 1/2	93 1/2
Harlem	200	200	200	.....	194	198	†197
Houst. & Tex. Cent.	*72	75	78 1/2	*72 1/2	75 1/2	82 1/2	*73
Illinois Central	§144	143	146	145 7/8	144	147 7/8	144 7/8
Do L'sed Line 4 p.c	.....	79 1/2	80	.....	80	81	.....
Indiana Bl. & W.	29 7/8	29 1/2	35 1/4	34	30	35 1/2	30 5/8
Lake Erie & West.	27	25 3/4	32	31 1/4	29 1/2	33 3/8	30
Lake Shore	108 7/8	§108 5/8	111 3/4	§108 7/8	108	114 1/4	111 3/4
Long Island	61 1/2	62	63 1/2	62 7/8	62 7/8	69	§66 1/2
Louisville & Nashv.	54 1/8	53 3/8	55 7/8	54 3/4	52 1/2	58 1/2	54
Louisv. N. A. & Chic.	.....	55	56	.....	54 7/8	59 1/4	*55
Manhattan	45	40	49	40 1/2	41	45	45
Do 1st pref	*85	85	85	*84	§81 1/2	§84	§81
Do com.	*44	48	48	*40	45	45	*44 1/2
Manhattan Beach Co.	16 1/2	18	26 1/2	.....	23	24 3/4	*23
Memphis & Cha'ston.	.....	38	43 3/4	.....	38 1/2	44 3/4	.....
Metropolitan Elev.	80 1/2	79 1/2	81	*79 1/2	80	81 1/2	80 1/2
Michigan Central	93 1/2	91 3/4	96 3/8	93 7/8	93	96 3/4	94 3/4
Mil. L. Sh. & W. pref.	*42 1/2	42	45 1/4	*43	44 1/2	47 7/8	46
Milw. & Northern	.....	25	25	.....	.....	.....	.....
Minneapolis & St. L.	26	25 1/2	27 1/4	25 5/8	25 1/2	30 1/8	28
Do pref.	57 1/4	57	61	*57	57 1/2	62 1/2	*58
Mo. Kans. & Texas	30 3/8	30 1/4	32 1/2	31 3/4	29 7/8	33 5/8	31
Missouri Pacific	100 1/4	99 3/4	103 1/2	§102 3/8	101 3/4	106 7/8	104 5/8
Mobile & Ohio	*15	16	19 3/8	.....	17	19	.....
Morris & Essex	*120	122	124	122	123 3/4	125	*124
Nashv. Chatt. & St. L.	58	57	60	57	57	59	.....
N. Y. Cent. & Hud. R.	126 1/2	§125	129 1/8	§126 1/2	125	128 1/2	125 1/2
N.Y. Chic. & St. Louis	10 5/8	11	13 1/8	*11 7/8	11 7/8	12 7/8	12 1/8
Do pref.	26 1/2	26 1/2	29 1/2	28	27 1/2	30	*27
New York Elevated	*100	103	105	*104	.....	.....	*104
N.Y. Lack. & West	.....	85 1/2	89 1/2	§88	87 5/8	89 1/2	88 1/2
N. Y. Lake Erie & W.	37 1/8	36 1/2	38	37 1/8	36 1/8	39 1/4	37 1/4
Do pref.	76	.....	.....	.....	80 1/2	81 1/2	.....
N. Y. & New Engl'd.	.....	45 3/8	49	.....	37	46 1/2	.....
N. Y. N. H. & Hartf'd	*172	173 1/2	175	.....	175	178 3/4	.....
N. Y. Ontario & W.	25	24 3/4	26 1/8	25 3/8	25 1/2	29 3/8	28 1/8
Do pref.	.....	85	85	.....	.....	.....	.....
Norfolk & West.	.....	.....	.....	.....	10	10	.....
Do pref.	39 1/2	39 1/4	43	41	41	45 3/8	45
Northern Pacific	48 1/4	48 1/8	51 1/4	49 7/8	49 1/4	52 1/2	51 5/8
Do pref.	83 3/8	83 1/4	87 5/8	86 1/8	85 1/8	89 3/8	88 3/4
Ohio Central	11	11	13 1/4	12 1/8	11 7/8	14 1/4	*12 1/8
Ohio & Mississippi	33 1/4	31 1/4	33 1/2	.....	33 5/8	36 3/4	*34 1/2
Do pref.	.....	98 1/2	98 1/2	.....	98	108	.....
Ohio Southern	.....	11 3/4	12 1/2	.....	12 1/2	14 3/4	.....
Oregon Short Line	.....	.....	.....	.....	25 1/2	26	.....
Oregon & Trans-Con.	82 7/8	§31 1/4	85 1/2	§81 3/8	79 1/2	85 1/2	85

* Prices bid. | Prices asked. ‡ Ex privilege. §Ex dividend.

		March.			April.		
RAILROADS.	Feb. 28.	Low.	High.	Mar. 31	Low.	High.	Apr. 30.
Peo. Decat. & E'ville.	21	20 7/8	24	23 1/4	20 1/2	24 7/8	*20 1/2
Phila. & Reading	53 1/8	52 1/8	54 7/8	53 1/4	53 1/8	57 1/2	55 3/4
Pittsb. Ft. W. & C. guar.	135	135	137	.....	132 3/4	136 1/4	.....
Do Special	.....	.....	.....	.....	130	130	.....
Rensselaer & Saratoga	.....	144	144	.....	142	145	.....
Rich. & Al. st'k, tr. ct.	.....	10 3/4	11 3/4	.....	11 1/4	15 1/2	.....
Richmond & Danville	52 1/4	52	55 1/4	54	53	64	61 1/2
Richmond & West Pt.	*21 1/2	22	24 3/4	*23	22 1/4	35 5/8	34 5/8
Rochester & Pittsb.	19	19	20 7/8	20 3/4	19 5/8	23	20 1/4
Rome Wat. & Ogd.	.....	34	34	.....	34	34	.....
St. L. Alton & T. H.	*67	67 1/4	71 3/8	70 1/4	69	71 1/4	69
Do pref	99	97	99 3/4	*98	§93	103	§93
St. L. & S. Francisco.	29 1/2	30	30	*29	30	35	32
Do pref.	48 1/2	48 1/2	49 1/2	*49	49	54 1/2	52 1/2
Do 1st pref.	89	90	93	*92	94	99	*96 3/4
St. Paul & Duluth	*34	37	38	*36	35	38	38
Do pref.	*94	91	95	*94 1/2	94 1/2	97 1/2	*95
St. Paul Minn. & Man	143	142 1/2	160	159	‡123	169 1/2	‡132 1/8
South Carolina	.....	22 1/2	25 1/8	25 1/8	27 3/8	27 1/2	.....
Texas & Pacific	39	38 5/8	41	40 1/2	38 1/4	43	39 3/4
Tol. Delphos & Bur.	.....	9 1/4	9 1/4	.....	.....	.....	.....
Union Pacific	94 1/4	93 1/4	99 3/8	§96 1/8	95 1/4	101 7/8	98 3/8
United Co's of N. J.	.....	188 1/2	188 1/2	.....	.....	.....	.....
Virginia Midland	.....	24	25	.....	25 1/2	31 1/2	.....
Wab. St. L. & Pacific.	28 1/4	28 1/8	30 1/4	29 3/8	28 1/4	33	29 3/8
Do pref.	47 3/8	47	50 7/8	49 5/8	46	53 3/8	47 1/4
TELEGRAPH.							
Amer. Tel. & Cable	.....	65	67 7/8	66 1/2	66	67 3/8	.....
American District	.....	35	47	.....	.....	.....	.....
Mutual Union	.....	17 1/2	20 1/4	18 7/8	18	21 1/4	20 1/4
West Union, ex ctfs.	82 1/2	81 3/4	85 1/2	§82 5/8	82 1/8	81 1/2	82 7/8
EXPRESS.							
Adams	*132	127	133	*127	128	130 1/2	130
American	90 1/2	88	91	*87 1/2	88	92	91 1/2
United States	*60	59	60	*53	58	62	*58
Wells, Fargo & Co.	*120	122	124 1/2	*122	124	125 3/4	*124
COAL AND MINING.							
Cameron Coal	.....	15	16 3/4	.....	.....	.....	.....
Cent. Arizona Min	.....	1/4	1/4	.....	.....	.....	.....
Colorado Coal & Iron	31 1/2	31 1/2	33	.....	32	39 3/8	38
Consolidation Coal	*25	25	26	*25	26	26	*25
Homestake Mining	.....	15	16	.....	15	16	.....
Maryland Coal	*15	.....	.....	.....	15	15 3/4	.....
New Central Coal	*13	12 1/2	13	.....	13	13 1/4	.....
Ontario Silver Min'g.	.....	22 1/2	24	.....	26 1/2	27 3/4	.....
Quicksilver Mining	*8	8 3/4	9 1/2	*8 1/4	8 1/2	8 1/2	*8 1/4
Do pref.	*42	42	46 1/2	*42	44	41 1/2	*42
Standard Cons. Min'g	.....	6 1/2	6 7/8	....	6 1/2	7	.....
VARIOUS.							
Del. & Hud. Canal	§106 5/8	106 7/8	108 1/2	108 1/4	108 3/8	112 1/8	109 5/8
N.Y. & Tex. Land Co.	.....	55	57	.....	63	81	79
Oregon Improv. Co.	.....	§83	91 1/2	.....	80 1/2	85 1/2	84
Oreg'n R'y & Nav. Co.	136	137	140 1/2	138	138 1/4	144 3/4	140
Pacific Mail	41	40 1/4	41 3/4	41	40 3/4	44 3/4	42
Pullman Palace Car.	119 3/4	119	122 1/2	122	121	130	129 3/4

* Prices bid. Prices asked. ‡ Ex privilege. § Ex dividend.

BANKERS' STERLING EXCHANGE (POSTED RATES) FOR APRIL, 1883.

Apr.	60 days.	Demand.	Apr.	60 days.	Demand.	Apr.	60 days.	Demand.
1	S.	.....	12	4 84	4 86 1/2	23	4 84	4 86 1/2
2	4 82 1/2	4 85	13	4 84	4 86 1/2	24	4 83 1/2	4 86
3	4 82 1/2	4 85	14	4 84	4 86 1/2	25	4 83 1/2	4 86
4	4 82 1/2	4 85	15	S.	.....	26	4 83 1/2	4 86
5	4 83	4 85 1/2	16	4 84	4 86 1/2	27	4 83 1/2	4 86
6	4 83 1/2	4 86	17	4 84	4 86 1/2	28	4 83 1/2	4 86
7	4 83 1/2	4 86	18	4 84	4 86 1/2	29	S.	.....
8	S.	.....	19	4 84	4 86 1/2	30	4 83 1/2	4 86
9	4 83 1/2	4 86	20	4 84	4 86 1/2	Range	—	
10	4 84	4 86 1/2	21	4 84	4 86 1/2	High	4 84	4 86 1/2
11	4 84	4 86 1/2	22	S.	.....	Low.	4 82 1/2	4 85

UNITED STATES TREASURY STATEMENT.

The following statement, from the office of the Treasurer, was issued this week. It is based upon the actual returns from Assistant Treasurers, depositaries and superintendents in mints and assay offices:

LIABILITIES, MAY 1, 1883.

Post-office Department account		$7,981,428 93
Disbursing officers balances		31,273,992 27
Fund for redemption of notes of national banks "failed," "in liquidation," and "reducing circulation"		38,326,593 60
Undistributed assets of failed national banks		645,674 34
Five per cent fund for redemption of nat'l bank notes		14,511,324 56
Fund for redemption of national bank gold notes		279,524 00
Currency and minor-coin redemption account		15,656 53
Fractional silver-coin redemption account		61,831 10
Interest account, Pacific Railroads and L. & P. Canal Co		3,840 00
Treasurer U.S., agent for paying interest on D. C. bonds		126,356 94
Treasurer's transfer checks and drafts outstanding		9,151,161 02
Treasurer's general account—		
Interest due and unpaid	$4,866,701 34	
Matured bonds and interest	660,471 15	
Called bonds and interest	8,014,893 05	
Old debt	785,453 51	
Gold certificates	81,333,620 00	
Silver certificates	80,771,331 00	
Certificates of deposit	10,105,000 00	
Balance, including bullion fund	133,316,631 61	
Total Treasurer's general account	$319,854,111 66	
Less unavailable funds	694,710 31	319,159,401 35
		$421,536,787 66

ASSETS, MAY 1, 1883.

Gold coin		$132,185,385 07
Gold bullion		55,652,036 86
Standard silver dollars		106,366,348 00
Fractional silver coin		28,068,628 88
Silver bullion		3,178,750 15
Gold certificates		32,935,420 00
Silver certificates		8,887,260 00
United States notes		30,969,623 27
National bank notes		6,343,014 73
National bank gold notes		.....
Fractional currency		8,175 77
Deposits held by national bank depositaries		14,781,995 78
Minor coin		528,266 02

New York and San Francisco exchange	$940,000 00
One and two-year notes, &c	21 00
Redeemed certificates of deposit, June 8, 1872	55,000 00
Quarterly interest checks and coin coupons paid	202,105 44
United States bonds and interest	
Interest on District of Columbia bonds	372 69
Speaker's certificates	134,274 00
Pacific Railroad interest paid	90 00
	$421,536,787 66

THE DEBT STATEMENT FOR APRIL, 1883.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of April, 1883:

INTEREST-BEARING DEBT

Character of Issue.	Authorizing Act.	When Payable.	Interest Periods.	Amount Outstanding. Registered.	Amount Outstanding. Coupon.
5s of 1881*	'70 and '71	May 1, '81	Q.-F.	$45,948,100	$
3s of 1882	July 12, '82	At option,	Q.-A.	300,539,300	
4½s of 1891	'70 and '71	Sept. 1, '91	Q.-M	191,298,650	58,701,350
4s of 1907	'70 and '71	July 1, 1907	Q.-J.	574,332,000	163,238,650
				$1,112,169,050	$221,940,000
4s, ref. ctfs.	Feb. 26, '79			$368,950	
3s, navy p.fd	July 23, '68			14,000,000	
Aggregate of interest-bearing debt				$1,348,478,000	

* Continued at 3½ per cent.

On the foregoing issues there is a total of $2,205,615 interest over-due and not yet called for. The total current accrued interest to date is $7,131,267.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

There is a total of over-due debt yet outstanding, which has never been presented for payment, of $9,091,085 principal and $369,722 interest. Of this interest, $215,528 is on the principal of called bonds, which principal is as follows: 5-20s of 1862, $359,850; do 1864, $50,400; do 1865, $63,750; consols of 1865, $348,300; do 1867, $761,350; do 1868, $226,850; 10-40s of 1864, $266,300; funded loan of 1881, $463,900; 3's certs., $5,000; 6s of 1861, continued at 3½ per cent, $975,100; 6s of 1863, continued at 3½ per cent, $578,400; 5s of 1881, continued at 3½, $3,700,150.

DEBT BEARING NO INTEREST.

Character of Issue.	Authorizing Act.		Amount.
Old demand notes	July 17, '61; Feb. 12, '62		$59,035
Legal-tender notes	Feb. 25, '62; July 11, 62; Mar. 3, '63		346,681,016
Certificates of deposit	June 8, '72		10,105,000
Gold certificates	March 3, '63; July 12, '82		81,333,620
Silver certificates	February 28, '78		80,771,331
Fractional currency	July 17, '62; Mar. 3, '63; June 30, '64	$15,384,907	
Less amt. est'd lost or destr'yed, act J'e 21, '79		8,375,934	7,008,973
Aggregate of debt bearing no interest			$525,958,975
Unclaimed Pacific Railroad interest			4,619

RECAPITULATION.

	Amount Outstanding.	Interest.
Interest-bearing debt—		
Bonds at 5 per cent, continued at 3½	$45,948,100	
Bonds at 4½ per cent	250,000,000	
Bonds at 4 per cent	737,571,650	
Bonds at 3 per cent	300,589,300	
Refunding certificates	368,950	
Navy pension fund	14,000,000	
Total interest-bearing debt	$1,348,478,000	$9,336,883
Debt on which int. has ceas'd since mat'rity	9,091,085	369,722
Debt bearing no interest—		
Old demand and legal-tender notes	346,740,051	
Certificates of deposit	10,105,000	
Gold and silver certificates	162,104,951	
Fractional currency	7,008,973	
Total debt bearing no interest	$525,958,975	
Unclaimed Pacific Railroad interest		4,619
Total	$1,883,528,061	$9,711,225
Total debt, principal and interest, to date		$1,893,239,286
Total cash in Treasury		319,159,401
Debt, less cash in Treasury, May 1, 1883		$1,574,079,885
Debt, less cash in Treasury, April 1, 1883		1,576,931,288
Decrease of debt during the past month		$2,851,402
Decrease of debt since June 30, 1882		$114,834,575
CURRENT LIABILITIES—		
Interest due and unpaid		$2,205,615
Debt on which interest has ceased		9,091,085
Interest thereon		369,722
Gold and silver certificates		162,104,951
U. S. notes held for redemption of certificates of deposit		10,105,000
Cash balance available May 1, 1883		135,283,026
Total		$319,159,401
AVAILABLE ASSETS—		
Cash in the Treasury		$319,159,401

BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES.

INTEREST PAYABLE BY THE UNITED STATES.

Character of Issue.	Amount outstanding.	Interest paid by U. S.	Interest repaid by transportat'n	Balance of interest paid by U. S.
Central Pacific	$25,885,120	$22,676,001	$4,449,658	$17,578,070
Kansas Pacific	6,303,000	5,940,243	2,886,614	3,053,628
Union Pacific	27,236,512	24,140,755	8,897,864	15,242,890
Central Br. U. P.	1,600,000	1,501,808	152,157	1,342,724
Western Pacific	1,970,560	1,609,132	9,367	1,599,765
Sioux City & Pac.	1,628,320	1,415,447	120,371	1,295,076
Total	$64,623,512	$57,283,388	$16,516,033	$40,112,155

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds in the denominations of $1,000, $5,000 and $10,000; bear 6 per cent interest in currency, payable January 1 and July 1, and mature 30 years from their date.

IMPORTS AND EXPORTS FOR MARCH, 1883, AND FOR THE NINE AND TWELVE MONTHS ENDED MAR. 31, 1883.

[Prepared by the Bureau of Statistics and corrected to Apr. 24, 1883.]

Below is given the ninth monthly statement for the current fiscal year of the imports and exports of the United States.

The excess of the value of exports of merchandise was as follows:

Month ended March 31, 1883	$16,912,703
Three months ended March 31, 1883	50,900,163
Nine months ended March 31, 1883	105,475,632
Twelve months ended March 31, 1883	66,284,097

The total values of imports and of domestic and foreign exports for the month of March 1883, and for the nine and twelve months ended March 31, 1883, are presented in the following tables:

MERCHANDISE.

	For the month of Mar.	For the 9 m'nths ended Mar. 31.	For the 12 m'nths ended Mar. 31.
1883.—Exports—Domestic	$75,573,872	$636,381,918	$790,007,334
Foreign	2,076,502	14,135,128	18,719,022
Total	$77,650,374	$650,517,046	$808,726,356
Imports	60,737,671	545,041,414	742,442,259
Excess of exports over imports	$16,912,703	$105,475,632	$66,284,097
Excess of imports over exports			
1882.—Exports—Domestic	$61,354,336	$579,614,316	$772,952,645
Foreign	1,259,536	12,718,631	17,856,375
Total	$62,613,872	$592,332,947	$790,809,020
Imports	68,603,801	527,238,729	700,842,874
Excess of exports over imports	$	$65,094,218	$89,966,146
Excess of imports over exports	5,989,929		

GOLD AND SILVER—COIN AND BULLION.

1883.—Exports—Dom.—Gold	$165,680	$7,894,981	$28,668,024
do Silver	1,331,105	8,889,090	11,690,720
Foreign—Gold	118,500	195,601	626,562
do Silver	1,620,046	5,829,467	7,186,783
Total	$3,235,331	$22,809,039	$48,172,089
Imports—Gold	$3,243,859	$14,791,537	$15,804,606
Silver	1,520,088	8,230,510	10,713,611
Total	$4,763,947	$23,022,047	$26,518,217
Excess of exports over imports	$	$	$21,653,872
Excess of imports over exports	1,528,616	213,008	
1882.—Exports—Dom.—Gold	$3,099,540	$10,630,482	$11,359,253
do Silver	938,720	9,275,016	12,501,382
Foreign—Gold	129,300	753,294	1,344,162
do Silver	588,262	3,395,637	4,350,343
Total	$4,755,822	$24,054,429	$30,555,140
Imports—Gold	$839,566	$33,363,985	$30,360,747
Silver	620,754	5,612,235	7,661,064
Total	$1,460,320	$38,976,220	$38,021,811
Excess of exports over imports	$3,295,502		
Excess of imports over exports		14,921,791	27,466,671

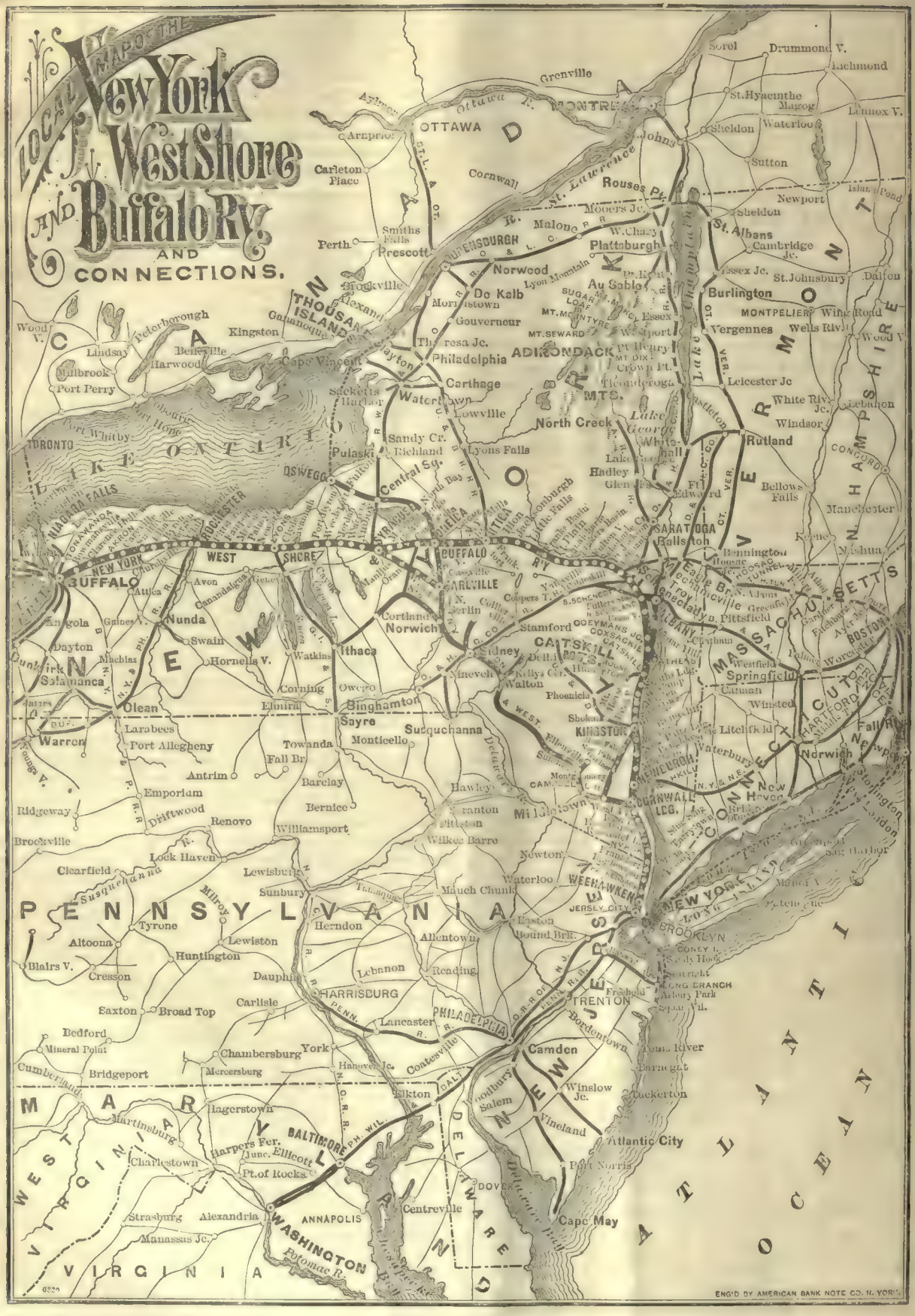
TOTAL MERCHANDISE AND COIN AND BULLION.

1883.—Exports—Domestic	$77,070,657	$653,165,899	$830,366,078
Foreign	3,815,048	20,160,196	26,532,367
Total	$80,885,705	$673,326,095	$856,898,445
Imports	65,501,618	568,063,461	768,960,478
Excess of exports over imports	$15,384,087	$105,262,634	$87,937,969
Excess of imports over exports			
1882.—Exports—Domestic	$65,392,596	$599,519,814	$797,813,280
Foreign	1,977,098	16,867,562	23,550,880
Total	$67,369,694	$616,387,376	$821,364,160
Imports	70,064,121	566,214,949	758,864,685
Excess of exports over imports	$	$50,172,427	$62,499,475
Excess of imports over exports	2,694,427		

The following is a statement showing, by principal customs districts, the values of merchandise imported into, and exported from, the United States during the month of March, 1883, and the values of imported merchandise remaining in the warehouses of the United States March 31, 1883:

Customs Districts.	Imports.	Domestic Exports.	Foreign Exports.	Remain'ng in ware'se Mar. 31, '83
	$	$	$	$
Baltimore, Md	1,279,909	4,913,588	1,180	213,806
Bangor, Me	53,247			152
Bath, Me	570			127,590
Beaufort, S. C		250,989		
Boston & Charlest'n, Mass.	6,875,349	6,160,130	93,716	3,693,852
Brazos de Santiago, Tex	73,845	123,470	17,211	936
Brunswick, Ga		137,169		
Buffalo Creek, N. Y	380,196	14,554		1,341
Cape Vincent, N. Y	53,265	10,503	4,323	
Champlain, N. Y	206,517	105,530	800	13,088
Charleston, S. C	10,893	2,317,552		1,574
Chicago, Ill	8		104	574,187
Corpus Christi, Texas	96,839	100,342	30,560	
Detroit, Mich	263,438	215,038	5,173	†55,619
Galveston, Texas	77,981	3,128,431		30,800
Huron, Mich	348,392	433,987	97,735	
Key West, Florida	*	35,997	1,297	66,210
Minnesota, Minn	54,637	502,858		2,058
Mobile, Ala	7,833	428,804		29,482
New Haven, Conn	100,175			24,865
New Orleans, La	698,873	11,031,986	16,670	774,934
New York, N. Y	42,182,761	30,476,950	1,664,379	23,395,490
Niagara, N. Y	276,784	657		
Norfolk and Portsm'th, Va.	5,302	1,662,788		
Oregon, Oregon	6,532	103,566		
Oswegatchie, N. Y	120,940	33,951	814	10,817
Oswego, N. Y				70,182
Passamaquoddy, Me	43,199	31,302		5,700
Pearl River, Miss	122	51,424		

* Not received Remaining Feb. 28, 1883.


LOCAL MAP OF THE
New York
West Shore
AND
Buffalo Ry.
AND
CONNECTIONS.
ONTARIO
LAKE ONTARIO
NEW YORK
PENNSYLVANIA
NEW JERSEY
VERMONT
MASSACHUSETTS
CONNECTICUT
NEW HAMPSHIRE
ADIRONDACK MTS.
CATSKILL MTS.
ATLANTIC OCEAN
DELAWARE BAY
MARYLAND
VIRGINIA
WEST VIRGINIA
OTTAWA
MONTREAL
Sorel
Drummond V.
Richmond
St. Hyacinthe
Lennox V.
Sheldon
Waterloo
Sutton
Newport
Island Pond
St. Albans
Cambridge Jc.
Essex Jc.
St. Johnsbury
Dalton
Burlington
MONTPELIER
Wells River
Wood V.
Vergennes
Leicester Jc
White River Jc.
Lebanon
Windsor
Rutland
Bellows Falls
Manchester
Keene
Nashua
Concord
Bennington
Troy
Albany
Pittsfield
Greenfield
Springfield
Boston
Worcester
Fitchburg
Ayer
Westfield
Winsted
Litchfield
Waterbury
Hartford
Fall River
Newport
Norwich
New Haven
Stonington
New London
Long Island Sd.
Sag Harbor
Montauk Pt.
Greenport
Orient Pt.
Block Island
Sandy Hook
Coney I.
Long Branch
Asbury Park
Spring Lake
Freehold
Trenton
Princeton
Bordentown
Toms River
Barnegat
Tuckerton
Winslow Jc.
Camden
Woodbury
Salem
Vineland
Atlantic City
Pt. Norris
Cape May
Dover
Centreville
Annapolis
Washington
Potomac R.
Alexandria
Manassas Jc.
Strasburg
Martinsburg
Harpers Fer.
Charlestown
Baltimore
Ellicott
Pt. of Rocks
Hagerstown
Chambersburg
Mercersburg
Bridgeport
Cumberland
Mineral Point
Bedford
Saxton
Broad Top
Carlisle
Harrisburg
Dauphin
Lebanon
Reading
Lancaster
Philadelphia
York
Hanover Jc.
Gettysburg
Elkton
Wilkes Barre
Scranton
Pittston
Hawley
Honesdale
Delaware R.
Susquehanna
Binghamton
Sayre
Towanda
Monticello
Fall Br.
Barclay
Bernice
Williamsport
Lock Haven
Clearfield
Lewisburg
Sunbury
Milton
Milroy
Tyrone
Altoona
Lewiston
Huntingdon
Blairs V.
Cresson
Herndon
Allentown
Easton
Bound Brk.
Mauch Chunk
Newton
Waterloo
Weehawken
Jersey City
New York
Brooklyn
Hoboken
Newark
Elizabeth
Rahway
Perth Amboy
Long Branch
Asbury Park
Freehold
Princeton
Tren

Customs Division.	Imports.	Domestic Exports.	Foreign Exports.	Remain'ng in wareh'se Mar. 31, '83
Pensacola, Fla.	$2,700	$274,892	$	$
Philadelphia, Pa.	3,195,685	4,029,122	3,571	1,425,181
Plymouth, Mass.	246	.....	.....	214,219
Portland & Falmouth, Me.	297,469	411,299	16,509	126,051
Puget's Sound, Wash. Ter.	6,477	161,881	.....	.....
Richmond, Va.	28,870	172,308	.....	.....
Saluria, Texas	32,761	90,376	940	.....
San Diego, Cal.	4,626	6,733	51	60,093
San Francisco, Cal.	3,259,078	3,987,876	91,492	2,351,286
Savannah, Ga.	74,881	3,239,697	.....	10,131
Teche, La	130,882	370	.....	.....
Vermont, Vt.	378,243	161,548	.....	23,221
Willamette, Oregon	1,558	151,542	.....	11,653
Wilmington, N. C.	4,421	390,666	.....	459
Yorktown, Va	.....	65,064	.....	.....
Interior ports	.....	.....	.....	198,506
All other customs districts	97,097	153,932	29,977	155,227
Totals	60,737,671	75,573,872	2,076,502	35,471,813

NEW YORK WEST SHORE & BUFFALO RAILWAY.

For years the New York Central & Hudson River Railroad has occupied an exclusive position between New York and Albany and between Albany and Buffalo. The route thus occupied forms literally a chain of cities, with New York at one end and Buffalo at the other. Aside from the enormous through traffic which passes over the road, it has had a local business which could hardly be matched on any road of similar mileage in the country.

The Central for years maintained its unique position, on account of the heavy capital required to be raised in order to build a road which could really be a competitor. Finally, a party of bold, confident and successful railroad capitalists organized the New York West Shore & Buffalo Railway Company. The road is located on the west side of the Hudson River, and between New York and Albany can hardly be considered a close competitor of the New York Central & Hudson River road, which runs on the east side. There is on the west side of the river so large a population with such heavy manufacturing and agricultural interests that a separate railroad to the metropolis is required to accommodate the wants of that district. There are no bridges across the river south of Albany and only eight steam ferries, or an average of one in eighteen miles. The road is approaching completion between New York (Weehawken) and Albany, and is also built a good part of the way to Buffalo, and is expected to be open for through business to that city before next January. It is claimed by the managers of the West Shore Company—and so far as we know the claim has not been denied—that their road is the best constructed *new* road, of anything like a similar mileage, that has ever been built in the United States; it has double-track, with steel rails of 67 lbs to the yard, and in all respects is intended to have the facilities for competing from the outset with the old trunk lines that have been in operation for many years. The road also has a close alliance by contract with the New York Ontario & Western, extending from Oswego on the Lake to Middletown, N.Y., and thence by a new piece of road lately constructed to a junction with the New York West Shore & Buffalo at Cornwall-on-the-Hudson. A map furnished by the company to show the location of its lines and connections is herewith presented. In the next issue of the INVESTORS' SUPPLEMENT another map will also be published, prepared (as are all the maps in the SUPPLEMENT) directly under the supervision of the publishers of the CHRONICLE, showing the geographical position of the West Shore road, as compared with other lines in the same territory.

A point in regard to the business of this company, which may be overlooked by some persons, is the agreement which it has for running its trains over the N. Y. Susquehanna & Western tracks directly into the Pennsylvania Railroad depot at Jersey City, making there a direct connection for all points South. On passenger business it is claimed that this will be most important, and passengers will be able to get into their parlor cars or sleepers at Buffalo, Utica, Albany, and intermediate points, or (by means of the N. Y. & New England connection at Newburg) at Boston, Providence, Hartford, and intermediate points, and without change of cars go direct to Baltimore, Washington and the South.

Financially the West Shore Company appears to be in easy circumstances, and the last subscription of the syndicate of bankers, headed by Messrs. Winslow, Lanier & Co., gives all the funds estimated to be necessary to complete the road to Buffalo, together with equipment and terminal facilities. The mortgage bonds will be $50,000,000 at 5 per cent, making an annual interest charge of $2,500,000, which the projectors of the road claim will be much less than the amount of net earnings of the road under any probable contingencies. Mr. Robert E. O'Brien, a civil engineer, has made an estimate for the syndicate of the traffic to be expected, and gives the company net earnings of $3,725,000 in 1884 and $6,000,000 in 1885.

In the above remarks are presented some of the strong points of the New York West Shore & Buffalo as set forth in the official documents of the company, and as derived from an ordinary observation of the origin and progress of the enterprise, which certainly is one of the grandest of the railroad projects undertaken in the present era of railroad extension. The company embraces in its board of directors some of the best-known railroad capitalists of the country.

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Apr. 21.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12·33¾ @12·41¼	April 21	Short.	12·05
Amsterdam	Short.	12·1 @12·2	.....	.....	.....
Hamburg	3 mos.	20·62 @20·66	April 21	Short.	20·45
Berlin	"	20·63 @20·67	April 21	"	20·45
Frankfort	"	20·63 @20·67	April 21	"	20·45
Vienna	"	12·10 @12·12½	April 21	"	11·97
Antwerp	"	25·46¼@25·51¼	April 21	"	25·25
St. Petersb'g	"	235/16@23⅜	April 21	"	23⅞
Paris	Checks	25·21¼@25·26¼	April 21	Checks	25·22½
Paris	3 mos.	25·41¼@25·46¼	April 21	3 mos.	25·24
Marseilles	"	25·42½@25·47½	April 21	"	.....
Genoa	"	25·50 @25·57½	April 21	"	.....
Madrid	"	463/16@465/16	.....	.....	.....
Lisbon	"	51 7/8@51 15/16	April 21	3 mos.	53 3/16
Alexandria	....	.....	April 18	"	97
New York	....	.....	April 21	Short.	4·82¾
Bombay	60 d'ys	1s. 7 3/8d.	April 21	tel. tf'rs	1s. 7 3/8 1.
Calcutta	"	1s. 7 3/8d.	April 21	"	1s. 7 13/16d.
Hong Kong	....	.....	April 21	4 mos.	3s. 7 3/8d.
Shanghai	....	.....	April 21	"	5s. 0½d.

[From our own correspondent.]

LONDON, Saturday, April 21, 1883.

Money has been fairly wanted during the past week, and the rates of discount have been fully maintained. In fact, very little accommodation has been obtainable under the Bank rate. The quotation for three months' bank bills is 2⅝ per cent, while short loans have been quoted at prices varying from 2½ to 3 per cent. The Bank return is not a satisfactory one, the supply of bullion having fallen off to the extent of £240,133. The total is now £21,258,805, against £23,636,172 last year, the total reserve being £11,302,765, against £13,278,822. The liabilities of the Bank have, however, diminished to a moderate extent, and the proportion of reserve to liabilities, which was last week 36·96 per cent, is now 37·45 per cent. The position of the Bank is not regarded as a strong one. The movements in gold may be important during the current year, more especially as some new foreign loans of considerable magnitude are said to be forthcoming; and the constantly decreasing supply of bullion held by the Bank is viewed in consequence with somewhat anxious interest, many holding to the opinion that an advance in the Bank rate of discount is one of the possibilities of the early future. The tendency of the value of money is certainly in an upward direction.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

London	Bank Rate.	Open Market Rates. Bank Bills. Three Months.	Four Months	Six Months	Trade Bills. Three Months	Four Months	Six Months	Interest Allowed for Deposits by Joint Stock Banks.	Disc't H'ses. At Call.	7 to 14 Days.
Mar. 16	3	2⅛@—	2⅛@—	2⅛@—	3 @3¼	3¼@3⅜	3¼@3⅜	2	2	2⅛
" 23	3	2⅛@2⅛	2⅛@2⅛	2⅛@2⅛	3 @3¼	3 @3¼	3¼@3⅜	2	2	2⅛
" 30	3	2⅛@—	2⅛@2⅛	2⅛@—	3 @3¼	3¼@3⅜	3 @3⅜	2	2	2⅛
April 6	3	2⅛@—	2⅛@—	2⅛@—	2⅛@3¼	3 @3¼	3¼@3⅜	2	2	2⅛
" 13	3	2⅛@2⅛	2⅛@2⅛	2⅛@2⅛	3 @3¼	3 @3¼	3¼@3⅜	2	2	2⅛
" 20	3	2⅛@—	2⅛@—	2⅛@3	3 @3¼	3 @3¼	3¼@3⅜	2	2	2⅛

The Bank rates of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows. There is no material change in the quotations, except at Amsterdam, where the open market rate shows a further decline.

Rates of Interest at	April 19.		April 12.		April 5.		March 29.	
	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market
Paris	3	2⅝	3	2½	3	2½	3	2½
Berlin	4	2⅝	4	2⅝	4	2¾	4	3
Frankfort	—	2¾	—	2¾	—	2¾	—	2⅞
Hamburg	—	2⅝	—	2¾	—	2¾	—	2⅞
Amsterdam	4½	3⅝	4½	4	4½	4½	5	4¾
Brussels	3½	3	3½	3	3½	3	3½	3
Madrid	4½	4½	4½	4½	4½	4½	4½	4½
Vienna	4	3½	4	3½	4	3⅝	4	3½
St. Petersburg	6	5½	6	5½	6	5⅝	6	5½

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
	£	£	£	£
Circulation	25,706,040	26,107,350	26,524,710	27,114,410
Public deposits	6,999,331	5,504,785	7,135,779	6,355,238
Other deposits	22,975,826	24,880,198	24,832,812	26,627,370
Governm't securities	14,354,917	13,382,907	14,989,837	15,962,780
Other securities	22,182,240	21,637,902	19,365,421	18,822,642
Res've of notes & coin	11,302,765	13,278,822	15,508,441	16,160,749
Coin and bullion in both departments	21,238,805	23,636,172	26,283,151	28,275,159
Proportion of reserve to liabilities	37·45	43¼	48⅛	49
Bank rate	3 p. c.	3 p. c.	3 p. c.	3 p. c.
Consols	102⅓	101¼	101⅛ l.	98¾
Eng. wheat, av. price	.....	45s. 11d.	44s. 9d.	47s. 11d.
Mid. Upland cotton	5⅝d.	6 11/16d.	6d.	6 15/16d.
No. 40 Mule twist	9¾d.	10¾d.	10d.	1s. 0 1/2d.
Clear'g-house return	144,908,000	148,951,000	82,773,000	136,434,000

In reference to the state of the bullion market during the week Messrs. Pixley & Abell report:

Gold.—The demand for gold has continued, and all arrivals have been taken for the Continent; further withdrawals of Dutch coin to the value of £193,000 have taken place from the Bank, the only influx into that establishment being £68,000 sovereigns, chiefly received from Australia. The arrivals have been £5,000 from the Cape, £10,000 from the West Indies, £70,320 from Australia, £2,200 from Brazils, £2,070 from the East—total, £89,590. The Moselle has taken £7,050 to the West and the Verona £5,000 to the East Indies.

Silver.—We have to report a further slight decline in price, the silver by the Pacific steamer having been sold to-day at 50½d. The council drafts yesterday were allotted, in full, at 1s. 7 3/8d; the price shows no alteration, but the amount offered was not all taken. We have received since our last £5,000 from the West Indies, £31,330 from Buenos Ayres, £40,000 from New York, £52,000 from Chili—total, £128,330. The W. I. steamer has taken £15,710 to the West Indies, and the P. & O. steamer £48,000 to Bombay.

Mexican Dollars to a large amount have come to hand during the week, and have been placed at 49 5/16d. per oz., a decline of 1/16d. per oz. from previous rates. The receipts have been £60,000 from New York, £140,000 from Vera Cruz, per French steamer, £6,000 from West Indies—total, £206,000.

The quotations for bullion are reported as below:

	Price of Gold.				Price of Silver.	
	Apr. 19.	Apr. 12.			Apr. 19.	Apr. 12.
	s. d.	s. d.			d.	d.
Bar gold, fine....oz.	77 10½	77 9½	Bar silver, fine..oz.		50⅛	50 9-16
Bar gold, contain'g 20 dwts. silver..oz.	78 0	77 11	Bar silver, containing 5 grs. gold.oz.		50⅛	50 15-16
Span. doubloons.oz.	73 10	73 10	Cake silver.....oz.		54½	54½
S.Am.doubloons.oz.	73 8½	73 8½	Mexican dols...oz		49 5-16	49⅜
U. S. gold coin...oz.	76 3½	76 3½	Chilian dollars..oz.		.....	.....
Ger. gold coin...oz.	.....	.....				

Messrs. C. J. Hambro & Son have issued the prospectus of a loan for £720,000 for the City of Rome, in 4 per cent bonds at 86½ per £100 bond.

Messrs. Bayle, Campbell & Co. announce that they will accept subscriptions for £150,000 first mortgage 6 per cent sterling bonds of the Montreal & Sorel Railway Company at the price of £97 per bond, redeemable at par in 1912, or if earlier, at 110.

Tenders have been received at the Bank of England this week for £600,000 3½ per cent stock of the Wolverhampton Corporation. The applications amounted to £1,720,900 at prices varying from £97 per cent to £94, the minimum Tenders at £95 1s. received about 93 per cent of the amount applied for, and above that price in full.

The weather has continued favorable, and there has been a general fall of rain, which is calculated to do much good. To-day the temperature is lower, but the weather is fine. Wheat has been in rather better demand, and has been held for higher prices; but only an occasional advance has been established. Indian corn is rather scarce.

The following are the quantities of wheat, flour and Indian corn estimated to be afloat to the United Kingdom:

	At present.	Last week.	1882.	1881.
Wheat.....qrs.	2,186,000	2,192,000	2,205,000	2,342,000
Flour.....	284,000	248,000	212,000	197,000
Indian corn.....	268,000	311,000	162,000	738,000

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first thirty-three weeks of the season, compared with the corresponding period in the three previous years:

IMPORTS.

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....cwt.	41,347,042	38,471,241	35,881,141	39,217,719
Barley	11,575,067	9,065,034	8,814,862	10,700,248
Oats	9,323,340	6,033,245	5,795,261	8,6[illegible]8,835
Peas	1,381,342	1,174,063	1,476,734	1,390,313
Beans	1,718,308	1,103,748	1,495,216	1,071,350
Indian corn	11,641,977	13,504,889	19,742,933	15,805,599
Flour	11,283,287	5,817,395	8,370,756	6,817,909

SUPPLIES AVAILABLE FOR CONSUMPTION—33 WEEKS.

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat.cwt.	41,347,042	38,471,241	35,881,141	39,217,719
Imports of flour	11,283,287	5,817,395	8,370,756	6,817,909
Sales of home-grown produce	28,989,200	24,786,000	21,124,000	16,545,710
Total	81,619,529	69,074,636	65,375,897	62,581,338
Av'ge price of English wheat for season..qrs.	41s. 4d.	46s. 5d.	42s. 7d.	46s. 8d.
Visible supply of wheat in the U. S.... bush.	22,400,000	11,700,000	20,700,000	23,002,100

Business in Colonial wool in this market since the close of the last public sales has been, observe Messrs. Jacomb & Co., on a very limited scale; some 1,000 bales, chiefly Capes, have changed hands at about late rates. Eight hundred bales of good Cape mohair have been sold at a slight improvement in price. There is a fair trade doing in most of the home and Continental woolen districts, but there is little at the moment to indicate prospect of much change in the values of our article. Several sailing ships from Australasia are making very long passages; the prescribed 350,000 bales available for our sales to commence on the 16th proximo may now be reached any day. Sales of 24,600 bales of South American began at Antwerp yesterday; of 2,132 bales catalogued, only about half were sold; with dull competition the better descriptions ruled weak, whilst short, poor and faulty wools were neglected, at lower and irregular prices.

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending May 4:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	50 7/16	50 7/16	Holiday	50 7/16	50 7/16	51⅜
Consols for money	102⅛	102		101 15/16	102 1/16	102 1/16
Consols for account	102¼	102⅛		101 15/16	102 1/16	102¼
Fr'ch rentes (in Paris) fr.	79·90	79·70		80·22½	.....	79·80
U. S. 5s ext'n'd into 3⅛s	106¼	106¼		105⅜	105⅜	105⅜
U. S. 4½s of 1891	116⅛	116½		116⅜	116⅜	116⅜
U. S. 4s of 1907	123¼	123¼		123	123	123
Chic. Mil. & St. Paul	106¼	106½		105⅝	105⅝	106⅜
Erie, common stock	38	38¼		37¾	38⅛	38⅛
Illinois Central	149¼	149		148½	148½	149½
N. Y. Ontario & West'n.	28⅜	28⅝		28⅜	28⅜	29⅛
Pennsylvania	65⅜	65¼		63⅞	63⅛	63¾
Philadelphia & Reading.	28½	28⅝		28⅜	28½	.....
New York Central	129½	129½		128	127⅞	127¾

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State)..100 lb.	12 0	12 0	12 0	12 0	12 0	12 0
Wheat, No. 1, wh. "	8 11	8 11	8 11	8 11	8 11	8 11
Spring, No. 2, n. "	9 4	9 4	9 4	9 4	9 4	9 2
Winter, West., n "	9 2	9 2	9 2	9 2	9 2	9 2
Cal., No. 1 "	9 5	9 5	9 5	9 5	9 5	9 5
Cal., No. 2 "	9 1	9 1	9 1	9 1	9 1	9 1
Corn, mix., West. "	5 11	5 11	5 11	5 11	5 11	5 11
Pork, West. mess...₱ bbl.	85 0	85 0	85 0	85 0	85 0	85 0
Bacon, long clear, new	53 0	53 0	53 0	53 0	53 0	53 0
Beef, pr. mess, new, ₱ tc.	95 0	95 0	95 0	95 0	95 0	95 0
Lard, prime West. ₱ cwt.	59 3	59 0	59 0	59 0	59 0	59 0
Cheese, Am. finest	68 0	68 0	68 0	68 0	68 0	68 0

Commercial and Miscellaneous News

NATIONAL BANKS.—The following national banks have lately been organized:

2,934—The Citizens' National Bank of Fergus Falls, Minn. Capital, $75,000. James Compton, President; C. C. Warfield, Cashier.

2,935—The First National Bank of Watertown, Dakota Territory. Capital, $50,000. Homer D. Walrath, President; Samuel B. Sheldon, Cashier.

2,936—The First National Bank of Corning, Iowa. Capital, $50,000. Lew E. Darrow, President; Charles C. Norton, Cashier.

2,937—The First National Bank of Brownwood, Texas. Capital, $75,000. Jasper L. Vaughn, President; Brooke Smith, Cash.

2,938—The Los Angeles National Bank, California. Capital, $100,000. George H. Bonebrake, President; F. C. Howes, Cashier.

2,939—The Ennis National Bank, Texas. Capital, $10[illegible],000. Joseph Baldridge, President; Mark Latimer, Cashier.

2,940—The First National Bank of Decatur, Texas. Capital, $50,000. Henry Greathouse, President; John W. Walden, Cashier.

The name of the National Bank of Winterset, Iowa, was changed on the 18th of April last to the First National Bank of Winterset, Iowa, in accordance with Act of Congress, approved Jan. 18, 1883.

BONDS HELD BY NATIONAL BANKS.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank

circulation and to secure public moneys in national bank depositories on May 1. We gave the statement for April 1, in CHRONICLE of Apr. 7, page 387, and by referring to that the changes made during the month can be seen.

Description of Bonds.	U. S. Bonds Held May 1, 1883, to Secure— Public Deposits in Banks.	Bank Circulation.	Total Held.
3s, Act July 12, 1882.....	$8,481,000	$199,933,450	$208,414,450
Currency 6s.....	20,000	3,502,000	3,522,000
5 per cents.....	.....	15,000	15,000
4½ per cents.....	1,010,500	38,347,400	39,357,900
4 per cents.....	6,871,000	105,267,950	112,138,950
5s, ext. at 3½.....	455,000	9,787,250	10,242,250
6s, ext. at 3½.....	111,500	486,700	598,200
Total.....	$16,949,000	$357,339,750	$374,288,750

CHANGES IN LEGAL TENDERS AND NATIONAL BANK NOTES TO May 1.—The Comptroller of the Currency has furnished us the following, showing the amounts of national bank notes outstanding Apr. 1, together with the amounts outstanding May 1, and the increase or decrease during the month; also the changes in legal tenders held for the redemption of bank notes up to May 1:

National Bank Notes—		
Amount outstanding April 1, 1883.....		$359,065,781
Amount issued during April.....	$1,075,650	
Amount retired during April.....	1,591,864	— 516,214
Amount outstanding May 1, 1883*.....		$358,549,567
Legal Tender Notes—		
Amount on deposit to redeem national bank notes April 1, 1883.....		$39,653,990
Amount deposited during April.....	$1,025,953	
Amount reissued & b'nk notes retired in Apr.	1,595,874	— 569,919
Amount on deposit to redeem national bank notes May 1, 1883.....		$39,084,071

* Circulation of national gold banks, not included above, $718,559.

According to the above the amount of legal tenders on deposit May 1 with the Treasurer of the United States to redeem national bank notes was $39,084,071. The portion of this deposit made (1) by banks becoming insolvent, (2) by banks going into voluntary liquidation, and (3) by banks reducing or retiring their circulation, was as follows on the first of each of the last five months:

Deposits by—	Jan. 1.	Feb. 1.	Mar. 1.	Apr. 1.	May 1.
	$	$	$	$	$
Insolvent bks	1,095,894	1,103,512	1,097,794	950,001	887,346
Liquid'g bks	11,349,272	11,766,715	16,001,683	15,814,829	15,692,130
Reduc'g circ'l'n act of 1874.	27,495,649	27,358,596	*23677327	22,889,160	22,504,595
Total	39.940,815	40.228,823	40,776,804	39,653,990	39,084,071

* The large decrease in the deposits of lawful money under the Act of June 20, 1874, and the corresponding increase in the deposits of liquidating banks, is occasioned in part by the transfer of $4,001,268 from the former to the latter account.

COINAGE BY UNITED STATES MINTS.—The following statement, kindly furnished us by the Director of the Mint, shows the coinage executed at the Mints of the United States during the month of April, and for the four months:

Denomination.	Month of April. Pieces.	Value.	Four months of 1883. Pieces.	Value.
		$		$
Double eagles.....	67,000	1,340,000	312,240	6,244,800
Eagles	38,000	380,000	116,940	1,169,400
Half eagles.....	80,000	400,000	145,440	727,200
Three dollars.....	.....	.....	40	120
Quarter eagles.....	.....	.....	40	100
Dollars.....	.....	.....	1,240	1,240
Total gold.....	185,000	2,120,000	575,940	8,142,860
Standard dollars....	2,350,000	2,350,000	9,600,619	9,600,619
Half dollars.....	.....	.....	619	309
Quarter dollars.....	.....	.....	619	155
Dimes.....	180,000	18,000	2,024,619	202,462
Total silver.....	2,530,000	2,368,000	11,626,476	9,803,545
Five cents.....	2,666,000	133,300	8,926,438	446,322
Three cents.....	.....	.....	3,919	118
One cent.....	2,430,000	24,300	11,523,919	115,239
Total minor.....	5,096.000	157.600	20,454,276	561,679
Total coinage.....	7,811,000	4,645,600	32,656,692	18,508.084

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were $9,710,764, against $8,497,092 the preceding week and $9,602,480 two weeks previous. The exports for the week ended May 1 amounted to $6,090,044, against $6,186,773 last week and $6,765,880 two weeks previous. The following are the imports at New York for the week ending (for dry goods) April 26 and for the week ending (for general merchandise) April 27; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods.....	$2,474,517	$1,955,590	$2,040,421	$2,263,867
Gen'l mer'dise..	8,965,403	9,682,655	8,158,514	7,441,897
Total.....	$11,439,920	$11,638,245	$10,198,934	$9,710,764
Since Jan. 1.				
Dry goods.....	$48,721,092	$41,899,791	$50,10 ,722	$47,352,439
Gen'l mer'dise..	120,009,365	99,863,805	120,382,361	107,926,642
Total 17 weeks	$168,730,957	$141,763,596	$170,785,083	$155,279,081

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending May 1, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week...	$8,538,857	$6,911,596	$5,795,178	$6,090,044
Prev. reported..	108,384,408	120,200,067	100,190,491	112,287,690
Total 17 weeks	$116,923.265	$127,111,663	$105,985,669	$118,377,734

The following table shows the exports and imports of specie at the port of New York for the week ending April 28, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports. Week.	Exports. Since Jan. 1.	Imports. Week.	Imports. Since Jan. 1.
Great Britain.....	$.....	$5,600	$.....	$1,955,779
France.....	.....	.....	.....	104,220
Germany.....	.....	.....	.....	2,065,289
West Indies.....	.....	.....	3,349	482,574
Mexico.....	.....	.....	4,000	4,000
South America.....	.....	43,865	.....	92,341
All other countries.....	.....	71,785	300	17,396
Total 1883.....	$.....	$121,250	$7,849	$4,722,199
Total 1882.....	250,000	10,926,998	6,036	458,492
Total 1881.....	.....	161,670	582,820	26,870,778
Silver.				
Great Britain.....	$217,780	$5,143,363	$.....	$.....
France.....	37,000	291,464	.....	.....
Germany.....	.....	.....	.....	236,984
West Indies.....	.....	4,823	250	72,171
Mexico.....	.....	.....	5,174	1,397,249
South America.....	.....	.....	412	36,615
All other countries.....	.....	3,744	495	4,080
Total 1883.....	$254,780	$5,443,394	$6,331	$1,747,099
Total 1882.....	.....	3,679,357	313,285	1,066,534
Total 1881.....	258,400	3,959,369	47,573	1,133,990

Of the above imports for the week in 1883, $300 were American gold coin and $1,907 American silver coin.

—The following May 1st office changes are noticed, in addition to those published in our last issue:

Pearl & Co. to 5 New.
John S. James & Co. to 3 Broad.
G K. Sistare's Sons to 19 Nassau.
R. A. Lancaster & Co. to 2 Wall.
Caldwell, Washburn & Townsend to 3 Wall.
A. E. Hachfield, to 8 and 10 Pine.
Howard, Lapsley & Co. to 24 Broad.

—Lake Shore & Michigan Southern Railway 7 per cent bonds to the amount of $1,250,000 are offered for subscription by Messrs. Vermilye & Co. up to the 11th inst. at the price of 118½ and accrued interest. These are a part of the $2,500,000 of consolidated second mortgage bonds issued by the company to retire other bonds which matured October 1, 1882, all the rest of the issue having been taken by two prominent institutions as an investment. At the price above named it is stated that the bonds, if held till maturity in 1903, will net 5½ per cent interest. See particulars in the advertisement.

—Messrs. Winslow, Lanier & Co. invite sealed proposals for $4,117,000 of the first mortgage 5 per cent fifty-year gold bonds of the New York West Shore & Buffalo Railroad. They purchased $20,262,000 of these bonds, and have sold all but the above amount. The proposals will be opened at their office May 10, in the presence of Mr. John A. Stewart, President of the United States Trust Company, Mr. F. N. Lawrence, President of the Stock Exchange, and Mr. H. F. Spaulding, President of the Central Trust Company. The awards will positively be made to the highest bidders, without reserve. Full particulars will be found in the advertisement on another page.

—Attention is called to the card of Messrs. Simons & Chew, No. 2 Exchange Court. This house, which is composed of well-known young and energetic men, has recently connected itself with the Produce Exchange, in addition to its other business of dealing in all stocks and bonds on the Stock Exchange.

—Messrs. Shoemaker, Dillon & Co. have removed to No. 5 Wall St. The firm has received an addition in the person of Mr. Richard G. Murphy, son of ex-Collector Murphy, and is now represented on the Stock Exchange by Mr. Murphy and Mr. Dillon.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son.

Shares.		Shares.	
28 Corn Exchange Bank	174½	425 Am. Heating & Power Co.	$60
20 Clinton Fire Ins. Co.	125	1 Manneck Manufact'g Co.	50
15 Eagle Fire Ins. Co.	250	5 Second Avenue RR. Co.	186
13 Sterling Fire Ins. Co.	60	$2,270 Commercial Mutual Ins. Co scrip	70½
10 Home Insurance Co.	140		

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Pennsylvania	4	May 29	May 1 to ———
Seaboard & Roanoke	5	May 1	———
Bank.			
Nassau	4	May 10	May 3 to May 10

NEW YORK, FRIDAY, MAY 4, 1883—5 P. M.

The Money Market and Financial Situation.—The banks had gained very slowly in their net reserves up to their last statement, on April 28, but with the large disbursements coming after the first of May, it is believed that the banks will begin to show more rapid and decided improvement. There is a great abundance of trust funds and other moneys of that class which are loaned exclusively on government bond collateral, and blocks of that money have been offered at 3 per cent, without being taken. There has been some attempt to draw an analogy between the situation of monetary affairs in the spring of 1873 and at the present time. The methods of railroad building at that time were, in many respects, different from those in vogue at present, and there appears to be very little similarity between the condition of the money market then and now. On looking back at the year preceding the panic, we find that for eight months, from September 1872 to May 1873, there was hardly a substantial relaxation in the money market, and brokers during much of that time were compelled to pay from 1-32 to ¾ of one per cent a day for call loans.

A striking feature this week has been the activity in railroad bonds, particularly in some of the new bonds and low-priced bonds. There are also several new loans on the market, and the facility with which loans are placed by syndicates either here or in London, shows the real demand for railroad bonds whenever they are put on the market by influential parties.

In regard to the movements in national bank affairs, there are some interesting figures given out by Comptroller Knox which are worthy of attention. In the six months ending May 1, 1883, the number of new banks organized was 132, with capital of $14,958,500. Of these banks, ten, having a capital of $1,005,000, are in New York State; eleven, with capital of $785,000, in Pennsylvania; sixteen, with capital of $2,090,000, in Ohio; ten, with capital of $2,970,000, in Illinois; nine, with capital of $360,000, in Iowa; six, with capital of $325,000, in Nebraska; eight, with capital of $400,000, in Dakota, and nine in Texas, with capital of $850,000. Arranged by geographical divisions, the number of banks organized in the New England States is five, with capital of $775,000; in the Middle States, twenty-three banks, with capital of $1,893,000; in the Southern States, including six banks in Missouri and six banks in Kentucky, twenty-six banks, with capital of $2,100,000; in the Western States, 70 banks, with capital of $9,680,000; in the Pacific States, eight banks, with capital of $510,000. Twelve of the banks organized, having capital of $2,600,000, are banks which allowed their corporate existence to expire and organized other banks in the same localities; twenty-three other banks, having capital of $3,836,000, having gone into liquidation and relinquished business.

In the money market there was a temporary advance in rates, incident to the withdrawals of funds to meet the May disbursements. Rates on stock collaterals were up to 6@7 per cent, and for a short time on Monday rose to 10 per cent; but in the past few days money has relaxed, and 4@6 per cent are the quotations on stocks, while government bond dealers pay 3@4 per cent. Prime commercial paper sells at 5@6 per cent.

The Bank of England weekly statement on Thursday showed a decrease in specie of £175,000, and the percentage of reserve to liabilities was 34 1-16, against 38 3-16 last week; the discount rate remains at 3 per cent. The Bank of France gained 7,650,000 francs gold and 4,125,000 francs silver.

The New York City Clearing-House banks in their statement of April 28 showed a net gain of $270,925 in their reserves, making a surplus of $895,200 above the legal limit, against $624,275 April 21.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883. April 28.	Differences fr'm previous week.	1882. April 29.	1881. April 30.
Loans and dis.	$312,895,000	Inc. $2,033,000	$310,989,100	$304,435,200
Specie	53,736,800	Dec. 133,000	65,989,900	69,289,400
Circulation	16,342,400	Dec. 153,900	18,942,500	18,600,100
Net deposits	289,922,400	Inc. 3,246,300	297,250,800	294,536,300
Legal tenders	19,639,000	Inc. 1,215,500	19,218,400	15,784,700
Legal reserve	$72,480,600	Inc. $811,575	$74,312,700	$73,634,075
Reserve held	73,375,800	Inc. 1,082,500	85,208,300	85,074,100
Surplus	$895,200	Inc. $270,925	$10,895,600	$11,440,025

Exchange.—Foreign exchange has shown a fair business, and after slight fluctuations closes the same as last week. The supply of commercial bills seems to be moderate. To-day prime bankers' 60 days sterling sold at 4 82½@4 82¾; demand, 4 85@4 85¼; cables, 4 85½@4 85¾. Continental bills were as follows, viz.: Francs, 5 20⅝@5 21¼ and 5 18⅛@5 18¾; reichsmarks, 94⅜@94½ and 94⅞@95; guilders, 39 15-16 and 40 3-16 @40¼.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

May 4.	Sixty Days.	Demand.
Prime bankers' sterling bills on London	4 82¾@4 83½	4 85¼@4 86
Prime commercial	4 81¾@4 82¼	4 84 @4 84½
Documentary commercial	4 81¼@4 81¾	4 83½@4 84
Paris (francs)	5 21¼@5 19⅜	5 19⅜@5 16⅞
Amsterdam (guilders)	40 @ 40⅛	40¼@ 40⅜
Frankfort or Bremen (reichmarks)	94⅜@ 95	94⅞@ 95½

United States Bonds.—In government bonds there has been rather less firmness in prices, and the demand has been comparatively slack. One cause for this is found in the extraordinary bill in the New York Legislature authorizing savings banks to invest in other securities than those to which they were heretofore limited by law.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Apr. 28.	Apr. 30	May 1.	May 2.	May 3	May 4
5s, continued at 3½	Q.-Feb.	*102¾	*103	*103	*103⅛	*103	*103
4½s, 1891 reg.	Q.-Mar.	*113¼	*113⅜	*x123⅜	*112⅜	*112⅛	*112⅛
4½s, 1891 coup.	Q.-Mar.	*113¼	*113⅜	*113½	*113½	*113¼	*113¼
4s, 1907 reg.	Q.-Jan.	*119¾	*119⅞	*119⅞	*119⅞	*119⅝	*119⅝
4s, 1907 coup.	Q.-Jan.	119⅞	119⅞	119⅞	119⅞	119⅝	*119½
3s, option U. S. reg.	Q.-Feb.	*103¼	*103¼	*103¼	*103⅜	103⅜	*103¼
6s, cur'cy, 1895 reg.	J. & J.	*127	*127	*127	*127	*127	*127
6s, cur'cy, 1896 reg.	J. & J.	*128	*128	*128	*128	*128	*128
6s, cur'cy, 1897 reg.	J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1898 reg.	J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1899 reg.	J. & J.	*131	*131	*131	*131	*131	*131

* This is the price bid at the morning board; no *sale* was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
Apr. 28	628,399 97	939,654 38	120,950,265 74	7,385,409 12
" 30	1,128,776 34	834,002 71	121,250,420 47	7,380,038 02
May 1	1,073,626 15	2,168,093 21	120,556,883 15	6,979,156 28
" 2	*15,778,174 20	*20,312,002 34	115,822,930 78	7,179,282 51
" 3	1,336,181 11	1,920,267 52	115,347,741 81	7,070,385 07
" 4	†3,816,724 25	1,719,793 13	116,574,362 37	7,940,695 63
Total	23,761,882 02	27,893,813 29		

* $15,000,000 of above receipts and payments is a transfer from one account on the books to another.
† Includes $3,000,000 gold certificates put into cash.

State and Railroad Bonds.—There have been very few sales of Southern State bonds this week, and the speculative interest in these securities is at the lowest ebb.

Railroad bonds have been quite the feature of the week, and the transactions at the Board in certain specialties have been very large. The market was led off by heavy dealings in West Shore bonds at advancing prices; then followed large sales of East Tennessee Virginia & Georgia 5s mortgage bonds, and the incomes of the same company. The Atlantic & Pacific income bonds were also very active, advancing to 30 this morning, and the mortgage bonds selling this afternoon at par. "Nickel-Plate" bonds have been strong and active, closing at 101½. Altogether, there has been in this way a more lively movement in railroad bonds than we have had for some months past. It is alleged by some parties that the bonds being, many of them, held largely in first hands, it is easy to make the market active, but this would hardly account for the general movement in so many different bonds, the issues of roads under entirely different managements.

Railroad and Miscellaneous Stocks.—The stock market has been quite irregular in tone with only a moderate volume of business. The speculative attention has been diverted in some degree to transactions in bonds. The weakness in New York Central has been one of the points that attracted notice, and it was naturally attended with reports that the Vanderbilts were sellers, and that the competition of the West Shore road is feared. The annual reports of the Lake Shore and the Michigan Central companies have been issued, and the statistics compiled for four years will be found on another page. Denver & Rio Grande stock has been stronger, and the road is expected to reap a benefit from its Utah extension and the speedy completion of its line to Ogden. A new speculative favorite has been the Canadian Pacific stock, in which the transactions have been considerable at advancing prices. The circumstances of this stock are peculiar, as the road has no mortgage on it, the mortgage covering the lands only, and this week a dispatch from Canada reported very heavy sales of land, of which the proceeds go towards the cancellation of bonds. In the Lake Shore report the actual amount of Nickle-Plate stock purchased by that company is given as 140,500 shares of preferred and 124,800 of common, making $36,530,000 out of the whole capital stock of $50,000,000. To-day the Richmond & Danville specialties were strong—terminal closing at 36½ and debenture bonds at 68.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING MAY 4, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, April 28.	Monday, April 30.	Tuesday, May 1.	Wednesday, May 2.	Thursday, May 3.	Friday, May 4.	Sales of the Week (Shares).	Range Since Jan. 1, 1883. Lowest.	Highest.	For Full Year 1882. Low.	High
RAILROADS.											
Albany & Susquehanna	....	....	....	*132 135	....	*131 135	.....	128 Feb. 14	131 Feb. 7	126	135
Allegany Central	....	....	....	....	....	....	.....	10 Jan. 13	20 Apr. 12	13	34½
Boston & N. Y. Air Line, pref.	....	80 80	81 82	83 83¼	83⅛ 84⅜	84 84¾	4,900	78 Mar. 28	84⅜ May 3	60	80½
Burlington Cedar Rap. & No.	....	*81	....	....	*81	*81 83	.....	80 Mar. 24	83 Jan. 5	67	85½
Canadian Pacific	59 59	59¼ 60	60 60⅜	60¼ 64	63½ 65½	63⅜ 64¼	49,375	58¼ Feb. 23	65½ May 3	.....	.....
Canada Southern	66⅜ 66⅝	66⅜ 66⅜	65¾ 66¾	65¾ 66¼	66⅜ 67	67 67	6,800	63¾ Feb. 19	71⅝ Jan. 19	44	73
Central of New Jersey	76⅛ 76⅝	76¼ 76¾	75⅞ 76⅜	75⅞ 77⅜	76 77½	77 78⅛	60,200	68¼ Jan. 3	79⅞ Apr. 18	63½	97½
Central Pacific	76⅝ 77⅜	77 77½	76½ 77¼	76⅝ 77⅛	77 77⅜	77 77¼	16,830	74⅜ Mar. 28	88 Jan. 5	82⅜	97⅛
Chesapeake & Ohio	20¾ 20¾	21⅜ 21⅜	*21 22	*21	*21	21 21	175	20½ Feb. 23	23¾ Jan. 20	19½	27
Do 1st pref.	31¾ 31¾	*31 32	*31¼ 32	*31 32½	31⅜ 31⅝	....	272	29⅞ Feb. 24	35½ Jan. 20	27¼	4 ⅛
Do 2d. pref.	*23	*23 24	*23 24	*23	*23	....	.....	22½ Feb. 26	27 Jan. 22	21	29
Chicago & Alton	*123 135	*133 135	*133 135	133 133	*133½ 134½	133½ 133½	16	130 Feb. 20	137¼ Jan. 22	127½	145½
Chicago Burlington & Quincy	123 125¼	126 126⅜	125¼ 125⅞	125½ 125½	125¾ 126	126¼ 126¼	2,488	115⅜ Feb. 20	129⅜ Apr. 13	120½	147
Chicago Milwaukee & St. Paul	103⅛ 103⅝	103¼ 103¾	102¾ 103⅜	102⅞ 103¼	103⅛ 103⅞	103⅜ 104⅜	83,807	97⅞ Feb. 20	108½ Jan. 20	96½	129¼
Do pref.	*119¾ 120¼	*119¾ 120¼	*119¾ 120¼	*119¾ 120	119½ 120	120 120¼	1,480	116⅜ Feb. 7	122 Jan. 9	114½	144¼
Chicago & Northwestern	134½ 135	134¾ 135¼	134 135⅛	134 134½	134¼ 134¾	134⅜ 134⅞	13,780	128⅛ Feb. 2	140⅛ Apr. 18	124	150⅜
Do pref.	151 151	151 151¾	151½ 151½	151 151¼	151⅜ 152	152¼ 152½	2,300	143 Feb. 20	157 Apr. 13	136	175
Chicago Rock Island & Pacific	124 124	124½ 125¾	125½ 126¼	125 125¼	125 125	125 126	3,570	118 Feb. 21	127¼ Jan. 5	122	140¼
Chicago St. Louis & Pittsburg	*20 21	*20 21	*20½ 21	20½ 20½	*20½ 21	*20½ 21	150	20⅛ Apr. 27	22 Apr. 21	.....	.....
Do pref.	*53 55	54 54	54¼ 54¼	54¼ 54¼	54½ 54½	*53½ 54½	542	51 Apr. 23	56½ Apr. 19	.....	.....
Chicago St. Paul Minn. & Om.	49⅛ 49½	49¾ 49¾	49⅛ 49¾	49 49⅜	49¼ 50⅛	50 50¼	7,410	44¾ Feb. 19	55 Jan. 18	29½	58¼
Do pref.	*106½ 107	*106½ 107½	106⅝ 106⅞	107 107	107½ 108⅝	108½ 108½	1,849	102¾ Feb. 19	113¼ Jan. 5	97½	117
Cincinnati Sand. & Cleveland	....	....	....	....	43 43	....	200	43 May 3	49½ Mar. 9	44	62
Cleveland Col. Cinn. & Ind	....	74½ 74½	74¾ 74¾	....	74⅛ 74½	74¼ 74¼	816	68¾ Feb. 20	84 Jan. 5	65½	92¾
Cleveland & Pittsburg, guar.	....	....	....	....	....	*130 135	.....	133 Apr. 26	142 Jan. 26	133	140
Columbia & Greenville, pref.	....	59 59	59½ 59½	....	60 60	60 60	500	31 Feb. 26	60 May 3	50	104
Columbus Chic. & Ind. Central	*5 5½	*5 5½	5 5	*5 5½	*5 5½	*5 5½	200	3¼ Jan. 20	7⅜ Mar. 5	3⅞	21⅜
Delaware Lackawanna & West.	127¼ 127¾	127⅜ 128½	127 128⅜	127⅛ 127⅝	127¼ 128⅛	127⅝ 128	165,785	118⅛ Feb. 13	131⅝ Apr. 18	116¼	150¼
Denver & Rio Grande	47⅜ 48¼	48½ 50¼	49⅛ 50¼	49¼ 50¼	50⅛ 51⅜	50¾ 51⅜	131,755	39⅞ Jan. 2	51½ May 3	38¼	74⅝
Dubuque & Sioux City	86½ 86½	*84½ 86	*85	*85 87	85 85	85⅛ 85⅛	122	84½ Apr. 17	92 Mar. 12	82	96½
East Tennessee Va. & Ga.	*9⅞ 10⅛	10 10⅜	10⅛ 10¼	10⅛ 10⅛	10⅛ 10¼	10¼ 10¼	4,900	8⅛ Feb. 21	11¼ Apr. 13	8	16
Do pref.	21⅜ 21½	21¼ 21½	20⅞ 21⅝	21⅛ 21⅜	21¼ 21½	21¼ 22	24,000	14⅜ Feb. 20	23 Apr. 14	15½	28½
Green Bay Winona & St. Paul	*7 8⅜	*7 8⅜	*7½ 9	*7¾ 9	*8 9	9 9	100	5 Feb. 9	10⅞ Apr. 12	6	16
Hannibal & St. Joseph	....	....	41 41	*40	....	42½ 42½	350	38 Mar. 6	48⅜ Jan. 17	45	110
Do pref.	93 94½	93½ 94½	94½ 95⅜	95¼ 96	96 96½	96¾ 97½	6,912	72 Jan. 3	97½ May 4	72	111¼
Houston & Texas Central	*73 78½	*73 75	*73 75	*73 78	*70 78	*70 74	.....	73 Feb. 17	82½ Apr. 5	61	92½
Illinois Central	144½ 144⅞	144½ 144⅞	144½ 145¼	144¼ 144½	145 145	145 145	3,145	141⅝ Jan. 3	147⅞ Apr. 11	127¾	150½
Do leased line	....	....	....	....	....	....	200	77 Feb. 17	81 Jan. 22	.....	.....
Indiana Bloom'n & Western	31 31	30⅝ 31¼	30½ 30½	30 30	29½ 30¼	29¼ 29¾	2,830	27 Feb. 16	35½ Apr. 9	30	49½
Lake Erie & Western	....	30 30	....	29⅞ 29⅞	30 30	....	510	26 Feb. 16	33¼ Jan. 18	28½	45
Lake Shore	111½ 111¾	111½ 111¾	110 111⅞	110⅜ 110⅝	110⅜ 111½	110½ 111⅜	60,450	106⅝ Feb. 16	114⅞ Jan. 18	98	120⅛
Long Island	66⅜ 66½	66¾ 66½	66½ 66½	*66 70	66¾ 66¾	*66 67	1,012	60 Jan. 2	69 Apr. 16	49½	65
Louisville & Nashville	53 53⅜	53¼ 54¼	52⅞ 54⅛	52¾ 53⅜	53⅛ 54⅛	52⅝ 53¾	39,820	51⅜ Feb. 19	58½ Jan. 20	46½	100¾
Louisville New Albany & Chic	*55 57	*55 57	55 55	*54 57	*54 57	*54 57	100	54⅞ Apr. 17	68 Jan. 5	57	78
Manhattan Elevated	45 45	45 45	*44¾ 45½	*44¾ 45	*44¾ 45	*44¾	400	40 Mar. 21	53⅞ Feb. 9	40	60⅛
Do 1st pref.	*82	84 84	*81½ 85	*81½	*81½ 85	....	.....	81½ Apr. 5	90 Jan. 18	82	98½
Do common	*44 46	*44½ 45	*44 45	44½ 44½	*44 45	*44 45	100	44½ May 2	53 Feb. 10	40	56
Manhattan Beach Co.	....	*23 25	....	*23 25	*23 25	....	.....	15 Feb. 21	28½ Mar. 15	15	37
Memphis & Charleston	....	....	....	....	43 43	....	700	36 Feb. 19	55 Jan. 8	42¼	82⅜
Metropolitan Elevated	*80 80½	80½ 80½	*80	*80 82	*80 85	*80½ 82	150	79½ Mar. 7	85 Jan. 8	77	93
Michigan Central	94¼ 94¾	94½ 94⅞	93½ 94⅝	93½ 93⅞	93⅞ 94⅜	93¾ 94⅛	12,310	90 Feb. 20	100⅛ Jan. 19	77	105
Milwaukee L. Sh. & Western	* 16	*..... 16	*..... 16	*..... 16½	14 14	* 16	100	14 May 3	18 Jan 4	13	21
Do pref.	*44¼	46 46	46 46	46 47	47¼ 47¼	*47 47½	900	42 Mar. 5	48½ Jan. 20	41¾	58¼
Minneapolis & St. Louis	28 28	28 28	*28¼ 28¾	*28 28¾	28¾ 28¾	*27½ 28¾	300	22⅞ Feb. 20	30¾ Jan. 18	19	36¾
Do pref.	....	*58 60	59 59	*58 60	*57 59	*57½ 59½	100	52 Feb. 20	68½ Jan. 18	59	77
Missouri Kansas & Texas	30⅜ 31	30½ 31	30⅜ 30⅜	30⅜ 30⅜	30⅞ 31	30¾ 31	15,364	29¼ Feb. 20	34⅞ Jan. 18	26⅜	42½
Missouri Pacific	103½ 104	103⅞ 104⅝	103⅞ 104⅝	103½ 104	104 104½	104⅜ 104⅞	17,017	97¾ Feb. 26	106⅞ Apr. 9	86⅝	112½
Mobile & Ohio	* 18	....	....	....	....	....	.....	15 Feb. 16	19 Jan. 5	12	35¾
Morris & Essex	*124 126	*124 126	124¼ 124¼	*124 125	125 125	125½ 125½	435	120 Feb. 15	125½ May 4	119¾	128
Nashville Chattanooga & St. L.	....	....	....	*56 58	....	....	.....	55⅝ Jan. 3	64⅞ Jan. 22	47	87½
New York Central & Hudson	125⅛ 125½	125⅛ 125½	123¾ 125⅝	123⅝ 124¼	123½ 124¾	123¼ 124¼	105,843	123¼ May 4	129⅛ Mar. 10	123⅝	138
New York Chic. & St. Louis	*113¾ 12	12⅜ 12⅜	12 12	11⅞ 11⅞	12 12	*11¾ 12	910	10 Feb. 2	15½ Jan. 5	10½	17¾
Do pref.	*27 27¾	*27 28	27 27	*26 28	*27 28	*25 27	100	23 Feb. 7	35 Jan. 4	27	37⅝
New York Elevated	....	*104 110	*104 110	*104 110	*104 110	*104 110	.....	101 Jan. 13	105 Feb. 16	100	109½
New York Lack. & Western	88½ 88½	88⅜ 88½	88½ 88¼	....	88⅜ 88½	88¼ 88¼	1,294	85½ Mar. 1	89½ Mar. 5	.....	.....
New York Lake Erie & West.	36⅞ 37¼	36⅞ 37⅜	36½ 37¼	36½ 37	37 37¼	37 37⅜	24,855	34⅜ Feb. 20	40⅞ Jan. 18	33¼	43¾
Do pref.	....	....	....	....	....	....	.....	75 Feb. 19	83 Jan. 5	67	88¼
New York & New England	37½ 37½	....	39 39	38¾ 38¾	38 38	....	780	37 Apr. 24	52¼ Jan. 9	45	60½
New York New Haven & Hart.	....	....	*178	180 180	*178 180	*178 181	105	169 Jan. 16	180 May 2	168	186
New York Ontario & Western	27⅝ 28⅛	27⅞ 28⅛	27¾ 28	27½ 27⅝	27⅝ 28⅞	28¼ 28½	16,306	24¾ Mar. 2	29⅝ Apr. 14	20½	31⅞
Norfolk & Western, pref.	44⅜ 45	44¾ 45⅜	44½ 45	....	*43½ 45	43½ 43½	2,250	37½ Feb. 26	49¾ Jan. 20	44¼	60
Northern Pacific	50⅜ 50⅝	50½ 51⅝	50⅝ 51⅝	50⅝ 51	50⅞ 51¼	51 51⅜	41,960	44⅞ Feb. 20	53¾ Apr. 13	28¾	54⅜
Do pref.	87⅜ 87⅞	87⅞ 89	88 88⅞	87⅞ 88¼	88¼ 88½	88⅛ 88½	15,542	79¾ Feb. 20	89⅜ Apr. 11	66¾	100⅜
Ohio Central	11⅞ 11⅞	*12⅜ 12½	12⅜ 12½	12⅛ 12¼	12¼ 12¼	12¼ 12⅝	1,537	9⅛ Feb. 16	14¼ Apr. 13	11⅜	25⅝
Ohio & Mississippi	*34 35	*34½ 34⅝	....	34½ 34½	*34 34⅝	....	100	29 Feb. 14	36¾ Apr. 13	27	42
Ohio Southern	....	....	....	....	....	13½ 13½	100	10 Feb. 2	14¾ Apr. 24	11	23½
Oregon & Trans-Continental	83⅛ 83¾	83⅞ 85⅛	84¼ 85⅝	84¼ 85	84¾ 85¼	84⅝ 85	78,856	79 Feb. 20	89 Jan. 19	60	98¾
Peoria Decatur & Evansville	20⅜ 20¾	*20½ 21½	20¾ 20¾	*20 21½	20¼ 21	....	1,100	19⅝ Feb. 19	28 Jan. 18	23	39¾
Philadelphia & Reading	55⅛ 55⅝	55⅝ 55¾	54⅞ 55⅛	54½ 55⅛	55 55¼	55¼ 55⅜	14,450	49⅝ Feb. 20	58½ Jan. 18	46¾	67⅛
Pittsburg Ft. Wayne & Chic.	....	....	....	*132½ 134	134 134	....	100	132¾ Apr. 23	138 Jan. 16	130	139
Rensselaer & Saratoga	....	....	....	....	145 145	144½ 144½	150	139½ Jan. 3	145 Apr. 25	131½	144
Rich. & Allegh. st'ck trust ctfs.	13 13	....	....	....	....	....	100	10 Feb. 20	15⅜ Apr. 16	13	40
Richmond & Danville	60 60	61 61½	61¼ 61¼	60 61	60 60	63 64	2,410	47 Jan. 13	64 Apr. 16	52	250
Richmond & West Point	33½ 34¾	34¼ 34¾	34¼ 34⅝	33⅞ 34⅛	34¼ 34½	34¾ 36⅞	21,700	21 Feb. 16	36⅞ May 4	23	263
Rochester & Pittsburg	19⅞ 19⅞	20 20¼	19⅞ 20	20 20¼	20 20¼	20 20	3,010	16¾ Feb. 16	23 Apr. 4	17½	30⅛
St. Louis Alton & Terre Haute	....	69 69	69 69	*68½ 69½	....	....	200	48 Jan. 3	71¾ Mar. 10	20½	50
Do pref.	....	93 93	....	*92 93½	91 91	....	600	90 Jan. 3	103 Apr. 11	55	94½
St. Louis & San Francisco	*31½ 34	32 32	*32 34	*32 35	*32 35	*32 32½	100	29⅛ Feb. 28	35 Apr. 14	31	46⅞
Do pref.	*51½ 53	52½ 52½	52¾ 52¾	*52 53	*52 53	53 53	350	48 Feb. 23	54⅞ Jan. 12	43	66½
Do 1st pref.	*96½ 98	*96¾ 98	98 98	*97¾ 100	*98 99	*98 99	100	89 Feb. 28	100¾ Jan. 11	79¾	106½
St. Paul & Duluth	*37 39	37⅛ 38	38½ 38½	*37½ 39	38¾ 38¾	*37½ 39	500	35 Feb. 15	40⅞ Jan. 9	26	42¾
Do pref.	*95 97	*95 97	*95½ 97	*95½ 97	*96 98	*95 97	.....	91 Feb. 20	97½ Jan. 4	68	99¼
St. Paul Minneap. & Manitoba	129 130½	131¼ 132½	130 131¾	130½ 131⅞	130½ 131	130½ 131	21,052	†123 Apr. 20	169¼ Apr. 16	108½	166½
Texas & Pacific	39 39½	38⅞ 39¾	39 39⅞	38⅞ 39⅜	39¼ 39¾	39¼ 39⅝	29,700	36¾ Jan. 3	43 Jan. 18	34	55
Union Pacific	97¼ 97¾	97½ 98½	97⅜ 98½	97 97⅝	97¼ 97⅞	97½ 98⅛	88,490	91¼ Feb. 7	104¾ Jan. 18	98¼	119¾
Virginia Midland	....	....	31 31	....	....	....	100	20 Jan. 9	31½ Apr. 21	25	62½
Wabash St. Louis & Pacific	29½ 29⅝	29 29⅜	28⅝ 29½	28⅞ 29¼	29½ 29¾	29¼ 29⅝	6,950	26½ Feb. 26	36¼ Jan. 18	23⅝	39⅞
Do pref.	46½ 47¼	47 47½	46½ 47¾	46⅛ 47	46⅞ 47¼	47 47½	34,258	44¾ Feb. 26	57½ Jan. 18	45⅞	71⅝
MISCELLANEOUS.											
American Tel. & Cable Co.	....	....	....	66¾ 66¾	66¾ 66¾	....	328	64⅜ Feb. 26	69½ Jan. 15	65	74
Colorado Coal & Iron	....	36½ 38	36½ 37½	36 37	37⅜ 38¼	....	2,750	28¼ Feb. 7	39⅜ Apr. 16	25	53⅞
Delaware & Hudson Canal	110½ 110½	109¾ 109¾	109⅝ 109¾	110½ 110½	110¼ 110¼	....	775	105¾ Feb. 13	112¾ Apr. 14	102¾	119¾
Mutual Union Telegraph	*19½ 20½	20¼ 20¾	20⅛ 20⅜	20½ 21	20 20	20½ 20⅝	1,630	17½ Mar. 27	25 Jan. 17	19⅞	30¼
New York & Texas Land Co.	75¼ 81	79 79½	*79½	*75	*79	....	920	55 Mar. 13	81 Apr. 28	37	55
Ontario Silver Mining	....	....	....	26 26	....	....	100	18 Feb. 10	35½ Jan. 8	33	40
Oregon Improvement Co.	83½ 83¾	84 84	....	....	....	84 84	455	80⅛ Apr. 4	91½ Mar. 5	.....	.....
Oregon Railway & Nav. Co.	....	140 140	....	138 138	....	....	150	132 Feb. 20	144¾ Apr. 12	128	163½
Pacific Mail	*41 41½	42 42	41½ 41⅞	41 41	41½ 41½	41⅝ 42¼	1,050	39 Jan. 25	44⅜ Apr. 9	32¾	48¾
Pullman Palace Car	128¾ 129⅛	129 130	‡126½ 130	127 127⅛	127 127	....	3,892	117 Feb. 23	130 Apr. 30	117	145
Quicksilver Mining	*8 10	*8¼ 9	*8¼ 8½	*8 10	*8 8½	....	.....	8 Feb. 1	9½ Mar. 3	8	14¼
Do pref.	*42¼ 44½	*42 44	*42 44	43½ 43½	*42 44	....	200	37½ Jan. 26	46½ Mar. 3	40	62¼
Western Union Telegraph	82½ 82¾	82⅝ 82⅞	82⅝ 83	82½ 82⅞	82⅞ 83½	83¼ 83⅜	18,327	79¼ Feb. 5	85½ Mar. 13	78⅛	93⅜
EXPRESS.											
Adams	129 129	130 130	*128 130	129 129	127½ 128	128 128	144	127 Mar. 17	135 Jan. 5	133	149½
American	90 91¼	90¼ 91½	*90⅛ 91½	91½ 91½	91½ 91½	92 92¼	505	88 Mar. 16	93 Jan. 5	90	97½
United States	*58 62	*58 62	61 61	61 61	*58 61	*58 61	20	58 Apr. 3	65½ Jan. 6	62	80¼
Wells, Fargo & Co.	*124 125½	*124 126	*124 126	125 125	*124 126	124 125	145	122 Feb. 19	126 Jan. 8	125	132
COAL AND MINING.											
Consolidation Coal	*25	*25	....	....	....	....	.....	25 Mar. 13	27⅝ Jan. 19	27½	36⅞
Little Pittsburg Mining	....	....	....	....	....	....	.....	....	....	1½	2¼
Mariposa Land and Mining	....	....	....	....	....	....	.....	....	....	1¼	2½
Maryland Coal	....	....	....	....	....	....	.....	15 Apr. 18	17 Jan. 15	13	26
Pennsylvania Coal	....	....	....	....	....	....	.....	270 Feb. 2	270 Feb. 2	240	245
Standard Consol. Mining	....	....	....	....	....	....	.....	5½ Feb. 17	7 Apr. 10	4½	19¾
Cameron Coal	....	....	....	....	....	....	.....	14 Feb. 27	18 Jan. 3	18	37¼
Central Arizona Mining	....	....	....	....	....	....	.....	¼ Mar. 26	½ Jan. 12	½	1⅝
Deadwood Mining	....	....	....	....	....	....	.....	....	....	4	8¾
Excelsior Mining	....	....	....	....	....	....	.....	....	....	⅛	2⅞
Robinson Mining	....	....	....	....	....	....	.....	....	....	1	4
Silver Cliff Mining	....	....	....	....	....	....	.....	....	....	2	23¼
Stormont Mining	....	....	....	....	....	....	.....	....	....	1½	1½

* These are the prices bid and asked; no sale was made at the Board. † Ex-privilege. ‡ Lowest price is ex-dividend.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained.

Roads.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo	1883.	1882.	1883.	1882.
		$	$	$	$
Ala.Gt.Southern	March	85,822	68,885	251,721	196,190
Atch.Top.& S.Fe	March	1,284,120	1,203,073	3,181,010	3,335,773
Buff. Pittsb.& W	January	78,821	62.150	78,821	62,150
Bur.Ced.R.& No.	3d wk Apr.	52,668	44,563	793,740	832,981
Canad'n Pacific	3d wk Apr.	93,370	40,181	959,130	426,037
Ced. R. & Mo. R.	January	224,723	255,444	224,723	255,444
Central of Ga.	March	276,000	238,166	921,700	860,905
Central Iowa	March	115,826	89,677	273,691	279,061
Central Pacific	March	2,021,000	1,969,737	5,234,633	5,529,881
Chesap. & Ohio.	March	270,675	215,444	765,104	603,243
Chicago & Alton	4th wk Apr	134,545	129,935	2,460,327	2,257,287
Chic. Bur. & Q.	March	2,347,087	1,566,217	5,583,788	4,682,351
Chic. & East. Ill.	3d wk Apr	33,947	28,928	486,970	501,509
Chic.& Gr.Trunk	wk Apr 28.	57,070	50,562	899,492	675,818
Chic. Mil &St. P.	4th wk Apr	579,000	433,529	6,633,000	5,889,867
Chic. & Northw.	4th wk Apr	510,700	522,200	6,471,617	6,460,783
Ch.St.P.Min.&O.	4th wk Apr	119,690	123,240	1,429,608	1,451,088
Chic. & W. Mich.	3d wk Apr.	29,812	29,095	433,912	435,576
Cin.Ind.St.L.&C.	3d wk Apr.	48,787	46,534	706,827	747,996
Cincinnati South	March	.....	.....	565,924	693,210
Clev.Akron& Col	3d wk Apr.	9,781	9,181	148,456	138,407
Col. Hock.V.& T.	2d wk Apr	65,474	69,924	783,416	728,125
Danbury & Nor.	March	15,902	14,419	.....	.....
Denv. & Rio Gr.	4th wk Apr	172,500	165,900	1,917,000	1,974,039
Denv.& R.Gr.W.	4th wk Apr	25,600	.....	126,200	.....
Des Mo.& Ft. D.	3d wk Apr.	6,120	6,086	87,422	118,599
Det. Lan. & No.	3d wk Apr.	30,588	31,586	422,292	457,919
Dub. & Sioux C.	3d wk Apr.	23,679	20,734	309,035	346,223
Eastern	3 wks Apr.	194,177	136,373	980,215	873,106
E.Tenn.Va.&Ga.	3 wks Apr.	196,833	156,875	1,171,747	894,717
Eliz. Lex. & B.S	March	52,994	31,416	156,522	86,877
Evansv. & T. H.	3d wk Apr.	14,756	15,881	212,379	227,438
Flint & P. Marq.	3d wk Apr.	57,172	45,786	758,986	662,771
Ft.W. & Denver.	3d wk Apr.	6,500	.....	.....	.....
Georgia	March	148,041	114,257	425,738	350,155
Grand Trunk	Wk Apr.21	338,110	332,168	5,136,599	4,679,173
Gr.Bay W.&St.P.	3d wk Apr.	8,469	8,431	112,226	111,226
Gulf Col&San.Fe	3 wks Apr.	88,301	50,148	525,010	312,162
Hannibal& St.Jo	4th wk Apr	53,600	4 ,500	782,299	621,775
Hous.E.&W.Tex	March	26,517	18,215	73,153	51,791
Illinois Cen.(Ill.)	3d wk Apr.	116,500	133,673	1,922,085	2,053,296
Do (Iowa)	3d wk Apr	43,000	33,300	568,642	585,129
Do So. Div.	3d wk Apr.	66,100	61,864	1,357,153	1,058,272
Ind.Bloom.& W.	3d wk Apr.	58,732	53,653	887,240	734,843
K.C.Ft. S. & Gulf	3d wk Apr.	27,774	26,864	560.327	503.143
K. C. Law. & So.	March	131,394	86,456	333,801	226,436
L. Erie & West'n	3d wk Apr.	19,568	27,781	426,086	403,329
L. R. & Ft.Smith	2 wks Apr.	20,701	15,290	158,791	123,582
L.Rk.M.Riv.&T.	2 wks Apr.	15,437	11,747	114,850	69,272
Long Island	4th wk Apr	37,801	33,961	591,519	541,137
Louisa. & Mo. R.	January	49,569	41,361	49,569	41,361
Louisv.& Nashv	3d wk Apr.	207,535	224,875	3,929,234	3,669,273
Mar.Hough.& O	March	20,000	24,052	56,203	72,133
Memp. & Charl.	3 wks Apr.	63,036	54,331	380,852	336,026
Mexican Cent.	2d wk Apr.	38,154	.....	510,442	.....
Do No.Div	3d wk Apr.	4,919	.....	64,520	.....
Mexican Nat'l.	3d wk Apr.	16,111	.....	221,966	.....
Mil. L.Sh.& West	4th wk Apr	26,560	18,193	293,245	274,037
Missouri Pacific	3d wk Apr.	135,026	124,266	2,634,815	1,951,533
Central Br'ch.	3d wk Apr.	21,479	13,659	427,607	251,301
Int. & Gt. No.	3d wk Apr.	63,155	54,810	1,154,891	883,949
Mo. Kan. & T.	3d wk Apr.	119,406	101,339	2,041,583	1,575,620
St.L.Ir.Mt.& S.	3d wk Apr.	120,656	127,162	2,206,920	2,009,633
Tex. & Pacific	3d wk Apr.	95,671	83,350	1,769,892	1,199,969
Whole System	3d wk Apr.	555,392	504,587	10,235,710	7,872,063
Mobile & Ohio.	April	128,462	141,957	696,746	608,388
Nash.Ch.& St.L§	March	206,164	177,336	598,814	523,063
N.Y.L.E.& West.	February.	1,283,616	1,304,758	2,803,485	2,623,753
N.Y.&N. Engl'd	March	284,868	265,222	774,875	696,325
N. Y. Susq. & W.	March	76,974	51,219	211,783	136,998
Norfolk & West.	3 wks Apr.	121,572	116,222	730,787	609,222
Northern Cent.	March	506,865	414,789	1,492,982	1,235,708
Northern Pacific	3d wk Apr.	149,000	105,240	1,768,543	1,203,165
Ohio Central	3d wk Apr.	16,543	20,477	268,529	268,582
Ohio & Miss	February.	283,992	260,139	.....	.....
Ohio Southern	3d wk Apr.	6,578	5,799	128,333	106,147
Oregon & Cal.	March	70,500	.....	210,290	.....
Oregon Imp. Co.	February.	233,140	210,950	473,683	441,133
Oregon R.&N.Co	March	418,100	420,385	1,058,400	1,103,058
Pennsylvania	March	4,189,380	3,912,293	11,880,952	10,592,364
Peo. Dec. & Eve.	2d wk Apr.	13,978	14,783	181,004	214,908
Philadelp.& Erie	March	308,069	265,311	923,472	764,284
Phila. & Read.	March	1,669,241	1,610,089	4,731,878	4,403,585
Do C. & Iron	March	1,160,483	977,631	3,035,021	2,804,663
Richm.& Danv.	3d wk Apr.	†16,300	†13,700	1,084,119	1,052,317
Ch'l Col.&Aug.	3d wk Mar	†6,093	†6,819	270,156	225,486
Columb. & Gr.	3d wk Apr.	†6,558	†7,341	275,435	240,386
Va. Midland	3d wk Apr.	†19,456	†16,346	385,179	324,479
West No. Car.	3d wk Apr.	†1,300	†2,920	86,081	53,276
St.Johnsb.&L.C.	January	16,763	13,575	16,763	13,575
St. L. Alt. & T.H	4d wk Apr.	24,569	23,512	437,401	381,664
Do (Brchs.)	3d wk Apr.	13,670	18,793	252,964	250,782
St. Louis & Cairo	3d wk Apr.	8,846	6,271	103,148	100,395
St.L.&San Fran.	4th wk Apr.	80,300	70,954	1,140,299	1,019,204
St. Paul & Dul.	4th wk Apr	20,813	17,917	297,975	247,317
St. P. Minn.& M	4th wk Apr	203,500	148,715	2,421,196	1,915,713
So. Pac.Cal. N.D	January	86,989	73,882	86,989	73,882
Do So. Div.	January	299,733	320,560	299,733	320,560
Do Arizona	January	180.001	216,074	180.001	216,074
Do N. Mex.	January	56,574	66,469	56,574	66,469
Scioto Valley	1st wk Apr	8,885	9,916	123,722	123,129
South Carolina	March	136,783	112,878	415,973	365,118
Union Pacific	April	2,197,000	2,361,000	8,261,742	8,609,472
Utah Central	March	101,669	121,026	302,730	360,497
Vicksb'rg& Mer.	March	43,762	36,173	139,609	126,491
Wab.St.L.& Pac.	4th wk Mar	374,899	330,281	3,357,777	3,678,509
West Jersey	March	76,849	70,103	200,724	176,466
Wisconsin Cent.	2d wk Apr	29,516	19,675	.....	.....

* Earnings on 2,895 miles this year against 2,917 in 1882.
† Freight earnings. § All lines included.

Coins.—The following are quotations in gold for various coins:

Sovereigns	$4 83 @$4 87	Silver ½s and ¼s.	99¾@ par.
Napoleons	3 83 @ 3 87	Five francs	92 @ 95
X X Reichmarks	4 72 @ 4 76	Mexican dollars	85¾@ 86⅜
X Guilders	3 95 @ 3 99	Do uncommerc'l	84½@ 85¼
Span'h Doubloons	15 50 @15 65	Peruvian soles	80½@ 81½
Mex. Doubloons	15 45 @15 60	English silver	4 75 @ 4 82
Fine silver bars	1 09⅝@ 1 10¾	Prus. silv. thalers	68 @ 70½
Fine gold bars	par@¼ prem.	U. S. trade dollars	99¼@ 99⅝
Dimes & ½ dimes	99⅝@ par	U. S. silver dollars	99¾@ p.r.

New York City Banks.

The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on April 28:

Banks.	Capital.	Average amount of—				
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
	$	$	$	$	$	$
New York	2,000,000	8,849,000	1,610,000	300,000	7,888,000	495,000
Manhattan Co	2,050,000	7,247,000	1,210,000	413,000	6,065,000	.....
Merchants	2,000,000	6,948,800	894,300	643,400	5,807,600	359,500
Mechanics'	2,000,000	7,232,000	1,288,000	470,000	6,204,000	.....
Union	1,200,000	4,294,600	723,200	262,600	3,423,700	.....
America	3,000,000	6,884,500	653,200	426,800	5,751,700	1,100
Phœnix	1,000,000	2,940,000	463,000	288,500	2,638,000	267,600
City	1,000,000	7,921,600	2,317,300	310,000	8,034,200	.....
Tradesmen's	1,000,000	2,977,200	255,500	164,200	1,711,200	762,000
Fulton	600,000	1,612,600	345,400	68,700	1,212,900	.....
Chemical	300,000	12,758,500	3,419,400	494,700	12,825,400	.....
Merch'nts' Exch.	1,000,000	3,154,900	558,500	341,700	2,719,400	281,700
Gallatin Nation'l	1,000,000	4,225,700	413,400	144,700	2,210,000	789,200
Butchers'& Drov.	300,000	2,089,500	358,800	78,200	1,886,500	284,000
Mechanics' & Tr.	200,000	917,000	170,000	87,000	972,000	45,000
Greenwich	200,000	1,047,200	31,500	181,600	999,700	2,600
Leather Man'f'rs	600,000	2,980,900	308,400	255,000	2,147,000	539,100
Seventh Ward	300,000	1,083,500	238,200	96,800	1,103,600	20,000
State of N. York	800,000	4,533,300	545,800	156,700	4,339,300	.....
American Exch	5,000,000	12,560,000	1,957,000	630,000	9,324,000	.....
Commerce	5,000,000	13,051,800	1,536,400	656,200	6,114,100	1,013,200
Broadway	1,000,000	5,674,700	908,700	154,700	4,280,100	900,000
Mercantile	1,000,000	5,825,500	1,073,200	354,000	5,501,100	701,000
Pacific	422,700	2,193,400	345,700	238,800	2,402,100	.....
Republic	1,500,000	4,407,600	458,100	365,300	2,891,300	540,900
Chatham	450,000	3,590,400	811,000	216,500	3,900,400	45,000
People's	200,000	1,450,200	136,300	159,200	1,740,900	5,400
North America	700,000	2,666,800	373,000	199,000	2,699,600	.....
Hanover	1,000,000	8,847,800	1,838,700	637,500	9,638,300	180,000
Irving	500,000	3,244,000	495,500	313,900	3,068,900	416,900
Metropolitan	3,000,000	12,522,000	2,218,000	299,000	9,160,000	2,250,000
Citizens'	600,000	2,353,900	440,100	230,200	2,487,800	267,900
Nassau	500,000	2,419,300	120,100	168,900	2,514,200	.....
Market	500,000	2,856,700	454,800	98,200	2,555,300	450,000
St. Nicholas	500,000	2,421,900	257,600	58,600	1,994,800	.....
Shoe & Leather	500,000	2,783,000	606,000	251,000	3,350,000	450,000
Corn Exchange	1,000,000	4,165,800	411,900	165,000	3,090,300	4,200
Continental	1,000,000	5,497,900	1,428,500	183,100	6,083,600	450,000
Oriental	300,000	2,145,800	311,200	319,700	2,077,400	.....
Marine	400,000	3,085,000	657,000	154,000	3,46?,000	270,000
Importers' & Tr.	1,500,000	10,048,000	4,540,000	540,800	10,758,000	1,312,700
Park	2,000,000	17,284,600	3,383,100	1,314,800	21,217,800	45,000
Wall St. Nation'l	500,000	1,673,500	279,700	117,100	1,598,200	.....
North River	240,000	1,616,000	18,000	2 8,000	1,578,000	.....
East River	250,000	1,103,800	142,100	122 800	934,100	223,000
Fourth National	3,200,000	15,928 800	3,044,200	962 300	15,741,200	639,900
Central Nat	2,000,000	7,672,000	519,000	1,092,000	8,030,000	297,000
Second Nation'l	300,000	3,458,000	743,000	43,000	4,157,000	90,000
Ninth National	750,000	5,493,500	717,300	496,200	5,070,000	597,500
First National	500,000	14,109,700	3,083,300	4,658,000	14,446,000	44,900
Third National	1,000,000	5,156,800	685,200	683,100	6 33,700	.....
N. Y. Nat. Exch	300,000	1,444,000	141,700	135 800	1,120,800	264,000
Bowery National	250,000	1,847,900	231,700	227,000	1,830 700	225,050
N. York County	200,000	1,723,300	18,800	519,500	1,910,400	180,000
Germ'n Americ'n	75 000	2,494,500	236,900	82,900	1,366,200	.....
Chase National	300,000	4,463,100	1,071,500	300,700	5,764,400	45,000
Fifth Avenue	100,000	2,949,800	411,300	102,900	2 257,400	.....
German Exch	200,000	1,797,200	47,000	165,000	1,959,700	.....
Germania	200,000	1,753,400	83,100	164 300	1,833,800	.....
U. S. Nat.	500,000	4,008,800	982,200	225,000	4,847,100	446,850
Lincoln Nat	300,000	1,328,300	219,700	108,100	1,474,000	45 000
Garfield Nat	200,000	891,200	45,100	121,400	948,500	180,000
Total	61,182,700	312,895,000	53,736,8 0	19,639,000	289,922,4 0	16,342,40 0

The deviations from returns of previous week are as follows:

Loans and discounts	Inc. $2,088,000	Net deposits	Inc. $3,216 300
Specie	Dec. 183,000	Circulation	Dec. 153,900
Legal tenders	Inc. 1,215,500		

The following are the totals for three weeks:

1883.	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
	$	$	$	$	$	$
Feb. 3	316,460,800	61,605,200	23,080,400	307,182,200	16,645,200	733,749,830
" 10	321,491,200	62,402,700	21,764,800	311,119,400	16,463,700	857,489,845
" 17	323,352,100	58,910,300	21,3 8, 00	310,712,700	16,513,000	734,123,948
" 24	325,391,000	58,504,300	20,023,500	309,225,200	16,488,700	649,347,618
Mch. 3	327,472,300	55,332,900	18,915,800	303,258,900	16,515,200	760,188,160
" 10	325,180,000	51,519,700	17,917,000	293,411,400	16,609,200	748,544,655
" 17	319,672,000	48,551,900	17,081,100	289,615,500	16,607,900	760,5-8,987
" 24	312,879,100	47,997,400	17,025,400	281,911,500	16,356,200	599,808,618
" 31	310,180,100	49,086,800	16,801,800	279,944,200	16,574,800	598 867,938
Apr. 7	311,039,400	50,620,400	15,923,700	280,980,400	16,532,000	668 257,900
" 14	310,222,600	53,062,800	17,085,100	284,149,000	16,496,800	787,633,446
" 21	310,807,000	53,839,800	18,4 3,500	286,676,100	16,491,800	825,770,284
" 28	312,895,000	53,736,800	19,639,000	289,922,400	16,342,400	648,920,031

Boston Banks.—Following are the totals of the Boston banks:

1883.	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Clear.
	$	$	$	$	$	$
Dec. 4	148,138,900	5,846,600	4,419,900	91,230,900	30,166,000	73,919,335
" 11	148,078,300	5,831,400	4,064,300	90,049,500	30,137,700	66,198,169
" 18	148,183,000	5,774,800	4,446,600	90,910,200	30,161,800	71,820,162
" 26	147,883,600	5,961,700	4,623,500	91,153,800	30,022,200	67,821,976
1883.						
Jan. 2	147,583,100	5,964,900	5,283,500	92,792,600	30,164,000	57,705,298
" 8	148,642,900	6,214,700	5,709,900	93,854,500	30,165,600	83,178,207
" 15	149,473,500	6,352,100	5,504,300	94,027,100	29,890,200	72,157,433
" 22	150,207,900	6,459,100	5,135,300	9 ,5 6,8 0	29,816,300	71,393,871
" 29	150,547,400	7,051,900	5,314,300	94,407,800	29,723,900	68,837,941
Feb. 5	151,004,600	7,125,800	5,263,900	94 068,700	29,768,500	68,958,178
" 12	150,821,200	6,611,800	4,883,600	93,699,200	29,911,300	70,284,277
" 19	151,511,000	5,952,300	3,943,000	92,413,900	29,887,300	77,342,374
" 26	150,154,200	4,814,900	3,919,200	88,049,500	29,986,800	60,721,965
Mch. 5	147,75 ,800	4,569,800	3,771,200	8 ,417,800	30,153,300	70,039,668
" 12	145,872,100	4,891,300	3,844,800	84,144,900	30,142,200	65,578,167
" 19	145,360,200	4,905,600	3,563,000	82,345,700	30,154,900	70,077,842
" 26	143,940,100	5,068,800	3,534,000	80,738,300	30,218,300	60,007,217
Apr. 2	144,779,900	5,133,500	3,752,200	81,861,000	30,175,700	55,3 0,764
" 9	145,526,800	4,615,800	3,838,900	83,70 ,400	30,10 ,100	70,50 ,476
" 16	144,265,7 0	4,554,100	3,256,100	82,178,300	30,079,500	70,918,241
" 23	142,749,300	4,683,000	3,168,100	82,487,300	30,103,300	73,38 935
" 30	142,925,600	5,040,900	3,555,300	83,451,400	30,186,200	64,690,018

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

1882.	Loans.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
	$	$	$	$	$
Dec. 4	74,070,693	10,266,682	91,021,811	9,723,530	54,353,184
" 11	73,577,153	10,248,089	88,076,151	9,78 ,491	55,992,670
" 18	73,6 0,194	10,927,155	6 ,896,700	9,730,090	50,026,214
" 25	72,444,817	10,980,824	82,907,068	9,797,266	52,214,193
1883.					
Jan. 1	71,984,731	18,011,573	81,319,429	9,793,080	48,206,411
" 8	72,353,295	19,579,464	86,122,235	9,797,680	56,983,380
" 15	72,744,784	19,513,548	86,782,52	9,775,750	55,195,905
" 22	73,717,575	20,013,953	87,433,951	9,8 3,291	58,029,108
" 29	74,613,037	19,940,822	87,418,233	9,750,478	51,787,302
Feb. 5	74,728,573	20,199,710	88,125,763	9,719,541	54,588,049
" 12	75,342,721	19,417,440	88,491,944	9,757,016	50,891,160
" 19	75,565,199	19,106,381	86,985,037	9,781,891	51,382,120
" 26	75,442,053	18,572,129	83,949,040	9,787,859	47,581,856
Mch. 5	76,028,691	17,812,425	86,178,230	9,779,558	62,260,719
" 12	75,694,463	17,702,227	84,915,061	9,782,2 2	53,154,710
" 19	75,473,511	16,706,925	84,448,10	9,807,874	55,087,444
" 26	74,713,337	16,222,910	83,180,185	9,774,050	48,284,123
Apr. 2	74,620,434	15,326,927	82,488,577	9,81 ,351	49,084,259
" 9	74,834,580	15,552,778	82,970,557	9,814,468	57,456,449
" 16	75,333,449	16,733,783	84,994,3 5	9,8 ,083	50,7 2,166
" 23	75,741,267	17,170,795	85,899,784	9,828,541	57,897,579
" 30	75,731,618	17,166,815	86,136,013	9,761,181	49,625,795

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share.

The following abbreviations are often used, viz: "M.," for mortgage; "g.," for gold; "g'd," for guaranteed; "end.," for endorsed; "cons.' for consolidated; "conv.," for convertible; "s. f.," for sinking fund; "l. g.," for land grant.

Quotations in New York are to Thursday; from other cities, to late mail dates.

Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

UNITED STATES BONDS.	Bid.	Ask.
UNITED STATES BONDS.		
5s, 1881, continued at 3½	103⅜	.....
4½s, 1891 reg. Q—M	112⅛	112⅜
4½s, 1891 coup. Q—M	113¼	113½
4s, 1907 reg. Q—J	119⅜	119¾
4s, 1907 coup. Q—J	119⅜	119¾
3s, option U. S reg. Q.—F.	103⅜	103⅝
6s, Currency, 1895 reg. J&J	127	.....
6s, Currency, 1896 reg. J&J	128	.....
6s, Currency, 1897 reg. J&J	129	.....
6s, Currency, 1898 reg. J&J	130	.....
6s, Currency, 1899 reg. J&J	131	.....
STATE SECURITIES.		
Alabama—Class "A," 3 to 5, 1906	83	83½
do small	83	.....
Class "B," 5s, 1906	101	105
Class "C," 4s, 1906	83	....
6s, 10-20, 1900 J & J	108	.....
Arkansas—6s, funded, 1899 J & J	12	20
7s, L. R. & Ft. S. issue, 1900 A & O	43	.....
7s, Memphis & L. R., 1899 A & O	49½	65
7s, L. R. P. B. & N. O., 1900 A & O	.....	51
7s, Miss. O. & R. Riv., 1900 A & O	45	.....
7s, Ark. Central RR., 1900 A & O	21¼	25
7s, Levee of 1871, 1900 J & J	4	8
California—6s, civil bonds, '93-95	106	.....
Connecticut—6s, 1884-5	102	.....
Delaware—6s J&J	107	.....
Dist. Col.—Cons. 3-65s, 1924, cp. F&A	109⅝	110⅛
Consol. 3-65s, 1924, reg	109⅝	110⅛
Funding 5s, 1899 J&J	.....	114½
Perm. imp. 6s, guar., 1891 J&J	.....	116¼
Perm. imp. 7s, 1891 J&J	119½	121
Wash.—Fund. loan (Cong.) 6s, g., '92	115¾	116⅜
Fund. loan (Leg.) 6s, g., 1902 Var	.....	121¼
Market stock, 7s, 1892	119½	123
Water stock, 7s, 1901	130	.....
do 7s, 1903	133	.....
Florida—Consol. gold 6s J & J	105	.....
Georgia—6s, 1886 F & A	102	.....
7s, new bonds, 1886 J & J	106½	.....
7s, endorsed, 1886	106½	.....
7s, gold bonds, 1890 Q—J	114½	.....
8s, '76, '86 A & O	.....	.....
Kansas—7s, long J&J	117	.....
Louisiana—New con. 7s, 1914 J&J	64	.....
Ex matured coupon	58	60
Maine—4s, 1889 F&A	102	104
War debts assumed, 6s, '89 A & O	113⅞	114
Maryland—6s, defense, 1883 J&J	102¾	103
6s, exempt, 1887 J&J	110½	111
6s, Hospital, 1882-87 J&J	106	111
6s, 1890 Q—J	107	112
5s, 1880-'90 Q—J	100	105
Massachusetts—5s, July, 1883 J&J	100	100¼
5s, gold, 1890 A&O	108	110
5s, gold, 1894-1895 Var.	112¾	113¼
5s, g., sterling, 1891 J&J	.....	.....
do do 1894 M&N	.....	.....
do do 1888 A&O	.....	.....
Michigan—7s, 1890 M&N	116	.....
Minnesota—New 4½s J & J	.....	.....
Missouri—6s, 1886 J & J	103	.....
Funding bonds, 1894-95 J & J	118	.....
Long bonds, '89-90 J & J	111	.....
Asylum or University, 1892 J & J	114	.....
Hannibal & St. Jo., 1886 J & J	110½	.....
do do 1887 J & J	110½	.....
N. Hampshire—5s, 1892 J & J	111½	113
War loan, 6s, 1892-1894 J&J	114	115
War loan, 6s, 1901-1905 J & J	127	128½
War loan, 6s 1884 M&S	100½	102½
New Jersey—6s, 1897-1902 J&J*	.....	.....
6s, exempt, 1896 J&J*	.....	.....
New York—6s, gold, reg., '87 J&J	110	.....
6s, gold, consp., 1887 J & J	110	.....
6s gold, 1891 J & J	113	.....
6s, gold, 1892 A & O	115	.....
6s, gold, 1893 A & O	117	.....
No. Carolina—6s, old, 1886-'98 J&J	30	.....
6s, old A & O	30	.....
6s, N C. RR., 1883-5 J & J ¶	155	.....
6s, do A & O ¶	155	.....
6s do 7 coupons off J&J	130	.....
6s do 7 coupons off A&O	130	.....
6s, Funding act of 1866 1900 J&J	10	12
6s, do 1868, 1898 A&O	10	12
6s, new bonds, 1892-8 J&J	16	.....
6s do A & O	16	.....
6s, Chatham RR A&O	3½	.....
6s, special tax, class 1, 1898-9 A&O	5	.....
6s, do class 2 A & O	5	6½
6s, do W'n N. C. RR. A&O	5	6½
4s, new, cons., 1910 J & J	79	.....
4s, new, small	78	.....
Ohio—6s, 1886 J & J	109	.....
Penna.—5s, new, reg., '92-1902 F&A	118	119
6s, 15-25, reg., 1882-'92 F & A	.....	.....
4s, reg., 1892-1904	.....	.....
4s, reg., 1912 F & A	117	117½
Rhode Isl'd—6s, 1893-9, coup. J & J	116	.....
South Carolina—6s, Act of March 23, 1869. Non-fundable, 1888	2½	5
Brown consols	103	104
Tennessee—6s, old, 1890-98 J & J	.....	41½
6s, new bonds, 1892-1900 J & J	40	41½
6s, new series, 1914 J & J	41	.....
Compromise bonds, 3-4-5-6s, 1912	44	46
Texas—6s, 1892 M&S	110	120
7s, gold, 1892-1910 M&S	120	.....
7s, gold, 1904 J&J	124	.....
Vermont—6s, 1890 J & D	113	115
Virginia—6s, old, 1886-'95 J & J	35	.....
6s, new bonds, 1886-1895 J & J	35	.....
6s, consol., 1905 J & J	50	.....
6s, consols, 1995, ex-coup J&J	38	.....
6s, consol., 2d series J&J	50	.....

CITY SECURITIES.	Bid.	Ask.
Virginia—(Continued)—		
6s, deferred bonds	10	11
10-40s, new	33	35
Tax-receivable coupons	44	47
CITY SECURITIES.		
Albany, N. Y.—6s, long Various	109	.....
7s long	120	.....
Allegheny, Pa.—5s, cp., '83-97 Var.	100	105
4½s, coup., 1883-1901 Var.	102	105
4s, coup., 1901 Var.	100	.....
Allegheny Co., 5s, cp., 1913 J&J	108	110
4s, riot loan, 5-10s	99	100
4s, do 10-20s	99	100
5s, do 5-10s	101½	102
5s, do 10-20s	103	104
Atlanta, Ga.—7s	108	112
Do. 8s	110	115
Waterworks	110	.....
Augusta, Me.—6s, 1887, mun. F&A	105	106
Augusta, Ga.—7s Various	107	.....
Austin, Texas—10s	110	115
Baltimore—6s, City Hall, 1881 Q—J	102	102¼
6s, Pitts. & Con'v. RR., 1886 J&J	107	108
6s, consol., 1890 Q—J	114⅜	114⅝
6s, Balt. & O. loan, 1890 Q—J	114⅜	114⅝
6s, Park, 1890 Q—M	114	114¾
6s, bounty, 1893 M & S	124	130
6s, do exempt, 1893 M & S	120	130
5s, water, 1894 J&J	112⅞	113¼
6s, 1900 J&J	126½	128
6s, West. Md. RR., 1902 J&J	126	130
5s, consol, 1885 Q—J	102	104
6s, Valley RR., 1886 A & O	107	108
5s, 1916 M&N	123	125
4s, 1920 J&J	110	112
Bangor, Me.—6s, RR., 1890-'94 Var.	112	114
6s, water, 1905 J&J	120	121
6s, E. & N. A. Railroad, 1894 J&J	114	116
6s, B. & Piscataquis RR., '99 A&O	114	116
Bath, Me.—6s, railroad aid Var.	101	101¼
5s, 1897, municipal	104½	106
Belfast, Me.—6s, railroad aid, '98	103⅞	104
Boston, Mass.—6s, cur, long, 1905 Var	123	130
6s, currency, 1894	120	120½
5s, gold, long Var.	118¾	119
4½s, 1908 A&O	110	112
4s, currency, long J&J	106	107
Brooklyn, N.Y.—7s, short J&J	100	105
7s, Park, long J&J	142	.....
7s, Water, long J&J	139	143
7s, Bridge, long J&J	140	145
6s, Water, long J&J	110	.....
6s, Park, long J&J	124	.....
6s, Bridge, long	126	130
5s, Bridge, long	112	117
Kings Co. 7s, 1882-'89 M & N	102	114
do 6s, 1882-'86 M & N	101	110
Buffalo, N. Y.—7s, 1895 Var.	112	.....
7s, water, long Var.	116	.....
6s, Park, 1926 M & S	109	.....
Cambridge, Mass.—5s, 1889 A&O	107	108
6s, 1894-96, water loan J&J	120	121
6s, 1904, city bonds J&J	127	129
Charleston, S.C.—6s, st'k, '76-98 Q—J	77	.....
7s, fire loan bonds, 1890 J & J	30	.....
7s, non-tax bonds	105	.....
4s, non-taxable	75	.....
Chelsea, Mass.—6s, '97, water l. F&A	121	123
Chicago, Ill.—7s, 1892-99	118	.....
6s, 1895	110	.....
4½s, 1900	106⅜	107¼
3-65s, 1902	100	102
Cook Co. 7s, 1892	116½	120
Cook Co. 5s, 1899	108	.....
Cook Co. 4½s, 1900	107	.....
West Chicago 5s, 1890	103	103½
Lincoln Park 7s, 1895	106	106½
West Park 7s, 1890	.....	112
South Park 6s, 1899	105	107
Cincinnati, O.—6s, long Var.	118	121
6s, short Var.	.....	.....
7-30s, 1902	130	131
4s J&J	102	105
Southern RR. 7-30s, 1906 J&J	130	131
do 6s, g., 1902 M&N	119¼	119½
do Cur. 6s, 1909 F&A	119	120
do 8kg. fd. 5s, 1910 M&N	110	111½
Cleveland, O.—6s, long Various	.....	.....
7s, short Var.	.....	.....
5s, long Var.	.....	.....
4s, long Var.	.....	.....
Columbus, Ga.—7s Var.	.....	.....
Covington, Ky.—7-30s, long	102	.....
7-30s, short	105	110
Water Works	115½	116
Dallas, Texas—8s, 1904	104	107
10s, 1883-96	105	110
Water, 6s, 1900	97½	102½
Detroit, Mich.—7s, long Var.	110	.....
7s, water, long Var.	114	117
Elizabeth, N. J.—7s, short	42	44
7s, funded, 1880-1905 Var.	42	41
7s, consol., 1885-98 A & O	42	.....
7s, 1905	42	.....
Fall River, Mass.—6s, 1904 F& A	124	125
5s, 1894, gold F&A	108	104½
5s, 1909 F&A	115	115½
Fitchburg, Mass.—6s, '91, W.L. J&J	113	114
Galveston, Tex.—8s, 1893-1909 M&S	110	110
5s, 1920 J&D	98	102
Galvest'n County, 6s, 1902 M&N	.....	.....
Hartford, Ct.—City 6s, var. dates	100	107
Capitol, untax, 6s	125	130
Hartford Town 4½s, untax	104	106
Houston, Tex.—10s	40	.....
6s, funded	40	.....
Haverhill, Mass.—6s, '85-89 A&O	104	107
Indianapolis, Ind.—7-30s, '93-99 J&J	113	117

CITY SECURITIES.	Bid.	Ask.
Jersey City—6s, water, long, 1895	105	.....
7s, water, 1890-1902 J & J	107	.....
7s, improvement, 1891-'94 Var.	106	.....
7s, Bergen, long J & J	106	107
Hudson County, 6s A&O	105	106
do 7s, M&S and J&D	106	107
Bayonne City, 7s, long J&J	109	110
Lawrence, Mass.—6s, 1894 A & O	119	120
6s, 1900 A&O	123	125
Long Island City, N.Y.—Water, 7s, '95	.....	.....
Louisville, Ky.—7s, long dates Var.	116	121
7s, short dates Var.	106	109
6s, long Var.	110	112
6s, short Var.	100½	105½
5s, 1890-1900 M&N	105½	106
Lowell, Mass.—6s, 1890, W. L. M&N	114	116
Lynchburg, Va.—6s J & J	103	105
8s J & J	125	.....
Lynn, Mass.—6s, 1887 F&A	105	107
Water loan, 6s, 1894-96 J&J	119	121
5s, 1905 M&N	114½	114¾
Macon, Ga.—7s	100	105
Manchester, N.H.—5s, 1883-'85 J&J	100½	102
6s, 1894 J&J	118	119
6s, 1902 J&J	121	121½
4s, 1911	103½	104
Memphis, Tenn.—6s, C J&J	35	.....
6s, A & B J&J	35	.....
6s, gold, fund., 1900 M & N	35	.....
6s, end., M. & C. RR.	70	.....
6s, consols J&J	68	72
Milwaukee, Wis.—5s, 1891 J & D	100	.....
7s, 1896-1901 Var.	.....	.....
7s, water, 1902 J&J	.....	.....
Mobile, Ala.—3-4-5s, funded M&N	56	58
Montgomery, Ala.—New 3s J & J	.....	.....
5s, new	.....	.....
Nashville, Tenn.—6s, old	.....	.....
6s, new	.....	.....
Newark—6s, long Var.	112	114
7s, long Var.	119	122
7s, water, long Var.	120	122
New Bedford, Mass.—6s, 1909 A&O	128	130
5s, 1900, Water Loan A.&O	113	115
N. Brunswick, N. J.—7s, various	105	107
6s	100	102
New Orleans, La.—Premium bonds	81	83
Consolidated 6s, 1892 Var.	94	96
Newport—Water bonds 7-30s	114½	115
New York City—7s, short	100	114
7s, long	135	140
6s, short	110	.....
6s, long	129	.....
6s, gold (consolidated), 1896-1901	123	130
5s, long	118	.....
4s, long	100	105
Newton—6s, 1905, water loan J&J	128¾	129
5s, 1905, water loan J&J	115	117
Norfolk, Va.—6s, reg. stk, '78-85 J&J	103	107
8s, coup., 1890-93 Var.	110	116
8s, water, 1901 M & N	126	130
Norwich, Ct.—5s, 1907 A&O	113½	115
7s, 1905 J.&J	.....	.....
Orange, N. J.—7s, long	115	120
Oswego, N. Y.—7s, 1887-8-9	102	.....
Paterson, N. J.—7s, long Var.	122	123
6s, long	115	116
5s, long	106	108
Petersburg, Va.—6s J&J	102½	.....
8s J&J	117	.....
8s, special tax	118	.....
Philadelphia, Pa.—5s, reg J&J*	.....	.....
6s, old, reg J&J	.....	.....
6s, new, reg., due 1895 & over J&J	133	134
6s, new	.....	.....
Pittsburg, Pa.—4s, coup., 1913 J&J	95	100
5s, reg. and coup., 1913 J&J	109	.....
6s, gold, reg Var.	116	117
7s, water, reg. & cp., '93-'98 A&O	.....	126
7s, street imp., reg., '83-86 Var.	103	103½
Portland, Me.—6s, Mun., 1895 Var.	117	119
6s, railroad aid, 1907 M&S	120	122
Portsmouth, N.H.—6s, '93, RR. J&J	115⅜	116
Poughkeepsie, N. Y.—7s, water	120	.....
Providence, R.I.—5s, g., 1900-5 J&J	.....	.....
6s, gold, 1900, water loan J & J	120	.....
6s, 1885 M & S	.....	.....
Richmond, Va.—6s J&J	114	116
8s J & J	131	.....
5s	105	.....
Rochester, N.Y.—6s Var.	.....	.....
7s, water, 1903 J & J	134	.....
Rockland, Me.—6s, '89-99, RR. F&A	99⅜	100
St. Joseph, Mo.—Comp'mise 4s, 1901	77½	81
St. Louis, Mo.—7s, 1885 F&A	104	.....
6s, short Var.	106	106¾
6s, long Var.	113	115
5s, long Var.	107½	.....
5s, 10-20 Var.	105½	106½
St. L. Co.—6s, gold, 1905 A&O	113	.....
Currency, 7s, 1887-'88 Var.	107	.....
St. Paul, Minn.—6s, long	109	113
7s, long	112	.....
8s, 1889-96 Var.	117	.....
Salem, Mass.—6s, long, W. L. A&O	124	126
5s, 1904, W. L. J&J	114	115
San Francisco—7s, g., 1888-95 Var.	104	.....
6s, gold, long	81	83
Savannah funded 5s, consols	113	115
Somerville, Mass.—5s, 1895 A&O	103	105
6s, 1885 J&J	104	105
6½s, 1881 A&O	127	129
Springfield, Mass.—6s, 1905 A&O	133	137
7s, 1903, water loan A&O	110	.....
Toledo, O.—7-30s, RR., 1900 M & N	.....	.....
8s Var.	.....	.....
6s, 1893 to '99 Var.	.....	.....
Washington, D.C.—*See* Dist. of Col.		

* Price nominal; no late transactions. † Purchaser also pays accrued interest. ‡ In London. ¶ Coupons on since 1869.

GENERAL QUOTATIONS OF STOCKS AND BONDS—Continued.

For Explanations See Notes at Head of First Page of Quotations.

Railroad Bonds.	Bid.	Ask.
Wilmington, N.C.—6s	95	.....
8s, gold, con. on	103	106
Worcester, Mass.—6s, 1892...A&O	†117¼	117½
5s, 1905...A&O	113	115
4s, 1905...A&O	104	106
Yonkers, N. Y.—Water. 1903	.....	.....
RAILROAD BONDS.		
Ala. Cent.—1st M., 6s, 1918....J&J	97	.....
Income 6s, 1918...J&J	.....	70
Ala. Gt. Southern—1st mort., 1908	†111	113
Alb'y & Susq.—1st M., 7s, '88..J&J	111	.....
2d mortgage, 7s, 1885.....A&O	104¼	.....
Consol. mort., 7s, 1906, guar. A&O	120	.....
Consol. mort., 6s, 1906, guar A&O	109	.....
Alleghany Cent.—1st M., 6s, 1922	.....	99½
Incomes, 1912	.....	.....
Allegh. Val.—Gen. M., 7 3-10s..J&J	123	.....
East. exten. M., 7s, 1910....A&O	.....	123
Income, 7s, end., 1894.....A&O	43	43
Atch'n & Neb.—1st, 7s, 1907..M&S	.....	.....
Atch. Top. & S.F.—1st, 7s, g., '99.J&J	†120	120½
Land grant, 7s, g., 1902.....A&O	†112¼	112½
Sinking fund, 6s, 1911.....J&D	102¼	102½
Guaranteed 7s, 1909 .J&J&A&O	112½	113
5s, 1909 (1st mort.)	†97	97½
5s, plain bonds, 1920	†83¾	84
4½s, 1920...A&O	84	84½
Florence & El Dor'do, 1st, 7s. A&O	†105	106
K.C.Topeka&W., 1st M., 7s, g.J&J	†117½	118
do income 7s. A&O	†105	105½
N.Mex. & So. Pac., 1st, 7s, 1909 A&O	†112¾	113
Pleas't Hill & De Soto, 1st, 7s, 1907	†105½	106½
Pueblo & Ark.V., 1st, 7s, g., 1903.	†113	113½
Sonora, 1st, 7s. 1910, guar.. J&J	103⅛	103¼
Wichita&S.W., 1st, 7s, g., gua. 1902	†101	102
Atlanta & Charlotte Air L.—1st, 7s	108	108½
Income, 6s	77½	79
Atlantic & Pac.—1st 6s, 1910...J&J	98	98½
Incomes, 1910...J&J	26	26½
Baltimore & Ohio—6s, 1885..A&O	103½	104
Sterling, 5s, 1927...J&D	†107	109
Sterling, 6s, 1895...M&S	†112	114
Sterling mort., 6s, g., 1902..M&S	†117	119
do 6s, g., 1910. M&N	†122	124
Parkersburg Br., 6s, 1919...A&O	113	113½
Balt. & Pot'c—1st, 6s, g., 1911. J&J	†114	116
1st, tunnel, 6s, g., g'd, 1911. A&O	†114	116
Belvidere Del.—1st, 6s, c., 1902. J&D	120	121
2d mort., 6s, 1885...M&S	103	.....
3d mort., 6s, 1887...F&A	105	.....
Boston & Albany—7s, 1892...F&A	†122	122¼
6s, 1895...J&J	†118¾	119
Bost. Clint. & F —1st M.., 6s, '84, J&J	†100¼	100⅝
1st M., 7s, 1889-90...J&J	†112½	115
B. C. F. & N. B., 5s, 1910....J&J	109	109½
N. Bedford RR., 7s, 1894....J&J	†122	124
Equipment, 6s, 1885.....F&A	†101	102
Framigham & Lowell—1st, 5s, '91	† 97	97½
Bost. Conc. & Mon.—S.F., 6s, '89. J&J	†105	106
Consol. mort., 7s, 1893.....A&O	†113½	114
Bost. Hart. & E.—1st, 7s, 1900. J&J	35	.....
1st mort., 7s, guar.....J&J	.....	.....
Boston & Lowell—7s, '92.....A&O	†117¼	117⅜
6s, 1896...J&J	†110½	111½
New 5s, 1899...J&J	†105½	106
Boston & Maine—7s, 1893-94. J&J	†122½	123
Bost. & Providence—7s, 1893. J&J	†123	123½
Bost. & Revere B'h—1st, 6s, '97. J&J	†112	112½
Bradford Bord. & K.—1st, 6s, 1932	.....	.....
Bradf. Eld. & Cuba—1st. 6s. 1932 J&J	.....	.....
Bklyn Bath&C.I.—1st, 6s, 1912. F&A	.....	102
Brooklyn Elevated—Bonds	30	35
Buff. Brad. & P.—Gen. M. 7s, '96. J&J	.....	102
Buff. N.Y. & Erie—1st. 7s. 1916. J&D	130	133
Buff. N.Y. & Phil.—1st, 6s, g., '96. J&J	.....	102½
2d mortgage, 7s, g	.....	.....
Cons. 6s. 1921...J&J	.....	.....
Buff. Pittsb. & West.—6s, 1921 A&O	.....	.....
Pitts. Titusv. & B.—7s, 1896..F&A	97½	98½
Oil Creek, 1st M., 6s, 1912...A&O	103	106
Union & Titusv., 1st, 7s, 1890. J&J	97½	.....
Warren & Fr'kln, 1st, 7s, '96. F&A	113	.....
Buff. & Southwest.—6s, 1908..J.&J	100	110
Bur. C. R. & N.—1st. 5s, new, '06. J&D	101¼	101½
C. Rap. I.F. & N., 1st, 6s, 1920. A&O	106	.....
Cairo & St. Louis—1st mort	.....	.....
Califor. Pac.—1st M., 7s, g., '89. J&J	†104	106
2d M.. 6s, g., end C. Pac., '89. J&J	†100	105
3d M. (guar. C. P.), 6s, 1905. J&J	†104	107
do do 3s, 1905. J&J	66	.....
California So.—1st, 6s, 1922...J&J	.....	.....
Camden & Atl.—1st, 7s, g., '93..J&J	119	120
2d mort., 6s, 1904...A&O	112	.....
Cam. & Bur. Co.—1st M., 6s, '97. F&A	.....	.....
Canada So.—1st M., guar., 1908, J&J	98¼	98⅜
Carolina Cent.—1st, 6s, g., 1920. J&J	90	100
do incomes	.....	.....
Catawissa—Mort., 7s, 1900...F&A	121	.....
Cedar F. & Min.—1st, 7s, 1907. J&J	.....	114
Cedar R. & Mo.—1st, 7s, '91...F&A	†108¼	108⅜
1st mort., 7s, 1916...M&N	†120	120½
Cent. Br. U. Pac., 1sts, 6s, '95. M&N	100	.....
Fund. coupon 7s, 1895 .....M&N	96	.....
Atch. & Pike's P'k, 1st. 6s, g. M&N	99½	100½
Cent. of Ga.—1st. cons., 7s, '93. J&J	111½	113¼
Certificates of indebtedness, 6s.	93	95
Cent. Iowa—New 1st., 7s., '99. J&J	109	.....
Inc. bonds, "debt certs.", 7s, A&O	54	60
Central of N. J.—1st M., 7s, '90. F&A	116⅛	116½
7s, conv, 1902, assented....M&N	114	114½
Consol. M., 7s, 1899, assented. Q—J	111¼	.....
Adjustment bonds, 1903	105	105¼
Income bonds, 1908 .....M&N	85	.....
Am. Dk. & Imp. Co., 5s, 1921. J&J	87	.....
Leh. & Wilkesb. Coal, inc., '88, M&N	83	.....
Consol., 7s, gold, 1900, ass'd. Q—M	104⅞	105
Cent. Ohio—1st M., 6s, 1890..M&S	109	109½
Cent. Pacific—1st, 6s, g., '95-98. J&J	114⅜	.....
State Aid, 7s, g., 1884.....J&J	102	.....
S. Joaquin, 1st M., 6s, g. 1900. A&O	108¼	108⅜
Cal. & Oregon, 1st, 6s, g., '88. J&J	103½	.....
Cal. & Or. C.P. bonds, 6s, g., '92 J&J	†107	109

Railroad Bonds.	Bid.	Ask.
Central Pacific—(Continued)—		
Land grant M., 6s, g., 1890. A&O	104½	105
West. Pacif., 1st, 6s, g., '99...J&J	110⅜	111¼
Charl'te Col. & A.—Cons., 7s, '95. J&J	109	112
2d mort., 7s, 1910.....J&J	99	102
Cheraw & Darl.—1st M., 8s, '88. A&O	107	.....
2d mort., 7s	103	.....
Ches. & Ohio—Pur. money fd., 1898	114½	.....
Series A, 1908	107½	.....
6s, gold, series B, int. def. 1908..	90⅞	.....
6s, currency, int. deferred. 1918.	52	.....
6s. 1911...A&O.	.....	.....
Cheshire—6s, 1896-98 .....J&J	†109½	110
Chic. & Alton—1st M., 7s, '93..J&J	119	.....
Sterling mort., 6s, g., 1903..J&J	†117	119
Bds. Kan. C. line, 6s, g., 1903. M&N	111	.....
Miss. Riv. Bridge, 1st., s.f., 6s, 1912	.....	.....
Louis'a & Mo.R., 1st, 7s, 1900 F&A	.....	.....
do 2d, 7s, 1900 M&N	.....	.....
St.L.Jacks'v. & C., 1st, 7s, '94. A&O	115	.....
do 1st guar. (564), 7s, '94 A&O	.....	.....
do 2d M. (360), 7s, '98...J&J	.....	.....
do 2d guar. (188) 7s, '98. J&J	.....	.....
Chicago & Atlantic—1st mort	.....	.....
Chic. B. & Q.—Consol., 7s, 1903 J&J	.....	125½
Bonds, 5s, 1895...J&D	†100⅛	101
5s. 1901...A&O	102	.....
5s, 1919, Iowa Div.....A&O	103¼	103½
4s, 1919, do .....A&O	86	87
4s, Denver Div., 1922	85	.....
4s, plain bonds, 1921	.....	80⅛
Bur. & Mo. R., I'd M., 7s, '93. A&O	†116⅛	116⅜
do Conv. 8s, '94 ser. J&J	.....	.....
Bur. & Mo. (Neb.), 1st, 6s, 1918. J&J	†113½	114
do Cons, 6s, non-ex..J&J	†103¼	103⅜
do 4s, (Neb.), 1910..J&J	†80¼	80¾
do Neb. RR. 1st, 7s, A&O	†114	115
do Om. & S.W., 1st, 8s, J&J	†122	122½
Ill. Grand Tr., 1st. 8s. '90...A&O	112½	113
Dixon Pco. & H., 1st, 8s, 1889. J&J	†109½	110
Ott. Osw. & Fox R., 8s, 1900. J&J	†123	125
Quincy & Wars'w, 1st, 8s, '90. J&J	†115½	117
Chic. & Can. So.—1st, 7s, 1902 A&C	24	30⅛
Chic. C. Dub & Minn.—7s, 1910 J&J	†100	103
Chic. & East Ill.—1st mort. 6s, 1907	99	.....
Income bonds, 1907	.....	.....
Chic. & Gr. Trunk—1st mort., 1900	.....	.....
Chic. & Iowa—2d M., 8s, 1901. J&J	100	.....
Chic. P'a & Neb.—2d M., 5s, 1883..	†100	100¼
Chic. & Mich. L. Sh.—1st, 8s, '89. M&S	†112	113
Chic. Mil. & St. Paul—		
P. du C. Div., 1st, 8s, 1898. F&A	131½	.....
P. D., 2d M., 7 3-10s, 1898..F&A	120½	.....
St. P. & Chic., 7s, g., 1902....J&J	125¼	127½
Mil. & St. P., 2d M., 7s, 1884. A&O	100	.....
La. C., 1st M., 7s, 1893.....J&J	119	.....
I. & M., 1st M., 7s, 1897.....J&J	.....	121
I'a. & Dak., 1st M., 7s, 1899. J&J	119½	.....
Hast. & Dak., 1st M., 7s, 1910. J&J	119¼	.....
Chic. & Mil., 1st M., 7s, 1903. J&J	124	.....
1st mort., consol., 7s, 1905..J&J	122	.....
1st M., I. & D. Ext., 7s, 1908 J&J	120	.....
1st M., 6s, S'thwest Div. 1909 J&J	.....	110
1st M., 5s, La C. & Dav. 1919 J&J	.....	98
So. Minn. 1st 6s, 1910.....J&J	.....	108½
Chic. & Pac. Div. 6s, 1910	110½	112½
do West. Div., 5s, 1921. J&J	94⅞	95⅛
Mineral Pt. Div., 5s, 1910...J&J	.....	94
Chic. & L. Sup. Div., 5s, 1921	.....	.....
Wis. & Minn. Div., 5s, 1921...J&J	.....	90½
Chic. & N.W.—Sink. f., 1st, 7s, '85 F&A	.....	.....
Interest mort., 7s, 1883 ....M&N	100	.....
Consol. mort., 7s, 1915.....Q—F	.....	131
Exten. mort., 7s, 1885 .....F&A	103½	105½
1st mort., 7s, 1885... .....F&A	106⅛	.....
Consol., gold, 7s, op., 1902..J&D	126⅛	126½
do do reg	126¼	.....
Sinking fund, 6s, 1929 .....A&O	110	.....
do 5s, 1929.....A&O	.....	.....
Escan. & L Sup., 1st, 6s, 1901. J&J	.....	114
Des M. & Minn's, 1st, 7s, 1907. F&A	....	.....
Iowa Mid., 1st M., 8s, 1900. A&O	128	130
Peninsula, 1st, conv., 7s, '98. M&S	120	.....
Chic. & Mil., 1st M., 7s, '98..J&J	.....	124
Mil. & Mad., 1st, 6s, 1905...M. & S.	.....	112
Chic. R. I. & Pac.—6s, 1917, coup. J&J	125	125¼
6s, 1917, reg	125	.....
Chic. & S.W., 1st, 7s, guar., '99. M&N	*	.....
Chic. St. L. & N.O.—1st con. 1897, 7s	116	116⅞
2d mort. 6s, 1907	.....	125
Ten. lien, 7s, 1897.....M&N	115	117½
5s, 1951, gold	106¼	106½
Miss. Cen., 1st M., 7s, '74-84. M&N	106	.....
do 2d mort., 8s	.....	.....
N.O.Jack. & Gt. N., 1st., 8s, '86. J&J	....	.....
do 2d M., 8s, '90, ctfs. A&O	117	.....
do 2d mort. debt....A&O	....	.....
Chic. St. P. Min. & Om.—Con. 6s, 1930	102	103½
Ch. St. P. & Minn. 1st, 6s, 1918 M&N	114	.....
Land grant, inc., 6s, 1898 M&N	.....	.....
North Wisc., 1st 6s, 1930....J&J	.....	.....
St. Paul & S.City, 1st 6s, 1919. A&O	111½	....
Chic. & Tomah.—Scrip, 1905	110	112
Cin. & Eastern—1st, 7s, 1896	99	100
2d mort., 7s, 1900	100	.....
Consol., gold, 6s, 1912	.....	90
Cin. Ham. & Dayt.—2d, 7s, '85 J&J	†103½	104½
Consol. mort., 7s, 1905.....A&O	†123	125
do 6s, 1905.....A&O	†109½	110
Cin. H. & I., 1st M., 7s, 1903. J&J	†108½	109
Cin. I. St. L. & Chic.—Con. 6s, 1920	†101½	.....
Cin. & Indiana, 1st M., 7s, '92. J&D	110	113
do 2d M.. 7s, '82-87. J&J	108	109
Indianapolis C. & L., 7s of '97..	†110½	111
Ind'apolis & Cin., 1st, 7s, '88. A&O	106½	107½
Cin. Laf. & Ch.—1st, 7s, g., 1901. M&S	107	.....
Cin. Rich. & Chic.—1st, 7s, '95. J&J	†109	110
Cin. Rich. & F. W.—1st, 7s, g...J&D	†103	110
Cin. Sand'ky & Cl.—6s, 1900..F&A	†101¼	101⅜
7s, 1887 extended.....M&S	†101	103
Consol. mort., 7s, 1890 .....J&D	†102⅜	103
Cin. & Sp.—7s, C.C.C. & I., 1901. A&O	.....	115
7s, guar., L.S. & M.S., 1901...A&O	.....	.....

Railroad Bonds.	Bid.	Ask.
Clev. Col. C. & I.—1st, 7s, '99. M&N	120	123
Consol. mort., 7s, 1914.....J&D	121½	....
Bellef. & Ind. M., 7s, 1899...J&J	113	.....
Clev. & Pitts.—4th M., 6s, 1892. J&J	109⅛	111
Consol. S. F., 7s, 1900.....M&N	126	.....
Clev. & M. Val.—1st, 7s, g., '93. F&A	.....	.....
Columbia & Greenv.—1st, 6s, 1916	103	.....
2d mort., 6s, 1926	79⅝	80½
Columbus Chic. & Ind. Cent.—		
1st consol. mort., 7s, 1908..A&O	149	.....
2d mort., 7s, 1909.....F&A	.....	.....
Income 7s, 1890	.....	.....
Reorgan'n Trust Co. certs	110	.....
Chic. & Gt. East., 1st, 7s, 93-'95.	100	.....
Col. & Ind. C., 1st M., 7s, 1904. J&J	*115	.. ..
do 2d M. 7s, 1904. M&N	*110	.....
Un. & Logansp., 1st, 7s, 1905. A&O	*114	117
T. Logansp. & B., 7s, 1884..F&A	*100	103
Cin. & Chic. A. L., 1886-'90	*100	.....
Col. Hock. Val. & Tol.—Consol. 5s.	82	85
Col. & Hock. V.—1st M., 7s, '97. A&O	†115	118
do 2d M., 7s, 1892. J&J	†107	.....
Col. & Toledo—1st mort. bonds ..	†116	.....
do 2d mort	†109	.....
Col. Springf. & C.—1st, 7s, 1901. M&S	.....	.....
Col. & Xenia—1st M., 7s, 1390. M&S	†110	.....
Conn. & Passump.—M., 7s, '93. A&O	†116	116¼
Massawippi, g., 6s, gold, '89 J&J	†103½	104
Conn. Val.—1st M., 7s, 1901...J&J	90	100
Conn. West.—1st M., 7s, 1900. J&J	25	35
Connecting (Phila.)—1st, 6s ..M&S	117	118
Cumberland & Penn.—1st mort	.....	.....
2d mort	.....	.....
Cumberl. Val.—1st M., 8s, 1904. A&O	*	.....
Dakota Southern—7s, gold, '94, F&A	†95	100
Dayton & Mich.—Consol. 5s....J&J	†100	101½
2d mort., 7s, 1884, now 1st. M&S	†102½	103
3d mort., 7s, 1888, now 2d. A&O	†107	108
Dayt. & West.—1st M., 6s, 1905. J&J	†109	110
1st mort., 7s, 1905.....J&J	†118	.....
Delaware—Mort., 6s, guar., '95. J&J	.....	.....
Del. & Bound B'k—1st, 7s, 1905 F&A	125	125¼
Del. Lack. & W.—Conv. 7s, 1892 J&D	115	.....
Mort. 7s. 1907.....M&S	126½	.....
Den. & Rio G.—1st, 7s, g., 1900. M&N	111	113
1st consol. mort., 7s, 1910....J&J	99½	100
Denv. & R. G. West.—Bonds	80⅜	80⅜
Denv. S.P. & Pac.—1st, 7s, 1905 M&N	95	100
Des M. & Ft. D.—1st, 6s, 1905. J&J	.....	100
1st inc., 6s, 1905	.....	73
Detroit & Bay C.—1st, 8s, 1902. M&N	105	.....
1st M., 8s, end. M. C., 1902. M&N	†113	114
Det. G. Haven & Mil.—Equip. 6s, 1918	†115	117
Con. M., 5% till '84, after 6%..1918	†115	117
Det. L. & North.—1st, 7s, 1907. J&J	†118	118¼
Det. Mack. & M.—1st. 6s, 1921. A&O	.....	.....
Land grant, 7s, 1911	.....	75
Income, 1921	.....	.....
Dub. & Dak.—1st M., 6s, 1919. J&J	.....	.....
Dub. & S. City—1st. 2d Div. '94. J&J	.....	.....
Dunk. A.V. & P.—1st, 7s, g..1900 J&D	105	.....
East Penn.—1st M., 7s, 1888..M&S	.....	.....
E. Tenn. Va. & Ga.—1st, 7s, 1900. J&J	118	.....
1st mort., consol., 5s, 1930 ..J&J	77⅜	77⅝
Income, 6s, 1931	38¼	38½
Divisional, 5s, 1930.....J&J	.....	.....
E. Tenn. & Ga., 1st, 6s, '83-86. J&J	100	.....
E. Tenn. & Va., end., 6s, 1886. M&N	100	.....
Eastern, Mass.—6s, g., 1906. M&N	†111¾	112
Sterling debs., 6s, g., 1906..M&S	†108	111
Eliz. City & Nor.—S.F. deb., 6s. A&O	.....	82½
1st mort., 6s, 1920.....M&S	75	82½
Elizab. Lex. & Big S.—6s, 1902. M&S	94	95
Elmira & W'mspt—1s', 5s, 1910. J&J	116½	119
5s, perpetual..... .....A&O	100	100⅛
Erie & Pittsb.—2d, now 1st....J&J	†107	111
Cons. mort., 7s, 1898 .....J&J	110	112
Equipment, 7s, 1890.....A&O	.....	.....
Evansv. & Crawf.—1st, 7s, '87. J&J	103	106
Evans. & T.H., 1st con., 6s, 1921, J&J	97½	98½
Evansv. T.H. & Chi.—1st, 7s, g. M&N	101	.....
Fitchburg—5s, 1899.....A&O	†110½	111
5s, 1900-01-02.....A&O	†111	112
6s, 1898.....A&O	†117	117⅛
7s, 1894.....A&O	†123	124
Flint & P. Marq.—M. 6s, 1920. A&O	†109½	110
Flint & Holly, 1st, 10s, '88. M&N	107	.....
Holly W. & M.—1st, 8s, 1901. J&J	125⅜	126
Ft. Madison & N. W., 1st 7s, g., 1905	.....	.....
Ft. W. & Denv. City—1st, 6s, 1921.	.....	72½
Frankfort & Kokomo—1st. 7s. 1908	.....	.....
Gal. Har. & S.A.—1st, 6s, g. 1910. F&A	104½	.....
2d mort., 7s, 1905.....J&D	.....	.....
Gal. Hous. & H.—1st, 7s, g., 1902. J&J	78	.....
Georgia—7s, 1883-90..... .....J&J	104	108
6s, 1897 & 1910.....	124	127
Georgia Pacific—1st mort	85	.....
Gr. Rap. & Ind.—1st, l.g., g'd, 7s, g.	115	118
1st M., 7s, l.g., gold, not guar. A&O	†109	.....
Ex land grant, 1st 7s, '99.....	†.....	105
Gr. B'y W. & St. P.—1st, 6s, 1911. F.&A	.....	85
2d, incomes, 1911	.....	.....
Gulf Col. & S. Fe—1st, 7s, 1909 J&J	112½	113½
Hannibal & Nap —1st, 7s, '88. M&N	.....	.....
Han. & St. Jo.—Conv. 8s, 1835. M&S	105	106
Con. 6s, 1911.....M&S	111⅛	111½
Kans. C. & Cam., 1st, 10s, '92. J&J	125¼	125¾
Housatonic—1st M., 7s, 1885. F&A	.....	.....
Houst. E. & W. Tex.—1st, 7s, 1898.	.....	101½
Houst. & Tex. C.—1st., 7s, guar., '91	109	.....
West. Div., 1st, 7s, g., 1891..J&J	106½	108
Waco & N. W., 1st, 7s, g., 1903. J&J	114½	116
Cons. mort., 8s, 1912.....A&O	.....	120
Waco & N., 8s, 1915	.....	.....
Gen. mort. 6s, 1921 .....A&O	.....	100
Hunt. & Br. Top—1st, 7s, '90..A&O	114½	115
2d mort., 7s, g., 1895.....F&A	.....	115
Cons 3d M. 5s. 1895 .....A&O	85½	87
Ill. Cent.—1st M. Chic. & Spr. '98 J&J	105	.....
Middle Div. reg. 5s, 1921	106	.....
Sterling, S. F., 5s, g., 1903..A&O	†104	106
Sterling, gen. M., 6s, g., 1895. A&O	†113	115
Sterling, 5s, 1905.....J&D	†107	109

* Price nominal; no late transactions. † The purchaser also pays accrued interest. ‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.	Bid.	Ask.
Ind. Bl. & W.—1st, pf., 7s, 1900 J&J	.....	.....
1st mort., 4-5-6, 1909 ..... A&O	89	.....
2d mort., 4-5-6, 1909. ..... A&O	71	73
East. Div., 1st mort.	90½	.....
do Income	.....	.....
Income, 1919	40	46½
In'polis D.& Sp'd—1st, 7s, 1906 A&O	99	100
2d mort., 5s, 1911 ..... J&J	.....	.....
2d mort., Income, 1906. ..... J&J	.....	.....
Trust Co. cert.	.....	.....
New 1st mort. 6s, funded	.....	.....
Ind'polis & St. L.—1st, 7s, 1919. Var.	† 110	113
Ind'apolis & Vin.—1st, 7s, 1908. F&A	109	.....
2d mort., 6s, g., guar., 1900. M&N	100	.....
Int. & Gt. North.—1st, 6s, 1919. M&N	108	.....
Coup. 6s, 1909. ..... M&S	85¾	.....
2d mort., Income, 8s, 1909.	.....	.....
Iowa & Lansing—1st 8s, '89. ..J&J	† 110	112
Iowa City & West.—1st, 7s, 1909 M&S	110	.....
I'a Falls & Sioux C.—1st, 7s, '99 A&O	† 119¾	120
Jefferson—Hawl'y Br. 7s, '87..J&J	104	.....
1st mort., 7s, 1889 ..... J&J	105	.....
Jeff. Mad. & Ind.—1st, 7s, 1906. A&O	† 113½	115
2d mort., 7s, 1910 ..... J&J	† 114	116½
Junction (Phil.)—1st, 4½s, 1907 J&J	110	116
2d mort., 6s, 1900 ..... A&O	110	.....
K. C. Ft. Scott & G.—1st, 7s, 1908 J&D	† 111¼	111¾
Kansas C. Lawr. & So. 1st, 6s. 1909	† 104½	105
K. C. St. Jos. & C. B.—M. 7s, 1907..J&J	† 111⅜	111½
Kansas & Nebraska—1st mort.	60	65
2d mort	20	25
Kentucky Centra'—6s. 1911...J&J	.....	.....
Keokuk & Des M.—1st, 5s, guar. A&O	102	.....
L. Erie & West.—1st, 6s, 1919. F&A	99	100
Income, 7s, 1899	43	50
Sandusky Div., 6s, 1919 ....F&A	85	95
do Income, 1920....	37½	45
La'. Bl. & Mun., 1st, 6s, 1919. M&N	95	.....
do Income, 7s, 1899.	43	.....
Lake Shore & Mich. So.—		
M. So. & N. I., S. F., 1st, 7s, '85. M&N	104	.....
Cleve. & Tol., 1st M., 7s, '85..J&J	107	.....
do 2d M., 7s, 1886. A&O	.....	106
Cl. P. & Ash., new 7s, 1892.. A&O	111	.....
Buff. & E., new bds, M., 7s, '98. A&O	.....	123
Buff. & State L., 7s, 1886....J&J	.....	.....
Det. Mon. & Tol., 1st, 7s, 1906....	100	.....
Jamest. & Frankl..1st, 7s, '97. J&J	.....	.....
do 2d M., 7s, '94. J&D	.....	.....
Kalamazoo Al. & Gr. R., 1st, 8s. J&J	.....	.....
Kal. & Schoolcraft, 1st, 8s, '87. J&J	.....	.....
Kal. & Wh. Pigeon, 1st, 7s, '90..J&J	.....	.....
Dividend bonds, 7s, 1899...A&O	.....	121
L. S. & M. S., cons., cp., 1st, 7s. J&J	.....	126½
do cons., reg., 1st, 7s, 1900. Q—J	.....	121⅞
do cons., cp., 2d, 7s, 1903. J&D	121¾	122½
do cons., reg., 2d, 7s, 1903. J&D	121½	122
Lawrence—1st mort., 7s, 1895. F&A	.....	.....
Lehigh & Lack.—1st M., 7s, '97. F&A	.....	.....
Lehigh Val.—1st, 6s, coup., '98. J&D	121½	122
1st mort., 6s, reg., 1898.....J&D	122	.....
2d mort., 7s, 1910 ..... M&S	133	133¾
Gen. M., s. f., 6s, g., 1923.... J&D	† 118	123
Delano Ld Co. bds, end., 7s, '92 J&J	.....	.....
L. Miami—Renewal 5s, 1912.. M&N	103	.....
L. Rock & Ft. S.—1st, l.gr., 7s '95. J&J	91½	92
Long Island—		
1st M., 7s, 1898 ..... M&N	.....	.....
1st consol. 5s, 1931 ..... Q—J	97½	98
2d mort., 7s, 1918	.....	.....
South Side, 1st, 7s, 1887..... M&S	103	105½
Newtown & Fl., 1st, 7s, 1891.	.....	.....
N. Y. & Rockaway, 7s, 1901. A&O	.....	.....
Smithtn & Pt. Jeff., 7s, 1901. M&S	.....	.....
L. I. City & Flushing—1st, 6s, 1911	.....	.....
do Incomes	.....	.....
Lou'v. C. & Lex.—1st, 7s, '97 J&J (ex)	115	116
2d mort., 7s, 1907 ..... A&O	108	109
Lou. & Nashv.—Con. 1st, 7s, '98 A&O	115	.....
2d mort., 7s, g., 1883 ..... M&N	.....	100
Cecilian Br., 7s, 1907 ..... M&S	102½	.....
Louisville loan, 6s, '86-'87..A&O	105	106
Leb.-Knoxv. 6s, 1931 ..... M&S	100	.....
Louis. Cin. & Lex., 6s. 1931. M&N	100	.....
Mem. & O., stl., M., 7s, g., 1901 J&D	‡ 20	122
M. & Clarksv., st'g, 6s, g., 1901 F&A	.....	.....
N. O. & Mobile. 1st 6s, 1930. J&J	.....	94½
Pensacola Div., 1st, 6s, 1920..M&S	.....	.....
St. Louis Div., 1st, 6s, 1921..M&S	103½	.....
do 2d., 3s. 1980. M&S	51½	.....
Nash. & Dec., 1st 7s, 1900...J&J	115½	.....
E. H. & N., 1st 6s, 1919.....J&D	.....	100
Gen'l mort., 6s, 1930.....J&J	.....	95⅞
So. & No. Ala., S. F., 6s, 1910 A&O	100	.....
1st mort., sinking fund, 8s.....	.....	.....
L'sv. N. A. & Chic.—1st, 6s, 1910. J&J	101¾	102
Maine Cent.—Mort. 7s, 1898...J&J	† 121	123
Exten. bonds, 6s, g., 1900...A&O	† 111	113
Cons. 7s, 1912. ..... A&O	† 121	123
Androscog. & Ken., 6s, 1891. F&A	† 107	109
Leeds & Farm'gt'n, 6s, 1901. J&J	† 110	112
Portl'd & Ken., 1st, 6s, '83..A&O	† 100	101
do Cons. M., 6s, '95. A&O	† 111	113
Man. Beach Imp., lim., 7s, 1909. M&S	.....	88
N. Y. & Man. Beach, 1st 7s, '97. J&J	.....	125
Marietta & Cin.—1st M., 7s, '91 F&A	† 131½	132
Sterling, 1st M., 7s, g., 1891. F&A	† 131½	132
2d mort., 7s, 1896 ..... M&N	105	105¼
3d mort., 8s, 1890. ..... J&J	51¼	51¾
Scioto & Hock. Val., 1st, 7s. M&N	105	108
Balt. Short L., 1st, 7s, 1900..J&J	105	.....
Marq'tte Ho. & O.—Mar. & O., 8s, '92	† 115½	116
6s, 1908. ..... M&S	100	.....
Mass. Central—1st, 6s, 1893.	.....	.....
Mem. & L. R'ck—1st mort., 8s, 1907.	91½	94
Memphis & Charleston—1st consol.	.....	105
1st, cons., Tenn. lien, 7s, 1915 J&J	109	.....
Metrop'n Elev.—1st, 6s, 1908. J&J	99½	100
2d 6s, 1899. ..... M&N	80	.....
Mexican Cent.—1st, 7s, 1911 .J&J	74	.....
Mexican National—1st mort.	46¾	48
Subsidy bonds.	.....	.....
Mich. Cent.—Consol., 7s, 1902 M&N	122½	124

RAILROAD BONDS.	Bid.	Ask.
Michigan Central—(Continued)—		
Consol. 5s, 1902 ..... M&N	102½	.....
1st M. on Air Line, 8s, 1890. J&J	† 112¾	113
Air Line, 1st M., 8s, guar...M&N	† 110½	111
Gd. Riv. V., 1st 8s, guar., '86. J&J	† 108	109
6s, 1909. ..... M&S	98	.....
5s, coup., 1931. ..... M&S	.....	.....
5s, reg., 1931 ..... M&S	.....	.....
Kalamazoo & S. H..1st, 8s, '90. M&N	†	.....
J. L. & Sag. 1st, 8s '85, "wh. bds" J&J	†	.....
J. L. & Sag. North Ext., 8s, '90. M&N	107	.....
do Cons. M., 8s, '91. .M&S	.....	.....
do 6s, 1891 ..... M&S	.....	.....
Joliet & N. Ind., 1st, 7s (guar. M. C.)	† 120	125
Michigan & Ohio—1st mort	.....	.....
Midland of N. J.—1st, 6s, 1910, A&O	86	.....
4-5-6s, 1910. ..... A&O	88½	89
Mil. L. S. & W.—1st M., 6s, 1921. M&N	.....	99⅞
1st, incomes.	77	.....
Mil. & No.—1st, 6s, 1910.. J&D	93	94
Minn. & St. L.—1st M.. 1927..J&D	120½	.....
1st M., Iowa City & W., 1909. J&D	117	118
2d mort., 7s, 1891. ..... J&J	103	.....
Southwest. Ext., 1st, 7s, 1910....	112	114
Pacific Ext., 1st, 6s, 1921.	.....	.....
Miss. & Tenn.—1st M., 8s, series "A"	122	.....
8s, series "B" ..... J&J	107	111
Mo. K. & T.—Cons. ass., 1904-6. F&A	107½	108½
Consolidated 6s, 1920. ..... J&D	84¼	84½
1st, 6s, g., 1899. (U. P. S. Br.) J&J	101½	.....
2d mort., Income, 1911. ..... A&O	61½	.....
General mort. gage	.....	.....
Boonev'e B'ge, 7s, guar, 1906. M&N	.....	.....
Han. & C. Mo., 1st 7s, g., '90. M&N	103	.....
Mo. Pac.—1st mort., 6s, gld, '88, F&A	106¼	106¾
Consol. 6s, 1920. ..... M&N	105	.....
2d mort., 7s, 1891. ..... J&J	.....	111
Car. B., 1st mort., 6s, g. '93..A&O	.....	.....
3d mortgage, 7s, 1906..... M&N	.....	114½
Income, 7s, 1892. ..... M&S	.....	.....
Mob. & Ala. Gr. Tr.—1st, 7s, g'ld, '95	.....	.....
Mobile & O.—1st pref. debentures..	76	.....
2d pref. debentures	.....	.....
3d pref. debentures	.....	.....
4th pref. debentures	.....	.....
New mortgage, 6s, 1927	108½	.....
Cairo Extension 6s, 1892....J&J	.....	.....
Morg'n's La. & Tex., 1st, 6s, 1920 J&J	.....	.....
Morris & Essex—1st, 7s, 1914 M&N	131	.....
2d mort, 7s, 1891. ..... F&A	114	.....
Bonds, 7s, 1900. ..... J&J	.....	.....
General mort., 7s, 1901. ..... A&O	120	.....
Consol. mort., 7s, 1915 ..... J&D	† 123½	124
Nashua & Low.—6s, g., 1893. F&A	111	111½
5s, 1900.	105	106
Nashv. Ch. & St. L.—1st, 7s, 1913 J&J	117½	118½
2d mort., 6s, 1901. ..... J&J	.....	.....
1st, Tenn. & Pac., 6s, 1917...J&J	†	.....
1st, McM. M. W. & A., 6s, 1917. J&J	†	.....
Nashv. & Decat'r.—1st, 7s, 1900. J&J	†	.....
Natchez Jack. & Col.—1st, 7s, 1910	.....	.....
Nevada Cen.—1st 6s, 1904 ....A&O	.....	103
Newark & N. Y.—1st, 7s, 1887. J&J	.....	.....
New'k & S'set & S.—1st, 7s, g., '89. M&N	104	107
Newburg D. & Conn.—Income.....	.....	.....
N'burgh & N. Y.—1st M. 7s, 1888. J&J	102	.....
New Jersey & N. Y.—1st mort	.....	.....
N. J. Southern—1st M., new 6s. J&J	92½	97
N. O. Pac.—1st, 6s, gold, 1920. J&J	83½	88¾
N. Y. & Can.—£ M., 6s, g., 1904. M&N	† 112	114
N. Y. Central & Hudson—		
Mort., 7s, coup., 1903..... J&J	130½	.....
Mort., 7s, reg., 1903..... J&J	.....	131
Sterling mort., 6s, g., 1903...J&J	† 122	124
N. Y. C., 6s, 1887. ..... J&D	107	108
Hud. R., 2d M., 7s, 1885.....J&D	107	.....
N. Y. Chic. & St. L.—1st, 6s, 1921. J&D	99¾	100
Equipment bonds.....	.....	.....
N. Y. City & No.—Gen'l, 6s, 1910 M&N	46	.....
Trust Co. receipts	46	.....
N. Y. Elevated.—1st M., 1906. J&J	116	.....
N. Y. & Greenw'd L.—1st M. inc. 6s	28	.....
2d mortgage income.....	7	11
N. Y. & Harlem—7s, coup., 1900. M&N	127	128½
7s, reg., 1900. ..... M&N	.....	128
N. Y. Lack. & W.—1st, 6s, 1921. J&J	116	116
N. Y. L. E. & W.—1st, 7s, '97, ext. M&N	.....	.....
2d mort. exten., 5s, 1919 ...M&S	109	.....
4th mort., ext., 5s, 1920... A&O	106	.....
5th mort., 7s, 1888 ..... J&D	112	.....
1st cons. M., 7s, g., 1920.....M&S	126	.....
New 2d cons. 6s, 1969.....J&D	95¼	98½
1st cons. fund coup., 7s, 1920 M&S	† 125	130
2d cons. f'd cp., 5s, 1969..... J&D	.....	.....
Reorganizat'n 1st lien, 6s, 1908	.....	109
Gold income bonds, 6s, 1977.....	.....	100
Long Dock mort., 7s, 1893..J&D	.....	.....
N. Y. & N. Eng.—1st M., 7s, 1905 J&J	† 112¼	112½
1st mort., 6s, 1905 ..... J&J	† 104¼	104½
N. Y. Pa. & O.—1st inc. sc., 7s, 1905	.....	55
do prior lien, inc. sc., 5-6s, '95	103	106
2d mort. inc.....	‡ 14	15
3d mort. inc.....	‡ 6	7
L'sed L. rental tr'st'73, Trus. cer. 7s	‡ 15	25
West. ext. certifs, 8s, 1876..J&J	‡ 70	75
do do 7s, guar. Erie	‡ 70	75
N. Y. Prov. & B'n—Gen. 7s, 1899. J&J	130	.....
N. Y. Susq. & West.—1st mort.....	75	78
Debentures.....	.....	.....
N. Y. Tex. & Mex.—1st, 6s, 1912 A&O	94½	.....
N. Y. West Shore & Buffalo.—5s....	81⅞	82
North Penn.—1st M., 6s, 1885. J&J	103¾	104
2d mort., 7s, 1896 ..... M&N	120	.....
Gen. mort., 7s, 1903, reg.....J&J	124	.....
New loan, 6s, reg., 1905.....M&S	104½	.....
Norf'k & W.—Gen'l M., 6s, 1931 M&N	.....	100½
Norf'k & Petersb., 2d, 8s, '93. J&J	114	.....
South Side, Va., 1st, 8s, '84-'90. J&J	104	110
do 2d M., 6s, '84-'90. J&J	102	.....
do 3d M., 6s, '86-'90. J&J	102	.....
Virginia & Tenn., M., 6s, 1884. J&J	101	.....
Va. & Tenn., 4th M., 8s, 1900. J&J	123½	.....
North Carolina—M., 6s.....	100	.....

RAILROAD BONDS.	Bid.	Ask.
Northeast., S.C.—1st M., 8s, '99, M&S	121	.....
2d mort., 8s, 1899 ..... M&S	115	.....
North'n Cent.—2d mort., 6s, 85. J&J	105	105¼
3d mort., 6s, 1900 ..... A&O	117	120
Con. mort., 6s, g., coup., 1900. J&J	116¾	118
6s, g., reg., 1900. ..... A&O	117	120
Mort. bds., 5s, 1926, series A J&J	99½	99¾
do series B.....	95	95¾
Con. mort, stg. 6s, g., 1904 ..J&J	† 106	108
Northern, N.J.—1st M., 6s, '88. J&J	† 100	102
Norw'h & Worc'r—1st M., 6s, '97. J&J	† 116	118
North. Pac., P. D'O Div.—6s, M&S.	† 99½	100¾
Mo. Div. 6s, 1919 ..... M&N	† 100½	101½
Gen'l l. g., 1st, 6s. 1921..... J&J	106	106⅛
Gen'l l. g., 1st, 6s, reg ..... J&J	105⅞	.....
Og'd'nsb'g & L. Ch.—1st M. 6s, '98, J&J	† 103	103½
S. F., 8s, 1890 ..... M&S	† 102	103
Consol., 6s, 1920	93	95
Income, 1920.	28	30
Ohio Cent.—1st, mort., 6s, 1920, J&J	.....	.....
Incomes, 1920	.....	28
1st Ter'l Trust. 6s, 1920.....J&J	85	.....
Mineral Div., inc. 7s, 1921.....	.....	85
River Div., 1st	61⅞	62
do income.....	15	15¼
Ohio & Miss.—Cons. S. F. 7s, '98. J&J	.....	117
Cons. mort., 7s, '98 ..... J&J	116½	.....
2d mort., 7s, 1911 ..... A&O	122	122½
1st mort., Springf. Div., 1905 M&N	119¼	.....
Ohio Southern—1st 6s, 1921...J&D	83½	.....
2d income, 6s, 1921	.....	34
Ohio & W. Va.—1st, s.f., 7s, 1910 M&N	† 112	115
Old Colony—6s, 1897 ..... F&A	† 117½	117¾
6s, 1895. ..... J&D	† 116½	117
7s, 1895 ..... M&S	† 123½	124
Oreg. & Cal.—1st 6s, 1921.....J&J	97¾	.....
Oregon Short Line—1st mort	99½	.....
Oregon & Transcont.—6s, 1922.....	94¼	94¾
Osw. & Rome—1st M., 7s, 1915. M&N	122	.....
Panama—Sterl'g M., 7s, g. '97. A&O	† 113	115
Sinking fund sub., 6s, 1910. M&N	.....	.....
Subsidy bonds, Eng. issue, 6s...	† 104	106
Paris & Dec't'r—1st M., 7s, g., '92. J&J	.....	.....
Penna.—Gen. M., 6s, cp., 1910 Q—J	.....	125
Gen'l mort., 6s, reg., 1910..A&O	123½	.....
Cons. mort., 6s, reg., 1905..Q—M	120	.....
do 6s. coup., 1905..J&D	118	.....
Penn. Co., 6s, reg., 1907....Q.—J	106½	.....
do 1st M., 4½s, 1921. J&J	.....	96½
Penn. & N. Y.—1st. 7s, '96 & 1906. J&D	121	126
Pensacola & Atlantic—1st m..M&S	77	80
Peoria Dec. & Ev.—1st, 6s, 1920, J&J	.....	.....
Incomes, 1920	.....	.....
Evansville Div., 1st 6s, 1920. M&S	.....	100
do income, 1920...	.....	.....
Peo. & Pekin Un.—1st, 6s. 1921. Q—F	100½	102
Perkiomen—1st M., 6s, 1887...A&O	103	.....
Cons. mort., 6s, 1913, sterling ...	93	96
Petersburg—Class A	87	88½
Class B.....	72⅜	73
Phila. & Erie—2d M., 7s, 1888. J&J	112¼	113
Gen. M., guar., 6s, g., 1920. .J&J	† 118¾	120
Sunbury & Erie, 1st M., 7s, '97. A&O	125	126
Phila. & Reading—2d, 7s, '93. A&O	.....	118
Debenture, 1893..... J&J	70	.....
Consol. M., 7s, 1911, reg. & cp. J&D	124½	126
Consol. mort., 6s, 1911.....J&D	112	.....
Improvement mort., 6s, 1897	† 104	106
Gen'l mort., 6s, 1908..... J&J	96⅞	97
Convertible, 7s, 1893 ..... J&J	.....	74
Scrip for 6 deferred ½ coupons ..	† 100	103
Deferred income.....	21	23
Income mort., cons. 7s, '96, J&D	.....	95
Coal & I., guar. M., 7s, '92.. M&S	.....	75
Phila. Wil. & Balt.—6s, 1892..A&O	† 110	112
6s, 1900..... A&O	113	115
5s, 1910.....	† 105	107
Pittsb. Bradf. & B.—1st, 6s 1911 A&O	.....	91
Pittsb. C. & St. L.—1st, 7s, 1900. F&A	122	122½
2d mort., 7s, 1913..... A&O	.....	.....
Steubenv. & Ind., 1st., 6s, '84. Var.	.....	.....
Pittsb. & Con'lsv.—1st M. 7s, '98. J&J	122	122¼
Sterling cons. M., 6s, g., guar. J&J	† 122	124
Pittsb. Ft. W. & C.—1st, 7s, 1912 Var	.....	140
2d mort., 7s, 1912..... J&J	.....	.....
3d mort., 7s, 1912..... A&O	.....	130
Equipment, 8s, 1884..... M&S	† 103	106
Pittsb. & West.—1st mort.....	81	85
Portl'nd & Ogd'g—1st 6s, g., 1900 J&J	106	108
Vt. div., 1st M., 6s, g., 1891..M&N	20	30
Port Royal & Aug.—1st, 6s, '99. J&J	100	106
Income mort., 6s, 1899 .....J&J	35	50
Ren. & S'toga—1st 7s, 1921 con. M&N	137	.....
1st, 7s, 1921, reg. ..... M&N	.....	.....
Richm'd & Alleghany—1st, 7s, 1920	79¼	79½
2d mort., 6s, 1916.....	.....	100
Rich'd & Danv.—Con., 6s, '90..M&N	104	106
General mort., 6s, 1915 ....J&J	96	98
Debenture, 6s, 1927..... A&O	65½	66
Piedmont Br., 8s, 1888. ....A&O	106	110
Rich. Fred. & Potomac—6s, ext. J&J	107	.....
Mort. 7s, 1881-90..... J&J	115	118
Rich. & Petersb., 8s, '80-'86...A&O	.....	.....
New mort., 7s, 1915 ..... M&N	.....	.....
Richmond York Riv. & Ches., 8s...	.....	107
Roch. & Pitts., 1st, 6s, 1921....F&A	106	106½
do income. 1921.....	45	.....
Rutland—1st M., 6s, 1902.....M&N	95	96
Equipment, 2d mort., 5s ....F&A	64	65
Rome Wat'n & O.—8.F., 7s, 1891. J&D	† 106	.....
2d mort., 7s, 1892..... J&J	106	.....
Consol., 1st ex. 5s, 1922....A&O	68¼	68½
Income 7s, 1932.....	35	40
St. Joseph & Pacif.—1st mort	60	70
2d mort.	22	32
St. L. Alt. & T. H.—1st M., 7s, '94. J&J	106½	.....
2d mort., pref., 7s, 1894.....F&A	.....	109
2d income, 7s, 1894..... M&N	.....	108½
Div. bonds, 1894	.....	74
Bellev. & S. Ill., 1st, S. F. 8s, '96. A&O	112	112½
St. Louis & I. Mt.—1st, 7s, '92, F&A	114½	114⅞
2d mort., 7s, g., 1897..... M&N	108¼	.....
1st 7s, inc., pf. int. accumulative	.....	.....

* Price nominal; no late transactions. † The purchaser also pays accrued interest. ‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—Continued.

For Explanations See Notes at Head of First Page of Quotations.

Railroad Bonds.	Bid.	Ask.
St. L. & Iron Mt.—(Continued)—		
2d 6s, inc., int. accumulative	122	125
Ark. Br. l. gr., M., 7s, g., '95.J&D	110⅜	112
Cairo Ark. & T..1st,7s,g.,'97.J&D	109⅛	110
Cairo & Ful., 1st,l.g.,7s,g.,'91.J&J	109¼	109½
Gen. con. r'y & l. g., 5s.1931 A&O	76	77
St.L.&SanF.—2d M.,classA,'06M&N	.....	101
2d M., class B, 1906 M&N	97¼	.....
do class C, 1906 M&N	.....	98
South Pacific.—1st M. 1888 .J&J	104½	105
Pierre C. & O. 1st, 6s F&A	.....	.....
Equipment 7s. 1895. J&D	.....	.....
General mort., 6s, 1931 J&J	98⅛	.....
St.L.Vand.&T.H.—1stM.,7s,'97.J&J	116	.....
2d mort., 7s, 1898 M&N	.....	.....
2d. 7s,guar., '98 M&N	†110	113
St. P. & Duluth—1st, 5s, 1931. F&A	100	.....
St.P.Minn.& Man.—1st 7s,1909 J&J	109⅜	.....
2d 6s, 1909 A&O	108½	109¼
Dak. Ext., 6s. 1910 M&N	108½	.....
Minn's U'n, 1st, 6s, 1922 J&J	.....	.....
Sandusky Mansf.& N.—1st, 7s,1902	†114	.....
Savannah Florida & West.—		
At. & Gulf, cons. 7s, 1897 J&J	†110	114
1st mortgage, 7s J&J	108	.....
S.Ga.& Fla., 1st M. 7s, 1899, M&N	110	.....
Scioto Val.—1st M., 7s, sink'g fund	†101	103
2d mort	†80	.....
Consol. 7s, 1910 J&J	90	95
Selma Rome & Dalton—1st mort..	2	1
2d mort	3	4
Incomes	.....	.....
Shenandoah Val. 1st.7s,1909.J&J	.....	.....
General mort., 6s, 1921 A&O	75	80
Sioux C. & Pac., 1st M., 6s,'98.J&J	.....	.....
So. Carolina—1st M.,6s,1920..A&O	102½	103½
2d mort., 6s, 1931 J&J	94½	98
Bonds. 7s, non-mort A&O	.....	.....
Income 7s, 1931	.....	69
So. Cen. (N.Y.)—1st mort., 5s	.....	80
So.Pac,Cal.—1st,6s,g.,1905-12.J&J	.....	104½
Southwestern(Ga.)—Conv.,7s,1886	.....	.....
Summit Br.—1st, 7s, 1903 J&J	.....	.....
Sunb.Haz.&W-B.—1st,5s,1928M&N	90	.....
2d mort., 6s, 1938 M&N	28	.....
Susp.B.&ErieJunc.—1st M.,7s	106	110
Syr.Bing.&N.Y.—consol.7s,'06A&O	123	125
Tex. Cent.—1st,sk.fd.,7s,1909M&N	105½	108
1st mort., 7s, 1911 M&N	105½	108
Texas & Pac.—1st, 6s, g.1905 M&S	105	.....
Consol. mort., 6s, gold, 1905. J&D	95	.....
Inc. and land gr., reg., 1915. July	65	65
1st (Rio Gr. Div.), 6s, 1930..F&A	83⅞	84
Texas & St. Louis—1st,6s,1910 J&D	.....	.....
Land grant. incomes, 1920	.....	.....
Mo. & Ark. Div., 1st, 6s	.....	.....
Tol. Cin. & St. Louis—1st mort..	41	.....
Income	10½	11
Tol.Del's & B.—1st main, 6s, 1910	.....	54
do 1st Dayton div.,6s, 1910	.....	.....
do 1st Ter'l trust, 6s.. 1910	.....	.....
Income, 6s, 1910, main line	10½	.....
Dayton Div. inc., 6s, 1910	.....	.....
Tonawanda Val.& C.—1st, 6s, 1931	.....	.....
United Co's N.J.—Cons.,6s,'94.A&O	.....	.....
Sterling mort., 6s, 1894 M&S	†110	112
do 6s, 1901 M&S	†118	120
Cam. & Amb.,mort., 6s, '89.M&N	.....	109½
Union Pac.—1st,6s,g.,1896-'99 J&J	114⅞	115
Land Grant, 7s, 1887-9 A&O	107½	108
Sink. F., 8s, 1893 M&S	116½	117
Om. Bridge, sterl. 8s, g., '96.A&O	†118	122
Reg. 8s, 1893 M&S	.....	.....
Collateral trust, 6s, 1908 J&J	104	.....
do 5s, 1907 J&D	94½	.....
Colorado Cent.,1st, 8s, g.,'90.J&D	.....	.....
Denver Pac.,1st M.,7s,g.,'99.M&N	.....	.....
Kans. Pac., 1st, 6s, 1895 F&A	108½	111
do 1st M., 6s, 1896 J&D	109½	111
do 1st,R.& L.G.D'd,'99.M&N	.....	.....
do Inc.,No.11, 7s, 1916.M&S	.....	.....
do Inc.,No.16, 7s,1916.M&S	.....	.....
do Denv. Div., 6s	107	108
do 1st cons. M.,6s,1919 M&N	98½	99
Atch. Col.&Pac.,1st,6s,1905Q.—F	90	.....
Atch.J.Co.&W.,1st,6s,1905.Q.—F	.....	90
Utah Cen.—1st M., 6s, g.,1890.J&J	100	.....
Utah So.—Gen. M. 7s, 1909 J&J	103½	.....
Extension, 1st, 7s, 1909 J&J	.....	111
Utica & Bl'k R.—Mort., 7s, '91.J&J	†112	.....
Valley, of Ohio—1st mort	103	106
Verm't & Can.—M., 8s	50	.....
Mississquoi, 7s, 1891 J&J	.....	.....
Vermont Cen.—1st M., 7s, '86.M&N	10	12
2d mort., 7s, 1891 J&D	2	4
Income extension 8s M&N	50	.....
Stanstead S. & C., 7s, 1887..J&J	50	.....
Verm't & Mass.—1st M., 6s, '83.J&J	†100	100⅛
Conv. 7s, 1885 J&J	†130	131
Vicksb. & Mer.—New 1st mort.	85	95
2d mort	50	.....
3d mort., income	.....	30
Virginia Midland—1st series, 6s	111	112½
2d series, 6s	107	107½
3d series, 5-6s	92½	95
4th series, 3-4-5s	53	54
5th series, 5s	95⅜	96
Incomes, cumulative	60	62½
Wabash—1st, ext., 7s, '90, ex. F&A	106⅛	.....
Mort., 7s, 1879-1909 A&O	.....	95
2d mort., 7s, ext. 1893, ex..M&N	99	.....
Equipment, 7s, 1883 M&N	.....	100
General mort., 6s, 1920 J&D	.....	82
Chic. Div., 5s, 1910	.....	83
Havana Div., 6s, 1910 J&J	.....	85
Tol. P. & West., 1st 7s, 1917. .Q	107½	108⅛
do 1st pref. inc., conv.	.....	.....
do 2d pref. inc.	.....	.....
Iowa Div., 6s, 1921 M&S	.....	88
Indianap. Div., 6s, 1921 J&D	.....	.....
Detroit Div., 6s, 1921 J&J	.....	.....
Quincy Mo.& P.,1st,6s,guar.1909	90	95
Cairo Div.. 5s, 1931 J&J	.....	92½

Railroad Stocks.	Bid.	Ask.
Wabash—(Continued)—		
Cons. mort., 7s, 1907,con.,exQ—F	94	97½
1st. St. L. div., 7s, 1889. ex. F&A	101	.....
Gt. West., Ill.,1st, 7s, '88,ex.F&A	105	107
do 2d, 7s, '93,ex.M&N	99	99½
Q'ncy & Tol., 1st, 7s,'90, ex.M&N	99	.....
Ill. & S. Ia., 1st, 7s. '82,, ex. F&A	.....	100
St.L.K.C. & N. (r.est.& R.),7s.M&S	.....	108⅞
do Om.Div.,1st7s.1919.A&O	107½	108
do Clar. Br., 6s, 1919.. F&A	.....	.....
do No. Mo., 1st, 1895 J&J	119	120
do St. Cha's Bridge 6s, 1908	.....	100
Wab. Fund. 1907—Var. 7s. F&A	.....	.....
do Various 6s F&A	.....	.....
Warren (N.J.)—2d M., 7s, 1900	110	.....
W. Jersey & At. 1st M.,6s1910M&S	108	.....
W. Jersey—Debent. 6s, 1883..M&S	100	.....
1st mort., 6s, 1896 J&J	116	.....
1st mort., 7s, 1899 A&O	123	.....
Consol. mort., 7s, 1909 A&O	110	.....
West'n Ala.—1st M., 8s, '88 A&O	110	113
2d mort., 8s, guar., '90 A&O	110	113
West. Md.—End., 1st, 6s, 90 J&J	112	122
1st mort., 6s, 1890 J&J	115	120
End., 2d mort., 6s, 1890.. J&J	112	122
2d mort., pref., 6s, 1895 J&J	110½	115
2d, end. Wash. Co., 6s, 1890 J&J	115	122
3d, end., 6s, 1900 J&J	126	130
West'nPenn.—1st M., 6s, '93..A&O	106	.....
Pitts. Br., 1st M., 6s, '96 J&J	105½	.....
Wheeling & L.Erie—1st, 6s, g., 1910	.....	.....
Wilm. Columbia & Augusta, 6s	110½	111½
Wil.& Weldon—S. F., 7s, g., '96.J&J	121	125
Winona&St.Pet.—1stM.,7s,'87.J&J	108¼	109
2d mort., 7s, 1907 M&N	120	122
Wis. Cent.—1st, 7s, coups. unfund.	80	.....
1st series, new	†80	81
2d series, new	50	51
Wis. Valley—1st, 7s, 1909 J&J	†110½	111
Worc'r & Nashua—5s, '93–'95..Var.	†100	100½
Nash. & Roch., guar., 5s, '94.A&O	†100	100½
RAILROAD STOCKS. Par.		
Ala. Gt. South.—Lim., A., 6s,pref..	†101⅜	11
Lim., B, com	‡4⅜	5¼
Ala. N. O. & Pac., &c., pref	‡5⅜	6¼
do do def	‡1¾	2¼
Albany & Susqueh., Guar., 7 100	132	135
Allegany Central 100	183⅜	183½
Allegheny Valley 50	4	5
Atchison Col. & Pacific	.....	.....
Atchison Topeka & Santa Fe..100	83⅜	83⅝
Atlanta & Charlotte Air Line	67	68
Augusta & Savannah, leased 100	.....	.....
Baltimore & Ohio 100	197½	210
do 1st pref., 6 100	130	132
Balt. & Ohio, 2d, pref	122	125
Washington Branch 100	200	.....
Parkersburg Branch 100	‖	91½
Boston & Albany 100	182½	183
Bost. Con. & Montreal., new 100	25	25½
do Pref., 6 100	110½	111
Boston Hartford & Erie new	⅜	1⅛
do do old	¼	5⅜
Boston & Lowell 500	96	96½
Boston & Maine 100	161½	161¾
Boston & New York Air L	.....	.....
do do pref	81¾	81¾
Boston & Providence 100	164¾	165
Boston Revere Beach & Lynn..100	110½	111
Brooklyn Elevated, assessm't paid.	12	.....
Brooklyn & Montauk 100	25	.....
do Pref 100	60	65
Buff. N. Y. & Erie, leased 100	.....	.....
Buffalo N. Y. & Philadelphia	§15½	15⅝
do do pref	§30	30½
Buffalo & Southwest 100	.....	.....
do Pref 100	.....	.....
Burlington C. Rapids & North..100	81	.....
Cairo & St. Louis	.....	.....
Cairo & Vincennes, pref	.....	.....
California Pacific	4	.....
Camden & Atlantic 50	.....	.....
do Pref 50	§.....	50
Canada Southern 100	66	66¼
Canadian Pacific 100	64½	64⅜
Catawissa 50	§22½	.....
do 1st pref 50	§58	60
do 2d pref 50	§57	58
Cedar Falls & Minnesota 100	131½	141½
Cedar Rapids & Mo 100	103½	104
do Pref., 7 100	119½	120
Central of Georgia 100	99	101
Central Iowa 100	18	.....
do 1st pref 100	.....	.....
do 2d pref 100	.....	.....
Central of New Jersey 100	77⅛	77⅜
Central Ohio 50	49½	51½
do Pref 50	54½	57
Central Pacific 100	77⅛	77¼
Charlotte Col. & Aug 100	34½	36
Chesapeake & Ohio, common .100	21	.....
do 1st pref 100	31	.....
do 2d pref 100	23	.....
Cheshire, pref 100	59¾	60¼
Chicago & Alton 100	133½	134½
do Pref., 7 100	140⅛	140⅞
Chicago & Atlantic	18	.....
Chicago Burlington & Quincy..100	125¼	126
Chicago & Canada Southern	.....	.....
Chicago & East Illinois	.....	.....
Chicago & Grand Trunk	.....	.....
Chicago Iowa & Nebraska 100	150	150½
Chicago Milwaukee & St. Paul.100	103¼	103½
do Pref., 7 100	119¼	120
Chicago & North Western 100	134⅜	134½
do Pref., 7 100	151	151½
Chicago Rock Island & Pac 100	124½	125½
Chic. St. Louis & Pitts 100	20½	21
do pref 100	53½	54¼
Chic. St. P. Minn. & Om., com..100	49⅜	49⅜
do pref..100	106½	107½
Chicago & West Michigan 100	50	53
Cin. Hamilton & Dayton 100	87	.....

Railroad Stocks.	Bid.	Ask.
Cin. Indianap. St. Louis & Chic.100	85	89
Cincinnati & Milford	103	.....
Cincinnati N. O. & Tex. Pac 100	75	77½
Cin. Sandusky & Cleveland 50	44	46
do Pref., 6.50	.....	.....
Clev. Col. Cin. & Indianapolis..100	74½	74½
Clev. & Pittsburgh, guar., 7 50	134½	134½
Col. Chic. & Indiana Central..100	5	5½
do Reorgan. Tr. Co. certs.	.....	.....
Columbus & Xenia, guar., 8 50	150	.....
Col. Hock. Val. & Tol. 100	.....	.....
Columbia & Greenville 100	.....	.....
do Pref. 100	60	60
Concord 50	§101¼	101½
Concord & Portsmouth,guar.,7 100	115	120
Connecticut & Passumpsic 100	86½	87
Connecticut River 100	167	169
Connotton Valley 50	§2	2¼
Danbury & Norwalk 50	70	73
Dayton & Michigan, guar., 3½ 50	58	61
do Pref., guar., 8.50	142	143
Delaware & Bound Brook 100	§135	.....
Delaware Lack. & Western 50	127½	127¾
Denver & New Orleans	.....	.....
Denver & Rio Grande 100	50¾	50⅞
Denver & Rio Grande Western	32	35
Des Moines & Fort Dodge	.....	.....
do do Pref.	.....	.....
Det. Lansing & Northern, com .100	80	81
do do Pref.100	112¾	113
Dubuque & Sioux City 100	84	86
East Tennessee Virginia & Ga.100	10⅛	10¼
do do Pref.	21⅜	21¼
Eastern (Mass.) 100	46	46½
Eastern in N. H. 100	91	92
Eel River 100	65	67
Elmira & Williamsport, 5 50	§40	.....
do Pref., 7..50	§55	60
Erie & Pittsburg, guar., 7 50	90	104
Evansville & Terre Haute 50	63	68
Fitchburg 100	125	125½
Flint & Pere Marquette	24	25
do do Pref.	99	99¼
Fort Wayne & Jackson	.....	.....
do do Pref.	.....	.....
Fort Worth & Denver C 100	31½	31½
Galv. Harrisb. & San Antonio	28	.....
Georgia Railroad & Bank'g Co.100	.....	.....
Grand Rapids & Indiana	6	14
Grand River Valley, guar., 5.. 100	.....	.....
Green Bay Winona & St. Paul..100	8	9
do Pref.100	.....	.....
Hannibal & St. Joseph 100	40	.....
do Pref., 7. 100	95¼	96
Harrisburg P. Mt. J. & L., guar., 7.50	.....	.....
Houston & Texas Central 100	70	78
Huntingdon & Broad Top 50	§ 14½	.....
do do Pref. 50	§29½	30
Illinois Central 100	144¼	144¾
do leased line, 4 p. c. 100	81	81
Indiana Bloomington & West'n 100	30½	31½
Indian. Decatur & Sp., com	.....	.....
do do Pref.100	.....	.....
Iowa Falls & Sioux City 100	84	84½
Jeff'v. Mad. & Ind'p's, leased..100	.....	90
Joliet & Chicago, guar., 7 100	135	.....
Kansas City Ft. Scott & Gulf..100	72	75
do do pref..100	119½	120
Kentucky Central 100	.....	.....
Keokuk & Des Moines 100	.....	.....
do Pref.100	.....	.....
Lake Erie & Western 100	30	31
Lake Shore & Mich. So. 100	110½	110⅝
Lehigh Valley 50	§65½	66
Little Rock & Fort Smith 100	27	30
Little Miami, leased, 8 guar. 50	148	149
Little Schuylkill, leased, 7 50	§60	60¼
Long Island 50	66	67
Louisiana & Mo. Riv., Com 100	15½	16½
do Pref., guar.	33½	34½
Louisville & Nashville 100	53⅜	53⅝
Louisville New Albany & Chic.100	54	57
Macon & Augusta	.....	.....
Maine Central 100	90	92
Manchester & Lawrence 100	x160	163
Manhattan Beach Co. 100	23	25
Manhattan Railway 100	41¾	45
do 1st pref.	81½	85
do common	44	45
Marietta & Cincinnati, 1st pref..50	12	17
do 2d pref..50	4¾	6
Marq. Houghton & Ont. 100	50	50½
do pref. 100	109	110
Massachusetts Central	.....	.....
Memphis & Charleston 25	42	44
Metropolitan Elevated 100	80	85
Mexican Central 100	19⅛	19½
Mexican National	7½	9
do pref.	20	.....
Michigan Central 100	93¾	94¼
Michigan & Ohio	.....	.....
do Pref.	.....	.....
Midland of New Jersey	10	.....
Mil. Lake Shore & West. 100	.....	16½
do do Pref. 100	45½	46
Mine Hill & S. Haven, leased..50	§64	.....
Minneapolis & St. Louis 100	27¼	28½
do do Pref. 100	57	59
Missouri Kansas & Texas 100	30⅛	30⅞
Missouri Pacific 100	101	101⅛
Mobile & Ohio RR. 100	.....	18
Morris & Essex. guar., 7 50	124¼	125½
Nashville, Chat. & St. Louis..25	56	58
Nashua & Lowell 100	x147	150
Nashua & Rochester, guar., 3..100	53¾	54
Newburg Dutchess & Conn	½	.....
do do Pref.	1¼	.....
New Jersey & New York	.....	.....
do pref.	.....	.....
New Jersey Southern	⅝	1⅛
New London Northern, pf'd,$. 100	.....	.....
N. O. Mobile & Texas 100	.....	.....
N.Y. Central & Hudson River .100	124	124¼

* Prices nominal; no late transactions. † Purchaser also pays accrued interest. ; In London. § Quotation per share.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

CANAL BONDS.	Bid.	Ask.
RR. STOCKS. CONTINUED.		
N.Y.Ch &St.L..cm.100	113¾	12¼
do Pref..100	27	28
N.Y. Elevated....100	104	110
N. Y. & Harlem 50	195	200
do Pref 50	.....	.....
N.Y.Lack.&W...5.100	88½	88½
N.Y.L.Erie& West 100	37⅛	37¼
do Pref.100	.....	.....
N.Y. & N.England 100	38⅞	39
N.Y. N. H.& Hartf.100	178	180
N.Y. Ont. & West .100	27½	.....
do Pref.	75	85
N. Y. Penn. & Ohio ..	.....	.....
do Pref.	.....	.....
N.Y. Prov. & Bost.100	152	.....
N.Y. Susq. & Western.	6⅞	8½
do Pref.	18	21
N.Y. West Shore & B.	37¾	38½
Norf.& West., com 100	10	14
do pref.100	43½	45
No. Pennsylvania..50	68⅝	6⅝¾
Northern Central...50	56½	57
North'n N. Hamp.100	112	112½
North'n Pac., com.100	50¾	51
do Pref.100	88	88¼
Norw.& Worcester.100	160	163
Ogd. & L. Champ.100	25	30
Ohio Central.... ..100	12¼	12⅞
Ohio & Miss.....100	34	34⅜
Ohio Southern.....100	14	14
Old Colony.....100	139¼	139¾
Oregon & Calif....100	.....	.....
do Pref...100	.....	.....
Oregon Short L ne....	24	.....
Oregon Trans-Cont	84¾	84⅞
Oswego & Syr., guar..	.....	.....
Panama 100	100	100
Paris & Decatur	.....	.....
Pennsylvania RR. .50	x59⅛	59¼
Pensacola & Atlantic..	17½	25
Peoria Dec. & Ev...100	20¼	21
Phila. & Erie 50	$20¼	20⅜
Phila. & Reading....50	55	55¼
do Pref. ...50	$.....	33
Phila. & Tren., 10. 100	.....	.....
Phila. Wilm.& Balt.50	64	64½
Pitts. Cin. & St. L..50	6	9
Pitts. & Con., l'sed.50	10	20
do Pref....	15	.....
Pitts.Ft.W.& C.,guar.7	132½	134
do Special,7.100	.....	.....
Pittsburg & Western...	16	25
Port.S'uco &Ports,lsd 6	109¾	110¼
Port Royal & Augusta	.....	.....
Ports. Gt.F.& Con.10.	33	35
Prov. & Wore'ster.100	128	130
Rens. & Saratoga..100	145	145
Rich. & Alleg., stock..	13	14½
Richmond & Danv.100	60	62
Rich. F. & P., com.100	.....	69
do Guar. 7.100	130	.....
do do 6.....	.....	.....
Richmond & P'b'g.100	75	77
Rich. & West Point....	34	34⅜
Richmond York R.& C.	.....	.....
Rochester & Pitts.100	19⅞	20⅛
Rome W. & Ogd....100	.....	32
Rutland 100	3	3½
do Pref., 7..100	19½	20
St. Joseph & Western..	10	11
St.LouisAlt.& T.H.100	68½	69½
do Pref.100	92	93½
Bellev.&S.Ill.,pf.100	.....	.....
St. L. Jack. & Chic.100	.....	.....
do Pref.100	.....	.....
St. Louis & San Fr.100	32	35
do Pref....100	52	53
do 1st pref.100	98	99
St. L. Van. & T. H....	3	.....
St. Paul & Duluth.100	37½	39
do Pref.100	96	98
St. P.Minn. & Man.100	130½	131½
Scioto Valley.....	8	.....
Seab'd & Roanoke100	100	.....
do Guar..100	105	.....
South Carolina....100	.....	.....
So. & No. Alabama....	.....	.....
S'west., Ga., g'd, 7.100	.....	.....
Syr. Bing. & N. Y.100	.....	.....
Summit Branch, Pa..50	7¼	7¾
Terre H. & Ind'nap.50	105	110
Texas & Pacific ...100	39⅛	39⅜
Texas & St. Louis	.....	.....
Tol. Can. So. & Det....	12	.....
Tol. Cin. & St. Louis..	3⅜	3⅞
Tol. Delph. & Bur.100	.....	.....
U. N.J. RR &C. Co.100	$191	191½
Union Pacific.... .100	97½	97⅝
Utah Central.....100	.....	.....
Vt. & Can., leased.100	18	20
Vt.& Mass..l'sed.6.100	130	131
Virginia Midland, com.	30	35
do 1st pref.	50	.....
do 2d pref.	50	.....
Vicksb. & Meridian ...	7	7¾
do pref....	.....	.....
Wab. St. L. & Pac.100	29⅛	29⅜
do Pref.100	47	47¼
Warr'n(N.J.),l's'd,7.50	.....	.....
Westch. & Phila.,pf.50	.....	.....
West Jersey.....50	$49	50
West Jersey & Atlantic	$37½	.....
Western Maryland....	13	14½
Wil. Columbia & Aug..	90	97
Wil.&Weld..lsd., 7.100	105	112
Wisconsin Central	21½	21
do Pref.	29	30
Wore'ter&Nashua.100	57½	58
CANAL BONDS.		
Ches.ap. & Delaware— 1st mort., 6s,'86 J&J	.....	80

MISCELLANEOUS.	Bid.	Ask
Ches.&O.—6s,'70.Q.-J	30	33
Del. Div.—6s, '98.J&J	.....	.....
Del. & H.—7s, '91 J.&J	115	.....
1st ext., 1891..M&N	.....	114½
7s, 1884..... J.&J	104	.....
Coun. 7s, 1894.A&O	114	.....
Reg. 7s, 1894 ..A&O	.....	.....
1st Pa.D.cp.,7s,M&S	123¾	.....
Del.N.—6s, rg., '84 Q-J	101½	.....
RR. 6s, reg., '97.Q-F	115	115⅛
Conv 6s,g.rg.'94M&S	108	.....
6s.g.,cp.&rg.-'97.J&D	112	113
Cons.M.,1911 7s.J&D	122	.....
Morris—Boat loan, '85	.....	.....
New mort.....	.....	.....
Penn.—6s, coup., 1910	85	86½
Schuylkill Nav.—		
1st M., 6s, 1897.Q-M	107½	.....
2d M., 6s, 1907..J&J	90½	91
Mort. 6s, cp., '95 J.&J	60	.....
6s, imp.,cp., '80 M&N	89	.....
6s.bt&car, 1913M&N	70	.....
7s,bt&car,1915M&N	70	.....
Susq.—6s,cp.,1918J.&J	.....	.....
7s, coup., 1902..J&J	.....	.....
Union—1st 6s.'83M&N	.....	.....
CANAL STOCKS.		
Cal. & Chi.Can.& Dock	20	30
do pref.	.....	.....
Del. & Hudson....100	109⅜	.....
Del. Div. leased, 8..50	.....	.....
Lehigh Navigation..50	§43⅞	.....
Morris, guar., 4....100	§	.....
do pf., guar.10..100	.....	.....
Pennsylvania.....50	§	.....
Schuylkill Nav.....50	§	.....
do do pref.50	.....	16
Susquehanna..... 50	§	.....
MISCELLANEOUS BONDS.		
Balt. Gas Light 6s....	90	95
Canton(Balt.)—6s.g.,	110	110½
Mort. 6s,g.,1904 J&J	110	110½
Un. RR.,1st, end.,6s.	117	118
do 2d,end. 6s,g.M&N	105	.....
Col.Coal.& Iron—1st,6s	84	.....
Cov. & Cinn. Br., 6s...	102½	103
Gold & Stock Tel.....	100	102
Iron Steamboat. 1st...	.....	.....
Mariposa—7s,'86	.....	.....
Mutual Union Tel. 6s.	87⅛	87¼
Northw. Tel.—7s, 1904	.....	.....
Or. Imp. Company—		
1st, 6s 1910, J.&D ...	93	.....
Oreg.R.& N.1st,6s,J&J	108	.....
Pullm'n Palace Car—		
3d series, 8s,'87F&A	†107	109
4th do 8s,'92F&A	†113½	114
Deb'nt're,7s,'88A&O	†103	105
Stlg, 7s,g..1885 A&O	.....	.....
St. L. Bridge & Tun—		
1st, 7s, g.. 1929.A&O	†124	126
Sp. Val. W.W.—1st, 6s.	.....	.....
Sterling Iron & Ry.—		
Series B., inc., 1894.	.....	.....
Plain income 6s, '96.	.....	.....
Western Union Tel.—		
7s, r.& c., 1900.M&N	113	115
Sterl'g 6s, 1900.M&S	.....	.....
MISCELLANEOUS STOCKS.		
Amer. Bell Teleph.100	220¾	221
Amer. Bank Note Co..	§	39
Aspinwall Land....10	4⅜	5
Boston Land.....10	6¼	6½
Boston Water Power..	3⅜	3⅞
Brookline (Mass.) L'd5	.....	.....
Brush Elec. Light Co..	.....	100
Canton Co. (Balt.).100	.....	.....
Cov. & Cin. Bridge, pf.	185	.....
Edison Electric Illum.	.....	.....
Edison Electric Light.	290	310
Fuller Electric Light .	.....	.....
do Pref.	.....	.....
Iron Steamboat Co....	.....	.....
Keeley Motor.....	.....	11
Maverick Land.... 10	1⅛	1⅜
N.E.Mtg.Secur.(Bost.)	89¾	90
N. Hampshire Land 25	½	1
N.Y.& Tex.Ld.,Lim. 50	79	.....
Land scrip	.....	43½
Oregon Ry.&N.Co.100	138	138
Pacific Mail 88. Co.100	41½	.....
Pullm'n Palace Car100	126½	127½
St.Louis B'dge,1st pref	94	98
2d pref. certificates.	40	44
St. Louis Tunnel RR..	103	105
St. Louis Transfer Co.	.....	.....
Stand. Water Meter...	.....	.....
Sutro Tunnel.....10	$$	.....
U. S. Electric Light...	120	135
Union RR. St'k Yards.	140	160
EXPRESS STOCKS		
Adams..... 100	127	128
American..... 100	91½	92½
United States.....100	58	61
Wells, Fargo & Co.100	124	126
TELEGRAPH STOCKS.		
American District .100	30	30
American Dist (Phila.)	.....	.....
Amer. Tel. & Cable....	66¾	66¾
Atlantic & Pacific...25	52	58
Cent. & So. Am. Cable.	103	108
Franklin.....100	28	.....
Gold & Stock 25	92	98
International'l Co'n.100	93	98
Mexican 100	155	175
Mutual Union.....100	20	20½
Northwestern.....59	.....	.....
Southern & Atlantic 25	72	82
Western Union 100	83½	84⅛

MISCELLANEOUS.	Bid.	Ask
TRUST CO.'S STOCKS.		
Am. Loan & Trust.100	102	105
Brooklyn Trust.....25	170	.....
Central 100	240	.....
Equitable..... 100	.....	.....
Farmers' Loan & Tr.25	400	.....
Mercantile.....100	.....	145
Metropolitan	122½	.....
N. Y. Guar. & Ind..100	141	.....
N. Y. Life & Trust.100	440	.....
Union 100	310	.....
United States.....100	460	.....
SUBSCRIPTIONS, RIGHTS, &c.		
Atl. & Pac.,blks.35 p.c	.....	111½
Bn.N.Y.&P.,subs.60p.c	.....	.....
C H.& D.,pool cert.,gu.	.....	100
Den.& R.G.W.,subs.,ex	.....	.....
Mex. C. blks.,No.2. 85%	.....	.....
Mich. & Ohio, subs 65%	.....	103
N.Y.W.S.&B.,subs..80%	.....	.....
Ohio C. ex bd. & stock.	.....	.....
Oregon Ry& N.,rights	.....	.....
Ont. & West., subs 95%	.....	.....
Ore. Short L. subs.,80%	.....	.....
$10,000 blks, ex bds.	50	.....
Or.& Trans.,subs.100	.....	.....
do 80%	.....	.....
Rich. & Al.,subs., 100%	.....	.....
Rich. & D., ex subs.70%	62½	.....
Deben., subs, $2,250	.....	.....
Roch. & Pittsb., subs..	.....	.....
St. Paul rights	.....	.....
Tex.&St. Louis,sub.90%	.....	.....
IMPROVE'T & CONSTR'N COS.		
Am.R'y Imp.,ex b.&stk	.....	50
Cent. N. J. Land Imp.	.....	.....
Continental Cons., 85%	48	53
Cent.R'y Constrc.70%	.....	.....
Hud.Riv.Contract..40%	.....	.....
Internats.Imp. Ex., 80%	.....	.....
N. Y. Loan & Imp'mnt	.....	.....
N. Y. & Scranton Cons.	25	.....
North Riv. Cons., 100%	114	115
Oregon Improvement.	84	84
Oriental Cons	.....	.....
Tex.& Col.Imp., ex bd	12½	13½
GAS STOCKS.		
Balt. Consol. Gas.....	39	39½
Boston Gaslight....500	802½	805
East Boston 25	30¾	31
South Boston. 100	101	101½
Brookline, Mass... 100	100	101
Cambridge, Mass..100	133	134
Chelsea, Mass 100	86	88
Dorchester, Mass..100	98	98½
Jamaica Pl'n, Mass100	120	122
Lawrence, Mass....100	125½	126
Lowell.....100	161	162
Lynn, Mass., G. L..100	78	80
Mald. & Melrose...100	95¾	96
Newton & Wat'n ..100	121½	121
Salem, Mass., ... 100	89½	90
Fall River..... 100	.....	.....
Brooklyn, L. I.....25	115½	116½
Citizens', Brooklyn.20	77	80
Metropolitan, B'klyn.	80	82½
Nassau, Brooklyn ..25	60	65
People's, Brooklyn.10	50	55
Williamsb'g, B'klyn 50	70	.....
Charlest'n,S.C.,Gas.25	.....	18
Chicago G.& Coke.100	150	152½
Cincinnati G. & Coke ..	.....	195½
Hartford, Ct., G. L..25	29	31
Jersey C.& Hotok'n 20	160	165
People's, Jersey C.....	.....	80
Louisville G. L.....	143	144
Central of N. Y.....50	80	90
Harlem, N. Y.....50	98	100
Manhattan, N. Y.... 50	233	236
Metropolitan, N.Y.100	189	191
Municipal..... 100	180	182½
Mutual of N. Y....100	111½	.....
New York, N.Y.:...100	120	122
N. Orleans G. L. ..100	82	83
N. Liberties, Phila..25	§	.....
Washington, Phila..20	§	.....
Portland, Me., G. L.50	60	62
St. Louis G. L.:....50	§	275
Laclede, St. Louis.100	§	.....
Carondelet,St.Louis 50	§20	.....
San Francisco G. L....	58½	58¾
Wash'ton City G. L.20	x34½	37½
Georgetown G. L...25	36	.....
MANUFACT'ING STOCKS.		
Am. Linen (Fall Riv.)	.....	825
Amory (N. H.).....100	126	127
Amoskeag (N.H.) 1000	2020	2030
Androscog'n (Me.).100	130½	130½
Appleton (Mass.).1000	1375	1385
Atlantic (Mass.)....100	144	146
Barnaby (Fall Riv.)....	.....	98
Barnard Mfg. (F. R.)..	.....	115
Bates (Me.) 100	183	184
Boott Cot. (Mass.)1000	1950	2000
Border City Mfg. (F.R.)	120	125
Boston Co.(Mass.)1000	1110	1115
Boston Belting....100	150	152
Bost. Duck (Mass.)700	.....	.....
Chace (Fall Riv.) .100	110	115
Chicopee (Mass.) ..100	180	182
Cocheco (N.H.)....500	635	645
Collins Co. (Conn.)..10	11½	12
Continental (Me.). 100	79½	80
Cres't Mills (F. R.) 100	.....	90
Crystal Spr. Bl.(F.R.).	.....	102
Davol Mills (F. R.) 100	.....	85
Dougl's Axe (Mass)100	125	126
Dwight (Mass.) 500	710	715

MISCELLANEOUS.	Bid.	Ask.
Everett (Mass.)....100	120	121
Fall Riv. Iron W. ..100	.....	.....
F. R. Machine Co...100	.....	.....
F. R. Merino Co....100	.....	60
Flint Mills (F. R.) 100	.....	70
Franklin (Me.) 100	106¼	106½
G'Ube Y. Mills(F.R.)100	105	.....
Granite (F. R.) 1000	.....	.....
Great Falls (N. H.)100	81	82
Hamilton (Mass.) 1000	975	985
Hartf. Carpet (Ct.)100	242	248
Hill (Me) 100	92	94
Holyoke W.Power.100	225	235
Jackson (N. H.)..1000	1175	1185
King Philip (F. R.)100	118	125
Laconia (Me)..... 400	545	555
Lancaster M.(N.H)100	560	575
L'rel Lake Mills (F. R.)	93	.....
Lawrence (Mass.) 1000	1610	1615
Lowell (Mass)..... 620	720	725
Lowell Bleachery .200	230	233
Lowell Mach. Shop.500	x900	950
Lyman M. (Mass.).100	102	102½
Manchester (N.H.) 100	121	123
Mass. Cotton.....1000	1300	1325
Mechanics' (F. R.)100	.....	115
Merchants' (F. R.) 100	125	130
Merrimack(Mass)1000	1385	1345
Metacomet (F.R.) .100	.....	.....
Middlesex (Mass.).100	223	227
Narragans't't(F.R.)100	.....	115
Nashua (N. H.)....500	610	650
Naumkeag (Mass.)10	122	124
N. E. Glass (Mass.)375	x79	80
Newmarket.....	470	480
Pacific (Mass.)....1000	1150	1155
Pepperell (Me.)....500	1040	1050
Pocasset (F. R.)....100	.....	.....
Rich. Bord'n(F.R.) 100	.....	90
Robeson (F. Riv.) 1000	.....	1000
Sagamore (F. Riv.) 100	100	105
Salmon Falls(N.H.)300	340	345
Sandw.Glass(Mass.)80	50½	51
Shove (Fall Riv.). 100	.....	.....
Slade (Fall Riv.).. 100	.....	85
Stafford (Fall Riv.) 100	.....	125
Stark Mills (N.H.)1000	1370	1380
Tecumseh (F. R.). 100	.....	115
Thorndike(Mass.)1000	1000	1050
Tremont&S.(Mass)100	145	150
Troy C. & W.(F.R.)500	.....	900
Union C.Mf. (F.R.) 100	200	207
Wampanoag(F.R.) 100	.....	.....
Washingt'n(Mass.)100	50½	51
Weed Sew. M'e (Ct.)25	.....	.....
Westamoo (F. R.)100	.....	82
Willim'tic Linen(Ct)25	.....	.....
York Co. (Me.) 750	975	980
COAL & MISCEL. MINING STOCKS.		
Caribou Con. Min'g.10	.....	.....
Cent.Arizona Min.100	.....	.....
Colorado Coal & I.100	38¼	38¼
Consol.Coal of Md.100	25	.....
Homestake Min'g.100	.....	.....
Lehigh & Wilkes.....	.....	.....
Mahonlog Coal & RR.	.....	.....
Marip'sa L.&M.Cal100	.....	.....
do pref.100	.....	.....
Maryland Coal....100	.....	.....
New Central Coal	.....	.....
Ontario Sil. Min'g.100	26	26
Pennsylvania Coal.50	.....	.....
Quicksilver Min'g.100	8	8½
do pref....	42	44
GOLD & SILVER MINING STOCKS§ (N. Y. & SAN. FRAN.)		
Alice.....	2·35	.....
Alpha Consol G&S.100	.....	.....
Alta Montana..... 100	·03	·04
American Flag 10	·02	·03
Amie 10	·20	·21
Bassick.....100	.....	11
Bechtel.....	.....	·20
Belle Isle 100	·46	·53
Bodie.....100	1·10	.....
Baldomingo..... 50	·05	.....
Bullion..... 100	.....	.....
Bulwer..... 100	.....	·85
Calaveras 1	.....	.....
Caledonia B. H...100	·60	.....
California 100	·23	·25
Cherokee..... 10	·02	·05
Chrysolite..... 50	1·00	1·10
Chollar.....100	.....	.....
Climax 10	·06	.....
Consol. Imperial ..100	·06	·10
Consol. Pacific..... 100	.....	.....
Consol. Virginia...100	·49	·52
Crown Point.....100	.....	.....
Dunderberg 10	.....	.....
Dunkin.....	.....	·30
Eureka Consol.... 100	.....	·06
Father De Smet .. 100	4·25	.....
Findley 1	.....	.....
Gold Placer 25	.....	.....
Gold Stripe.....	.....	·06
Goodshaw..... 100	.....	·05
Gould & Curry S..100	.....	.....
Great Eastern..... 1	.....	·03
Green Mountain....10	·75	·85
Hale & Norcross. .100	2·00	.....
Hibernia	.....	·04
Hortense 10	·10	.....
Hukill..... 5	.....	·12
Independence 100	·58	·60
Iron Silver..... 20	2·90	3·00
Lacrosse..... 10	·10	·14
Leadville Consol....10	.....	·70
Little Chief 50	·51	·54
Little Pitts.....	·50	.....
Mexican C. & S'ls 100	.....	.....

* Price nominal; no late transactions. † Purchaser also pays accrued int. ‡ In London. § Quotation per share. ¶ Premium.

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The Investors' Supplement *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* Chronicle. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Lake Shore & Michigan Southern.

(*For the year ending December* 31, 1882.)

The following is condensed from the report of Mr. W. H. Vanderbilt, the President. The miles of road operated included the lines embraced in the subjoined statement:

Main Line—Buffalo, N. Y., to Chicago, Ill.	540·49 miles.
Five L. S. & M. S. branches	324·38 miles.
Total miles L. S. & M. S. Railway proper	864·87 miles.
Three proprietary roads, owned wholly by L. & M. S. Railway Co., but under other organizations	160·07 miles.
Five leased roads	314·60 miles.
Total miles operated	1,339·54 miles.

"This company leased in perpetuity, as of July 1, 1881, the Detroit Hillsdale & Southwestern Railroad, 64 80 miles, at a rental of $41,000 annually for two years, and after that $54,000 annually (4 per cent upon its capital stock). Also as of Sept. 1, 1882, in perpetuity, the Fort Wayne & Jackson Railroad, 97·42 miles, at an annual rental of 5½ per cent upon its preferred stock (rental $126,027). These leases were made, after long and careful consideration, to protect the interests of the company.

"Construction account stands at $66,500,000, the same as at the end of 1881. Nothing was charged to this account in 1882.

"Equipment account was increased in 1882 from $16,150,000 to $17,169,000, increase $1,019,000, for 15 locomotives and 1,067 cars." * * *

"The usual annual contribution of $250,000 to the sinking fund reduces the first mortgage debt from $22,250,000 to $22,000,000. The second mortgage debt was increased from $14,665,000 to $21,192,000 by the exchange of $6,527,000 second mortgage bonds for 140,500 shares preferred and 124,800 shares common stock in the New York Chicago & St. Louis Railway, a controlling interest. While this involves an increase in our fixed charges of $456,890 per annum, it is believed the results will confirm the wisdom of acquiring the control of that road. The total funded debt now stands at $43,192,000, an increase of $6,277,000 in 1882."

In his general remarks Mr. Vanderbilt says: "It is a noteworthy fact that in not one single year of the past thirteen have the dividends exceeded the earnings, from transportation, applicable thereto. The freight statistics show a slight increase—31,030 tons—in freight moved, and a trifling improvement in the average rate per ton per mile—cent 0 628 in 1882, against cent 0·617 in 1881—but the average distance hauled was but 205·8 miles, against 220 6 miles in 1881. This resulted in a decrease of $637,410 (5 per cent) in earnings. A gratifying feature of the freight business this year is the proximity to an equality in tonnage east-bound (54 per cent) and west-bound (46 per cent). These percentages in 1878 were respectively 74 and 26; since then a steady and rapid improvement in west-bound freight has brought it up to nearly one-half the entire movement. The earnings of the passenger trains from passengers, mails and express show an increase in 1882 of $847,019, which is 16·41 per cent." * * * *

"The movement of both freight (9,195,538 tons) and passengers (4,118,832) in 1882 was the heaviest in the history of the company, notwithstanding the partial failure of the crops in the 1881. Notwithstanding the fact that the exceptionally heavy passenger business required an increase of passenger train mileage of 327,027 miles, about eleven per cent, operating expenses show a decrease of $220,621.

"The road and equipment have been maintained at their usual high standard, and the entire cost thereof charged to operating expenses. The expenses, including taxes, were 60·67 per cent of the earnings, against 62·76 per cent in 1881. The earnings for the past year show a steady recovery from the depressing influence of the struggle between the trunk lines and indicate a healthful growth of business. The development and prosperity of the country keeps pace with, if it does not exceed, the facilities afforded by the opening of new routes. The earnings for the first quarter of 1883 are so much larger than for the corresponding period of 1882, that a much more favorable report is anticipated for the coming year."

Comparative statistics for four years, compiled in the usual form for the Chronicle, are as follows:

ROAD AND EQUIPMENT.

	1879.	1880.	1881.	1882.
Miles owned	1,025	1,025	1,025	1,025
Miles l'sed & control'd	152	152	152	315
Total operated	1,177	1,177	1,177	1,340
Locomotives	495	494	532	547
Pass., mail & exp. cars	248	247	258	287
Freight cars	9,001	10,943	12,938	13,919
Coal & all other cars.	1,947	2,411	2,822	2,879

OPERATIONS AND FISCAL RESULTS.

Operations—	1879.	1880.	1881.	1882.
Passengers carried	2,822,121	3,313,485	3,682,006	4,118,832
Passenger mileage	141,162,317	176,148,767	207,953,215	227,098,958
Rate per pass p. mile	2·22 cts.	2·13 cts.	1·98 cts.	2·15 cts.
Freight (tons) moved	7,541,294	8,350,336	9,164,508	9,195,538
Freight (tons) mil'ge.	* 1,733,423	* 1,851,166	* 2,021,755	* 1,892,868
Av. rate p. ton p. mile	0·642 cts.	0·750 cts.	0·617 cts.	0·628 cts.
Earnings—	$	$	$	$
Passenger	3,138,004	3,761,008	4,134,789	4,897,185
Freight	11,288,260	14,077,294	12,659,987	12,022,577
Mail, exp., rents, &c.	845,228	911,159	1,176,615	1,305,877
Total gross earnings.	15,271,492	18,749,461	17,971,391	18,225,639
Operating expenses—	$	$	$	$
Maint. of way, &c.	1,811,284	1,815,072	2,182,510	2,323,789
Maint. of equipment.	1,204,527	2,168,856	1,596,537	1,552,805
Transport'n expenses	4,626,385	5,307,829	6,275,361	5,968,350
Taxes	437,616	437,639	472,566	503,852
Miscellaneous†	855,212	688,709	751,454	709,011
Total	8,934,524	10,418,105	11,278,428	11,057,807
Net earnings	6,336,968	8,331,356	6,692,963	7,167,832
P.c. of op. ex. to ear'gs	58·50	55·56	62·76	60·67

* Three ciphers omitted.

† Includes damage and loss of freight and baggage, personal injuries, law expenses, rents payable and hire of cars.

INCOME ACCOUNT.

Receipts—	1879.	1880.	1881.	1882.
Net earnings	$ 6,336,968	$ 8,331,356	$ 6,692,963	$ 7,167,832
Interest, divid's, &c.	172,806	208,662	238,675	98,392
Pr. on bds. & st'ks sold	.....	.....	850,000	.....
Total income	6,509,774	8,540,018	7,781,638	7,266,224
Disbursements—	$	$	$	$
Rentals paid	257,489	282,955	273,925	357,087
Interest on debt	2,616,955	2,622,730	2,612,230	2,714,955
Dividends, guar.	53,350	53,350	53,350	53,350
Dividends, ordinary.	3,215,322	3,957,320	3,957,320	3,957,320
Rate of dividend	6½	8	8	8
New cars & engines*	.....	.....	674,949	.....
Miscellaneous	60,128	.....	199,597	.....
Total disbursem'ts.	6,203,244	6,916,356	7,771,371	7,082,712
Balance, surplus	306,530	1,623,662	10,267	183,512

* In 1880 this item amounted to $700,000, but was charged to operating expenses, and in 1882 it amounted to $1,019,000, but was charged in general account below.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—	1879.	1880.	1881.	1882.
Railroad, b'ldings, &c.	$ 68,862,600	$ 68,862,600	$ 69,848,600	$ 69,848,600
Equipment	14,378,000	14,378,000	16,150,000	17,169,000
Real est. & office prop.	225,376	223,597	305,798	365,780
Ch. & Can. So. bds., &c.	660,000	660,000	660,000	660,000
Stocks owned, cost	1,854,245	2,288,358	1,907,386	*8,702,428
Bonds owned, cost	2,248,017	1,924,080	2,115,180	†2,127,180
Advances	1,233,834	1,253,778	1,409,578	1,394,956
Materials, fuel, &c.	756,857	973,785	1,166,890	1,355,153
Cash on hand	2,477,134	3,410,798	724,669	534,275
Uncollected earn'gs.	367,379	744,291	994,797	604,312
Total assets	93,063,442	94,719,287	95,282,898	102,761,684
Liabilities—	$	$	$	$
Stock‡	50,000,000	50,000,000	50,000,000	50,000,000
Bds. (see Supplem't).	37,439,000	37,189,000	38,439,000	44,716,000
Dividends	2,005,335	2,005,335	1,016,005	1,016,005
Liabilities of pr. yr.	540,546	822,729	1,115,402	§2,133,677
Profit and loss	3,078,561	4,702,223	4,712,491	4,896,002
Total liabilities	93,063,442	94,719,287	95,282,898	102,761,684

* Dec. 31, 1882, stocks held as follows: Jamestown & Franklin RR., $320,000; Lake Shore & Mich. So. RR., $268,200; Det. Mon. & Tol. RR., $414,110; Merchants' Dispatch Trans. Co., $319,443; Pitts. & Lake Erie RR., $200,000; Pacific Hotel, $137,500; Clu. Wab. & Mich. Railway, $437,000; Erie & West. Trans. Co., $45,500; Clev. Tusc. Valley & Wheeling, $5,850; N. Y. Chic. & St. Louis, $6,527,000.

Dec. 31, 1882, bonds held as follows: Jamestown & Franklin RR., $685,400; Lake Shore & Tusc. Val. RR., $100,000; Mahoning Coal RR., $401,538; Kal. & White Pigeon RR., $52,200; Holliday Coal Co., $23,000; Clev. Tusc. Val. & Wheeling, $138,150; Pacific Hotel, $290,712; Grand Rapids N. L. S. RR., $136,180.

† Of this stock $533,500 is guaranteed 10 per cent dividend.

§ Includes $1,019,000 for new equipment.

Michigan Central Railroad.

(*For the year ending Dec.* 31, 1882.)

"The funded debt has been changed as follows: This company's bonds of October 1, 1857, outstanding and maturing October 1, 1882, viz., mortgage loan, $556,000, first sinking fund, $1,508,000, and second sinking fund, $671,000, have all been presented and paid, with the exception of $25,000 of first and second sinking fund bonds, which amount is on deposit with the redeeming agents. Of the $2,000,000 seven per cent consolidated mortgage bonds held as a reserve for the purpose of redemption of the mortgage loan and sinking fund bonds above mentioned, $1,100,000 have been issued bearing five per cent interest from November 1, 1882, the coupons being payable on the first of May and November, the bonds maturing May 1, 1902. The proceeds therefrom have been expended in the redemption of the mortgage loan bonds, also in part payment for increased terminal facilities and improvements, and in payment to the Erie & Chicago Car Company for 573 cars taken in settlement of a long standing dispute with that company. The sinking fund trustees when completing their trust in October last placed upon the market $185.000 Jackson Lansing & Saginaw first mortgage bonds which they previously held with other securities, and upon which this company had not been paying interest; in consequence of which the leased line interest is increased $14,800 annually. The result of the above-named changes is a net decrease in our annual interest of $89,200, equal to one-half of one per cent on the capital stock.

"The improvements and additions made to the company's property have been as follows:

Additional freight cars	$962,000
New buildings	100,000
New iron bridges	70,000
Land for increased terminal facilities	57,000
New additions to buildings	25,000
Right of way and station grounds	21,000
New locomotives	15,000
Total	$1,250,000

"Of the above amount, which is all properly chargeable to construction account, only $578,000 has been so charged; the remainder, $672,000, having been charged to and included in operating expenses.

"The gross earnings from traffic show an increase of $113,000, and the operating expenses a decrease of $60,000, thus resulting in $173,000 increased net earnings. The freight traffic shows a decrease of 86,781,610 tons moved one mile, or 10·98 per cent; and a decrease in earnings of $249,276, or 14·39 per cent; but an increase in the rate per ton per mile of ·054 or 7·52 per cent. The passenger traffic shows an increase of 6,531,813 passengers moved one mile, or 4·81 per cent; an increase in earnings of $333,604, or 11·86 per cent; and an increase in the rate per passenger per mile of 0·139 or 6·71 per cent." * * * *

"Construction account shows an increase during the year for the entire system, as follows:

The cost to date of the construction of the northern extension of the Jackson Lansing & Saginaw Railroad from Gaylord to Mackinaw city	$1,098,778
The cost of 573 Erie & Chicago Car Company cars taken in settlement with that company, and including old claims in dispute	400,000
Additional expenditure on account of the Detroit & Bay City Railroad	16,487
And the current construction account as detailed in the report of the General Manager herewith	177,934
Making a total of	$1,693,200

* * * * * * *

"Income account has been charged with the usual disbursements for operating expenses, renewals, interest, rentals and dividends, after which an increase of $193,170 is shown for the year, making the present balance $539,989. This amount has all been expended for additions and betterments to the company's property, with the exception of $229, which remains a cash surplus." * * * *

"In the month of December last an agreement was entered into with the Canada Southern Railway Company, and subsequently ratified by its stockholders, under which, for a period of twenty-one years from January 1st, 1883, the Michigan Central is to operate and manage the Canada Southern and its leased lines."

The report of the Land Commissioner of the Jackson Lansing & Saginaw Railroad shows the following business of the Land Department of that company for the last five years as follows:

	1878.	1879.	1880.	1881.	1882.
Acres sold	12,415	14,888	47,124	45,667	30,573
Average per acre	$9 86	$11 40	$14 46	$14 14	$13 49
Land sales	$122,411	$169,789	$681,341	$645,953	$412,562
Timber sales	7,002	28,523	89,620	112,690	89,106
Total sales	$129,413	$198,312	$770,961	$758,643	$501,669

The number of acres of land remaining unsold is 333,257, and estimating the same at $7 50 per acre, which is believed to be a minimum value, we have the following estimated assets:

333,257 acres of land at $7 50	$2,499,427
Amount due on land contracts	820,178
Bills receivable	2,050
Joy & Dennison, trustees	894,809
Cash in hand December 31, 1882	36,291
Total	$4,252,757

Comparative statistics for four years past, prepared in the usual form for the CHRONICLE, are as follows:

ROAD AND EQUIPMENT.

	1879.	1880.	1881.	1882.
Miles owned	284	284	284	284
Miles l'sed & contr'd.	520	520	665	729
Total operated	804	804	949	1,013
Locomotives	219	219	254	256
Pass., mail & exp. cars	149	150	166	174
Freight cars	5,189	6,063	6,595	7,659
All other cars	7	7	9	39

OPERATIONS AND FISCAL RESULTS.

Operations—	1879.	1880.	1881.	1882.
Passengers carried	1,445,655	1,699,810	2,079,289	2,368,842
Passenger mileage	93,232,430	115,523,789	135,706,148	142,237,961
Rate ₱ pass'ger ₱ mile	2·21 cts.	2·13 cts.	2·07 cts.	2·21 cts.
Freight (tons) moved	3,513,819	3,797,137	4,196,896	3,913,869
Freight (tons) mileage	721,019,413	735,611,995	790,022,930	703,241,320
Av. rate ₱ ton ₱ mile	0·692 cts.	0·842 cts.	0·718 cts.	0·772 cts.
Earnings—	$	$	$	$
Passenger	2,062,265	2,461,771	2,812,706	3,146,309
Freight	4,986,988	6,195,971	5,675,731	5,426,455
Mail, express, &c.	297,541	293,633	312,050	340,317
Total gross earnings	7,346,794	8,951,375	8,800,487	8,913,081
Operating Expenses—	$	$	$	$
Maint. of way, &c.	904,613	1,226,536	1,627,919	1,758,084
Maint. of equipment	623,730	670,006	823,196	1,170,105
Transport'n expenses	2,455,164	2,824,901	3,431,244	3,121,704
Taxes	201,682	197,255	215,802	222,853
Miscellaneous*	514,403	820,053	631,935	398,900
Total	4,699,592	5,738,751	6,732,096	6,671,726
Net earnings	2,647,202	3,212,624	2,068,391	2,241,355
P.ct.op.exp.to earn'gs	63·97	64·11	76·50	74·85

* Includes legal expenses, rentals, loss and damage of freight, injuries to persons, car mileage, commissions, and several small items.

INCOME ACCOUNT.

Receipts—	1879.	1880.	1881.	1882.
Net earnings	2,647,202	3,212,624	2,068,391	2,241,355
Interest & dividends	68,634	134,374	133,845	127,951
Total income	2,715,836	3,346,998	2,202,236	2,369,306
Disbursements—	$	$	$	$
Rentals paid	184,310	184,310	184,310	184,310
Interest on debt	1,403,472	1,385,120	1,508,616	1,617,061
Dividends	1,030,601	1,499,056	468,455	374,764
Do rate per ct.	5½	8	2½	2
Miscellaneous	.....	70,000	.....	.....
Total disbursem'ts.	2,618,383	3,138,486	2,161,381	2,176,135
Balance, surplus	97,453	208,512	40,855	193,171

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—	1878.	1879.	1880	1881.
RR., bldgs, equip., &c.*	$ 34,125,147	$ 34,396,256	$ 38,176,584	$ 39,868,785
St'ks & bds. own'd, c'st	664,765	489,387	482,700	583,785
Bills & accts. rec'ble	58,940	562,570	650,566	1,317,065
Materials, fuel, &c.	237,580	411,619	282,457	352,504
Cash on hand	136,381	755,362	489,520	292,536
Detroit & Bay C. RR.	323,192	340,172	.....	.....
Total	35,546,005	36,955,366	40,089,827	42,414,725
Liabilities—	$	$	$	$
Stock	18,738,204	18,738,204	18,738,204	18,738,204
Fund'd d'bt (see SUP.)	13,691,000	13,691,000	17,267,000	16,732,000
Accounts payable	.....	1,200,949	771,263	1,447,550
Income account	3,116,801	3,325,313	3,131,417	5,496,971
Miscellaneous	.....	.....	181,943	.....
Total liabilities	35,546,005	36,955,366	40,089,827	42,414,725

* Including leased lines and trustee equipment.

GENERAL INVESTMENT NEWS.

Arkansas Midland.—The New York *Times* reports:

"A meeting of holders of Arkansas State bonds issued in aid of the Arkansas Midland Railroad was held at the office of Charles G. Wolffe & Co., in Exchange Place. About $500,000 of the $1,350,000 of bonds were represented, and it was stated that one block of $400,000 of these bonds was held by capitalists abroad. Mr. A. H. Johnson, President of the Arkansas Midland, informed the meeting that he acquiesced in the recent decision of the United States Court holding the road responsible upon the State aid bonds. The President also stated that there was no floating debt, and no incumbrance of any kind on the road except these State aid bonds. It was suggested that the stockholders could make themselves free of obligation under the bonds by completing the road to Little Rock, a distance of about fifty miles from its present terminus. Charles G. Wolffe and John B. Manning were appointed a committee to ascertain the views of the other bondholders, and if possible obtain their co-operation in making the suggested extension. Mr. Wolffe expects to sail for Europe in the steamship Britannic on Saturday for the purpose of conferring with the foreign bondholders. The Arkansas Midland was chartered November 7, 1853, under the name of the Arkansas Central Railroad, and the road was opened in 1871. The company received State aid bonds to the extent of $15,000 per mile. The road was sold under foreclosure June 9, 1877, and the present company was organized May 15, 1878. The road now in operation extends from Helena to Clarendon, Ark., a distance of 50 miles, but the road was planned to run from Helena to Little Rock, 102 miles."

Bucksport & Bangor.—This railroad has been leased to the Maine Central Railroad Company for 999 years, the lease to go into effect May 1. The railroad is a narrow-gauge one, and extends from Bucksport to Bangor.

Canadian Pacific.—A dispatch from Montreal, May 2, said: "The trustees of the Canadian Pacific land grant mortgage met to-day and proceeded to take note of and destroy bonds to the amount of $4,917,500, which had been received in payment for the lands sold by the company. The bonds were issued in October, 1881, $20,000,000 being placed with the public and $5,000,000 remaining in the hands of the Dominion Government, pledged for the execution of the contract. Sales of land to the amount of $18,000,000 have been made, and bonds are received in payment for these lands at 10 per cent premium. The balance of the purchase money remaining due covers the entire land grant bond issue to within about $2,000,000. Those destroyed to-day represent payments made on account to the end of March. It is expected that at least $10,000,000 more will be canceled during the present year."

Central Pacific (Oregon Branch).—Work is in progress on the extension of the Oregon division of the Central Pacific, from Redding, Cal., northward. When the Colorado branch of the Southern Pacific is completed, which will be very shortly, the construction force will be transferred to this road.

Chicago & Eastern Illinois—Chic. Danville & Vincennes.—In the Chicago Danville & Vincennes Railroad Company's litigation, Judge Blodgett entered an order yesterday referring this cause to the Master. Proof is to be taken of the amount of interest on first mortgage bonds funded in 1873 and the amount of unfunded interest due at the time of filing the bill for foreclosure in February, 1875; also the amount of past-due interest at the time of hearing before the Master. The Master is directed to take proof of the gross earnings and operating expenses of the road now in the possession of the Chicago & Eastern Illinois Company from April 16, 1877, that being the date of the conveyance to Huidekoper, Shannon & Dennison, purchasers of the road at the sale under the decree. * * Proof will be taken in support of the claim of the Chicago & Eastern Illinois Railroad Company to the title and ownership of the property as grantee of Huidekoper, Shannon & Dennison. —*Chicago Tribune, May 2.*

Chicago St. Louis & Pittsburg.—This reorganized company has the following resources: Received from assenting holders of securities of the C. C. & I. C. Railway Co under plan of

reorganization, $1,593,745; received from Pennsylvania Railroad Co., as agreed under plan of reorganization and in settlement of past claims, $2,400,000; due from the P. C. & St. L. Railway Co., balance of net earnings to December 31, 1882, $283,668; total, $4,277,414. Paid to retire purchasing committee's receipts and C. C. & I. C. Railway Co.'s first mortgage consolidated bonds not assenting to reorganization agreement, $2,606,589; balance of available cash in hands of company April 5, 1883, $1,670,824. The total assets of the company are: Balance of the mortgage bonds, $3,881,000; preferred stock, $2,467,400; cash, $1,670,824; total, $8,019,224.

Danville Olney & Ohio River.—Receiver Howard has submitted to the court a report of his operations from Jan. 4 to March 31, as follows: Income from operating the road, $10,308; certificates issued, $49,500; total receipts, $59,808; operating the road, $14,235; repairs of road, $9,998; judgments settled, $2,250—total payments, $26,483; balance March 31, $33,325. The old judgments against the road, which were paid, amounted to $9,908, the Receiver having settled them for 25 cents on the dollar.

East Tennessee Virginia & Georgia.—There has been reported a scheme for the exchange of stocks of this road and the Memphis & Charleston and Norfolk & Western Railroads, preliminary to an alleged union with the Gould Southwestern system. There is no definite information about this, and the representatives of the company merely say that a meeting of the stockholders of the East Tennessee road has been called for June 23, to consider the question of a lease to, or consolidation with, one of the Gould Southwestern roads. The Memphis & Charleston was not included in the proposition to Mr. Gould.

Eastern (Mass).—A Boston dispatch of May 2, says: "The proposed lease of the Eastern Railroad to the Boston & Maine Railroad met its first obstacle to-day. The trustees of the first mortgage bonds of the Eastern road are not satisfied that their trust will be properly protected as the terms of the lease are understood by them. They have, therefore, taken measures to secure an injunction against the lease being carried out."

Elizabeth City Debt.—The proposed settlement of the debt of Elizabeth on the basis of 50 cents on the dollar seems to meet with a hitch, as less than 20 per cent of the bondholders have assented to it. Last week Mr. Geo. R. McKenzie, representing the Singer Manufacturing Company, which holds about $1,000,000 of the city's indebtedness, notified the financial agent of the city that unless the proposed settlement was completed by May 15 the company would take legal measures to collect its claim. The Singer Company obtained some time ago a mandamus against the city for the amount due it, but has refrained from enforcing the writ until the attempt to settle the debt had succeeded or failed. The company favored the issue of forty-year bonds at a low rate of interest for the face value of the city debt, but the city authorities adopted the scheme of issuing new bonds to be exchanged for the old ones at 50 cents on the dollar. Mr. McKenzie addressed a letter to the *N. Y. Times* on the subject, stating the position of his company and its very moderate and reasonable action in the matter.

Houston East & West Texas.—The following is a statement of the operations of the Houston East & West Texas Railway for March, 1883, and for six months:

Total revenue for March	$26,517
Operating expenses	10,251
Net earnings, applied to construction	$16,266
Increase in gross earnings over 1882	8,302
Six months ending March 31, 1883:	
Gross earnings	$148,725
Operating expenses	59,239
Net earnings, six months	$89,466
Net increase, six months	29,371
Interest on bonded debt	35,000
Miles operated	135

Kings County.—Proposals were opened by County Treasurer Schenck for the purchase of $690,000 of the registered bonds of the county, bearing 4 per cent, and to mature in 1894, 1895 and 1896, one-third each year. The money received will be used to re-fund county bonds amounting to $820,000 which fell due May 1, bearing interest at 5, 6 and 7 per cent. The highest bid was for $7,000 of the issue of 1895 at $105 75. F. B. Beers took $50,000 of the issue of 1894 at 104 65.

Lake Shore & Michigan Southern.—At Cleveland, O., May 2, the annual meeting was held. The board of directors elected by the stockholders is changed from last year, in that H. B. Payne and Amasa Stone, who resigned, were succeeded by J. H. Wade and John Newell. E. D. Worcester was also elected to a place on the board, in place of Albert Keep, of Chicago. Messrs. Payne and Stone had been opposed to the Nickel-Plate purchase.

It was moved that the purchase of Nickel-Plate stock by the Lake Shore Road be approved. Judge Ranney, on behalf of protesting stockholders, voted 236½ shares against it. A resolution to sell the Pittsburg McKeesport & Youghiogheny Road was carried. The directors chosen are as follows: William H. Vanderbilt, Cornelius Vanderbilt, William K. Vanderbilt, Augustus Schell, Samuel F. Barger, John E. Burrill, Darius O. Mills, and Edwin D. Worcester, of New York; John Newell, of Cleveland; William L. Scott and Charles M. Reed, of Erie; Rasselas Brown, of Warren, Pa., and J. H. Wade, of Cleveland.

Louisville New Albany & Chicago.—This company offers to its stockholders till May 14, 1883, the right to subscribe for $1,000,000 of 6 per cent general mortgage bonds having five years to run. The proceeds of these bonds are to be used in paying floating debt, completing the Chicago & Indianapolis division and increasing the equipment, &c.

Marquette Houghton & Ontonagon.—Contracts have been let for the remaining section of the extension from L'Anse, Mich., to Houghton. The whole 31 miles of the extension are now under contract.

Massachusetts Central.—The trustees of the Massachusetts Central Railroad have not yet taken possession of the road, although the officers of the company have been ready, and have desired them to do so, for about a month. The extension of the time for receiving bonds to the 15th is for the purpose of getting in as many as possible, but it is not believed that all can be secured and a foreclosure averted. It being pretty well settled that the Boston & Lowell is not to operate the Massachusetts Central, the trustees are waiting to make up their minds whether to close up the road or to operate it, and if the latter, by what organization. It would seem the most simple plan for them to run it with the present force, thus keeping together the organization, ready for the new corporation, and retaining the business which has been built up with so much labor, and which would be diverted to other roads in case of suspension.—*Boston Advertiser.*

Mutual Union Telegraph.—The special meeting of Mutual Union stockholders called for May 5 is for the purpose of taking action upon a proposition to reduce the capital stock from $10,000,000 to $2,500,000. The stock has a guaranteed dividend from the Western Union of 1½ per cent. The plan is to make it a 6 per cent stock by a reduction of the capital.

New York & New England.—The Boston *Morning Journal* says that the operations of the road as regards its net earnings during the first four months of the present railroad year, or from October to January 31, have been a disappointment to many holders of the capital stock. From October 1, 1881, to February 14, 1882, the report of the company shows net earnings of some $186,000 for the four months, while for the present railroad year covering the same period, from October to February 1, there has been a decrease of more than $150,000 in the net result. The great decline in the net earnings since last fall is doubtless due to a variety of causes, two of which are more prominent than others. The road is now for the first time feeling the effects of handling a large through traffic at a small profit. Its Pennsylvania line handles principally the better class of traffic, and the movement is well equalized in both directions, so that few empty cars, comparatively, are moved. Upon the other hand the new Erie connection opens up a large east-bound movement at low rates, while the westward movement is quite small. Take March, for instance, 4,100 loaded cars crossed the Hudson east-bound, against 500 west-bound loaded.

—General James H. Wilson, the President of the company, said to a N. Y. *Tribune* reporter that "the earnings for the last three months were less than for the corresponding months last year. The returns for March have not yet been made up, but I presume that the earnings for the quarter may be $150,000 less. The winter in New England was severe, and although the through business was larger, the local business fell off heavily. The summer months are always our best season, and one or two good months will easily make good the deficiency. There is not the slightest danger of bankruptcy. The road is in much better condition physically and financially than it was last year at the same time. The work of double-tracking the line to Hartford is going on but slowly, because the necessity for keeping the line open for traffic is a considerable hindrance."

N. Y. N. Haven & Hartford.—Funds to meet the expenses of four-tracking this railroad between New Haven and New York are to be raised by a new issue of bonds, not to exceed five million dollars, the loan to constitute a mortgage on the entire line. A special meeting of the stockholders to authorize the proposed issue is to be held at New Haven May 19. It is proposed that the bonds bear interest at the rate of four per cent and run for different periods of time in order that they may be called in as the company has the money to pay for their cancellation.

Pennsylvania Railroad.—The board of managers, at their meeting this week, passed the following resolution:

Resolved, That the President and board of directors do hereby declare a semi-annual dividend of 4 per cent upon the capital stock of the company out of its profits, and payable, clear of taxes, on and after May 29, 1883, to the shareholders as they stood registered on the books of the company at 3 o'clock P. M April 30, 1883, or to their legal representatives, and the said dividend shall be paid in the proportion of 2 per cent in cash and 2 per cent in scrip, redeemable in cash upon its delivery, or convertible into the capital stock if presented in sums of $50 prior to August 1, 1883.

Resolved, That in order to provide in part for the necessary expenditures on construction account for the current year, the Treasurer be and is hereby instructed to give notice that the stockholders will have the option of subscribing at par to the stock of this company in the proportion of 4 per cent of the number of shares registered in their names April 30, 1883, and that those who are entitled to a fraction of a share can subscribe for a full share; that all subscriptions must be made and paid for in full prior to June 15, 1883; that no subscriptions will be received after that date, and that the privilege of taking new stock may be sold by any shareholder, and blank forms of allotment will be furnished upon application.

Resolved, That the officers of the company be, and they are hereby, authorized to issue certificates for the shares of stock subscribed and paid for in accordance with the foregoing resolutions.

—The directors also acted upon the question of providing the means for the construction and equipment expenditures upon the lines east of Pittsburg and Erie for the present year and for the construction of additional branch and auxiliary

lines, aggregating $10,000,000. A portion of this expense is provided for by the resolutions ordering the 4 per cent stock subscription, and in order to obtain the remaining funds for this purpose the board of directors has negotiated a loan of $5,000,000. This loan will be in the shape of 4½ per cent collateral trust bonds of the company due in thirty years. The loan has been negotiated upon favorable terms, and the entire amount is reported to have been taken by Drexel & Co.

—The Philadelphia *Press* says: "This was in order to provide further sums for the new branch lines into the Schuylkill Valley. Surveys had shown that they would cost more than was expected, and it was decided to increase the capital of the Phœnixville & Westchester Railroad Company to $1,200,000, the Philadelphia Norristown & Phœnixville Railroad Company to $1,500,000 and the Phœnixville Pottstown & Reading Railroad Company to $1,800,000. After this action was taken the boards of directors of the three companies held a joint meeting at which the action already alluded to was approved, and an agreement authorizing the consolidation and merger of the three companies, with a capital of $4,500,000, entered into. The consolidated lines will be entitled the Pennsylvania Schuylkill Valley Railroad Company."

Philadelphia & Reading.—This company announces that all unpaid allotments and scrip for the deferred income bonds not fully paid by May 21 will be forfeited. Payment will be received in this city or in London until May 19, inclusive. The company engages itself not to sell any of the deferred income bonds which may be forfeited at less than the issue price of 30 per cent, or $15 for a $50 bond.

St. Louis Iron Mountain & Southern.—The New York *Mail and Express* says: "It is reported that the Iron Mountain Company has lately paid some holders of income bonds par and accrued interest, amounting to something like 21 per cent, for their securities. While this course will not be consoling to those who exchanged incomes for Iron Mountain 5s, it is probably the best thing the company can do. A very small portion of the incomes remain outstanding, something less than $500,000 in amount. As long as these bonds are out, the Iron Mountain Company cannot safely pay a dividend on Iron Mountain stock. The stock is owned by the Missouri Pacific Company, and the dividend would of course go to Missouri Pacific." * * *

St. Paul Minneapolis & Manitoba.—The St. Paul *Pioneer Press* of April 27 said: "The agreement made some time since between the Northern Pacific and Manitoba roads in relation to certain business and certain lines of road, culminated yesterday in a deed conveyance (involving in the transfer over two millions of money) being filed with the Secretary of State. By the transfer the Manitoba secures possession of the Sauk Centre Northern, extending from Sauk Centre to Clarissa, Todd County, a distance of 31½ miles; of the Minneapolis & St. Cloud, extending from St. Cloud to Hinkley, Pine County, a distance of 66½ miles, and a portion of the Fergus Falls & Black Hills Road, extending from Fergus Falls to Pelican Rapids, a distance of 21 miles. The considerations were: For the Sauk Centre Northern, $483,692 25; for the Minneapolis & St. Cloud, $1,360,582 12, and for the Fergus Falls & Black Hills, $221,796 89, making the total consideration $2,066,071 26. By these transfers the Manitoba gains an entrance to several counties which will much swell the business of the road. The Sauk Centre acquisition will give them an opening to Todd County, the Fergus Falls direct communication with St. Vincent, and the St. Cloud & Hinckley a connection with the St. Paul & Duluth, after traversing Benton, Lacs and Kanabec counties."

Shenandoah Valley.—A report in the Baltimore *Sun*, recently, said: "There has been some misunderstanding about the recent issue of income bonds by the Shenandoah Valley Railroad Company. It will be remembered that by an agreement with the Norfolk & Western the former was to raise $900,000 in cash to improve its road, buy equipments and meet its floating debt. It was decided to do this by the issue of $1,500,000 of income bonds, payable either in cash or in the coupons of its first general mortgage bonds. It was further agreed by the Norfolk & Western Company that when in any one year the gross earnings of the Shenandoah Valley Road reached $1,200,000, the Norfolk & Western would provide whatever sums should be necessary to make up the deficiency, if any, in the net earnings below a sufficient sum to pay the interest upon the consolidated bonds and four per cent upon the incomes. When the gross earnings reach $1,800,000 in any one year, the Norfolk & Western is to put up the interest to five per cent, and when they reach $1,500,000 the incomes are to receive six per cent, and thereafter during the thirty years which they run. The whole issue was promptly taken, and nearly $750,000 paid in in cash, comparatively few availing themselves of the right to turn in coupons in advance of their maturity. This payment in coupons, however, gave some the impression that there was doubt about the security, and the bonds sold down to 72½ in New York." [At auction sale in New York, April 25, $10,000 sold at 78⅜.]

Texas Trunk.—This road and its appurtenances were sold May 1 for $162,000.

—The old firm of Chas. Unger & Co., dealers in exchange, &c., have removed from No. 46 Exchange Place to No. 54 Wall St. The firm now makes a specialty of dealing in investment bonds, &c., sold on the Exchange, and we invite attention to their advertisement in to-day's issue.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, May 4, 1883.

The weather has been more seasonable during the last few days. That part of the tariff act relating to the internal revenue, and reducing taxes of the same, went into effect on the 1st of May, and gave some stimulus to the branches of business affected, but general trade remains dull. There is little speculative activity in mercantile circles, notwithstanding the ease which prevails in money.

The following is a statement of the stocks of leading articles of domestic and foreign merchandise at dates given:

	1883. *May 1.*	1883. *April 1.*	1882. *May 1.*
Pork.....bbls.	30,350	33,760	50,181
Beef.....tcs. and bbls.	1,152	1,928	2,600
Lard.....tcs.	24,918	30,804	38,845
Tobacco, domestic.....hhds.	15,087	14,485	41,086
Tobacco, foreign.....bales.	40,054	39,471	28,052
Coffee, Rio.....bags.	57,085	59,100	84,259
Coffee, other.....bags.	14,200	26,300	75,100
Coffee, Java, &c.....mats.	36,680	48,674	137,829
Sugar.....hhds.	59,381	23,519	33,037
Sugar.....boxes.	5,159	5,211	5,218
Sugar.....bags, &c.	582,375	516,400	383,713
Molasses, foreign.....hhds.	3,031	4,757	2,478
Molasses, domestic.....bbls.	3,500	5,000	3,000
Hides.....No.	172,600	292,900	250,400
Cotton.....bales.	235,695	231,338	303,138
Rosin.....bbls.	19,077	16,851	25,567
Spirits turpentine.....bbls.	1,780	2,683	151
Tar.....bbls.	2,002	1,232	937
Rice, E. I.....bags.	27,000	21,800	9,700
Rice, domestic.....bbls. and tcs.	2,100	1,475	2,300
Linseed.....bags.	35,000	38,000	97,750
Saltpetre.....bags.	12,400	12,000	13,250
Jute.....bales	3,000	3,000	3,700
Jute butts.....bales.	72,000	58,000	37,900
Manila hemp.....bales.	49,000	36,587	58,790
Sisal hemp.....bales.	32,490	18,629	32,156

Lard has been very irregular, and the general tendency has been toward a lower range of values. The speculative interest is not as large, and that interest appears to believe in lowe prices. Pork sells well on the spot but is very slow for futur delivery. To-day prime Western sold on the spot at 11·80c. and choice at 11·85c.; refined to the Continent 11·80c.; South America 12·12½@12·25c.; for future delivery Western sold at 11·80@11·85c. for May; June 11·91@11·83c.; July 11·90@11·86c.; August 11·91@11·86c., closing higher; May 11·88c.; June 11·92@11·93c.; July 11·95c.; August 11·94c.; September 11·91@11·93c.; October 11c; seller the year 11·05@11 07c. Bacon was quiet at 10¾@11⅛c. for long clear. Beef hams firm at $21@$21 50 for old and $22 50@$23 50 for new. Beef steady at $26@$27 50 for city extra India mess. Butter is weak. Cheese remains steady; new State factory good to prime 11½@12½c.; fine 13@13¼c. Tallow steady and in moderate sale at 8½c. Stearine quiet at 12⅛@12¼c. for prime; oleomargarine 9⅞@10c.

Rio coffee has been a trifle more active on the spot, and closed steady at 9½@9¾c. for fair cargoes; options have sold fairly at some decline; to-day there was an advance of 25 points on last evening's prices, but most of this was afterward lost, closing at 7·80@7·85c. for No. 7 for May, 8@8·05c. for June, 8·15@8·20c. for July, 8·25@8·30c. for August and 8·40@8·45c. for September; mild grades have been moderately active and steady; considerable of the Central American coffee arriving here is being re-shipped to Europe. Tea has declined slightly; a public sale of Pingsuey tea alleged to be impure was interdicted by the Board of Health. Spices have been dull. Foreign fruits have shown little change in price and have sold but moderately Cocoa has sold more freely at 23c. for Maracaibo. Molasses has been quiet; 50-degrees test Cuba refining has sold at 31c. Raw sugar has been firmer, with a better demand; Muscovado is scarce and quite firm; centrifugal is plentiful; fair to good refining is quoted at 7 1-16@7 3-16c. and 96-degrees test centrifugal at 7 11-16c. Refined has latterly been dull and weak; crushed 9¼c., powdered 8⅞@9c., granulated 8¾c. and standard "A" 8¼@8⅜c.

The dulness in Kentucky tobacco is still the main feature of the market; 51 hhds have been sold for consumption and 34 for export; lugs remain at 5@6½c. and leaf at 6½@11½c., and the position of affairs is far from satisfactory. Seed leaf shows more life, and the range of values is for the most part steady. Sales for the week are 2,500 cases as follows: 1,200 cases 1882 crop New England, seconds and fillers, private terms; 800 cases 1881 crop Pennsylvania, private terms; 200 cases 1880 crop do. 8½@14c; 200 cases 1880-81 crops Ohio, 4@8½c.; and 100 cases sundries, 4@18c.; also 450 bales Havana 80c.@$1 15 and 200 bales Sumatra $1 10@$1 50.

Spirits turpentine has continued to decline, in sympathy with the Southern advices; to-day the figures were 42@42½c. in yard. Rosins, on the contrary, are very firm; the low grades are scarce, and exporters show considerable interest in these grades; strained to good strained quoted $1 80@1 85. Refined petroleum has had a better export call at 7⅛c. for 110 test and 8c. for 70 test; crude certificates have had a large movement; prices have been broken at times, but later show more strength; to-day there were sales at 92 and 94c., with the closing price 91⅞c. Ingot copper is firm at the moment. American pig iron is slow and the feeling is weak.

Ocean freight room has been very irregular, and the only business has been in petroleum charters. At the close the general feeling is better, and grain berth room was higher.

COTTON.

FRIDAY, P. M., May 4, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (May 4) the total receipts have reached 48,761 bales, against 59,244 bales last week, 66,527 bales the previous week and 72,935 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,660,670 bales, against 4,466,165 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,194,505 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total
Galveston	1,494	2,881	414	1,418	2,173	1,210	9,590
Indianola, &c.	....	....	....	....	....	109	109
New Orleans	2,608	2,603	3,184	1,321	1,107	1,777	12,600
Mobile	219	336	77	105	52	463	1,252
Florida	....	52	....	....	....	4	56
Savannah	542	614	386	624	812	668	3,646
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	337	807	280	250	634	744	3,102
Pt. Royal, &c.	....	21	....	....	....	100	121
Wilmington	89	56	74	33	134	208	594
Moreh'd C., &c	....	....	....	....	....	40	40
Norfolk	961	1,208	1,261	811	890	2,668	7,799
West Point, &c	....	1,616	....	....	....	783	2,399
New York	112	182	....	39	60	....	393
Boston	421	1,071	654	862	1,383	888	5,279
Baltimore	....	....	....	....	....	932	932
Philadelp'a, &c.	....	....	304	68	118	309	799
Totals this week	6,833	11,447	6,634	5,531	7,363	10,953	48,761

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last years.

Receipts to May 4.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston	9,590	790,685	3,038	413,014	47,748	18,701
Indianola, &c.	109	16,401	29	13,627	.....	.....
New Orleans	12,600	1,585,449	4,000	1,150,136	179,348	128,763
Mobile	1,252	305,004	1,475	254,622	21,693	12,398
Florida	56	18,234	17	27,065	.....	.....
Savannah	3,646	791,275	3,611	707,770	19,391	24,745
Brunsw'k, &c	.....	5,508	2	6,966	.....	.....
Charleston	3,102	558,018	2,013	482,077	20,927	12,421
Pt. Royal, &c.	121	23,857	.....	24,071	606	.....
Wilmington	594	125,572	378	133,440	4,615	3,433
M'head C., &c	40	18,759	98	26,233	.....	.....
Norfolk	7,799	758,262	3,909	585,327	43,345	16,718
West Point, &c	2,399	218,601	2,710	186,842	.....	.....
New York	393	134,812	995	154,892	232,173	299,650
Boston	5,279	166,613	4,916	205,621	5,985	8,670
Baltimore	982	51,982	4,298	18,394	20,593	20,424
Philadelp'a, &c.	799	91,638	2,934	76,018	5,527	13,345
Total	48,761	5,660,670	34,423	4,466,165	601,951	559,773

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	9,699	3,067	4,162	2,263	2,131	2,001
New Orleans	12,600	4,000	14,831	8,487	6,248	7,337
Mobile	1,252	1,475	1,700	2,152	1,838	1,519
Savannah	3,646	3,611	5,375	1,252	2,395	2,301
Charl'st'n, &c	3,223	2,013	2,975	2,220	588	1,585
Wilm'gt'n, &c	634	476	313	79	401	782
Norfolk, &c.	10,198	6,619	6,229	3,529	3 056	3,031
All others	7,509	13,162	9,950	5,674	2,374	5,686
Tot. this w'k.	48,761	34,423	45,535	25,661	19,031	24,252
Since Sept. 1.	5660,670	4466,165	5396,883	4664,528	4336,038	4138,035

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 96,876 bales, of which 54,213 were to Great Britain, 8,457 to France and 34,206 to the rest of the Continent, while the stocks as made up this evening are now 601,951 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending May 4. Exported to—				From Sept. 1, 1882, to May 4, 1883. Exported to—			
	Great Brit'n.	France	Contin-nent.	Total Week.	Great Britain.	France	Contin-nent.	Total.
Galveston	.....	1,351	3,741	5,095	299,235	38,094	152,769	490,098
New Orleans	14,155	5,813	15,873	35,841	740,493	271,513	418,736	1,430,742
Mobile	2,500	.....	.....	2,500	32,330	9,350	1,100	42,780
Florida	.....	.....	.....	.....	.....	.....	100	100
Savannah	.....	.....	3,691	3,691	101,602	25,858	280,670	407,930
Charleston*	2,055	.....	5,350	7,405	131,080	24,775	204,935	360,790
Wilmington	.....	.....	.....	.....	51,596	.....	4,590	56,186
Norfolk†	3,704	.....	.....	3,704	380,970	.....	19,804	380,774
New York	20,763	1,250	3,234	25,287	415,198	26,600	142,490	584,348
Boston	4,357	.....	.....	4,357	141,095	.....	443	141,538
Baltimore	3,979	.....	2,317	6,196	140,180	4,718	52,287	197,185
Philadelp'a, &c	2,800	.....	.....	2,800	71,630	.....	2,986	74,616
Total	54,213	8,457	34,206	96,876	2,485,409	400,768	1,280,890	4,167,067
Total 1881-82	49,476	7,810	10,240	67,526	2,065,049	321,346	699,592	3,085,987

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

May 4, at—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans	15,646	8,733	10,787	1,143	36,309	143,039
Mobile	1,200	None.	None.	None.	1,200	20,493
Charleston	None.	None.	7,425	600	8,025	12,902
Savannah	7,500	None.	1,200	1,400	10,100	9,291
Galveston	1,792	425	3,549	3,788	9,554	38,194
Norfolk	3,095	None.	5,972	3,394	12,461	30,884
New York	3,750	None.	1,160	None.	4,850	227 323
Other ports	4,000	None.	500	None.	4,500	32,826
Total 1883	36,983	9,158	30,533	10,325	86,999	514,952
Total 1882	30,096	10,221	5,998	3,824	50,139	509,634
Total 1881	52,580	14,929	43,039	7,079	117,627	476,923

The speculation in cotton for future delivery at this market has been much more active the past week than for many months gone by. Not for a long time previously have we recorded transactions on our Cotton Exchange exceeding 200,000 bales for the day, as has been the case on three days this week. Saturday opened sluggish, but soon rallied, and closed at a decided advance. Monday was variable, opening with sales down a few points from the close of Saturday. There was a good deal of selling to realize, and the "short interest" was increased materially. But a re-action soon set in, and prices made a steady advance to the opening of Wednesday's business, when depression was again caused by sales to realize. Yesterday opened dull, but the market quickly rallied, and toward the close the decline of Wednesday had been more than recovered. The rapid reduction of stocks gave much strength to holders and operators for the rise. To-day the market opened active and buoyant, on the favorable advices from Liverpool and Manchester, then became quieter, and closed at an irregular advance for this crop, with the next only slightly dearer. Cotton on the spot has advanced materially during the week, somewhat reducing the volume of business. Quotations were marked up 1-16c. on Monday, 1/8c. on Tuesday and 1/16c. on Thursday. To-day there was a further advance of 1/8c., middling uplands closing quiet at 10 3/4c.

The total sales for forward delivery for the week are 1,111,400 bales. For immediate delivery the total sales foot up this week 6,106 bales, including 1,948 for export, 1,823 for consumption, 735 for speculation and 1,600 in transit. Of the above, 300 bales were to arrive. The following are the official quotations for each day of the past week.

April 28 to May 4	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y.	7 3/8	7 7/16	7 9/16	7 5/8	7 11/16	7 13/16	7 5/8	7 11/16	7 13/16
Strict Ord.	7 13/16	7 7/8	8	8 1/16	8 1/8	8 1/4	8 1/16	8 1/8	8 1/4
Good Ord.	8 5/8	8 11/16	8 13/16	8 7/8	8 15/16	9 1/16	8 7/8	8 15/16	9 1/16
Str. G'd Ord	9 5/16	9 3/8	9 1/2	9 9/16	9 5/8	9 3/4	9 9/16	9 5/8	9 3/4
Low Mid'g	9 13/16	9 7/8	10	10 1/16	10 1/8	10 1/4	10 1/16	10 1/8	10 1/4
Str. L'w Mid	10 1/8	10 3/16	10 5/16	10 3/8	10 7/16	10 9/16	10 3/8	10 7/16	10 9/16
Middling	10 5/16	10 3/8	10 1/2	10 9/16	10 5/8	10 3/4	10 9/16	10 5/8	10 3/4
Good Mid.	10 11/16	10 3/4	10 7/8	10 15/16	11	11 1/8	10 15/16	11	11 1/8
Str. G'd Mid	10 15/16	11	11 1/8	11 3/16	11 1/4	11 3/8	11 3/16	11 1/4	11 3/8
Midd'g Fair	11 7/16	11 1/2	11 5/8	11 11/16	11 3/4	11 7/8	11 11/16	11 3/4	11 7/8
Fair	12 3/16	12 1/4	12 3/8	12 7/16	12 1/2	12 5/8	12 7/16	12 1/2	12 5/8

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y.	7 9/16	7 11/16	7 13/16	7 13/16	7 15/16	8 1/16	7 13/16	7 15/16	8 1/16
Strict Ord.	8	8 1/8	8 1/4	8 3/8	8 1/2	8 5/8	8 1/4	8 3/8	8 1/2
Good Ord.	8 13/16	8 15/16	9 1/16	9 1/16	9 3/16	9 5/16	9 1/16	9 3/16	9 5/16
Str. G'd Ord	9 1/8	9 5/8	9 3/4	9 3/4	9 7/8	10	9 3/4	9 7/8	10
Low Midd'g	10	10 1/8	10 1/4	10 1/4	10 3/8	10 1/2	10 1/4	10 3/8	10 1/2
Str. L'w Mid	10 5/16	10 7/16	10 9/16	10 9/16	10 11/16	10 13/16	10 9/16	10 11/16	10 13/16
Middling	10 1/2	10 5/8	10 3/4	10 3/4	10 7/8	11	10 3/4	10 7/8	11
Good Mid.	10 7/8	11	11 1/8	11 1/8	11 1/4	11 3/8	11 1/8	11 1/4	11 3/8
Str. G'd Mid	11 1/8	11 1/4	11 3/8	11 3/8	11 1/2	11 5/8	11 3/8	11 1/2	11 5/8
Midd'g Fair	11 5/8	11 3/4	11 7/8	11 7/8	12	12 1/8	11 7/8	12	12 1/8
Fair	12 3/8	12 1/2	12 5/8	12 5/8	12 3/4	12 7/8	12 5/8	12 3/4	12 7/8

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary	6 13/16	6 7/8	7	7	7 1/8	7 1/4
Strict Good Ordinary	7 5/8	7 11/16	7 13/16	7 13/16	7 15/16	8 1/16
Low Middling	8 5/16	8 3/8	8 1/2	8 1/2	8 5/8	8 3/4
Middling	9 7/16	9 1/2	9 5/8	9 5/8	9 3/4	9 7/8

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Ex-port.	Con-sump.	Specul'n	Tran-sit.	Total.	Sales.	Deliveries.
Sat.	Firm	614	430	....	....	1,044	155,700	100
Mon.	Steady at 1/16 adv	590	223	100	....	913	110,100	200
Tues.	Firm at 1/8 adv	....	319	65	....	384	220,500	500
Wed.	Steady	....	207	392	1,600	2,199	218,800	500
Thurs	Steady at 1/8 adv.	620	390	100	....	1,110	166,000	1,500
Fri.	Q't & firm, 1/8 adv	124	254	78	....	456	240,300	400
Total		1,948	1,823	735	1,600	6,106		3,200

* 1,111,400.

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (May 4), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	933,000	990,000	1,000,000	719,000
Stock at London.....	58,400	64,100	47,900	35,800
Total Great Britain stock	991,400	1,054,100	1,047,900	754,800
Stock at Hamburg.....	5,000	2,000	6,800	3,000
Stock at Bremen.....	45,600	25,600	46,300	35,900
Stock at Amsterdam.....	33,000	19,500	44,200	20,100
Stock at Rotterdam.....	2,100	254	8,200	2,360
Stock at Antwerp.....	3,300	1,900	780	820
Stock at Havre.....	134,000	103,000	215,000	76,900
Stock at Marseilles.....	6,300	2,980	4,200	3,090
Stock at Barcelona.....	71,000	43,000	32,000	31,000
Stock at Genoa.....	9,900	6,600	4,000	5,500
Stock at Trieste.....	9,000	4,769	7,300	3,900
Total continental stocks...	319,500	209,603	368,780	185,570
Total European stocks...	1,310,900	1,263,703	1,416,680	940,370
India cotton afloat for Europe.	330,000	421,000	255,000	324,000
Amer'n cotton afloat for Eur'pe	575,000	356,000	459,000	388,000
Egypt, Brazil, &c..aft for E'r'pe	34,000	57,000	44,000	37,000
Stock in United States ports..	601,951	559,773	594,550	540,877
Stock in U. S. interior towns..	146,176	125,022	193 949	186,658
United States exports to-day..	20,600	12,200	4,200	20,000
Total visible supply.....3,018,627	2,794,698	2,967,379	2,436,905	
of the above, the totals of American and other descriptions are as follows				
American—				
Liverpool stock.....	693,000	632,000	767,000	501,000
Continental stocks.....	211,000	103,000	274,000	145,000
American afloat for Europe.....	575,000	356,000	459,000	388,000
United States stock.....	601,951	559,773	594,550	540,877
United States interior stocks..	146,176	125,022	193,949	186,658
United States exports to-day..	20,600	12,200	4,200	20,000
Total American.....	2,247,727	1,787,995	2,292,699	1,781,535
East Indian, Brazil, &c.—				
Liverpool stock.....	240,000	358,000	233,000	218,000
London stock.....	58,400	64,100	47,900	35,800
Continental stocks.....	108,500	106,803	94,780	40,570
India afloat for Europe.....	330,000	421,000	255,000	324,000
Egypt, Brazil, &c., afloat..	34,000	57,000	44,000	37,000
Total East India, &c	770,900	1,006,703	674,680	655,370
Total American.....	2,247,727	1,787,995	2,292,699	1,781,535
Total visible supply.....	3,018,627	2,794,698	2,967,379	2,436,905
Price Mid. Upl., Liverpool	5⅜d.	6⅝d.	5⅞d.	6⅞d.

☞ The imports into Continental ports this week have been 44,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 223,929 bales as compared with the same date of 1882, an *increase* of 51,248 bales as compared with the corresponding date of 1881 and an *increase* of 581,722 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

Towns.	Movement to May 4, 1883. Receipts. This week.	Since Sept. 1, '82.	Shipm'ts This week.	Stock May 4.	Movement to May 5, 1882. Receipts. This week.	Since Sept. 1, '81.	Shipm'ts This week.	Stock May 5.
Augusta, Ga.....	916	176,246	2,460	8,484	461	159,807	1,269	12,963
Columbus, Ga.....	834	106,886	620	5,555	122	101,068	581	6,881
Macon, Ga.....	459	57,098	1,807	2,939	30	59,713	353	2,881
Montgomery, Ala.	98	132,083	1,678	12,955	314	95,276	244	2,998
Selma, Ala.....	289	98,021	1,235	4,669	131	72,135	507	3,776
Memphis, Tenn..	3,020	490,371	4,780	43,067	4,861	326,744	4,861	35,724
Nashville, Tenn.	158	43,780	700	7,700	1,147	54,694	1,147	9,811
Dallas, Tex.....	623	42,556	1,223	1,185	202	27,614	202	2,311
Jefferson, Tex..	70	24,206	10	10	30	11,466	30	434
Shreveport, La.	926	97,461	4,294	12,953	1,181	62,122	1,334	8,881
Vicksburg, Miss.	667	114,163	1,254	2,340	806	135,046	852	2,998
Columbus, Miss.	112	38,817	571	1,000	39	27,666	175	1,376
Eufaula, Ala ..	248	44,049	293	1,854	659	54,694	1,286	8,223
Griffin, Ga.....	28	26,198	22	656	58	31,182	465	5,229
Atlanta, Ga.....	517	139,457	958	13,900	1,147	123,497	12,692	18,305
Rome, Ga.....	367	82,149	779	4,343	202	91,961	2,170	
Charlotte, N. C.	335	50,938	300	717	199	30,099	500	
St. Louis, Mo....	3,410	435,304	10,692	45,249	1,526	357,603	26,584	
Cincinnati, O....	2,973	328,073	3,286	4,340	531	350,068	4,236	
Louisville, Ky. .	75	22,936	75	200	72	350		
Little Rock, Ark.	358	47,845	481	2,312	584	3,922		
Brenham, Tex*.	232	24,434	257	2,894	41	2,352		
Houston, Tex....	139	30,032	277	4,757	878	4,222		
	516	51,036	1,092	2,292	257	1,376		
	500	32,528	549	600	403	823		
	4,595	676,395	6,042	4,952	2,893	5,229		
Total, old towns.	16,659	2,527,961	40,024	146,170	5,108	143,327	125,022	18,305
Total, new towns	6,715	885,426	8,773	18,207	25,949	1,900	31,057	10 35
Total, all	23,374	3,413,387	48,797	164,383	31,057	145,227	156,079	18,315

Towns.	Receipts. This week.	Since Sept. 1, '82.	Shipm'ts This week.	Stock May 4.	Receipts. This week.	Since Sept. 1, '81.	Shipm'ts This week.	Stock May 5.
Augusta, Ga.....	916	176,246	2,460	8,484	461	159,807	1,269	12,963
Columbus, Ga.....	834	106,886	620	5,555	122	101,068	581	6,881
Macon, Ga.....	459	57,098	1,807	2,939	30	59,713	353	2,881
Montgomery, Ala.	98	132,083	1,678	12,955	314	95,276	244	2,998
Selma, Ala.....	289	98,021	1,235	4,669	131	72,135	507	3,776
Memphis, Tenn..	3,020	490,371	4,780	43,067	4,861	326,744	4,861	35,724
Nashville, Tenn.	158	43,780	700	7,700	1,147	54,694	1,147	9,811
Dallas, Tex.....	623	42,556	1,223	1,185	202	27,614	202	2,311
Jefferson, Tex..	70	24,206	10	10	30	11,466	30	434
Shreveport, La.	926	97,461	4,294	12,953	1,181	62,122	1,334	8,881
Vicksburg, Miss.	667	114,163	1,254	2,340	806	135,046	852	2,998
Columbus, Miss.	112	38,817	571	1,000	39	27,666	175	1,376
Eufaula, Ala ..	248	44,049	293	1,854	659	54,694	1,286	8,223
Griffin, Ga.....	28	26,198	22	656	58	31,182	465	5,229
Atlanta, Ga.....	517	139,457	958	13,900	1,147	123,497	12,692	18,305
Rome, Ga.....	367	82,149	779	4,343	202	91,961	2,170	
Charlotte, N. C.	335	50,938	300	717	199	30,099	500	
St. Louis, Mo....	3,410	435,304	10,692	45,249	1,526	357,603	26,584	
Cincinnati, O....	2,973	328,073	3,286	4,340	531	350,068	4,236	
Louisville, Ky. .	75	22,936	75	200	72	350		
Little Rock, Ark.	358	47,845	481	2,312	584	3,922		
Brenham, Tex*.	232	24,434	257	2,894	41	2,352		
Houston, Tex....	139	30,032	277	4,757	878	4,222		
	516	51,036	1,092	2,292	257	1,376		
	500	32,528	549	600	403	823		
	4,595	676,395	6,042	4,952	2,893	5,229		
Total, old towns.	16,659	2,527,961	40,024	146,170	5,108	143,327	125,022	18,305
Total, new towns	6,715	885,426	8,773	18,207	25,949	1,900	31,057	10 35
Total, all	23,374	3,413,387	48,797	164,383	31,057	145,227	156,079	18,315

* This year's figures estimated. † Actual count.

The above totals show that the old interior stocks have *decreased* during the week 23,365 bales, and are to-night 21,154 bales *more* than at the same period last year. The receipts at

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	February.	March.
Saturday, Apr. 28—	Buoyant.	Aver..10·37	Aver..10·39	Aver..10·53	Aver..10·67	Aver..10·76	Aver..10·45	Aver..10·13	Aver..10·04	Aver..10·08	Aver..10·12	Aver..10·23	Aver..10·33
Sales, total.....	155,700	800	10,700	46,700	24,900	54,100	4,300	8,100	2,900	400	1,700	600	500
Prices paid (range)	9·99@10·85	10·32@10·38	10·32@10·49	10·45@10·62	10·58@10·75	10·68@10·95	10·40—10·52	10·09@10·20	9·99@10·09	10·03@10·10	10·10@10·16	10·23@ —	10·35@ —
Closing.....	Strong.	10·45—10·46	10·45—10·46	10·60— —	10·72—10·73	10·92—10·93	10·50@10·52	10·19—10·20	10·09—10·10	10·11—10·13	10·20—10·22	— —	— —
Monday, Apr. 30—	Lower.	Aver.. ——	Aver.. ——	Aver..10·57	Aver..10·69	Aver..10·79	Aver..10·47	Aver..10·15	Aver..10·03	Aver..10·07	Aver..10·17	Aver..10·26	Aver..10·36
Sales, total.....	110,100	—	9,700	28,800	19,400	40,600	2,600	2,300	800	500	700	700	400
Prices paid (range)	10·03@10·81	— @ —	10·38@10·46	10·53@10·60	10·66@10·71	10·76@10·81	10·45@10·50	10·12@10·17	10·03@10·07	10·05@10·10	10·16@10·17	10·25@10·28	10·36@ —
Closing.....	Firm.	— — —	10·45—10·46	10·60— —	10·71— —	10·80—10·81	10·49—10·50	10·17—10·19	10·07—10·08	10·09—10·11	10·17—10·19	— — —	— — —
Tuesday, May 1—	Buoyant.	Aver.. ——	Aver..10·54	Aver..10·70	Aver..10·81	Aver..10·90	Aver..10·58	Aver..10·25	Aver..10·15	Aver..10·17	Aver..10·25	Aver.. ——	Aver.. ——
Sales, total.....	2,500	—	20,100	60,400	43,300	59,200	9,100	14,400	9,500	4,100	400	—	—
Prices paid (range)	10·11@10·95	— @ —	10·48@10·58	10·62@10·74	10·74@10·85	10·84@10·95	10·54@10·63	10·21@10·29	10·11@10·18	10·15@10·20	10·22@10·28	— @ —	— @ —
Closing.....		— — —	10·58—10·59	10·73—10·74	10·84—10·85	10·94—10·95	10·62—10·63	10·29—10·30	10·18—10·19	10·20—10·21	10·23—10·30	— — —	— — —
Wednesday, May 2—	Depressed.	Aver.. ——	Aver..10·57	Aver..10·72	Aver..10·83	Aver..10·92	Aver..10·59	Aver..10·27	Aver..10·17	Aver..10·18	Aver..10·29	Aver..10·00	Aver.. ——
Sales, total.....	218,800	—	10,000	63,300	29,200	71,700	6,200	12,000	5,700	2,900	7,800	100	—
Prices paid (range)	10·12@10·99	— @ —	10·52@10·60	10·68@10·78	10·78@10·89	10·87@10·98	10·55@10·63	10·24@10·30	10·12@10·20	10·15@10·22	10·25@10·36	— @10·00	— @ —
Closing.....	Dull.	— — —	10·53—10·54	10·70—10·71	10·75—10·80	10·88—10·89	10·55—10·56	10·23—10·25	10·13—10·15	10·15—10·17	10·23—10·25	— — —	— — —
Thursday, May 3—	Buoyant.	Aver.. ——	Aver..10·58	Aver..10·73	Aver..10·85	Aver..10·94	Aver..10·61	Aver..10·27	Aver..10·16	Aver..10·15	Aver..10·23	Aver..10·35	Aver.. ——
Sales, total.....	166,000	—	8,400	55,200	23,700	46,700	8,900	15,300	5,700	700	900	500	—
Prices paid (range)	10·10@11·00	— @ —	10·49@10·65	10·65@10·81	10·77@10·91	10·85@11·00	10·51@10·64	10·20@10·32	10·10@10·21	10·12@10·24	10·20@10·25	10·33@10·38	— @ —
Closing.....	Firm.	— — —	10·64—10·66	10·80—10·81	10·89—10·90	10·98—10·99	10·62—10·63	10·31—10·32	10·20—10·21	10·22—10·24	10·30—10·32	— — —	— — —
Friday, May 4—	Buoyant.	Aver.. ——	Aver..10·79	Aver..10·91	Aver..10·98	Aver..11·06	Aver..10·71	Aver..10·35	Aver..10·24	Aver..10·24	Aver..10·36	Aver.. ——	Aver.. ——
Sales, total.....	240,300	—	14,000	74,400	41,000	74,000	8,500	13,500	8,700	4,000	2,200	—	—
Prices paid (range)	10 21@11·11	— @ —	10·70@10·82	10·88@10·95	10·93@11·02	11·00@11·11	10·65@10·73	10·32@10·40	10·21@10·28	10·22@10·28	10·32@10·37	— @ —	— @ —
Closing.....	Steady.	— — —	10·82—10·83	10·93—10·94	11·00—11·01	11·07—11·08	10·70—10·72	10·31—10·35	10·24—10·25	10·26—10·27	10·32—10·34	— — —	— — —
Total sales this week.	1,111,400	800	72,900	328,800	181,500	376,300	41,300	65,600	35,100	12,500	12,800	1,900	900
Average price, week.		10·37	10·55	10·70	10·81	10·89	10·57	10·24	10·14	10·17	10·24	10·31	10·35
Sales since Sep. 1, '82*	18,974,700	2,074,400	2,393,440	1,181,300	1,180,600	102,600	208,800	214,500	60,600	27,000	2,000	2,200	

* Includes sales in September, 1882, for September, 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400; September-January for January, 2,070,200; September-February for February, 1,300,200; September-March for March, 1,969,400.

Transferable Orders—Saturday, 10·50c.; Monday, 10·50c.; Tuesday, 10·60c.; Wednesday, 10·55c.; Thursday, 10·65c.; Friday, 10·85c.

Short Notices for May—Saturday, 10·35c.; Tuesday, 10·52c.; Wednesday, 10·55c.; Thursday, 10·48@10·52c.; Friday, 10·71@10·73c.

The following exchanges have been made during the week.

·700 May s. n. 1st, for regular, even.
·37 pd. to exch. 200 May for Aug.
·10 pd. to exch. 300 July for Aug.
·14 pd. to exch. 100 May for June.
·66 pd. to exch. 500 Oct. for Aug.
·15 pd. to exch. 500 May for June.
·15 pd. to exch. 300 May for June.
·16 pd. to exch. 300 May for June.
500 Oct. for Jan. even.
·20 pd. to exch. 500 June for Aug.
·10 pd. to exch. 3,000 June for July.
·19 pd. to exch. 500 June for Aug.
·10 pd. to exch. 200 June for July.
·18 pd. to exch. 1,500 June for Aug.
·17 pd. to exch. 100 May for June.
·09 pd. to exch. 1,300 Mar. for May
·33 pd. to exch. 500 May for Aug.
·15 pd. to exch. 500 May for June.
·14 pd. to exch. 1,000 May for June
·13 pd. to exch. 500 June for Aug.
·06 pd. to exch. 500 July for Aug.

the same towns have been 2,894 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 690,455 bales *more* than for the same time in 1881-2.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending May 4.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	*Mon.*	*Tues.*	*Wednes.*	*Thurs.*	*Fri.*
Galveston....	9 7/8	10	....	10	10 1/8	10 1/4
New Orleans.	9 7/8	9 7/8	10	10	10	10
Mobile.....	9 3/4	9 3/4	10	10	10	10 1/8
Savannah....	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8	10
Charleston...	10 1/4	10 1/4	10 3/8	10 3/8	10 3/8@1/2	10 1/2
Wilmington..	9 7/8	9 7/8	10	10	10	10
Norfolk.....	10	10	10 1/8	10 1/4	10 1/4	10 3/8
Boston.....	10 3/8	10 1/2	10 5/8	10 5/8	10 5/8	10 7/8
Baltimore...	10 1/8	10 1/8	10 1/4	10 1/4	10 3/8	10 1/2
Philadelphia.	10 1/2	10 1/2	10 1/2	10 5/8	10 5/8	10 7/8
Augusta.....	9 3/4@7/8	9 3/4	9 3/4	9 7/8	9 7/8	10
Memphis.....	9 3/4	9 3/4	9 7/8	10	10	10
St. Louis.....	9 3/4	9 3/4	9 7/8	10	10	10
Cincinnati....	9 3/4	9 3/4	10	10	10	10
Louisville....	9 5/8	9 5/8	9 3/4	9 3/4	9 3/4	9 3/4

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	*Receipts at the Ports.*			*St'k at Interior Towns.*			*Rec'pts from Plant'ns*		
	1881.	1882.	1883.	1881.	1882.	1883.	1881.	1882.	1883.
Feb. 16	146,589	72,031	146,130	312,550	372,454	326,706	145,252	63,957	129,342
" 23.....	138,359	60,160	134,448	317,588	362,450	321,424	143,397	50,136	129 076
Mch. 2.....	133,931	51,960	135,321	322,453	348,072	308,417	138,801	32,623	122 314
" 9.....	140,126	58,747	124,826	319,252	315,973	304,621	136,900	31,648	121,030
" 16.....	108,200	57,451	111,161	320,500	284,398	297,173	109,468	25,874	103,733
" 23.....	93 690	61,916	105,062	309,513	259,618	279,946	82,703	31,141	87,835
" 30.....	78,514	54,035	86,920	294,608	233,182	264,571	63,609	33,509	74 042
Apr. 6.....	85,696	44,467	78,708	277,850	215,944	257,152	68,438	27,229	68,889
" 13.....	66,575	33,229	72,935	261,569	201,747	239,461	50,825	19,032	55,244
" 20	60,718	29,800	68,527	241,108	180,281	213,029	49,317	8,334	40 095
" 27.....	47,729	33,606	59,244	225,820	157,838	189,8 6	32,351	11,161	36,021
May 4.	45,535	34,423	48,761	215,253	113 827	164,383	34,962	19,914	23,338

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,808,568 bales; in 1881-82 were 4,564,067 bales; in 1880-81 were 5,573,298 bales.

2. That, although the receipts at the out-ports the past week were 48,761 bales, the actual movement from plantations was only 23,338 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 19,914 bales and for 1881 they were 34,968 bales.

AMOUNT OF COTTON IN SIGHT MAY 4.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to May 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to May 4.	5,660,670	4,466,165	5,396,883	4,664,528
Interior stocks on May 4 in excess of September 1.....	147,898	97,902	176,415	187,218
Tot. receipts from plantat'ns	5,808,568	4,564,067	5,573,298	4,851,746
Net overland to May 1.....	599,862	429,630	472,241	540,402
Southern consumpt'n to May 1	275,000	210,000	175,000	150,000
Total in sight May 4.....	6,683,430	5,203,697	6,220,539	5,542,148

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,479,733 bales, as compared with 1880-81 is 462,891 bales and with 1879-80, 1,141,282 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather still continues generally favorable for crop purposes, and during the week considerable progress in planting has been made.

Galveston, Texas.—It has rained (mere sprinkles) on two days of the week, the rainfall reaching two hundredths of an inch. Crops are doing well, but rain is needed nearly everywhere; most sections have had showers this week, but not enough. Average thermometer 74, highest 81 and lowest 67. The rainfall during the month of April reached one inch and twenty-four hundredths.

Indianola, Texas.—The weather has been warm and dry during the week. Crops are good, but we need rain. The thermometer has ranged from 68 to 82, averaging 75. During the month of April the rainfall reached one inch and fourteen hundredths.

Dallas, Texas.—We have had showers on two days of the week, the rainfall reaching eighty-nine hundredths of an inch. Prospects are good. The thermometer has averaged 71, ranging from 52 to 89. Rainfall for the month of April eighty-one hundredths of an inch.

Brenham, Texas.—We have had splendid showers on four days of the week, the rainfall reaching one inch and fifty-five hundredths. Crops are very promising. The thermometer has averaged 73, the highest being 86 and the lowest 60. During the month of April the rainfall reached two inches and seventy-six hundredths.

Palestine, Texas.—It has been showery on two days of the week, the rainfall reaching seventy-two hundredths of an inch. The crop is developing promisingly. Average thermometer 70, highest 83 and lowest 56. Rainfall for the month of April two inches and eighty-two hundredths.

Huntsville, Texas.—We have had light showers on two days of the week, but more rain is desired. The rainfall reached thirty-six hundredths of an inch. Crops are doing very well. The thermometer has ranged from 55 to 88, averaging 72. The rainfall during April reached two inches and five hundredths.

Weatherford, Texas.—The weather has been warm and dry during the week. We need rain badly; the drought retards both planting and germination. The thermometer has averaged 66, the highest being 86 and the lowest 45. During the month of April the rainfall reached three hundredths of an inch.

Belton, Texas.—We have had a shower on one day of the week, the rainfall reaching eight hundredths of an inch. Rain is desirable, but no serious damage has been done. On Friday evening a hurricane passed entirely through this county from Northeast to Southwest, missing this town by four miles. The track was very narrow, but it made a clean sweep wherever it struck, prostrating houses, timber, fences and crops. Many lives were lost. The thermometer has averaged 70, ranging from 54 to 86. Rainfall for the month of April one inch and sixty-three hundredths.

Luling, Texas.—We have had a sprinkle on one day of the week, the rainfall reaching five hundredths of an inch. We are needing rain badly. The thermometer has ranged from 55 to 89, averaging 72. During the month of April the rainfall reached forty-one hundredths of an inch.

New Orleans, Louisiana.—It has rained on three days of the week, the rainfall reaching one inch and thirty-three hundredths. The thermometer has averaged 72.

Shreveport, Louisiana.—We have had fair weather during the week, with a rainfall of eighty-five hundredths of an inch. The thermometer has ranged from 55 to 91.

Vicksburg, Mississippi.—We have had no rain during the week, but it is raining now. The days have been warm and the nights have been cold.

Columbus, Mississippi.—Telegram not received.

Little Rock, Arkansas.—It has been cloudy on four days of the week, with light rain on three days, and the remainder of the week has been clear. The rainfall reached thirty-three hundredths of an inch. The thermometer has ranged from 50 to 82, averaging 64. We had rain on ten days in April, and the rainfall reached eight inches and forty-six hundredths. The thermometer averaged 60, and ranged from 41 to 82.

Memphis, Tennessee.—It has rained on two days of the week, and the weather is at present cloudy and threatening rain. The rainfall reached sixty hundredths of an inch. The river is still very high, being sixteen inches below the danger line, but is slowly falling and will soon be inside of its banks. Average thermometer 66, highest 84, lowest 50. It rained on seventeen days in April, and the rainfall reached four inches and sixty-six hundredths. The thermometer averaged 63·4, the highest being 88 and the lowest 39.

Nashville, Tennessee.—We have had rain on three days of the week, the rainfall reaching forty-five hundredths of an inch. There is less cotton and more corn planted this year. The thermometer has ranged from 41 to 84, averaging 63.

Mobile, Alabama.—It was showery on two days and rained severely on one day during the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached one inch and twenty-nine hundredths. Crop accounts are more favorable and the crop is developing promisingly but is late. The thermometer has averaged 70, the highest being 83 and the lowest 60. During the month of April the rainfall reached seven inches and twenty-five hundredths.

Montgomery, Alabama.—We had rain on four days during the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached fifty hundredths of an inch. Average thermometer 66, highest 81 and lowest 54. Rainfall during April eight inches and sixteen hundredths.

Selma, Alabama.—It has rained on two days of the week, and the remainder of the week has been pleasant. The rainfall reached ninety-seven hundredths of an inch. The thermometer has averaged 64, the highest being 77 and the lowest 52.

Madison, Florida.—We had rain on three days during the early part of the week, but the latter portion has been clear and pleasant. The days have been warm and the nights have been cold. Planters are giving increased land to cotton this year. Planting in this section is about completed. Average thermometer 68, highest 80 and lowest 58.

Macon, Georgia.—It has rained severely on one day of the week. Planting is about completed in this neighborhood, and some cotton is up. The thermometer has ranged from 49 to 82, averaging 63. During the month of April the rainfall reached five inches and seventeen hundredths.

Columbus, Georgia.—It has rained on one day of the week, the rainfall reaching one inch and fifty-one hundredths. Average thermometer 72, highest 85 and lowest 59. Rainfall during the month of April ten inches and eighty-eight hundredths.

Savannah, Georgia.—We have had rain on three days of the week, on two of which very light, and the rainfall reached three inches and twenty-three hundredths. The thermometer has ranged from 57 to 80, averaging 67.

Augusta, Georgia.—We had general rain on three days during the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached one inch and seventy hundredths. Planting is making good progress. The thermometer has ranged from 50 to 81, averaging 62. During the month of April the rainfall reached six inches and twenty-nine hundredths.

Atlanta, Georgia.—Telegram not received.

Charleston, South Carolina.—It has rained on three days of the week, the rainfall reaching six inches and ninety-six hundredths. Average thermometer 65, highest 81, lowest 55.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock May 3, 1883, and May 4, 1882.

		May 3, '83.		*May* 4, '82.	
		Feet.	*Inch.*	*Feet.*	*Inch.*
New Orleans	Below high-water mark	1	2	2	1
Memphis	Above low-water mark.	32	10	25	5
Nashville	Above low-water mark.	11	3	0	3
Shreveport	Above low-water mark.	21	0	12	1
Vicksburg	Above low-water mark.	42	1	42	2

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to May 3.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	*Shipments this week.*			*Shipments since Jan. 1.*			*Receipts.*	
	Great Brit'n.	*Contin-nent*	*Total.*	*Great Britain*	*Contin-nent.*	*Total.*	*This Week.*	*Since Jan. 1.*
1883	35,000	48,000	83,000	254,000	484,000	738,000	79,000	1,057,000
1882	53,000	40,000	93,000	518,000	310,000	828,000	72,000	1,066,000
1881	20,000	36,000	56,000	159,000	303,000	462,000	59,000	693,000
1880	56,000	33,000	89,000	225,000	262,000	487,000	55,000	680,000

According to the foregoing, Bombay appears to show an *increase* compared with last year in the week's receipts of 7,000 bales, and a *decrease* in shipments of 10,000 bales, and the shipments since January 1 show a *decrease* of 90,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			*Shipments since January* 1.		
	Great Britain.	*Conti-nent.*	*Total.*	*Great Britain.*	*Conti-nent.*	*Total*
Calcutta—						
1883	2,000	.....	2,000	57,700	9,000	66,700
1882	1,600	.....	1,600	86,600	30,300	116,900
Madras—						
1883	.....	.....	.....	4,500	1,000	5,500
1882	400	.....	400	8,600	2,000	10,600
All others—						
1883	.....	.....	.....	4,000	2,000	6,000
1882	.....	.....	.....	22,400	4,300	26,700
Total all—						
1883	2,000	.....	2,000	66,200	12,000	78,200
1882	2,000	.....	2,000	117,600	36,600	154,200

The above totals for the week show that the movement from the ports other than Bombay is the same as corresponding week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883		1882.		1881.	
	This week.	*Since Jan. 1.*	*This week.*	*Since Jan. 1.*	*This week.*	*Since Jan. 1.*
Bombay	83,000	738,000	93,000	828,000	56,000	462,000
All other p'rts.	2,000	78,200	2,000	154,200	5,300	154,600
Total	85,000	816,200	95,000	982,200	61,300	616,600

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, May 3.	1882-83.		1881-82.		1880-81.	
Receipts (cantars*)—						
This week	4,000		6,000		7,000	
Since Sept. 1	2,237,000		2,815,720		2,733,500	
	This week.	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*
Exports (bales)—						
To Liverpool	2,000	225,000	2,000	235,700	1,000	226,500
To Continent	1,000	80,000	3,000	166,871	1,489	135,330
Total Europe	3,000	305,000	5,000	402,571	2,489	361,830

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending May 3 were 4,000 cantars and the shipments to all Europe were 3,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is more cheerful, at a slight increase in price. We give the prices of to-day below, and leave previous weeks' prices for comparison:

	1883.					1882.				
	32s Cop. Twist.		*8¼ lbs. Shirtings.*		*Cott'n Mid. Upl's*	*32s Cop. Twist.*		*8¼ lbs. Shirtings.*		*Cott'n Mid. Uplds*
	d.	d.	s.	d.	d.	d.	d.	s.	d.	d.
Mch. 2	8½ @	9¼	5 10	@7 3	5 9/16	9 3/8 @	9 7/8	6 6	@7 10½	6½
" 9	8 3/8 @	9¼	5 10	@7 3	5 9/16	9 7/16 @	10	6 6	@7 10½	6 5/8
" 16	8 3/8 @	9¼	5 9	@7 3	5 5/8	9 5/8 @	10 3/16	6 7½	@8 0	6 11/16
" 23	8 3/8 @	9¼	5 9	@7 3	5 5/8	9 9/16 @	10¼	6 7½	@8 0	6 11/16
" 30	8 3/8 @	9¼	5 9	@7 1½	5 9/16	9 7/16 @	10 1/8	6 6	@8 0	6 5/8
Apr. 6	8 7/16 @	9¼	5 9	@7 1½	5 9/16	9 7/16 @	10 1/8	6 6	@8 0	6 5/8
" 13	8 7/16 @	9¼	5 9	@7 1½	5 5/8	9 3/8 @	10	6 4½	@7 10½	6 11/16
" 20	8 3/8 @	9¼	5 9	@7 3	5 5/8	9 3/8 @	10	6 4½	@7 9	6 11/16
" 27	8 1/2 @	9 3/8	5 9	@7 3	5 5/8	9 3/8 @	10	6 4½	@7 9	6 11/16
May 4	8 9/16 @	9½	5 10	@7 4½	5 3/4	9 3/8 @	10	6 4½	@7 9	6 5/8

OVERLAND COTTON MOVEMENT FOR APRIL.—On a previous page we give our statement of the overland movement for April.

JUTE BUTTS, BAGGING, &c.—There is no change to report in the position of bagging; the movement continues quiet, only jobbing orders being filled, there being no inquiry for large lots; prices are still held at manufacturers' rates, but the feeling is easy and there is a disposition to shade rates. At the close dealers are quoting 9c. for 1½ lbs, 9½c. for 1¾ lbs, 10¼c. for 2 lbs. and 11c. for standard grades. Butts have been in good demand for jobbing wants and a fair quantity of goods is moving, though the lots continue to be of a jobbing character; prices are easy, sellers quoting 1⅞@2c. for paper and 2⅛@2⅜c. for bagging quality. The stock is reported to be about 73,000 bales.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows.

Monthly Receipts.	*Year Beginning September* 1.					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,856	429,777	458,478	333,643	288,814	98,491
October	930,581	853,195	968,318	888,492	689,261	578,533
Novemb'r	1,094,607	974,045	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,481	893,604	900,119
January	752,827	487,727	571,701	647,140	618,727	689,610
February	595,595	291,992	572,728	447,918	566,821	472,054
March	492,772	257,090	476,543	281,913	303,955	340,525
April	284,519	147,595	284,216	158,025	167,459	197,965
Total year	5,630,183	5,630,189	5,359,356	4,638,867	4,307,978	4,099,790
Perc'tage of tot. port receipts Apr. 30		94·02	91·23	92·71	96·36	94·31

This statement shows that up to April 30 the receipts at the ports this year were 1,191,954 bales more than in 1881-82 and 270,883 bales more than at the same time in 1880-81. By adding to the above totals to April 30 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot.Mr.31	5,345,670	4,290,64	5,075,110	4,480,842	4,140,519	3,901,825
Apr. 1....	8.	6,612	15,516	5,922	9,393	15,764
" 2....	8,096	8.	10,903	8,298	5,570	9,834
" 3....	15,534	7,501	8.	6,32	6,735	6,649
" 4....	12,239	9,772	23,21	8.	11,236	5,114
" 5....	13,597	7,048	13,035	8,237	5,491	14,158
" 6....	13,354	4,022	9,98	6,33	8.	5,817
" 7....	15,310	9,512	13,636	6,24	10,317	8.
" 8....	8.	4,170	14,912	5,26	9,222	11,515
" 9....	11,306	8.	9,67	4,717	5,31	9,724
" 10....	18,304	7,387	8.	5,156	6,962	9,790
" 11....	7,506	6,990	13,86	8.	7,619	4,72
" 12....	9,434	3,791	11,621	9,905	6,835	9,816
" 13....	15,788	3,592	8,010	7,353	8.	6,299
" 14....	8.615	7,299	11,034	5,696	8,031	8.
" 15....	8.	3,879	12,369	4,746	6,566	7,629
" 16....	13,264	8.	4,705	6,054	5,199	5,707
" 17....	9,431	5,513	8.	6,29	4,35	6,484
" 18....	8,939	4,039	12,836	8.	9,10	4,910
" 19....	9,252	3,46	8,512	9,29	4,423	7,987
" 20....	17,026	3,299	14,679	3,378	8.	5,557
" 21....	9,085	9,005	6,714	5,816	10,014	8.
" 22....	8.	4,853	12,919	5,640	6,243	9,090
" 23....	10,023	8.	6,051	6,260	4,541	4,918
" 24....	10,295	6,376	8.	5,140	3,512	4,646
" 25....	7,027	5,843	8,250	8.	7,450	3,346
" 26....	7,087	5,587	8,57	8,677	2,563	11,269
" 27....	14,827	4,313	6,010	3,916	8.	5,519
" 28....	6,833	6,123	8,04	5,021	4,020	8.
" 29 ..	8.	6,493	10,798	3,272	3,270	7,474
" 30....	11,447	8.	8,008	4,832	3,395	4,190
Tot.Ap.30	4,630,189	4,438,235	5,359,356	4,633,867	4,307,97	4,099,790
May 1....	6,631	5,284	8.	3,391	2,575	4,145
" 2....	5,531	6,013	11,062	8.	6,454	2,707
" 3....	7,363	3,235	7,496	4,642	2,455	7,161
" 4..	10,953	3,916	7,317	4,633	8.	2,032
Total.....	5,660,670	4,456,683	5,385,231	4,651,535	4,319,462	4,115,835
Percentage of total port rec'pts May 4.		94·41	91·38	93·00	97·12	94·71

This statement shows that the receipts since Sept. 1 up to-night are now 1,203,937 bales more than they were to the same day of the month in 1882 and 275,439 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to May 4 in each of the years named.

The Exports of Cotton from New York this week show an increase, as compared with last week, the total reaching 25,287 bales, against 16,031 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year

Exports of Cotton (bales) from New York since Sept. 1. 1882.

Exported to—	Week ending— April 12.	April 19.	April 26.	May 3.	Total since Sept. 1.	Same period previous year.
Liverpool	9,683	9,849	12,217	20,413	411,422	323,701
Other British ports	.....	.....	.....	350	3,776	12,157
Total to Great Britain	9,683	9,849	12,217	20,763	415,198	335,858
Havre	303	828	.....	1,290	26,560	24,361
Other French ports	.....	.....	.....	.....	100	.....
Total French	303	828	.....	1,290	26,660	24,361
Bremen and Hanover	1,680	1,831	1,549	999	51,170	35,725
Hamburg	342	50	1,050	1,350	28 339	15,244
Other ports	1,224	700	1,115	685	53,744	5,976
Total to North. Europe	3,246	2,581	3,714	3,034	133,283	56,983
Spain, Op'rto, Gibralt'r, &c	132	.....	100	100	3,297	837
All other	100	.....	.....	100	5,910	1,001
Total Spain, &c	232	.....	100	200	9,207	1,841
Grand Total	13,469	13,258	16,031	25,287	584,348	419 015

The Following are the Gross Receipts of Cotton at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1. 1882:

Receipts from—	New York. This week.	New York. Since Sept. 1.	Boston. This week.	Boston. Since Sept. 1.	Philadelphia. This week.	Philadelphia. Since Sept. 1.	Baltimore. This week.	Baltimore. Since Sept. 1.
N. Orl'ans	11,460	236,062	.....	7,195	.....	.....	.....	.....
Texas	4,985	165,122	.....	22.015	.....	.....	.....	.....
Savannah	2,505	211,147	1,180	69,630	170	14,301	1,609	84,776
Mobile	.....	.....	.....	5,452	.....	.....	.....	.....
Florida	.....	9,476	.....	.....	.....	.....	.....	.....
S. Car'lina	1,090	162,857	.....	2,616	.....	9,962	360	20,738
N.Car'lina	1,034	53,266	.....	.....	.....	.....	85	17,318
Virginia	1,114	212,797	3,036	71,325	2,998	52,791	1,842	109,103
North. pts	.....	188	2,185	122,778	.....	.....	.....	200
Tenn., &c.	393	134,812	1,634	161,067	4,217	78,117	2,468	51,000
Foreign	.....	2,958	.....	.....	.....	.....	.....	.....
This year.	22,581	*	8,135	462,138	7,385	†	6,364	283,135
Last year.	13,136	†	4,173	393,952	2,710	91,828	2,778	199,975

* 1,188,685 † 1,100,664 ‡ 155,171

Shipping News.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 100,772 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the Chronicle last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
New York—To Liverpool, per steamers Abyssinia, 1,143.... City of Berlin, 2,700....City of Paris, 2,118....Italy, 1,588 ....Lake Manitoba, 793....Nevada, 1,857...Pavonia, 3,868 Rosse, 1,745....St. Ronans, 2,517....per ship Lord Canning, 2,284	20,113
To Hull, per steamers Galileo, 100....Romano, 250	350
To Havre, per steamer Labrador, 1,290	1,290
To Bremen, per steamers Oder, 799....Rhein, 200	999
To Hamburg, per steamers Hammonia, 750....Polaria, 50 ....Rhaetia, 550	1,350
To Amsterdam, per steamer Amsterdam, (additional) 235	235
To Antwerp, per steamer Hermann, 450	450
To Barcelona, per steamer Britannia, 100	100
To Genoa, per steamer Vincenzo Florio, 100	100
New Orleans—To Liverpool, per steamers Andean, 4,318.... Cadiz, 2,019...Juana, 3,000...per bark Ben Lomond, 3,540	12,907
To Havre, per steamers Dupey de Lome, 5,276....Marion, 5,388 per ship Swallow, 3,975	14,639
To Barcelona, per bark Mario, 504	504
To Malaga, per bark Emilia T, 2,520	2,520
Charleston—To Liverpool, per bark Mary Graham, 2,903 Upland and 163 Sea Island	2,166
To Reval, per bark Saphir, 1,691 Upland	1,691
Savannah—To Amsterdam, per bark Richard, 2,154	2,154
To Reval, per bark Alphonse et Marie No. 2, 2,101	2,101
To Cronstadt, per bark Johanne, 1,775	1,775
To Norrkoping, per bark Viator, 1,360	1,360
Texas—To Liverpool, per barks Haakon Haakonsen, 1,910.... Jane, 2,069....Labora, 2,173	6,152
Norfolk—To Liverpool, per ships J. C. Robertson, 3,767.... Mornington, 4,850	8,617
To Riga, per bark Catterina D, 2,382	2,382
Baltimore—To Liverpool, per steamers Hibernian, 1,775.... Oranmore, 2,905	4,680
To Bremen, per steamers America, 1,083....Hohenzollern, 965 ...Strassburg, 1,949	3,997
To Rotterdam, per steamer Brinkburn, 200	200
Boston—To Liverpool, per steamers Iberian, 903....Norseman, 1,813 ...Parthia, 1,327	4,040
Philadelphia—To Liverpool, per steamers Indiana, 1,500.... Ohio, 1,800	3,300
Total	100,772

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen & Hamburg.	Amsterdam & Antwerp.	Reval, Cronstadt & Riga.	Barcelona and Malaga.	Genoa.	Total.
New York..	20,413	1,290	2,349	655	.....	100	100	25,287
N. Orleans.	12,907	14,639	.....	.....	.....	3,024	.....	30,570
Charleston.	2,166	.....	.....	.....	1,691	.....	.....	3,857
Savannah..	.....	.....	.....	2,454	3,876	.....	.....	7,630
Texas	6,152	.....	.....	.....	.....	.....	.....	6,152
Norfolk	8.617	.....	.....	.....	2,382	.....	.....	10,999
Baltimore..	4.680	.....	3,997	200	.....	.....	.....	8,877
Boston.....	4,040	.....	.....	.....	.....	.....	.....	4,040
Philadelp'a	3,300	.....	.....	.....	.....	.....	.....	3,300
Total...	62,275	15,929	6,316	3,339	7,949	3,124	100	100,772

Included in the above totals are, from New York to Hull, 350 bales; from Savannah to Norrkoping, 1,360 bales.

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

Galveston—For Bremen—April 27—Bark Inverallen, 2,101.
New Orleans—For Liverpool—April 28—Steamer Emiliano, 2,500.... May 1—Steamers Explorer and Federico, ——....May 2—Steamer Catalan, ——.
For Havre—April 28—Ship Charles, 5,813.
For Venice—April 28—Bark Orsala, 1,836.
For Vera Cruz—April 28 Steamer City of Mexico, 799.
Mobile—For Liverpool—April 28—Bark Aphrodite, 2,500.
Savannah—For Reval—April 30—Bark Meteor, 1,621....May 2—Bark Jacob Aal, 1,839.
For Barcelona—April 30—Bark Flora, 228.
Charleston—For Liverpool—April 27—Bark Winona, 2,055.
For Reval—April 28—Bark Expedit, 1,150.
For Barcelona—April 30—Bark Cometen, 1,750....May 2—Bark Yarmouth, 2,450.
Boston—For Liverpool—April 27—Steamers Palestine, 1,617; Samaria, 1,175; Virginian, 1,565.
Baltimore—For Liverpool—April 30—Steamer Caspian, 1,156....May 1—Steamer Sarmatian, 2,723.
Philadelphia—For Liverpool—April 27—Steamer Lord Gough, 1,300 ....May 1—Steamer Illinois, 1,500.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

Hapsburg, steamer (Ger.), Helmers, from New York, April 7, for Southampton and Bremen, was fallen in with April 17, with shaft broken, by steamship Standard, from New York, at Newcastle, E., April 25. The North German Lloyds Company on April 27 dispatched two tugs to search off Scilly and South Coast of Ireland for the disabled steamer.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	9/64@7/32	9/64@7/32	9/64@7/32	9/64@7/32	9/64@7/32	9/64@7/32
Do sail...d.	9/64@13/64	9/64@13/64	9/64@13/64	9/64@13/64	9/64@13/64	9/64@13/64
Havre, steam....c.	3/8*	3/8*	3/8*	3/8*	3/8*	3/8*
Do sail....c.	....	....	....	....	....	....
Bremen, steam..c.	15/32*	15/32*	15/32*	15/32*	15/32*	15/32*
Do sail....c.	....	....	....	....	....	....
Hamburg, steam.d.	3/16@1/4*	3/16@1/4*	3/16@1/4*	3/16@1/4*	3/16@1/4	3/16@1/4*
Do sail...d.	....	....	....	....	....	....
Amst'd'm, steam.c.	1/2	1/2	1/2	1/2	1/2	1/2
Do sail...d.	....	....	....	....	....	....
Baltic, steam....d.	9/32@5/16*	9/32@5/16*	9/32@5/16*	9/32@5/16*	9/32@5/16*	9/32@5/16*
Do sail.....c.	....	....	....	....	....	....
Barcelona, steam.c.	11/16*	11/16*	11/16*	11/16*	11/16*	11/16*
Genoa, steam ...d.	5/8*	5/8*	5/8*	5/8*	5/8*	5/8*

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	April 13	April 20	April 27	May 4.
Sales of the week.....bales.	60,000	72,000	52,000	80 000
Of which exporters took	3,500	5,000	4,400	4,500
Of which speculators took..	3,100	4,600	5,300	5,500
Sales American	47,000	50,000	39,000	62,000
Actual export.....	5,100	7,300	2,600	5,700
Forwarded.....	20,000	25,500	17,500	13,000
Total stock -Estimated.....	995,000	1,011,000	992,000	933,000
Of which American—Estim'd	730,000	743,000	735,000	693,000
Total import of the week.....	73,000	112,000	43,500	37,000
Of which American..	41,500	81,000	32,000	30,500
Amount afloat	292,000	256,000	278,000	331,000
Of which American.....	172,000	122,000	158 000	183,000

The tone of the Liverpool market for spots and futures each day of the week ending May 4, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y	Friday.
Market, 12:30 P.M.	Firmer.	Good demand freely met	Quieter.	Firmer.	Easier.	Firmer.
Mid Upl'ds	5 11/16	5 11/16	5 11/16	5 11/16	5 3/4	5 3/4
Mid. Orl'ns	5 3/4	5 3/4	5 3/4	5 3/4	5 7/8	5 7/8
Sales.....	10,000	12,000	10,000	14,000	12,000	14,000
Spec. & exp.	1,000	2,000	1,000	2,000	2,000	2,000
Futures.						
Market, 12:30 P.M.	Steady.	In buyers' favor.	Steady.	Quiet.	Dull and easier.	Firm.
Market, 5 P. M.	Quiet.	Barely steady.	Strong.	Strong.	Steady.	Irregular.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d and 6 03 means 6 3-64d.*

	Sat., Apr. 28.				Mon., Apr. 30.				Tues., May 1.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
April.....	....	....	....	...	5 46	5 46	5 45	5 45	..	....	....	....
April-May .	....	....	....	....	5 46	5 46	5 45	5 45	5 44	5 46	5 44	5 46
May-June..	5 45	5 45	5 45	5 45	5 46	5 46	5 43	5 43	5 45	5 48	5 44	5 48
June-July..	5 49	5 49	5 49	5 49	5 50	5 50	5 47	5 47	5 49	5 51	5 49	5 51
July-Aug...	5 53	5 53	5 53	5 53	5 54	5 54	5 51	5 51	5 53	5 55	5 53	5 55
Aug.-Sept..	5 57	5 57	5 56	5 56	5 58	5 58	5 55	5 55	5 57	5 60	5 57	5 60
Sept.-Oct...	....	...	....	....	5 51	5 54	5 51	5 51	5 54	5 55	5 54	5 55
Oct.-Nov....	5 48	5 48	5 48	5 48	5 46	5 46	5 46	5 46	....	....	....	....
Nov.-Dec....	5 45	5 45	5 44	5 45	5 45	5 45	5 43	5 43	5 44	5 46	5 44	5 46
Dec.-Jan....	....	....	....	....	....	...	...	....	....	....	....	....

	Wednes., May 2.				Thurs., May 3.				Fri., May 4.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
May.....	5 48	5 48	5 47	5 48	....	....	....	....	5 51	5 53	5 51	5 53
May-June..	5 48	5 50	5 47	5 50	5 48	5 48	5 47	5 47	5 51	5 54	5 50	5 53
June-July..	5 53	5 54	5 52	5 54	5 52	5 52	5 51	5 52	5 54	5 58	5 54	5 57
July-Aug...	5 57	5 58	5 56	5 59	5 56	5 56	5 55	5 56	5 59	5 61	5 59	5 60
Aug.-Sept..	5 62	5 62	5 60	5 62	5 61	5 61	5 59	5 60	5 62	6 01	5 62	5 63
Sept.-Oct...	5 58	5 58	5 56	5 58	5 56	5 56	5 55	5 56	5 58	5 60	5 58	5 60
Oct.-Nov....	5 50	5 51	5 50	5 51	5 49	5 49	5 49	5 49	5 52	5 52	5 52	5 52
Nov.-Dec..	5 47	5 48	5 47	5 48	5 47	5 47	5 46	5 46	5 49	5 50	5 48	5 50
Dec.-Jan...	....	....	....	....	....	....	....	....	....	....	....	....

BREADSTUFFS.

FRIDAY, P. M., May 4, 1883.

Flour has met with only a fair sale. The lower grades have continued comparatively scarce, though the most wanted. The higher grades, on the contrary, have been plentiful, and at the same time in light demand. Prices of the commoner brands have advanced, owing not only to their scarcity, but to an advance in wheat; the better grades have in some cases declined, owing to the burdensome supply. To-day the market was quiet but steady.

Wheat at one time was quiet on speculation, but latterly the demand has improved materially; there has been, it is stated, considerable covering of contracts done both here and at the West. The export trade has fallen off, the limits of exporters frequently being several cents below the current quotations. Prices have advanced two to three cents per bushel, largely owing to the covering operations here and at Chicago, which have been stimulated by reports of snow and rain in the Northwest. The May report of the Agricultural Bureau at Washington is awaited with considerable interest. The crop reports, as a rule, have of late been favorable. The market, however, is being manipulated, it is claimed, by a powerful clique at the West in the interest of higher prices. To-day there was a decline of ½c. on the spot here, options advancing slightly; No. 2 red sold at $1 22½@1 23 for May, $1 24@1 24½ for June, $1 25¾@1 26¼ for July and August, and $1 25¾@1 26¼ for September. The deliveries on May contracts were considerable.

Corn was pretty steady until to-day, when prices suddenly fell 1 to 3c. per bushel. The speculation has been less active. The receipts have been light and the supply here is small, that of No. 2 mixed being only 618,000 bushels, of which a considerable portion is old corn, worth more, of course, than the ordinary contract grade, and therefore not likely to be delivered on contracts. The weather to-day, however, was warmer, the Chicago market declined, and, more than all, the legitimate demand both here and at the West has been light all the week. The supply in Chicago is large, and shipments, it is expected, will soon be coming forward by canal. To-day there were sales of No. 2 mixed here at 65¾@65⅞c. for May, 65⅝@65⅞c. for June, 67c. for July, 68⅛c. for August and 69½c. for September.

Rye has been fairly active and about steady. Barley has been quiet. Oats have declined; the receipts at the West have been liberal, and the demand here only moderate. To-day the market was lower than yesterday, with sales of No. 2 mixed at 49@49⅛c. for May, 49⅛@49½c. for June, 50¼@50½c. for July and 45c. for August.

The following are closing quotations:

FLOUR.

No. 2 spring...₱ bbl.	$2 50@	3 00	Patents, winter..... ..	$5 50@	7 25
No. 2 winter	3 00@	3 75	City shipping extras.	5 50@	6 15
Superfine.....	3 85@	4 25	Southern bakers' and family brands	5 75@	6 90
Spring wheat extras..	4 25@	5 25	South'n skip'g extras.	5 15@	5 75
do bakers'.....	5 00@	6 50	Rye flour, superfine..	3 30@	3 90
Wis. & Minn. rye mix.	5 00@	6 00	Corn meal—		
Minn. clear and stra't	5 00@	6 75	Western, &c.....	3 00@	3 40
Winter shipp'g extras.	4 20@	4 40	Brandywine, &c....	3 40@	3 50
Patents, spring.....	6 00@	7 75			

GRAIN.

Wheat—		Oats—	
Spring, per bush.	.....@	Mixed.....	49½@ 52
Spring No. 2.....	.....@	White.....	53 @ 56½
Red winter, No. 2	1 24 @1 25¼	No. 2 mixed.....	49 @ 49¼
Red winter	1 06 @1 25	No. 2 white.....	54¼ @ .....
White.....	90 @1 26	Barley—	
White No. 1.....	1 15 @1 16	Canada No 1....	95 @ .....
Corn—West. mixed	60 @ 66	Canada bright...	97 @ 98
West. mix. No. 2.	65¼@ 66⅛	Canada No. 2....	85 @ .....
White	67 @ 70	State, 4-rowed...	85 @ 88
Yellow.....	67 @ 70	State, 2-rowed...	78 @ 80
Rye—Western	73 @ 78		
State & Canada..	74 @ 79½		

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Apr. 28 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48 lbs	Bush.56 lbs
Chicago.....	33,874	89,622	507,922	557,415	65,882	18,880
Milwaukee..	87,190	113,371	7,190	55,462	50,249	11,560
Toledo.....	870	138,010	181,067	33,052	2,340	2,465
Detroit... ..	4,315	61,586	10,670	17,163	7,292	.....
Cleveland....	1,835	13,290	39,000	4,900	5,762	390
St. Louis	28,960	96,566	170.180	119,034	12,291	1,467
Peoria.	770	5,450	122,000	267,900	6,000	22,500
Duluth	.....	51,754	.....	.....	.....	... ..
Tot. wk. '83	107,840	569,649	1,029,029	1,054,826	149,806	57,262
Same wk. '82	148,602	664,019	2,295,471	833,766	156,344	15,161
Same wk. '81	192,432	984,618	2,210,400	873,213	75,833	40,807
Since Aug. 1—						
1882.....	7,379,419	65,606,119	71,446,362	38,995,276	14,280,128	8,699,867
1881.....	6,057,857	35,530,845	87,060,361	21,243,723	3,430,018	
1880.....	6,624,901	65,939,026	88,748,402	31,318,088	11,117,848	3,009,833

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Apr. 28, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour... ....bbls.	3,146,515	2,377,234	2,907,071	1,649,211
Wheat..... bush.	7,856.115	6,201,285	9,293,918	10,351,377
Corn.....	30,035,244	24.596,468	21,109,791	30,573,677
Oats.....	12,967,346	9,937,492	8,974,295	5,705,465
Barley	4,097,399	1,808,639	1,736.226	1,290.450
Rye	729,423	833,253	845,238	639,606
Total grain	55,685,527	43,387,137	41,959,469	48,560.575

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week Apr. 28.	1882. Week Apr. 29.	1881. Week Apr. 30.	1880. Week May 1
Flour... .....bbls.	97,430	79,987	166,584	95,260
Wheat.. ....bush.	199,042	149,991	985,661	119,217
Corn....	1,499,851	528.700	1,520,936	400.813
Oats....	919,004	582,098	483,564	495,319
Barley.....	142,457	93,263	53,695	49.770
Rye.....	29,950	44,105	37,700	34,220
Total.....	2,790,304	1,398,757	3,069,926	1,159.339

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Apr. 28...101,870	1,935,593	3,721,697	1,152,862	142,457	59,611	
Apr. 21.... 97,387	207,961	1,317,421	757,800	148,627	76,687	
Apr. 14.... 90,751	249,775	1,309,017	559,525	116,241	27,005	
Apr. 7...150,315	236,394	1,241,074	582,123	171,898	20,294	
Tot., 4 w. 440,323	2,629,723	7,792,209	3,051,110	579,223	183,597	
4 w'ks 82..457,652	1,811,260	8,215,998	2,643,592	344,617	193,761	

The receipts of flour and grain at the seaboard ports for the week ended April 28 follow:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	67,516	91,000	206,055	183,600	45,100	61,268
Boston	52,705	33,600	117,087	105,375	12,000	.....
Portland	3,575	87,706	10,500	2,800	.....	.....
Montreal	8,848	2,950	.....	111	900	.....
Philadelphia	22,167	50,000	101,200	97,750	7,200	.....
Baltimore	18,890	122,352	238,404	9,684	.....	2,332
New Orleans	9,439	.....	465,813	13,073	.....	.....
Total week	183,140	407,608	1,139,059	412,393	65,200	63,600
Cor. week '82	198,255	536,249	720,992	489,554	107,575	52,200

The total receipts at the same ports for the period from Dec. 25, 1882, to Apr. 28, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80
Flour....bbls.	5,014,725	3,729,250	4,512,934	2,880,819
Wheat....bush.	15,447,427	8,646,976	21,181,766	17,449,712
Corn	30,649,905	11,061,943	28,632,718	43,790,607
Oats	8,128,536	7,577,134	7,339,026	6,304,961
Barley	1,938,376	2,053,261	1,846,740	1,386,079
Rye	402,967	237,363	569,111	355,841
Total grain	56,567,211	29,579,682	59,569,361	69,287,200

The exports from the several seaboard ports for week ending April 28, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	65,040	551,878	427,849	1,866	108,203	430
Boston	70,404	101,678	2,727	.....	.....	.....
Portland	2,196	87,706	285	.....	.....	25,830
Montreal	.....	.....	.....	.....	.....	.....
Philadel	12,735	31,827	416,834	.....	.....	.....
Baltim're	12,538	163,940	211,870	.....	.....	.....
N.Orl'ns	.....	.....	272,641	.....	.....	.....
Total w'k.	162,913	937,029	1,332,206	1,866	108,203	26,260
S'me time 1882	70,046	538,147	266,179	967	48,014	50,53

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, Apr. 28.	1882. Week, Apr. 29.	1883. Week, Apr. 28.	1882. Week, Apr. 29.	1883. Week, Apr. 28.	1882. Week, Apr. 29.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un.King.	110,851	33,632	554,483	357,790	955,783	215,171
Contin'nt	2,817	3,388	379,546	176,362	368,795	28,142
S.&C.Am	18,136	6,602	.....	.....	2,696	4,894
W. Indies	16,796	9,567	3,000	3,995	3,226	12,138
Brit. Col's	13,715	16,519	.....	.....	400	4,900
Oth.c'nt's	598	338	.....	.....	1,306	934
Total	162,913	70,046	937,029	538,147	1,332,206	266,179

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to Apr. 28.	1881-82. Sept. 1 to Apr. 29.	1882-83. Sept. 1 to Apr. 28.	1881-82. Sept. 1 to Apr. 29.	1882-83. Sept. 1 to Apr. 28.	1881-82. Sept. 1 to Apr. 29.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	4,647,433	2,221,029	30,003,406	23,942,445	21,512,544	17,852,664
Continent	885,160	161,542	23,155,680	9,879,999	4,079,465	4,216,022
S. & C. Am	483,054	472,580	104,936	6,397	250,738	342,673
West Indies	626,355	443,371	58,550	31,271	283,513	458,538
Brit. Col'nies	377,978	339,323	7,806	45	76,238	110,082
Oth. countr's	30,200	25,269	203,206	226,134	107,211	65,241
Total	6,550,181	3,666,114	53,533,584	34,086,291	26,315,709	23,045,820

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Apr. 28, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	3,079,656	690,600	877,740	12,305	100,332
Do. afloat (est.)	300,000	.....	.....	62,000	155,000
Albany	22,000	20,000	46,000	8,000	4,000
Buffalo	544,991	.....	28,321	124,097	12,872
Chicago	6,072,765	6,790,055	1,208,333	51,488	835,232
Milwaukee	1,278,855	162,001	1,694	184,878	48,630
Duluth	1,426,507	.....	.....	.....	.....
Toledo	1,693,931	558,650	46,112	5,456	11,218
Detroit	1,457,483	88,139	26,552	4,584	.....
Oswego	42,000	12,000	2,000	155,000	68,717
St. Louis	733,987	2,087,402	98,722	18,096	49,602
Cincinnati	69,576	49,271	34,043	70,707	89,423
Boston	112,372	104,619	150,964	2,931	1,336
Toronto	435,026	1,500	.....	96,237	19
Montreal	216,972	9,131	90,734	34,536	26,928
Philadelphia	363,440	467,035	148,819	.....	.....
Peoria	4,434	506,700	180,323	8,710	125,333
Indianapolis	267,700	81,800	42,700	.....	16,400
Kansas City	135,213	302,403	7,894	110	25,227
Baltimore	519,405	278,991	.....	.....	.....
Down Mississippi	.....	220,227	56,884	.....	.....
On lake	1,736,556	2,524,846	238,858	.....	29,661
On rail	269,042	1,938,851	1,171,501	142,457	29,950
Tot. Apr. 28, '83	20,781,911	16,894,226	4,453,197	981,695	1,627,880
Tot. Apr. 21, '83	21,201,544	17,681,940	4,020,629	986,623	1,708,658
Tot. Apr. 14, '83	21,708,330	18,129,926	3,873,801	1,192,149	1,637,107
Tot. Apr. 7, '83	22,349,953	18,223,008	4,057,698	1,095,230	1,857,858
Tot. Apr. 29, '82	10,577,543	8,407,247	2,169,813	609,185	1,092,759

THE DRY GOODS TRADE.

FRIDAY, P. M., May 4, 1883.

There has been throughout the past week a continuation of the quiet tone lately noticed in the wholesale branches of the dry-goods trade. Operations on the part of package buyers were almost wholly restricted to the purchase of such small assorted lots as are required for immediate distribution, and business was therefore light and disappointing to manufacturers' agents and importers. The jobbing trade was barely up to expectations, yet a fair distribution of both staple and department goods was made by some of the leading firms. Values are nominally unchanged, but it is a buyer's market, and there is more pressure to sell certain kinds of cotton and woolen goods, points, &c., so that buyers of round lots can make purchases upon more favorable terms than a short time ago.

Domestic Cotton Goods.—The exports of domestics for the week were 2,302 packages, including 1,328 to Great Britain, 278 to Chili, 146 to Brazil, 119 to Hayti, 113 to Venzuela, &c. Bleached cottons were in irregular demand, and, while the finer qualities ruled quiet and steady, a fair business was done in low medium grades by means of lower prices. Brown sheetings and drills were lightly dealt in, and the demand for colored cottons was chiefly of a hand-to-mouth character, but wide sheetings continued in fair request, and there was a considerable movement in cotton flannels on account of former orders. Print cloths ruled quiet at 3⅝c., less 1 per cent for 64x64 "spots," 3⅝c. flat for 64x64 "futures" and 3½c. for 56x60s. Prints and ginghams were in light demand at first hands, but moderatively active with jobbers.

Domestic Woolen Goods.—The situation in the woolen goods market has not materially changed. A slight improvement in the demand for men's wear woolens was reported in some quarters, but business in this connection is still unsatisfactory, and manufacturers have resolved to curtail production in many cases because of the poor outlook. The clothing trade was a trifle more active, but there is still great room for improvement. Cassimeres have been mostly quiet, and there was only a moderate call for worsted coatings, but a fair business was done in satinets. Kentucky jeans were dull, except a few of the best doeskin makes, in which a freer movement was stimulated by reduced prices. Dress goods and cloakings were in moderate request, but flannels and blankets continued slow of sale, as usual at this stage of the season, and there was only a slight improvement in the demand for hosiery and knit underwear.

Foreign Dry Goods were jobbed in very fair quantities, but the demand at first hands was chiefly confined to a few specialties, as summer dress fabrics, fancy silks, &c. Staple goods, as linens, white goods, men's wear woolens, &c., ruled quiet, and sales of embroideries and laces were chiefly effected through the medium of the auction rooms.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending May 3, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.																	
	Week Ending May 4, 1882.		Since Jan 1, 1882.				Week Ending May 3, 1883.		Since Jan 1, 1883.									
	Pkgs.	Value.	Pkgs.	Value.			Pkgs.	Value.	Pkgs.	Value.								
Manufactures of—		$		$				$		$								
Wool	391	149,304	18,776	8,418,184			310	109,156	16,551	7,188,641								
Cotton	1,256	350,065	33,276	10,992,335			705	234,498	28,394	9,916,716								
Silk	739	534,564	20,061	13,852,818			463	277,842	15,258	9,582,099								
Flax	1,547	279,390	34,415	6,017,235			531	97,594	28,608	5,217,782								
Miscellaneous	570	155,365	51,422	3,925,576			260	61,536	53,910	3,223,625								
Total	4,503	1,448,685	157,950	43,206,143			2,269	784,596	142,751	35,128,862								
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.																		
Manufactures of—																		
Wool	208	80,745	6,052	2,539,002			316	124,715	8,066	3,395,274								
Cotton	130	35,921	5,823	1,741,545			162	43,577	8,314	2,662,297								
Silk	139	93,925	2,885	2,211,807			160	102,096	4,247	3,259,400								
Flax	282	56,138	442	1,717,074			160	56,970	10,729	1,886,659								
Miscellaneous	1,750	37,364	64,740	1,198,754			5,114	68,342	70,168	1,266,721								
Total	2,509	303,493	89,806	9,408,182			6,194	395,690	101,524	12,420,351								
Ent'd for consumpt.	4,503	1,448,685	157,950	43,206,148			2,269	784,596	142,751	35,128,862								
Total on market	7,012	1,752,181	247,756	52,614,330			8,463	1,180,276	244,275	47,549,213								
ENTERED FOR WAREHOUSE DURING SAME PERIOD.																		
Manufactures of—																		
Wool	181	59,273	6,484	2,652,931			408	149,594	10,049	4,076,483								
Cotton	281	60,383	5,871	1,728,559			172	53,692	8,587	2,587,960								
Silk	130	74,047	2,391	1,941,260			265	164,120	5,313	3,787,350								
Flax	257	55,897	8,533	1,546,317			221	38,847	8,045	1,506,445								
Miscellaneous	178	30,146	56,805	1,056,641			2,430	65,286	82,423	1,571,464								
Total	1,027	279,746	80,284	8,925,008			3,496	471,539	114,417	18,479,702								
Ent'd for consumpt.	4,503	1,448,686	157,950	43,206,148			2,269	784,588	142,751	35,128,862								
Total at the port	5,530	1,728,434	238,234	52,131,156			5,765	1,256,125	257,168	48,608,564								

THE DRY GOODS TRADE.

FRIDAY, P. M., May 4, 1883.

There has been throughout the past week a continuation of the quiet tone lately noticed in the wholesale branches of the

Commercial Cards.

Dan Talmage's Sons & Co

MILLERS, FACTORS

AND COMMISSION MERCHANTS IN

RICE,

96 Wall Street, New York,
10, 12 & 14 East Bay, Charleston,
108 Bay Street, Savannah,
41 & 43 North Peters St., New Orleans

Brinckerhoff, Turner & Co.,

Manufacturers and Dealers in

COTTON SAIL DUCK

And all kinds of

COTTON CANVAS, FELTING DUCK, CAR COVERING, BAGGING, RAVENS DUCK, SAIL TWINES, &c., "ONTARIO" SEAMLESS BAGS, "AWNING STRIPES

Also, Agents

UNITED STATES BUNTING CO.

A full supply, all Widths and Colors, always in stock

No. 109 Duane Street.

Joy, Lincoln & Motley.

SUCCESSORS TO

E. R. MUDGE, SAWYER & CO.,

43 & 45 WHITE STREET, NEW YORK. 15 CHAUNCEY STREET, BOSTON.

AGENTS FOR

Ocean Mills Co., Atlantic Cotton Mills, Peabody Mills, Chicopee Mfg. Co., Herton New Mills, White Mfg. Co., Saratoga Victory Mfg. Co., Hosiery and Yarn Mills

Bliss, Fabyan & Co.,

New York, Boston, Philadelphia,

SELLING AGENTS FOR LEADING BRANDS

BROWN & BLEACHED SHIRTINGS AND SHEETINGS,

PRINTS, DENIMS, TICKS, DUCKS, &c.

Towels, Quilts, White Goods & Hosiery

Drills, Sheetings, &c., for Export Trade.

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Fine Custom Shirts our Specialty. Over Twenty Years' experience warrants the assertion that our Dress Shirts are unequalled for style, appearance and workmanship. We guarantee in all cases a perfect fit.

SAMUEL BUDD,

Broadway & 24th Street, New York.

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HOUSEKEEPERS AND OCCUPANTS OF OFFICES take notice. Before buying your Carpets Linoleum, Oilcloths, or Mattings, call at BENDALL'S Misfit Carpet Store, 114 Fulton St., basement floor, Cheapest place in New York.

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Thousands in daily use by doctors, lawyers, ministers, editors, merchants, &c., &c. Send 3-cent stamp for elegantly illustrated 36-page catalogue to

The Pope Mfg. Co.,

642 Washington St., BOSTON, Mass.

New York Riding School,

214 E. 34TH ST., NEAR THIRD AVE

Canadian Bankers.

Merchants Bank

OF CANADA.

Capital, - - - $5,700,000 Paid Up.

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Vice-President, ROBERT ANDERSON, Esq.

HEAD OFFICE, MONTREAL.

GEORGE HAGUE, General Manager.
J. H. PLUMMER, Assistant General Manager.

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LONDON, ENG.—The Clydesdale Bank (Limited.)
NEW YORK—The Bank of New York, N.B.A.

The New York Agency buys and sells Sterling Exchange, Cable Transfers, issues Credits available in all parts of the world, makes collections in Canada and elsewhere, and issues Drafts payable at any of the offices of the bank in Canada. Every description of foreign banking business undertaken.

New York Agency, No. 61 Wall Street.

HENRY HAGUE, JOHN B. HARRIS, JR., } Agents.

Bank of Montreal.

CAPITAL, - - - $12,000,000, Gold.
SURPLUS, - - - $5,500,000, Gold.

C. F. SMITHERS, President.
W. J. BUCHANAN, General Manager.

NEW YORK OFFICE,

Nos. 59 & 61 WALL STREET.

WALTER WATSON, ALEX'R LANG, } Agents.

Buy and sell Sterling Exchange, Francs and Cable Transfers; grant Commercial and Travelers' Credits, available in any part of the world; issue drafts on and make collections in, Chicago and throughout the Dominion of Canada.

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Imperial Bank of Canada.

CAPITAL (paid up), - - - $1,300,000
RESERVE, - - - - - - - $460,000

H. S. HOWLAND, Pres't. D. R. WILKIE, Cashier

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Buy and sell Government, State, Municipal and Railroad Bonds and Stocks. Investments for Savings Banks a specialty. Correspondence solicited.

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Dealers in Government, State, County, City and Railroad Bonds, Bank Stocks, &c.
Desirable Investment Securities constantly on hand

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Special attention given to the negotiation of Foreign Bills of Exchange, Collateral Loans and Commercial Paper.
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BANKERS,

And Dealers in Governments, Stocks and Investment Securities,

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Have Western Union wires in their offices, by means of which immediate communication can be had with all commercial points in the country. Especial attention given to purchase and sale of Virginia Consols, Ten-forties, Deferred and all issues of the State, and to all classes of Southern State, City and Railway Securities. Correspondence solicited.

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We give special attention to collections on all accessible points.
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B. F. WEEMS, Cashier. BENJ. A. BOTTS, Pres't.

Thos. P. Miller & Co.,

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MOBILE, ALABAMA.

Special attention paid to collections, with prompt remittances at current rates of exchange on day of payment. Buy and sell State of Alabama and City of Mobile Bonds.
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Collections made on all parts of the United States

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Collections made on all Southern points on best terms; prompt returns.
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THOMAS BRANCH & CO.,
BANKERS AND COMMISSION MERCHANTS.
RICHMOND, VIRGINIA.

Virginia Bonds funded under the Funding Act passed by the last Legislature, for ½ per cent commission. New North Carolina 6 per cent bonds, secured by lien on the State's stock in the North Carolina Railroad, for sale.

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BANK OF CHARLESTON,
NATIONAL BANKING ASSOCIATION,
CHARLESTON, S. C.
SPECIAL ATTENTION GIVEN TO COLLECTIONS.

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N. W. Harris & Co.,

INVESTMENT BANKERS,

No. 176 DEARBORN STREET,

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BONDS, State, County, City, Town, School and Car Trust Bought and Sold.

The funding of entire issues receives special attention. Write us if you wish to buy or sell.

Montana National Bank,

HELENA, M. T.

UNITED STATES DEPOSITORY.

Capital, - - - - - - - - - $250,000

C. A. BROADWATER, Pres't. A. G. CLARKE, V.-Pres't.
E. SHARPE, Cashier.

THOS. M. THORNTON. WM. W. THORNTON, Cash
W. F. THORNTON & SON,
(Established 1859,)
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Collections made in Shelby and adjoining Counties and Proceeds remitted on Day of Payment.
REFERENCES—National Bank of Commerce, New York. Union National Bank, Cincinnati. Third National Bank, St. Louis. Traders' Bank, Chicago. Indiana Banking Company, Indianapolis.

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Defaulted Bonds of Missouri Kansas and Illinois Specialty. Good Investment Securities, paying 4½ to 10 per cent, for sale.
References in New York, by permission, Clark Dodge & Co., 51 Wall St.; Hatch & Foote, 12 Wall St. References in St. Louis, Banks generally.

Western Bankers.

The First National Bank.

GRAND RAPIDS, MICH., Feb. 24, 1883.

The First National Bank, of Grand Rapids, located at Grand Rapids, in the State of Michigan, is closing up its affairs, its corporate existence, having expired on February 24, 1883. All note holders and other creditors of said association are therefore hereby notified to present the notes and other claims against the association for payment.
HARVEY J. HOLLISTER, Cashier.

The Old National Bank
OF GRAND RAPIDS, MICH.

Capital Limit, - - - - - $1,500,000
Capital Paid in, - - - - 400,000

Referring to the foregoing the officers and directors of the OLD NATIONAL BANK OF GRAND RAPIDS, beg leave to announce that on Monday, February 26 inst., they will continue the business of banking in all its branches, at the same place of business, as successor of the First National Bank of Grand Rapids.
As substantially the same management will continue in the new organization, with equal capital (which will be speedily doubled) it is hoped the generous confidence and patronage so long bestowed upon its predecessor, will be continued to the present institution.
S. L. WITHEY, President.
H. J. HOLLISTER, Cashier.

C. F. PENZEL, President. { STATE BANK, Incorporated 1875. } C. T. WALKER Cashier.

German Bank,

LITTLE ROCK, ARK.

CAPITAL (Paid-in) - - - - - - $75,000
SURPLUS, - - - - - - - - - 25,000

Prompt attention given to all business in our line N. Y. CORRESPONDENTS—Donnell, Lawson & Co. and the Metropolitan National Bank.

George Eustis & Co.,

BROKERS

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The Undersigned hold REGULAR AUCTION SALES of all classes of
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(ANNUAL.)

1883.

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double-column octavo pages of reading matter yearly. It presents in an inexpensive form, considering its great amount of matter, with freshness, owing to its weekly issue, and with a satisfactory completeness attempted by no other publication, the best Essays, Reviews, Criticisms, Serial and Short Stories, Sketches of Travel and Discovery, Poetry, Scientific, Biographical, Historical and Political Information, from the entire body of Foreign Periodical Literature.

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OF NEW YORK.

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ISSUES EVERY DESCRIPTION OF
LIFE & ENDOWMENT POLICIES
Rates Lower than other Companies.

ORGANIZED APRIL 14TH, 1842.

ASSETS, $95,000 000.

Insurance.

OFFICE OF THE

ATLANTIC

Mutual Insurance Co.,

NEW YORK, January 25, 1883.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1882:

Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$4,412,693 58
Premiums on Policies not marked off 1st January, 1882	1,516,844 85
Total Marine Premiums	$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90
Losses paid during the same period	$2,013,767 35
Returns of Premiums and Expenses	$823,304 50

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,974,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
remium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPM/ Secretary.

TRUSTEES:

J. D. Jones,	Horace Gray,
Charles Dennis,	Edmund W. Corlies,
W. H. H. Moore,	John Elliott,
Lewis Curtis,	Adolph Lemoyne
Charles H. Russell,	Robt. B. Minturn,
James Low,	Charles H. Marshall,
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A. A. Raven,	James G. De Forest,
Wm. Sturgis,	Samuel Willetts,
Benjamin H. Field,	Charles D. Leverich,
Josiah O. Low,	William Bryce,
William E. Dodge,	William H. Fogg,
Royal Phelps,	Thomas B. Coddington
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CHARLES DENNIS, Vice-President.

W. H. H. MOORE, 2d Vice-President.

A. A. RAVEN 3d Vice-President.

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GENERAL TRANSATLANTIC CO.

Between NEW YORK and HAVRE,

From Pier (new) 42 North River, foot of Morton St. Travelers by this line avoid both transit by English Railway and the discomforts of crossing the Channel in a small boat.

AMERIQUE, Santelli..... .....Wed., May 9, 7 A. M.
CANADA, Frangeul.....Wed., May 16, 1 P.M.
NORMANDIE (new), Servan....Wed., May 23, 8 P.M

PRICE OF PASSAGE—(including wine): To Havre—First cabin, $100 and $80; second cabin, $60; steerage, $28—including wine, bedding and utensils. Return tickets at very reduced rates. Checks on Banque Transatlantique, Havre and Paris, in amounts to suit.

Special Train from Havre to Paris.

The Compagnie Generale Transatlantique delivers at its office in New York special train tickets from Havre to Paris. Baggage checked through to Paris without examination at Havre, provided passengers have the same delivered at the Company's Dock in New York, Pier 42 North River, foot of Morton St. at least two hours before the departure of a steamer

LOUIS DE BEBIAN, Agent,
No. 6 Bowling Green.

Miscellaneous.

Bullard & Wheeler,

119 MAIDEN LANE,
NEW YORK.

BAGGING AND IRON TIES,
(FOR BALING COTTON.)

Agents for the following brands of Jute Bagging: "Eagle Mills," "Brooklyn City," "Georgia," "Carolina," "Nevins O," "Union Star," "Salem," "Horicon Mills" "Jersey Mills" and "Dover Mills."
IMPORTERS OF IRON TIES.

BAGGING.

WARREN, JONES & GRATZ

ST. LOUIS, Mo.

Manufacturers' Agents for the sale of Jute Bagging. Furnish covering annually for one-fifth of the entire Cotton Crop. Correspondence from large dealers solicited.

Cotton.

A. B. GWATHMEY. J. O. BLOSS.

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COTTON MERCHANTS,

No. 123 Pearl Street, New York.

Special attention given to the execution of orders for the purchase and sale of contracts for future delivery in New York and Liverpool.

Rountree & Co.,

COTTON COMMISSION MERCHANTS
No. 12 OLD SLIP,
Cor. Water Street, **NEW YORK,**
And NORFOLK, VA.

☞ Special attention given to the execution of orders for the purchase and sale of Cotton for future delivery. Liberal advances made on consignments.

Dennis Perkins & Co.,

COTTON BROKERS,
125 Pearl Street, New York.
Orders for Spot Cotton and Futures promptly executed.

William H. Beede & Co.

COTTON BROKERS,
No 114 PEARL STREET.
Special attention given to orders for the buying and selling of COTTON FOR FUTURE DELIVERY.

WALTER & KHOHN,

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53 BEAVER STREET, NEW YORK.

Geo. Copeland & Co.,

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Cotton.

Henry Hentz & Co.,

COMMISSION MERCHANTS,
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EXECUTE ORDERS FOR FUTURE DELIVERY
COTTON
at the NEW YORK, LIVERPOOL AND NEW ORLEANS COTTON EXCHANGES. Also orders for
COFFEE
at the NEW YORK COFFEE EXCHANGE.
CORRESPONDENTS:
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CASH CAPITAL	$3,000,000 00
Reserve for Unearned Premiums	2,116,832 00
Reserve for Unpaid Losses and Claims	317,596 01
Net Surplus	1,774,061 06
Cash Assets, January 1, 1883	$7,208,489 07

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

ÆTNA
Insurance Company
OF HARTFORD.

Assets January 1, 1883	$9,054,610 58
Liabilities for unpaid losses and re-insurance fund	1,961,428 46
Capital	4,000,000 00
NET SURPLUS	$3,193,182 12

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& Mercantile Ins. Co.
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REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

VOL. 36. NEW YORK, MAY 12, 1883. NO. 935.

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Banque Centrale Anversoise,

ANTWERP.

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BOSTON.

CAPITAL, - - - - - - - $400,000
SURPLUS, - - - - - - - - 400,000

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RESERVE FUND..... 2,350,000

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SAN FRANCISCO Office, 422 California, St.
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BOSTON Correspond'ts, Massachusetts N. Bk.

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Paid-up Capital, - - - - 1,500,000
Reserve Fund, - - - - - - 350,000

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The First National Bank.
GRAND RAPIDS, MICH., Feb. 24, 1883.
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HARVEY J. HOLLISTER, Cashier.

The Old National Bank
OF GRAND RAPIDS, MICH.

Capital Limit, - - - - - $1,500,000
Capital Paid in, - - - - 400,000

Referring to the foregoing the officers and directors of the OLD NATIONAL BANK OF GRAND RAPIDS, beg leave to announce that on Monday, February 26 inst., they will continue the business of banking in all its branches, at the same place of business, as successor of the First National Bank of Grand Rapids.
As substantially the same management will continue in the new organization, with equal capital (which will be speedily doubled) it is hoped the generous confidence and patronage so long bestowed upon its predecessor, will be continued to the present institution.
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H. J. HOLLISTER, Cashier.

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C. F. PENZEL, President. | STATE BANK, Incorporated 1875. | C. T. WALKER Cashier.

German Bank,

LITTLE ROCK, ARK.

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SURPLUS, - - - - - - - - - - 25,000

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Brooklyn Elevated RR. Securities.
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PENNSYLVANIA RAILROAD CO.,
TREASURER'S DEPARTMENT,
PHILADELPHIA, May 1, 1883.

The Board of Directors has this day declared a Semi-annual Dividend of FOUR PER CENT upon the capital Stock of the Company, clear of all taxes, payable on and after May 29, 1883, to shareholders, as registered on the books at 3 o'clock, P. M., April 30th ult. The said dividend will be paid in the proportion of two per cent in cash, and two per cent in scrip, redeemable in cash upon its delivery, or convertible into the Capital Stock of the Company at par, prior to August 1, 1883, when presented in sums of fifty dollars.

Stockholders will also have the option of subscribing at par to the Stock of the Company, in the proportion of four per cent of the number of shares registered in their names April 30, 1883. Those who are entitled to a fraction of a share can subscribe for a full share. All subscriptions must be made and paid for in full on or before June 15, 1883, as no subscriptions will be received after that date. The privilege of taking new stock may be sold by shareholders, and blank forms of allotments will be furnished upon application. On May 29 dividends will be paid to women only.

JOHN D. TAYLOR,
Treasurer.

BIDS WILL BE RECEIVED BY THE Commissioners of Marion County, Indiana, at their office, in the Courthouse at Indianapolis, Ind., up to May 15, 1883, for the purchase of $200,000 5 per cent semi-annual coupon bonds of said county, principal and interest payable at the banking office of WINSLOW, LANIER & CO., in the City of New York. Said bonds to be dated June 1, 1883, and to run 10 years. The purchaser to deposit the money and receive the bonds on June 1 1883, at said banking office of WINSLOW, LANIER & CO., New York City.

J. L. MOTHERSHEAD,
Treasurer Marion County.

OFFICE OF THE JOCUISTITA MINING CO., MILLS BUILDING, No. 15 Broad St., New York, May 9, 1883.

DIVIDEND No. 8.

The Jocuistita Mining Company has this day declared a quarterly dividend of Fifty Thousand Dollars, being FIFTY CENTS (50c.) PER SHARE, payable at the office of Lounsbery & Haggin, Mills Building, No. 15 Broad Street, on the 31st inst.

Transfer books close on the 25th inst.

R. P. LOUNSBERY, President.

OREGON RAILWAY & NAVIGATION CO., New York, May 8, 1883.

The annual meeting of the stockholders will be held in Portland, Oregon, June 18, 1883. The stock transfer books close May 18 and re-open June 20, 1883.

T. H. TYNDALE,
Assistant Secretary.

OREGON & TRANSCONTINENTAL COMPANY, New York, May 8, 1883.

The annual meeting of the the stockholders will be held in Portland, Oregon, June 18, 1883. The stock transfer books close May 18 and re-open June 20, 1883.

C. A. SPOFFORD,
Assistant Secretary.

OREGON IMPROVEMENT COMPANY, New York, May 8, 1883.

The annual meeting of the stockholders will be held in Portland, Oregon, June 18, 1883. The stock transfer books close May 18 and re-open June 20, 1883.

T. H. TYNDALE,
Secretary.

LINCOLN NATIONAL BANK,
NEW YORK, May 1, 1883.

The WESTCHESTER, New York, TOWN BONDS, and Coupons of the same, now due and maturing, will be paid on presentation at the Lincoln National Bank, 5 Vanderbilt Avenue, New York City.

J. H. B. EDGAR, Cashier.

To Let.

Welles Building.

Some offices, both large and small, suitable for Banking, Insurance, Brokers, Lawyers, and other business purposes, are still unlet in this magnificent building, situated on Broadway and Beaver Street opposite Bowling Green. This building is so thoroughly fire-proof that the owner has no insurance thereon whatever. The boiler-room is outside and separate from the building, which avoids all danger from explosion. Every office is well lighted and ventilated, and the plumbing work is on an entirely new system, and so constructed as to exclude sewer gas and noxious odors of every kind, and every office is abundantly supplied with pure spring water from an artesian well on the premises. For rent and particulars apply in said building to

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FREDERICK P. OLCOTT, } Vice-Presidents.
B. B. SHERMAN, }
C. H. P. BABCOCK, Secretary.
GEORGE SHERMAN, Assistant Secretary.

BOARD OF TRUSTEES.

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Jac'b D. Vermilye	Jno. Thorne,	Benj. B. Sherman,
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THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

[Entered, according to act of Congress, in the year 1883, by WM. B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

VOL. 36. SATURDAY, MAY 12, 1883. NO. 933.

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The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE *is published in New York every Saturday morning.*

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WILLIAM B. DANA. }
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79 & 81 William Street, NEW YORK.
POST OFFICE BOX 958.

On page 531 will be found the detailed returns, by States, of the National Banks, under the Comptroller's call of March 13, kindly furnished us by Mr. KNOX. Previous returns were published, those for Dec. 30 in the CHRONICLE of March 24, page 337, those for Oct. 3 in the issue of Nov. 18, page 568.

THE FINANCIAL SITUATION.

In a general way there is nothing to be said changing in any material degree the business conditions, as indicated by us last week. And yet the issue yesterday of the May crop report of the Agricultural Department at Washington (full details of which we give in our Breadstuffs and Cotton Reports to-day) has certainly been reassuring. In substance the report estimates the first of May outlook as indicating a loss in winter wheat of 77 million bushels, compared with last year's yield. But the Department states that an increased area will be given to spring wheat. Hence a fair conclusion from the whole report is, that with a favorable season, the loss on winter wheat will in this manner be in part made good, reducing the net estimated loss in total crop to possibly 40 million bushels or less. In view of the very unpromising crop estimates that have been afloat, especially during the past ten days, these figures are an encouraging feature, the full influence of which, however, will develop only as the season advances, and an actual favorable result becomes assured.

In the meantime our stock market and all departments of business remain in a very quiet state, with the present situation one of real strength and hope. In the absence of any disposition in the general public to speculate, some circles have appeared to find encouragement for higher market values later on, in the disposition our Legislature has shown to widen materially the class of investments corporations are allowed to put their money into. The main bill covering this point (called the Page Bill) is the one with regard to savings banks, allowing them to invest in any securities which the Superintendent of the Banking Department, the Governor, Comptroller and State Treasurer, or a majority of them, may approve. Another is the act (called the Bowen Bill) permitting fire insurance companies to invest their surplus in any securities within the discretion of their Board of Directors, if approved of by the Superintendent of the Insurance Department. Still another is the general act (called Mr. Mackin's bill), which authorizes any corporation, except savings banks, organized in this State to invest its funds in the "securities of any other cor-"porations owning lands situated in this State, &c.," provided "that loans shall not be made on any "stocks upon which dividends shall not have been "declared continuously for three years, immediately before "such loans are made; and provided further, that such "stocks shall be continuously of a market value twenty "per cent greater than the amount loaned or continued "thereon."

It is to be said with regard to these matters that none of the acts referred to, except the last, has as yet been signed by the Governor, so it is rather premature to rest many hopes upon them respecting market values. Quite an active opposition has been excited against the Page Bill, which is certainly an innovation, and will, we doubt not, be carefully considered before it is signed. The Connecticut law permits savings banks to invest in bonds of railroads that have paid interest upon their bonds, and an annual dividend upon their stock of at least five per cent for the preceding five years. No objection could certainly be made to such a provision, and something in that direction would seem to be quite desirable in view of the difficulty holders of trust funds now find in securing any considerable return for their moneys put into any kind of quick asset which is at present authorized. With less than three per cent obtained on investments in Government bonds and the total outstanding all the time decreasing, with State securities becoming almost nominal in amount and very high, and with good city securities also scarce, it is not surprising that a disposition should exist to open the door to a more diversified class of investments. Of course, how-

ever, security is the first requisite in all these matters, but convertibility is another requisite for at least 40 per cent of the assets; and, furthermore, the classes for whose use savings banks are intended are entitled to as large dividends as may be compatible with security. These are features which, in the existing and changing condition of our Government bond market, it will not do to ignore while fixing limits for corporate investments.

Considerable discussion has also been in progress during the week as to the effect on stock investments of the important decision handed down on Monday by the Supreme Court of the United States with reference to the power of a State to fix railroad tolls for freight and passengers. The question arose in the case between the Chicago Burlington & Quincy Railroad and the State of Illinois, and the decision seems to settle definitely and finally the authority of any legislature to do pretty much as it pleases in regulating rates. In fact, unless the charter contains a clear and explicit grant from the State exempting it from governmental control, or some positive contract on the part of the State under which the right to fix rates is conferred upon the road, the Legislature retains full jurisdiction. In the Burlington & Quincy case it was claimed that such authority had been granted, under a clause in its charter giving the company power "to establish such rates of toll "for the conveyance of persons and property as they "shall from time to time by their by-laws determine." But the Court holds that this is to be interpreted as conferring authority only to pass by-laws which may be in accordance with the laws of the State.

Many persons are inclined to look upon such a general relegation of railroad interests to the tender mercies of State legislatures, as tending to lessen the attractiveness of railroad stocks as an investment. It is argued that under the authority of this decision States can and will reduce the revenues of these corporations until the maintainance of regular dividends becomes impossible. This might be done without any absolute hostility or even intent to cripple a road, by guaging the rates to more prosperous times which years of less activity would demonstrate were insufficient. Such a suggestion gains a degree of plausibility from the attitude of some of the Western States towards railroads during late years, and also from the noisy anti-monopoly faction which has more recently gained a footing even in our own State. Still we are inclined to think there is danger of exaggerating this influence. (1) Railroads are by no means at the mercy of "the people" even now. If pushed too far they have in combination, a power of protection which has now and then been, and may always prove to be effective. (2) Then again when a State reduces rates below a living basis, the railroad is forced to reduce accommodations, and "the people" quickly see that "to live and to let live" is not only right but politic. (3) Furthermore, no State has all the railroad facilities it wants, but each is seeking to secure more capital for its development. A little war on this interest therefore reacts against a neighborhood by preventing railroad progress. (4) In these and other ways the masses are being educated up to a more just idea of corporate rights and responsibilities. They started with the idea—encouraged for political effect—that railroads were always oppressors and in the wrong; but they are gradually learning that while there are grievances to be redressed they need to be dealt with wisely as well as firmly. Hence it seems reasonable to anticipate that blind political hostility against railroads will more and more be confined to the less enlightened communities and be of short life.

An influence which has helped, in connection with the uncertainties as to the growing crops, to impart quietness in speculative circles, is the advance in the Bank of England rate to 4 per cent, together with the rise in the quotations for foreign exchange and the firmness which has characterized that market during the week. There has been no great activity in the demand for bills, and yet a steady inquiry has prevailed for remittances against bankers' credits, present and prospective, drawn in favor of American tourists, and in payment for railroad stocks, which are being returned from London quite freely of late. The latter movement has been stimulated by the recent action of the Bank of England, which has limited for the future advances to bill brokers and speculative borrowers, who have heretofore been accustomed to rely upon the Bank, but now must look to the open market. This rule led to such a demand for money in London that the street rate advanced beyond the fixed minimum, being full 3 per cent even at the latest mail dates, as will be seen in the letter of our London correspondent.

Under these circumstances speculators in London have found it undesirable to trade to any considerable extent in American securities, and have reduced their holdings, returning, however, to New York only those dividend-paying stocks which were readily disposed of. Remitting for such securities has added to the demand for bills as already stated, and as the offerings of commercial have not been large, bankers have steadily absorbed the supply and kept the market firm at the advance. In the opinion of conservative judges of the situation, there is little probability of a rise in sterling to the gold-exporting point. There is still a large amount of grain to go forward and besides that, very considerable sums are being invested in this country by Europeans in various ways. Just now there appears to be an evident disposition to go into the business of raising cattle on Western ranches. One banker puts the amount at £5,000,000 which will be brought here this year for the purpose named. That is very likely an extravagant estimate. But, nevertheless, it is true that for very many industrial purposes foreign capital is finding its way here now and in very considerable, amounts which will offset or help pay for the securities the London market may return to us. Furthermore, if our crops turn out favorably, by the first of August preparations will begin to be made for their movement, and that will furnish an abundant supply of bills.

The general tendency of the stock market this week has been downward. Among the instances illustrating this fact, Central Pacific has been quite prominent. There is, in all probability, no direct connection between that event and the presence here of a leading California railroad manager, but the decline invests with new interest anything that Mr. Crocker (who is President of the Southern Pacific and Second Vice-President of the Central Pacific) may have to say about the relations between the two corporations with which he is identified. In view, however, of the prominence that the Southern Pacific lease has assumed in the Central Pacific's business of late years and the early expiration of that lease, Mr. Crocker's remarks are certainly indefinite and non committal. He admits, to be sure, (what we showed in two different articles earlier in the year), that the Southern Pacific lease is proving very profitable to the lessee, and that the lease has only a short period longer to run; but as to future arrangements he will commit himself no further than to say that a longer lease "under different conditions" is being thought of. Of course the public knew that under the circumstances the "conditions" would be changed, but as the "difference" in the conditions will make a larger or smaller "difference

in the Central Pacific's income, there is a disposition—not unreasonable, in the circumstances—to take the most unfavorable view of the matter. Moreover, Mr. Crocker's admission that he and his associates have sold "a little" of their Central Pacific stock has not tended to lessen this disposition. If Mr. Crocker has sold "a little" of his, and his associates have sold "a little" of theirs, it is very reasonable that the average Wall street speculators should sell "a little" of theirs also. Upon one point, however, Mr. Crocker speaks emphatically and with precision. The April rains, he affirms, completely changed the aspect of affairs in California, and while it did seem at one time as if the August dividend on Central Pacific stock might be endangered, all this has happily passed. In fact, he speaks in confident tones of the prospect, and depicts the outlook as most glowing. He does not say, as another distinguished gentleman not unknown to Wall street fame said less than two weeks ago, that things will be "red hot" in the future, but we are sure he thinks, if he is correctly reported, that all the California roads are likely to get enough to do the coming season.

Another feature of the market has been the advance in Central New Jersey, caused by the report, subsequently confirmed, that the arrangements for the lease of the road to the Philadelphia & Reading were completed. But on the publication of the supposed details the stock declined on Thursday and Friday. This latter movement may have been caused by sales by inside parties who profited through early information regarding the intentions of the managers, or by sales of holders who felt disappointed that the Baltimore & Ohio would have no part in the guarantee of dividends by the Reading. It was expected, as a preliminary act, that the Central would be taken out of the control of the receiver, but the reason given for delay, is that the examination of the books cannot be completed in time, so it has been decided to make the lease and leave the dissolution of the receivership to the directors.

The trunk-line properties have been depressed this week by reports that there was a disposition further to reduce the rates on east-bound business, and rumors have been current of cutting under the revised schedule. Probably the true reason for the decline is that liberal sales of these stocks were made on orders from London by parties there who were disposing of their holdings for causes above given. The retirement of Mr. Vanderbilt from the presidency of the New York Central and the Lake Shore has probably helped the downward movement in those properties, especially as there has been very little support given them during the past few days. The demand for all railroad mortgages and income bonds is only a little less urgent than it was last week, and transactions of over $500,000 a day in a single issue of bonds are by no means rare. The features on the Exchange this week have been Richmond & Danville 1sts and debentures, Atlantic & Pacific incomes, West Shore 1sts, and New York Chicago & St. Louis 1sts, in all of which there were very heavy dealings and a decided advance in prices. It is interesting to note that the latter, the bonds of the Nickel Plate road, sold this week at 103, against only 89 last October. But perhaps the event of the week has been the success of the efforts of Messrs. Vermilye & Co. in negotiating their second mortgage bonds and of Messrs. Winslow, Lanier & Co. in negotiating their West Shore & Buffalo 1sts. Only $4,117,000 West Shore bonds were offered, yet the total subscriptions reached $10,426,000.

The following shows relative prices of leading bonds and stocks in London and New York at opening each day.

	May 7.		May 8.		May 9.		May 10.		May 11.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices	Lond'n prices.*	N.Y. prices.
U.S.4s,c.	119·18	119¼	118·94	119	119·08	119¼	119·19	119¼	119·13	119¼
U.S.3½s.	102·51	102½	102·65	102⅝	102·40	102⅝	102·61	102⅝	102·61	102⅝
Erie.....	36·45	36¾	36·84	36¾	36·70	36⅝	36·81	36¾	36·67	36
2d con.	97·86	98⅛	99·73	99¾	99·73	99¾	99·63	100¼	99·86	100
Ill. Cent.	145·07	145	144·97	145	144·97	145	144·78	144½	144·54	144⅝
N. Y. C..	123·03	122½	123·08	123¼	122·59	122⅝	122·11	122¼	121·92	121⅝
Reading	27·39†	54¾	27·60†	55⅛	27·73†	56	27·54†	55¼	27·39†	54¾
Ont.W'n	27·70	27⅝	27·48	28	27·48	27⅝	27·54	27⅛	27·54	27¼
St. Paul	103·63	103¾	104·11	104¼	104·23	104¾	104·81	104⅛	104·56	104⅛
Exch'ge, cabl es.	4·86		4·86½		4·86¼		4·87¼		4·87¼	

* Expressed in their New York equivalent.
† Reading on basis of $50, par value.

Money on call has been in very good supply this week. The movement from the interior continues steady and large, the Treasury is still disbursing a little, and the banks are now so well supplied with funds that they are inclined to respond promptly to any reasonable demand for money. The inquiry therefore for time loans on stock collateral and commercial paper is responded to at very reasonable rates. Judging by the movement in previous years at this season it will be reasonable to look for a steady gain in the bank reserves at least until midsummer as the direct result of the return of money from interior points. This season, however, we are likely to see the market much less influenced by the Treasury operations than it has been for many years. There are now no unmatured calls for bonds outstanding, only $2,127,000 bonds of the 120th call remained unpaid on the 10th inst., and bond calls are not expected to be resumed until the commencement of the next fiscal year. The New York Clearing-House banks, according to reports collected by us, have received from and shipped to the interior gold and legal tenders as follows the past week.

Week Ending May 11, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency.....	$4,836,000	$650,000	Gain.$3,699,000
Gold.....	12,000	.....	Gain. 12,000
Total gold and legal tenders.....	$4,848,000	$650,000	Gain.$3,698,000

The above shows the actual changes in the bank holdings of gold and legal tenders caused by this movement to and from the interior. In addition to that movement our City banks have also gained $251,547 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total gain to the New York Clearing-House banks of gold and legal tenders for the week covered by the bank statement to be issued to-day. As, however, the Treasury payments last week counted only in part in the statement for last Saturday, the gain to-day should be larger than here indicated.

Week Ending May 11, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	$4,348,000	$650,000	Gain.$3,698,000
Sub-Treasury operations, net	251,547	.....	Gain. 251,547
Total gold and legal tenders.....	$4,599,547	$650,000	Gain.$3,949,547

The Bank of America received $400,000 gold during the past week on account of the associated banks, and paid out nothing in return.

Government bonds were unfavorably affected early in the week by the expectation that the bills which passed the Legislature, permitting savings banks and other institutions to invest in miscellaneous securities, would be signed by the Governor. There appeared to be no pressure of bonds, but the decline was almost wholly due to a temporary absence of demand.

The Bank of England rate of discount was advanced on Thursday to 4 per cent from 3, at which it has stood since March 1st. The Bank lost £462,000 bullion during the week, and the proportion of reserve to liabilities was re-

duced ⅝ of 1 per cent. The Bank of France reports a reduction of 537,500 francs gold and of 1,675,000 francs silver, and the Bank of Germany, since the last return, shows a decrease of 907,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	May 10, 1883.		May 11, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England	20,549,058	.....	22,905,330	.....
Bank of France	40,275,280	41,932,428	35,919,836	46,040,335
Bank of Germany	7,752,162	23,256,488	7,054,000	21,162,000
Total this week	68,576,500	65,188,916	65,879,166	67,202,335
Total previous week	68.969,113	64.983.004	66,123,048	67,119.228

The Assay Office paid $116,427 for domestic and $423,000 for foreign bullion during the week (the latter for doubloons which had been on deposit with one of the banks for nearly a year), and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
May 4...	$183,742 86	$8,000	$9,000	$121,000	$45,000
" 5...	246,116 41	5,000	11,000	181,000	52,000
" 7...	385,515 40	13,000	22,000	242,000	108,000
" 8...	317,167 42	21,000	20,000	206,000	70,000
" 9...	302,641 69	12,000	15,000	205,000	70,000
" 10...	386,989 72	9,000	24,000	289,000	64,000
Total.	$1,822,173 50	$68,000	$101,000	1,244,000	$409,000

RAILROAD EARNINGS IN APRIL, AND FROM JANUARY 1 TO APRIL 30.

Railroad earnings for April, though not as favorable as in March, still make on the whole a fairly satisfactory showing. The percentage of increase is small—9 per cent—while last month it was almost 17 per cent. Furthermore, we are not, as in the earlier months, comparing with a period when the earnings were unusually heavy, April 1882 having recorded an increase of only 15½ per cent in earnings on mileage increased 14½ per cent.

It should be said, however, that there was during the two months mentioned an essential difference between this year and last in the grain movement. In April, 1882, the grain movement, though small, was larger than in the month of March immediately preceding; this year in March we had an extraordinary grain movement which gave the railroads unusual tonnage and earnings, but in April we had a movement which was not only very much smaller than in March, but which even failed to equal the low aggregate of April, 1882, when merely an insignificant remnant of the crops of 1881 remained to come forward.

In cotton, of course, the movement this year is very much greater than that of 1882, but the increase was by no means uniform throughout the South, and hence some of the Southern roads, particularly those running to Mobile, have not shared in it, in one or two cases even recording smaller earnings than last year. The movement of general and miscellaneous freight, according to all reports, compares favorably with a year ago, and passenger traffic as a rule continues large, though in particular instances we note an occasional falling off, traceable usually to some special circumstance, such as decreased immigration, &c.; this latter being on the whole smaller in the aggregate than in 1882, though some of the Northwestern roads report a heavier movement in it than ever before. How these various influences have affected different roads will be seen in the table below, giving earnings and mileage of each individual road.

GROSS EARNINGS AND MILEAGE IN APRIL.

Name of road.	Gross Earnings.			Mileage.	
	1883.	1882.	Increase or Decrease.	1883.	1882.
	$	$	$		
Burl. Ced. Rap. & No.	218,252	178,304	+39,948	690	620
Central Iowa	100,805	82,044	+18,761	244	244
Central Pacific	2,035,000	2,054,687	−19,687	2,941	2,917
Chicago & Alton	584,981	564,860	+20,121	847	847
Chic. & Eastern Ill.	123,037	123,881	−844	240	240
Chic. & Gr. Trunk†	229,613	194,122	+35,491	335	335
Chic. Milw. & St. Paul.	1,972,000	1,517,569	+454,431	4,528	4,260
Chicago & Northwest.	1,742,900	1,668,741	+74,159	3,580	3,251
Chic. St. P. Minn. & O.	419,535	377,288	+42,247	1,150	1,013
Chic. & West Mich.*	91,873	87,443	+4,430	410	371
Cin. Ind. St. L. & Ch.	196,371	194,474	+1,897	363	363
Cleve. Ak. & Col.	40,673	39,874	+799	144	144
Denv. & Rio Grande.	573,700	556,900	+16,800	1,281	1,062
Des Moines & Ft. D.*	16,911	18,327	−1,416	138	87
Detroit Lans'g & No*.	89,041	89,971	−930	225	225
Eastern	266,964	258,149	+8,815	283	283
East Tenn. Va. & Ga.	265,534	220,402	+45,132	1,100	900
Evansv. & T. Haute.	56,123	65,272	−9,149	146	125
Flint & Pere Marq.	235,935	188,569	+47,366	355	345
Grand Trunk of Can.†	1,371,898	1,273,662	+98,236	2,322	2,225
Gr. Bay Win. & St. P.	36,868	31,292	+5,576	225	219
Gulf Col. & Santa Fe.	120,064	66,461	+53,603	482	354
Hannibal & St. Jos.	193,481	158,113	+35,368	292	292
Illinois Central (Ill.)	463,307	499,934	−36,627	928	919
Do (Iowa lines)	160,040	140,080	+19,960	402	402
Do (South. Div.)	265,084	247,529	+17,555	578	578
Ind. Bloom. & West.	215,913	205,934	+9,979	684	544
Kan. City Ft. S. & Gulf*	89,230	81,267	+7,963	383	362
Lake Erie & Western.	87,722	110,056	−22,334	385	385
Little Rock & Ft. S.	37,652	28,265	+9,387	168	168
Little Rk. M. R. & Tex.	29,156	21,066	+8,390	170	154
Long Island	170,215	159,197	+11,018	328	328
Louisville & Nashv.	941,129	953,603	−12,474	2,071	2,028
Memphis & Char'ton.	80,766	71,187	+9,579	330	330
Milw. L. Sh. & West.	84,185	67,523	+16,662	326	276
Missouri Pacific*	423,454	373,693	+49,761	1,025	892
Central Branch*	65,919	41,842	+24,077	388	388
Intern'l & Gt. No*.	198,078	171,276	+26,802	825	775
Mo. Kan. & Texas*.	368,209	308,735	+59,474	1,308	1,230
St. L. Iron Mt. & So*	386,653	407,183	−20,530	816	723
Texas & Pacific*	292,422	254,005	+38,417	1,389	1,138
Mobile & Ohio.	128,462	141,957	−13,495	528	528
N. Y. & New Engl'nd.	268,853	261,044	+7,809	394	394
Norfolk & Western.	175,562	171,793	+3,769	502	428
Northern Pacific	675,200	451,023	+224,177	1,701	972
Ohio Central.	67,986	84,448	−16,462	212	212
Ohio Southern.	29,720	29,040	+680	128	128
Peo'ia Dec. & Evansv.	60,059	67,084	−7,025	254	254
Rich. & Danville.	267,409	266,139	+1,270	757	757
Char. Col. & Aug.	52,954	48,203	+4,751	337	308
Columbia & Gr'v.	43,092	42,158	+934	294	294
Virginia Midland.	125,825	110,835	+14,990	353	353
West. No. Carolina§	§12,267	§7,738	+4,529	190	165
St. L. A. & T. H. m.line.	103,045	97,965	+5,080	195	195
Do do (branches).	57,760	67,436	−9,676	121	121
St. Louis & Cairo.	30,759	26,830	+3,929	146	146
St. Louis & San Fran.	274,011	242,806	+31,205	725	661
St. Paul & Duluth.	77,782	63,988	+13,794	209	194
St. Paul Minn. & Man.	812,008	570,890	+241,118	1,250	912
Scioto Valley.	37,762	41,408	−3,646	132	132
Union Pacific.	2,199,231	2,362,001	−162,773	4,180	3,757
Total.	20,840,740	19,307,569	+1,533,171	47,438	43,253

* Three weeks only of April in each year.
† For the four weeks ended April 28.
§ Freight earnings.

As in March, Northwestern roads must be assigned first place in point of increase. Indeed, they are about the only routes that show any pronounced gains over a year ago, chief among them being the Milwaukee & St. Paul, the St. Paul & Omaha, the Minneapolis & Manitoba, the Burlington Cedar Rapids & Northern, and the Northern Pacific. The Chicago & Northwestern has a comparatively small increase; but we see it stated—how far the statement is to be relied upon we do not know—that this road is suffering temporarily from a lack of insufficient motive power, a number of its engines having been destroyed by fire. But it should also be remembered, when comparing results with the St. Paul, as is frequently done, that the Northwestern is operating about a thousand miles less of road.

With reference to all the roads in the Northwest, it is to be said that they form an exception to the remark made above, as to a smaller grain movement in April this year than last. On the contrary, Chicago, which is the principal receiving market for that section, shows larger receipts of grain than in April, 1882; and, moreover, Chicago is a point that sustained no loss in this particular last year. To show, however, how the principal lake and river ports compare in this respect, and where it is that the falling off occurs, we give the following table of the receipts of flour and grain for the four weeks ended April 28, this year and last. In the case of the totals we have added also the year 1881, as that shows the move ment from the large crop of 1880.

RECEIPTS OF FLOUR AND GRAIN FOR FOUR WEEKS ENDED APR. 28.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago—						
1883	143,248	447,179	3,352,438	1,549,321	318,918	93,796
1882	133,986	297,031	2,578,087	1,505,584	172,034	35,201
Milw'kee—						
1883	151,508	287,745	100,560	166,903	281,729	25,630
1882	196,282	301,111	115,435	113,985	164,870	21,855
St. Louis—						
1883	103,395	335,953	948,025	426,087	113,736	7,559
1882	123,319	481,022	1,326,960	570,481	77,190	18,597
Toledo—						
1883	5,849	512,249	458,897	66,884	2,340	9,432
1882	4,699	568,666	887,427	81,519	3,000	110
Detroit—						
1883	15,209	300,053	152,729	63,571	35,511	512
1882	42,175	305,874	261,784	239,464	41,291	35
Cleve'd—						
1883	9,117	52,090	50,500	48,700	15,525	890
1882	6,882	28,750	117,010	63,860	13,000	541
Peoria—						
1883	3,615	21,600	510,150	805,100	36,100	55,830
1882	3,660	36,600	1,176,150	841,200	36,850	51,850
Duluth—						
1883	.....	128,509	.....	.....	.....	.....
1882	7,700	63,739	.....	.....	.....	.....
Total of all						
1883	431,941	2,095,378	5,573,299	3,126,566	803,859	183,649
1882	518,703	2,082,793	6,462,553	3,416,093	508,235	128,189
1881	730,968	3,479,021	8,195,161	2,889,076	533,993	126,252

Here we find, besides a decline from 730,968 barrels to 431,941 barrels in the movement of flour between 1881 and 1883 (the smaller figures this year being perhaps accounted for by a restriction in the production of flour by Northwestern mills, owing to the high price for wheat, without a corresponding advance in flour) total receipts of all kinds of grain of only 11,782,751 bushels, against 12,597,863 bushels in 1882, and 15,223,503 bushels in 1881. Yet Chicago reports receipts of 5,751,652 bushels, against 4,587,937 and 4,547,999 bushels respectively in 1882 and 1881. The falling off in the total receipts, therefore, must be sought at the other points, and we find it at St. Louis, Toledo, and Peoria, which is the more noteworthy that these are precisely the points that suffered the heaviest loss last year. To make this clearer, here are the total receipts of grain at those places during four weeks in April, in 1881, 1882 and 1883.

	1883. Bushels.	1882. Bushels.	1881. Bushels.
St. Louis	1,831,360	2,473,950	4,292,316
Toledo	1,049,802	1,540,722	1,860,538
Peoria	1,428,780	2,142,650	2,432,595
Total	4,309,942	6,157,322	8,585,449

Thus the receipts at these three points are but one-half as large as in 1881, and even one-third less than they were last year. The heaviest loss is in corn, though at St. Louis there was also a marked falling off in wheat. At Peoria, the decrease is almost wholly in corn, for which, as well as in some measure for the decrease at the other points, the failure of the corn crop in Illinois for two successive years is without doubt responsible, the yield of corn this season in that State being only slightly above the yield for 1881–2, which was but little more than one-half that of 1879–80. It is perhaps surprising, considering how heavy the falling off in grain receipts has been, that so many of the roads are able to show such good results in their earnings. A further decrease this year in the receipts at St. Louis at least was unexpected, in view of the very large crops raised last season in the Southwest. It is said, however, in explanation, that farmers were so busy making preparations for the next crops that they had no time to attend to the marketing of their surplus produce during the latter part of April, and that the falling off, therefore, is only temporary. Still, there was a decrease, and the Southwestern roads felt the effect, tempered, though, in most cases by an augmentation in the cotton movement. The roads in the Gould system make a less favorable showing than for some time past, and it will be noticed that our figures cover only three weeks of the month, the fourth week being for some reason withheld. For the Wabash, which is one of the northern connections now forming part of the Gould system, no returns whatever are furnished for April. The Gulf Colorado & Santa Fe, in Texas, continues to record great improvement. To show what an influence the cotton movement was with Southern and Southwestern roads, we give the following table of the receipts of that staple during April at the leading Southern outports.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN APRIL, 1883 AND 1882.

	1883.	1882.	Difference.
Galveston.....bales.	46,150	17,609	Inc 28,541
Indianola, &c.....	424	148	Inc 276
New Orleans.....	82,756	28,790	Inc.... 53,966
Mobile.....	5,585	8,142	Dec.... 2,557
Florida	2,888	174	Inc 2,714
Savannah	28,817	14,655	Inc 14,162
Brunswick, &c.....	.....	.....	.....
Charleston	15,546	8,419	Inc 7,127
Port Royal, &c.....	1,556	1,237	Inc 319
Wilmington	2,514	1,372	Inc 1,142
Morehead City, &c.....	680	360	Inc 320
Norfolk.....	34,667	17,200	Inc 17,467
West Point, &c....	6,446	8,489	Dec.... 2,043
Total.....	228,029	106,595	Inc 121,434

The receipts this year, it will be seen, were over twice as great as last year, which brings the total up to above that of 1881. In the case of the individual ports, however, the gain is not evenly distributed. New Orleans and Charleston both have smaller aggregates than in 1881, while Mobile falls below even 1882. The contraction at the latter port explains the further decrease in the earnings of the Mobile & Ohio this year, after having sustained quite a loss in April last year, and it must also have contributed to diminish the earnings of the Louisville & Nashville, whose Mobile & Montgomery division finds its outlet at that point. The ports that make the best comparison with 1881 are Galveston, Savannah and Norfolk, and, as a rule, it is the roads that serve those ports that show the best results in earnings.

For the first four months of the year our table of earnings shows that Western and Northwestern roads, which early in the year lost heavily by reason of the severe winter weather, have in many cases recovered that loss, so that the number of lines recording a decrease in that section is diminishing. Southern and Southwestern lines, however,—favored by good weather and a very large cotton movement,—make a better showing in the main than any others, particularly the Missouri Pacific, the Kansas & Texas, the Texas & Pacific, the St. Louis & New Orleans (Illinois Central's Southern line), and the East Tennessee, though some of the Northwestern roads which had special advantages of one kind or another have done fully as well. The following is our usual table showing earnings of individual roads. It will be observed that the total increase on the roads embraced in the table is $7,353,665, and that that makes the ratio of increase on last year about 9½ per cent.

GROSS EARNINGS FROM JANUARY 1 TO APRIL 30.

Name of Road.	1883.	1882.	Increase.	Decrease.
	$	$	$	$
Burl. Cedar Rap. & No...	855,568	880,865	.....	25,297
Canadian Pacific*	959,130	426,037	533,093	.....
Central Iowa.....	373,896	361,105	12,791	.....
Central Pacific.....	7,269,633	7,584,568	.....	314,935
Chicago & Alton	2,460,327	2,257,287	203,040	.....
Chic. & Eastern Illinois.	516,355	532,978	.....	16,623
Chicago & Gr. Trunk†....	899,49-	675,818	223,674	.....
Chicago Milw. & St. Paul	6,633,000	5,889,867	743,133	.....
Chicago & Northwest....	6,507,209	6,460,783	46,426	.....
Chic.St.P.Minn.&Omaha.	1,452,328	1,451,088	1,240	.....
Chicago & West Mich*...	438,912	435,576	3,336	.....
Cin. Ind St. L. & Chic...	761,275	802,868	.....	41,593
Cleve. Ak & Col.....	159,635	149,035	10,600	.....
Denver & Rio Grande....	1,947,000	1,974,099	.....	27,099
Des Moines & Ft. Dodge*	87,122	118,599	.....	31,177
Detroit Lansing & No* ..	422,293	457,919	.....	35,627
Eastern.....	1,053,03.	941,882	108,150	.....

* Includes three weeks only of April in each year.

	1883.	1882.	Increase.	Decrease.
	$	$	$	$
East Tenn. Va. & Ga....	1,240,448	958,244	282,204	.....
Evansv. & T. Haute.....	227,050	245,247	.....	18,197
Flint & Pere Marquette..	822,673	716,814	105,859	.....
Grand Tr. of Canada†...	5,465,056	4,995,731	469,355	.....
Green Bay Win. & St. P..	121,996	119,041	2,955	.....
Gulf Col. & Santa Fe... ..	556,773	328,475	228,298	.....
Hannibal & St. Joseph...	797,113	621,773	175,340	.....
Ill. Central (Ill. line).....	2,037,392	2,147,536	.....	110,144
Do (Ia. leased lines).	606,982	622,723	.....	15,741
Southern Division.....	1,426,637	1,120,209	306,428	.....
Indiana Bloom. & West..	935,787	782,052	153,735	.....
Kan. City Ft. S. & Gulf*.	560,327	503,143	57,184	.....
Lake Erie & Western.....	452,592	435,997	16,595	.....
Little Rock & Fort Smith	175,742	136,557	39,185	.....
Little Rk. M. R. & Tex...	128,869	78,591	50,278	.....
Long Island.....	591,519	541,137	50,382	.....
Louisville & Nashville...	4,216,008	3,947,279	268,729	.....
Memphis & Charleston...	398,582	352,882	45,700	.....
Milw. L. Shore & West'n.	293,245	274,037	19,208	.....
Missouri Pacific*.....	2,634,815	1,951,533	683,282	.....
Central Branch*.....	427,607	251,301	176,306	.....
Int. & Gt. North*.....	1,154,891	883,949	270,942	.....
Mo. Kansas & Texas* .	2,041,583	1,575,620	465,963	.....
St. L. Iron Mt. & So*....	2,206,920	2,009,688	197,232	.....
Texas & Pacific*.....	1,769,892	1,199,969	569,923	.....
Mobile & Ohio.....	696,746	608,388	88,358	.....
N. Y. & New England. .	1,043,728	957,369	86,359	.....
Norfolk & Western.....	784,727	664,793	119,934	.....
Northern Pacific.....	1,945,743	1,338,468	607,275	.....
Ohio Central.....	293,830	292,285	1,545	.....
Ohio Southern.....	134,270	113,382	20,888	.....
Peoria Dec. & Evansville.	213,525	253,514	.....	39,989
Richmond & Danville ...	1,208,828	1,181,256	27,572	.....
Charl. Col. & Augusta.	301,724	252,552	49,172	.....
Col. & Greenville.....	297,805	263,180	34,625	.....
Virginia Midland.....	460,178	393,511	66,667	.....
West. Nor. Carolina*...	§36,081	§33,276	32,805	.....
St. L. A. & T. H. main line.	467,994	409,093	58,901	.....
Do do (branches)..	268,904	266,340	2,564	.....
St. Louis & Cairo.....	110,857	115,356	.....	4,499
St. Louis & S. Francisco .	1,140,299	1,019,204	121,095	.....
St. Paul & Duluth	297,975	247,317	50,658	.....
St. Paul Minn. & Man....	2,421,196	1,915,713	505,483	.....
Scioto Valley.....	152,599	154,621	.....	2,022
Union Pacific.....	8,418,378	8,776,237	.....	357,859
Total.....	84,832,422	77,478,757	8,394,467	1040.802
Net increase.....			7,353,665)	.....

* Includes three weeks only of April in each year.
† January 1 to April 28.
§ Freight earnings only in April.

Net earnings we now have for March and the first quarter of the year. For the latter period it may be said that the figures are generally very favorable, while the same is also true of those for the month of March, only more decidedly so in many cases. The Chicago Burlington & Quincy is especially conspicuous in this latter particular. Indeed, its exhibit for March is extraordinary. It records an increase of $830,000 in gross earnings and no less than $730,000 in net earnings. It is said, and this is not surprising, that the company's own officers were astonished at the magnitude of the gain. We observe that the increase occurred almost entirely in freight; and from the fact that the road is one of the largest corn-carriers in the West, and that the receipts of corn gained so decidedly on last year at Chicago during March, we presume that the phenomenal improvement made during the month is to be ascribed to that circumstance. Of course no such gain in earnings need be looked for another month, now that the grain movement has dwindled to such small proportions.

Next to the Burlington & Quincy, chief position must be assigned the Union Pacific for growth in net earnings. The increase in the March gross earnings was less than $100,000, but by a reduction in expenses the company is enabled to show an increase in net of over $300,000, bringing the total increase for the quarter close up to $600,000. The Pennsylvania, as we said when its figures were first published two weeks ago, does not make so favorable a return for March as for the previous months, the gain in net on the Eastern lines being less than $40,000; still, for the quarter the increase amounts to almost $700,000. The Atchison is another corporation that added largely to its net earnings in March, and its Kansas City Lawrence & Southern line also records a handsome improvement. Aside from these roads, those in the South are doing quite well and gaining largely on last year. The following shows gross and net earnings of all roads that will furnish monthly exhibits for publication.

GROSS AND NET EARNINGS TO LATEST DATES.

Name.	April.			Jan. 1 to April 30.	
	Gross Earnings	Operating Expenses.	Net Earnings	Gross Earnings	Net Earnings
	$	$	$	$	$
Richmond & Danville..1883	267,409	159,399	108,010	1,208,828	583,251
Do do 1882	266,139	210,716	55,423	1,181,256	347,218
Char. Col. & Augusta.1883	52,954	33,029	19,925	301,724	158,983
Do do 1882	48,203	39 579	8,624	252,552	71,546
Columb. & Greenv'le..1883	43,092	35,734	7,358	297,805	136,776
Do do 1882	42,158	49,119	def. 6,955	263,180	70,572
Virginia Midland.....1883	125,825	77,362	48,463	460,178	170,506
Do do 1882	110,835	73,086	37,749	393,511	108,471

Name.	March.			Jan. 1 to March 31.	
	Gross Earnings	Operating Expenses.	Net Earnings.	Gross Earnings.	Net Earnings
	$	$	$	$	$
Atch. Top. & Santa Fe..1883	1,234,120	631,586	652,534	3,181,040	1,399,340
Do do 1882	1,203,073	769,786	433,287	3,335,773	1,079,380
Kan. City Law. & So..1883	131,394	63,575	67,819	333,801	167,050
Do do 1882	86,456	42,029	44,427	226,436	107,069
Burl. Cedar Rap. & No.1883	252,913	171,549	81,364	637,316	141,346
Do do 1882	224,107	147,906	76,201	702,561	266,621
Central of Georgia.... .1883	276,000	211,641	64,359	921,700	330,196
Do do 1882	258,166	224,295	33,871	860,905	125,928
Chic. Burl. & Quincy...1883	2,396,584	1,029,119	1,367,465	5,633 285	2,897,585
Do do 1882	1,566,217	929,200	637,017	4,682,351	2,018,930
Des Moines & Ft. D....1883	28,920	19,035	9,885	70,511	15,312
Do do 1882	35,375	18,327	17,048	100,272	44,442
Georgia.... 1883	148,041	84,438	63,603	425,738	190,259
Do do 1882	114,257	83,161	31,096	350,155	103,534
Houst. E. & W. Texas..1883	26,517	10,252	16,265	73,153	44,002
Do do 1882	18,215	....	.....	51,791	.....
Louisv. & Nashv.....1883	1,141,337	690,045	451,292	3,274,879	1,177,637
Do do 1882	1,068,834	559,283	509.551	2,993,676	1,224,188
Nash. Chat. & St. Louis 1883	206,164	115,664	90,500	598,814	264,743
Do do 1882	177,336	94,397	82 939	523,063	219,914
Norfolk & Western.....1883	217,334	113.350	103.984	609,165	256,867
Do do 1882	174,769	107,608	67,161	493,000	187,236
Northern Central 1883	506,985	302,356	204.509	1,492,932	492,440
Do do 1882	414,789	297.328	117,461	1,235.708	331,880
Oregon & California....1883	70,500	62,300	8,200	210,290	34,380
Do do 1882	.....	.....	.....	.....	.....
Penn. (all lines east of Pitts. & Erie).....1883	4.189.380	2,733,953	1,455.427	11,836.952	4.263,179
Do do 1882	3,912,203	2,496.491	1,415,802	10,592.364	3,589,089
Phila. & Erie.....1883	308,069	187,613	120,456	323,472	[illegible]
Do do 1882	265,311	187.596	77,715	764.284	227,634
Philadelp'a & Reading.1883	1,669 241	978,448	690.743	4,731,878	1,992,181
Do do 1882	1,610,089	1,009,649	600,440	4,403 583	1,600,585
Phila. & Read. C. & Iron.1883	1,160.483	1,148,725	11.758	3,035.021	5.279
Do do 1882	977,631	922,622	55.009	2,804,606	140,484
Union Pacific.....1883	2,489,405	1,152,251	1,337,154	6,219,147	2,913,245
Do do 1882	2,392,593	1,360,628	1,031,965	6,414,233	2,325,343
Utah Central.....1883	104,669	50.053	54.616	302,730	156,990
Do do 1882	121,026	50,734	70,292	360,497	209,361
West Jersey.....1883	76,849	47,179	29,670	200,724	71,247
Do do 1882	70,103	35,091	35,012	176,466	74,464

Name.	February.			Jan. 1 to Feb. 28.	
	Gross Earnings	Operating Expenses.	Net Earnings	Gross Earnings	Net Earnings
	$	$	$	$	$
N. Y. L. E. & West 1883	$1,283,616	$1,049,816	$233,800	$2,808,485	$538,377
Do do 1882	1,304,758	1,013,058	291,700	2,623,755	474,493
Oregon Improvem't Co.1883	233 140	184,666	*48.474	473,683	90,588
Do do 1882	210,950	145.940	65,010	441,133	132,956

* Decrease ascribed to interruption of coal traffic on Columbia & Puget Sound Railroad.

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Apr. 28.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam .	3 mos.	12·35⅜ @12·41⅜	April 28	Short.	12·04½
Amsterdam .	Short.	12·03¾ @12·13¾	....	....	.....
Hamburg ...	3 mos.	20·63 @20·67	April 28	Short.	20·45
Berlin	"	20·63 @20·67	April 28	"	20·44½
Frankfort...	"	20·63 @20·67	April 28	"	20·44½
Vienna.....	"	25·46¼@25·51¼	April 28	"	11·97½
Antwerp....	"	25·46¼@25·51¼	April 28	"	.....
St. Petersb'g	"	233⅜@237 16	April 28	3 mos.	231 13/16
Paris	Checks	25·20 @25·25	April 28	Checks	25·22
Paris	3 mos.	25·41¼@25·46¼	April 28	3 mos.	25·23½
Genoa	"	25·41¼@25·46¼	....	....	.....
Madrid.....	"	46 3/16@46 5/16	April 28	Apl 28	47·30
Lisbon	"	51⅞@52	April 28	"	53⅛
Alexandria..	....	.....	April 25	"	97
New York...	....	.....	April 28	Short.	4·82½
Bombay	60 d'ys	1s. 7 3/32d.	April 28	tel.tf'rs	1s. 7 3/32d.
Calcutta ..	"	1s. 7 3/32d.	April 28	"	1s. 7 3/32d.
Hong Kong..	....	.....	April 28	4 mos.	3s. 8 1/16d.
Shanghai....	....	.....	April 28	"	5s. 0 5/16d.

[From our own correspondent.]

London, Saturday, April 28, 1883.

Although money is scarce, and very little accommodation has been obtainable under the official rate, the directors of the Bank of England decided on Thursday upon making no alteration, and consequently the published minimum is still 3 per cent. The weekly return shows some increase of relative strength, the proportion of reserve to liabilities having risen to a slight extent, viz., from 37·45 to 38·17 per cent, and yet it

is not so satisfactory as could be desired, more especially as the bullion department is a source of attention and anxiety. Although no large operations are taking place in the gold market, yet there is a small inquiry from various quarters, and notably from Holland, so that, in the aggregate, a moderate total has to be accounted for. The result is that the bullion in Bank diminishes, and notwithstanding the fact that about £400,000 is on passage to this country from Australia, there is little prospect of our gold supplies being materially augmented. During the week embraced in the last return, the Bank lost on balance, according to the daily returns, the sum of £98,000, but the actual reduction was not more than £72,747, a small quantity of coin having been returned from provincial circulation. The circulation of notes has declined to a trifling extent, viz., by £92,995, and the result is that the total reserve shows an increase of £20,248. The supply of bullion held by the Bank is now £21,186,058, against £23,777,067 last year; while the total reserve is £11,323,013, against £13,590,882.

A prominent feature in the return is a falling off of £527,984 in the total of "other securities." That item is now £21,654,256, against £21,461,548 last year; and as general business, especially upon the Stock Exchange, has become much restricted, loans which have of late been granted by the Bank are likely to be rapidly paid off. The approach of summer, during which period of the year the demand for money is usually the slackest, and the absence of active enterprise, have, probably, materially influenced the directors of the Bank of England in their decision on Thursday, as the state of the Bank account, *per se*, would certainly justify a higher minimum than 3 per cent. The open market rates of discount are now almost equivalent to those current at the Bank, and there is still reason for believing that an advance in the Bank rate will become necessary before very long.

There is certainly no activity in the demand for money for commercial purposes, but there appears to have been no retrograde movement in trade. Business is being carried on with judicious caution, and failures are comparatively few. The complaints on the Stock Exchange are, however, very serious, the number of daily transactions being fewer than for some time past. American business has fallen off very considerably, and in the absence of support, the value of nearly all classes of securities has given way.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

London	Bank Rate.	Open Market Rates. Bank Bills. Three Months	Four Months	Six Months	Trade Bills. Three Months	Four Months	Six Months	Interest Allowed for Deposits by Joint Stock Banks.	Disc't H'ses. At Call.	7 to 14 Days.
Mar. 23	3	2⅜@2⅞	2⅜@2⅞	2⅜@2⅞	3	@3¼	3	@3½	3¼@3½	2	2	2¼
" 30	3	2⅞@	— 2⅜@2⅞	2⅜@2⅞	3	@3¼	3¼@3½	3	@3½	2	2	2¼
April 6	3	2⅜@	— 2⅜@	— 2⅜@	— 2⅜@3¼	3	@3¼	3¼@3½		2	2	2¼
" 13	3	2⅜@2⅞	2⅜@2⅞	2⅜@2⅜	3	@3¼	3	@3¼	3¼@3½		2	2	2¼
" 20	3	2⅞@	— 2⅞@	— 2⅞@3	3	@3¼	3	@3¼	3¼@3½		2	2	2¼
" 27	3	2⅞@3	2⅞@3	2⅞@3	3	@3¼	3	@3¼	3	@3½	2	2	2¼

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
	£	£	£	£
Circulation	25,613,045	25,936,185	26,256,115	27,147,895
Public deposits	6,847,736	5,628,993	6,829,563	6,706,256
Other deposits	22,634,063	24,917,529	25,183,791	26,715,977
Governm't securities	14,334,917	13,382,917	15,402,590	15,962,730
Other securities	21,654,256	21,461,548	18,600,554	19,442,094
Res've of notes & coin.	11,323,013	13,590,882	15,897,138	15,998,870
Coin and bullion in both departments	21,186,058	23,777,067	26,403,253	28,146,765
Proportion of reserve to liabilities	38·17	44⅛	49¼	47⅜
Bank rate	3 p. c.	3 p. c.	2½ p. c.	3 p. c
Consols	102¼	101¾	101⅝d.	99⅛
Eng. wheat, av. price.	41s. 8d.	46s. 3d.	44s. 9d.	48s. 1d.
Mid. Upland cotton	5⅝d.	6 1/16d.	5 6/16d.	6⅞d.
No. 40 Mule twist	9⅜d.	10⅜d.	10d.	1s. 0¼d.
Clear'g-house return.	98,078,000	93,347,000	96,095,000	90,397,000

The Bank rates of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows. At most of the Continental cities the open market rate shows increased firmness.

Rates of Interest at	April 26. Bank Rate.	April 26. Open Market	April 19. Bank Rate.	April 19. Open Market	April 12. Bank Rate.	April 12. Open Market	April 5. Bank Rate.	April 5. Open Market
Paris	3	2⅝	3	2⅝	3	2⅛	3	2⅛
Berlin	4	2¾	4	2¾	4	2¾	4	2¾
Frankfort	—	2¾	—	2¾	—	2¾	—	2¾
Hamburg	—	2¾	—	2¾	—	2¾	—	2¾
Amsterdam	4½	4	4½	3½	4½	4	4½	4¼
Brussels	3½	3¼	3½	3	3½	3	3½	3
Madrid	4½	4½	4½	4½	4½	4½	4½	4½
Vienna	4	3½	4	3½	4	3½	4	3½
St. Petersburg	6	5½	6	5½	6	5½	6	5½

In reference to the state of the bullion market during the week Messrs. Pixley & Abell report:

Gold—Continental orders have not only absorbed all the arrivals of gold, but also £199,000 in Dutch coin withdrawn from the Bank, and the demand still continues. The Pekin has brought £3,640 from the East, and the Taranaki £82,000 from New Zealand. The Neva has taken £6,170 to Brazils, and the Ganges £4,000 to Bombay.

Silver—At a further slight decline, making the price 50 7/16d., the market has been very quiet during the week, the amounts on offer having been limited. The Donau has brought £8,000 from New York. The P. & O. steamer has taken £75,000 to India.

Mexican Dollars—There have been no fresh arrivals of dollars since our last, and the market is almost cleared of supplies. The P. & O. steamer has taken £121,680 to China and the Straits.

The quotations for bullion are reported as below:

	Price of Gold. Apr. 26.	Apr. 19.		Price of Silver. Apr. 26.	Apr. 19.
	s. d.	s. d.		d.	d.
Bar gold, fine....oz.	77 10	77 10½	Bar silver, fine..oz.	50 7-16	50⅝
Bar gold, contain'g 20 dwts. silver..oz.	77 11¼	78 0	Bar silver, containing 5 grs. gold.oz.	51 13-16	51⅞
Span. doubloons.oz.	73 10	73 10	Cake silver.....oz.	54¼	54¼
S.Am.doubloons.oz.	73 8½	73 8½	Mexican dols...oz.	.....	49 5-16
U.S. gold coin...oz.	76 3½	76 3½	Chilian dollars..oz.	.....	.....
Ger. gold coin...oz.	.....	.....			

On Thursday, four steamers left Liverpool for Canada direct, carrying upwards of 2,000 emigrants, including 350 specially selected agricultural laborers from the neighborhood of Spalding, in Lincolnshire.

The conversion of the five per cent French debt into 4½ per cents has now been agreed to, the French Senate having passed the entire bill by 200 to 71 votes. M. Tirard, the French Finance Minister, in his address on the subject, said that the State was about to effect the conversion, not because the money was wanted, but because the operation was desirable. It seemed, however, to him that no better ground could be urged for the action of the Government than that the conversion was necessary to secure the equilibrium of the Budget, which was actually the case. Of late years they had been going on a little too fast, the receipts not having grown in the same proportion as the expenses, and hence the Budget of 1882 was in deficit. The Budget of 1883 would be in the same situation. The financial situation was, however, not bad, providing expenses were cut down. As to treasury bonds, the Government had the right to issue up to four hundred millions, and at the present time there were but two hundred millions' worth in circulation. That proved that the situation was not as gloomy as was pretended. Instead of making some new impost, the Government had thought it better to effect a desirable economy by a conversion of the debt.

The imports of wheat continue large, but the supplies of home-grown produce arriving at the various markets are only moderate. Collectively, however, the supplies offering are fully adequate to the requirements of buyers, and hence the trade presents an inactive appearance. There is a fair demand for consumption in progress, but speculation is restricted to very narrow limits. The weather, though cold, and frosty at night, is regarded as favorable for the crops; but as we are nearly at the end of April, and as vegetation is in a backward state, some warm rains would no doubt be productive of much benefit. Judging from present appearances the harvest will be late. The value of wheat has risen about 1s. per quarter during the week.

The sales of home-grown wheat, barley and oats in the 150 principal markets of the kingdom during the first fourteen weeks of the season, together with the average prices realized, are shown in the following statement:

	1882-3.	1881-2.	1880-1.	1879-80.
SALES.				
Wheat.....qrs.	1,726,997	1,466,193	1,247,168	983,893
Barley	1,913,956	1,596,965	1,153,281	1,362,370
Oats	235,112	197,426	151,139	133,537
AVERAGE PRICES FOR THE SEASON (per qr.).				
	s. d.	s. d.	s. d.	s. d.
Wheat	41 4	46 5	42 9	46 9
Barley	34 5	32 8	33 0	36 6
Oats	21 1	20 11	24 3	22 4

The following are the quantities of wheat, flour and Indian corn estimated to be afloat to the United Kingdom:

	At present.	Last week.	1882.	1881.
Wheat.....qrs.	2,260,000	2,186,000	2,349,000	2,291,000
Flour.....	216,000	244,000	257,000	180,000
Indian corn.....	240,000	268,000	177,000	430,000

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first thirty-four weeks of the season, compared with the corresponding period in the three previous years:

IMPORTS.

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....cwt.	42,543,067	40,544,206	37,313,922	40,361,846
Barley	11,881,616	9,428,115	9,080,348	10,865,633
Oats.....	9,582,610	9,524,512	6,629,560	8,816,098
Peas.....	1,425,172	1,150,748	1,511,922	1,416,526
Beans.....	1,785,395	1,129,014	1,534,606	1,694,909
Indian corn.....	12,582,668	13,952,388	21,079,864	17,032,041
Flour.....	11,642,785	6,164,342	8,675,545	6,981,775

SUPPLIES AVAILABLE FOR CONSUMPTION—34 WEEKS.

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat.cwt.	42,543,067	40,544,206	37,313,922	40,361,846
Imports of flour.....	11,642,785	6,164,342	8,675,545	6,981,775
Sales of home-grown produce.....	29,934,620	25,030,700	21,617,000	17,053,812
Total.....	84,120,472	71,789,248	67,606,467	64,397,433
Av'ge price of English wheat for season..qrs.	41s. 4d.	46s. 5d.	42s. 9d.	46s. 9d.
Visible supply of wheat in the U. S.... bush.	21,700,000	11,200,000	20,500,000	21,495,000
Supply of wheat & flour afloat to U.K....qrs.	2,430,000	2,417,000	2,339,000	.....

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending May 11:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	50 3/8	50 5/16	50 4/4	50 1/4	50 1/8	50 1/8
Consols for money.....	102	101 13/16	101 11/16	101 11/16	101 13/16	101 13/16
Consols for account.....	102 5/16	102 1/16	101 15/16	101 15/16	102 1/16	102 1/16
Fr'ch rentes (in Paris) fr.	79·97½	80·05	79·80	79·67½	79·65	79·87½
U. S. 5s ext'n'd into 3⅓s	105½	105¼	105¼	105¼	105¼	105¼
U. S. 4½s of 1891.....	116⅛	116⅛	116¼	116⅛	116	116
U. S. 4s of 1907.....	122⅝	122⅝	122¾	122⅜	122¼	122½
Chic. Mil. & St. Paul	106⅞	106⅝	107¼	107⅝	107½	107¼
Erie, common stock.....	37⅝	37¾	37¾	37¾	37¼	37⅛
Illinois Central.....	148¾	149¼	148¾	148¾	148½	148
N. Y. Ontario & West'n.	28¼	28½	28⅜	28⅜	28	.....
Pennsylvania.....	63½	62⅜	63⅛	63⅛	62⅜	x59⅝
Philadelphia & Reading.	28⅛	28⅛	28⅛	28⅝	28⅛	28⅛
New York Central.....	125½	126½	126⅝	126¼	125½	124¾

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State)..100 lb.	12 0	12 0	12 0	12 0	12 0	12 0
Wheat, No. 1, wh. "	8 11	8 11	8 11	8 11	8 11	8 11
Spring, No. 2, n. "	9 4	9 4	9 4	9 4	9 4	9 4
Winter, West., n "	9 2	9 2	9 2	9 2	9 2	9 2
Cal., No. 1 ..... "	9 6	9 6	9 6	9 6	9 6	9 6
Cal., No. 2..... "	9 2	9 2	9 2	9 2	9 2	9 2
Corn, mix., West. "	5 11	5 11	5 11	5 11	5 11	5 11
Pork, West. mess..₱ bbl.	85 0	85 0	85 0	85 0	85 0	85 0
Bacon, long clear, new..	53 0	53 0	52 6	52 6	52 6	53 0
Beef, pr. mess, new, ₱tc.	95 0	95 0	95 0	95 0	95 0	95 0
Lard, prime West. ₱ cwt.	59 6	60 6	60 6	60 6	59 6	59 9
Cheese, Am. finest.....	68 0	67 0	67 0	67 0	67 0	67 0

Commercial and Miscellaneous News

National Banks.—The following national banks have lately been organized:

2,941—The First National Bank of Pierre, Dakota Territory. Capital, $50,000. Geo. L. Ordway, President; Wm. G. Nixon, Cashier.

2,942—The Logan National Bank of West Liberty, O. Capital, $50,000. Samuel Taylor, President; Frank P. Taylor, Cashier.

Imports and Exports for the Week.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were $7,151,902, against $9,710,764 the preceding week and $8,497,002 two weeks previous. The exports for the week ended May 8 amounted to $7,533,931, against $6,090,044 last week and $6,186,773 two weeks previous. The following are the imports at New York for the week ending (for dry goods) May 3 and for the week ending (for general merchandise) May 4; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$1,875,502	$1,231,817	$1,728,434	$1,276,125
Gen'l mer'dise..	9,996,860	9,373,972	6,064,307	5,875,777
Total.....	$11,872,362	$10,605,789	$7,792,741	$7,151,902
Since Jan. 1.				
Dry goods	$50,596,594	$43,131,608	$32,131,156	$48,608,564
Gen'l mer'dise..	130,006,725	109,237,777	126,446,668	113,822,419
Total 18 weeks	$180,603,319	$152,369,385	$178,577,824	$162,430,983

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending May 8, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week...	$7,704,922	$7,123,664	$6,144,881	$7,533,931
Prev. reported..	116,923,265	127,111,663	105,985,669	118,377,734
Total 18 weeks	$124,628,187	$134,235,327	$112,130,560	$125,961,665

The following table shows the exports and imports of specie at the port of New York for the week ending May 5, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	$.....	$5,600	$.....	$1,955,779
France.....	.....	.....	.....	104,220
Germany	.....	.....	118	2,066,007
West Indies	.....	.....	6,020	488,594
Mexico.....	.....	.....	.....	4,000
South America.....	.....	43,865	600	92,941
All other countries.....	.....	71,785	.....	17,396
Total 1883.....	$.....	$121,250	$6,738	$4,728,937
Total 1882.....	2,014,760	12,941,758	21,316	479,808
Total 1881.....	.....	161,670	938,220	27,808,998
Silver.				
Great Britain	$98,000	$5,241,363	$.....	$.....
France.....	.....	291,461	.....	.....
German /	.....	.....	9,246	246,230
West Indies	.....	4,823	1,142	73,313
Mexico.....	.....	.....	952	1,398,201
South America.....	.....	.....	8,480	45,095
All other countries.....	.....	3,741	.....	4,080
Total 1883.....	$98,000	$5,541,394	$19,820	$1,766,919
Total 1882.....	520,000	4,199,357	15,207	1,021,741
Total 1881.....	134,800	4,094,169	54,139	1,188,129

Of the above imports for the week in 1883, $2,483 were American gold coin and $3,050 American silver coin.

Atlantic & Pacific.—The Stock Exchange Committee reported favorably upon the application for the listing of $5,000,000 worth of first mortgage 5 per cent bonds and $3,750,000 income bonds of the Atlantic & Pacific Railroad.

Ohio & Mississippi.—Following is the statement for April 1882 and 1883 of Mr. John M. Douglass, Receiver of the Ohio & Mississippi Railroad:

RECEIPTS.

	1882.	1883.
Cash on hand April 1.....	$192,506	$190,316
Received from station agents.....	392,556	387,777
Received from conductors	9 813	9.391
Received from individuals, railroads, &c.....	34,611	37,229
Received from American Express Co.....	835	1,513
Received from General Post-office Department.	24,442	19,755
Total.....	$654,193	$645,981

DISBURSEMENTS.

Vouchers subsequent to Nov. 17, 1876.....	$256,351	$302,672
Remitted to New York to pay coupons.....	140,000	135,000
Pay-rolls	161,422	136,413
Arrearages.....	502	321
Cash on hand May 1.....	95,418	72,175
Total.....	$654,193	$645,981

—A dispatch from Washington to the effect that the Supreme Court had decided that the Ohio & Mississippi preferred stock has no claims beyond those of the common stock was erroneous; at least as it was worded. Suit was brought some years ago in the Western courts on behalf of the holders of the $4,300,000 of preferred stock to have it given priority to the second mortgage bonds as a lien upon the road. This was denied, and the decision is affirmed by the Supreme Court; but the status of the seven years' accumulated dividends on the preferred stock as against the common stock was not brought into question.

—Attention is called to the card of Messrs. Read & Stafford in to-day's Chronicle. The gentlemen composing this firm have had a large commercial and financial experience, and, with their fine suite of offices in the Mills Building, possess every facility for dealing in stocks and bonds to the satisfaction of customers.

—Stern's U. S. Calendar will be found useful in business offices. It shows at a glance the day of any date, either past or future, embraced in the period between the years 1770 and 1970. It is a valuable calendar for reference, and should be of great utility to bankers, lawyers and business men generally.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son.

Shares.	*Shares.*
100 Sterl'g Fire Ins. Co. 60½@61	$448 50 Jefferson Fire Ins. Co. scrip..... 52
140 Williamsburg City Ins. Company.....220@220½	398 Peo'a & But'an Val.RR.Co.140¼
143 Kings Co'y Ins.Co.197¼@198	300 N. Y. Mut. Gas-light Co..115⅛
62 Am. Exch. Ins. Co.....111	92 North River Bank.....123
50 Clinton Fire Ins. Co.....114	40 Phœnix Ins.Co.of Brook'n140½
400 Stuyvesant Fire Ins. Co...120	50 Relief Fire Ins. Co..... 64½
141 Howard Fire Ins. Co...65@65½	4 Star Fire Ins. Co..... 70½
140 Mechanics' & Traders' Fire Ins. Co.....119@119½	*Bonds.*
30 Met'n Plateglass Ins. Co..150¼	$2,000 Brooklyn City Perm't Water Loan 6s, due 1891.117&int.
470 Firemen's Ins. Co.....80	$14,000 Houst. E. & W. Texas RR. 1st mort. 7s, due 1898.. 96½
400 Jeff'rs'n Fire Ins.Co.122@123	

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Ashuelot (quar.)	2	July 1	.....
Boston Concord & Montreal pref.	3	May 15	May 8 to ——
Catawissa pref	3½	May 16	.....
Chic. Burl. & Quincy (quar.)	$2	June 15	June 1 to June 18
Clev. & Pitts. guar. (quar.)	1¾	June 1	May 11 to June 1
North Pennsylvania (quar.)	1¾	May 25	.....

NEW YORK, FRIDAY, MAY 11, 1883—5 P. M.

The Money Market and Financial Situation.—The last bank statement on May 5 did not represent fairly the condition of the city banks, as the large treasury disbursements had been made so late in the week that their full effect was not seen in the bank averages for the six days; the statement of to-morrow should be better.

The advance to 4 per cent in the Bank of England rate is one of the points which is regarded as a trifle less favorable, inasmuch as that market is so closely connected with this country in all specie and exchange movements, and particularly in the absorption of new railroad loans.

The reports of the winter wheat crop have not recently been as good from some quarters of the West, but these reports are yet early, and in the northern States little definite information is obtained of the grain crops before the first of June; and as to the quantity of new land to be broken up this year and put in spring wheat, it will be impossible even to make an approximate estimate.

Railroad building shows a large falling off this year, just as we predicted, and for four months, from Jan. 1 to May 1, there were constructed about 1,450 miles, against 2,300 in the same time last year. But even this includes some very active work this year on lines now finished, or nearly finished; and after the completion of the Atlantic & Pacific, say June 1, where will we find any companies with a heavy mileage yet to be constructed this year, except the Northern Pacific and the N. Y. West Shore & Buffalo? Will the railroad building of 1883 probably exceed a total of 6,000 miles?

There has been some discussion in Wall Street respecting the new financial bills passed by the New York Legislature, particularly the Page bill as to savings banks, which awaits the Governor's signature, and the Mackin bill, which has been signed and become a law. The latter is somewhat general as to the investments of corporations, and is amendatory of previous statutes, the principal section being as follows:

"It shall be lawful for any corporation organized under the laws of this State, and transacting business in it and other States, or foreign countries, except savings banks, to acquire, hold and convey in such States or foreign countries, with the consent thereof, such real estate as shall be requisite for such corporation, in the convenient transaction of its business, and to invest its funds in the stocks, bonds or securities of other corporations owning lands situated in this State or such states, provided that loans shall not be made on any stocks upon which dividends shall not have been declared continuously for three years immediately before such loans are made; and provided, further, that such stocks shall be continuously of a market value twenty per cent greater than the amount loaned or continued thereon."

The money market has been decidedly easier, and stock-brokers have obtained call loans at 3½@5 per cent and government bond dealers at 2½@3 per cent. Prime commercial paper sells at 5@5½ per cent.

The Bank of England weekly statement on Thursday showed a decrease of £462,000 in specie, and the percentage of reserve to liabilities was 33 7-16, against 34 1-16 last week; the discount rate was advanced to 4 per cent, from 3 the previous rate. The Bank of France lost 537,500 francs gold and 1,675,000 francs silver.

The New York City Clearing-House banks in their statement of May 5 showed an increase of $708,925 in total reserves, making a surplus of $1,604,125, against $895,200 April 28.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883. May 5.	Differ'nces fr'm previous week.	1882. May 6.	1881. May 7.
Loans and dis.	$315,507,100	Inc. $2,612,400	$315,235,600	$310,850,000
Specie	55,769,100	Inc. 2,032,300	65,741,100	73,346,500
Circulation	16,233,600	Dec. 108,800	18,781,600	18,664,200
Net deposits	296,970,300	Inc. 7,047,900	302,679,000	305,033,900
Legal tenders	20,077,300	Inc. 438,600	19,579,000	16,024,600
Legal reserve	$74,242,575	Inc. $1,761,975	$75,669,750	$76,258,475
Reserve held	75,846,700	Inc. 2,470,900	85,320,100	89,371,100
Surplus	$1,604,125	Inc. $708,925	$9,650,350	$13,112,625

Exchange.—Foreign exchange has been firm this week, partly in consequence of the advance in the Bank of England rate and partly from the scarcity of commercial bills. To-day prime bankers' 60 days sterling sold at $4 83@4 83¼; demand, $4 86½@4 86¾; cables, $4 87½@4 87¾. Continental bills were as follows, viz.: Francs, $5 20⅝@5 21¼ and $5 18⅛@5 18¾; reichsmarks, 94⅜c.@94½ and 94⅞c.95; guilders, 39 15-16c.@40 and 40 3-16c.@40¼.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

May 11.	Sixty Days.	Demand.
Prime bankers' sterling bills on London	4 83 @4 84	4 86½@4 87½
Prime commercial	4 82¼@4 82⅝	4 85½@4 86
Documentary commercial	4 81⅝@4 82¼	4 83 @4 85¼
Paris (francs)	5 21¼@5 18¾	5 18¾@5 16¼
Amsterdam (guilders)	39⅞@ 40⅛	40⅛@ 40⅜
Frankfort or Bremen (reichmarks)	94⅜@ 95	94⅞@ 95⅛

United States Bonds.—There has been very little doing in government securities, and the business is checked to some extent by the uncertainty as to the effect of the new laws in this State pertaining to corporate investments.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	May 5.	May 7.	May 8.	May 9.	May 10.	May 11
5s, continued at 3½	Q.-Feb.	*103	*102½	*102½	*102½	*102½	*102½
4½s, 1891 reg.	Q.-Mar.	*112	112	112	*112	112	*112
4½s, 1891 coup.	Q.-Mar.	*113	113	113½	*113½	113½	*113½
4s, 1907 reg.	Q.-Jan.	119¼	119¼	119¼	119¼	119¼	119¼
4s, 1907 coup.	Q.-Jan.	119⅜	119	119¼	*119⅛	119¼	119¼
3s, option U. S. reg.	Q.-Feb.	*103¼	*103	103¼	103¼	*103⅛	*103
6s, cur'cy, 1895 reg.	J. & J.	*127	*127	*127	*127	*127	*127
6s, cur'cy, 1896 reg.	J. & J.	*128	*128	*128	*128	*128	*128
6s, cur'cy, 1897 reg.	J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1898 reg.	J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1899 reg.	J. & J.	*131	*131	*131	*131	*131	*131

* This is the price bid at the morning board; no *sale* was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, or each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
May 5..	1,211,598 28	2,005,943 57	116,519,586 47	7,201,128 24
" 7..	1,219,797 35	2,301,224 94	115,645,060 83	6,994,224 29
" 8..	1,229,029 97	896,341 13	115,764,722 29	7,207,251 67
" 9..	1,193,745 22	1,367,823 44	115,593,170 01	7,204,725 70
" 10..	1,147,792 29	910,298 81	115,574,042 61	7,461,346 61
" 11..	1,238,540 76	1,368,319 33	115,300,941 37	7,604,689 28
Total	7,240 503 87	*8,849,931 22	.....	.....

* Above payments include $532,000 gold certificates taken out of cash

State and Railroad Bonds.—There is simply nothing doing in Southern State bonds, and beyond the bid and asked quotations on another page there is nothing to report of them.

Railroad bonds have still been quite active on certain specialties, and in several issues the recorded sales at the Board were very large. The N. Y. West Shore & Buffalo 5 per cent mortgage bonds have again been prominent, and the full amount of the loan, $50,000,000, being now outstanding, there can be no more bonds of this class issued. The Atlantic & Pacific income bonds have also been very active and advanced sharply; the report was current that negotiations for a large sale of the company's bonds to foreign capitalists had been successful, but if this was premature, it was known that such negotiations were in progress, under favorable auspices. Rich- & Dan. debentures have been largely dealt in at higher figures.

Railroad and Miscellaneous Stocks.—The stock market has been rather irregular, with a comparatively dull business and a tendency towards weakness. The retirement of Mr. Vanderbilt, coupled with the report that he has greatly reduced his holdings of New York Central & Hudson, was prejudicial to the Vanderbilt stocks, and as to the Gould stocks, there was little stimulus derived from his return to New York. The reports of winter wheat are not very good this week, and this is made the most of by those interested as bears in stocks or bulls in grain. The fact is, that the present time is a period of "between seasons," when the result of the agricultural products of the year is entirely uncertain, and consequently any tendency towards dulness or weakness in the market has a better chance to assert itself. Immigrants are yet pouring into the Great West and building up a population where there was none before, although it must be remembered that it usually takes years to build up a paying traffic on railroads in a new country by means of immigration alone.

To-day stocks were weak, as a rule, and the closing prices were in many cases near the lowest of the week.

At the annual meeting of the Central Railroad of New Jersey to-day, 150,000 shares were represented, voting almost unanimously for the Gowen-Garrett directors, as follows: H. S. Little, John Kean, F. B. Gowen, E. C. Knight, R. Garrett, S. Shepard, T. F. Randolph, Samuel Sloan, J. Kennedy Tod.

The board submitted the following statement of earnings on all the lines operated:

	1881.	1882.	Inc.
Gross earnings	$10,927,593	$11,312,296	$384,702
Operating expenses	6,152,795	6,221,225	68,430
Net earnings	$4,774,798	$5,091,071	$316,272
Interest, rentals, &c.	4,172,143	4,493,791	321,651
Surplus	$602,655	$597,279	Dec. $5,379

Increased fixed charges for 1882 over 1881 were mainly for payment of interest on American Dock & Improvement Company bonds funded in 1881. As against surplus shown, there are the following charges: Paid car trusts, construction, taxes, &c., 1881, $535,289; 1882, $638,349. Interest on income bonds is not charged, but is found in receiver's accounts.

It was voted to accept the proposition of the Philadelphia & Reading to take possession of the Central Road from Sept. 1, 1883, and to manage it for 999 years, paying all fixed charges and guaranteeing a dividend of 6 per cent a year, semi-annually, the first dividend to be paid December 1, 1883.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING MAY 11, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, May 5.	Monday, May 7.	Tuesday, May 8.	Wednesday, May 9.	Thursday, May 10.	Friday, May 11.	Sales of the Week (Shares).	Range Since Jan. 1, 1883. Lowest.	Highest.	For Full Year 1882. Low.	High
RAILROADS.											
Albany & Susquehanna	*132 135	*132 135	*132 135	*131 135	*131 135	....	.....	128 Feb. 14	131 Feb. 7	126	135
Boston & N. Y. Air-Line, pref.	84¼ 84¼	84½ 84⅝	84¾ 84¾	84¾ 84½	....	....	1,240	78 Mar. 28	84¾ May 3	60	80½
Burlington Cedar Rap. & No.	*81 83	*81 83	81 81	*81 85	*81 84	....	14	80 Mar. 28	83 Jan. 5	67	85⅛
Canadian Pacific	63⅜ 65	63 63⅞	62 63½	61 62½	60⅞ 62½	61½ 62	38,660	58¼ Feb. 23	65½ May 3	.....	.....
Canada Southern	66 66⅜	66⅜ 67¾	67 67½	66⅝ 67	65¼ 66½	65¼ 66	10,125	63¾ Feb. 19	71¾ Jan. 19	44	73
Central of New Jersey	77⅞ 78½	78 79⅞	80 80⅝	79¼ 80⅜	78⅜ 79½	77⅞ 78⅞	119,165	68¼ Jan. 3	80⅝ May 8	63¼	97½
Central Pacific	76⅝ 77⅛	76⅝ 77	76⅝ 77	75½ 76⅝	75¼ 75⅝	74½ 75⅜	50,720	74⅜ Mar. 28	88 Jan. 5	82⅜	97⅛
Chesapeake & Ohio	....	21¼ 21¼	....	*21 22	21 21	*20½ 21½	200	20½ Feb. 23	23¾ Jan. 20	19½	27
Do 1st pref	....	32¼ 32¼	....	*31 32½	*30½ 32½	*31 32½	100	29⅞ Feb. 24	35½ Jan. 20	27¼	41½
Do 2d. pref	....	23⅝ 23⅝	....	*23⅜ 24½	*23 24½	*23 24½	100	22½ Feb. 26	27 Jan. 22	21	29
Chicago & Alton	*124 135	134 134½	134 135	134 134	133 133	132¾ 132¾	532	130 Feb. 20	137¼ Jan. 22	127½	145½
Chicago Burlington & Quincy	126 126½	125½ 125½	126 126	124⅞ 126½	123⅝ 125	123⅞ 124⅝	11,970	115⅜ Feb. 20	129⅜ Apr. 13	120½	141
Chicago Milwaukee & St. Paul	103½ 104⅞	103¾ 104⅝	104¼ 104⅞	104⅜ 105⅛	104⅛ 104⅝	104 104⅜	127,638	97⅞ Feb. 20	108½ Jan. 20	96½	128¼
Do pref.	120⅜ 120⅜	120½ 121	121¼ 121¼	121¼ 121¾	120 120¾	120¾ 120¾	2,780	116⅜ Feb. 7	122 Jan. 9	114½	144¾
Chicago & Northwestern	134⅛ 134⅞	134⅜ 134⅞	134¾ 135⅜	134¼ 135¼	133¾ 134⅜	133¾ 134	17,505	128½ Feb. 2	140⅜ Apr. 13	124	150¾
Do pref.	152 152	152½ 152½	152½ 153	152⅞ 153	151½ 152¼	151 151½	1,900	143 Feb. 20	157 Apr. 13	136	175
Chicago Rock Island & Pacific	125¾ 125¾	125¾ 125¾	125⅞ 125⅞	125 125¾	124½ 124½	123½ 124¼	2,095	118 Feb. 21	127¼ Jan. 5	122	140¼
Chicago St. Louis & Pittsburg	*20½ 21	*20 21	*20 21½	*20 21	*20 21	20 21	520	20 May 11	22 Apr. 21	.....	.....
Do pref.	*53½ 54½	54½ 54½	*53½ 54¾	*54 55½	*54½ 55½	54¾ 56½	400	54 Apr. 26	56½ Apr. 19	.....	.....
Chicago St. Paul Minn. & Om.	49½ 49¾	49¾ 50¼	50½ 50¾	50¼ 50¼	49 49½	49⅛ 49½	4,412	44⅜ Feb. 19	55 Jan. 18	29¾	58¼
Do pref.	108 108⅛	....	107⅝ 108⅛	107⅝ 107⅝	107 107	*106½ 107½	2,774	102¾ Feb. 19	113¼ Jan. 5	97½	117
Cincinnati Sand. & Cleveland	42 42	....	42 42	....	40 40	40 40	550	40 May 10	49½ Mar. 9	44	62
Cleveland Col. Cinn. & Ind.	73 73½	73 73	72¾ 72¾	70 71½	68½ 69¾	68¾ 68⅞	3,760	68½ May 10	84 Jan. 5	65½	92¾
Cleveland & Pittsburg, guar.	....	....	....	....	....	....	.....	133 Apr. 26	142 Jan. 26	133	140
Columbia & Greenville, pref.	62 62½	63 64½	65 67½	67½ 68½	68 68	67 67	2,950	31 Feb. 26	68½ May 9	50	104
Columbus Chic. & Ind. Central	*5 5½	*5 5½	4¾ 4¾	....	*4¾ 5¼	*4¾ 5¼	30	3¼ Jan. 20	7¾ Mar. 5	3⅞	21⅞
Delaware Lackawanna & West.	127¼ 128	127¼ 128	127½ 128	126⅝ 127⅜	125⅞ 126⅞	125⅝ 126⅜	181,625	118⅛ Feb. 16	131½ Apr. 13	116¼	150¾
Denver & Rio Grande	49¾ 50¾	49⅞ 50⅜	49½ 50⅛	49⅜ 50⅛	49⅜ 49⅝	49⅜ 50	76,580	39⅞ Jan. 2	51½ May 3	38¼	74⅝
Dubuque & Sioux City	*84½ 85½	*84½ 86	*84½ 86	*83 86	....	....	.....	84½ Apr. 11	92 Mar. 12	82	96½
East Tennessee Va. & Ga.	10 10¼	10 10⅛	9⅞ 10	9⅞ 10	9⅞ 9⅞	9¾ 9¾	2,800	8⅛ Feb. 21	1¼ Apr. 13	8	16
Do pref.	21⅜ 22	21⅛ 22	21⅜ 21¾	21⅛ 21½	20¾ 21⅜	20¾ 21	33,300	14¾ Feb. 20	23 Apr. 14	15½	26½
Green Bay Winona & St. Paul	*8½ 9½	....	9¼ 9¼	....	8½ 8½	*8 9	300	5 Feb. 9	10⅞ Apr. 12	6	16
Hannibal & St. Joseph	43 43	*..... 43	....	....	*..... 43	....	500	38 Mar. 6	46¾ Jan. 17	45	110
Do pref.	96½ 97¾	*..... 98	....	95 95	94¾ 96	*94 97	1,880	72 Jan. 3	97¾ May 5	72	111¼
Houston & Texas Central	*70 73	*72½ 76	*70 75	*72½ 75	75 75	75 75	200	73 Feb. 17	82½ Apr. 5	61	92½
Illinois Central	145 145	145 145	....	....	143½ 144½	144 144	1,178	141⅝ Jan. 3	147⅞ Apr. 11	127¾	150½
Indiana Bloom'n & Western	29½ 29½	29½ 30¼	30½ 30½	30 30½	29½ 29¾	29 29½	1,700	27 Feb. 16	35½ Apr. 9	30	49½
Lake Erie & Western	....	29½ 29½	29¾ 29⅞	29⅝ 29⅝	29½ 29½	29 29	925	26 Feb. 16	33¼ Jan. 18	23½	45
Lake Shore	110 110⅝	110⅜ 111½	111 111⅝	110⅝ 111¼	110¼ 110¾	109⅝ 110⅜	83,610	106⅝ Feb. 16	114⅞ Jan. 18	98	120⅜
Long Island	67½ 67½	*66½ 67	67 68½	68 69	67 68	*66½ 68	3,734	60 Jan. 2	69 Apr. 16	49½	65
Louisville & Nashville	52⅝ 53⅜	52⅞ 53½	53⅛ 53⅝	52½ 53⅛	51⅜ 52⅝	50⅜ 51⅝	57,800	50¾ May 11	58½ Jan. 20	46½	100¾
Louisville New Albany & Chic	*54 57	....	*54 57	....	*54 58	*54 58	.....	54⅞ Apr. 17	68 Jan. 5	57	78
Manhattan Elevated	*44¾ 46	*44¾ 46	....	....	44¾ 44¾	44¾ 44¾	300	40 Mar. 21	53⅞ Feb. 9	40	60⅜
Do 1st pref.	....	....	....	....	....	*82½ 85	.....	81½ Apr. 5	90 Jan. 18	82	98½
Do common	*44 45	*44 45	....	....	*44 45	*44¾ 45	.....	44½ May 2	53 Feb. 10	40	56
Manhattan Beach Co.	....	....	24 25	25 25	....	....	625	15 Feb. 21	26½ Mar. 15	15	37
Memphis & Charleston	....	....	44 45	40 49	42 44	40 43¾	16,300	36 Feb. 19	55 Jan. 8	42¼	82⅜
Metropolitan Elevated	*80 82	*80 82	....	81½ 81½	*80½ 83	*81 85	100	79½ Mar. 7	85 Jan. 8	77	93
Michigan Central	93¼ 93⅞	93¼ 94½	94 95	94⅛ 94¼	93 93¾	93 93⅝	16,750	90 Feb. 20	100⅜ Jan. 19	77	105
Milwaukee L. Sh. & Western	*..... 16	*..... 16	*..... 14	*..... 14	*..... 14	....	.....	14 May 3	18 Jan. 4	13	21
Do pref.	*46½ 47	*46⅜ 47	46 46½	*46 46¾	46 46	....	900	42 Mar. 5	48½ Jan. 20	41¾	58¼
Minneapolis & St. Louis	*28 28½	*28 28½	*28 28½	*28 28½	*28 29	*27 28	.....	22⅞ Feb. 20	30¾ Jan. 18	19	36¾
Do pref.	*58½ 59½	*58 60	*58½ 60	*58½ 60	*58 60	*57 59	.....	52 Feb. 20	68½ Jan. 18	59	77
Missouri Kansas & Texas	30¾ 31⅜	30⅞ 31½	31⅛ 31⅝	31 31⅝	30⅝ 31	30⅜ 30¾	19,000	29¼ Feb. 20	34⅞ Jan. 18	26⅜	42½
Missouri Pacific	104⅛ 104⅝	104½ 105	104¾ 105½	104⅞ 105½	104½ 105	104¼ 104⅝	10,100	97¾ Feb. 26	106⅞ Apr. 9	86⅝	112⅜
Mobile & Ohio	....	....	....	*15½ 17	*15½ 17	*15½ 17	.....	15 Feb. 16	19½ Jan. 5	12	35¾
Morris & Essex	....	126 126	126¾ 126¾	126½ 126½	127 127½	127¼ 128	1,997	120 Feb. 15	128 May 11	119¾	128
Nashville Chattanooga & St. L.	56½ 56½	*55 58	....	60 60	*56 57½	53½ 53½	350	53½ May 11	64⅞ Jan. 22	47	87½
New York Central & Hudson	122¼ 123	122⅜ 123¼	122⅞ 123⅜	122¼ 122¾	121½ 122¼	121⅜ 122	141,057	121⅜ May 11	129⅛ Mar. 10	123⅝	138
New York Chic. & St. Louis	11¾ 12⅜	11½ 11¾	*11½ 12	*11⅝ 12⅛	*11½	11½ 11½	937	10 Feb. 2	15½ Jan. 5	10½	17¾
Do pref.	25¼ 26	25½ 25½	*25½ 27	26¾ 26¾	*26 27	*25½ 26¾	500	23 Feb. 7	35 Jan. 4	27	37⅝
New York Elevated	*104 110	*104 112	....	....	*104 110	*104 110	.....	101 Jan. 13	105 Feb. 16	100	109½
New York Lack. & Western	....	88½ 88⅝	88½ 88¾	88¼ 88¼	88¾ 89	88⅞ 88⅞	1,217	85½ Mar. 1	89½ Mar. 5	.....	.....
New York Lake Erie & West.	36¾ 36⅞	36⅜ 37⅛	36⅜ 36⅞	36⅜ 36¾	35⅜ 36⅜	35⅜ 36⅛	53,808	34⅜ Feb. 20	40⅞ Jan. 18	33¼	43¾
Do pref.	....	....	....	....	....	....	.....	75 Feb. 19	83 Jan. 5	67	88¼
New York & New England	....	....	37½ 37½	....	....	....	100	37 Apr. 24	52¼ Jan. 9	45	60½
New York New Haven & Hart.	*178 181	180 180	181 181	....	....	....	82	169 Jan. 16	181 May 8	168	186
New York Ontario & Western	27¾ 28	27⅝ 27⅞	27¾ 28	27¼ 27⅞	27⅜ 27½	27¼ 27⅜	5,413	24¾ Mar. 2	29⅜ Apr. 14	20½	31⅞
New York Susq. & Western	....	....	....	....	8⅛ 8⅝	....	800	8⅛ May 10	8⅝ May 10	.....	.....
Do pref.	....	....	....	....	21¾ 21¾	....	1,250	21¼ May 10	21¾ May 10	.....	.....
Norfolk & Western, pref.	43½ 43½	43 43	43 43	43 43	42 42	42 42	1,520	37½ Feb. 26	49¾ Jan. 20	44¼	60
Northern Pacific	51 51¼	51¼ 51½	51⅜ 51⅞	51⅜ 51¾	51⅛ 51⅜	51 51¼	22,075	44⅞ Feb. 20	54½ Apr. 13	28¾	54⅜
Do pref.	88¼ 88¾	88¼ 88½	88⅝ 89¼	88⅝ 89⅛	88 88½	88 88⅝	26,094	79⅜ Feb. 20	89⅜ Apr. 11	66¾	100⅜
Ohio Central	*12 12½	12¼ 12¼	12½ 12⅝	12 12⅜	11¾ 12⅛	11¾ 11¾	3,475	9⅛ Feb. 16	14¼ Apr. 13	11⅜	25⅜
Ohio & Mississippi	....	....	35 35	34 34½	*33½ 33¾	....	500	29 Feb. 14	36¾ Apr. 13	27	42
Ohio Southern	....	13 13	....	....	....	....	300	10 Feb. 2	14¾ Apr. 24	11	23½
Oregon & Trans-Continental	84⅛ 84⅞	84½ 84⅞	85 85⅞	85 85⅜	84¾ 85⅜	84¾ 85⅛	57,434	79 Feb. 20	89 Jan. 19	60	98¾
Peoria Decatur & Evansville	*20½ 21	*20 21	*20 21½	*20 21½	*20	20 20⅛	254	19⅝ Feb. 19	28 Jan. 18	23	39¾
Philadelphia & Reading	54⅞ 55	54¾ 55¼	54⅞ 56¾	55⅝ 56⅛	54⅞ 55¼	54⅝ 54¾	28,300	49⅝ Feb. 20	58½ Jan. 18	46¾	67½
Pittsburg Ft. Wayne & Chic.	133½ 133⅞	134 134	....	....	134½ 134½	....	108	131¾ Apr. 23	138 Jan. 16	130	139
Rensselaer & Saratoga	....	....	....	....	144¾ 144¾	....	100	136½ Jan. 3	145 Apr. 25	131½	144
Rich. & Allegh., st'k trust ctfs.	....	....	14 14	....	....	....	100	10 Feb. 20	15½ Apr. 16	13	40
Richmond & Danville	63½ 64	63⅞ 64¼	65 66¼	65 67⅝	*64 65½	64 64	6,315	47 Jan. 13	67⅝ May 9	52	250
Richmond & West Point	36 36⅝	36¼ 36½	36⅜ 37	35⅜ 36⅝	34⅞ 35⅛	35 35½	10,900	21 Feb. 16	37 May 8	23	263
Rochester & Pittsburg	20¼ 21½	21⅜ 22	21⅝ 21⅞	20⅞ 21½	20¾ 21⅛	20⅝ 21⅜	31,175	16¾ Feb. 16	23 Apr. 4	17½	36½
St. Louis Alton & Terre Haute	....	....	*67 70	66 66	66¾ 77	67 67	700	48 Jan. 3	71¾ Mar. 10	20½	50
Do pref.	91 91	....	89½ 91¼	88 89	*88 90	*89½ 91	600	88 May 9	103 Apr. 11	55	94½
St. Louis & San Francisco	32 32	*32 34	32½ 33	....	*34 35	*32 34	400	29½ Feb. 28	35 Apr. 14	31	46⅞
Do pref.	*52 53	*52¾ 53½	52¾ 54½	55 55	54½ 55	53½ 54¼	2,700	48 Feb. 23	55 May 9	43	66½
Do 1st pref.	*98 99	*98 99	99 99	....	*98 99	*98 99	100	89 Feb. 28	100½ Jan. 11	79¾	106½
St. Paul & Duluth	38½ 39¼	39½ 39¾	39¾ 39¾	*39 40	*39½ 40½	39 39	800	35 Feb. 15	40⅞ Jan. 9	26	42¾
Do pref.	*95 97	96¾ 96¾	*96 97½	*96½ 98	*96½ 98	*96 98	200	91 Feb. 20	97½ Jan. 4	68	99¼
St. Paul Minneap. & Manitoba	129 130	129½ 130	129½ 130	128½ 129¼	127½ 128½	128 129	8,600	†123 Apr. 20	169¼ Apr. 16	108½	166½
Texas & Pacific	39⅛ 39½	39¼ 39⅞	39½ 40	39⅜ 39⅞	39 39⅝	38¾ 39¼	15,135	36¾ Jan. 3	43 Jan. 18	34	55
Union Pacific	97⅝ 98⅛	97⅞ 98⅜	97½ 98¼	97 97⅜	96⅞ 97¼	96¾ 97¼	93,630	91¼ Feb. 7	104¾ Jan. 18	98¼	119¾
Virginia Midland	31 31	....	....	....	....	30 31	800	20 Jan. 9	31½ Apr. 21	25	62½
Wabash St. Louis & Pacific	29 29½	29 29¾	29⅝ 29⅞	29¼ 29¾	29 29⅜	29¼ 29½	7,300	26½ Feb. 26	36¾ Jan. 18	23⅝	39⅞
Do pref.	46¾ 47⅜	46¾ 47⅜	47 47¾	46⅞ 47½	46¼ 46⅞	46¼ 46¾	23,015	44¾ Feb. 26	57½ Jan. 18	45⅞	71⅝
MISCELLANEOUS.											
American Tel. & Cable Co.	68 68	....	69¼ 69¼	69¼ 69¼	69 69	69 69	710	64⅜ Feb. 26	69½ Jan. 15	65	74
Colorado Coal & Iron	37 37	37 37	....	36½ 36½	36½ 37	35¼ 36⅛	1,300	28¼ Feb. 7	39⅜ Apr. 16	25	53⅞
Delaware & Hudson Canal	110⅜ 110⅜	*110⅛	110¾ 110¾	110 110⅜	108½ 110	108 109⅜	3,148	105⅜ Feb. 13	112⅛ Apr. 14	102¾	119¾
Homestake Mining Co.	16¼ 16¼	....	16 16	....	15¾ 16	16¼ 16¼	434	15 Mar. 6	19 Jan. 19	15⅜	19¾
Mutual Union Telegraph	20 20	....	....	20 20	20 20	....	677	17½ Mar. 27	25 Jan. 17	19⅞	30¼
New York & Texas Land Co.	*80⅛	81 81	82½ 82½	83¼ 83¼	84¾ 84¾	83 83	720	55 Mar. 13	84¾ May 10	37	55
Oregon Improvement Co.	....	....	84 84	....	....	....	110	80½ Apr. 4	91½ Mar. 5	.....	.....
Oregon Railway & Nav. Co.	....	....	139 140	....	140 140	....	715	132 Feb. 20	144¾ Apr. 12	128	163⅛
Pacific Mail	41½ 41¾	42 42	42 42	41⅝ 41¾	41⅜ 41⅝	41¼ 41⅝	4,350	39 Jan. 25	44¾ Apr. 9	32¾	48¾
Pullman Palace Car	126½ 127	127 127	127 127½	128 129⅝	128¼ 129½	128½ 128½	4,465	117 Feb. 23	130 Apr. 30	117	145
Quicksilver Mining	*8 8½	*8 8½	*8 8½	8 8	7⅞ 8⅛	8 8	950	7⅞ May 10	9½ Mar. 3	8	14¼
Do pref.	*40 42½	*40 44	*40 42	*38 40½	*40 43	*38 42	.....	37½ Jan. 26	46½ Mar. 6	40	62¼
Western Union Telegraph	83 83½	83¼ 83⅝	83⅜ 84	83⅝ 84	83¼ 83½	83 83⅝	26,208	79¼ Feb. 5	85½ Mar. 13	76⅛	93⅜
EXPRESS.											
Adams	126½ 127½	126½ 128	128 128	129 129	128 128¾	*128 130	776	126½ May 5	135 Jan. 5	133	149½
American	91¼ 92¼	91½ 92½	*91½ 93	93 93½	*91½ 93	92 93	316	88 Mar. 16	93½ May 9	90	97½
United States	*58 61	*58 61	*57 60	57½ 58½	*55 58	59 59	230	57½ May 9	65½ Jan. 6	62	80¼
Wells, Fargo & Co.	*124 125½	125 125	124 124	*124 126	124 124	*124 125	170	122 Feb. 19	126 Jan. 8	125	132
COAL AND MINING.											
Consolidation Coal	....	....	....	....	....	....	.....	25 Mar. 13	27⅝ Jan. 19	27½	36⅞
Little Pittsburg Mining	....	....	....	....	....	....	.....	....	....	1⅛	2¼
Mariposa Land and Mining	....	....	....	....	....	....	.....	....	....	1¼	2½
Maryland Coal	....	....	....	....	....	....	.....	15 Apr. 13	17 Jan. 15	13	26
New Central Coal	....	....	....	13 13	13 13	....	300	12½ Mar. 27	14 Jan. 4	13½	23
Pennsylvania Coal	....	....	....	....	....	....	.....	270 Feb. 2	270 Feb. 2	240	245
Standard Consol. Mining	....	....	....	....	....	....	.....	5½ Feb. 17	7 Apr. 10	4½	19¾
Cameron Coal	....	....	....	....	....	....	.....	14 Feb. 27	18 Jan. 3	18	37¼
Central Arizona Mining	....	....	....	....	....	....	.....	¼ Mar. 26	½ Jan. 12	½	1⅝
Deadwood Mining	....	....	....	....	....	....	.....	....	....	4	6¾
Excelsior Mining	....	....	....	....	....	....	.....	....	....	¼	2⅞
Robinson Mining	....	....	....	....	....	....	.....	....	....	1	4
Silver Cliff Mining	....	....	....	....	....	....	.....	....	....	2	2¾
Stormont Mining	....	....	....	....	....	....	.....	....	....	1½	1½

These are the prices bid and asked; no sale was made at the Board. † Ex-privilege.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama –		
Class A, 3 to 5, 1906	83	83¾
Class A, 3 to 5, small	.....	.....
Class B, 5s, 1906	101	102¾
Class C, 4s, 1906	84	.....
6s, 10-20s, 1900	106	.....
Arkansas –		
6s, funded, 1899-1900	.....	20
7s, L. Rock & Ft. S. iss.	.....	65
7s, Memp. & L. Rock RR	47	.....
7s, L. R. P. B. & N. O. RR	40	51
7s, Miss. O. & R. R. RR.	40	.....
7s, Arkansas Cent. RR.	16	22
Connecticut 6s, 1883-4	102	.....
Georgia – 6s, 1886	102	.....
7s, new, 1886	106¾	.....
7s, endorsed, 1886	106¾	.....
7s, gold, 1890	114½	.....
Louisiana –		
7s, consol., 1914	64¾	67
7s, small	60	.....
Louisiana—Continued—		
Ex-matured coupon	58	59
Michigan –		
7s, 1890	.....	.....
Missouri—		
6s, due 1883	.....	.....
6s, due 1886	108	.....
6s, due 1887	109	.....
6s, due 1888	110½	.....
6s, due 1889 or 1890	112	.....
Asyl'm or Univ., due '92	114	.....
Funding, 1894-95	117	.....
Hannibal & St. Jo., '86	110½	.....
Do do '87	110½	.....
New York—		
6s, gold, reg., 1887	.....	.....
6s, gold, coup., 1887	.....	.....
6s, loan, 1891	.....	.....
6s, loan, 1892	.....	.....
6s, loan, 1893	.....	.....
N. Carolina—6s, old, J. & J.	30	.....
6s, old, A. & O.	30	32
N. Carolina—Continued—		
No Carolina RR., J. & J.	155	.....
Do A. & O.	155	.....
Do 7 comp'n off, J. & J.	130	.....
Do 7 comp'n off, A. & O.	130	.....
Funding act, 1866-1900	10	.....
Do 1868-1898	10	.....
New bonds, J. & J., '92-8	15	.....
Do A. & O.	15	.....
Chatham RR	3½	.....
Special tax, class 1, '98-9	5	.....
Do class 2	5	8
Do to W. N. C. RR.	5	8
Do Western RR.	5	8½
Do Wil. C. & Ru. R.	5	7
Do W'n. & Tar R.	5	.....
Consol. 4s, 1910	.....	.....
Small	.....	.....
Ohio—		
6s, 1886	.....	.....
Rhode Island—		
6s, coupon, 1893-99	.....	.....
South Carolina—		
6s, Act Mar 23, 1869, non-fundable, 1888	2½	5
Brown consol'n 6s, 1893	.....	.....
Tennessee—6s, old, 1892-8	.....	.....
6s, new, 1892-8	.....	.....
6s, new series, 1914	.....	.....
Comp'mise, 3-4-5-6s, 1912	.....	46
Virginia—6s, old	40	.....
6s, new, 1866	.....	.....
6s, new, 1867	.....	.....
6s, consol. bonds	.....	.....
6s, ex-matured coupon	.....	.....
6s, consol., 2d series	.....	.....
6s, deferred	.....	.....
District of Columbia—		
3-65s, 1924	.....	.....
Small bonds	.....	.....
Registered	.....	.....
Funding 5s, 1899	.....	.....
Do small	.....	.....
Do registered	.....	.....

RAILROAD BONDS.

Railroad Bonds. (Stock Exchange Prices)		
Ala. Central—1st, 6s, 1918	.....	.....
Alleg'y Con.—1st, 6s, 1922	*	99⅞
Atch. T. & S. Fe—4½, 1920	*84	.....
Sinking fund, 6s, 1911	.....	.....
Atl. & Pac.—1st, 6s, 1910	.....	100
Balt. & O.—1st, 6s, Prk. Br.	*113	113½
Bost. Hartf. & E.—1st, 7s guaranteed	.....	.....
Bur. C. Rap. & No.—1st, 5s	101½	101¾
Minn. & St. L.—1st, 7s, gu	*120½	.....
Iowa C. & West.—1st, 7s	.....	.....
C. Rap. Ia F. & N.—1st, 6s	*	104
1st, 5s, 1921	.....	.....
Buf. N. Y. & Phil.—1st, 6s	102	102½
Central Iowa—1st, 7s, '99	.....	.....
Char. Col. & Aug.—1st, 7s	*100	.....
Ches & Ohio—Pur. m'y fd.	112	115
6s, gold, series A, 1908	108½	.....
6s, gold, series B, 1908	91¼	91¾
6s, currency, 1918	52½	53½
Mortgage 6s, 1911	.....	.....
Chicago & Alton—1st, 7s	*119	.....
Sinking fund, 6s, 1903	111½	.....
La. & Mo. Riv.—1st, 7s, 2d, 7s, 1900	115	116
St. L. Jack. & Chic.—1st 1st, guar. (564), 7s, '94	*114½	118
2d (360), 7s, 1898	114	.....
2d, guar. (188), 7s, '98	*	117
Miss. R. Br'ge—1st, s.f. 6s	110	.....
C. B. & Q.—Consol. 7s, 1903	127½	129
5s, sinking fund, 1901	104	106
Ia. Div.—S. F., 5s, 1919	.....	.....
S. F., 4s, 1919	86	87½
Denver Div.—4s, 1922	85	85¼
4s, 1921	.....	80⅛
C. R. I. & P.—6s, cp., 1917	126½	.....
6s, reg., 1917	*125	.....
Keo. & Des M.—1st, 5s	102	.....
Central of N. J.—1st, '90, 1st consol. assented, '99	*117	.....
Conv., assented, 7s, 1902	114½	115
Adjustment, 7s, 1903	113	115
Leh. & W. B.—Con. g'd, as Am. D'k & Imp.—5s, 1921	105	105½
C. M. & St. P.—1st, 8s, P. D. 2d, 7 3-10, P. D., 1898	104½	105
1st, 7s, $ g., R. D., 1902	*88	88½
1st, LaC. Div., 7s, 1893	131	.....
1st, I. & M., 7s, 1897	120	.....
1st, I. & D., 7s, 1899	*125	.....
1st, C. & M., 7s, 1903	119⅞	120
Consol. 7s, 1905	120	123
2d, 7s, 1884	*125	.....
1st, 7s, L. & D. Ext., 1908	122	123
S. W. Div., 1st, 6s, 1909	101	.....
1st, 5s, LaC. & Dav., 1919	122½	.....
1st, S. Minn. Div. 6s, 1910	108¾	109½
1st, H. & D., 7s, 1910	.....	.....
Ch. & Pac. Div., 6s, 1910	*120	.....
1st, Chic. & P. W., 5s, 1921	*110½	.....
Min'l Pt. Div., 5s, 1910	95⅛	95½
C. & L. Sup. Div., 5s, 1921	.....	.....
Wis. & Min. D., 5s, 1921	.....	91
C. & N'west.—S. fd., 7s, '85	*106	.....
Interest bonds, 7s, 1883	100	.....
Consol. bonds, 7s, 1915	130	131
Extens'n bonds, 7s, '85, 1st, 7s, 1885	103	105½
Coupon, gold, 7s, 1902	106	.....
Reg., gold, 7s, 1902	126	126½
Sinking fund, 6s, 1929	126	.....
Sinking fund, reg.	*	110
Sinking fund, 5s, 1929	100	101
Sinking fund, reg.	*	100¾
Escan'a & L. S.—1st, 6s	.....	.....
Des M. & Min's—1st, 7s	.....	.....
Iowa Midland—1st, 8s	*128	.....
Peninsula—1st, conv. 7s	*120	.....
Chicago & Mil.—1st, 7s	.....	.....
Win. & St. P.—1st, 7s, '87 2d, 7s, 1907	.....	.....
Mil. & Mad.—1st, 6s, 1905	.....	112
C. C. C. & Ind's—1st, 7s, s.f. Consol. 7s, 1914	121	.....
C. St. P. M. & O.—Consol., 6s	123	125
C. St. P. & M.—1st, 6s, 1918	108	109½
N. Wis.—1st, 6s, 1930	114	.....
St. P. & S. C.—1st, 6s, 1919	.....	.....
Chic. & E. Ill.—1st, s.f., cur.	.....	113
Chic. St. L. & P.—1st, con 5s 1st, con., 5s, reg., 1932	98	.....
Col. & Green.—1st, 6s, 1916 2d, 6s, 1926	.....	.....
Col. H. Val. & Tol.—1st, 5s	.....	83
Del. L. & W.—7s, conv., '92 Mortgage 7s, 1907	82½	84
Syr. Bing. & N. Y.—1st, 7s	115	.....
Morris & Essex.—1st, 7s 2d, 7s, 1891	120	.....
Bonds, 7s, 1900	123	125
7s of 1871, 1901	*114	.....
1st, consol., guar., 7s	*120⅘	122
N. Y. Lack. & W.—1st, 6s	.....	125
Del. & H.—1st, 7s, 1884	115½	116½
7s, 1891	104	105
1st, ext., 7s, 1891	116	116½
Coup., 7s, 1894	.....	.....
Reg., 7s, 1894	116¼	115¾
Del. & H.—Continued—		
1st, Pa. Div., cp., 7s, 1917	*123¼	.....
Pa. Div., reg., 7s, 1917	*123¼	.....
Alb. & Susq.—1st, 7s	111	.....
2d, 7s, 1885	104	.....
1st, cons., guar. 7s, 1906	122	124
1st cons., 6s, 1906	.....	.....
Rens. & Sar.—1st, coup. 1st, reg., 1921	135	.....
Denv. & Rio Gr.—1st, 1900	.....	111½
1st consol., 7s, 1910	99¼	100
Denv. So. P. & Pac.—1st, 7s	95	97
Det. Mac. & Marq.—1st, 6s	*	88
Land grant, 3½s, S. A.	.....	75
E. T. Va. & G.—1st, 7s, 1900	118	.....
1st, cons., 5s, 1930	78	78⅝
Divisional 5s, 1930	94	.....
Eliz. C. & N.—S. f., deb. c. 6s	.....	.....
1st, 6s, 1920	80	.....
Eliz. Lex. & Big S.—6s	.....	95
Erie—1st, extended, 7s	121	124
2d, extended, 5s, 1919	108½	109
4th, extended, 5s, 1920	*106	.....
5th, 7s, 1888	*111	.....
1st cons., gold, 7s, 1920	126½	126¾
1st cons., fd. coup., 7s, Reorg., 1st lien, 6s, 1908	*	107½
Long Dock b'ds, 7s, '93	.....	120
Buf. N. Y. & E.—1st, 1916	*130	.....
N. Y. L. E. & W.—New 2d 6	98⅜	99
2d, consol., fd. cp., 5s	.....	98
Buf. & S. W.—M. 6s, 1908	.....	.....
Ev. & T. H.—1st, cons., 6s	99	.....
Fl't & P. M'rg.—M. 6s, 1920	*109½	110½
Gal. Har. & S. Ant.—1st, 6s	104½	106
2d, 7s, 1905	.....	.....
Mex. & Pac.—1st, 5s	.....	.....
2d, 6s, 1931	.....	.....
Gr'n Bay W. & S. P.—1st, 6s	80	85
Gulf Col. & S. Fe—7s, 1909	112½	113¾
Han. & St. Jos.—8s, conv.	105½	.....
Consol. 6s, 1911	110½	.....
Hous. & T. C.—1st, M. L., 7s	109½	.....
1st, West. Div., 7s	106½	.....
1st, Waco & N., 7s	114½	116
2d consol., main line, 8s	119	121
2d, Waco & No., 8s, 1915	.....	.....
General, 6s, 1921	.....	.....
Hous. E. & W. Tex.—1st, 7s	.....	101
Ill. Cent.—Sp. Div.—Cp. 6s	.....	.....
Middle Div.—Reg., 5s	.....	.....
C. St. L. & N. O.—Ten. l., 7s	116¼	116¾
1st consol., 7s, 1897	116½	117
2d, 7s, 1907	110	125
Gold, 5s, 1951	105	.....
2d Div., 7s, 1894	*112	.....
Ced. F. & Minn.—1st, 7s	.....	115
Ind. Bl. & W.—1st prf. 7s	118½	119½
1st, 4-5-6s, 1909	.....	89
2d, 4-5-6s, 1909	.....	71
East'n Div., 6s, 1921	92⅞	93
Indianap. D. & Spr.—1st, 7s	99½	.....
2d, 5s, 1911	*92¼	.....
Int. & Gt. No.—1st, 6s, gold	108	108½
Coupon, 6s, 1909	87	87½
Kent'ky Cen.—M., 6s, 1911	.....	.....
Lake Shore & Mich. So.— Mich S. & N. I.—S. fd., 7s	104¼	.....
Cleve. & Tol.—Sink. fd.	107	.....
New bonds, 7s, 1886	106¼	.....
Cleve. P. & Ash.—7s	*110½	.....
Buff. & Erie—New bds.	.....	.....
Kal. & W. Pigeon—1st.	.....	.....
Det. M. & T.—1st, 7s, 1906	.....	.....
Lake Shore—Div. bonds Consol., coup., 1st, 7s	.....	121
Consol., reg., 1st, 7s	123	126½
Consol., coup., 2d, 7s	121⅜	125
Consol., reg., 2d, 7s	121⅜	122½
Long Isl. R.—1st, 7s, 1898	*	120
1st consol., 5s, 1931	97	97½
Louisv. & N.—Cons. 7s, '98 2d, 7s, gold, 1883	115¾	.....
Cecilian Br'ch—7s, 1907	102½	.....
N. O. & Mob.—1st, 6s 1930	.....	94½
E. H. & N.—1st, 6s, 1919	96	.....
General, 6s, 1930	93¼	94½
Pensac'la Div.—6s, 1920	.....	90
St. L. Div.—1st, 6s, 1921	102	.....
2d, 3s, 1980	*50	55
Nashv. & Dec.—1st, 7s	116	116
S. & N. Ala.—S. f., 6s, 1910	.....	.....
Leban'n-Knox—6s, 1931	100	105
Louisv. C. & L.—6s, 1931	*100	.....
L. Erie & W.—1st, 6s, 1919	.....	99½
Sandusky Div.—6s, 1919	*	98
Laf. Bl. & M.—1st, 6s, 1919	*97	.....
Louisv. N. Alb. & C.—1st, 6s	101⅝	101⅞
Manhat. B'ch Co.—7s, 1909	.....	88
N. Y. & M. B'h—1st, 7s, '97	.....	125
Marietta & Cin.—1st, 7s, 1st, sterling	.....	.....
Metr'p'lit'n El.—1st, 1908	99	99¾
2d, 6s, 1899	.....	.....
Mex. Cen.—1st, 7s, 1911	.....	.....
Mich. Cent.—Con. 7s, 1902	123	.....
Consolidated 8s, 1902	*102½	104
6s, 1909	.....	.....
Coupon, 5s, 1931	*	102
Registered, 5s, 1931	.....	.....
Jack. Lan. & Sag.—6s, '91	.....	.....
Mil. & No.—1st, 6s, 1910	.....	90⅞
Mil. L. S. & W.—1st, 6s, 1921	99	.....
Minn. & St. L.—1st, 7s, 1927	.....	121
Iowa Ext.—1st, 7s, 1909	*117	.....
2d, 7s, 1891	*103	.....
S'thw. Ext.—1st, 7s, 1910	.....	.....
Pac. Ext.—1st, 6s, 1921	*100¼	100½
Mo. K. & T.—Gen., 6s, 1920	84⅝	.....
Cons. 7s, 1904-5-6	109	109
Cons. 2d, income, 1911	*59⅝	.....
H. & Cent. Mo.—1st, '90	*103¾	.....
Mobile & Ohio.—New. 6s. Collat. Trust, 6s, 1892	*109½	.....
Morgan's La. & T.—1st, 6s	.....	.....
Nash. Chat. & St. L.—1st, 7s 2d, 6s, 1901	118¾	119½
N. Y. Central—6s, 1887	107¼	107⅜
Deb. certs, extd. 5s	102⅝	103
N. Y. C. & H.—1st, cp., 7s 1st, reg., 1903	130⅜	130⅞
Huds. R.—7s, 2d, s.f., '85	*107½	.....
Can. So.—1st, int. g'ar. 5s	98	98⅛
Harlem—1st, 7s, coup. 1st, 7s, reg., 1900	127⅜	127½
N. Y. Elev'd—1st, 7s, 1906	117¼	117⅜
N. Y. Pa. & O.—Pr. l'n. 6s, '95	.....	.....
N. Y. C. & N.—Gen., 6s, 1910	46¼	48
Trust Co., receipts	46	47
N. Y. & New Eng.—1st, 7s 1st, 6s, 1905	.....	.....
N. Y. C. & St. L.—1st, 6s, 1921	102	102⅛
N. Y. W. Sh. & Buff.—Cp. 5s	81	81⅛
N. Y. Susq. & W.—1st, 6s Debenture, 6s, 1897	65	68
Midland of N. J.—1st, 6s	91½	92¼
Nevada Cent.—1st, 6s	.....	.....
N. Pac.—G. l. g., 1st, cp. 6s Registered, 6s, 1921	106	106⅛
N. O. Pac.—1st, 6s, g., 1920	*106	.....
Norf. & W.—G'l, 6s, 1931	89	89⅜
Ohio & Miss.—Consol. s. f. Consolidated 7s, 1898	117¼	100½
2d consolidated 7s, 1911	*117½	.....
1st, Springfield Div., 7s	*118½	122½
Ohio Central—1st, 6s, 1920	.....	.....
1st Ter'l Tr., 6s, 1920	75	90
1st Min'l Div., 6s, 1921	.....	.....
Ohio So.—1st, 6s, 1921	*	83¾
Oreg'n & Cal.—1st, 6s, 1921	97¾	.....
Or. & Trans'l—6s, '82-1922	95⅛	95½
Oreg. Imp. Co.—1st, 6s...	96	96⅛
Panama—S. f., sub. 6s, 1910	.....	.....
Peoria Dec. & Ev.—1st, 6s	*	98
Evans. Div., 1st, 6s, 1920	*	100
Peoria & Pek. U'n—1st, 6s	100	102
Pac. RRs.—Cen. P.—G. 6s	114½	115
San Joaquin Branch	*	110½
Cal. & Oregon—1st, 6s	103½	.....
State Aid bds., 7s, '84	*103	.....
Land grant bonds, 6s	*	105
West. Pac.—Bonds, 6s	.....	112
So. Pac. of Cal.—1st, 6s.	104	.....
Union Pacific—1st, 6s.. Land grants, 7s, '87-9	115	115½
Sinking funds, 8s, '93.	116⅞	108
Registered 8s, 1893	.....	117
Collateral Trust, 6s...	104	.....
do 5s, 1907	94½	.....
Kans. Pac.—1st, 6s, '95	108½	.....
1st, 6s, 1896	109½	.....
Den. Div., 6s, as'd, '99	106½	.....
1st consol., 6s, 1919	99	99¼
C. Br. U. P.—F. c., 7s, '95	90½	92
At. C. & P.—1st, 6s, 1905	*	91
At. J. Co. & W.—1st, 6s	.....	99½
Oreg. Short L.—1st, 6s	.....	.....
Ut. So.—Gen., 7s, 1909	104½	.....
Exten., 1st, 7s, 1909	100½	.....
Mo. Pac.—1st, cons., 6s. 3d, 7s, 1906	105	105¼
Pacific of Mo.—1st, 6s 2d, 7s, 1891	106¾	107
St. L. & S. F.—2d, 6s, cl. A	99	115
3-6s, class C, 1906	98	100
3-6s, class B., 1906	98	98½
1st, 6s, Peirce C. & O. Equipment, 7s, 1895	102	98½
Gen. mort., 6s, 1931	*	101
So. Pac. of Mo.—1st	105	105⅛
Tex. & Pac.—1st, 6s, 1905	*104½	106
Consol., 6s, 1905	94	95½
Income & Ld. gr., reg.	.....	66
1st, Rio G. Div., 6s, 1930	83⅞	84
Pennsylvania RR.— Pa. Co's guar. 4½s, 1st c. Registered, 1921	95¾	96½
Pitt. C. & St. L.—1st, c. 7s 1st, reg., 7s, 1900	.....	.....
2d, 7s, 1913	.....	.....
Pitts. Ft. W. & Ch.—1st 2d, 7s, 1912	*137	.....
3d, 7s, 1912	.....	130
Clev. & Pitts.—Cons. s. f. 4th, sink. fd., 6s, 1892	122¾	123
Col. C. & I. C.—1st, consol.	*109⅛	.....
2d consol., 7s, 1909	149½	.....
1st, Tr'st Co. ctfs., ass'd	.....	.....
2d, Tr'st Co. ctfs., ass'd	.....	.....
1st, Tr't Co. ctfs., suppl.	.....	.....
St. L. V. & T. H.—1st, g., 7s	.....	.....
2d, 7s, 1898	.....	.....
2d, guar., 7s, 1898	.....	.....
Pitts. B. & B.—1st, 6s, 1911	.....	92
Rome W. & Og.—Con. 1st,	69¾	70
Roch. & Pitt.—1st, 6s, 1921	.....	.....
Rich. & Al.—1st, 7s, 1920	82	.....
Rich. & Danv.—Cons. g., 6s	98½	99
Debenture 6s, 1927	70⅝	70¾
Atl. & Ch.—1st, p., 7s, '97 Incomes, 1900	.....	.....
Scioto Val.—1st, cons., 7s	90	95
St. L. & Iron Mt.—1st, 7s	114½	115¼
2d, 7s, 1897	107¼	108
Arkansas Br.—1st, 7s	111	112¼
Cairo & Fulton—1st, 7s	109¼	110
Cairo Ark. & T.—1st, 7s	109¼	109½
Gen. ry & l. gr., 5s, 1931	.....	77¼
St. L. Alton & T. H.—1st.	*	114
2d, pref., 7s, 1894	.....	109
2d, income, 7s, 1894	.....	105
Bellev. & S. Ill.—1st, 8s	.....	122
St. P. Minn. & Man.—1st, 7s	*109	110½
2d, 6s, 1909	.....	108¾
Dakota Ext.—6s, 1910	107½	108
Min'a Un.—1st, 6s, 1922	.....	.....
St. P. & Dul.—1st, 5s, 1931	100	.....
So. Car. Ry.—1st, 6s, 1920	103	.....
2d, 6s, 1931	95	.....
Tex. Cen.—1st, s.f., 7s, 1909	107	109
1st mort., 7s, 1911	107	109
Tol. Del. & Bur.—Main, 6s	.....	.....
1st, Dayt. Div., 6s, 1910	.....	.....
1st, Ter'l trust, 6s, 1910	.....	.....
Va. Mid.—M. inc., 6s, 1927	62	.....
Wab. St. L. & P.—Gen'l, 6s	79	81
Chic. Div.—5s, 1910	78	82
Hav. Div.—6s, 1910	.....	85
Tol. P. & W.—1st, 7s, 1917	107	109
Iowa Div.—6s, 1921	.....	.....
Ind'polis Div.—6s, 1921	.....	.....
Detroit Div.—6s, 1921	.....	.....
Cairo Div.—5s, 1931	.....	.....
Wabash—M., 7s, 1909	.....	94
Tol. & W.—1st, ext., 7s	106	.....
1st, St. L. Div., 7s, '89	101	101½
2d, ext., 7s, 1893	99½	99¾
Equip. b'ds, 7s, 1883	*	100
Consol. conv., 7s, 1907	.....	97½
Gt. West.—1st, 7s, '88	.....	103½
2d, 7s, 1893	99⅜	99⅝
Q. & T.—1st, 7s, 1890	100	101
Han. & Naples—1st, 7s	.....	.....
Ill. & So. Ia.—1st Ex., 6s	.....	.....
St. L. K. C. & N.—R. e. 7s	105	106¾
Om. Div.—1st, 7s	107⅞	108
Clar'da Br.—6s, 1919	*	100
St. Chas. Br.—1st, 6s	.....	100
No. Missouri—1st, 7s	119⅝	.....
West. Un. Tel.—1900, cp. 1900, reg.	*113	115
N. W. Telegraph—7s, 1904	*	115
Mut. Un. T.—S. F., 6s, 1911	88¼	89½
Spring Val. W. W.—1st, 6s	.....	.....
Oregon RR. & N.—1st, 6s	*109½	.....
INCOME BONDS. (Interest payable if earned.)		
Ala. Cent.—Inc. 6s, 1918	.....	.....
Alleg'y Cent.—Inc., 1912	.....	.....
Atl. & Pac.—Inc., 1910	32¼	33¾
Central of N. J.—1908	91½	93
Col. C. & I. C.—Inc. 7s, '90	.....	.....
Reorg'n Tr'st Co. Cert.	*	74
Cent. Ia.—Coup. debt ctfs.	.....	.....
Ch. St. P. & M.—L. g. inc., 6s	.....	.....
Chic. & E. Ill.—Inc., 1907	.....	.....
Des M. & Ft. D.—1st, inc., 6s	.....	.....
Det. Mac. & Marq.—Inc.	.....	.....
E. T. V. & Ga.—Inc., 6s, 1931	38	38⅞
El. C. & No.—2d, inc., 1970	.....	.....
G. Bay W. & St. P.—2d, inc.	*20	.....
Ind. Bl. & W.—Inc., 1919	.....	.....
Consol., Inc., 6s, 1921	.....	47
Ind's Dec. & Spr'd—2d inc	.....	35
Trust Co. certificates	.....	.....
Leh. & Wilkesb. Coal—'88	.....	87
Lake E. & W.—Inc. 7s, '99	*41	48
Sand'ky Div.—Inc., 1920	*36	.....
Laf. Bl. & Mun.—Inc. 7s, '99	*42½	.....
Mil. L. S. & W.—Incomes	*78½	.....
Mob. & O.—1st prf. deben.	67	70
2d pref. debentures	.....	.....
3d pref. debentures	.....	.....
4th pref. debentures	.....	.....
N. Y. Lake E. & W.—Inc. 6s	.....	48
N. Y. P. & O.—1st inc. sc., 7s	*	58
Ohio Cent.—Income, 1920	25	30
Min'l Div.—Inc. 7s, 1921	.....	.....
Ohio So.—2d inc., 6s, 1921	25	30
Ogdens. & L. C.—Inc., 1920	.....	.....
Small	.....	.....
Peoria D. & Ev.—Inc., 1920	*	60
Evans. Div.—Inc., 1920	.....	.....
Peoria & Pek. Un.—Inc., 6s	.....	.....
Roch. & Pitts.—Inc., 1921	45	50
Rome W. & Og.—Inc., 7s	26	40
So. Car. Ry.—Inc., 6s, 1931	67	70
St. L. & I. M.—1st, 7s, pr. l. s	*120	.....
2d, 6s, int. accum'l'tive	*118	.....
St'g'l. & Ry.—Ser. B., inc. '94	.....	.....
Plain incomes, 6s, 1896	.....	.....
Sterling Mt. Ry.—Inc., '95	.....	.....
St. L. A. & T. H.—Div. bds	72	73½
Tol. Del. & B.—Inc., 6s, 1910	.....	.....
Dayton Div.—6s, 1910	.....	.....
Tex. & St. L.—L. g., inc. 1920	.....	.....

* No price Friday—these are latest quotations made this week. † Coupons on since 1869

New York Local Securities.

Bank Stock List.

COMPANIES. Marked thus (*) are not National.	Par.	PRICE. Bid.	Ask.
America*	100	153½	156
Amer. Exchange	100	127	.....
Broadway	25	260	.....
Butchers' & Drov's'	25	.....	.....
Central	100	126	.....
Chase	100	185	.....
Chatham	25	140	.....
Chemical	100	.....	.....
Citizens'	25	.....	.....
City	100	250	.....
Commerce	100	152	.....
Continental	100	120	125
Corn Exchange*	100	.....	.....
East River	25	.....	.....
Eleventh Ward*	25	.....	.....
Fifth	100	.....	.....
Fifth Avenue*	100	.....	.....
First	100	.....	.....
Fourth	100	.....	.....
Fulton	30	120	.....
Gallatin	50	.....	.....
Garfield	100	110	.....
German American*	75	.....	.....
German Exchange*	100	.....	.....
Germania*	100	.....	.....
Greenwich*	25	.....	.....
Hanover	100	146	150
Imp. & Traders'	100	270	.....
Irving	50	.....	.....
Leather Manuf'rs'	100	150	.....
Manhattan*	50	.....	.....
Marine	100	.....	.....
Market	100	.....	.....
Mechanics'	25	149	.....
Mechanics' & Trads'	25	100	110
Mercantile	100	115	.....
Merchants'	50	129	.....
Merchants' Exch	50	.....	.....
Metropolis*	100	.....	.....
Metropolitan	100	165	.....
Murray Hill*	100	.....	.....
Nassau*	100	.....	.....
New York	100	145	.....
New York County	100	140	.....
N. Y. Nat. Exch	100	.....	.....
Ninth	100	.....	.....
North America*	70	.....	.....
North River*	30	.....	.....
Oriental*	25	140	.....
Pacific*	50	161	.....
Park	100	164	164½
People's*	25	145	.....
Phenix	20	.....	.....
Produce*	50	.....	.....
Republic	100	.....	.....
St. Nicholas*	100	.....	.....
Seventh Ward	100	.....	.....
Second	100	.....	.....
Shoe & Leather	100	.....	.....
State of New York*	100	.....	.....
Third	100	.....	.....
Tradesmen's	40	.....	116
Union	50	155	.....
United States	100	.....	.....
Wall Street	50	104	105
West Side*	100	.....	.....

Insurance Stock List.

[Prices by E. S. Bailey, 7 Pine St.]

COMPANIES.	Par.	PRICE. Bid.	Ask.
American	50	145	150
Amer. Exchange	100	107	111
Bowery	25	150	160
Broadway	25	170	175
Brooklyn	17	160	167
Citizens'	20	140	150
City	70	113	120
Clinton	100	115	125
Commercial	50	90	97
Continental	100	235	245
Eagle	40	240	250
Empire City	100	70	80
Exchange	30	85	100
Farragut	50	117	125
Firemen's	17	70	80
Firemen's Trust	10	75	80
Franklin & Emp.	100	110	116
German-American	100	190	198
Germania	50	140	145
Globe	50	110	120
Greenwich	25	240	280
Guardian	100	60	65
Hamilton	15	110	115
Hanover	50	130	135
Hoffman	50	75	85
Home	100	140	145
Howard	50	67	73
Importers' & Trad's'	50	80	85
Irving	100	60	70
Jefferson	30	123	130
Kings C'nty (Bkn.)	20	180	200
Knickerbocker	40	75	80
Lamar	100	70	75
Long Isl'd (B'klyn)	50	110	112½
Lorillard	25	55	60
Manufac. & Build.	100	107	113
Manhattan	100	1	5
Mech. & Traders'	25	120	125
Mechanics' (Bklyn)	50	130	140
Mercantile	50	60	65
Merchants'	50	100	105
Montauk (Bklyn.)	50	102	105
Nassau (Bklyn.)	50	135	150
National	37½	82	90
N. Y. Equitable	35	142	150
N. Y. Fire	100	70	80
N. Y. & Boston	100	1	6
New York City	100	60	65
Niagara	50	150	160
North River	25	103	108
Pacific	25	160	167
Park	100	110	117
Peter Cooper	20	155	165
People's	50	108	115
Phenix	50	140	145
Relief	50	58	65
Republic	100	75	80
Rutgers'	25	120	125
Standard	50	100	105
Star	100	65	70
Sterling	100	55	60
Stuyvesant	25	120	126
Tradesmen's	25	65	70
United States	25	125	130
Westchester	10	120	126
Williamsburg City	50	220	240

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date. *	Bid.	Ask.
Brooklyn Gas-Light	25	2,000,000	Var's	5	May, '83	110	112
Citizens' Gas-L. (Bklyn)	20	1,200,000	Var's	3	Jan., '83	77	80
Bonds	1,000	315,000	A. & O.	3½	April, '83	105	110
Harlem	50	1,850,000	F. & A	3	Feb. '83	98	100
Jersey City & Hoboken	20	750,000	J. & J.	7½	Jan., '83	155	165
Manhattan	50	4,000,000	J. & J.	5	May, '83	235	240
Metropolitan	100	2,500,000	M. & S.	6	May, '83	187	189
Bonds	500	750,000	F. & A.	3		105	110
Mutual (N. Y.)	100	3,500,000	Quar.	2½	April, '83	115½	116½
Bonds	1,000	1,500,000	M. & N.	6	1982	104	106
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '82	60	65
Scrip	Var's	700,000	M. & N.	3½	May, '83	90	95
New York	100	4,000,000	M. & N.	5	May, '83	121	123
People's (Bklyn.)	10	1,000,000	J. & J.	3½	Jan., '76	50	55
Bonds	1,000	375,000	M. & N.	3½	May, '83	106	110
Bonds	Var's	125,000	Var's	3	April, '83	90	95
Central of New York	50	466,000	F. & A.	3	Feb., '83	80	90
Williamsburg	50	1,000,000	Quar.	1½	Feb., '82	70	75
Bonds	1,000	1,000,000	A. & O.	3	April, '83	105	110
Metropolitan (Bklyn.)	100	1,000,000	M. & N.	3	Jan., '83	82½	85
Municipal	100	3,000,000		5	April, '83	180	182
Bonds	.....	750,000	M. & N.	6	1888	106	110
Fulton Municipal	100	3,000,000				.....	72
Bonds	.....	300,000	J. & J.	6	.....	101	103
CITY RAILROADS.							
Bl'cker St. & Fult. F.—Stk	100	900,000	J. & J.	¾	Jan., '83	20	25
1st mort.	1,000	694,000	J. & J.	7	July, 1900	108	112
Br'dway & 7th Av.—St'k.	100	2,100,000	Q.—J.	2	April, '83	145	148
1st mort.	1,000	1,500,000	J. & D.	7	June, '84	101	103
Brooklyn City—Stock	10	2,000,000	Q.—F.	3½	Feb., '83	210	215
1st mort.	1,000	300,000	M. & N.	7		105	107
Br'dway (Bkln.)—Stock.	100	200,000	Q.—J.	3	April, '83	180	200
Bklyn. Crosstown—Stock	100	400,000	Q.—J.	2	April, '83	.....	.....
1st mort. bonds	1,000	300,000	Q.—J.	7	1888	100	102
Bushw'kAv. (Bkln)—St'k	100	500,000	J. & J.	2½	April, '83	120	130
Cent. Pk. N. & E. Riv.—Stk	100	1,800,000	Q.—J.	2	April, '83	138	141
Consol. mort. bonds	1,000	1,200,000	J. & D.	7	Dec., 1902	115	117
Christ'ph'r & 10th St—Stk	100	650,000	F. & A.	2½	Feb., '83	110	115
Bonds	1,000	250,000	J. & J.	7	1898	110	117
Dry Dk. E. B. & Bat'y—Stk	100	1,200,000	Q.—F.	4	Feb., '83	250	.....
1st mort., consol.	500&c.	900,000	J. & D.	7	June, '93	114	116
Eighth Av.—Stock	100	1,000,000	Q.—J.	3	April, '83	250	.....
1st mort.	1,000	203,000	J. & J.	7	June, '84	100	.....
42d & Gr'nd St. F'ry—Stk	100	748,000	M. & N.	6	Nov. '82	225	.....
1st mort.	1,000	236,000	A. & O.	7	April, '93	114	118
Central Crosstown—Stk.	100	600,000				80	85
1st mort.	1,000	200,000	M. & N.	7	Nov., 1904	100	105
Houst. W. St. & P. F'y—Stk	100	250,000				90	.....
1st mort.	500	500,000	J. & J.	7	July, '94	111	.....
Second Av.—Stock	100	1,199,500	J. & J.	7	Jan., '83	180	.....
3d mort.	1,000	150,000	A. & O.	7	April, '85	103	106
Consol.	1,000	1,050,000	M. & N.	7	Nov., '88	107	108
Sixth Av.—Stock	100	750,000	M. & N.	5	Mar., '83	245	.....
1st mort.	1,000	500,000	J. & J.	7	July, '90	110	115
Third Av.—Stock	100	2,000,000	Q.—F.	5	May, '83	225	.....
1st mort.	1,000	2,000,000	J. & J.	7	July, '90	110	112
Twenty-third St.—Stock.	100	600,000	F. & A.	4	Feb., '83	160	.....
1st mort.	1,000	250,000	M. & N.	7	May, '93	113	115

*. This column shows last dividend on stock, but date of maturity of bonds.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.	Bid.	Ask.
BOSTON.		
Atch. & Topeka—1st, 7s.	119½	.....
Land grant, 7s	112¼	.....
Atlantic & Pacific—6s	97	98
Income	33¾	33⅞
Boston & Maine—7s	.....	.....
Boston & Albany—7s	.....	.....
6s	.....	.....
Boston & Lowell—7s	.....	.....
6s	.....	.....
Boston & Providence—7s	.....	.....
Burl. & Mo.—Ld. gr., 7s	116	.....
Nebraska, 6s Ex.	113	.....
Nebraska, 6s	103⅜	.....
Nebraska, 4s	80¼	.....
Chic, Burl. & Q.—D. Ex	84¼	.....
Conn. & Passumpsic—7s	.....	.....
Connotton Valley—6s	.....	.....
5s	.....	.....
California Southern—6s	.....	.....
East'n, Mass.—6s, new	110½	.....
Fort Scott & Gulf—7s	111½	112
Hartford & Erie—7s	.....	.....
K. City Lawr. & So,—5s	104	105
K. City St. Jo. & C. B.—7s	.....	.....
Little R. & Ft. S.—7s, 1st	90	92¼
Mass. Central—6s	21	.....
Mexican Central—7s	70½	70⅝
N. Y. & N. England—6s	.....	102¼
7s	119½	110⅞
N. Mexico & So. Pac.—7s	112¾	113½
Ogdensb. & L. Ch.—Con. 6s	.....	.....
Income	.....	.....
Old Colony—7s	.....	.....
6s	.....	.....
Pueblo & Ark. Val.—7s	.....	113¾
Rutland—6s, 1st	95	96
Sonora—7s	103	.....
T. Cinn. & St. L—1st, 6s	.....	.....
Income	10½	.....
Dayton Line	.....	.....
Main line	.....	.....
STOCKS.		
Atchison & Topeka	*83½	83⅝
Boston & Albany	182	.....
Boston & Lowell	96½	.....
Boston & Maine	*157	.....
Boston & Providence	.....	.....
Cheshire, preferred	60	62
Chic. & West Michigan	.....	.....
Cinn. Sandusky & Cleve.	.....	.....
Concord	.....	.....
Connecticut River	167	167½
Conn. & Passumpsic	.....	.....
Connotton Valley	2	3
Eastern, Mass.	.....	.....
Eastern, New Hampsh.	.....	.....
Fitchburg	.....	125½
Flint & Pere Marquette	23	.....
Preferred	99¼	99½
Fort Scott & Gulf—Pref.	120	121¼
Common	.....	.....
Iowa Falls & Sioux City	*81½	.....
Little Rock & Ft. Smith	.....	29½
Maine Central	90	.....
Manchester & Lawrence	.....	.....
Marq. Hought'n & Onton	46½	47
Preferred	105	.....
Nashua & Lowell	.....	.....
N. Y. & New England	37	37¼
Northern of N. Hampsh.	112	.....
Norwich & Worcester	158	.....
Ogdensb. & L. Champlain	.....	.....
Old Colony	139½	.....
Portland Saco & Portsm.	111	.....
Pullman Palace Car	.....	.....
Rutland—Preferred	.....	.....
Revere Beach & Lynn	.....	112
Tol. Cinn. & St. Louis	3¾	3⅞
Verm't & Massachusetts	.....	.....
Worcester & Nashua	.....	.....
Wisconsin Central	22⅝	23
Preferred	.....	.....
PHILADELPHIA.		
RAILROAD STOCKS. †		
Allegheny Valley	4	5
Buffalo Pittsb. & West'n	15⅜	15½
Preferred	30	30
Camden & Atlantic	.....	.....
Preferred	.....	50
Catawissa	23	24
1st preferred	58	.....
2d preferred	.....	57
Delaware & Bound Brook	135	.....
East Pennsylvania	50½	.....
Elmira & Williamsport	40	42
Preferred	55	60
Har. P. Mt. Joy & Lanc'r	.....	.....
Huntingd'n & Broad Top	14	15
Preferred	.....	.....
Lehigh Valley	66	.....
Preferred	.....	.....
Little Schuylkill	60	60¼
Minehill & Sch. Haven	63	64
Nesquehoning Valley	.....	53
Norfolk & West'n—Com.	44	45
Preferred	.....	.....
Northern Central	56¼	.....
North Pennsylvania	.....	67
Pennsylvania	57⅝	.....
Allotments	77	.....
Philadelphia & Erie	18	20
Phila. Ger. & Norristown	107	108
Phila. Newtown & N.Y.	.....	.....
Phila. & Reading	27⅝	27¾
Phila. & Trenton	.....	.....
Phila. Wilm. & Balt.	.....	.....
Pittsb. Cin. & St. L.—Com.	6	9
St. Paul & Duluth—Com.	37	.....
Preferred	96	.....
United N. J. Companies	192⅜	192⅝
West Chester—Cons. pref.	.....	.....
West Jersey	.....	50
West Jersey & Atlantic	37½	.....
CANAL STOCKS.		
Lehigh Navigation	43¼	43½
Pennsylvania	.....	.....
Schuylkill Navigation	.....	.....
Preferred	15¾	16
RAILROAD BONDS.		
Allegh. Val.—7 3-10s, '96	123½	124
7s, E. ext., 1910	118	123
Inc. 7s, end., coup., '94	43	44
Belvid'e Del.—1st, 6s, 1902	.....	121
2d, 6s, 1885	103	.....
3d, 6s, 1887	104	.....
Buff. N. G. & Phil.—1st, 6s	101	102
2d 7s, 1908	.....	.....
Cons. 6s, 1921	.....	.....
1st Tr. 6s, 1922	.....	.....

SECURITIES.	Bid.	Ask.
Buff. Pitts. & W.—Gen., 6s	.....	.....
Cam. & Amboy—6s, c., '89	.....	.....
Mort., 6s, 1889	109	109½
Cam. & Atl.—1st, 7s, g., '93	119	122
2d, 6s, 1904	113	114
Cons., 6 p. c.	105	.....
Cam. & Burl. Co.—6s, '97.	.....	.....
Catawissa—1st, 7s, con. c.	.....	.....
Chat. M., 10s, 1888	.....	.....
New 7s, reg. & coup.	121	.....
Chart'rs V.—1st, 7s, 1901	.....	.....
Connect'g 6s, cp., 1900-04	117	118
Delaware—6s, rg. & cp., V.	.....	.....
Del. & Bound Br —1st, 7s	125¼	.....
East Penn.—1st, 7s, 1888	.....	.....
Easton & Amb'y—5s, 1920	105½	106¼
El & Wmsp't—1st, 6s, 1910	116½	.....
5s, perpetual	97	100
Harrish'g—1st, 6s, 1883	.....	.....
H. & B. T.—1st, 7s, g., 1890	114	115
Cons. 5s, 1895	85½	87
Ithaca & Ath.—1st, gld., 7s	.....	.....
Junction—1st, 6s, 1882	.....	.....
2d, 6s, 1900	110	115¼
Leh. V.—1st, 6s, C. & R., '98	122	125
2d, 7s, reg., 1910	133	133¼
Cons. 6s, C. & R., 1923	124½	125
N. O. Pac.—1st, 6s, 1920	89¼	90
No. Penn.—1st, 6s, cp., '85	104	104
2d, 7s, cp. 1896	116½	.....
Gen., 7s, reg., 1903	124	.....
Gen., 7s, cp., 1903	.....	.....
Debenture 6s, reg.	104½	.....
Norfolk & West.—Gen., 6s	100	100½
Oil City & Chic.—1st, 6s	.....	.....
Oil Creek—1st, 6s, coup.	105	106
Pennsylv.—Gen., 6s, reg.	124	125
Gen, 6s, cp., 1910	123	125
Cons., 6s, reg., 1905	120	.....
Cons., 6s, coup., 1905	118	120
Cons., 5s, reg., 1919	106	.....
Pa. & N. Y. C.—7s, 1896. 7, 1906	121 126	....
Perkiomen—1st, 6s, cp. '87	103	.....
Phil. & Erie—2d. 7s, cp., '88	113	113
Cons., 6s, 1920	.....	.....
Cons., 5s, 1920	103	103½
Phila. Newt. & N.Y.—1st	.....	.....
Phil. & R.—1st, 6s, 1910	.....	121
2d, 7s, coup., 1893	.....	118
Cons., 7s, reg., 1911	126	126½
Cons., 7s, coup., 1911	1-5	126½
Cons., 6s, g., L. R. C. 1911	114	.....
Imp., 6s, g., coup., 1897	.....	.....
Gen., 6s, g., coup., 1908	98¼	98¼
Gen., 7s, coup., 1908	103¼	103¾
Income, 7s, coup., 1896	94	95
Cons. 5s, 1st ser., c., 1922	.....	.....
Cons. 5s, 2d ser., c., 1933	63	63⅛
Conv. Adj. Scrip, '85-88	89¾	.....
Debenture coup., 1893	.....	.....
Deb. coup. off, 1893	.....	.....
Scrip, 1882	116	117
Conv., 7s, R. C., 1893	.....	.....
Conv. 7s, comp. off, 1893	70	75
Conv. 7s, cp. off, Jan., '85	56	.....
Phil. Wil. & Balt.—4s, tr. ct	93¾	94¼
Pitts. Cin. & St. L.—7s, reg	122	122½
Pitts. Titus. & B.—7s, cp.	97½	98½
Rich. & Dan.—Cons. int. 6s	.....	.....
Shamokin V. & Potts.—7s	123	124
Sunbury & Erie—1st, 7s.	125	126
Susb. Haz. & W.—1st, 5s	86	94
2d, 6s, 1938	28	28
Syr. Gen. & Corn.—1st, 7s.	.....	.....
Union & Titusv.—1st, 7s.	97½	98½
United N. J.—Cons. 6s, '94	.....	.....
Cons. 6s, gold, 1901	115½	117
Cons. 6s, gold, 1908	.....	.....
Gen., 4s, gold, 1923	95½	.....
Warren & F.—1st, 7s, '96	114	.....
West Chester—Cons. 7s.	114	.....
W. Jersey—1st, 6s, cp., '96	116	.....
1st, 7s, 1899	123	.....
Cons. 6s, 1909	112	.....
W. Jersey & Atl.—1st, 6s, C.	105½	107½
Western Penn.—6s, coup.	110	.....
6s, P. B., 1896	105	.....
Gen., 7s, coup., 1901	.....	.....
CANAL BONDS.		
Ches. & Del.—1st, 6s, 1886	.....	80
Lehigh Nav.—6s, reg., '84.	101½	.....
Mort. RR., reg., 1897	115½	.....
Cons., 7s, reg., 1911	.....	123
Greenw'd Tr., 7s, reg.	.....	.....
Morris—Boat Loan rg., '85	.....	.....
Pennsylv.—6s, cp., 1910.	86	.....
Schuylk. Nav.—1st, 6s, rg.	107½	108
2d, 6s, reg., 1907	90½	91
BALTIMORE.		
RAILR'D STOCKS. Par		
Baltimore & Ohio.....100	137½	.....
1st pref.	130	.....
2d pref.	127	.....
Parkersburg Br.....50	8	9
Northern Central.....50	56¾	56⅞
Western Maryland.....50	13	.....
Central Ohio—Com.....50	51¾	.....
Pittsburg & Connellsville	.....	.....
RAILROAD BONDS.		
Atlanta & Charl.—1st	108½	108⅝
Inc.	78⅝	79
Balt. & Ohio—6s, '85, A. & O	.....	104
Charl. Col. & Aug.—1st.	110	112
2d	99	100
Columbia & Greenv.—1sts	104¾	105
2ds	80⅛	81
N. W. Va.—3d, guar., J. & J.	.....	.....
Pittsb. & Con'ells.—7s, J. & J	122½	.....
No. Central—6s, '85, J. & J.	104½	105¼
6s, 1900, A. & O	115¾	116¼
6s, gold, 1900, J. & J.	117	.....
Cen. Ohio.—6s, 1st, M. & S.	109¼	.....
W. Md.—6s, 1st, g., J. & J.	110¾	.....
1st, 1890, J. & J.	115	116½
2d, guar., J. & J.	.....	.....
2d, pref.	110¼	.....
2d, guar. by W. Co., J. & J.	110	.....
6s, 3d, guar., J. & J.	127	127½
Mar. & Cin.—7s, '91, F. & A.	131½	132¼
2d. M. & N	105¾	106
8s, 3d, J. & J.	54⅜	54¾
Richm. & Danv.—Gold, 6s	98	100
Union RR.—1st, gua. J. & J	.....	120
Canton endorsed	.....	.....
Virginia & Tenn.—6s	101	103
8s	124½	125½
Wil. & Weldon—Gold, 7s	120	.....
Wilm. C. & Aug.—6s	111	112

* Ex-dividend. † Per share. ‡ In default. § Ex-rights.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained.

Roads.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo	1883.	1882.	1883.	1882.
		$	$	$	$
Ala.Gt.Southern	March.....	85,822	68,885	251,721	190,190
Atch.Top.& S.Fe	March.....	1,284,120	1,203,073	3,181,040	3,335,773
Buff. Pittsb.& W	January...	78,821	62,150	78,821	62,150
Bur.Ced.R.& No	4th wk Apr	61,828	47,884	855,568	880,965
Canad'n Pacific	3d wk Apr.	93,370	40,181	959,130	426,037
Ced. R. & Mo. R.	January...	224,723	255,444	224,723	255,444
Central of Ga...	March.....	276,000	238,166	921,700	860,905
Central Iowa ...	April	100,805	82,044	373,896	361,165
Central Pacific	April	2,035,000	2,054,687	7,269,633	7,584,568
Chesap. & Ohio	March.....	270,675	215,444	765,104	603,243
Chicago & Alton	1st wk May	143,050	113,197	2,603,377	2,370,484
Chic. Bur. & Q.	March.....	2,396,584	1,566,217	5,633,285	4,682,351
Chic. & East. Ill	4th wk Apr	29,385	31,469	516,355	532,978
Chic.& Gr.Trunk	wk Apr 28.	57,070	50,562	899,492	675,818
Chic. Mil &St. P	1st wk May	461,000	358,664	7,094,000	6,248,531
Chic. & Northw	1st wk May	417,600	421,700	6,924,809	6,882,483
Ch.St.P.Min.&O	1st wk May	100,400	84,000	1,552,728	1,535,088
Chic. & W. Mich	4th wk Apr	31,052	35,738	469,964	471,314
Cin.Ind.St.L.&C	April	196,371	194,474	761,278	802,868
Cincinnati South	March.....	.....	.....	565,924	603,210
Clev.Akron& Col	4th wk Apr	11,180	10,627	159,635	149,035
Col. Hock. V.&T	2d wk Apr.	65,474	69,924	783,416	728,125
Danbury & Nor.	March.....	15,902	14,419	.....	.....
Denv. & Rio Gr	1st wk May	126,600	135,000	2,073,600	2,109,099
Denv.& R.Gr.W.	1st wk May	18,600	.....	148,700	.....
Des Mo.& Ft. D.	3d wk Apr.	6,120	6,086	87,422	118,599
Det. Lan. & No..	4th wk Apr	41,834	39,085	468,027	502,012
Dub. & Sioux C	4th wk Apr	21,210	22,261	330,245	360,356
Eastern	4th wk Apr	72,787	71,776	1,053,032	944,882
E.Tenn.Va.&Ga	April	265,534	220,402	1,240,448	958,244
Eliz. Lex. & B.S	March.....	52,994	31,416	156,522	86,877
Evansv. & T. H	4th wk Apr	14,671	17,808	227,050	245,247
Flint & P. Marq.	4th wk Apr	63,687	53,603	822,673	716,814
Ft.W. & Denver.	4th wk Apr	6,900	.....	.....	.....
Georgia.....	March.....	148,041	114,257	425,738	350,155
Grand Trunk...	Wk Apr.28	328,487	316,558	5,465,086	4,993,731
Gr.Bay W.&St.P.	4th wk Apr	9,770	7,815	121,996	119,041
Gulf Col&San.Fe	April	120,064	66,461	556,773	328,475
Hannibal& St.Jo	1st wk May	41,100	37,500	838,213	659,273
Hous.E.&W.Tex	March.....	26,517	18,215	73,153	51,791
Hous.& Tex.Cen	March.....	.....	.....	768,103	575,815
Illinois Cen.(Ill.)	April	463,307	499,934	2,037,392	2,147,536
Do (Iowa)	April	160,040	140,080	606,982	622,723
Do So. Div.	April	265,084	247,529	1,426,637	1,120,209
Ind.Bloom.& W.	April	215,913	205,934	935,787	782,052
K.C.Ft.S. & Gulf	2d wk Apr.	27,774	26,864	560,327	503,143
K. C. Law. & So.	March.....	131,394	86,456	333,801	226,436
L. Erie & West'n	4th wk Apr	26,507	34,684	452,592	435,997
L. R. & Ft.Smith	April	37,652	28,265	175,742	136,557
L.Rk.M.Riv.&T.	April	29,456	21,066	128,869	78,591
Long Island....	1st wk May	55,905	50,816	647,424	591,953
Louisv. & Mo. R.	January...	49,569	41,361	49,569	41,361
Louisv.& Nashv	4th wk Apr	286,774	278,006	4,216,008	3,947,279
Mar.Hough.& O	March.....	20,000	24,052	56,203	72,133
Memp. & Charl.	April	80,766	71,187	398,582	352,882
Mexican Cent..	2d wk Apr.	38,154	.....	510,442	.....
Do No.Div	3d wk Apr.	4,919	.....	61,520	.....
Mexican Nat'l..	4th wk Apr	20,648	.....	212,604	.....
Mil. L.Sh.& West	1st wk May	17,830	14,510	311,075	283,547
Missouri Pacific	1st wk May	139,783	123,250	.....	.....
Central Br'ch.	1st wk May	18,808	12,994	.....	.....
Int. & Gt. No..	1st wk May	57,900	46,247	.....	.....
Mo. Kan. & T..	1st wk May	118,148	101,947	.....	.....
St.L.Ir.Mt.& S.	1st wk May	119,498	124,143	.....	.....
Tex. & Pacific.	1st wk May	100,302	97,555	.....	.....
Wab.St.L.& P.	1st wk May	285,485	283,502	.....	.....
Whole System	1st wk May	839,924	789,638	.....	.....
Mobile & Ohio..	April	128,462	141,957	696,746	608,388
Nash.Ch.& St.L.	March.....	206,164	177,336	598,814	523,063
N.Y.L.E.& West.	February..	1,283,616	1,304,758	2,803,485	2,623,755
N. Y.& N. Engl'd	April	268,853	261,044	1,043,728	957,369
N. Y. Susq. & W.	March.....	76,974	51,219	211,783	136,998
Norfolk & West.	April	175,562	171,793	734,727	664,793
Northern Cent..	March.....	506,365	414,789	1,492,982	1,235,708
Northern Pacific	1st wk May	182,200	139,150	2,127,943	1,477,618
Ohio Central....	1st wk May	23,605	19,065	317,433	311,350
Ohio & Miss ...	February..	283,999	260,139	.....	.....
Ohio Southern.	April	29,720	29,040	134,270	113,382
Oregon & Cal...	March.....	70,500	.....	210,290	.....
Oregon Imp. Co	February..	233,140	210,950	473,683	441,133
Oregon R.&N.Co	March.....	418,190	420,385	1,058,400	1,103,058
Pennsylvania .	March.....	4,189,380	3,912,298	11,830,952	10,592,364
Peo. Dec. & Eve.	4th wk Apr	17,512	20,348	213,525	253,514
Philadelp.& Erie	March.....	308,069	265,311	923,472	764,284
Phila. & Read..	March.....	1,669,241	1,610,089	4,731,878	4,403,585
Do C. & Iron	March.....	1,160,483	977,631	3,035,021	2,804,603
Richm.& Danv.	1st wk May	†59,506	†44,200	1,268,328	1,225,456
Ch'l Col.&Aug	1st wk May	†6,570	†6,030	308,294	258,582
Columb. & Gr.	1st wk May	†5,600	†5,800	303,405	268,980
Va. Midland..	1st wk May	†19,970	†15,761	480,148	409,272
West No. Car	3d wk Apr.	†1,300	†2,920	86,081	53,276
St.Johnsb.&L.C	January...	16,763	13,575	16,763	13,575
St. L.Alt. & T.H	4th wk Apr	30,591	27,430	467,994	409,093
Do (branchs.	4th wk Apr	15,900	15,557	268,904	266,340
St. Louis & Cairo	4th wk Apr	7,709	5,962	110,857	115,356
St.L.&San Fran	1st wk May	65,800	58,700	1,206,099	1,077,904
St. Paul & Dul.	1st wk May	20,236	18,754	318,211	266,071
St. P. Minn.& M	1st wk May	160,000	149,920	2,581,196	2,065,633
So. Pac.Cal. N.I	January...	86,999	73,882	86,999	73,882
Do So. Div..	January...	299,733	320,560	299,733	320,560
Do Arizona.	January...	180,001	216,074	180,001	216,074
Do N. Mex.	January...	56,574	66,469	56,574	66,469
Scioto Valley..	April	37,762	41,408	152,599	154,621
South Carolina	March.....	136,783	112,878	415,973	365,118
Union Pacific..	April	2,199,231	2,362,004	8,418,378	8,776,237
Utah Central...	March.....	104,669	121,026	302,730	360,497
Vicksb'rg& Mer	March.....	43,762	36,173	139,609	126,491
West Jersey ...	March	76,845	70,103	200,724	176,466
Wisconsin Cent	3d wk Apr	29,515	19,675	.....	.....

† Net earnings.

Coins.—The following are quotations in gold for various coins:

Sovereigns	$4 83 @$4 87	Silver ½s and ¼s	— 99¾ @ par.
Napoleons	3 83 @ 3 87	Five francs	— 92 @ — 95
X X Reichmarks	4 72 @ 4 76	Mexican dollars	— 85½ @ — 86½
X Guilders	3 95 @ 3 99	Do uncommerc'l	— 84½ @ — 85¼
Span'h Doubloons	15 50 @15 65	Peruvian soles	— 81 @ — 82
Mex. Doubloons	15 45 @15 60	English silver	4 75 @ 4 82
Fine silver bars	1 09½@ 1 10½	Prus. silv. thalers	— 68 @ — 70½
Fine gold bars	par@¼ prem.	U. S. trade dollars	— 99¼ @ — 99⅝
Dimes & ½ dimes	— 99⅜@ par	U. S. silver dollars	— 99¼ @ par.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on May 5:

Banks.	Capital.	Average amount of—				
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
	$	$	$	$	$	$
New York	2,000,000	9,000,000	1,450,000	435,000	7,880,000	445,000
Manhattan Co..	2,050,000	6,974,000	1,050,000	311,000	6,170,000	.....
Merchants.....	2,000,000	7,020,000	500,000	638,000	5,011,000	359,400
Mechanics'.....	2,000,000	7,415,000	1,230,000	512,000	6,407,000	.....
Union.....	1,200,000	4,277,500	838,700	223,300	3,520,500	.....
America.....	3,000,000	8,877,000	1,051,300	427,800	6,084,200	1,166
Phenix.....	1,000,000	3,159,000	424,000	316,500	2,884,000	247,600
City.....	1,000,000	8,027,700	2,332,500	324,900	8,152,500	.....
Tradesmen's....	1,000,000	3,004,000	299,000	144,000	1,764,000	702,100
Fulton	600,000	1,618,300	356,900	79,100	1,247,100	.....
Chemical.....	300,000	12,077,400	2,566,200	484,000	13,212,000	.....
Merch'nts' Exch.	1,000,000	3,326,200	809,100	432,200	2,930,000	281,700
Gallatin Nation'l	1,000,000	4,371,800	552,300	147,400	2,500,600	781,500
Butchers'&Drov.	300,000	2,050,900	378,600	79,400	1,913,000	241,200
Mechanics' & Tr.	200,000	878,000	158,000	85,000	954,000	45,000
Greenwich.....	200,000	1,040,200	91,500	151,200	1,054,000	2,800
Leather Man'f'rs	600,000	3,019,800	411,700	298,800	2,501,400	534,000
Seventh Ward...	300,000	1,131,800	198,000	102,900	1,118,000	19,400
State of N. York.	850,000	4,255,400	688,000	137,700	4,083,000	.....
American Exch .	5,000,000	12,251,000	2,056,000	815,000	9,651,000	.....
Commerce.....	5,000,000	14,634,000	2,415,700	649,900	8,691,700	1,010,500
Broadway.....	1,000,000	5,913,400	1,103,800	129,700	4,588,000	900,000
Mercantile.....	1,000,000	5,667,300	1,659,000	351,100	5,375,200	701,000
Pacific.....	422,700	2,284,400	382,300	209,100	2,498,200	.....
Republic	1,500,000	4,381,400	928,400	548,700	2,614,100	540,900
Chatham	450,000	3,455,000	805,500	169,100	3,707,000	45,000
People's.....	200,000	1,418,900	112,200	151,400	1,570,200	5,400
North America..	700,000	3,000,400	341,000	222,000	2,966,000	.....
Hanover	1,000,000	9,177,200	1,947,800	601,400	10,024,000	150,000
Irving.....	500,000	3,164,600	341,600	349,000	2,947,300	417,000
Metropolitan	3,000,000	12,542,000	1,972,000	514,000	9,271,000	2,214,000
Citizens'.....	400,000	2,570,400	458,500	214,300	2,593,400	204,900
Nassau	500,000	2,355,200	132,100	190,800	2,322,200	.....
Market.....	500,000	2,854,700	451,200	88,000	2,273,600	437,600
St. Nicholas....	500,000	2,525,700	230,200	93,100	2,132,100	.....
Shoe & Leather..	500,000	2,879,000	654,000	217,000	3,494,000	450,000
Corn Exchange..	1,000,000	4,041,000	871,800	171,000	3,999,300	4,500
Continental.....	1,000,000	5,667,900	1,412,300	199,300	6,251,000	450,000
Oriental.....	300,000	2,175,300	103,000	209,000	2,089,200	.....
Marine	400,000	3,051,000	877,000	175,000	3,685,000	270,000
Importers' & Tr..	1,500,000	18,413,800	4,441,000	599,800	19,951,300	1,328,200
Park	2,000,000	17,584,400	3,263,900	1,454,100	20,979,000	45,000
Wall St. Nation'l	500,000	1,706,400	202,300	115,100	1,901,000	.....
North River.	240,000	1,618,000	16,000	234,000	1,560,000	.....
East River	250,000	1,097,300	170,500	114,800	932,100	221,400
Fourth National.	3,200,000	15,846,200	3,132,700	871,500	15,788,300	539,900
Central Nat.....	2,000,000	7,641,000	954,000	1,132,000	8,171,000	297,000
Second Nation'l	300,000	3,639,000	748,000	310,000	4,348,000	180,000
Ninth National..	750,000	5,702,200	1,014,900	461,700	5,549,800	597,000
First National..	500,000	13,938,000	3,441,400	470,000	13,424,000	44,900
Third National..	1,000,000	4,699,500	850,700	248,100	5,331,300	.....
N. Y. Nat. Exch..	300,000	1,349,800	146,700	139,700	1,087,200	266,000
Bowery National	250,000	1,838,500	286,000	179,400	1,838,000	223,000
N. York County..	200,000	1,639,400	19,700	514,100	2,008,000	180,000
Germ'n Americ'n	75,000	2,431,700	257,000	66,000	2,013,300	.....
Chase National..	300,000	4,768,200	1,000,100	315,000	5,027,500	45,000
Fifth Avenue....	100,000	2,143,800	473,000	74,700	2,252,000	.....
German Exch. ..	200,000	1,784,600	44,000	175,000	1,979,800	.....
Germania.....	200,000	1,799,400	71,500	148,000	1,840,000	.....
U. S. Nat.	500,000	4,696,200	1,038,400	202,000	4,907,000	418,500
Lincoln Nat.....	300,000	1,222,200	210,100	154,900	1,371,100	45,000
Garfield Nat....	200,000	835,000	22,800	131,000	688,100	179,100
Total.....	61,162,700	315,507,400	55,789,100	20,977,600	296,970,300	16,233,800

The deviations from returns of previous week are as follows:

Loans and discounts	Inc.	$2,612,400	Net deposits	Inc.	$7 017,900
Specie	Inc.	2,032 300	Circulation	Dec.	108,800
Legal tenders	Inc.	438,600			

The following are the totals for three weeks:

	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear
1883.	$	$	$	$	$	$
Apr. 21	310,807,600	53,839,800	18,443,500	286,674,100	16,191,300	825,770,284
" 28	312,895,000	53,736,800	19,639,000	289,922,400	16,312,100	648,921,931
May 5	315,507,400	55,789,100	20,077,600	296,970,300	16,233,800	775,987,789

Boston Banks.—Following are the totals of the Boston banks:

	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Clear
1883.	$	$	$	$	$	$
Apr. 23	142,789,300	4,683,000	3,168,100	82,487,300	30,103,300	73,348 935
" 30	142,925,900	5,046,900	3,555,300	83,481,400	30,188,200	64,699,013
May 7	141,560,800	4,947,600	3,728,300	85,183,600	30,235,000	91,032,560

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

	Loans.	L. Tenders.	Deposits.	Circulation.	Agg. Clear
1883.	$	$	$	$	$
Apr. 23	75,743,267	17,170,735	65,899,784	9,828,541	57,897 579
" 30	75,731,618	17,408,815	64,136,013	9,761,181	46,623 775
May 7	75,292,485	18,334,973	66,821,378	9,731,591	55,760 533

Unlisted Securities.—Following are quoted at 38 New Street:

	Bid.	Asked.
Am. Railw'y Imp.Co—		
Ex bonds and stock.	25	46
Atl. & Pac.—6s, 1st....	....	....
Incomes	32	33⅓
Blocks 35 per cent..	114¼	115
Cent. Branch.....	x82	....
Incomes do	....	....
Am. Elec. Light.....	....	....
Am. Bank Note Co. ..S....	....	40
Bost.H.& E.—New st'k	⅜	½
Old.....	¼	½
Buff. N. Y. & Ph., new	29½	31
Preferred, new.....	59	62
Brush El.Lt.Par'nt Co.	....	....
Cal. & Chi. Ca'l & Dk...	....	....
Chic & Atl.—Stk....	18	26
do Beneficiary stk..	18	26
1st mort.....	99⅛	105
Contin't'l Cons.—85p.c.	47½	51
Den.& R.G.R'y—Cons.	96¼	99¼
Den.ver & R. G. & West	31⅜	34
1st mort.	80⅞	81½
Denver & N. Orleans.	....	....
Subsidy scrip.....	....	....
Edison Elec. Light....	275	295
Ga. Pac. R'y., 1st m..	86⅝	87
Gal. Houst. & Hen....	....	....
Gal. Har. & S. Ant....	27	....
I. B. & W. Inc. bds....	....	....
Ind. Dec. & Springf....	3	....
1st mort fund	70	....
Keely Motor	....	10
Mahoning Coal & RR.	....	....
Mexican. Nat.....	....	....
Preferred.....	....	....
1st mort	46	47
Mich.&O.—Subs.65 p.c	....	....
M.U.St'k Trust Certs..	17¾	20
M. K. & T. inc scrip.	....	....
N. J. & N. Y.....	3	....
N.Y.W.Sh.&Buff.—Stk	37½	38⅜
del.wh.iss.on old sub	80⅛	82
5s	....	....
N.Y. Sus. & West.—Stk	....	....
Debentures.....	58	67
Preferred.....	....	....
1st mort	....	....
North Pac. div. bonds.	91⅞	92⅛
No Riv.Const —100p.c	115	117
N.Y.Chic&St.L. equip.	....	....
Ohio C.—Riv. Div. 1st.	62¼	62½
Incomes.....	14¼	14⅝
Oregon Sh. Line delivered when issued....	25	....
Subs. 80 p. c.....	108	115
Subs. ex-bd. & ass...	54	....
1st mort.....	....	....
Pensac. & Atl.....	....	25
1st mort.....	73½	76
Pitts. & Western.....	17	20
1st mort.....	....	....
Rich.&D.Ext.subs.70%	66	....
Roch.&Pitts. cons.,1st	....	....
St. Jo & West.....	16⅞	....
St. Jo. & Pacific 1st.	60	....
do do 2d..	24	....
Kans. & Neb., 1st....	62	....
do do 2d ..	23¾	26
Tex.&Col.Imp.—60 p.c	....	....
ex-bd	13¾	14
Tex.&St.1st,M &A.Div	78¼	78⅝
subs.....	....	....
ex-bonds	....	....
Texas Pac. inc. scrip.	....	....
U. S. Elec. Light	126	....
Vicksb'g & Meridian..	5½	6⅜
1st mort.....	96	100
2d mort	60	65
Incomes	26	33
Wisconsin Central	21	....

ABSTRACT FROM REPORTS OF THE NATIONAL BANKS MADE TO THE COMPTROLLER, MARCH 13, 1883.

March 13, 1883.	Number of banks.	Capital.	Surplus.	Deposits.		Loans and discounts. (Including overdrafts.)	Gold.	Silver.	Legal tenders and U. S. certificates of deposit.
				Individual.	Other.				
Maine	72	$10,485,000	$2,607,757	$9,767,781	$139,412	$18,696,059	$535,250	$66,233	$222,694
New Hampshire	49	6,080,000	1,118,321	4,177,187	328,964	8,286,104	120,769	42,150	132,432
Vermont	48	7,786,000	1,795,907	5,459,316	30,808	12,478,180	154,280	45,824	234,137
Boston	54	50,750,000	11,420,462	64,591,232	108,018	109,015,666	4,768,633	131,747	3,677,233
Massachusetts, other	191	45,402,500	13,416,894	43,195,571	290,129	83,013,406	1,289,600	275,975	1,576,613
Rhode Island	62	20,315,050	3,980,365	11,076,284	119,319	30,037,149	270,771	61,834	409,210
Connecticut	87	25,706,820	6,872,381	22,677,594	245,853	42,089,713	1,027,958	154,295	931,968
Total Division No. 1	561	$166,525,370	$41,212,087	$160,944,965	$1,262,503	$303,616,277	$8,167,261	$778,058	$7,184,317
New York City	48	$50,350,000	$23,322,502	$217,008,301	$675,194	$239,085,537	$41,402,503	$1,289,368	$15,353,371
Albany	7	1,800,000	1,400,000	7,256,540	79,105	8,973,341	512,006	27,689	691,113
New York, other	252	33,914,160	8,474,360	79,602,717	700,228	89,728,922	2,437,136	520,587	3,561,210
New Jersey	66	12,000,350	3,702,165	27,999,128	185,099	31,752,003	677,374	233,930	1,537,454
Philadelphia	32	17,558,000	8,641,803	58,609,256	235,170	60,178,012	5,086,336	652,333	5,454,922
Pittsburg	23	10,050,000	3,267,015	21,499,723	228,469	25,695,264	1,420,292	145,619	1,614,698
Pennsylvania, other	207	30,813,068	8,707,904	61,730,158	364,012	66,001,403	2,708,540	656,351	2,900,105
Total Division No. 2	635	$156,485,578	$57,515,749	$473,705,823	$2,467,277	$521,414,483	$54,244,187	$3,505,877	$31,112,873
Delaware	14	$1,743,985	$554,518	$3,583,314	$48,788	$4,004,188	$107,057	$49,892	$161,062
Baltimore	17	11,490,330	2,658,383	17,971,659	119,304	26,604,893	710,998	158,741	2,207,048
Maryland, other	23	2,479,151	735,072	5,438,503	.....	5,429,921	189,482	60,194	277,517
Washington	5	1,125,000	247,655	2,474,392	44,668	2,028,491	131,403	39,030	256,769
Dist. of Columbia, other	1	252,000	60,000	631,378	.....	335,862	66,200	6,708	67,000
Virginia	21	3,321,300	1,097,524	10,594,812	439,839	11,527,542	295,289	93,258	562,019
West Virginia	18	1,836,000	480,098	2,347,999	.....	3,393,261	162,287	42,235	197,646
Total Division No. 3	99	$22,247,766	$5,833,250	$43,042,057	$652,599	$53,324,158	$1,662,716	$450,058	$3,729,061
North Carolina	14	$2,351,000	$470,839	$3,529,421	$175,404	$4,320,960	$102,603	$81,898	$295,084
South Carolina	13	1,885,000	700,038	3,606,064	168,504	3,287,523	196,614	99,505	356,350
Georgia	13	2,331,000	606,400	3,453,260	118,360	4,180,350	211,022	174,591	308,553
Florida	2	100,000	11,742	512,421	.....	370,984	6,665	3,225	55,500
Alabama	9	1,468,000	290,600	2,024,392	40,234	1,879,218	144,226	45,900	223,629
Mississippi	2	111,750	2,566	222,557	.....	48,773	15,498	18,460	12,873
New Orleans	7	2,875,000	1,055,000	10,467,977	.....	9,671,505	486,521	465,238	1,176,815
Louisiana, other	1	100,000	595	98,127	.....	131,167	2,509	6,258	9,333
Texas	26	2,402,000	814,450	7,103,986	191,797	6,840,694	336,347	216,404	1,042,224
Arkansas	5	455,000	65,000	828,547	88,655	675,587	14,624	13,766	85,519
Louisville	3	3,551,500	656,974	2,848,096	794,885	7,138,258	247,265	81,235	389,012
Kentucky, other	49	8,540,900	1,504,833	8,643,938	193,640	13,302,738	308,725	73,367	483,607
Tennessee	30	3,865,300	691,040	9,354,206	284,100	9,076,873	529,747	216,842	705,494
Total Division No. 4	180	$30,036,450	$6,870,077	$52,692,892	$2,055,581	$60,924,630	$2,602,366	$1,496,689	$5,143,993
Cincinnati	12	$8,600,000	$989,000	$13,629,797	$735,000	$20,368,615	$270,809	$46,586	$2,378,950
Cleveland	6	4,200,000	740,000	7,403,017	462,820	10,375,215	206,958	34,378	1,055,500
Ohio, other	172	20,614,300	4,095,705	37,062,081	433,805	44,006,112	2,034,871	366,798	2,694,772
Indiana	95	13,373,500	3,618,965	24,547,745	780,924	29,103,276	1,192,112	268,505	2,054,888
Chicago	11	8,550,000	2,365,000	31,272,442	58,437	39,776,470	6,197,903	422,756	3,423,021
Illinois, other	144	12,416,568	3,782,933	34,840,673	781,296	33,022,088	2,227,413	277,149	2,050,040
Detroit	5	2,650,000	140,000	7,255,497	468,927	8,532,750	536,648	74,585	588,674
Michigan, other	79	7,955,000	1,799,203	18,389,998	35,947	21,114,663	1,134,614	202,761	767,998
Milwaukee	3	650,000	285,000	4,016,810	461,316	3,698,551	357,746	21,142	368,570
Wisconsin, other	40	3,140,000	680,204	10,112,897	59,841	9,479,610	635,551	79,737	414,095
Total Division No. 5	567	$82,149,368	$18,496,010	$188,520,957	$4,278,313	$219,477,350	$14,794,625	$1,794,397	$15,796,508
Iowa	97	$7,907,200	$1,802,804	$18,175,474	$128,188	$18,317,186	$1,019,967	$218,957	$1,329,283
Minnesota	35	6,270,000	1,259,110	13,886,191	416,541	18,688,694	606,738	106,581	736,134
St. Louis	6	3,150,000	690,930	5,322,442	117,014	9,847,360	761,720	32,222	1,169,831
Missouri, other	22	2,130,000	450,400	5,000,124	49,726	4,502,023	220,951	47,569	318,485
Kansas	24	1,625,000	318,769	4,600,684	322,160	4,145,261	175,029	41,546	447,517
Nebraska	29	2,175,200	353,750	6,210,899	308,120	7,603,066	305,051	62,245	412,020
Total Division No. 6	213	$23,257,100	$4,875,763	$53,195,804	$1,341,749	$63,608,590	$3,089,456	$509,120	$4,413,270
Colorado	19	$1,445,000	$693,500	$9,777,693	$281,001	$7,135,376	$440,153	$88,304	$836,229
Nevada	1	75,000	18,618	167,601	.....	184,110	38,910	2,416	2,153
San Francisco	1	1,500,000	202,469	2,155,099	.....	2,526,505	1,178,120	11,480	11,510
California, other	11	1,800,000	376,890	5,677,050	11,459	4,343,157	1,515,928	56,212	82,466
Oregon	2	300,000	55,000	2,518,109	494,919	1,997,840	484,093	42,434	5,300
Total Division No. 7	34	$5,120,000	$1,346,475	$20,295,552	$787,379	$16,187,988	$3,657,201	$200,846	$937,658
Arizona	1	$100,000	$500	$116,561	$62,782	$85,358	$20,020	$2,088	$15,850
Dakota	24	1,410,000	221,021	2,966,327	99,854	2,861,678	100,197	27,390	300,505
Idaho	1	100,000	20,000	343,711	.....	117,120	2,258	4,020	33,000
Montana	9	1,175,000	101,500	3,669,684	129,378	3,463,973	150,854	26,606	390,441
New Mexico	6	550,000	134,702	1,334,761	135,747	1,120,078	133,082	16,107	92,956
Utah	4	425,000	155,000	1,184,988	66,771	740,828	227,656	8,642	33,707
Washington Territory	5	450,000	42,750	780,115	.....	1,116,769	160,143	14,855	14,492
Wyoming	4	425,000	98,000	1,316,604	61,165	1,055,599	106,067	4,022	54,437
Total Division No. 8	54	$4,635,000	$773,473	$11,713,351	$555,697	$10,561,403	$905,277	$104,230	$935,388
Total for United States	2,343	$490,456,932	$136,922,884	$1,004,111,401	$13,401,098	$1,249,114,879	$89,123,092	$8,839,275	$69,253,068

STATEMENT OF THE NATIONAL BANKS OF THE RESERVE CITIES, AND TOTALS.

Totals for Reserve Cities, &c.	Boston.	N. York.	Albany.	Philadelphia.	Pittsb'rg.	Baltimore	Washington.	New Orleans.	Louisville.	Cincinnati.	Cleve'd.	Chicago.	Detroit.	Milwaukee.	St. Louis.	S. Francisco.	Total Reserve Cities.	Total Other Cities.	Total United States.
Resources.	Mil's.	Mil's.	Mil's.	Mil's.	Mil's.	Mil's.	Mil's	Mil's.	Mil's.	Mil's.	Mil's.	Mil's.	Mil's.	Mil's	Mil's.	Mil's	Mil's.	Mil's.	Mil's.
Loans	109·02	239·09	8·97	60·18	25·70	26·61	2·03	9·67	7·14	20·37	10·38	39·78	8·53	3·70	9·85	2·53	583·55	665·60	1,249·1
Bonds for circulation	34·31	19·67	1·72	10·78	7·30	7·54	·73	2·48	2·88	6·28	1·90	1·08	·93	·60	·76	·60	99·56	255·17	354·7
Other U. S. bonds	·24	4·37	·12	·50	·40	·30	·22	·33	·90	1·19	·56	2·19	·54	·55	·42	....	12·83	21·82	34·7
Stocks, bonds, &c	2·74	13·06	·07	5·41	·81	·07	·10	·49	·05	·69	·55	1·12	·09	·34	·24	....	25·83	42·61	68·4
Due from banks	17·86	18·79	2·74	11·73	4·48	2·90	·58	1·51	1·16	4·30	1·51	9·80	2·59	1·09	1·55	·33	82·92	122 34	205·3
Real estate	3·23	10·69	·33	2·59	1·47	·73	·44	·33	·12	·26	·38	·41	·08	·12	·23	....	21·41	25·65	49·1
Gold	4·77	41·40	·51	5·09	1·42	·71	·13	·49	·25	·27	·21	6·20	·51	·36	·76	1·18	64·29	24·85	89·1
Silver	·13	1·29	·03	·63	·15	·16	·04	·46	·08	·05	·03	·42	·07	·02	·03	·01	3·60	5·22	8·8
Legal tender notes	2·98	13·51	·18	3·43	1·61	1·14	·20	1·18	·39	1·52	1·04	2·65	·59	·37	1·17	·01	31·97	28·87	60·9
National bank notes	1·44	1·32	·10	·59	·30	·34	·04	·14	·07	·18	·19	1·01	·10	·01	·41	....	6·24	13·90	20·2
Clearing House exch's	8·11	82·10	·18	7·93	1·45	1·65	.....	1·24	·03	·27	·15	2·37	·17	·13	·60	·24	106 62	1·18	107·8
U. S. certific's of deposit	·70	1·85	·51	2·02	.....	1·07	·08	.....	.....	·86	·01	·77	.....	....	.....	....	7·85	·56	8·4
Due from U.S. Tr'surer	1·67	1·02	·08	·52	·35	·34	·03	·11	·14	·29	·09	·14	·05	·03	·05	·02	4·93	11·81	16·7
Other resources	2·16	3·58	·17	1·24	·47	·26	·12	·13	·26	·58	·27	·22	·20	·02	·16	·01	9·85	17·87	27·7
Totals	189·36	451·74	15·71	112·64	45·91	43·82	4·72	18·56	13·47	37·11	17·27	68·16	14·48	7·34	16·23	4·93	1,061·5	1,237·4	2,298·9
Liabilities.																			
Capital stock	50·75	50·35	1·80	17·56	10·05	11·49	1·12	2·88	3·55	8·60	4·20	8·55	2·65	·65	3·15	1·50	178·85	311·61	490·5
Surplus fund	11·42	23·32	1·40	8·64	3·27	2·66	·25	1·06	·66	·99	·74	2·37	·14	·29	·69	·20	58·10	78·84	136·9
Undivided profits	5·59	10·20	·29	2·20	·71	1·35	·09	·36	·29	·62	·47	1·09	·31	·15	·24	·11	24·07	35·25	59·3
Circulation	30·43	17·23	1·53	9·62	6·47	6·61	·62	2·15	2·59	5·49	1·70	·71	·82	·54	·68	·31	87·50	225·49	313·0
Due to depositors	64·70	217·68	7·34	58·85	21·73	18·09	2·52	10·47	3·64	14·37	7·86	31·33	7·73	4·48	5·44	2·16	478·39	539·14	1,017·5
Due to banks	25·71	132·79	3·35	15·74	3·58	3·54	·12	1·62	2·30	6·57	1·25	24·11	2·83	1·18	5·99	·65	231·33	40·18	271·5
Other liabilities	·76	·17	.....	·03	·19	·08	....	·02	·44	·41	1·05	.....	.....	·05	·04	....	3·21	6·94	10·2
Totals	189·36	451·74	15·71	112·64	45·91	43·82	4·72	18·56	13·47	37·11	17·27	68·16	14·48	7·34	16·23	4·93	1,061·5	1,237·4	2,298·9

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* CHRONICLE. *Single copies are sold at $2 per copy.*

Railroad Maps.

The railroad maps published in the last issue of the INVESTORS' SUPPLEMENT have been received with much favor by the readers of the CHRONICLE. Several additional maps of other railroads have already been ordered to be published in the next issue of the SUPPLEMENT, which will come out in June. It is believed that these maps will be of great interest to all investors in stocks and bonds, and will greatly facilitate their obtaining correct ideas of the precise location and commercial strength of the different railroads.

Railroad officers are enterprising and liberal in undertaking all measures which they consider desirable for the benefit of their companies, but they frequently do not appreciate the importance of a map of this sort to general investors or to the average customers of a stock broker. The most ready purchasers of all the large and expensive railroad maps issued by the well-known map publishers of New York and Chicago, are the bankers and brokers in this and other cities.

The maps in the INVESTORS' SUPPLEMENT are invariably prepared under the direction of the publishers, and not by the agents of the respective railroad companies themselves; they are therefore geographically correct in the territory shown; also, while the particular road represented is prominently brought up, all other competing lines are shown on the map in their proper places.

Subscribers and readers of the CHRONICLE and SUPPLEMENT, who have an interest in the stocks or bonds of particular railroad companies, and think it would be to their benefit to have a map in the SUPPLEMENT, should communicate with the officers of the company and suggest the matter to them. The officers being engrossed with their work in attending to the practical operations of their roads, can hardly be expected to give heed to a new matter of this sort, unless it is brought to their attention.

ANNUAL REPORTS.

St. Louis Alton & Terre Haute Railroad.
(For the year ending Dec. 31, 1882.)

The annual report of this company for the year 1882 has just been issued, and the most important parts of it are condensed below:

"Under the order of court requiring the lessee company and receiver to pay into court 30 per cent of the gross earnings for the use of your company, we have received on account of rental, from the 1st of January to the 31st of October, $334,699 71. The rental for November and December was paid under the new lease.

"On the 26th day of July, 1882, the United States Circuit Court for the District of Indiana rendered its decision in the suit of this company against the Indianapolis & St. Louis Railroad Company, lessee, and the Cleveland Columbus Cincinnati & Indianapolis and the Pennsylvania Railroad Co., guarantors, for back rental due under the lease to the former company. As foreshadowed in our former report, the result is favorable to your company. The decree in favor of the complainant against the lessee company is for $664,874 and costs of suit, and against guarantor companies aforesaid for one-third each of said sum. The court held that the guaranty contract was a several and not a joint obligation—hence the guarantors above named could not be held liable for the third assumed by their co-guarantor, the Indianapolis Cincinnati & Lafayette Railway Company, since defunct.

"The two guarantor companies have appealed from the decree, as against them, to the United States Supreme Court, where the same is now pending, and our company has filed a cross appeal as to that part of the decree finding the guaranty contract to be several and not joint.

"In the meantime this company has filed its petition in the foreclosure suit against the Indianapolis & St. Louis Railroad Company, claiming priority as to the proceeds of the sale of the road of said lessee company."

Of the Indianapolis & St. Louis, the report says the new company was placed in possession of the property Oct. 1, 1882, "and it is now practically a part or division of the Cleveland Columbus Cincinnati & Indianapolis Railway, and controlled and operated in the interest of the New York Central Railroad Company. Prior to the foreclosure, the Cleveland Company purchased the moiety interest of the Pennsylvania Railroad Company in the Indianapolis & St. Louis Railroad, so that the embarrassment incident to the ownership of the property by two competing lines is now removed. It was to this unnatural alliance that the financial disaster to our former lessee company was attributable.

"Negotiations for a new lease of the main line and Alton branch of this company to the successor of our former lessee—the Indianapolis & St. Louis Railway—were inaugurated soon after the formation of that company, and finally concluded, and a new lease executed on the 23d day of February, 1883, but to take effect as of, and be in force from, the 1st day of November, 1882. This lease is executed to the Indianapolis & St. Louis Railway Company and the Cleveland Columbus Cincinnati & Indianapolis Railway Company as joint lessees. The lease is made to run for ninety-nine years, and is modeled substantially after the old lease, except as to the rent reserved. Under the existing lease the lessee companies are to pay, in equal monthly instalments, a fixed rental of $450,000 per annum, until the gross earnings of the leased road, for a given year, shall exceed $1,750,000, and twenty per cent of such gross earnings in excess of $1,750,000. Whilst there is some modification in the amount of rental reserved, as compared with the old lease, it was thought that this would be more than compensated for in the increased certainty of the payments and the increased business resulting from the improved relations of the property."

The Main Line and Alton Branch are under lease to the Indianapolis & St. Louis Railway Company, and, as the following comparative statement of gross earnings will show, was quite prosperous the past year, as compared with 1881:

From—	1881.	1882.
Freight	$936,740	$1,019,827
Passenger	333,485	362,424
Mail	19,576	20,218
Express	25,973	29,439
Miscellaneous	45,245	74,679
Total	$1,361,019	$1,506,586

CAIRO SHORT LINE DIVISION.

This division is composed of the proprietary line from East St. Louis to Belleville—14·4 miles, and of the leased roads from Belleville to Du Quoin—56·4 miles, and from Du Quoin to Eldorado—50·2 miles, making a total of 121 miles operated by the company.

The earnings for 1882, compared with those of 1881, show the following most satisfactory result, viz.:

From—	1881.	1882.	*Increase.*
Passengers	$158,269	$168,300	$10,030
Coal	266,538	269,703	3,167
Miscellaneous freight	294,118	376,670	82,551
Mail	12,780	12,780	.....
Express	11,169	11,954	784
Miscellaneous	13,149	36,049	22,900
Total	$756,024	$875,458	$119,434

Every branch of earnings showed a marked increase, and a total of 15·8 per cent over 1881.

The following statement shows the comparative earnings of the separate divisions:

	1881.	1882.	*Increase*
Belleville Division	$310,624	$345,063	$34,439
Du Quoin Division	396,598	456,376	59,778
Eldorado Division	48,802	74,019	25,216
Total	$756,024	$875,458	$119,434

"This flattering increase of earnings is due to the exceptionally good wheat crop along the line, imparting general prosperity, and to the large volume of business given to our line by the St. Louis Coal Railroad system, connecting at Pinckneyville. Both these causes have contributed to increase our local freight tonnage and our local passenger traffic, without any appreciable increase of our operating expenses, as will hereafter appear." * *

EARNINGS AND EXPENSES

	1881.	1882.	*Increase.*
Gross earnings	$756,024	$875,458	$119,434
Operating expenses and taxes	434,815	446,332	11,516
Net earnings	$321,209	$429,126	$107,915

"During the year two dividends—one of three and the other of four per cent—were declared and paid on the preferred stock of the company. This settled the claims of this stock to Dec. 31, 1881, and there is every reason to believe that the accumulated interest due upon the stock for 1882 will be promptly met. The general financial result for the year 1882 from the operation of the company's roads will be found below.

GENERAL FINANCIAL RESULT FOR 1882.

RECEIPTS.

To rental received from main line	$414,368
To net earnings, less rents, of branches	238,930
To interest	4,281
	$657,580

PAYMENTS.

By paid interest on funded debt	$469,000	
Less coupons of bonds in sinking fund, enjoined of payment	44,520	
	$424,480	
By main line expenses	$10,664	
By legal expenses	3,000	
By new equipment	25,810	
By real estate exchanged	337	
By dividends on preferred stock	172,788	—637,079
Balance		$20,500

No general balance sheet of assets and liabilities is given in the report.

Kentucky Central.

(*For the year ending December* 31, 1882.)

The report of the directors, and Mr. M. E. Ingalls, President, is condensed as follows:

"The re-building of the line, which was in progress at the date of the last report, has been continued. The track between Covington and Lexington has been brought into very fine condition, except its bridges, and these are being re-built with new masonry and iron superstructure. The Maysville division has been largely improved, and is in condition to do all the business that may be offered. The equipment has been improved, and additions made in order to be ready for the increase of traffic that is expected from the extension. Work on the latter is progressing very well. The board hope to open the line from Paris to Richmond by July 1 next, and the balance of the line later in the year. Finding that the extension into and through Richmond involved a large outlay, your board thought best to lease or purchase of the Louisville and Nashville Railroad its Richmond Branch, so called. Negotiations were opened and resulted in the lease of this branch for ninety-nine years from January 1, 1883, for $24,000 per annum, with a right to purchase at any time for $400,000. By this lease the Company get what terminals are needed in the city of Richmond and three miles of road that it uses in its extension, and a valuable feeder thirty-one miles in length. While the road has not been profitable hitherto to the L. & N., it is thought the conditions of traffic will be so changed by our extension as to make it a good lease to our company." * * * *

"By the Treasurer's report it will be seen that the gross earnings have been $724,363, and the net $309,273. After paying interest and taxes, the net profit for the year was $130,230—about 2⅓ per cent on the stock. As the company was selling bonds to build new road, it was not deemed advisable to divide this, and it was carried to the profit and loss account. During the year the preferred stock outstanding, amounting to $500,000, has been called in at par and canceled." * * "Since the close of the year your directors have sold 1,702 of the consolidated bonds at 95 and interest, thus obtaining funds sufficient to pay the $780,000 of old 7 per cent bonds falling due March 1st next, and leaving a balance sufficient to complete the extension. The company still has unsold $564,000 of the consolidated bonds. The fixed liabilities of the company after the current year will be as follows:

Comparative statistics for two years have been arranged for the CHRONICLE as follows:

Interest on consolidated bonds, $6,036,000 at 6 per cent	$362,160
Interest on $400,000 of Maysville Div., 7 per cent bonds	28,000
Interest on $220,000 old 7 per cent bonds, due in 1885	15,400
Rental of Richmond Branch	24,000
Total	$429,160

"To pay this we estimate will require one million of gross earnings. For the last year the earnings have been on 150 miles of railway $724,363, requiring an increase to meet the above estimate of nearly 40 per cent, while the increase in mileage will be 66⅔ per cent. As the new line is through a fine country for local traffic, nearly all of which will go over a large portion of the old line, it would seem that more than the required increase might be expected from the local business alone. In addition to this a large through traffic is expected from the connection with the East Tennessee Virginia & Georgia system."

Comparative statistics for two years have been compiled for the CHRONICLE as follows:

ROAD AND EQUIPMENT.

	1881.	1882.
Miles owned	100	100
Miles leased	49	49
Total operated	149	149
Locomotives	10	22
Passenger, mail and express cars	25	29
Freight and other cars	337	611

FISCAL RESULTS.

Earnings—	1881.	1882.
Passenger	$226,554	$247,709
Freight	438,692	434,316
Mail, express, &c.	39,881	42,338
Total gross earnings	$705,127	$724,363
Operating expenses	490,655	415,090
Net earnings	$214,472	$309,273

INCOME ACCOUNT.

Receipts—	1881.	1882.
Net earnings	$214,472	$309,273
Disbursements—		
Rentals paid	28,000	28,000
Interest on debt	70,375	130,630
Taxes	17,732	20,412
Dividends	73,252	.....
Miscellaneous	23,885	.....
Total disbursements	$213,744	$179,042
Balance surplus	$728	$130,231

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—	1881.	1882.
Railroad, buildings, equipment, &c.	$7,967,908	$8,678,081
Maysville & Lexington RR.	851,195	851,496
Paris & Livingston Extension	75,344	822,640
Bond account	2,871,200	.....
Loan	.....	535,842
Bills and accounts receivable	27,954	98,010
Materials, fuel, &c.	128,187	113,189
Cash on hand	23,612	217,941
Total	$11,946,200	$11,317,199
Liabilities—		
Stock, common	$6,083,500	$5,584,800
Funded debt (see SUPPLEMENT)	5,315,000	5,334,000
Bills payable	292,238	.....
All other dues and accounts	103,813	188,776
Profit and loss	121,649	209,623
Total liabilities	$11,946,200	$11,317,199

Little Rock & Fort Smith.

(*For the year ending December* 31, 1882.)

The length of road from Little Rock to Fort Smith is 165 miles, and branches 3 miles, making 168 miles in all.

The President, Mr. J. H. Converse, says in his report: "It will be noticed that the gross earnings for 1882, as compared with the same in 1881, show a falling off. This is accounted for by the severe drought of 1881, which made its influence felt until the cotton crop of 1882 was fully assured; and, inasmuch as the movement in the same did not commence much before October, our monthly receipts until then showed a falling off from the previous year. Since then the receipts have been steadily gaining over corresponding months of year before. The number of bales of cotton transported over the road in 1882 was 94,842, against 92,403 for the previous year; and from Jan. 1, 1883, to April 1, 1883, 23,638 bales against 8,463 bales for year before. There were canceled in 1882, $145,000 bonds; canceled previously, $113,500; total, $258,500. From Jan. 1, 1883, to April 14, 1883, the trustees canceled $51,500; total to April 14, 1883, $310,000." * * *

"It will be noticed from the figures given that our land sales show a considerable increase in the number of acres sold over that of previous year. With one exception, the lands sold were to actual settlers, the exception being a lot of timber land, on which it is expected a saw-mill will soon be erected, which will contribute considerably to our business. Besides sales made by this company the Government has sold land within the limits of our grant amounting to 100,000 acres." * * *

"Last December, the St. Louis & San Francisco road extended its line to connect with our road at Van Buren. It is now too soon to predict how much this connection will benefit us; but from present indications we have reason to expect a large increase to our business from it, as it gives us a line reaching to Kansas City.

"In the early part of the year a suit was brought against our company by holders of the Arkansas State bonds in aid of railways, to which a demurrer was entered; this was overruled by the court. The case will now be tried upon its merits at the Circuit Court, to be held in Keokuk, Iowa, some time in June of the present year."

Earnings and expenses were as follows:

EARNINGS AND EXPENSES.

Gross earnings for the year		$539,133
Operating expenses for the year		301,939
Net earnings		$237,193
Payments—		
Interest on bonds	$175,393	
Interest on scrip	32,714	
Interest, taxes and insurance	18,289	
General expenses	9,859—	236,256
Surplus		$937

Operating expenses, 56·01 per cent of the receipts.

STATEMENT OF THE ANNUAL EARNINGS AND EXPENSES FOR FOUR YEARS.

	1879.	1880.	1881.	1882.
Passengers	$111,052	$170,742	$203,859	$174,964
Freight	227,844	307,522	319,379	323,711
Express	7,125	12,369	16,479	17,928
Telegraph	5,301	6,165	7,307	6,899
United States mail	9,959	9,879	9,959	11,064
Miscellaneous	9,404	3,667	5,672	4,565
Total earnings	$370,686	$510,287	$562,657	$539,133
Operating expenses	189,122	257,828	301,912	301,939
Net receipts	$181,563	$252,459	$260,745	$237,193

STATEMENT OF THE LAND SALES OF THE LITTLE ROCK & FORT SMITH RAILWAY, FROM OPENING OF THE ROAD TO DEC. 31, 1882.

Year.	*Acres Sold.*	*Amount.*	*Year.*	*Acres Sold.*	*Amount*
1875	9,781	$41,687	1882	49,431	$167,587
1876	39,459	169,686			
1877	40,070	176,659	Totals	367,350	$1,469,298
1878	55,203	236,619	Deduct sales		
1879	52,027	202,947	canceled	44,134	170,237
1880	73,590	288,406			
1881	47,785	185,705	Totals	323,215	$1,299,061

The average price per acre was $4 02, and acres unsold Dec. 31, 1882, 695,390.

West Jersey Railroad.

(*For the year ending Dec.* 31, 1882.)

The annual report for 1882 states that as regards the freight service, the increased tonnage over 1881 upon the main line amounted to 43,220 tons, or 13 93-100 per cent, of which increase 16,077 tons were contributed by the West Jersey & Atlantic Railroad and 1,227 tons by the Sea Isle City Branch.

"The Stockton Hotel, situated at Cape May, was during 1881, as heretofore, operated in the interest of this Company, the results, financially, having been better than for the previous year.

"The gross receipts from the express business were $82,646—an increase of $13,431; the expenses of conducting it were $29,466—an increase of $2,572; leaving net earnings of $53,180—an increase of $11,858.

"The increased passenger business brought upon the West Jersey Railroad between Camden and Newfield by the West Jersey & Atlantic Railroad, required additional transportation facilities on that particular portion of your line, in the form of double track, which now extends from Camden to Temperanceville, a distance of 18·6 miles." * * *

"The West Jersey & Atlantic Railroad, connecting with your line at Newfield, thirty miles from Camden, and extending, via May's Landing, to Atlantic City, is thirty-four and a half miles long, and is operated by the West Jersey Railroad Company. The net earnings from traffic during the year 1882 were $57,408.

"The passenger and freight traffic carried upon the West Jersey Railroad to and from the West Jersey & Atlantic Railroad during 1882 amounted to $135,284, being an increase of 21·67 per cent over that of 1881. The consolidation and merger of the Pleasantville & Ocean City Railroad Company, with and into the West Jersey & Atlantic Railroad Company, negotiated to take effect January 1st, 1883, will, in controlling the business of Somer's Point and Ocean City, none of which has heretofore passed over the West Jersey & Atlantic Railroad, materially add to the gross earnings of the West Jersey & Atlantic and the West Jersey Railroad companies.

"The Sea Isle City Railroad extends from near Seaville Station, on the main line, to Sea Isle City, on Ludlam's Beach, a distance of nearly five miles. The expenditure made by the company to place this line in operation amounted to $39,786. It was opened for use in June, 1882, since which time 11,579 passengers and 1,227 tons of freight have come upon the main line, going to or coming from that branch.

"The Woodstown & Swedesboro Railroad, extending from Swedesboro, through Woodstown, to Oakland, a station on the Salem Railroad seven miles from Salem, is very nearly completed, and will be thrown open for public use early in the year 1883. It is 11½ miles long, and will be of great value in developing a section of New Jersey that has heretofore been without railroad facilities, and will shorten the travel between Salem and Camden nearly six miles. An operating contract has been executed between the W. J. Company and the Woodstown & Swedesboro, by and under which the West Jersey furnishes all equipment, operates and maintains the line, and pays over to the contracting company any remaining balance of gross earnings after the said operating expenses, taxes, etc.

"A number of projected lines, tending to the development of that section of the State lying upon the sea coast, as well as of inland portions, are in progress, all of which will be carefully fostered whenever it is apparent that the interest of your company is involved."

The comparative statistics for two years, compiled for the CHRONICLE, are as follows:

ROAD AND EQUIPMENT.

	1881.	1882.
Miles owned	101	106
Miles leased and controlled	62	69
Total operated	163	175
Locomotives	23	25
Passenger, mail and express cars	74	74
Freight cars	251	262

OPERATIONS AND FISCAL RESULTS.

Operations—	1881.	1882.
Passengers carried	1,238,132	1,542,487
Passenger mileage	42,550,400	52,545,479
Rate per passenger per mile	1·44 cts.	1·34 cts.
Freight (tons) moved	276,807	317,664
Freight (tons) mileage	9,046,582	10,983,344
Average rate per ton per mile	3·07 cts.	2·69 cts.
Earnings—	$	$
Passenger	621,515	709,017
Freight	289,475	306,788
Mail, express, &c	77,535	93,605
Total gross earnings	988,525	1,109,410
Operating expenses—	$	$
Maintenance of way, &c	150,679	164,276
Motive power	170,541	188,311
Maintenance of cars	26,374	31,166
Transportation expenses	203,125	260,843
General expenses	10,234	10,147
Total (including taxes)	560,953	654,743
Net earnings	427,572	454,667

INCOME ACCOUNT.

	1881.	1882.
Receipts—	$	$
Net earnings	427,572	454,667
Other receipts	3,074	.....
Total income	430,646	454,667
Disbursements—	$	$
Rentals paid	33,034	33,034
Interest on debt	175,726	177,118
Net earn'gs of W. J. & Atl. and P. & O. C. RRs.	53,034	57,775
Dividends	54,390	82,807
Rate of dividend	4 p. c.	6 p. c.
Total disbursements	316,184	350,734
Balance, surplus	114,462	103,933

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—	1881.	1882.
	$	$
Railroad, buildings, &c	2,516,982	2,609,329
Equipment	561,297	561,297
Real estate	210,315	210,315
Stocks owned, cost	454,590	479,790
Stockton Hotel	250,000	250,000
Bills and accounts receivable	106,899	83,380
Materials, fuel, &c	97,668	52,686
Cash on hand	29,149	43,746
Sinking fund	193,750	206,250
Miscellaneous items	5,186	5,186
Total assets	4,425,736	4,501,979
Liabilities—	$	$
Stock, common	1,359,750	1,377,750
Funded debt (see SUPPLEMENT)	2,761,900	2,754,900
All other dues and accounts	.....	53,128
West Jersey & Atlantic RR	44,253	39,596
Unpaid interest and vouchers	114,251	71,183
Profit and loss	145,582	204,822
Total liabilities	4,425,736	4,501,979

Louisiana & Missouri River RR.

(For the year ending December 31, 1882.)

The annual report of the directors, in the form of a circular issued to stockholders, states the mileage, bonded debt and stock, and also gives the following:

OTHER INDEBTEDNESS.

Balance due Jan. 1, 1883, on note to the Chicago & Alton RR. Co., dated Dec. 1, 1877, for $176,187 given for money advanced your company		$156,330
Note to the Chicago & Alton RR. Co., in settlement for claim for damages for non-completion of road, payable from earnings of company, if sufficient for that purpose	$200,000	
Less payment as of date of note	65,000	−135,000
Interest on same, from March 14, 1878, to Dec. 31, 1882, with annual rests, as per stipulation contained in note		59,632
Total		$351,013

In addition to the above liabilities the first mortgage bonds of the company to the amount of $439,100 are outstanding, on which the Chicago & Alton RR. Co. has agreed to pay the semi-annual interest as it accrues, and the principal upon the maturity of the bonds. So far as known, the company has no other liabilities. On the first day of August, 1870, the road of your company was leased to the Chicago & Alton RR. Co. in perpetuity, reserving an annual rent of 35 per cent of the gross earnings, after deducting taxes and assessments, with the stipulation, on the part of the Chicago & Alton RR. Co., that the minimum rental should never be less than $1,370 per mile per annum.

The gross earnings of the road for the year ending Dec. 31, 1882, were as follows:

Main line, between Louisiana and Mexico, 50 91-100 miles	$499,843
South branch, between Mexico and Cedar City, 50 miles	49,711
	$549,559
Less taxes	9,724
Leaving the sum of	$539,835

"Thirty-five per cent of which, or $188,942, was the rental due your company for the year ending Dec. 31, 1882." * * *

"The company has no assets aside from its annual rental, all of which has been appropriated in payment of interest and expenses." * * *

"The future rental will be applicable:

"1st. To the payment of the interest accruing after 1882 upon 1,675 bonds (or guaranteed preferred stock into which these bonds have been converted) until the principal of fifty-nine (59) of said bonds issued in excess of $16,000 per mile of completed road shall be paid by your company, and then upon the residue of said stock and bonds, and also to the payment of interest accruing after 1882 upon 300 second mortgage bonds as the interest on said stock and bonds becomes due and payable.

"2d. To the payment of office rent, salaries of transfer agents and Secretary, and other necessary expenses of the company.

"3d. To the payment of the indebtedness of your company to the Chicago & Alton RR. Co.

"4th. To the payment of the principal of fifty-nine (59) first mortgage bonds, being the excess over $16,000 per mile of completed road, which your company is under obligation to pay and discharge before payment of dividends."

The gross earnings of the road for the last four years have been as follows:

1879	$317,756	1881	$195,345
1880	467,924	1882	549,559

GENERAL INVESTMENT NEWS.

Albany & Susquehanna.—The second mortgage 7 per cent bonds due in 1885 can be exchanged by the holders for 6 per cent consolidated bonds due 1906 by paying 8 per cent difference in price. An item previously published had given the impression that the exchange could be made a part without the payment of any difference.

Central of New Jersey.—Mr. Williamson made application to Chancellor Runyon at Newark in behalf of the Central Railroad of New Jersey, with a view to taking its property out of the hands of the receiver. The petition filed by the company represented that it is solvent, and prays that the property and assets should be returned to it and the receivership ended. Upon the petition the Chancellor made an order of reference to J. D. Bedle, one of the special masters of the court, to inquire and report as to the truth of the matters set forth in the petition.

—It is reported that a draft of a lease of the Central Railroad of New Jersey to the Philadelphia & Reading Railroad was presented to the directors of the latter road at a meeting in Philadelphia, and that Mr. Franklin B. Gowen, the President of the Reading, laid the draft before the Executive Committee of the New Jersey Central. The terms, as reported, provided that should the Reading guarantee 6 per cent on the $18,500,000 of stock of the New Jersey Central, assume its obligations of every nature, and keep the road in repair. Mr. H. S. Little said no official action could be taken by the directors until the road was taken out of the hands of the receiver.

Delaware & Hudson Canal.—At the annual meeting of the Delaware & Hudson Canal Company this week, the old board was re-elected. The proposition to increase the capital stock by $10,000,000, making it $30,000,000, was unanimously adopted. The stock is to be issued as follows, viz., $3,500,000 in 1884, $1,000,000 in 1887 and $5,500,000 in 1891, the object of the issue being to take up an equal amount of 7 per cent bonds.

The resolution provides that 35,000 shares shall be apportioned among stockholders of record May 24, 1883, at par at the rate of one share of new stock for every six shares of the old stock held by shareholders on the date named.

Denver & New Orleans.—The Denver & New Orleans Construction Company, which built this road, failed to pay to the Mercantile Trust Company $1,400,000, with $155,493 interest to April 1, 1883, and the Trust Company announced that it would sell at auction the bonds and stock of the railroad company pledged as collateral security for the loan. This probably means a transfer of the property to Mr. Jay Gould. The Denver & New Orleans Railroad is in operation from Denver south to Pueblo, 125 miles, of which 89 miles was built in 1882. It also operates 13 miles of branches—to Colorado Springs and to St. Franceville coal mines. Ex-Governor John Evans is President of the company. The Denver *News* of April 26 said that the management was preparing to extend the road south from Pueblo to Tuscola, on the Canadian River, about 380 miles from Denver. The route is almost direct, and will make connection at Tucson with the Fort Worth & Denver City Railroad, now finished to Wichita Falls, in Wichita County, Texas, just south of Red River, 114 miles northwest of Forth Worth.

Eastern (Mass.)—In the Supreme Judicial Court of Massachusetts the hearing on the bill in equity brought by Willard P. Phillips, one of the trustees of the mortgage of the Eastern Railroad, against the corporation and two other trustees, to enjoin the execution of the lease of the Eastern to the Boston & Maine, was postponed till the 29th of May, when it will be heard on its merits.

Massachusetts Central.—The trustees of the Massachusetts Central Railroad have finally taken possession of the property. Until foreclosure and re-organization, the Boston & Lowell Railroad will operate the Massachusetts Central as agents for the trustees, using the rolling stock and train-hands of the Central, but having no interest in the receipts, being paid by the trustees to operate the road merely.

Milwaukee Lake Shore & Western.—The following statement is for the year 1882 :

Gross earnings	$906,318
Operating expenses	578,044
Net earnings	$328,274
Interest charges	199,071
Surplus carried to income account	$132,792

Mobile & Alabama Grand Trunk.—At Mobile, Ala., May 7, the foreclosure of the Mobile & Alabama Grand Trunk Railroad was made to a committee representing the bondholders, for $350,000. The road is completed from Mobile to Jackson, Ala., 64 miles, and surveyed northeast through the Cahaba coal fields to Birmingham. The purchasing committee consisted of George Arents, Edward R. Bacon and P. D. Barker of New York, and D. I. Parker of Mobile.

Mutual Union Telegraph.—The Mutual Union stock was reduced from $10,000,000 to $2,500,000 by vote of May 5, and a new company called the New York Mutual Union Telegraph Company will issue its stock, par value $25 per share, in exchange for the old stock.

New York Central & Hudson River.—This company requested to have placed on the list, the debt certificates of the New York Central Railroad, dated August 1, 1853, falling due May 1, 1883, $6,632,000; denominations, $1,000 and $500; the time of payment for which has been, by authority of the directors, extended for ten years, with interest at five per cent per annum, payable semi-annually, May and November. The following has been affixed to each bond so extended :

For value received by each it is mutually agreed by the New York Central & Hudson River Railroad Company and the holder of the foregoing debt certificate, No. ——, that the principal thereof shall not be due nor payable until the First day of May, 1893, with interest at the rate of five per cent per annum, payable semi-annually, according to the tenor of twenty new coupons herewith. The consent to this agreement by the holder of said debt certificate is evidenced in its surrender by him for the purpose of having this agreement affixed thereto, and by his acceptance of the accompanying coupons.

C. C. Clarke, Treasurer.

New York Susquehanna & Western.—This railroad company makes the following statement to the Stock Exchange:

The lines of road owned and operated by the New York Susquehanna & Western Railroad Company are:

From West End—Jersey City, N. J., to Unionville, N. Y.	71·6 miles
From Two Bridges, Sussex County, N. J., to Gravel Place, 3 miles west of Stroudsburg, Pa., the point of connection with the Delaware Lackawanna & Western Railroad	50·1 miles
From Columbia Junction, N. J., to Delaware Station, N. J.	3·1 miles
Paterson Extension Branch	0·75 miles
From Priceville to Winton, branch in the Lackawanna Valley, Pennsylvania	5·5 miles
Total number of miles owned	131·05 miles
From Unionville, N. Y., to Middletown, N.Y. (leased)	13·09 miles
Lodi Branch	2· miles
Total number of miles operated	146·95 miles

The gauge of the road is 4 feet 9 inches.

The entire line of road, with the exception of about ten miles between Franklin, N. J., and Unionville, N. Y., the point of connection with the Middletown Unionville & Water Gap Railroad, is laid with sixty-pound steel rails, the ten miles being laid with fifty-six-pound iron rails.

The floating debt of the company this date, April 23, 1883, is $70,755.

Available assets in Treasury—

First mortgage 6 per cent gold bonds Midland R.R. Co. of New Jersey, par value	$300,000
First mortgage 7 per cent bonds of the Lackawanna & Susquehanna Coal & Iron Co., now known as the Pennsylvania Anthracite Coal Co., par value	150,000

These bonds are now on the free list of the Stock Exchange.

Capital stock of the Pennsylvania Anthracite Coal Co., being the controlling interest thereof, par value	$1,010,000
Capital stock of the Lodi Branch R. R. Co., being the entire capital thereof, par value	60,000
Capital stock of the Middletown Unionville & Water Gap R. R. Company, par value	40,250
Loans to coal producers, secured by bond and mortgage on coal properties worth over $1,500,000	225,000

The company control the Hudson Connecting Railway Company, by reason of the ownership of $400,000 of its bonds, being the entire issue, and $94,000 out of $100,000 of its capital stock, the charter of this company giving it the right to construct a line of connecting railway through any portion of Hudson County, N. J.

Provision was made under the terms of consolidation for the conversion of the several classes of securities of the Midland Railroad Company of New Jersey, consisting of capital stock, income bonds and scrips, into the preferred and common stock of this company. The amount of these securities issued was as follows :

Capital stock	$3,000,000
Income bonds Class A	3,000,000
Income bonds Class B	1,568,332
Scrip No. 1	1,291,647
Scrip No. 2	137,200
Total	$8,997,179
Of these securities there has been converted up to April 23, 1883, into preferred stock—	
Stock	$2,131,550
Into common stock—	
Income bonds, Class A	1,896,322
Income bonds Class B	631,975
Scrip No. 1	856,032
Scrip No. 2	89,840
Total amount converted	5,605,719
Leaving yet to be converted	$3,391,460

For the conversion of which preferred and common stock to that amount has been issued in trust, to be applied to the liquidation of the same as fast as the securities are presented for that purpose.

The general office of the company is at 93 Liberty Street, New York City, at which place is the transfer office. President, Frederick A. Potts; Vice-President, Wm. S. Dunn; Treasurer, R. S. Chapel; Secretary and Transfer Agent, J. P. Rafferty. The committee recommend that New York Susquehanna & Western Railroad common stock, $13,000,000, preferred stock, $8,000,000, first mortgage 6 per cent bonds, $2,500,000, and debenture 6 per cent bonds, $600,000, be placed on the regular list; and that Midland Railroad of New Jersey first mortgage 6 per cent bonds, $3,500,000, now on the free list be transferred to the regular list, next after the before mentioned debentures.

N. Y. & Texas Land Co.—The New York & Texas Land Company lately sold a large block of its land to New York capitalists, receiving in payment notes secured by a first mortgage on the lands sold bearing interest at 5 per cent. The company proposes to place these notes in the hands of a trust company, and asks scrip-holders to name a price at which they will exchange scrip for the trust company's certificates represented by said notes, in order to redeem the scrip. The scrip is prior to the stock, and must be retired before anything is paid on the latter. Scrip outstanding is about $5,000,000 and stock about $1,500,000.—*N. Y. World.*

New York West Shore & Buffalo.—One of the interesting events of the week was the opening of the bids for the New York West Shore & Buffalo first mortgage bonds, of which $4,117,000 were offered for subscription by Messrs. Winslow, Lanier & Co. The total amount bid for was $10,426,000, and the awards of the amount offered were at prices ranging from 80·04 to 83·79 flat. The bids were largely from prominent houses or capitalists, the details being as follows :

Name.	*Am't of Bds.*	*Rate.*
H. Amy & Co.	$500,000	78
Kuhn, Loeb & Co.	30,000	79
H. V'r Newcomb	200,000	78 1/10
E. F. Winslow	200,000	78·19
Horace Porter	200,000	78
G. M. Pullman	200,000	78
	50,000	78·15
Kuhn, Loeb & Co.	70,000	79
L. Boardman	10,000	79
	10,000	79 1/8
	10,000	79 1/4
J. & W. Seligman & Co.	4,117,000	78·25
Noah Content	25,000	78·05
	25,000	77·05
	100,000	76 1/2
J. Struthers & Co.	20,000	77 75
F. J. Kaldenberg	40,000	79 1/4
L. Von Hoffman & Co.	3,250,000	78·20
D. H. King, Jr.	10,000	79 1/4
Palmer & Lewengard	20,000	78
Henry Coggle	5,000	78
Richardson, Hill & Co.	20,000	79
Woerishoffer & Co.	350,000	79 1/8
Marx & Co.	50,000	79·19
	50,000	79·07
	50,000	78 81
	50,000	78·57
Laidlaw & Co.	150,000	78 7/10
Baldwin & Weeks	25,000	79
	25,000	79 1/2
De Neufville & Co	20,000	79·01
	10,000	78·88
	10,000	78·76
	10,000	78·63
	10,000	78·51
	10,000	78·38
	10,000	78·26
	10,000	78·13
	10,000	78·01
S. W. Boocock & Co.	100,000	78 1/2
Baldwin & Weeks	25,000	78 1/2
Martin & Runyon	20,000	75
Samuel Thompson's Nephews & Co.	10,000	75
S. W. Hutchinson	1,000	50
L. Cohn & Co.	50,000	78·21
Fisk & Hatch	30,000	81
Estate of Geo. A. Lully	10,000	81 1/4 fl't
C. W. Hartshorne	1,000	82
	2,000	81
	3,000	80
S. L. Cleveland	7,000	79
A. W. Austin	50,000	82 flat
S. S. Quivey, Cash'r	20,000	80
Closson & Hays	10,000	79 3/4
C. P. Cogswell	10,000	78 1/4
Savin & Vanderhoof	75,000	79
C. J. Osborne & Co.	40,000	81

Total amount of bids, $10,426,000; total awards, $4,117,000, awarded at a minimum price of 78¼ and interest=80·04 flat, and at a maximum price of 82 per cent and interest=83·79 flat, being an average of 78·54 and interest=80·83 flat.

Washington & Western.—This railroad was sold at public sale in Alexandria, Va., May 9, for $400,000. The purchasers were Bates & Oakman, who represent the Oakes Ames & McComb interest.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, May 11, 1883.

The weather has been more seasonable during the past week, giving an impulse to the growth of vegetation and somewhat improving crop prospects. The Agricultural Bureau's report of the condition of winter grain May 1 is of a more hopeful nature than was expected, and this is regarded as a favorable element in the commercial situation. Trade has been only fairly active, however, and some speculative features alone relieve the market from dulness.

Lard has been firm, and those interested in higher prices have had the advantage. The speculation, however, has not been large and the legitimate movement is not satisfactory. Pork has received attention for consumption and export, but the speculative market has been devoid of interest. To-day mess pork sold on the spot at $20 40@$20 50, and clear back at $22 50@$23; there were no prices for the options. Lard continued to advance; prime Western quoted on the spot at 11·95 @12c.; refined to the Continent, 12c.; South America, 12·25c.; June contracts of Western sold at 12·04@12·06c., July at 12·08@ 12·10c., August, 12·08@12·10c.; closing weak at 11·90@11·93c. for May, 11·99c. for June, 12·02c. for July and August, 11·95@12c. for September, and 11·10@11·12c. for the year. Bacon is quiet and firm at 11⅜@11½c. for long clear. Beef is steady at $26@ $27 50 for city extra India mess. Beef hams very firm at $22 50@$23 for Western. Tallow was firm and sold at 8⅜@8½c. Stearine quiet at 12⅝c. for prime and 10@10¼c. for oleomargarine. Butter is quiet and barely steady. Cheese inclined to easiness; good to prime State factory, 12@12½c.; fine full cream do., 13@13¼c.

Rio coffee has been rather more active on the basis of 9½c. for fair cargoes; options have been quiet at some decline; to-day there were sales of No. 7 at 7·75c. for May, 7·85c. for June, 8c. for July, 8·10@8·15c. for August, 8·20c. for September, 8·30 @8·35c. for October, 8·55c. for November and 8·50c. for December; mild grades have been dull, and Padang on the spot has sold down to 17½c. Tea has shown no material change at auction. Spices have been dull. Foreign fruits have sold moderately at somewhat lower prices. Rice closes more active and quite steady. Molasses has been in fair demand, and refining has advanced to 32@32½c. for 50 deg. test. Raw sugar has risen to 7⅛c. for fair refining Muscovado and 7¾@7 13-16c. for 96 deg. test centrifugal, with a pretty good business on this basis. Refined has advanced to 9⅜c. for cut-loaf, 9@9⅛c. for powdered, 8⅛c. for granulated and 8⅜@8½c. for standard "A;" crushed remains at 9¼c.

Kentucky tobacco has continued very quiet and nothing new has been presented; lugs are still quoted at 5@6½c. and leaf at 6@11½c. There have been sales of 74 hhds for consumption and 69 hhds for export. Seed-leaf in fair sale at steady prices. Sales for the week embrace 1,200 cases, including 400 cases, 1881 crop, Pennsylvania, 8½@14c.; 100 cases, 1881 crop, Wisconsin Havana seed, private terms; 175 cases, 1881 crop, Ohio, 4@6½c.; 100 cases, 1880 crop, Ohio Little Dutch, 15@18c.; 300 cases, 1882 crop, Ohio Little Dutch, private terms; and 100 cases, 1881 crop, New England, 14@30c.; also 400 bales Havana, 80c.@$1 18, and 300 bales Sumatra, $1 05@ $1 40.

Naval stores have continued to show irregularity; rosins have declined, owing to the absence of export interest, and strained and good strained are quoted at $1 75@$1 80, with sales of the latter at $1 77½ landed. Spirits turpentine was steady and sold to-day at 42½c. in yard. Refined petroleum was lower at 7½c. for 110 test and 7⅝c. for 70 test, and this in the face of the disastrous fire at Cavan Point, whereby the Standard Oil Company lost about 250,000 bbls. Crude certificates have been irregular and closed lower; sales to-day at 93¾ @92½c., closing 92⅝@92¾. Ingot copper was steady, and 300,000 lbs. Lake sold at 15⅞@16c.; other brands 14¼@15⅛c. All oils are firm. Wool is dull, weak and very irregular. Hops are easier; the best grades of State 1882 can be had at 80c. cash; yearlings 70@75c.

Ocean freights have been more active, and at the close all rates are stronger. The offerings of tonnage are smaller. Grain to Liverpool by steam quoted 3½d.; bacon taken at 17s. 6d.; cheese, 25s.; beef, 3s. 6d.; pork, 2s. 6d.; flour, 12s. 6d.@ 15s.; cotton, 9-64d.; grain to London by steam quoted 3¾d. bid and 5d. asked; grain to Glasgow by steam, 3d.; to Antwerp by steam, 3¾d.@4d.@4¼d.; by steamer to Stockholm, 4s. 6d.; from Philadelphia to Cork for orders by steamer, 4s.; residuum to Liverpool, 3s. 3d.; refined petroleum to Bremen, 2s. 9d.; to Antwerp, 2s. 11½d.; case oil to Beyrout, 22c.; to Levant, 22½c.

COTTON.

FRIDAY, P. M., May 11, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (May 11) the total receipts have reached 50,575 bales, against 48,761 bales last week, 59,244 bales the previous week and 66,527 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,711,245 bales, against 4,492,046 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,219,199 bales.

Receipts at—	*Sat.*	*Mon.*	*Tues.*	*Wed.*	*Thurs.*	*Fri.*	*Total.*
Galveston	1,370	1,406	615	2,890	667	1,174	8,122
Indianola, &c.	....	....	....	....	....	132	132
New Orleans	2,157	1,951	4,311	1,661	1,240	3,014	14,334
Mobile	93	347	1,012	78	10	168	1,709
Florida	....	....	....	....	....	69	69
Savannah	888	731	430	516	589	284	3,463
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	548	890	613	546	1,246	208	4,081
Pt. Royal, &c.	....	....	....	....	....	260	260
Wilmington	41	61	135	144	89	31	501
Moreh'd C., &c	....	....	....	....	....	57	57
Norfolk	1,929	1,663	1,076	705	1,023	1,858	8,254
West Point, &c	....	....	....	....	....	1,028	1,028
New York	....	....	....	212	141	....	353
Boston	326	1,188	748	1,014	811	612	4,699
Baltimore	....	....	....	....	....	1,642	1,642
Philadelp'a, &c.	87	....	393	360	633	394	1,872
Totals this week	7,431	8,237	9,368	8,156	6,449	10,931	50,575

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last years.

Receipts to May 11.	1882-83.		1881-82.		*Stock.*	
	This Week.	*Since Sep. 1, 1882.*	*This Week.*	*Since Sep. 1, 1881.*	1883	1882.
Galveston	8,122	798,807	2,903	415,917	50,195	15,445
Indianola, &c.	132	16,533	4	13,631	.....	.....
New Orleans	14,334	1,599,783	2,985	1,153,121	158,688	116,842
Mobile	1,708	306,712	1,454	256,076	18,601	10,272
Florida	69	18,303	50	27,115	.....	.....
Savannah	3,463	794,738	2,295	710,065	20,080	15,738
Brunsw'k, &c	.....	5,508	.....	6,966	.....	.....
Charleston	4,081	562,099	1,334	483,411	17,079	11,116
Pt. Royal, &c.	260	24,117	125	24,196	.....	.....
Wilmington	501	126,073	285	133,725	4,212	2,727
M'head C., &c	57	18,816	44	26,327	.....	.....
Norfolk	8,254	766,516	1,916	587,243	39,264	9,129
West Point, &c	1,028	219,629	1,079	187,921	.....	.....
New York	353	135,165	1,062	155,954	226,546	287,850
Boston	4,699	171,312	5,996	211,607	5,985	8,670
Baltimore	1,642	53,624	694	19,088	16,865	24,058
Philadelp'a, &c.	1,872	93,310	3,665	79,683	6,704	15,402
Total	50,575	5,711,245	25,881	4,492,046	564,219	517,249

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	8,254	2,907	4,897	1,737	3,257	1,641
New Orleans.	14,334	2,985	12,608	9,496	3,500	4,833
Mobile	1,708	1,454	3,035	1,974	1,187	1,555
Savannah	3,463	2,295	4,965	1,136	2,634	2,093
Charl'st'n, &c	4,341	1,459	2,497	1,788	1,423	1,126
Wilm'gt'n, &c	558	329	362	197	225	622
Norfolk, &c.	9,232	2,995	6,619	4,171	3,050	3,125
All others	8,635	11,457	14,167	4,137	4,621	5,102
Tot. this w'k.	50,575	25,881	49,150	24,636	19,897	20,097
Since Sept. 1.	5711,245	4492,046	5446,033	4689,164	4355,935	4158,152

Galveston includes Indianola; Charleston includes Port Royal, &c. Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 77,474 bales, of which 44,981 were to Great Britain, 6,319 to France and 26,174 to the rest of the Continent, while the stocks as made up this evening are now 564,219 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	*Week Ending May 11. Exported to—*				*From Sept. 1, 1882, to May 11, 1883. Exported to—*			
	Great Brit'n.	*France*	*Continent.*	*Total Week.*	*Great Britain.*	*France*	*Continent.*	*Total.*
Galveston	1,662	.....	2,383	4,045	300,897	38,294	155,152	494,343
New Orleans	17,874	5,543	8,025	31,748	758,367	277,362	426,761	1,462,490
Mobile	.....	.....	.....	.....	33,330	9,350	1,100	43,780
Florida	.....	.....	.....	.....	.....	.....	100	100
Savannah	.....	.....	198	198	101,602	25,658	280,868	408,123
Charleston*	.....	.....	5,696	5,696	131,880	24,775	210,631	367,286
Wilmington	.....	.....	.....	.....	51,596	.....	4,590	56,186
Norfolk†	.....	.....	5,427	5,427	309,970	.....	25,231	335,201
New York	10,815	470	2,655	13,940	426,013	27,130	145,145	598,288
Boston	5,885	.....	.....	5,885	140,980	.....	443	147,423
Baltimore	5,245	.....	1,690	6,935	145,436	4,718	53,957	204,100
Philadelp'a, &c	3,500	....	100	3,600	75,130	.....	3,086	78,216
Total	44,981	6,319	26,174	77,474	2,530,390	407,087	1,307,064	4,244,541
Total 1881-82	37,598	5,407	14,396	57,399	2,102,365	326,753	713,984	3,143,402

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

May 11, at—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans....	10,501	2,781	5,510	660	19,452	139,236
Mobile.....	1,500	None.	None.	2,100	3,600	15,001
Charleston.....	None.	None.	4,300	1,050	5,350	11,729
Savannah.....	4,400	None.	1,500	800	6,700	13,380
Galveston.....	2,897	1,084	1,278	5,693	10,952	39,243
Norfolk.....	6,347	None.	2,184	2,534	11,065	28,199
New York.....	4,800	None.	750	None.	5,550	220 996
Other ports.....	4,000	None.	1,000	None.	5,000	28,766
Total 1883	34,445	3,865	16,522	12,937	67,669	496,550
Total 1882.....	23,508	9,985	4,987	2,060	40,540	476,709
Total 1881.....	46,780	12,087	40,023	4,892	103,782	458,934

Speculation in cotton for future delivery at this market was very active during the first half of the week under review, but during the latter half fell off considerably. Prices fluctuated widely and some irregularity was developed, not only as between this and the next crop, but between the different months of this crop. On Saturday the opening was dull, but speculation revived and this crop advanced, especially May and June, but the next crop closed lower. On Monday there were freer sellers and the "short interest" was materially increased; but on Tuesday some excitement was caused by the intimation that contracts for May and June might be "cornered," and there was a sharp advance for these months, with an irregular closing, May and July and June and August being nearly together. The fact that June sold for more than July checked the speculation for the rise and on Wednesday prices declined slightly. On Thursday June fell 7 points and closed only 2 points dearer than May and July, higher money in London, the fall in the price of silver, full receipts at the ports, and good weather at the South, being the most active of the depressing influences at work. To-day Liverpool was unexpectedly better, so that yesterday's decline was more than recovered; but the market was much less active, and closed dull though steady. Cotton on the spot has been dull and unsettled. There was an advance of ¼c. on Saturday, a decline of ⅛c. on Monday, an advance of ⅛c. on Tuesday and a decline of 1-16c. on Thursday. To-day the market was firm, middling uplands closing at 10 15-16c.

The total sales for forward delivery for the week are 834,500 bales. For immediate delivery the total sales foot up this week 3,496 bales, including 1,025 for export, 1,991 for consumption, 480 for speculation and —— in transit. Of the above, 300 bales were to arrive. The following are the official quotations for each day of the past week.

May 5 to May 11.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. ₰ lb	8 1/16	7 15/16	8 1/16	8 5/16	8 3/16	8 5/16	8 5/16	8 3/16	8 5/16
Strict Ord..	8 1/2	8 3/8	8 1/2	8 3/4	8 5/8	8 3/4	8 3/4	8 5/8	8 3/4
Good Ord..	9 5/16	9 3/16	9 5/16	9 9/16	9 7/16	9 9/16	9 9/16	9 7/16	9 9/16
Str. G'd Ord	10	9 7/8	10	10 1/4	10 1/8	10 1/4	10 1/4	10 1/8	10 1/4
Low Midd'g	10 1/2	10 3/8	10 1/2	10 3/4	10 5/8	10 3/4	10 3/4	10 5/8	10 3/4
Str. L'w Mid	10 13/16	10 11/16	10 13/16	11 1/16	10 15/16	11 1/16	11 1/16	10 15/16	11 1/16
Middling....	11	10 7/8	11	11 1/4	11 1/8	11 1/4	11 1/8	11 1/8	11 1/4
Good Mid..	11 3/8	11 1/4	11 3/8	11 5/8	11 1/2	11 5/8	11 5/8	11 1/2	11 5/8
Str. G'd Mid	11 5/8	11 1/2	11 5/8	11 7/8	11 3/4	11 7/8	11 7/8	11 3/4	11 7/8
Midd'g Fair	12 1/8	12	12 1/8	12 3/8	12 1/4	12 3/8	12 3/8	12 1/4	12 3/8
Fair.....	12 7/8	12 3/4	12 7/8	13 1/8	13	13 1/8	13 1/8	13	13 1/8

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. ₰ lb	8 1/16	8	8	8 5/16	8 1/4	8 1/4	8 5/16	8 1/4	8 1/4
Strict Ord..	8 1/2	8 7/16	8 7/16	8 3/4	8 11/16	8 11/16	8 3/4	8 11/16	8 11/16
Good Ord..	9 5/16	9 1/4	9 1/4	9 9/16	9 1/2	9 1/2	9 9/16	9 1/2	9 1/2
Str. G'd Ord	10	9 15/16	9 15/16	10 1/4	10 3/16	10 3/16	10 1/4	10 3/16	10 3/16
Low Midd'g	10 1/2	10 7/16	10 7/16	10 3/4	10 11/16	10 11/16	10 3/4	10 11/16	10 11/16
Str. L'w Mid	10 13/16	10 3/4	10 3/4	11 1/16	11	11	11 1/16	11	11
Middling...	11	10 15/16	10 15/16	11 1/4	11 3/16	11 3/16	11 1/4	11 3/16	11 3/16
Good Mid..	11 3/8	11 5/16	11 5/16	11 5/8	11 9/16	11 9/16	11 5/8	11 9/16	11 9/16
Str. G'd Mid	11 5/8	11 9/16	11 9/16	11 7/8	11 13/16	11 13/16	11 7/8	11 13/16	11 13/16
Midd'g Fair	12 1/8	12 1/16	12 1/16	12 3/8	12 5/16	12 5/16	12 3/8	12 5/16	12 5/16
Fair.....	12 7/8	12 13/16	12 13/16	13 1/8	13 1/16	13 1/16	13 1/8	13 1/16	13 1/16

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary.....₰ lb	7 1/2	7 3/8	7 1/2	7 1/2	7 7/16	7 7/16
Strict Good Ordinary.....	8 5/16	8 3/16	8 5/16	8 5/16	8 1/4	8 1/4
Low Middling.....	9	8 7/8	9	9	8 15/16	8 15/16
Middling.....	10 1/8	10	10 1/8	10 1/8	10 1/16	10 1/16

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Ex-port.	Con-sump.	Spec-ul'n	Tran-sit.	Total.	Sales.	Deliv-eries.
Sat..	Nom'l at 1/4 adv..	....	50	....	....	50	288,000	600
Mon..	Nom'l at 1/8 dec..	....	188	....	....	188	161,600	300
Tues..	Quiet at 1/8 adv	....	269	300	....	569	149,500	600
Wed..	Quiet	....	303	155	....	458	91,800	400
Thurs	Easy at 1/16 dec..	125	353	25	....	503	80,600	300
Fri..	Firm	900	828	....	....	1,728	63,000	300
Total	....	1,025	1,991	480	....	3,496	834,500	2,500

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	May.	June.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.
Saturday, May 5—	Excited.	Aver..11·00	Aver..11·10	Aver..11·13	Aver..11·17	Aver..10·75	Aver..10·37	Aver..10·25	Aver..10·26	Aver..10·36	Aver..——	Aver..——	Aver..——
Sales, total.....	288,000	10,200	85,400	53,600	105,300	5,000	8,900	11,600	900	7,100	— @ —	— @ —	— @ —
Prices paid (range)	10·17@11·24	10·91@11·09	11·02@11·20	11·04@11·21	11·09@11·24	10·74–10·78	10·30@10·43	10·17@10·26	10·25@10·28	10·35@10·37	— @ —	— @ —	— @ —
Closing.....	Irregular.	10·96–10·98	11·03–11·04	11·05— —	11·09–11·10	10·63@10·70	10·28–10·30	10·17–10·18	10·19–10·21	10·26–10·28	— @ —	— @ —	— @ —
Monday, May 7—	Lower.	Aver..10·85	Aver..10·93	Aver..10·94	Aver..11·00	Aver..10·60	Aver..10·24	Aver..10·15	Aver..10·15	Aver..10·24	Aver..10·34	Aver..——	Aver..——
Sales, total.....	161,600	5,700	30,800	29,700	67,700	9,500	9,900	4,000	3,600	400	300	— @ —	— @ —
Prices paid (range)	10·82@10·93	10·87@10·99	10·89@11·00	10·96@11·05	10·56@10·62	10·22@10·27	10·12@10·17	10·12@10·16	10·22@10·25	10·34@—	— @ —	— @ —	— @ —
Closing.....	Steady.	10·84–10·85	10·88–10·89	10·90— —	10·96–10·97	10·55–10·56	10·22–10·23	10·11–10·12	10·12–10·13	10·19–10·21	— @ —	— @ —	— @ —
Tuesday, May 8—	Excited.	Aver..10·98	Aver..10·99	Aver..10·97	Aver..11·04	Aver..10·59	Aver..10·25	Aver..10·13	Aver..10·17	Aver..——	Aver..10·30	Aver..——	Aver..——
Sales, total.....	149,500	3,300	37,300	34,600	53,100	8,000	7,900	2,500	2,300	— @ —	200	— @ —	— @ —
Prices paid (range)	10·10@11·10	10·80@11·15	10·84@11·09	10·84@11·05	10·91@11·10	10·53@10·62	10·24@10·29	10·10@10·16	10·16@10·18	10·22@10·25	10·30@—	— @ —	— @ —
Closing.....	Irregular.	11·02–11·03	11·05–11·06	11·01–11·02	11·06–11·07	10·59–10·60	10·26–10·28	10·14–10·16	10·15–10·17	10·22–10·24	— @ —	— @ —	— @ —
Wednesd'y, May 9—	Variable.	Aver..10·99	Aver..11·02	Aver..10·99	Aver..11·04	Aver..10·55	Aver..10·24	Aver..10·16	Aver..10·16	Aver..10·24	Aver..——	Aver..——	Aver..——
Sales, total.....	91,800	3,000	20,400	14,900	41,300	4,000	4,900	600	200	2,000	— @ —	— @ —	— @ —
Prices paid (range)	10·14@11·10	10·94@11·01	10·87@11·10	10·94@11·05	10·99@11·09	10·52@10·61	10·21@10·27	10·14@10·17	10·13@10·18	10·21@10·25	— @ —	— @ —	— @ —
Closing.....	Lower.	10·94–10·95	10·99— —	10·94–10·95	11·00–11·01	10·53–10·54	10·21–10·22	10·10–10·12	10·13–10·14	10·21–10·22	— @ —	— @ —	— @ —
Thursday, May 10—	Drooping.	Aver..10·92	Aver..10·95	Aver..10·91	Aver..10·97	Aver..10·50	Aver..10·20	Aver..10·09	Aver..10·10	Aver..10·19	Aver..——	Aver..——	Aver..——
Sales, total.....	80,600	1,800	22,500	14,300	33,900	2,200	3,600	1,100	1,000	200	— @ —	— @ —	— @ —
Prices paid (range)	10·89@10·94	10·89@10·99	10·88@10·95	10·92@11·00	10·47@10·52	10·19@10·23	10·05@10·12	10·09@10·12	10·18@10·19	— @ —	— @ —	— @ —	— @ —
Closing.....	Steady.	10·90–10·91	10·92–10·93	10·90–10·91	10·96–10·97	10·50–10·51	10·19–10·21	10·09–10·10	10·11–10·12	10·19–10·20	— @ —	— @ —	— @ —
Friday, May 11—	Firmer.	Aver..10·95	Aver..10·97	Aver..10·96	Aver..11·01	Aver..10·56	Aver..10·24	Aver..10·12	Aver..10·14	Aver..10·21	Aver..——	Aver..——	Aver..——
Sales, total.....	63,000	1,200	16,600	13,200	23,900	1,100	1,000	1,000	—	1,000	— @ —	— @ —	— @ —
Prices paid (range)	10·92@10·97	10·94@10·99	10·92@10·98	10·98@11·04	10·56@10·57	10·21@10·25	10·13–10·14	10·14–10·16	10·23–10·25	— @ —	— @ —	— @ —	— @ —
Closing.....	Quiet.	10·98–11·00	10·99–11·00	10·97–10·98	11·03–11·04	10·54–10·56	10·24–10·26	10·13–10·14	10·14–10·16	10·23–10·25	— @ —	— @ —	— @ —
Total sales this week.	834,500	25,200	213,000	160,300	322,200	29,800	38,200	22,000	9,000	10,800	500	500	2,700
Average price, week.	19,809,200	2,699,600	2,606,400	1,341,600	2,205,800	132,400	247,000	236,500	69,600	37,800	2,500	2,700	.....
Sales since Sep.1,'82		10·95	10·99	10·98	11·04	10·59	10·26	10·15	10·16	10·25	10·32	10·50	.....

* Includes sales in September, 1882, for September, 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400; September-January for January, 2,070,200; September-February for February, 1,360,200; September-March for March, 1,969,400; September-April for April, 1,713,300.

Transferable Orders—Saturday, 11·00c.; Monday, 10·85c.; Tuesday, 11·05c.; Wednesday, 10·95c; Thursday, 10·95c.; Friday, 11·00c.

Short Notices for May—Saturday, 10·91c.

☞ We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week.

·03 pd. to exch. 200 May for June.
·500 May for July even.
·04 pd. to exch. 300 July for June.
·100 Aug. for June even
·02 pd. to exch. 100 June for Aug.
·03 pd. to exch. 500 July for June.
·02 pd. to exch. 500 June for Aug.
·200 June for July even.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (May 11), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	914,000	986,000	971,000	696,000
Stock at London.....	55,300	60,000	44,900	40,700
Total Great Britain stock	969,300	1,046,000	1,018,900	736,700
Stock at Hamburg.....	3,800	2,200	7,000	3,000
Stock at Bremen.....	44,800	27,900	48,000	42,600
Stock at Amsterdam.....	33,000	13,900	43,500	19,600
Stock at Rotterdam.....	2,100	281	5,730	2,360
Stock at Antwerp.....	3,300	1,900	780	800
Stock at Havre.....	138,000	120,000	209,000	67,300
Stock at Marseilles.....	7,300	2,650	3,800	4,130
Stock at Barcelona.....	84,000	32,100	31,600	39,500
Stock at Genoa.....	9,900	5,000	4,000	10,100
Stock at Trieste.....	9,700	5,603	6,900	4,070
Total continental stocks...	336,200	216,534	360,310	193,460
Total European stocks...	1,305,500	1,262,534	1,379,210	930,160
India cotton afloat for Europe.	315,000	409,000	281,000	327,000
Amer'n cotton afloat for Eur'pe	574,000	351,000	466,000	415,000
Egypt, Brazil, &c., afit for E'r'pe	37,000	53,000	42,000	34,000
Stock in United States ports..	564,219	517,249	562,716	461,476
Stock in U. S. interior towns..	131,214	110,943	175,316	176,157
United States exports to-day..	12,500	3,300	7,000	30,000
Total visible supply.....	2,939,433	2,707,026	2,913,242	2,373,793
Of the above, the totals of American and other descriptions are as follows:				
American—				
Liverpool stock.....	677,000	622,000	746,000	486,000
Continental stocks.....	216,000	100,000	266,000	148,000
American afloat for Europe.....	574,000	351,000	466,000	415,000
United States stock.....	564,219	517,249	562,716	461,476
United States interior stocks..	131,214	110,943	175,316	176,157
United States exports to-day..	12,500	3,300	7,000	30,000
Total American.....	2,174,933	1,704,492	2,223,032	1,716,633
East Indian, Brazil, &c.—				
Liverpool stock.....	237,000	364,000	228,000	210,000
London stock.....	55,300	60,000	44,900	40,700
Continental stocks.....	120,200	116,534	94,310	45,460
India afloat for Europe.....	315,000	409,000	281,000	327,000
Egypt, Brazil, &c., afloat.....	37,000	53,000	42,000	34,000
Total East India, &c.....	764,500	1,002,534	690,210	657,160
Total American.....	2,174,933	1,704,492	2,223,032	1,716,633
Total visible supply.....	2,939,433	2,707,026	2,913,242	2,373,793
Price Mid. Upl., Liverpool....	5 13/16d.	6 3/8d.	5 3/4d.	6 11/16d.

☞ The imports into Continental ports this week have been 97,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 232,407 bales as compared with the same date of 1882, an *increase* of 26,191 bales as compared with the corresponding date of 1881 and an *increase* of 565,640 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

Towns.	Movement to May 11, 1883. Receipts. This week.	Since Sept. 1, '82.	Shipm'ts. This week.	Stock May 11.	Movement to May 12, 1882. Receipts. This week.	Since Sept. 1, '81.	Shipm'ts. This week.	Stock May 12.
Augusta, Ga....	751	176,997	1,063	8,172	397	160,204	3,175	10,185
Columbus, Ga....	1,450	108,336	346	6,662	149	101,217	1,082	5,956
Macon, Ga.....	108	57,206	191	2,885	10	59,723	1,078	2,071
Montgomery, Ala.	429	132,512	599	4,070	615	95,891	542	3,061
Selma, Ala.....	338	98,359	783	4,224	2,140	72,325	366	2,600
Memphis, Tenn.	3,868	494,239	8,568	33,367	190	328,894	5,153	32,715
Nashville, Tenn.	109	43,489	414	5,502	256	54,940	539	9,525
Dallas, Tex.....	802	24,306	345	1,642	257	11,517	321	434
Jefferson, Tex.*	100	24,306	100	10	51	6,404	227	1,083
Shreveport, La.	1,455	98,916	1,359	4,390	282	62,404	51	4,087
Vicksburg, Miss.	398	114,561	544	1,108	87	135,133	47	1,172
Columbus, Miss.	36	38,853	328	278	31	27,717	96	110
Eufaula, Ala ...	183	44,232	234	1,603	43	47,679	157	332
Griffin, Ga.....	22	26,340	31	647	75	31,257	208	668
Atlanta, Ga.....	496	139,953	1,449	12,956	138	123,635	668	12,102
Rome, Ga.....	220	82,369	918	3,617	111	92,072	885	1,423
Charlotte, N. C.	300	51,238	317	700	478	30,572	578	460
St. Louis, Mo....	3,758	43,062	12,070	36,937	2,820	360,423	6,237	23,167
Cincinnati, O....	15,248	343,326	15,384	4,213	8,101	358,169	8,321	4,016
Total, old towns.	30,071	2,558,032	45,033	131,214	16,211	2,171,618	30,290	110,943
Newberry, S. C..	132	23,088	182	150	133	15,125	142	341
Raleigh, N. C....	585	48,430	457	2,442	422	58,634	733	2,071
Petersburg, Va..	249	24,683	507	2,636	155	25,983	144	3,933
Lynchburg, Va..	357	30,389	259	4,855	583	29,214	371	4,434
Little Rock, Ark.	502	51,538	256	2,538	36	25,071	75	1,338
Brenham, Tex..	327	32,855	285	842	86	24,676	414	491
Houston, Tex....	4,002	630,397	5,689	3,265	1,434	391,871	2,588	4,075
Total, new towns	6,154	891,580	7,633	16,728	2,849	570,374	4,467	16,687
Total, all	36,225	3,449,612	52,666	147,942	19,060	2,741,992	34,757	127,630

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 14,962 bales, and are to-night 20,271 bales *more* than at the same period last year. The receipts at the same towns have been 13,860 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 707,620 bales *more* than for the same time in 1881-2.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending May 11.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston ...	10¼	10¼	10¼	10¼	10¼	10¼
New Orleans.	10¼	10¼	10¼	10¼	10 3/16	10 3/16
Mobile	10¼	10¼	10¼	10¼	10¼	10¼
Savannah....	10 3/16	10 3/16	10 3/16	10 3/16	10 3/16	10 3/16
Charleston...	10¾	10¾	10¾	10¾	10¾	10¾
Wilmington..	10¼	10¼	10¼	....	....	10¼
Norfolk	10½	10⅝@½	10⅝@½	10⅝@½	10⅝@½	10⅝@½
Boston	11	11	11	11	11	11
Baltimore...	10⅞	10⅞	10⅞	10⅞	10⅞	10⅞
Philadelphia.	11	11	11	11@11⅛	11⅛	11⅛
Augusta	10⅛	10⅛	10⅛	10⅛	10	10@¼
Memphis ...	10¼	10¼	10¼	10¼	10¼	10¼
St. Louis.....	10⅛	10¼	10¼	10¼	10¼	10¼
Cincinnati...	10¼	10¼	10¼	10¼	10¼	10¼
Louisville....	10	10	10¼	10¼	10¼	10¼

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns		
	1881.	1882.	1883.	1881.	1882.	1883.	1881.	1882.	1883.
Feb. 23	134,359	60,160	134,448	317,588	362,430	321,424	1 3,397	50,136	130 076
Mch. 2.. ...	133,931	51,950	135,321	322,458	343,072	303,417	138,801	32,622	122,814
" 9.....	140,126	58,747	124,526	319 252	315,073	304,021	136,960	31,648	121,630
" 16.....	108,200	57,454	111,161	320,500	284,393	297,173	109,408	25,874	103,733
" 23.....	93,690	61,076	105,062	309,513	253,618	279,946	82,703	31,141	87,435
" 30.....	78,514	54,635	86,999	294,608	233,182	264,871	63,099	33,599	74 042
Apr. 6.....	85,690	44,467	78,708	277,350	215,941	257,152	68,438	27,323	68,880
" 13.	66,579	33,229	72,935	261,549	201,747	239,461	50,823	19,032	55,244
" 20	60,718	29,800	66 527	241,198	180,281	213,029	40,317	8,331	40 095
" 27.....	47,729	33,606	50,244	225,829	157 836	189,836	32,331	11,161	30,021
May 4.	45,535	34,423	45,781	215,253	143,327	164,383	34,566	19,914	23,333
" 11.....	49,150	25,881	50,575	191,662	127,630	147,942	28,559	10,184	34,134

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,842,702 bales; in 1881-82 were 4,574,251 bales; in 1880-81 were 5,601,857 bales.

2. That, although the receipts at the out-ports the past week were 50,575 bales, the actual movement from plantations was only 34,134 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 10,184 bales and for 1881 they were 28,559 bales.

AMOUNT OF COTTON IN SIGHT MAY 11.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to May 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to May 11	5,711,243	4,492,046	5,446,033	4,689,164
Interior stocks on May 11 in excess of September 1.....	131,457	82,205	155,824	174,765
Tot. receipts from plantat'ns	5,842,702	4,574,251	5,601,857	4,863,929
Net overland to May 1.....	599,862	422,630	472,241	540,402
Southern consumpt'n to May 1	275,000	210,000	175,000	150,000
Total in sight May 11	6,717,564	5,206,881	6,249,098	5,554,331

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,510,683 bales, as compared with 1880-81 is 468,466 bales and with 1879-80, 1,163,233 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather has been very favorable for crop purposes during the week, and planting is making good progress toward completion. In Texas, where rain was desired, they have had very beneficial showers.

Galveston, Texas.—We have had delightful showers on three days of the week, and the indications are that they extended over a wide surface; but some sections have not yet had quite enough. Young crops are unquestionably promising. The increase in cotton acreage for the State is estimated at ten per cent, but may prove greater in consequence of the partial failure of the small grain crops in portions of North Texas. Average thermometer 74, highest 83, lowest 64. The rainfall reached one inch and seventy-nine hundredths.

Indianola, Texas.—We have had good showers on two days of the week, which were very beneficial. The rainfall reached one inch and fifty-six hundredths. Crops are thriving. The thermometer has ranged from 67 to 85, averaging 75.

Dallas, Texas.—It has been showery on two days of the week, the rainfall reaching thirty-five hundredths of an inch.

Planting is about completed in this neighborhood. The thermometer has averaged 73, ranging from 57 to 88.

Brenham, Texas.—This section has been visited by delightful showers on two days of the week, and the indications are that they extended over a wide surface. The rainfall reached one inch and forty hundredths. Farmers are busy, and crops are about as promising as they possibly could be. Competition for labor is running up the rate of wages. The thermometer has averaged 76, the highest being 95 and the lowest 56.

Palestine, Texas.—We have had fine showers on three days of the past week, the rainfall reaching one inch and thirty-five hundredths. Prospects are first-class. The thermometer has ranged from 58 to 91, averaging 75.

Huntsville, Texas.—We have had delightful showers on two days of the week, the rainfall reaching ninety-six hundredths of an inch. Young crops are excellent. Average thermometer 71, highest 86 and lowest 56.

Weatherford, Texas.—We have had delightful showers on three days of the week, the rainfall reaching one inch and eighty-five hundredths. Planting is making good progress. Planters are giving increased land to cotton this year, and are greatly encouraged by the timely rain. The thermometer has averaged 68, ranging from 67 to 85.

Belton, Texas.—We have had delightful showers on two days of the week, and the indications are that they extended over a wide surface. The rainfall reached one inch and thirty-two hundredths. Young crops are fine. The thermometer has averaged 78, the highest being 87 and the lowest 58.

Luling, Texas—We have had rain locally on one day of the week, yet not enough to do much good; but it has rained all around us. The rainfall reached but six hundredths of an inch. Crops are good, but those sections which failed to get rain are needing it much. Average thermometer 76, highest 95, lowest 57.

New Orleans, Louisiana.—It has rained on four days of the week, the rainfall reaching seventy-one hundredths of an inch. The thermometer has averaged 75.

Shreveport, Louisiana.—The weather has been warmer and generally fair during the week, with three light rains, the rainfall reaching twenty-five hundredths of an inch. The thermometer has ranged from 57 to 90.

Vicksburg, Mississippi.—It has rained on four days of the week. The days have been warm but the nights have been cold. The weather is uncertain.

Columbus, Mississippi.—It has been showery on one day of the week, the rainfall reaching sixty-three hundredths of an inch. We had rain on one day last week, and the rainfall reached forty hundredths of an inch. During the month of April the rainfall reached six inches and sixty-seven hundredths.

Little Rock, Arkansas.—It has been cloudy on two days of the week, with hard rain on one day and light showers on two days. The rainfall reached one inch and eighty-three hundredths. Average thermometer 67, highest 84 and lowest 50.

Memphis, Tennessee.—It has rained on four days of the week, the rainfall reaching one inch and forty-six hundredths. The river is falling very rapidly. Planting is making good progress both on uplands and in the Mississippi Valley and considerable cotton is already up. The thermometer has ranged from 54 to 87, averaging 70·4.

Nashville, Tennessee.—We have had rain on one day of the week, the rainfall reaching fifty-two hundredths of an inch. The thermometer has averaged 69, ranging from 50 to 86.

Mobile, Alabama.—It has been showery on one day of the week, the rainfall reaching four hundredths of an inch. Planting is about completed in this neighborhood, and the crop is developing promisingly, but is late. The thermometer has averaged 74, the highest being 88 and the lowest 60.

Montgomery, Alabama.—The weather has been warm and dry during the week. Average thermometer 74, highest 89 and lowest 57.

Selma, Alabama.—The weather has been warm and dry during the week. The thermometer has ranged from 52 to 84, averaging 71.

Madison, Florida.—Telegram not received.

Macon, Georgia.—It has rained on one day of the week. Cotton is coming up well. The thermometer has averaged 72, the highest being 85 and the lowest 57.

Columbus, Georgia.—We have had no rain during the week. Average thermometer 81, highest 91 and lowest 65.

Savannah, Georgia.—The weather has been pleasant during the week. The thermometer has ranged from 64 to 83, averaging 73.

Augusta, Georgia.—The weather has been pleasant and favorable, with no rain during the week. Planting is about completed in this neighborhood and a good stand has been secured. The thermometer has averaged 73, ranging from 58 to 88.

Atlanta, Georgia.—It has rained on one day of the week, the rainfall reaching twenty-five hundredths of an inch. The thermometer has averaged 71, the highest being 87 and the lowest 49.

Charleston, South Carolina.—We have had rain on one day of the week, the rainfall reaching twenty-three hundredths of an inch. Average thermometer 71, highest 82 and lowest 62.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock May 10, 1883, and May 11, 1882.

		May 10, '83.		May 11, '82.	
		Feet.	Inch.	Feet.	Inch.
New Orleans	Below high-water mark	1	3	2	3
Memphis	Above low-water mark.	29	5	28	8
Nashville	Above low-water mark.	6	9	16	7
Shreveport	Above low-water mark.	18	8	14	3
Vicksburg	Above low-water mark.	41	9	41	8

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

India Cotton Movement from all Ports.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to May 10.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent	Total.	Great Britain	Continent.	Total.	This Week.	Since Jan. 1.
1883	26,000	47,000	73,000	280,000	531,000	811,000	78,000	1,135,000
1882	13,000	23,000	36,000	531,000	333,000	864,000	72,000	1,138,000
1881	16,000	22,000	38,000	175,000	325,000	500,000	49,000	742,000
1880	9,000	18,000	27,000	234,000	280,000	514,000	50,000	730,000

According to the foregoing, Bombay appears to show an *increase* compared with last year in the week's receipts of 6,000 bales, and an *increase* in shipments of 37,000 bales, and the shipments since January 1 show a *decrease* of 53,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Cocoanada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1883	.....	.....	.....	57,700	9,000	66,700
1882	2,500	.....	2,500	89,100	30,300	119,400
Madras—						
1883	.....	.....	.....	4,500	1,000	5,500
1882	2,700	.....	2,700	11,300	2,000	13,300
All others—						
1883	.....	.....	.....	4,000	2,000	6,000
1882	.....	600	600	22,400	4,900	27,300
Total all—						
1883	.....	.....	.....	66,200	12,000	78,200
1882	5,200	600	5,800	122,800	37,200	160,000

The above totals for the week show that the movement from the ports other than Bombay is 5,200 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	73,000	811,000	36,000	864,000	38,000	500,000
All other p'rts.	.....	78,200	5,800	160,000	6,800	161,400
Total	73,000	889,200	41,800	1,024,000	44,800	661,400

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

Alexandria Receipts and Shipments.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, May 10.	1882-83.		1881-82.		1880-81.	
Receipts (cantars*)—						
This week	3,000		4,000		7,000	
Since Sept. 1	2,240,000		2,819,720		2,740,500	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)—						
To Liverpool	1,000	226,000	500	236,200	750	227,250
To Continent	1,000	81,000	2,500	169,371	4,302	139,632
Total Europe	2,000	307,000	3,000	405,571	5,052	366,882

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending May 10 were 3,000 cantars and the shipments to all Europe were 2,000 bales.

Manchester Market.—Our report received from Manchester to-night states that the market is quiet, with limited business. We give the prices of to-day below, and leave previous weeks' prices for comparison:

	1883.					1882.					
	32s Cop. Twist.		8¼ lbs. Shirtings.		Cott'n Mid. Upl'ds	32s Cop. Twist.		8¼ lbs. Shirtings.		Cott'n Mid. Upl'ds
	d.	d.	s.	d.	d	d.	d.	s.	d.	s.	d.	d
Mch. 9	8⅜	@ 9¼	5	10	@7 ⅛	97/16	@10	6	6	@7	10½	6⅝
" 16	8⅜	@ 9¼	5	9	@7 3	9⅝	@10 3/16	6	7½	@8	0	6 11/16
" 23	8⅜	@ 9¼	5	9	@7 3	9⅝	@10¼	6	7½	@8	0	6 11/16
" 30	8⅜	@ 9¼	5	9	@7 1½	9 7/16	@10 5/16	6	6	@8	0	6⅝
Apr. 6	8 7/16	@ 9¼	5	9	@7 1½	9 7/16	@10 5/16	6	6	@8	0	6⅝
" 13	8 7/16	@ 9¼	5	9	@7 1½	9⅜	@10	6	4½	@7	10½	6 11/16
" 20	8½	@ 9¼	5	9	@7 3	9⅜	@10	6	4½	@7	9	6 11/16
" 27	8½	@ 9⅜	5	9	@7 3	9⅜	@10	6	4½	@7	9	6 11/16
May 4	8 9/16	@ 9½	5	10	@7 4½	9⅜	@10	6	4½	@7	9	6⅝
" 11	8⅝	@ 9½	5	10	@7 4½	9⅜	@10	6	4½	@7	9	6⅝

AGRICULTURAL BUREAU MAY REPORT.—Under date of May 10 the Agricultural Bureau at Washington issues the following, respecting cotton:

"Returns of the progress of cotton planting show that the work is later than usual in every State, and indicate that on the 1st of May 74 per cent of the proposed area was planted, when the usual proportion is said to be 84 per cent. In Virginia and North Carolina it was very late. The percentages planted were: Virginia, 15; North Carolina, 35; South Carolina, 75; Georgia, 73; Florida, 96; Alabama, 83; Mississippi, 82; Louisiana, 81; Texas, 75; Arkansas, 72; Tennessee, 67."

The comparison with last year and also with an average year, as given in last year's May report of the Agricultural Bureau, is as follows:

States.	Proportion of Crop Planted May 1.		Prop. Planted May 1. Average Year.
	1883.	1882.	
Virginia	15	40	35
North Carolina	35	75	67
South Carolina	75	85	81
Georgia	73	86	83
Florida	96	93	97
Alabama	83	86	88
Mississippi	82	75	85
Louisiana	81	71	89
Texas	75	80	87
Arkansas	72	76	83
Tennessee	67	77	80
Average	74	85	87

PROGRESS IN COTTON PLANTING.—The following, received by mail from our correspondents and from exchanges, shows the progress planting has made in various sections:

GEORGIA.—Rome, Floyd Co.—Messrs. T. F. Howel's circular of May 4 has the following:

"Rain interrupted planting on two days, but it is now very favorable weather, and if it continues, we think planting will be finished by 12th. Reports confirm an increase in acreage 10 to 15 per cent, but we can estimate closer later on."

ALABAMA.—The Mobile *Price Current* of the 4th inst. says of the crop:

"Reports from the interior during the past week have indicated a higher temperature and generally more favorable weather for the development of the cotton crop, which, with the exception of being ten to twelve days later than last year, and slightly impaired, stands in some sections by previous cold weather, is in satisfactory condition."

The Columbus *Enquirer-Sun* states that in Hale and Pike Counties, Alabama, the stands are reported good. In Barbour County, Alabama, some cotton has been chopped out, and in Autauga County, Alabama, it is coming up well.

MISSISSIPPI.—In Lowndes County planting is about completed, and in Calhoun County cotton is being chopped out.

TENNESSEE.—The Memphis *Appeal's* correspondent at Woodville, Haywood County, writes under date of May 4 as follows:

"The weather has been very favorable for farmers in planting their crop. All the cotton has been planted, with the exception of a few acres. The cotton sowed April 18th to 20th is a very good stand and has a green appearance. The indications are now that the stands will be better than last year. The unusual cold weather last spring caused cotton to die out even after it was up. The stands were necessarily broken, which lessened the yield considerably in this locality. No such misfortune is promised this year—taking into consideration all the indications."

The Covington (Tipton County) *Call* of the 4th inst. says:

"Farmers report that nearly all the cotton that will be planted this season in Tipton will be in the ground this week. That is early enough."

ARKANSAS.—Messrs. Wheless & Reardon, of Little Rock, issued a circular on May 1, giving information on cotton planting and acreage as follows:

"It is early yet for any definite information relative to the crop now being planted. * * * * *

"Estimates of acreage are varying; some report a considerable decrease and others a sharp increase, as compared with last year. We are inclined to think there will be a small increase.

"Planting is ten days to two weeks late. In some sections will be completed by May 1st, but throughout the State not before the 7th to 12th of the month.

"With the exception of the nights being a little cool, present conditions are generally favorable, and everything points to the new crop getting a healthy start."

LOUISIANA.—Various items in the New Orleans *Times-Democrat* report that in Iberia, Rapides and Union parishes crop prospects are very favorable. In St. Landry parish there has been favorable weather; more than the usual amount of cotton has been planted, and the early planting has come to a good stand.

TEXAS.—The Galveston *News* published on May 5 and 6 gives extensive details with regard to crop progress in Texas. On the latter day it epitomized the results reached by its reports as follows:

The crop reports published in the *News* of yesterday and this morning, covering the entire State, which may be deemed by all concerned as unbiased and accurate as they are comprehensive, constitute a splendid and gratifying showing for the great farming interests of Texas. With a few exceptions they all agree to the fact that corn and cotton, and indeed other crops, are in excellent trim. Rains have, as a general thing, been sufficient, yet not excessive. The season is, in fact, exceptionally good, and cotton, though two or three weeks late in some sections, is in fine growing condition, and the prospect in this as well as corn, promising. This is the general tenor of the crop dispatches referred to, and which have been chiefly based upon fresh information direct from the farmers themselves. The increase of acreage in cotton is reported generally at 10 per cent, with a few exceptions, and making every allowance for possible errors, it may be put down at 8 per cent, a fact which of itself shows the advancement of Texas agriculture. Hence, if the crop is successful even in a very ordinary degree, the increase of the already vast sum annually realized by the farmers of Texas upon the sale of their cotton can not but be a decided one. All sections of the State seem to have shared alike in the fine season, and alike to be blessed with the same excellent condition of the growing crops. In Central Texas, represented by Austin, Belton, Bremond, Hillsboro and other points, the crops are, with hardly an exception, described as "fine" and "splendid." At one or two points rain is needed. In Northern Texas there have been fine rains; and "booming" is the word applied by one of the correspondents to the crops. In East Texas the plant is reported three weeks late at some points. In the West rain was needed at some points, while San Antonio reports cotton acreage decreased. To sum up, and basing conclusions on solid facts, there has seldom been a finer crop prospect in Texas than at this moment, and if nothing happens to mar the prospect, the addition Texas will make to her wealth next fall and winter will be enormous. The season is now pretty well advanced, with the chances in favor of the present splendid prospect being fully realized.

EAST INDIA COTTON.—Messrs. Wallace & Co., under date of Bombay, March 30, speak as follows with regard to receipts and exports:

"As regards probable receipts and exports for the half-year ending 30th June, although receipts so far are in excess of those at same time last year, it is not likely that they will keep up with last year's figures for the remainder of the season; but, on the contrary, a gradual falling off from last year's figures may be expected. Broach and Oomrawuttee have been early crops this year, and supplies of both are reported to be falling off up country. Broach, it is evident, will be larger than last year, but Oomrawuttee already shows a deficit on last year's figures, which will increase as the season advances. Dhollerah, more than any other kind of Surat, is liable to be held back when prices are low, but, in addition to this, the out-turn this year is said to be disappointing; thus, not only does the supply of Dhollerah promise to be less than last year's, but it is probable that a smaller proportion of it will be marketed before the rains than was the case with last year's crop.

"Assuming the supply of Comtah, Dharwar, &c., to be about the same as last year, we estimate that on above basis the total receipts for the half-year ending 30th June, will be about 200,000 bales less than for the corresponding period last year, and that the probable exports to Europe for the half-year will probably not exceed one million and fifty thousand bales (1,050,000 bales), as against 1,231,317 bales last year."

JUTE BUTTS, BAGGING, ETC.—Bagging is in precisely the same position as at our last writing. There is, as yet, no inquiry for large lots, the little demand noted being only for jobbing quantities. Manufacturers' prices are still maintained. Dealers at the close are quoting 9c. for 1½ lbs., 9½c. for 1¾ lbs., 10¼c. for 2 lbs. and 11c. for standard grades. Very little demand is noticeable for butts, the contract deliveries sufficing in a large measure. The closing prices on spot were 1⅞@2c. for paper and 2⅛@2⅜c. for bagging.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows.

Monthly Receipts.	Year Beginning September 1.					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	283,84-	98,491
October..	980,584	853,195	968,318	888,492	689,264	578,533
Novemb'r	1,094,697	974,043	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,664	900,119
January .	752,827	487,727	571,701	647,140	618,727	639,610
February.	595,598	291,992	572,723	447,918	566,824	472,054
March...	482,772	257,099	476,532	264,913	303,955	340,525
April ...	284,519	147,595	284,246	158,025	167,439	197,965
Total year	5,630,189	5,630,189	5,359,356	4,638,867	4,307,978	4,099,790
Per'tage of tot. port receipts Apr. 30..		94·02	91·23	92·74	96·36	94·34

This statement shows that up to April 30 the receipts at the ports this year were 1,191,954 bales more than in 1881-82 and 270,883 bales more than at the same time in 1880-81. By adding to the above totals to April 30 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Ap. 30	4,630,189	4,438,235	5,359,356	4,638,867	4,307,97-	4,099,790
May. 1....	6,634	5,284	S.	3,391	2,575	4,145
" 2....	5,531	6,013	11,062	S.	6,454	2,707
" 3....	7,363	3,235	7,496	4,642	2,455	7,161
" 4....	10,953	3,916	7,317	4,633	S.	2,032
" 5....	7,434	9,432	4,854	4,696	4,854	S.
" 6....	S.	3,759	6,798	4,017	3,936	5,184
" 7....	8,237	S.	6,174	4,282	2,726	4,062
" 8....	9,368	5,102	S.	4,366	2,439	3,851
" 9....	8,156	5,841	10,882	S.	2,621	4,257
" 10....	6,449	3,176	8,079	7,180	1,953	4,886
" 11....	10,931	2,125	5,541	2,430	S.	2,925
Total.....	5,711,245	4,486,171	5,427,559	4,678,504	4,337,991	4,140,980
Percentage of total port rec'pts May 11		95·04	92·39	93·54	97·54	95·29

This statement shows that the receipts since Sept. 1 up to to-night are now 1,225,074 bales more than they were to the same

day of the month in 1882 and 283,686 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to May 11 in each of the years named.

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orl'ans	7,925	243,987	2,424	9,619	.....	.....	.....	.....
Texas....	3,828	168,950	.....	22,015	.....	.....	.....	.....
Savannah	1,802	212,949	1,242	70,872	219	14,520	1,767	86,543
Mobile ...	.....	.....	.....	5,452	.....	.....	.....	.....
Florida ..	69	9,545	.....	.....	.....	.....	.....	.....
S. Car'lina	1,758	164,615	.....	2,646	148	10,110	650	21,388
N. Car'lina	904	54,170	.....	.....	.....	.....	28	17,346
Virginia..	2,090	214,887	1,712	73,037	1,235	54,026	1,609	110,712
North. pts	.....	188	2,357	125,135	.....	.....	.....	200
Tenn., &c.	353	135,165	4,717	165,784	784	78,901	982	51,982
Foreign ..	.....	2,958	.....	.....	.....	.....	.....	.....
This year.	18,729	*	12,452	474,590	2,386	†	5,036	288,171
Last year.	11,579	‡	7,955	401,907	2,906	94,734	6,775	206,770

* 1,207,414 † 1,112,243 ‡ 137,557

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 84,650 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Britannic, 2,842.... Egypt, 1,524.....Laplace, 1,462.....Republic, 1,860..... Servia, 1,372....Wyoming, 1,755	10,815
To Havre, per steamer Amerique, 470	470
To Bremen, per steamers Main, 100...Ohio, 755...Salier, 350	1,205
To Hamburg, per steamer Gellert, 707	707
To Amsterdam, per steamer Schiedam, 743	743
NEW ORLEANS—To Liverpool, per steamers Catalan, 2,550.... Emiliano, 2,500....Explorer, 2,652....Federico, 3,106.... Legislator, 2,468	13,276
To Havre, per ship Charles, 5,813	5,813
To Bremen, per steamer Clintonia, 4,984...per bark Johanne Auguste, 2,400	7,384
To Reval, per bark Hyperion, 3,706	3,706
To Genoa, per bark Saint Anna, 2,148	2,148
To Venice, per bark Orsala, 1,836	1,836
To Vera Cruz, per steamer City of Mexico, 799	799
MOBILE—To Liverpool, per bark Aphrodite, 2,500	2,500
CHARLESTON—To Liverpool, per bark Winona, 1,805 Upland and 250 Sea Island	2,055
To Reval, per bark Expedit, 1,150 Upland	1,150
To Barcelona, per barks Cometen, 1,750 Upland....Yarmouth, 2,450 Upland	4,200
SAVANNAH—To Reval, per barks Jacob Aal, 1,839 Upland.... Meteor, 1,624 Upland	3,463
To Barcelona, per bark Flora, 228 Upland	228
TEXAS—To Havre, per bark Albion, 1,354	1,354
To Bremen, per bark Inverallen, 2,101	2,101
To Reval, per bark Medbor, 1,640	1,640
NORFOLK—To Liverpool, per bark Ruth Palmer, 3,704	3,704
BALTIMORE—To Liverpool, per steamers Caspian, 1,645....Sarmatian, 2,234	3,879
To Bremen, per steamer Hohenstauffen, 2,317	2,317
BOSTON—To Liverpool, per steamers Palestine, 1,563...Samaria, 1,175....Virginian, 1,617	4,357
PHILADELPHIA—To Liverpool, per steamers Illinois, 1,500.... Lord Gough, 1,300	2,800
Total	84,650

The particulars of these shipments, arranged in our usual form, are as follows:

	[Liverpool.	Havre.	Bremen & Hamburg.	Amsterdam.	Reval.	Barcelona.	Genoa.	Total.
New York..	10,815	470	1,912	743	.....	.....	.....	13,940
N. Orleans.	13,276	5,813	7,384	.....	3,706	.....	2,148	34,962
Mobile	2,500	.....	.....	.....	.....	.....	.....	2,500
Charleston.	2,055	.....	.....	.....	1,150	4,200	.....	7,405
Savannah..	.....	.....	.....	.....	3,463	228	.....	3,691
Texas	.....	1,354	2,101	.....	1,640	.....	.....	5,095
Norfolk	3,704	.....	.....	.....	.....	.....	.....	3,704
Baltimore..	3,879	.....	2,317	.....	.....	.....	.....	6,196
Boston.....	4,357	.....	.....	.....	.....	.....	.....	4,357
Philadelp'a	2,800	.....	.....	.....	.....	.....	.....	2,800
Total...	43,386	7,637	13,714	743	9,959	4,428	2,148	84,650

Included in the above totals are, from New Orleans to Venice, 1,836 bales, and to Vera Cruz, 799 bales.

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

NEW ORLEANS—For Liverpool—May 4—Steamer Leonora, 5,100....May 7—Steamer Architect, 1,936....May 8—Steamer Murciano, 3,225.
For Havre—May 4—Steamer Bordeaux, 5,849.
For Antwerp—May 4—Steamer Bordeaux, 50.
For Reval—May 9—Bark Gloria, ——.
For Cronstadt—May 4 Bark Svea, 1,525.
For Barcelona—May 8—Bark Antonieta, ——.
CHARLESTON—For Barcelona—May 4—Brig Chanito, 511....May 9—Bark Catalina, ——.
NORFOLK—For Reval—May 7—Bark Bacchus, 3,219.
For Barcelona—May 8—Bark Valborg, 2,208.
BOSTON—For Liverpool—May 2—Steamer Illyrian, 717.....May 4—Steamer Catalonia, 2,471....May 5—Steamer Iowa, 1,875....May 7—Steamer Venetian, ——.
BALTIMORE—For Liverpool—May 4—Steamer Montmore, 2,845....May 7—Steamer Parisian, 2,400.
PHILADELPHIA—For Liverpool—May 4—Steamer British Prince, 3,500.
For Antwerp—May 4—Steamer Vaderland, 100

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

HARSBURG, steamer (Ger.), from New York for Southampton and Bremen, before reported spoken with shaft broken, was towed into Falmouth, E., May 7, by steamship Caronilla (Br), from New Orleans, and left on the 8th in tow for Bremen.

MURCIANO, steamer (Span.), at New Orleans, for Liverpool. A fire was discovered at noon, May 8, amongst the cotton in the hold of the steamship Murciano, loading at New Orleans for Liverpool, which had not been subdued at 3 P. M.

VADERLAND, steamer (Belg.), before reported, from Philadelphia for Antwerp, which returned to former port with piston rod of low pressure engine broken, repaired and resumed her voyage May 5.

MARION H. RAND, schooner, of Philadelphia, laden with 1,196 bales cotton for Vera Cruz, took fire in Galveston Harbor May 6, and was filled with water to extinguish the flames. The damage is estimated at $35,000. She was, A. M. of 7th, discharging her cotton all wet.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam	d. 9 64@7 32	9 64@7 32	9 64@7 32	9 64@7 32	9 64@7 32	9 64@7 32
Do sail	d. 9 64@13 64	9 64@13 64	9 64@13 64	9 64@13 64	9 64@13 64	9 64@13 64
Havre, steam	c. 3*	3*	3*	3*	3*	3*
Do sail	c.	....	....	....	....	....
Bremen, steam	c. 15 32*	15 32*	15 32*	15 32*	15 32*	15 32*
Do sail	c.	....	....	....	....	....
Hamburg, steam	d. 3 16@1 4*	3 16@1 4*	3 16@1 4*	3 16@1 4*	3 16@1 4	3 16@1 4*
Do sail	d.	....	....	....	....	....
Amst'd'm, steam	c. 1 2	1 2	1 2	1 2	1 2	1 2
Do sail	d.	....	....	....	....	....
Baltic, steam	d. 9 32@5 16*	9 32@5 16*	9 32@5 16*	9 32@5 16*	9 32@5 16*	9 32@5 16*
Do sail	c.	....	....	....	....	....
Barcelona, steam	c. 11 16*	11 16*	11 16*	11 16*	11 16*	11 16*
Genoa, steam	d. 5 8*	5 8*	5 8*	5 8*	5 8*	5 8*

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	April 20	April 27	May 4.	May 11.
Sales of the week.....bales.	72,000	52,000	80 00	60,000
Of which exporters took	5,000	4,400	4,500	5,100
Of which speculators took..	4,600	5,300	5,500	4,000
Sales American	50,000	39,000	62,000	45,000
Actual export.....	7,300	2,600	5,700	4,200
Forwarded.....	25,500	17,500	13,000	19,500
Total stock—Estimated.....	1,011,000	992,000	933,000	914,000
Of which American—Estim'd	748,000	735,000	693,000	677,000
Total import of the week.....	112,000	43,500	37,000	56,000
Of which American.....	81,000	32,000	30,500	36,000
Amount afloat.....	256,000	278,000	331,000	343,000
Of which American.....	122,000	158,000	183,000	193,000

The tone of the Liverpool market for spots and futures each day of the week ending May 11, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thurs'y.	Friday.
Market, 12:30 P.M.	Active.	Easier.	Dull and easier.	Mod. inq. freely supplied.	Mod. inq. freely supplied	Mod. inq. freely supplied.
Mid Upl'ds	5 7/8	5 7/8	5 7/8	5 13/16	5 13/16	5 13/16
Mid. Orl'ns	6	6	6	5 15/16	5 15/16	5 15/16
Sales.....	12,000	14,000	8,000	10,000	10,000	8,000
Spec. & exp.	2,000	2,000	1,000	1,000	1,000	1,000
Futures. Market, 12:30 P.M.	Firm.	Steady.	Dull and easier.	Irregular.	Irregular.	Quieter.
Market, 5 P. M.	Steady.	Weak.	Barely steady.	Unsettled	Weaker.	Steady.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus:* 5 62 *means* 5 62-64*d.* *and* 6 03 *means* 6 3-64*d.*

	Sat., May 5.				Mon., May 7.				Tues., May 8.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
May.....	....	....	....	....	....	....	....	....	....	....	....	....
May-June..	5 55	5 57	5 55	5 57	5 54	5 55	5 53	5 53	5 52	5 52	5 50	5 51
June-July..	5 59	5 60	5 59	5 60	5 57	5 57	5 55	5 55	5 55	5 55	5 53	5 54
July-Aug...	5 62	6 00	5 61	6 00	5 61	5 61	5 59	5 59	5 59	5 57	5 57	5 58
Aug.-Sept..	6 02	6 04	6 02	6 04	6 00	6 00	5 62	5 62	5 62	5 62	5 60	5 60
Sept.-Oct...	5 62	5 63	5 62	5 63	5 60	5 60	5 59	5 59	5 58	5 58	5 56	5 56
Oct.-Nov....	5 53	5 54	5 53	5 54	5 50	5 50	5 49	5 49	....	....	....	....
Nov.-Dec...	5 51	5 51	5 50	5 50	5 48	5 48	5 46	5 46	5 43	5 46	5 44	5 44
Dec.-Jan....	....	....	....	....	5 47	5 47	5 47	5 47	....	....	....	....

	Wednes., May 9.				Thurs., May 10.				Fri., May 11.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
May.....	....	....	....	....	....	....	....	....	....	....	....	....
May-June..	5 53	5 56	5 53	5 55	5 54	5 56	5 54	5 55	5 55	5 57	5 55	5 57
June-July..	5 57	5 59	5 56	5 59	5 56	5 59	5 56	5 57	5 57	5 60	5 57	5 59
July-Aug...	5 60	5 62	5 59	5 62	5 60	5 61	5 60	5 61	5 60	5 63	5 60	5 63
Aug.-Sept..	5 63	6 02	5 62	6 00	5 63	6 01	5 63	6 00	6 00	6 03	5 60	6 02
Sept.-Oct...	5 59	5 59	5 59	5 59	5 65	5 60	5 60	5 60	5 59	5 61	5 60	5 61
Oct.-Nov....	5 51	5 51	5 50	5 50	....	....	....	....	....	....	....	....
Nov.-Dec...	5 46	5 47	5 46	5 47	5 46	5 48	5 46	5 48	5 47	5 47	5 47	5 47
Dec.-Jan...	....	....	....	....	....	....	....	....	....	....	....	....

BREADSTUFFS.

FRIDAY, P. M., May 11, 1883.

Flour has been quiet as a rule but steady. Patents, whether winter or spring, have sold with difficulty; both have been pressed on the market. The lower grades have sold fairly, the small supply preventing any very large transactions. In the better grades holders are evincing some anxiety to sell, in view of the approach of warmer weather. To-day the market was dull and heavy.

Wheat has been less active for export, owing mainly to a marked advance in ocean freights. The speculation has been brisk both here and at the West at a moderate decline. The May report of the Agricultural Bureau at Washington was awaited with more than the usual interest, and so long as its tenor remained unknown, operators for a rise derived much comfort from the many unfavorable rumors in circulation as to the extent of the damage sustained by the plant. The report was published to-day, and though it had little effect upon the market, must be regarded as more favorable than was supposed would be the case. We give it in full further below. After the report to-day speculation was fair, but foreign business was only moderate. Prices were irregular, opening ¼@⅝c. lower, and then recovering the decline and advancing ⅛c. No. 2 red sold at $1 22@$1 22⅜ for May, $1 23@$1 23¾ for June, $1 25¼@$1 25⅞ for July, $1 26⅛@$1 27 for August and $1 26⅞@$1 27⅛ for September. It is noticeable that the later months, contrary to the usual state of affairs, are selling much above the earlier deliveries. Thus, while there is now a difference between May and September of five cents, and between May and August of fully four cents, in favor of the later deliveries, at this time last year and the year before the reverse was the case, No. 2 red selling for May then at 1·46¾c. and for September at 1·25¾c.—a difference in favor of May of 21c.; in 1881, at this time, May option sold at 1·24¼c., against 1·15 for August.

Corn has latterly sold to a fair extent for export, though in the fore part of the week the sales to shippers were small. The speculation has not been active; the transactions have reached no more than a fair aggregate. Prices for options have declined 1@2c., in sympathy with a weaker market at Chicago, where the warmer weather of late has given rise, it is said, to fears among some holders as to the condition of the stock in store, and led to free shipments. The first sales of "hot corn" here have been reported within a week. To-day the market was irregular in sympathy with wheat, opening slightly lower and later advancing ½c. No. 2 mixed sold at 64½@64¾c. for May, 64½@64⅝c. for June, 66⅝c. for July and 67⅞@68c. for August.

Rye has been fairly active and firm. Barley has sold to only a moderate extent. Oats have been fairly active at a further decline, largely owing to a fall at Chicago, where the receipts have been liberal. To-day the market was quiet and easier; No. 2 mixed sold at 48⅜@48½c. for May, 48⅞@49c. for June and 49¾@49⅞c. for July.

The following are closing quotations:

FLOUR.

No. 2 spring	$2 50@ 3 40	Patents, winter	$5 50@ 7 25
No. 2 winter	3 00@ 3 70	City shipping extras	5 50@ 6 20
Superfine	3 75@ 4 15	Southern bakers' and family brands	5 75@ 6 90
Spring wheat extras	4 25@ 5 00	South'n ship'g extras	5 15@ 5 75
do bakers'	5 00@ 6 00	Rye flour, superfine	3 30@ 3 85
Wis. & Minn. rye mix.	5 25@ 6 00	Corn meal—	
Minn. clear and str't	5 00@ 7 00	Western, &c.	3 00@ 3 35
Winter shipp'g extras	4 15@ 4 35	Brandywine, &c.	3 35@ 3 50
Patents, spring	6 00@ 7 75		

GRAIN.

Wheat—		Oats—	
Spring, per bush.	@	Mixed	47½@ 52
Spring No. 2	@	White	52 @ 52¼
Red winter, No. 2	1 24 @1 26	No. 2 mixed	48½@
Red winter	1 12 @1 24	No. 2 white	52 @ 52¼
White	1 09 @1 26	Barley—	
White No. 1	1 15½@1 16½	Canada No. 1	95 @
Corn—West. mixed	54 @ 65	Canada bright	97 @ 98
West. mix. No. 2	65¼@ 66½	Canada No. 2	85 @
White	67 @ 70	State, 4-rowed	85 @ 88
Yellow	67 @ 70	State, 2-rowed	78 @ 80
Rye—Western	76 @ 78		
State & Canada	75 @ 80		

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending May 5 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 196lbs	Bush. 60 lbs	Bush. 56 lbs	Bush. 32 lbs	Bush. 48 lbs	Bush. 56 lbs
Chicago	57,205	134,935	763,277	689,956	64,360	60, 84
Milwaukee	64,450	160,462	63,340	82,900	67,332	17,587
Toledo	1,505	272,203	142,040	35,772	.....	5,805
Detroit	9,402	61,100	23,350	10,755	7,023	.....
Cleveland	9,210	25,700	11,600	6,200	925	.....
St. Louis	25,350	107,104	103,425	138,650	21,533	8,083
Peoria	1,605	6,900	114,000	242,925	13,800	16,000
Duluth	.....	55,341	.....	.....	.....	.....
Tot. wk. '83	157,396	702,651	1,320,047	1,211,497	168,230	108,539
Same wk. '82	148,988	512,708	2,252,195	658,200	177,540	47,586
Same wk. '81	119,457	703,113	2,025,041	881,252	68,924	28,701
Since Aug. 1—						
1882	7,536,800	66,368,770	72,767,300	40,206,773	14,478,467	3,809,706
1881	6,206,145	36,041,643	89,312,579	20,376,278	11,821,942	3,477,804
1880	6,744,35-	66,642,139	90,773,446	32,199,440	11,186,172	4,088,624

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to May 5, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour....bbls.	3,321,988	2,521,017	3,029,624	1,775,113
Wheat....bush.	9,631,341	6,703,273	11,375,246	11,653,677
Corn	33,777,920	26,971 915	23,490,734	33,110,132
Oats	14,575,922	10,313,914	9,413,59 9	6,362,431
Barley	4,205,073	1,818,204	1,781,213	1,347,644
Rye	1,067,545	857,436	870,577	984,752
Total grain	63,258,801	46,694,742	46,944,309	53,158,636

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week May 5.	1882. Week May 6.	1881. Week May 7.	1880. Week May 8.
Flour....bbls.	124,945	65,610	113,307	99,727
Wheat....bush.	213,177	115,880	403,672	195,891
Corn	1,016,664	541,952	672,627	1,033,040
Oats	1,001,695	360,923	353,486	581,410
Barley	107,674	39,565	47,987	57,214
Rye	65,090	24,183	25,339	36,946
Total	2,404,300	1,042,503	1,503,111	1,884,501

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
May 5	175,473	1 775,226	3,742,676	1,609,576	107,674	338,128
Apr. 28	101.870	1,935,598	3,724,697	1,152,862	142,457	59,611
Apr. 21	97,387	207,961	1,317,421	757,600	148,627	76,687
Apr. 14	90,751	249,775	1,309,017	538,525	116,241	27,005
Tot., 4 w.	465,481	4,168,560	10,093,811	4,078,563	514,999	501,425
4 w'ks 82	399,724	2,090,383	8,483,326	2,369,993	288,770	192,367

The receipts of flour and grain at the seaboard ports for the week ended May 5 follow:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	65,940	133,365	514,199	196,286	86,000	94,808
Boston	57,815	16,300	201,262	81,050	5,000	500
Portland	1,015	67,000	8,300	2,800	.....	.....
Montreal	12,639	42,400	.....	2,544	500	.....
Philadelphia	17,207	98,200	72,400	100,300	1,600	.....
Baltimore	18,567	307,352	124,466	19,864	.....	2,050
New Orleans	18,616	.....	242,535	44,390	.....	.....
Total week	191,799	665,117	1,163,162	447,334	93,100	97,358
Cor. week '82	213,893	688,277	1,493,283	573,183	76,775	112,700

The total receipts at the same ports for the period from Dec. 25, 1882, to May 5, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour....bbls.	5,206,524	3,943,143	4,764,744	3,075,840
Wheat....bush.	16,112,544	9,335,253	22,720,913	18,461,548
Corn	31,813,067	12,558,226	29,849,918	45,141,741
Oats	8,573,770	8,150,317	7,628,477	6,767,359
Barley	2,041,476	2,130,036	1,885,858	1,435,629
Rye	500,325	350,068	584,839	384,136
Total grain	59,033,182	32,523,900	62,670,005	72,190,413

The exports from the several seaboard ports for week ending May 5, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	58,148	495,415	239,651	543	162,188	703
Boston	62,098	44,183	86,185	.....	.....	.....
Portland	714	67,000	.....	.....	.....	15,000
Montreal	.....	.....	.....	.....	.....	.....
Philadel	4,428	69,038	284,261	.....	.....	.....
Baltim're	10,844	122,153	244,834	.....	.....	.....
N.Orl'ns	312	.....	367,658	15	.....	.....
Total w'k.	136,544	797,789	1,222,589	558	162,188	15,703
S'me time 1882	83,270	397,248	264,641	4,916	96,379	36,138

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, May 5.	1882. Week, May 6.	1883. Week, May 5.	1882. Week, May 6.	1883. Week, May 5.	1882. Week, May 6.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un.King.	95,150	40,960	453,345	285,405	1,083,346	216,310
Contin'nt	2,768	2,278	344,444	109,593	117,167	.....
S.& C.Am	14,620	4,838	.....	250	17,427	14,320
W. Indies	8,596	13,683	.....	2,000	1,720	2,727
Brit. Col's	14,188	22,697	.....	.....	2,725	150
Oth.c'nt's	1,222	844	.....	.....	204	904
Total...	136,544	85,270	797,789	397,248	1,222,589	264,641

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour. 1882-83. Sept. 1 to May 5.	Flour. 1881-82. Sept. 1 to May 6.	Wheat. 1882-83. Sept. 1 to May 5.	Wheat. 1881-82. Sept. 1 to May 6.	Corn. 1882-83. Sept. 1 to May 5.	Corn. 1881-82. Sept. 1 to May 6.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	4,742,583	2,261,989	30,456,751	24,227,850	22,595,890	18,099,004
Continent	387,928	163,820	23,500,124	9,989,592	4,196,632	4,216,622
S. & C. Am.	497,674	477,388	104,936	6,647	274,165	357,193
West Indies	634,951	460,054	58,550	33,271	285,233	461,265
Brit. Col'nies	392,167	382,020	7,806	[illegible]	78,963	110,232
Oth. countr's	31,422	26,113	203,206	226,134	107,415	66,145
Total	6,686,725	3,751,384	54,331,373	34,483,539	27,538,298	23,310,461

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, May 5, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	2,872,373	599,343	703,041	5 813	93,081
Do. afloat (est.)	100,000	266,000	96,000	67,000	95,000
Albany	16,000	6,500	27,500	1,000	1,500
Buffalo	1,078,083	66,514	76,041	95,318	18,841
Chicago	6,120,754	6,630,184	898,461	42,098	615,325
Milwaukee	1,267,990	16,217	1,562	178,328	72,018
Duluth	1,531,818	.....	.....	.....	.....
Toledo	1,515,932	478,924	64 642	956	18,996
Detroit	1,113,175	29,623	31,216	1,889	.....
Oswego	90.000	10,000	1,800	255,000	150,000
St. Louis	680,945	1,454,960	72,088	21,099	54,044
Cincinnati	80,068	56,397	26,231	58,890	88,975
Boston	75,300	170,236	133,452	1,904	253
Toronto	371,392	1,500	.....	94,028	19
Montreal	240,501	9,131	90,800	35,134	26,928
Philadelphia	407,657	149,397	161,311	.....	.....
Peoria	3 243	337,336	237,260	7,043	121,302
Indianapolis	266,300	72,200	42,900	.....	16,400
Kansas City	126,506	28,889	8,974	210	23,423
Baltimore	728,807	200,825	.....	.....	.....
Down Mississippi	26,448	347,138	35,522	.....	.....
On rail	279,520	1,616,614	1,308,030	155,160	75,073
On lake	1,714,437	3,620,470	650,312	.....	282,919
Tot. May 5, '83.	20,707,249	16,168,398	4,667,143	1,020 900	1,784,097
Tot. Apr. 28, '83.	20,781,911	15,894,226	4,453,197	981,695	1,627,880
Tot. Apr. 21, '83.	21,201,544	17,681,940	4,020,629	986,623	1,708,658
Tot. Apr. 14, '83.	21,708,330	18,129,926	3,873,804	1,192,149	1,637,107
Tot. May 6, '82.	13,313,806	8,897,941	2,063,033	404,448	1,092,985

Agricultural Bureau Report.—The Agricultural Department at Washington issued on the 10th inst. its May report on the condition of wheat. The report is as follows:

The May returns of wheat to the Department of Agriculture make the condition as compared with April averages materially lower in New York and Michigan and in Ohio and Illinois. Further injury was wrought by frosts early in April, and in the more northern districts the real damage by March freezing was more fully disclosed as the covering of snow and ice disappeared. The average is 77 for New York, the depreciation being heaviest in Onondaga, Niagara, Genesee and Ontario; for Michigan 83; for Ohio 62; for Illinois 66. Further loss is suffered by plowing up of large areas in Ohio and Illinois. A reduction in Missouri from 83 to 80 is also reported. In Indiana the condition averages 75, and New Jersey reports 101, both the same as in April. All the remaining northern States show an improvement since the April report, as well as the Pacific Coast, and nearly all of the Southern States. The averages are:

Connecticut, 96; Pennsylvania, 95; Delaware, 85; Maryland, 99; Virginia, 97; North Carolina, 96; South Carolina, 93; Georgia, 97; Alabama, 98; Mississippi, 92; Texas, 87; Arkansas, 86; Tennessee, 88; West Virginia, 90; Kentucky, 81; Kansas, 91; California, 77; Oregon, 72.

This is an improvement of 15 points in California and 17 in Oregon.

The average condition of the winter wheat is 83½, against 80 in April. The loss in area from re-planting in other crops may be assumed to reduce the prospect to that of April 1. In 1879 and 1880 the general average was 99. in 1881 it was 88, in 1882 it was 102; in May of last year 100. In former years there were no May returns. Two years ago the average declined to 80 in July. Last year it increased to 104 at the time of cutting.

It should be understood that in Department reports of condition, 100 means a medium growth, with a full stand and a healthy plant.

Ohio and Illinois State reports compare with last year's crop. Thus, Ohio reports for May 56 compared with last year, and 62 compared with an average crop.

The spring wheat area will not be complete till May 15 and will be reported June 1. The statistical agent for Dakota makes the probable increase 30 per cent. The agent for Minnesota reported 86 per cent of last year's area already planted. An increase of 15 per cent is reported in Washington Territory. It is not probable that increase in spring wheat area will more than make good the loss of winter wheat acreage.

Without regard to the spring wheat breadth, the present prospect for the winter wheat area, in consideration of reduced condition and acreage, is 20 per cent less than in May last, representing a loss of about 77,000,000 bushels.

A dispatch from the London statistical agent under date of April 23, reports an improvement in European wheat prospects during the last month. The severity of March was followed by three weeks of dry weather, which was succeeded by one week of invigorating rain. The season is still backward and higher temperature is needed.

The small area of spring sown wheat in England is thin, and much of it will be displaced by barley.

In France and Germany rain is needed and higher temperature necessary. With reduced acreage in Western Europe and some injury from freezing in March, a reduced crop appears to be inevitable. In Austria-Hungary the prospect is favorable for at least a medium crop.

THE DRY GOODS TRADE.

Friday, P. M., May 11, 1883.

The past week has developed an improved undertone in the cotton goods market, the advancing tendency of the staple having led to a more active demand for manufactured goods by exporters and large jobbers. In other respects the situation has not materially changed, business having been quiet with commission houses and importers, and only moderate in the jobbing branches of the trade. The opening of the canals has caused rather more inquiry for some descriptions of fall goods, for which jobbers in remote sections of the country are desirous of securing cheap transportation, but transactions in this connection have been only moderate as yet. The weather has become more favorable for the retail trade, and large quantities of summer goods are at length passing into consumption; but retailers are amply stocked for the present, and some time must necessarily elapse ere much improvement in the demand can be expected by the wholesale houses.

Domestic Cotton Goods.—The exports of cotton goods for the week reached the handsome aggregate of 5,204 packages, of which 1,523 were shipped to China, 1,247 to Africa, 1,160 to Madagascar, 883 to Great Britain, 111 to U. S. of Colombia, 105 to Brazil, &c. There was a better demand for brown sheetings and drills at first hands, and some large sales were made to exporters at a slight advance upon prices of a fortnight ago. Bleached goods were in irregular demand but steadier, because of the upward tendency of the cotton market, and colored cottons, especially cheviots and cottonades, ruled quiet. Cotton flannels and wide sheetings continued in fair request, and considerable deliveries were made by agents on account of back orders. Print cloths were fairly active and dearer, closing at 3 11-16c. for 64x64 "spots," 3¾c. for 64x64 "futures" and 3 15/16@3 3-16c. for 56x60s. Prints were quiet in the regular way, but some fair-sized lots of "off" styles were disposed of by means of low prices, and stocks are well in hand as a rule.

Domestic Woolen Goods.—There was a slight improvement in the demand for men's-wear woolens, the Western and near-by clothing trade having been fairly represented in the market. Operations were, however, conducted with more than usual caution, and selections, though footing up a fair aggregate amount, were chiefly of a hand-to-mouth character. Fancy cassimeres and suitings were more sought for, but purchases were individually light and mostly restricted to a few specialties. Worsted coatings ruled quiet, but stocks are in good shape and prices remain steady. Satinets were less active, but there was a freer movement in heavy doeskin jeans at the low prices lately established for leading makes. White flannels have received more attention, but other flannels and blankets were mostly quiet, and there was only a limited business in blankets. Dress Goods continued in moderate request, and some fair orders for woolen hosiery and knit underwear were placed for future delivery.

Foreign Dry Goods.—Importers have experienced a very light demand for foreign goods during the week, but a fair business was done by some of the leading jobbers. Silks and satins were only in moderate request, and operations in dress goods were confined to a few specialties, as nun's veilings, grenadines, light cotton fabrics, &c. Linens, white goods, laces and embroideries ruled quiet, and men's-wear woolens were slow of sale; but there was a steady business in hosiery and fabric gloves.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending May 10, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	Week Ending May 11, 1882. Pkgs.	Week Ending May 11, 1882. Value.	Since Jan 1, 1882. Pkgs.	Since Jan 1, 1882. Value.	Week Ending May 10, 1883. Pkgs.	Week Ending May 10, 1883. Value.	Since Jan. 1, 1883. Pkgs.	Since Jan. 1, 1883. Value.
ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.								
Manufactures of—								
Wool	595	$ 221,246	19,371	$ 8,639,430	383	$ 125,902	16,934	$ 7,314,543
Cotton	1,145	394,623	34,421	11,386,558	1,245	310,169	19,599	10,256,886
Silk	843	587,752	20,904	14,440,570	508	269,810	15,796	9,851,930
Flax	965	233,486	33,240	6,250,720	1,935	301,138	30,513	5,518,921
Miscellaneous	636	123,528	52,058	4,054,104	506	105,646	54,418	3,329,309
Total	4,184	1,567,634	162,134	44,773,732	4,539	1,142,735	36,271,597	
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.								
Manufactures of—								
Wool	204	81,159	6,256	2,620,191	356	139,097	8,422	3,534,371
Cotton	155	47,516	5,078	1,789,081	466	97,330	8,750	2,758,627
Silk	120	92,391	3,005	2,304,188	163	103,504	4,410	3,362,904
Flax	230	47,828	330	1,764,902	320	56,431	11,049	1,893,010
Miscellaneous	498	32,557	65,288	1,291,311	2,906	38,448	72,571	1,305,169
Total	1,207	301,471	91,013	9,709,653	4,111	434,910	105,655	12,853,161
Ent'd forconsumpt.	4,184	1,567,634	162,134	44,773,782	4,539	1,142,735	147,290	36,271,597
Total on market	5,391	1,569 165	253,147	54,483,435	8,650	1,577,645	252,925	49,126,758
ENTERED FOR WAREHOUSE DURING SAME PERIOD.								
Manufactures of—								
Wool	326	133,611	6,807	2,785,842	425	160,564	10,474	4,237,047
Cotton	205	71,779	6,076	1,800,338	409	109,167	8,996	2,677,127
Silk	252	168,742	2,813	2,110,002	226	140,714	5,539	3,898,054
Flax	430	70,622	8,963	1,616,939	512	96,845	8,557	1,603,290
Miscellaneous	64	18,810	56,869	1,075,451	337	56,612	82,760	1,628,076
Total	1,274	463,564	81,558	9,388,572	1,929	563,902	116,346	14,043,604
Ent'd forconsumpt.	4,184	1,567,634	162,134	44,773,782	4,539	1,142,735	147,290	36,271,597
Total at the port	5,458	2,031,198	243,692	54,162,354	6,468	1,706,637	263,636	50,315,201

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Bank Statements.

REPORT OF THE CONDITION OF THE FOURTH NATIONAL BANK OF THE CITY OF NEW YORK, at New York, in the State of New York, at the close of business May 1, 1883:

RESOURCES.

Loans and discounts		$15,150,864 58
Overdrafts		4,031 86
U. S. bonds to secure circulation		600,000 00
Other stocks, bonds and mortgages		126,985 35
Due from other national banks		1,202,708 45
Due from State banks and bankers		31,238 40
Real estate, furniture and fixtures		900,000 00
Current expenses and taxes paid		104,817 77
Premiums paid		14,500 00
Checks and other cash items		95,075 52
Exchanges for Clearing House		8,278,159 62
Bills of other banks		14,000 00
Fract'l paper cur'cy, nickels & pennies		3,150 46
Specie		3,340,899 50
Legal tender notes		850,711 00
Redemption fund with U.S. Treasurer (5 per cent of circulation)		27,000 00
Due from U. S. Treasurer other than 5 per cent redemption fund		4,000 00
Total		$30,460,026 60

LIABILITIES.

Capital stock paid in	$3,200,000 00
Surplus fund	640,000 00
Undivided profits	735,762 00
National bank notes outstanding	539,920 00
Dividends unpaid	17,580 37
Individual deposits subject to check	10,008,863 50
Demand certificates of deposit	57,321 55
Deposits for acceptances	4,066 629 59
Cashier's checks outstanding	89 514 98
Due to other national banks	10,574,328 42
Due to State banks and bankers	479,041 21
Total	$30,460,026 60

State of New York, County of New York, *ss:*

I, HENRY BUCKHOUT, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

HENRY BUCKHOUT, Cashier.

Subscribed and sworn to before me, this 4th day of May, 1883. D. G. FANNING, Notary Public.

Correct—Attest:
O. D. BALDWIN,
FREDERICK MEAD, } Directors.
JOHN H. INMAN,

REPORT OF THE CONDITION OF THE THIRD NATIONAL BANK OF THE CITY OF NEW YORK, in the State of New York, at the close of business Tuesday, May 1, 1883:

RESOURCES.

Loans and discounts		$4,030,681 68
Overdrafts		1,2 74
U. S. bonds to secure circulation		50,000 00
U. S. bonds on hand		25,000 00
Other stocks, bonds and mortgages		573,023 06
Due from other National banks		602,995 47
Due from State banks and bankers		6 248 99
Real estate		45,603 62
Current expenses and taxes paid		49,395 53
Premiums paid		4,718 75
Exchanges for Clearing House		2,010,716 66
Bills of other Banks		58,016 00
Fractional paper currency, nickels and cents		359 37
Specie		1,033,321 00
Legal tender notes		724,000 00
Due from U. S. Treasurer (other than 5 per cent redemption fund)		4,086 00
Total		$9,218,598 87

LIABILITIES.

Capital stock paid in	$1,000,000 00
Surplus fund	200,000 00
Undivided profits	158,190 62
Individual deposits subject to check	2,321,708 90
Demand certificates of deposit	17,104 08
Certified and accepted checks	971,762 45
Cashier's checks outstanding	196,161 16
Due to other National banks	3,682,857 13
Due to State banks and bankers	670,814 53
Total	$9,218,598 87

State of New York, County of New York ss.:

I, G. L. HUTCHINGS, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

G. L. HUTCHINGS, Cashier.

Subscribed and sworn to before me this 8th day of May, 1883. EUGENE DELMAR, Notary Public, N. Y. Co.

Correct—Attest:
GEORGE CHAPMAN,
(Signed) PARKER HANDY, } Directors
WM. A. BOOTH,

REPORT OF THE CONDITION OF THE MERCANTILE NATIONAL BANK of the City of New York, May 1, 1883:

RESOURCES.

Loans and discounts		$4,991,559 62
Overdrafts		47 15
U. S. bonds to secure circulation		779,000 00
Other stocks, bonds and mortgages		61,500 00
Real estate		206,000 00
Premiums paid		10,000 00
Current expenses and taxes paid		50,742 50
Specie	$755,786 67	
Legal-tender notes	341,000 00	
Bills of other banks	36,384 00	
Checks and other cash items	14,462 94	
Exch'nges for Clear'g House	767,029 79	
Due from other Nat. banks	237,557 90	
Due fr'm State bks. & bankers	32,575 47	2,186,476 77
Redemption fund with U.S. Treasurer (5 per cent of circulation)	$35,050 00	
Due from U.S. Treasurer other than 5 per cent redemption fund	2,000 00	37,050 00
Total		$8,316,376 04

LIABILITIES.

Capital stock paid in		$1,000,000 00
Surplus fund		155,000 00
Undivided profits		152 851 54
National bank notes outstanding		701,000 00
Dividends unpaid		180 00
Individual deposits subject to check	$2,331,734 16	
Demand c'fs. of deposit	2,633 74	
Certified checks	297,0.1 40	
Cashier's checks outst'd'g	401 80	
Due to other Nat'l banks	2,174,127 79	
Due to State bks & b'kers	1,500,516 61	6,307,344 50
Total		$8,316,376 04

State of New York, County of New York, *ss:*

I, F. B. SCHENCK, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief. FREDERICK B. SCHENCK, Cashier.

Subscribed and sworn to before me this 4th day of May, 1883. F. A. K. BRYAN, Notary Public, N. Y. County.

Correct—Attest:
WM. P. ST. JOHN,
EMANUEL LEHMAN, } Directors.
W. T. MOORE,

Bank Statements.

REPORT OF THE CONDITION OF THE AMERICAN EXCHANGE NATIONAL BANK, at New York, in the State of New York, at the close of business on the 1st day of May, 1883.

RESOURCES.

Loans and discounts		$12,662 925 50
Overdrafts		15 82 18
U. S. bds. to secure circulat'n (par val.)		[illegible] 00
Other stocks, bonds and mortgages		28 000 40
Due from other national banks		660,962 61
Due from State and private banks and bankers		264,606 48
Banking house, &c.		340 272 12
Current expenses and taxes paid		1 0 65
Checks and other cash items		647 [illegible] 99
Exchanges for Clearing House		9,121,940 42
Bills of other banks		428 [illegible] 00
Specie		1,721.113 58
Legal-tender notes		900,000 00
Due from U. S. Treasurer, other than 5 per cent redemption fund		25,000 00
Total		$36,287,435 88

LIABILITIES.

Capital stock paid in	$5,000,000 00
Surplus fund	1,250 000 00
Undivided profits	102,586 12
State bank circulation outstanding	8 [illegible] 00
Dividends unpaid	175,616 00
Individual deposits subject to check	12,484,939 24
Demand certificates of deposit	25,220 73
Certified checks	2,083,243 19
Due to other national banks	2,092,746 13
Due to State and private banks and bankers	1,807,172 47
Total	$28,287,425 88

State of New York, City and County of New York, *ss:*

I, DUMONT CLARKE, Cashier of the American Exchange National Bank of the city of New York, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

DUMONT CLARKE, Cashier.

Sworn to and subscribed before me this 8th day of May, 1883. Witness my hand and notarial seal.

A. R. RODGERS, Notary Public, N. Y. Co.

Correct.—Attest:
ALEX'R CAMPBELL,
SAM'L D. BABCOCK, } Directors.
JOSIAH M. FISKE,

REPORT OF THE CONDITION OF THE GALLATIN NATIONAL BANK, AT New York, in the State of New York, at the close of business, May 1, 1883:

RESOURCES.

Loans and discounts		$3,194,221 93
Overdrafts		4,369 41
U. S. bonds to secure circulation		800,000 00
Other stocks, bonds and mortgages		335,000 00
Due from other National banks		116,161 25
Due from State banks and bankers		5,248 87
Real estate, furniture and fixtures		99,500 00
Current expenses and taxes paid		4,393 94
Checks and other cash items		160 87
Exchanges for Clearing House		2,798,498 11
Bills of other banks		15,000 00
Fract'l paper cur'cy, nickels & pennies		39 75
Specie		384,116 00
Legal tender notes		107,507 00
Redemption fund with U. S. Treasurer (5 per cent of circulation)		40,000 00
Total		$7,969,218 13

LIABILITIES.

Capital Stock paid in	$1,000,000 00
Surplus fund	300,000 00
Undivided profits	586,788 25
National bank notes outstanding	781,500 00
Dividends unpaid	4,660 00
Individual deposits subject to check	3,444,998 68
Demand certificates of deposit	1,249 50
Accepted drafts	1,163,573 25
Cashier's checks outstanding	250,000 00
Due to other National banks	404,259 53
Due to State banks and bankers	49,190 92
Total	$7,989,218 13

State of New York, County of New York, *ss:*

I, ARTHUR W. SHERMAN, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief. A. W. SHERMAN, Cashier.

Subscribed and sworn to before me this 5th day of May, 1883. H. L. BRAYNARD, Notary Public.

Correct—Attest:
A. H. STEVENS,
ADRIAN ISELIN, JR., } Directors.
THOMAS DENNY,

REPORT OF THE CONDITION OF THE NATIONAL BANK OF THE REPUBLIC, at New York, in the State of New York, at the close of business May 1, 1883:

RESOURCES.

Loans and discounts		$3,578,570 91
Overdrafts		36,947 62
U. S. bonds to secure circulation		600,000 00
Other stocks, bonds and mortgages		106,000 00
Due from other national banks		503,724 65
Due from State banks and bankers		73,231 42
Real estate, furniture and fixtures		600,000 00
Current expenses and taxes paid		20,409 17
Checks and other cash items		17,724 72
Exchanges for Clearing House		2,467,324 42
Bills of other banks		21,007 00
Fract'l paper cur'cy, nickels & pennies		207 95
Specie		102,928 94
Legal tender notes		294,141 00
Redemption fund with U. S. Treasurer (5 per cent of circulation)		30,000 00
Due from U. S. Treasurer, other than 5 per cent redemption fund		9,000 00
Total		$8,523,897 80

LIABILITIES.

Capital stock paid in	$1,500,000 00
Surplus fund	600,000 00
Undivided profits	276,502 39
National bank notes outstanding	540,000 00
Dividends unpaid	15,073 00
Individual deposits subject to check	2,522,276 83
Demand certificates of deposit	38,561 53
Certified checks	1,141,592 00
Cashier's checks outstanding	46,095 80
Due to other national banks	1,026,872 02
Due to State banks and bankers	567,254 23
Total	$8,523,897 80

State of New York, County of New York, *ss:*

I, E. H. PULLEN, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

E. H. PULLEN, Cashier.

Subscribed and sworn to before me this 4th day of May, 1883. JAMES WALSH, Notary Public, Kings Co. Certificate filed in N. Y. Co.

Correct—Attest:
WM. H. GUION,
H. W. FORD, } Directors.
JAS. B. JOHNSTON,

Bank Statements.

REPORT OF THE CONDITION OF THE METROPOLITAN NATIONAL BANK, at New York City, in the State of New York, at the close of business, May 1, 1883:

RESOURCES.

Loans and discounts		$3,780,135 28
Overdrafts		1,853 84
U. S. bonds to secure circulation		2,500,000 00
Other stocks, bonds and mortgages		1,500,693 74
Due from other national banks		831,945 08
Due from State banks and bankers		286,810 07
Real estate, furniture and fixtures		805,770 19
Current expenses and taxes paid		48,096 75
Checks and other cash items		47,614 03
Exchanges for Clearing House		3,984,042 66
Bills of other banks		43,370 00
Fract'l paper cur'cy, nickels & pennies		1,093 93
Specie		1,886,709 95
Legal tender notes		550,234 00
Redemption fund with U. S. Treasurer (5 per cent of circulation)		112,495 00
U. S. certificates of deposit for legal tenders		80,000 00
Total		$21,539,809 50

LIABILITIES.

Capital stock paid in	$3,000,000 00
Surplus fund	1,400,000 00
Undivided profits	123,366 08
National bank notes outstanding	2,204,990 00
Dividends unpaid	4,435 00
Individual deposits subject to check	5,777,996 11
Demand certificates of deposit	53,893 67
Certified checks	1,731,165 45
Cashier's checks outstanding	590,144 75
Due to other national banks	4,974,505 30
Due to State banks and bankers	1,679,402 54
Total	$21,539,809 50

State of New York, County of New York, *ss:*

I, GEO. J. MCGOURKEY, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief. G. J. MCGOURKEY, Cashier.

Subscribed and sworn to before me this 7th day of May, 1883. BERKLEY T. WOOD, Notary Public.

Correct—Attest: HENRY L. PIERSON, WILLIAM H. LEE, SAMUEL SHETHAR, } Directors.

REPORT OF THE CONDITION OF THE MARINE NATIONAL BANK, at the City and in the State of New York, at the close of business May 1, 1883:

RESOURCES.

Loans and discounts	$2,664,610 65
Overdrafts	11 72
U. S. bonds to secure circulation	300,000 00
Other stocks, bonds and mortgages	40,131 20
Due from other national banks	194,607 47
Due from State banks and bankers	1,341 06
Real estate, furniture and fixtures	368,205 95
Current expenses and taxes paid	20 00
Checks and other cash items	231,405 52
Exchanges for Clearing House	1,501,232 41
Bills of other banks	32,329 00
Fract'l paper cur'cy, nickels & pennies	2,257 32
Specie	959,642 00
Legal-tender notes	142,450 00
Redemption fund with U. S. Treasurer (5 per cent of circulation)	13,500 00
Total	$6,451,743 70

LIABILITIES.

Capital stock paid in	$400,000 00
Surplus fund	100,000 00
Undivided profits	45,705 89
National Bank notes outstanding	270,000 00
Dividends unpaid	378 15
Individual deposits subject to check	3,988,969 08
Demand certificates of deposit	181,058 51
Certified checks	921,379 61
Cashier's checks outstanding	25,614 96
Due to other national banks	472,507 66
Due to State banks and bankers	96,049 84
Total	$6,451,743 70

State of New York, County of New York, *ss:*

I, JOHN D. FISH, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

JOHN D. FISH, Cashier.

Subscribed and sworn to before me this 5th day of May, 1883. HERMAN E. STREET, Notary Public, Kings Co.

Correct—Attest: JAS. W. ELWELL, JOS. W. YATES, FERDINAND WARD, } Directors.

REPORT OF THE CONDITION OF THE CONTINENTAL NATIONAL BANK, New York, at the close of business on the 1st day of May, 1883:

RESOURCES.

Loans and discounts		$5,097,881 51
Overdrafts		76 56
U. S. bonds to secure circulation		500,000 00
U. S bonds on hand		10,000 00
Other stocks, bonds and mortgages		224,501 24
Due from other national banks		152,146 69
Due from State banks and bankers		61,657 34
Banking house		385,000 00
Other real estate		200,000 00
Current expenses and taxes paid		52,462 99
Premiums paid		46,505 43
Checks and other cash items		21,933 61
Exchanges for Clearing House		2,719,818 08
Bills of other banks		11,616 00
Fractional currency, includ'g nickels		294 22
Specie, including gold Treasury ctfs		1,429,271 10
Legal-tender notes		167,800 00
Redemption fund with U. S. Treasurer (5 per cent of circulation)		22,500 00
Total		$11,103,374 77

LIABILITIES.

Capital stock paid in		$1,000,000 00
Surplus fund		200,000 00
Undivided profits		135,757 29
National bank notes outstanding		450,000 00
Dividends unpaid		10,742 00
Deposits—Individual	$8,137,034 10	
National banks	2,873,092 04	
State banks and bankers	1,159,244 11	
Certificates of deposit	1,701 29	7,171,671 54
Acceptances		2,131,054 52
Cashier's checks		1,149 42
Total		$11,103,374 77

State of New York, County of New York, *ss:*

I, FRED'K TAYLOR, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

FRED'K TAYLOR, Cashier.

Subscribed and sworn to before me this 5th day of May, 1883. EDWIN F. GOREY.

Correct—Attest: WILLIAM TURNBULL, WILLIAM D. MORGAN, EDMUND D. RANDOLPH, } Directors. Notary Public, New York Co.

Bank Statements.

REPORT OF THE CONDITION OF THE NATIONAL PARK BANK New York City, at the close of business May 1, 1883:

RESOURCES.

Loans and discounts		$15,820,449 25
Overdrafts		6,601 59
U. S. bonds to secure circulation		50,000 00
U. S. bonds to secure deposits		250,000 00
Other stocks, mortgage, bonds, &c		1,312,139 52
Due from other National banks		1,658,604 81
Due from State and private banks and bankers		380,080 44
Real estate, banking-house		750,000 00
Other real estate		87,473 37
Premiums paid		5,025 00
Checks and other cash items		59,059 17
Exchange for Clearing House		2,709,503 18
Bills of other banks		12,972 00
Fractional currency, nickels &c		306 69
Specie—Gold coin		1,062,285 00
Gold certificates		627,000 00
Gold Clearing House certificates		1,640,000 00
Silver certificates		145,000 00
Silver coin		6,259 00
Legal tenders		1,282,213 00
Redemption fund with U. S. Treasurer (5 per cent of circulation)		2,250 00
Due from U. S. Treasurer		174,000 00
Total		$28,037,822 62

LIABILITIES.

Capital stock paid in	$2,000,000 00
Surplus	1,000,000 00
Undivided profits	210,568 79
Circulation outstanding	45,000 00
Dividends unpaid	1,924 00
Individual deposits subject to check	9,355,613 93
Demand certificates of deposit	711,256 95
Certified checks	900,116 98
Cashier's checks outstanding	210,413 45
Deposits of U. S. disbursing officers	174,768 08
Due to other National banks	10,350,834 28
Due to State and private banks and bankers	3,017,325 58
Total	$28,037,822 62

State of New York, County of New York *ss:*

I, E. K. WRIGHT, Cashier of the National Park Bank, N. Y. City, do solemnly swear that the above statement is true, to the best of my knowledge and belief. [Signed] E. K. WRIGHT, Cashier.

Sworn to and subscribed before me this 8th day of May, 1883. GEORGE S. HICKOK.

Correct—Attest: V. MUMFORD MOORE, FRANCIS H. LEGGETT, GEO. H. POTTS, } Directors. Notary Public, N. Y. County.

Southern Bankers.

THE CITY BANK OF HOUSTON,
CAPITAL, $500,000,
Houston, Texas.

We give special attention to collections on all accessible points.

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Special attention paid to collections, with prompt remittances at current rates of exchange on day of payment. Buy and sell State of Alabama and City of Mobile Bonds.

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WILMINGTON, N. C.

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RICHMOND, VIRGINIA.

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THOMAS BRANCH & CO.,
BANKERS AND COMMISSION MERCHANTS.
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Virginia Bonds funded under the Funding Act passed by the last Legislature, for ½ per cent commission. New North Carolina 6 per cent bonds, secured by lien on the State's stock in the North Carolina Railroad, for sale.

WM. C. COURTNEY, Pres. ERNEST H. PRINGLE, Cash
BANK OF CHARLESTON,
NATIONAL BANKING ASSOCIATION,
CHARLESTON, S. C.
SPECIAL ATTENTION GIVEN TO COLLECTIONS.

Publications.

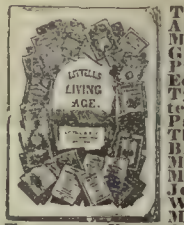
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double-column octavo pages of reading matter yearly. It presents in an inexpensive form, considering its great amount of matter, with freshness, owing to its weekly issue, and with a satisfactory completeness attempted by no other publication, the best Essays, Reviews, Criticisms, Serial and Short Stories, Sketches of Travel and Discovery, Poetry, Scientific, Biographical, Historical and Political Information, from the entire body of Foreign Periodical Literature.

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INSURANCE COMPANY
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ISSUES EVERY DESCRIPTION OF
LIFE & ENDOWMENT POLICIES
Rates Lower than other Companies.
ORGANIZED APRIL 14TH, 1842.
ASSETS, $95,000 000.

Insurance.

OFFICE OF THE

ATLANTIC

Mutual Insurance Co.,

NEW YORK, January 25, 1883.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1882:

Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$4,412,693 58
Premiums on Policies not marked off 1st January, 1882	1,516,844 85
Total Marine Premiums	$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90
Losses paid during the same period	$2,013,767 35
Returns of Premiums and Expenses	$823,304 50

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,974,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
remium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

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J. D. Jones,	Horace Gray,
Charles Dennis,	Edmund W. Corlies,
W. H. H. Moore,	John Elliott,
Lewis Curtis,	Adolph Lemoyne
Charles H. Russell,	Robt. B. Minturn,
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Direct Line to France.

GENERAL TRANSATLANTIC CO.

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From Pier (new) 42 North River, foot of Morton St. Travelers by this line avoid both transit by English Railway and the discomforts of crossing the Channel in a small boat.

CANADA, Frangeul.....Wed., May 16, 1 P.M.
NORMANDIE (new), Servan....Wed., May 23, 3 P.M.
FRANCE, Perier d'Hauterive..Wed., May 30, Noon.

PRICE OF PASSAGE—(including wine): To Havre—First cabin, $100 and $80; second cabin, $60; steerage, $28—including wine, bedding and utensils. Return tickets at very reduced rates. Checks on Banque Transatlantique, Havre and Paris, in amounts to suit.

Special Train from Havre to Paris.

The Compagnie Generale Transatlantique delivers at its office in New York special train tickets from Havre to Paris. Baggage checked through to Paris without examination at Havre, provided passengers have the same delivered at the Company's Dock in New York, Pier 42 North River, foot of Morton St., at least two hours before the departure of a steamer

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No. 6 Bowling Green.

Miscellaneous.

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BAGGING AND IRON TIES,
(FOR BALING COTTON.)

Agents for the following brands of Jute Bagging "Eagle Mills," "Brooklyn City," "Georgia," "Carolina," "Nevins O," "Union Star," "Salem," "Horicon Mills" "Jersey Mills" and "Dover Mills."
IMPORTERS OF IRON TIES.

BAGGING.

WARREN, JONES & GRATZ

ST. LOUIS, Mo.

Manufacturers' Agents for the sale of Jute Bagging. Furnish covering annually for one-fifth of the entire Cotton Crop. Correspondence from large dealers solicited.

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A. B. GWATHMEY. J. O. BLOSS.

Gwathmey & Bloss,

COTTON MERCHANTS,

No. 123 Pearl Street, New York.

Special attention given to the execution of orders for the purchase and sale of contracts for future delivery in New York and Liverpool.

Rountree & Co.,

COTTON COMMISSION MERCHANTS
No. 12 OLD SLIP,
Cor. Water Street, **NEW YORK,**
And NORFOLK, VA.

☞ Special attention given to the execution of orders for the purchase and sale of Cotton for future delivery. Liberal advances made on consignments.

Dennis Perkins & Co.,

COTTON BROKERS,
125 Pearl Street, New York.

Orders for Spot Cotton and Futures promptly executed.

William H. Beede & Co.

COTTON BROKERS,
No 114 PEARL STREET.

Special attention given to orders for the buying and selling of COTTON FOR FUTURE DELIVERY.

WALTER & KHOHN,

COTTON BROKERS,

53 BEAVER STREET, NEW YORK.

Geo. Copeland & Co.,

COTTON BROKERS,

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Cotton.

Henry Hentz & Co.,

COMMISSION MERCHANTS,

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EXECUTE ORDERS FOR FUTURE DELIVERY

COTTON

at the NEW YORK, LIVERPOOL AND NEW ORLEANS COTTON EXCHANGES. Also orders for

COFFEE

at the NEW YORK COFFEE EXCHANGE.

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Messrs. Smith, Edwards & Co., Cotton Brokers, Liverpool.
Messrs. Finlay, Muir & Co., Calcutta and Bombay.
Messrs. Samuel H. Buck & Co., New Orleans.

LEHMAN, ABRAHAM & CO., New Orleans, La. LEHMAN, DURR & CO Montgomery, Ala.

LEHMAN BRO'S,

COTTON FACTORS

AND

COMMISSION MERCHANTS,

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New York.

Orders executed at the Cotton Exchanges in New York and Liverpool and advances made on Cotton and other produce consigned to us, or to our correspondents in Liverpool, Messrs. B. Newgass & Co and Messrs. L Rosenheim & Sons

Robert Tannahill & Co.,

Cotton Commission Merchants,

61 Stone Street, NEW YORK.

Special attention given to the purchase and sale of Future Contracts.

Cumming & Baily,

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AND COMMISSION MERCHANTS,

No. 89 Pearl Street, New York.

Special attention given to the purchase and sale of contracts for future delivery on the Cotton and Produce Exchanges.

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Ewen Brothers,

COTTON BROKERS,

Nos. 31 & 33 Broad Street,

NEW YORK.

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MONTGOMERY, ALA.

PURCHASE ONLY ON ORDERS, FOR A COMMISSION

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COTTON BROKER AND AGENT,

38 RUE DE LA BOURSE, HAVRE.

Parisot & Campbell,

Cotton Factors,

VICKSBURG, MISS.

Orders to purchase Cotton in our market solicited. Refer to Messrs. WOODWARD & STILLMAN New York.

Wm. Felix Alexander,

COTTON BROKER,

AUGUSTA, GEORGIA

Entire attention given to purchase of COTTON TO ORDER for SPINNERS and EXPORTERS

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References:—National Bank of Augusta, Georgia, Henry Hentz & Co., Commission Merchants, New York; William B. Dana & Co., Proprietors COMMERCIAL AND FINANCIAL CHRONICLE, and other New York Houses.

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COTTON, ALL GRADES, SUITABLE TO WANTS OF SPINNERS,
OFFERED ON TERMS TO SUIT.

HENRY H. WARE. GILLIAT SCHROEDER.
Ware & Schroeder,
COTTON COMMISSION MERCHANTS,
POST BUILDING,
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Hopkins, Dwight & Co.,
COTTON
COMMISSION MERCHANTS,
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NEW YORK.
ORDERS FOR FUTURE CONTRACTS EXECUTED IN NEW YORK AND LIVERPOOL.

Sawyer, Wallace & Co.,
COMMISSION MERCHANTS,
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Liberal advances made on cotton consignments. Special attention given to orders for contracts for future delivery of cotton in New York and Liverpool.

J. P. Billups & Co.,
COTTON
COMMISSION MERCHANTS
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BABCOCK BROTHERS & CO.,
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HYMANS & DANCY,
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COTTON COMMISSION MERCHANTS,
97 Pearl St., New York.
Special attention given to the purchase and sale of contracts for future delivery.

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(Successors to R. M. WATERS & CO.),
COTTON COMMISSION MERCHANTS
No. 18 William Street, New York.
SELMA, ALA., PHŒNIX BUILDING.
MONTGOMERY, ALA., MORRIS BANK BUILDING
Orders for Future Contracts Executed in New York and Liverpool.

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No. 146 Pearl Street, near Wall, N. Y.
Established (in Tontine Building) 1840.

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PHILADELPHIA.

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Cotton and Petroleum Merchants,
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COMMISSION MERCHANTS,
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HOME
Insurance Company
OF NEW YORK,
OFFICE, 119 BROADWAY.

CASH CAPITAL	$3,000,000 00
Reserve for Unearned Premiums	2,116,833 00
Reserve for Unpaid Losses and Claims	317,596 01
Net Surplus	1,774,061 06
Cash Assets, January 1, 1883	$7,208,489 07

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

ÆTNA
Insurance Company
OF HARTFORD.

Assets January 1, 1883	$9,054,610 58
Liabilities for unpaid losses and re-insurance fund	1,961,428 46
Capital	4,000,000 00
NET SURPLUS	$3,193,182 12

No. 2 Courtlandt St., New York.
JAS. A. ALEXANDER, Agent.

North British
& Mercantile Ins. Co.
OF
LONDON AND EDINBURGH.
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Union Ins. Co.
(OF LONDON),
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THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE.

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

VOL. 36. NEW YORK, MAY 19, 1883. NO. 934.

Financial.

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142 BROADWAY, NEW YORK.
Business Founded 1795.
Incorporated under Laws of State of New York, 1858.
Reorganized 1879.
ENGRAVERS AND PRINTERS OF
BONDS, POSTAGE & REVENUE STAMPS, LEGAL TENDER AND NATIONAL BANK NOTES, of the UNITED STATES; and for Foreign Governments.
ENGRAVING AND PRINTING,
BANK NOTES, SHARE CERTIFICATES, BONDS FOR GOVERNMENTS AND CORPORATIONS, DRAFTS, CHECKS, BILLS OF EXCHANGE, STAMPS, &c., in the finest and most artistic style
FROM STEEL PLATES,
With special safeguards to prevent COUNTERFEITING.
Special papers manufactured exclusively for use of the Company.
SAFETY COLORS. SAFETY PAPERS.
Work Executed in Fireproof Buildings.
LITHOGRAPHIC AND TYPE PRINTING.
RAILWAY TICKETS OF IMPROVED STYLES.
Show Cards, Labels, Calendars.
BLANK BOOKS OF EVERY DESCRIPTION.
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THEO. H. FREELAND, Secty.

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Centrale Anversoise,
ANTWERP.
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JULES RAUTENSTRAUCH (C. Schmid & Cie.)
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BOSTON.
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SURPLUS, - - - - - - - - 400,000
Accounts of Banks and Bankers solicited.
Collections made upon favorable terms.
Government Bonds bought and sold.

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BANKERS AND BROKERS,
No. 2 EXCHANGE COURT,
New York.
FORDYCE D. BARKER, Member N. Y. Stock Exch.
HENRY C. TINKER. RENSSELAER WESTON.

STOCK BROKER.
Lansdale Boardman,
NEW YORK, 80 BROADWAY, & 5 NEW ST.
Opposite Stock Exchange.
TROY, N. Y., 14 & 15 HALL BUILDING.
Private Wire to Troy.
Securities carried on margin. Interest paid on balances

Financial.

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Alfred H. Smith & Co.,
182 Broadway, Cor. John St.,
IMPORTERS OF
Diamonds, Fine Rubies, Sapphires, and other Precious Stones,
EXCLUSIVELY.
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Members N. Y. and Philadelphia Stock Exchanges.
L. H. Taylor & Co.,
BANKERS,
S. W. Cor. Third and Chestnut Sts.,
PHILADELPHIA.
Deposits received subject to check at sight, and interest allowed on daily balances.
Stocks, Bonds, &c., bought and sold on commission in Philadelphia and other cities
Particular attention given to information regarding Investment Securities.
Private wire to New York, Baltimore and other places.

Taintor & Holt,
BANKERS,
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TRANSACT a GENERAL BANKING business.
DEPOSITS received and INTEREST allowed on balances.
Buy and sell GOVERNMENT, MUNICIPAL and RAILROAD Bonds.
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Members New York and Chicago Stock Exchanges also New York Mining Stock Exchange.
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BANKERS,
20 BROAD STREET, NEW YORK.
Stocks, Bonds and Miscellaneous Securities.
Correspondence Solicited.
Quotations cheerfully furnished.

Edwin Corning,
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STOCK AND BOND BROKER,
Member New York Stock Exchange.

WM. M. EARL, Memb. N. Y. St'ck Ex. G. H. STAYNER, Special.
A. H. DAYTON. A. H. MURR.
Earl & Dayton,
BANKERS AND BROKERS,
55 TO 59 DREXEL BUILDING,
New York.
STOCKS AND BONDS BOUGHT AND SOLD STRICTLY ON COMMISSION

WM. D. HATCH, Member N. Y. Stock Exch. WM. B. KENDALL.
Hatch & Kendall,
No. 31 WALL STREET,
BANKERS AND BROKERS,
Refer to Messrs. FISK & HATCH.

Financial.

John J. Cisco & Son,
BANKERS,
No. 59 Wall Street, New York.
Deposits received subject to check at sight and interest allowed on daily balances.
Government Bonds, Stocks and all Investment Securities bought and sold on commission.

Chas. Unger & Co.,
BANKERS AND BROKERS,
Members of the New York Stock Exchange.
DEALERS IN FOREIGN EXCHANGE, GOVERNMENT AND OTHER INVESTMENT BONDS.
54 Wall St. and 62 Greene St., N. Y.
Buy and sell on commission for investment or on margin, all securities dealt in at the New York Stock Exchange.

Read & Stafford,
BANKERS AND BROKERS,
Mills Building, New York.
All securities dealt in at the New York Stock Exchange bought and sold on commission for cash or upon margin.
J. E. READ. W. F. STAFFORD,
Member New York Stock Exchange.

Simons & Chew,
STOCK BROKERS,
2 Exchange Court & 52 Broadway, N.Y.
Stocks, Bonds and U. S. Government Securities Bought and Sold on Commission.
JAS. D. SIMONS. BEVERLY CHEW.
Member N. Y. Stock Exchange.
Member N. Y. Produce Exchange.

JOSEPH P. LLOYD. W. C. MCKEAN
Member of N.Y. Stock Exch'ge.
Lloyd & McKean,
No. 34 WALL STREET, NEW YORK.
BUY AND SELL—ON COMMISSION
Government, Railway and Miscellaneous Securities.

Gilman, Son & Co.,
BANKERS,
No. 62 CEDAR STREET.
In addition to a General Banking Business, buy and Sell Government Bonds and Investment Securities.

I. F. Mead & Co.,
STOCK BROKERS,
80 BROADWAY, NEW YORK.
Branch Office with Private Wire at 23 West Twenty-Third Street.
Buy and sell on commission for investment or on margin, all securities dealt in at the New York Stock Exchange.
R. R. LEAR. I. F. MEAD. T. H. CURTIS.
Member N. Y. Stock Exch

DESK ROOM TO LET.
J. M. Gillespie
INSURANCE SCRIP, &c.,
No. 4 HANOVER ST., NEW YORK.
Member of N. Y. Produce and Maritime Exchanges

R. T. Wilson & Co.,
BANKERS AND COMMISSION MERCHANTS,
2 Exchange Court, New York.

Foreign Exchange.

Drexel, Morgan & Co.,

WALL STREET,

CORNER OF BROAD, NEW YORK.

Drexel & Co., No.34 South Third Street, **PHILADELPHIA**

Drexel, Harjes & Co 31 Boulevard Haussmann, **PARIS.**

DOMESTIC AND FOREIGN BANKERS.

Deposits received subject to Draft. Securities bought and sold on commission. Interest allowed on Deposits. Foreign Exchange. Commercial Credits. Cable Transfers. Circular Letters for Travelers, available in all parts of the world.

ATTORNEYS AND AGENTS OF

Messrs. J. S. MORGAN & CO.,

No. 22 OLD BROAD STREET, LONDON.

Brown Brothers & Co.,

No. 59 WALL STREET, N. Y.,

BUY AND SELL

BILLS OF EXCHANGE

ON GREAT BRITAIN AND IRELAND, FRANCE GERMANY, BELGIUM, SWITZERLAND, NORWAY, DENMARK, SWEDEN AND HOLLAND.

Issue Commercial & Travelers' Credits

IN STERLING,

AVAILABLE IN ANY PART OF THE WORLD.

And in Francs, in Martinique and Guadaloupe.

MAKE TELEGRAPHIC TRANSFERS OF MONEY

BETWEEN THIS AND OTHER COUNTRIES.

MAKE COLLECTIONS OF DRAFTS drawn abroad on all points in the United States and Canada, and of Drafts drawn in the United States on Foreign Countries.

J. & J. Stuart & Co.,

33 NASSAU STREET.

BILLS OF EXCHANGE ON

SMITH, PAYNE & SMITH'S,

BANKERS, LONDON;

MANCHESTER & COUNTY BANK,

"LIMITED;"

MANCHESTER, PAYABLE IN LONDON;

ULSTER BANKING COMPANY,

BELFAST, IRELAND;

AND ON THE

NATIONAL BANK OF SCOTLAND,

EDINBURGH, AND BRANCHES;

ALSO,

CABLE TRANSFERS AND LETTERS OF CREDIT

NEW YORK: WILLIAM HEATH, CHAS. E. QUINCEY. LONDON: W. RUSSELL WISE. PARIS: T. E. DAVIS.

William Heath & Co.,

(ESTABLISHED 1861.)

BANKERS AND BROKERS,

No. 80 BROADWAY, NEW YORK.

Members of New York Stock Exchange.

FOREIGN EXCHANGE. CABLE TRANSFERS.

William Heath & Co.,

10 Throgmorton Ave., London, Eng.

Draw Bills of Exchange and transact a general financial commission business. Particular attention given to American Securities.

William Heath & Co.,

No. 19 Rue Scribe, Paris.

Orders solicited for London and American markets for investment or on margin. Railway, State and City Loans negotiated.

John Munroe & Co.,

No. 8 Wall Street, New York,

No. 4 Post Office Square, Boston.

CHEQUES AND CABLE TRANSFERS ON

MUNROE & CO., PARIS.

STERLING CHEQUES AND BILLS AT SIXTY DAYS' SIGHT ON

ALEXANDERS & CO., LONDON.

CIRCULAR NOTES AND CREDITS FOR TRAVELERS.

James T. Bates & Co.,

(ESTABLISHED 1868,)

BANKERS AND BROKERS,

Mills Building, New York.

Members of the New York Stock Exchange.

Checks and Cable Transfers on JAMES T. BATES & CO., Geneva, Switzerland.

Foreign Exchange.

August Belmont & Co.,

BANKERS,

Nos. 19 and 21 Nassau Street,

Issue Travelers' Credits, available in all parts of the world, through the

MESSRS. DE ROTHSCHILD,

and their Correspondents.

Also Commercial Credits and Transfers of Money on California, Europe and Havana.

Kountze Brothers,

BANKERS,

120 Broadway (Equitable Building),

NEW YORK.

LETTERS OF CREDIT AND CIRCULAR NOTES

Issued for the use of travelers in all parts of the world.

Bills drawn on the Union Bank of London.

Telegraphic transfers made to London and to various places in the United States.

Deposits received subject to check at sight, and interest allowed on balances.

Government and other bonds and investment securities bought and sold on commission.

Jesup, Paton & Co.,

BANKERS,

52 William Street, New York.

Accounts and Agency of Banks, Corporations, firms and individuals received upon favorable terms. Dividends and interest collected and remitted.

Act as agents for corporations in paying coupons and dividends; also as transfer agents.

Bonds, stocks and securities bought and sold on commission, at the Stock Exchange or elsewhere.

Sterling Exchange and Cable Transfers bought and sold.

DRAW ON

THE UNION BANK OF LONDON:

THE DEUTSCHE BANK, BERLIN, HAMBURG AND BREMEN:

ANDRE GIROD & CO., PARIS.

Kidder, Peabody & Co.,

BOSTON, MASS.,

Cor. Wall and Nassau Sts., New York.

FOREIGN BANKERS.

CABLE TRANSFERS, BILLS OF EXCHANGE AND COMMERCIAL AND TRAVELERS' CREDITS.

CORRESPONDENTS:

BARING BROTHERS & CO., London.

PERIER FRERES & CO., Paris.

MENDELSSOHN & CO., Berlin.

JOHN S. KENNEDY. J. KENNEDY TOD. O. H. NORTHCOTE, ALEXANDER BARING, Member N. Y. Stock Exch.

J. S. Kennedy & Co.,

No. 63 WILLIAM STREET,

BANKERS.

Act as Agents for Banks, Bankers and Railroad Companies.

Issue commercial credits, also foreign and domestic travelers' letters of credit in pounds sterling & dollars.

Offer Investment Securities.

Buy and sell bonds, stocks and securities in all American, Canadian, British and Dutch markets, on Commission.

Collect dividends, coupons and foreign and inland Drafts.

Sell Bills of Exchange on Melville, Evans & Co; C. J. Hambro & Son, LONDON and on H. Oyens & Sons, AMSTERDAM.

Schulz & Ruckgaber,

BANKERS,

29 WILLIAM STREET, NEW YORK

CORRESPONDENTS OF THE

International Bank of London (Limited) London.

Messrs. John Berenberg, Gossler & Co. Hamburg.

Messrs. Marcuard, Krauss & Co., Paris

Commercial and Travelers' Credits. Bills of Exchange Cable Transfers.

J. H. GOADBY & B. E. WALKER,

JOINT AGENTS

Canadian Bank of Commerce,

16 EXCHANGE PLACE,

BUY AND SELL STERLING EXCHANGE, CABLE TRANSFERS, ETC.

ISSUE COMMERCIAL CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

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J. & W. Seligman & Co.,

BANKERS.

No. 23 BROAD STREET,

New York.

Issue Letters of Credit for Travelers,

On SELIGMAN BROTHERS, London,
SELIGMAN FRERES & CIE., Paris,
SELIGMAN & STETTHEIMER, Frankfurt,
ALSBERG GOLDBERG, Amsterdam,
ALTMAN & STETTHEIMER, Berlin.

Payable in any part of Europe, Asia, Africa, Australia and America.

Draw Bills of Exchange and make Telegraphic Transfers of Money on Europe and California.

J. W. Wilson & Co.,

27 & 29 BEAVER ST.,

NEW YORK.

Bills of Exchange and Letters of Credit on Mexico.

Bankers and Brokers.

CALDWELL, WASHBURN & TOWNSEND,

BANKERS AND BROKERS,

No. 3 WALL STREET.

Transact a general Banking Business, including the Purchase and Sale of all Securities dealt in at the New York Stock Exchange.

Interest allowed on deposits subject to sight draft.

C. B. CALDWELL. LANSING C. WASHBURN.
CHAS. J. TOWNSEND, Member N. Y. Stock Exchange.

GEORGE STARK. JOHN F. STARK

George Stark & Co.,

BANKERS,

No. 33 Nassau Street New York,

TRANSACT A GENERAL BANKING BUSINESS AND BUY AND SELL INVESTMENT SECURITIES.

Have constantly on hand and for sale WESTERN CITY AND FARM MORTGAGES, Bearing 7 to 8 per cent interest.

WESTERN MUNICIPAL BONDS.

Circulars with all particulars mailed on application.

Wood, Huestis & Co.,

31 PINE ST., NEW YORK,

BANKERS AND BROKERS,

SUCCESSORS TO

WOOD & DAVIS.

Execute orders in all securities listed at the New York Stock Exchange. For Sale,

FIRST-CLASS RAILROAD FIRST MORTGAGE BONDS.

GEORGE C. WOOD. C. H. HUESTIS. L. M. SWAN

J. C. Walcott & Co.,

BANKERS AND BROKERS

No. 24 Pine Street, New York.

Transact a General Banking Business; Buy and Sell on Commission, for cash or on margin, all Securities dealt in at the New York, Philadelphia, Boston and Chicago Stock Exchanges.

Branch Office, 320 Broadway.

JOS. C. WALCOTT, FRANK F. DICKINSON, } Members of the N. Y. Stock and Mining Stock Exch'ges.

WALSTON H. BROWN. FRED. A. BROWN. HERBERT P. BROWN.

Walston H. Brown & Bros

BANKERS,

No. 20 Nassau Street, New York.

SPECIAL ATTENTION GIVEN TO THE NEGOTIATION OF

RAILROAD SECURITIES.

R. A. Lancaster & Co.,

BANKERS AND BROKERS,

UNITED BANK BUILDING,

BROADWAY AND WALL STREET, NEW YORK,

DEALERS IN

Railroad & Miscellaneous Securities.

Southern Securities a Specialty.

J. D. PRINCE. JAS WHITELY, H. CRUGER OAKLEY. HARRY C. LOGAN, MAYNARD C. EYRE. W. R. TRAVERS, Special Partner.

Prince & Whitely,

No. 64 BROADWAY, NEW YORK.

(Branch Office, 180 Fifth Ave.)

All classes of Railway and Mining Stocks bought and sold on Commission.

Private Telegraph Wires to Philadelphia, Wilmington, Baltimore, Washington, Boston, Bridgeport and New Haven.

Bankers and Brokers.

Hatch & Foote,

BANKERS, No. 12 Wall Street, N. Y.

We make U. S. Bonds and Investment Securities a specialty, execute orders in STOCKS and BONDS for cash or carry the same on margin. We transact a general BANKING business and ALLOW INTEREST on DEPOSITS. Branch Offices, connected by private wire, Norwich, Conn., Gloucester, Mass., and 131 Devonshire Street, Boston, Mass.

C. H. Bachem,

(FORMERLY LIMBERT & CO.),

BANKER AND BROKER,

19 & 21 NASSAU ST., NEW YORK.

Member of New York Stock Exchange.

Stocks and bonds bought and sold on commission for cash or on approved margin. Collections made throughout United States.

STEWART BROWN'S SONS,

No. 38 PINE STREET,

NEW YORK.

Stocks and Bonds bought and sold on Commission.

COLL J. TURNER, Memb. N.Y. Stock Exch. JAS. TURNER. N E. LINSLEY Special.

C. J. Turner & Co.,

BANKERS AND BROKERS,

15 Broad & 35 Wall Sts., New York,

MILLS BUILDING, Room 7, Second Story.

STOCKS, BONDS, GRAIN AND PROVISIONS bought and sold in New York and Chicago markets.

John S. James & Co.,

Commission Stock Brokers,

No. 3 BROAD STREET, NEW YORK.

JOHN S. JAMES, Member N. Y. Stock Exch.
WARREN T. JAMES, } Member N. Y. Mining Stock & Nat'l Petroleum Exch.

Stocks, Bonds, &c., bought and sold for cash or on margin.

E. C. HUMBERT, Member N. Y. Stock Exch. JOHN J. C. HUMBERT.

E. C. Humbert & Son,

BANKERS AND BROKERS,

No. 29 WALL STREET,

DREXEL BUILDING, NEW YORK.

Cahoone & Wescott,

No. 3 New Street & No. 82 Broadway.

GOVERNMENT BONDS,

STOCKS AND INVESTMENT SECURITIES

TIME LOANS NEGOTIATED.

STEPHEN CAHOONE, JR., Member N. Y. Stock Exchange. WM. P. WESCOTT.

Randall & Wierum,

50 EXCHANGE PLACE,

Brokers in Railroad Stocks and Bonds,

GOVERNMENTS & FOREIGN EXCHANGE.

CHAS. K. RANDALL, Member N. Y. Stock Exchange. OTTO C. WEIRUM

W. H. Goadby & Co.,

BANKERS AND BROKERS,

No. 8 WALL STREET,

New York.

Wm. P. Humbert & Co.,

BANKERS AND BROKERS,

No. 7 Nassau Street, New York.

WM. P. HUMBERT, Member N.Y. Stock Exch'ge, Member N.Y. Produce Exch'ge. EDWARD S. BENEDICT.

William Pollock,

MEMBER NEW YORK STOCK EXCHANGE,

BANKER AND BROKER,

25 PINE STREET, NEW YORK.

Buys and sells on commission, or carries on margin, all securities dealt in at the New York Stock Exchange

W. E. PEARL. DYER PEARL, Member N.Y. Stock Exch.

Pearl & Co.,

BANKERS AND BROKERS,

No. 5 NEW STREET, NEW YORK.

Stocks and bonds bought and sold on commission Interest allowed on deposits subject to sight draft. Letters of inquiry cheerfully answered.

Bankers and Brokers.

Henry Bros. & Warfield,

BROKERS IN

STOCKS AND BONDS, UNLISTED SECURITIES AND MINING STOCKS,

No. 53 BROADWAY.

DOUGLAS HENRY, Member N.Y. Stock Ex. CHARLES SETON HENRY, Member N.Y.Min. Stock Ex. DANIEL WARFIELD.

A. H. Brown & Co.,

BANKERS AND BROKERS,

7 Wall St., Cor. New, New York.

INVESTMENT SECURITIES.

Special attention to business of country banks.

JOHN PONDIR. AUGUSTUS NATHAN

Pondir & Co.,

Stocks, Bonds & Investment Securities

20 EXCHANGE PLACE, N. Y.,

Orders executed on the London and European market.

A. M. Kidder & Co.

BANKERS,

No. 18 WALL STREET,

New York,

Transact a General Banking Business, including the purchase and sale of STOCKS and BONDS for cash or on margin.

Buy and Sell Investment Securities.

P. O. BOX 2,647.

A. M. KIDDER. WAYLAND TRASK. H. J. MORSE. W. C. HILL.

COLLINS, BOUDEN & JENKINS,

—BANKERS—

25 PINE ST. — NEW YORK

Purchase and sell on Commission GOVERNMENT and RAILROAD BONDS and STOCKS, and all classes of Securities dealt in at the NEW YORK STOCK EXCHANGE, or all reputable Securities bought and sold in the OPEN MARKET. LOANS and COMMERCIAL PAPER negotiated. Interest paid on DEPOSITS, subject to check.

DENSLOW, EASTON & HERTS.

BANKERS

AND BROKERS. MEMBER OF NEW YORK STOCK EXCHANGE. DEALERS IN

AMERICAN BANK NOTE STOCK.

No. 70 Exchange Place,

Near Broadway, **NEW YORK.**

Boody, McLellan & Co.

BANKERS,

58 Broadway, cor. Exchange Place, N. Y

Branch Office, 128 La Salle St., Chicago.

TRANSACT A GENERAL BANKING BUSINESS, INCLUDING THE PURCHASE AND SALE OF STOCKS AND BONDS FOR CASH OR ON MARGIN. BUY AND SELL INVESTMENT SECURITIES. INTEREST ALLOWED ON DEPOSITS SUBJECT TO CHECK AT SIGHT.

P. O. Box 447.

D A. BOODY, C. W. McLELLAN, JR. REUBEN LELAND.

P. W. Gallaudet & Co.

BANKERS,

UNITED BANK BUILDING,

Wall Street, Corner Broadway.

STOCKS, BONDS & COMMERCIAL PAPER.

Stocks and bonds bought and sold on commission at New York Stock Exchange. Advances made on business paper and other securities.

Bankers and Brokers.

Simon Borg & Co.,

No. 8 WALL STREET, NEW YORK,

DEALERS IN ALL KINDS OF

Railroad and Investment Securities.

SOUTHERN SECURITIES A SPECIALTY.

Howard Lapsley & Co.,

BANKERS AND BROKERS,

No. 5 WALL STREET,

New York.

Banks--New York State.

Seaboard Bank,

Organized under the State Laws of New York.

Welles Building, 18 Broadway, N. Y.

CAPITAL $500,000.

W. A. PULLMAN .....President.
S. G. BAYNE.....Vice-President.
S. G. NELSON..... Cashier

DIRECTORS:

CHARLES WHEELER, JOS. SEEP, W. A. ROSS, L. H. SMITH, D. O'DAY, N. MEHLEN, J. J. VANDERGRIFT, S. G. BAYNE, W. A. PULLMAN.

Solicits deposits from banks, on which liberal interest will be paid on daily balances. Makes collections, transacts a general banking business. Makes call or time loans on Oil Certificates, Produce Receipts, Bills of Lading and other marketable securities.

SHERMAN S. JEWETT, Pres. JOSIAH JEWETT, V-Pres WILLIAM C. CORNWELL, Cashier.

Bank of Buffalo,

CAPITAL, - - - - - - - - - $300,000.

BUFFALO, N. Y.

This bank has superior facilities for making collections on all accessible points in the United States, Canada and Europe. Liberal terms extended to accounts of bankers and merchants.

CORRESPONDENTS.—New York, National Shoe & Leather Bank; London, Union Bank of London.

Foreign Bankers.

Blake Brothers & Co.,

LONDON, ENGLAND,

Solicit accounts and agencies of Banks, Railways, Corporations, firms and individuals, upon favorable terms; also orders for the purchase and sale of Bonds, Shares, &c., &c., on Commission on the Stock Exchange.

Negotiate Railway, State and City Loans, and

Issue Commercial Credits available in all parts of the world.

Nederlandsch Indische Handelsbank,

AMSTERDAM, HOLLAND.

ESTABLISHED IN 1863.

Paid-Up Capital, 12,000,000 Guilders ($4,800,000 Gold.)

HEAD OFFICE IN AMSTERDAM.

Agencies in Batavia, Soerabaya and Samarang.

Correspondents in Padang.

Issue Commercial credits, make advances on shipments of staple merchandise, and transact other business of a financial character in connection with the trade with the Dutch East Indies.

BLAKE BROTHERS & CO.,

AGENTS FOR NORTH AMERICA,

18 WALL STREET, NEW YORK.

28 STATE STREET, BOSTON.

Adolph Boissevain & Co.

BANKERS

AND

COMMISSION MERCHANTS,

AMSTERDAM, HOLLAND

N. Y. Correspondents—Messrs. BLAKE BROS. & CO.

Hong Kong & Shanghai

BANKING CORPORATION.

CAPITAL (paid-up)..... $5,000,000
RESERVE FUND..... 2,350,000

HEAD OFFICE, HONG KONG.

The Corporation grant Drafts, issue Letters of Credit for use of Travelers, and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon Manila, Hong Kong, Foochow, Amoy, Ningpo, Shanghai, Hankow, Yokohama, Hiogo, San Francisco and London.

A. M. TOWNSEND, Agent, 47 William St.

Foreign Bankers.

THE

Anglo-Californian Bank

(LIMITED).

LONDON, Head Office, 3 Angel Court.
SAN FRANCISCO Office, 422 California, St.
NEW YORK Agents, J. & W. Seligman & Co.
BOSTON Correspond'ts, Massachusetts N. Bk.

Authorized Capital, - - - $6,000,000
Paid-up Capital, - - - - 1,500,000
Reserve Fund, - - - - - - 350,000

Transact a general banking business. Issue Commercial credits and Bills of Exchange, available in all parts of the world. Collections and orders for Bonds, Stocks, etc., executed upon the most favorable terms.

FRED'K F. LOW, IGNATZ STEINHART, } Managers.
P. N. LILIENTHAL, Cashier.

Bank of Australasia,

(INCORPORATED 1835.)

No. 4 Threadneedle St., London, England.
PAID-UP CAPITAL, £1,200,000.
UNDIVIDED PROFITS (including Guarantee and Reserve Funds) £453,114.

Letters of Credit and Drafts issued on the 107 branches of the Bank in the Colonies of Queensland New South Wales, Victoria, South Australia, Tasmania, and New Zealand. Bills negotiated or sent for Collection. Telegraphic transfers made. Deposits received in London at interest for fixed periods on terms which may be ascertained at the office.

PRIDEAUX SELBY, Secretary.

Gerhard & Hey,

REVAL.

OFFICES AT

LEIPSIC, BERLIN, MOSCOW, NIJNI-NOVGOROD, during the Fair.

Commissioners & Forwarding Agents, SHIP BROKERS.

Undertake to cash Bills, Advances and Freight-Amounts; execute all orders in the line of Banking, Commission and Forwarding Business on the most moderate terms.

Ship-owners are requested to address vessels bound for Reval unto the care of

GERHARD & HEY,
REVAL, RUSSIA.

Canadian Bankers.

Merchants Bank
OF CANADA.

Capital, - - - $5,700,000 Paid Up.

President, ANDREW ALLAN, Esq.
Vice-President, ROBERT ANDERSON, Esq.
HEAD OFFICE, MONTREAL.
GEORGE HAGUE, General Manager.
J. H. PLUMMER, Assistant General Manager.
BANKERS:
LONDON, ENG.—The Clydesdale Bank (Limited.)
NEW YORK—The Bank of New York, N.B.A.

The New York Agency buys and sells Sterling Exchange, Cable Transfers, issues Credits available in all parts of the world, makes collections in Canada and elsewhere, and issues Drafts payable at any of the offices of the bank in Canada. Every description of foreign banking business undertaken.

New York Agency, No. 61 Wall Street.

HENRY HAGUE, JOHN B. HARRIS, JR., } Agents.

Bank of Montreal.

CAPITAL, - - - $12,000,000, Gold.
SURPLUS, - - - $5,750,000, Gold.

C. F. SMITHERS, President.
W. J. BUCHANAN, General Manager

NEW YORK OFFICE,
Nos. 59 & 61 WALL STREET.

WALTER WATSON, ALEX'R LANG, } Agents.

Buy and sell Sterling Exchange, Francs and Cable Transfers; grant Commercial and Travelers' Credits, available in any part of the world; issue drafts on and make collections in, Chicago and throughout the Dominion of Canada.

London Office, No. 9 Birchin Lane.

Gzowski & Buchan,

BANKERS AND STOCK BROKERS,

TORONTO, CANADA.

Prompt attention given to Collection of Commercial Bills and Canadian Funds on all points in Canada; American and Sterling Exchange, and Stocks, Bonds, etc., bought and sold.

Correspondents—Bank of New York, New York; and Alliance Bank, London.

Canadian Bankers.

Imperial Bank of Canada.

CAPITAL (paid up), - - - $1,300,000
RESERVE, - - - - - - - - $460,000
H. S. HOWLAND, Pres't. D. R. WILKIE, Cashier
HEAD OFFICE, TORONTO.
BRANCHES:
St. Catharines, Port Colborne, St. Thomas, Ingersoll, Welland, Fergus, Woodstock, Winnipeg, Man., Brandon.

Dealers in American Currency & Sterling Exchange.

Agents in London: BOSANQUET, SALT & Co., 73 Lombard Street. | Agents in New York: BANK OF MONTREAL, 59 Wall Street.

Promptest attention paid to collections payable in any part of Canada.

Approved Canadian business paper discounted at the Head Office on reasonable terms, and proceeds remitted by draft on New York.

AGENCY OF THE

BANK
OF
BRITISH NORTH AMERICA,

No. 52 WALL STREET.

Buy and sell Sterling Exchange and Cable Transfers. Issue demand drafts on Scotland and Ireland, also on Canada, British Columbia, Portland, Oregon San Francisco and Chicago.

C RCULAR NOTES issued in Pounds Sterling available in all parts of the world.

Bills collected and other banking business transacted.

D. A. McTAVISH, H. STIKEMAN, } Agents.

New England Bankers.

Brewster, Cobb & Estabrook,

BANKERS,

No. 35 CONGRESS STREET,

BOSTON.

MEMBERS OF THE NEW YORK AND BOSTON STOCK EXCHANGES.

ALSO.

Dealers in Municipal, State, Railroad and United States Bonds.

Bank of Deposit,

84 Devonshire & 20 Water Sts., cor. opp. P.O.
BOSTON.

Interest on deposits subject to check.
Bonds and other investments bought and sold.
Correspondence invited.
Orders executed at Boston and New York Stock Exchanges, of which we are members.

F. A. Hawley & Co.,

BANKERRS.

Perkins, Dupee & Co.,

(Formerly CHAS. A. SWEET & Co.),

BANKERS AND BROKERS,

No. 40 STATE STREET,

BOSTON, MASS.

Dealers in Municipal, State and Railroad Bonds.

Parker & Stackpole,

BANKERS,

No. 60 DEVONSHIRE STREET,

BOSTON.

JOSHUA WILBOUR, BENJAMIN A. JACKSON, CHARLES H. SHELDON, JR. WILLIAM BINNEY, JR.

Wilbour, Jackson & Co.,

BANKERS AND BROKERS,

52 WEYBOSSET STREET,

PROVIDENCE, R. I.

Dealers in Commercial Paper, Government and other first-class Bonds and Securities and Foreign Exchange.

Private Telegraph Wire to New York and Boston.

C. E. Jackson & Co.,

MIDDLETOWN, CONN.,

Buy and sell Government, State, Municipal and Railroad Bonds and Stocks. Investments for Savings Banks a specialty. Correspondence solicited.

Pennsylvania Bankers.

E. W. Clark & Co.,

BANKERS,

No. 35 South Third Street, Philadelphia.

DEALERS IN CAR TRUSTS AND OTHER INVESTMENT SECURITIES.

Stocks and Bonds bought and sold on Commission

JOS. M. SHOEMAKER. ROBERT M. JANNEY

Jos. M. Shoemaker & Co.

BANKERS AND STOCK BROKERS,

No. 134 SOUTH THIRD STREET,

PHILADELPHIA.

Dealers in all issues of United States Bonds. Investment Securities a specialty. Correspondence invited and full information upon financial subjects furnished

A. P. Turner & Co.,

BANKERS AND BROKERS,

No. 207 WALNUT PLACE,

PHILADELPHIA.

Geo. B. Hill & Co.,

BROKERS,

PITTSBURG, PA.,

Buy and sell all classes of Western Pennsylvania Securities. Correspondence solicited.

Southern Bankers.

THE CITY BANK OF HOUSTON,
CAPITAL, $500,000,

Houston, Texas.

We give special attention to collections on all accessible points.

DIRECTORS.—Benjamin A. Botts, Pres't; F. A. Rice, C. C. Baldwin, W. B. Botts, Rob't Brewster, S. K. Mcilhenny, B. F. Weems.

B. F. WEEMS, Cashier. BENJ. A. BOTTS, Pres't.

Thos. P. Miller & Co.,

BANKERS,

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The Board of Directors has this day declared a Semi-annual Dividend of FOUR PER CENT upon the capital Stock of the Company, clear of all taxes, payable on and after May 29, 1883, to shareholders, as registered on the books at 3 o'clock, P. M., April 30th ult. The said dividend will be paid in the proportion of two per cent in cash, and two per cent in scrip, redeemable in cash upon its delivery, or convertible into the Capital Stock of the Company at par, prior to August 1, 1883, when presented in sums of fifty dollars.

Stockholders will also have the option of subscribing at par to the Stock of the Company, in the proportion of four per cent of the number of shares registered in their names April 30, 1883. Those who are entitled to a fraction of a share can subscribe for a full share. All subscriptions must be made and paid for in full on or before June 15, 1883, as no subscriptions will be received after that date. The privilege of taking new stock may be sold by shareholders, and blank forms of allotments will be furnished upon application. On May 29 dividends will be paid to women only.

JOHN D. TAYLOR,
Treasurer.

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Since the closing of the Committee's books, numerous applications have been received to participate in the benefits of the measures adopted for the collection of the overdue payments on our stock. Under these circumstances certificates will be issued by the Secretary, as directed by the Committee.

The printed views of counsel for the Atlantic & Pacific Railroad Company, and likewise of counsel for this Committee, will furnish the material for an opinion by all interested parties.

Further notice will be given of the organization of a permanent Committee. Applications for certificates can be made to P. W. HOLMES, 67 Wall Street, New York.

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Committee of Stockholders.

OFFICE OF THE HOMESTAKE MINING CO., MILLS BUILDING, 15 BROAD ST., NEW YORK, May 12, 1883.

DIVIDEND NO. 57.

The regular Monthly Dividend of Forty Cents per share has been declared for April, payable at the office of the transfer agents, Lounsbery & Haggin, Mills Building, 15 Broad Street, on the 25th inst.

Transfer books close on the 19th inst.

LOUNSBERY & HAGGIN, Transfer Agents.

OFFICE OF THE JOCUISTITA MINING CO., MILLS BUILDING, No. 15 Broad St., New York, May 9, 1883.

DIVIDEND No. 8.

The Jocuistita Mining Company has this day declared a quarterly dividend of Fifty Thousand Dollars, being FIFTY CENTS (50c.) PER SHARE, payable at the office of Lounsbery & Haggin, Mills Building, No. 15 Broad Street, on the 31st inst.

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Upon surrender of the unmatured coupons, both principal and interest can be registered.

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120 bonds of $1,000 each, numbered consecutively from 1 to 120, and conditions in every other respect the same as the foregoing bonds, except that the city reserves the right to pay 6 of said bonds each year, commencing with lowest-numbered bonds. $120,000.

50 bonds of $1,000 each, numbered consecutively from 1 to 50, and conditions in every other respect the same as the foregoing bonds, except that the city reserves the right to pay 3 of said bonds each year commencing with the lowest-numbered bonds. $50,000.

Bids will be received for the above described bonds in any sum of $1,000 and upwards, but no bid will be received below par, money to be placed in Stockton free of costs to the city.

The city reserves the right to reject any and all bids. Bids can be made for any specific-numbered bond, and in this manner purchasers can select their investment to run for such time as they may desire.

Bids will be received up to June 25, 1883, and bonds awarded July 1, 1883. Parties whose bids are accepted will be notified at once and immediately thereupon they must deposit in the Stockton National Bank the value of the bonds bid for, whereupon their bonds will be forwarded to them by express or delivered to them or their agents properly authorized to receive them.

The total indebtedness of the city of Stockton is $386,000, and the present issue of bonds is to refund $365,000 of this old indebtedness at a lower rate of interest. Stockton has a population of 12,000, and assessed valuation of property of $6,000,000.

The city is at the head of navigation and the vast resources of the great San Joaquin Valley are tributary to it and insure in the future its present rapid growth and prosperity. Bids must be marked "Bid for City Bonds," and addressed to

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A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

VOL. 36. SATURDAY, MAY 19, 1883. NO. 934.

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The Chronicle.

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MR. GOSCHEN AND THE GOLD DRAIN.

Mr. Goschen has started a very interesting discussion with regard to the effect on prices of the demonetization of silver. His first public reference to the matter was made in the House of Commons on the 20th of February. On the 18th of April, at the London Bankers' Institute, he returned to the subject, discussing it at length, among other things showing by a series of tables that prices of commodities have been declining ever since the single standard movement was inaugurated in Germany, and predicting that prices will continue to retrograde through the action of the same cause. In other words, he claims that the purchasing power of gold has increased, is increasing, and will continue to increase under the influence of the effort to discard silver.

This is a timely suggestion, the discussion of which is in many ways useful. But it is to be remarked that the result now being demonstrated was predicted by the more prominent advocates of the double standard when the movement in Germany first began. Among the earliest writers on the subject was Ernest Seyd, and in his pamphlet on the "Fall in the Price of Silver," after showing some of the evil consequences which would follow, he adds: "But, serious as all this is, far greater "damage will be done to all nations *by the inevitable fall* "*in prices* all over the world." Ernest Seyd was writing on the supposition that the wants for currency purposes by nations not theretofore using gold as a standard, would amount in the aggregate to 150 million pounds sterling. Now, Mr. Goschen estimates that the total thus abstracted has already been 200 million pounds, and that this has started a drain which must be continued, since the countries at present using gold, (even if there be no further tendency that way among other nations,) will require additional supply to make good the amount lost and manufactured, and to meet the requirements of increasing population and wealth.

We notice some of the London mono-metallic journals take exception to this view of Mr. Goschen so far as it refers to future demands on the gold supply and future depreciation in prices of commodities, just as they took exception to the previous admonition of the bi-metallists already referred to. These journals seem to think that the nations that have lately required gold for currency purposes will need no more;—that Germany, Italy and this country are supplied. So far at least as the United States is concerned, that is not a safe conclusion. To be sure there are believed to be about 580 million dollars gold in this country, but of that amount the visible supply does not probably exceed 260½ millions.* Our people hoarded during the twelve months ending with November 1, 1882 (notwithstanding the crop failure of 1881), 39 millions, and as our territory is so extensive and our population so scattered, their needs are large and their demands will increase rapidly as wealth increases. The following statement shows how the people have been absorbing gold since specie payments were resumed.

GOLD.	*Jan. 1, 1879.*	*Nov. 1, 1879.*	*Nov. 1, 1880.*	*Nov. 1, 1881.*	*Nov. 1, 1882.*
	$	$	$	$	$
Total supply in United States (Mint est.)	278,310,126	355,661,532	453,882,692	562,568,971	567,105,456
In U. S. Treasury, less certificates	112,703,342	156,907,986	133,679,349	167,781,909	148,435,473
In banks, Nat. & State, including certificates.	45,977,013	49,338,530	119,053,162	127,123,660	112,019,824
Total visible supply in United States	158,680,355	206,263,516	253,632,511	294,905,569	260,455,297
Leaving in the hands of the people	119,629,771	149,415,016	200,250,181	267,663,402	306,650,159

These figures indicate an absorption by the people as follows:

Amount so held January 1, 1879	$119,629,771
Taken during 10 months ending November 1, 1879.	29,785,245
Taken during 12 months ending November 1, 1880..	50,835,165
Taken during 12 months ending November 1, 1881..	67,413,221
Taken during 12 months ending November 1, 1882..	38,986,757
Total held by the people November 1, 1882	$306,650,159

* This is the amount so held November 1, 1882 We cannot give the item accurately since then, as the bank returns have made no distinction between gold and gold certificates. Under the call by Comptroller Knox for May 1st this defect is to be cured, and when those returns are compiled we shall have the data for making a new estimate.

The foregoing does not include the amount manufactured, which the Director of the Mint gives at 12 million dollars for the fiscal year 1881–82 and at 7 millions for the fiscal year 1880–81. Hence, for hoarding and manufacture, the wants of the United States in good crop years cannot be estimated at less than 50 million dollars.

But that is not all this country needs, for our *visible* supply of 260½ millions is a totally inadequate reserve. Of course in periods of prosperity, when our foreign trade is favorable, and our credit system unstrained, few demands are made upon it. But capitalists see that any adverse condition which may try its sufficiency will demonstrate its weakness. This anxiety too is being daily aggravated through the rapid multiplication of silver dollars. Yet even aside from the disturbance silver coinage threatens, one has only to remember how our visible supply is made up, and what it is expected to do, to see the necessity for its increase; for with the exception of the amount in the New York Sub-Treasury and in the banks of our leading cities, it is scattered in small amounts in the banks and depositories of the whole country and not available on an emergency. It is no wonder therefore that conservative classes should have grown nervous, that business should have suffered a long depression, and that all enterprise should now be hanging upon the outcome of the next crops, and upon the import of gold which the marketing of those crops will make possible. Europe may think the United States has all the gold it needs, but in the forced contraction of our trade, it has the best of evidence (if it chooses to take it) of the imperative want that is compelling our commerce to assume such conditions as will permit an inflow of gold the coming fall.

Is it not however possible that we may lose sight of the real nature of the disease, not only in America but in Europe also, if we accept prices as reflecting too closely the gold drain? Obviously the movements are connected in more ways than one. When the Bank of England puts its rate of interest up to 4 per cent in May (a most unusual occurrence) it depresses values all over the United Kingdom. That must be its object. It fears a flow of gold to Holland, and so it places a check upon commerce, by suppressing every speculative tendency. If 4 per cent does not suffice to turn the exchanges, it gives a tighter squeeze until its trade conforms to the required conditions, and the out flow of gold is stopped, mainly through a forced sale of foreign securities held by speculative classes, partly by an inflow of capital to secure the high interest rate, and partly also by lower prices and consequent increased shipments of merchandise. This is much the way a similar fear is working here, only we are a debtor nation, and have therefore no mode of correcting exchanges except through a lessening of our purchases and an increase of our shipments of merchandise.

These suggestions, as seems to us, furnish an obvious connection between commerce and the drain of gold, the fear of the latter acting as a constantly depressing force. The more subtle influence upon prices which Mr. Goschen refers to, is of a different nature, and very difficult to measure or trace. That values of commodities rule at a lower average now than in 1873 is beyond dispute. But a comparison of such values does not furnish a true standard by which one can determine the increased purchasing power of gold, for there are other influences which will in part at least explain the decline. In the ten years what wonderful improvements have been made in machinery, increasing its productiveness and economizing labor. During the period mentioned every process in manufacture has been cheapened. Then, again, take as illustration in another department, the leading article of wheat; it of course rules lower now in Europe, but for special reasons. Prominently among them is the fact that transportation is so much cheaper, and that again has added greatly to the supply.

But it is unnecessary to enlarge upon this feature of the discussion. We only intended to show that the United States has not satisfied its needs, and that the commerce of the world is likely to labor under this stress for gold until Europe can see the wisdom of again using silver.

THE FINANCIAL SITUATION.

Whatever change has taken place in the general commercial outlook during the past week has been in the direction of improvement. Crop news is more encouraging, generally favorable weather stimulating the growth of the fall-sown grain and enabling farmers to complete spring planting. The accounts now being received seem to confirm the opinion previously expressed that the damage by winter killing of wheat will be, to a great extent at least, made good (especially in the extreme Northwest), by increased acreage sown to spring wheat. Other small grains also continue promising. Corn is receiving increased attention, and should certainly prove to be of better quality this year than last. It is believed that the low-grade corn of last season's crop will be left on the farms, and used to supply the demand for stock, in which case there would be a larger quantity of this season's yield that could be spared for the markets. Added to these encouraging facts there is the prospect also that Europe is likely to absorb all our surplus products at fair prices.

On the other hand, there are several features in the financial situation that are at least inducing caution, if they do not positively check any improving tendency that might otherwise make itself manifest. The silver question, whose great importance we have long tried to impress upon the public, is rapidly assuming a phase that demands careful consideration, and threatens to grow more and more difficult of solution. All over the world there is a tendency to debase silver, and make gold the only metal of commerce. This has produced a drain upon the older mono-metallic gold countries, whose ultimate effect has long been clear but is only now making itself felt. The supply of gold is limited but the demand has very greatly increased. Great Britain, the world's financial centre, must respond to the increased demand, and as a consequence her supply of the metal is gradually diminishing, while there is no cessation to the call upon her. And now we find the unusual spectacle of a 4 per cent money market in England in May, and the Bank still losing large amounts of bullion each week.

Thus it is not surprising that the condition of the reserve account of the Bank is being watched with unusual interest. The immediate effect of the action of the Bank's governors in notifying bill-brokers that they must no longer look to it for accommodation, is doubtless seen in the return to us of comparatively large amounts of American securities; and the steadily decreasing reserve of the Bank seems to make it probable that there will not in the near future be such a speculative movement in London as will attract very large amounts of our railroad stocks or bonds. The stock of bullion in the Bank at the last report was £19,858,058, and the proportion of reserve to liabilities 32⅜ per cent. The lowest amount of bullion last year was £18,772,387 on February 2, and the percentage of

liabilities was 31⅛ at that time. The Bank had then been liberally responding to demands from Paris caused by the financial crisis at that centre, and in order to check the drain the minimum rate of discount was advanced to 6 per cent, but it fell to 3 per cent when the object had been accomplished. Now 4 per cent is the minimum rate, and the stock of bullion and percentage of liabilities are nearly as low as they were in February, 1882. There is no crisis in Europe to cause this exceptional drain, but there has been for some time a steady absorption of gold by Holland, the demand having commenced shortly before the issue of the loan for about $24,000,000 early in April. It has been reported that this loan was issued for the purpose of enabling the Government of the Netherlands to increase its gold circulation, which at latest dates was only $29,304,722, with paper money outstanding amounting to $83,836,901.

The more recent withdrawals of gold from the Bank of England are, as shown by mail advices, to meet the demand from the Scotch banks usual at this season, and therefore a return of some of this money may soon be expected, but it is clear that the situation there is by no means reassuring. Its importance to us is shown in the return of a large mass of our securities, and it is a question whether if our foreign trade should in the near future be such as to make England largely indebted to us the Bank would not be compelled to resist an outflow of gold by a further rise in the discount rate, and thus, perhaps, force additional amounts of securities this way.

An interesting point to notice in connection with the Bank of England's reserve is that its neighbor the Bank of France is steadily increasing its supply of gold. For the past week it reports an increase of 2,100,000 francs gold and of 1,150,000 francs silver. But it is only by comparing with a year ago that we see what decided progress the Bank of France has made in this particular, and how the Bank of England has been losing gold while the former was gaining. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year. It will be observed that the Bank of France has gained over four million pounds sterling during the year and that the Bank of England has lost almost three million pounds.

	May 17, 1883.		*May* 18, 1882.	
	Gold.	*Silver.*	*Gold.*	*Silver.*
	£	£	£	£
Bank of England	19,858 038	.....	22,724,440	....
Bank of France	40,359,280	41.978.428	36,324,818	16,238,862
Bank of Germany	7.826,162	23,478,488	7.128,500	21,385,500
Total this week	68,043.500	65,456,916	66,177,788	67,624.362
Total previous week	68,576,500	65,198,916	65,879,166	67,262 335

Under the condition of affairs described above, it is not surprising that our foreign exchange market, though quiet, should be firm, and that rates should rule still higher than a week ago. There is a good demand for sight bills and cable transfers, while the supply of commercial bills is quite limited. One reason for the latter fact is the smaller export movement that has been in progress for some weeks past. The movement compares favorably with a year ago, it is true, but is nevertheless of small proportions. The Bureau of Statistics has this week furnished the breadstuffs and provisions figures for April, from which we see that there is a large falling off from the totals reached in March. The provisions exports aggregate only $7,484,716, against $9,941,429 in March, but against only $6,360,911 in April, 1882; while the breadstuffs exports amount to no more than $12,465,318, against $17,802,275 in March, though in April last year the total was only $9,908,189. But the latter figure was exceptionally small, as the following table giving the breadstuffs exports for three years past will show.

EXPORTS OF BREADSTUFFS FOR APRIL AND FOR TEN MONTHS.

	1882-83.		1881-82.		1880-81.	
	April.	*10 Months.*	*April.*	*10 Months.*	*April.*	*10 Months.*
Quantities.						
Wheat . .bu.	8,965,159	98,424,218	4,783,514	83,125,555	10,682,811	129,336,831
Flour....bbls.	608,827	7,881,335	511,472	4,864,272	664,908	6,041,511
Tot. in bush.	7,109,880	133,890,225	7,085,136	105,014,778	13,580,167	159,223,020
Values.	$	$	$	$	$	$
Wh't & flour	8,761,053	158,624,476	8,745,926	129,788,204	15,985,924	180,515,503
Corn & meal.	3,498,696	20,391,028	1,005,532	27,728,558	4,361,715	42,190,427
Rye	188,798	942,844	140,281	756,779	60,943	1,773,300
Oats..... . .	8,309	185,244	10,844	228,738	8,643	141,306
Barley	8,462	243,925	5,794	187,458	4,388	530,259
Total value..	12,465,318	179,388,343	9,908,189	157,619,727	20,421,008	225,150,795

Here we see that while the breadstuffs movement in April this year was 2½ millions above that of 1882, it was fully 8 millions below that for the corresponding month in 1881. This fact, taken in connection with the smaller provision exports and also a contraction in the shipments of cotton, seems to point to the conclusion that notwithstanding a reduction in imports, the merchandise balance in our favor in April must have been much smaller than in March, when it was about 17 millions. Hence, aside from the movement of securities this way, there has been a basis for higher rates of exchange in the less favorable condition of our foreign trade.

In the stock market this week there has been increased activity and a lower range of quotations, mainly in consequence of the absence of support from the recognized leaders upon whom speculators for an advance have been accustomed to rely, and there were indications early in the week that there had been some quiet unloading of stocks by one of the operators who, during the movement early in April, was prominent as a manipulator of the so-called Vanderbilt specialties. The decline in these stocks was partially arrested by Tuesday afternoon, when the market was again unsettled by a sharp fall in the Wabashes under circumstances which gave color to the rumor that the gentleman who has been so long identified with these properties was not disposed to take any further part in sustaining them.

The speculators for a decline apparently resolved to make the most of Mr. Gould's apathy, and they attacked each of the Southwesterns in turn and generally with success. Such occasional reactions as now and then took place were mainly caused by the covering of short contracts by those of the speculators who had a profit and were not disposed to tempt fortune too far. The supply of stocks from Europe also helped the market downward, as did various rumors current early in the week of disagreement among the representatives of the trunk-line roads. The announcement that not only had harmony prevailed in the councils of the managers but that all differences had been settled, and that the fast freight lines and the Grand Trunk of Canada had united to preserve the peace in future, subsequently strengthened the trunk line stocks, and enabled them to resist the later attacks. The non-professionals are not to any great extent in the market, and they will probably not be tempted to take any risk until they have more confidence in the future than they appear to have now. The market is left to the professional traders who are at the moment very pronounced in favor of lower prices and ready to take advantage of every circumstance which will aid them in depressing stocks.

The following shows relative prices of leading bonds and stocks in London and New York at the opening each day this week, showing the margin for profit on cable transactions.

	May 14.	May 15.		May 16.		May 17.		May 18.	
	Holiday in London.	Lond'n prices.*	N.Y. prices	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S.4s,c.		118·95	119	118·82	119	119·19	119⅛	119·07	119¼
U.S.4½s.		102·61	103	102·73	103⅛	102·73	103¼	102·72	102⅝
Erie.....		35·82	35⅝	35·82	35⅝	35·58	35⅜	34·16	34¼
2d con.		95·55‡	98⅜	96·52‡	98¼	95·55‡	98	95·64‡	96⅞
Ill. Cent.		143·81	143½	143·81	143¾	143·32	144	142·49	142⅛
N. Y. C..		121·26	121	121·62	121⅝	121·14	121⅛	120·20	120⅜
Reading		27·17†	53⅞	27·30†	54	27·05†	54	26·82†	53¼
Ont.W'n		27·17	27	27·30	27	26·93	26⅝	25·13	25¼
St. Paul.		103·83	103½	103·35	103¼	103·35	103⅛	102·72	102⅛
Exch'ge, cables.		4·87½		4·87⅛		4·87⅛		4·88	

*Expressed in their New York equivalent.
†Reading on basis of $50, par value. ‡ Ex interest.

Money on call continues in good supply, there being a liberal movement from the interior, and the demand being quite moderate. Time money is more sought for, and bankers and commission houses are now disposed to make provision against an active market later in the season. One reason for the light inquiry on call is the fact that the largest blocks of stocks are being carried by speculators who some time ago made their arrangements for funds, and the market has not since been in a condition to enable them to dispose of their holdings and liquidate their loans. The outside public are trading only to a limited extent, as said above, and therefore the commission houses are not large daily borrowers. The New York Clearing-House banks, according to reports collected by us, have received from and shipped to the interior gold and legal tenders as follows the past week.

Week Ending May 18, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency	$4,358,000	$606,000	Gain.$3,752,000
Gold	15,000	.....	Gain. 15,000
Total gold and legal tenders	$4,373,000	$606,000	Gain.$3,767,000

The above shows the actual changes in the bank holdings of gold and legal tenders caused by this movement to and from the interior. In addition to that movement our City banks have lost $623,562 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total gain to the New York Clearing-House banks of gold and legal tenders for the week covered by the bank statement to be issued to-day.

Week Ending May 18, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	$4,373,000	$606,000	Gain.$3,767,000
Sub-Treasury operations, net	.....	623,562	Loss. 623,562
Total gold and legal tenders.....	$4,373,000	$1,229,562	Gain.$3,143,438

The Assay Office paid $95,581 through the Sub-Treasury during the week for domestic bullion, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
May 11...	$322,720 56	$7,000	$19,000	$189,000	$109,000
" 12...	222,333 69	9,000	15,000	149,000	49,000
" 14...	405,159 02	18,000	21,000	232,000	134,000
" 15...	420,183 09	16,000	26,000	274,000	103,000
" 16...	169,894 84	10,000	14,000	112,000	35,000
" 17...	264,723 11	10,000	31,000	167,000	56,000
Total.	$1,805,014 31	$70,000	$126,000	1,123,000	$486,000

IMPROVEMENT IN NET EARNINGS.

In our article last week on railroad earnings, in reviewing the statements of net earnings for March, we called attention to the exceptionally favorable character of the exhibits made for that month, and remarked that in many cases net earnings thus far this year presented a far better showing than did gross earnings. We cited one or two instances in support of this remark, such as the Union Pacific and the Atchison—cases where net earnings increased in the face of a decline in the gross. Since then we have obtained several additional returns, and as the subject is an important one, we have thought that it would be well to bring all the roads reporting together in one table and then foot it, so as to show how the grand result compared. Accordingly we give below the gross and net earnings, this and last year, for twenty-five roads in different sections of the country. The figures are for the first three months of the year, except where specifically stated as being for the four months to the end of April in the case of roads that are unusually prompt in making returns.

GROSS AND NET EARNINGS FIRST QUARTER OF THE YEAR.

Roads.	Gross Earnings.		Net Earnings.	
	1883.	1882.	1883.	1882.
	$	$	$	$
Atch. Top.& S.Fe (4 mos.)	4,343,444	4,500,109	1,980,743	1,436,364
Kan.C.Law.&S.(4 mos.)	445,801	294,543	219,050	134,610
Burl. Ced. Rap.& North'n	637,316	702,561	141,346	266,621
Central of Ga....(4 mos.)	1,116,300	1,019,617	291,254	114,256
Chesapeake & Ohio	843,211	603,243	221,917	102,087
Chic. Burl. & Quincy	5,633,285	4,682,351	2,897,585	2,018,930
Des Moines & Ft. Dodge.	70,511	100,272	15,312	44,442
Georgia.....	425,738	350,153	190,259	103.534
Louisville & Nashville...	3,274,879	2,993,676	1,177,637	1,224,188
Nashv. C.& St.L..(4 mos.)	760,249	690,456	321,026	297,528
N.Y. Lake Erie & West'n.	4,505,454	4,191,388	1,045,393	947,172
Norfolk & Western.....	609,165	493,000	256,867	187,236
Northern Central	1,492,982	1,235,708	492,440	331,880
Oreg. Ry. & Nav.(4 mos.)	1,454,600	1,482,491	641,100	639,050
Pennsylvania (all lines east of Pittsb. & Erie)	11,830,952	10,592,364	4,263,179	3,569,689
Philadelphia & Reading.	4,731,878	4,403,585	1,992,191	1,600,535
Phila. & Read'g Coal & I.	3,035,021	2,804,606	5,279	140,484
Richm'd & Danv.(4 mos.)	1,208,828	1,181,256	583,251	347,218
Char.Col.&Aug.(4 mos.)	301,724	252,552	158,983	71,546
Col. & Greenv..(4 mos.)	297,805	263,180	136,776	70,572
Virginia Midl'd.(4 mos.)	460,178	393,511	170,506	108,471
West.N.Car'lina(4 mos.)	95,580	61,732	32,241	def. 3,669
Union Pacific.....	6,219,147	6,414,233	2,913,245	2,325,343
Utah Central.....	302,730	360,497	156,990	209,361
West Jersey	200,724	176,486	71,247	74,464
Total.....	54,297,502	50,243,552	20,375,907	16,361,912

It will be observed that the gain in net earnings is almost as great as in gross. In other words, an increased business was done at but little additional outlay in expense. The twenty-five roads increased their gross earnings $4,053,950, or only about 8 per cent, but increased their net earnings $4,013,895, or pretty nearly 25 per cent. What is most noteworthy, however, is that the improvement is so general all over the country. Out of the twenty-five roads given there are only six that do not record larger net earnings than in the previous year, and the falling off shown by these six is almost in all cases traceable to some special circumstance, such as bad weather or some other unfavorable meteorological influence. Thus the Burlington Cedar Rapids & Northern suffered from heavy snows and ice early in the year, the Louisville & Nashville sustained some loss through the floods in the Ohio Valley, and the Oregon Navigation Company had its business interrupted by freshets in the Columbia River in Oregon. The roads that make the largest gains are, as we said in our previous article, the Chicago Burlington & Quincy, the Atchison Topeka & Santa Fe, the Union Pacific, the Pennsylvania, and after these the Southern lines, particularly the Cheapeake & Ohio, the Norfolk & Western and the Richmond & Danville roads. It is noticeable that the Philadelphia & Reading also makes a very handsome gain, though this is in part offset by a loss on the Coal & Iron Company. Among the trunk lines, the Erie records larger net than a year ago, and the Northern Central a most conspicuous gain.

There is a disposition in some quarters to regard this improvement in net earnings as the result of a desire upon the part of the companies to make a good showing, in view of the difficulty that many roads experience in retaining the confidence of the public under the general distrust that

has been inspired in railroad management by the operations of the last few years. Those who hold to this theory maintain that the reduction in expenses which the increased net earnings show, has been brought about by allowing road and rolling stock to run down and the general property to deteriorate. We do not share this opinion, but rather think that there is a natural reduction, consequent upon the lower prices which prevail for most materials entering into railroad accounts, and further that the difficulty of obtaining additional supplies of money from the public is teaching many companies a much-needed lesson of economy. It is well known that the decline in values so much talked about with reference to stock prices has not been confined to the Stock Exchange, but has been general over the whole range of our markets, commercial and financial, and that articles of supplies and materials for railroads have particularly declined, until to-day there is scarcely an industry that does not complain of the small margin of profit that is left to it at present values. This seems so patent in its effect upon railroad expenses that merely to cite it should prove sufficient to secure its acceptance as a prime factor in diminishing the cost of railroad operations.

Then retrenchment—we mean retrenchment of a legitimate sort, by abolishing waste and wiping out needless expenditures—is hardly a less potent influence at the present time. Many roads have within the last few years trebled and quadrupled their mileage, and money being so readily forthcoming have never till now seen the necessity of systematizing things, and working at the lowest possible cost consistent with safety and proper repairs. Now, however, economy is imperative, and many of the larger lines, whose mileage has so largely increased, are for the first time studying how the vast systems can be operated at a minimum of cost and a maximum of profit. A leak here must be stopped, a waste there must be obviated, and all useless offices and officials must be done away with.

Thus it is in general, no doubt, that these favorable reports of expenses and net earnings are being made. Certainly, such an explanation is a more likely one than that railroad officials would deliberately let their properties run down through a lack of repair. Furthermore, the figures themselves demonstrate what is the correct explanation. Notwithstanding the improvement that has taken place in them, net earnings this year are less than 40 per cent of gross earnings; that is, expenses amount to almost 63 per cent, which is certainly large enough to keep up the condition of the roads and rolling stock. Last year the ratio of expenses to earnings was almost 68 per cent. That was obviously very high. This year's ratio seems more nearly in accord with economical management, and even this figure would appear to offer room for further reduction.

NEW CANAL PROJECTS IN EGYPT.

It is now thirteen years since the Suez Canal was formally opened, and since the traffic between the East and the West assumed a new channel, or rather resumed an old one. During these years, Egypt and the near East generally have had a singular and rather checkered experience. Turkey, the great Suzerain Power, has been terribly humbled by her northern foe; and Egypt has passed through the agonies of a domestic war. Amid all the disturbance and all the change nothing has happened to injure public opinion as to the value and importance of the Isthmus Canal. It remains to-day what its projectors claimed for it. It has done much to change the entire character of the Mediterranean seaboard; for although nearly ninety per cent of the traffic is carried in English bottoms, it has vastly developed the trade of Turkey, of Greece, of Austria, of Italy and of France.

But now it appears that the canal is too small for the trade which seeks to make it a water-way. At some points it is too narrow, and vessels with valuable freight are at times detained at a great sacrifice. Before the late war in Egypt, the widening of the canal was freely talked of, and there can be no doubt that the enterprise, if it had been pushed, would have commanded without any difficulty the needed capital. The war showed the value of the canal also for military purposes. Its occupation by the British was the one grand strategic movement of the brief struggle; and it was this movement which made Tel-el-Kebir a possibility. Fortunately or unfortunately this occupation, and the using of the same for the purpose of carrying out their war plans, provoked the displeasure of M. de Lesseps, and created difficulties and misunderstandings which time has not yet been successful in removing.

As a result of these misunderstandings, rumor has it that two new canals, both on Egyptian territory, are to be added to that which already exists. A well-informed Paris paper, the *Gaulois*, hazards the information that at a meeting of the Suez Canal Company, to be held on the fourth of June, a proposal will be made to construct a canal parallel with the existing one, at a cost of one hundred and twenty-five million francs; and this statement is now corroborated by a letter published in the *Figaro* from Lesseps this week. From other sources equally reliable, we have it that British capitalists are seriously occupied with a project which looks to the connecting of Alexandria and Suez by means of a new canal. There is no good reason why both plans should not be carried out, or why they should not succeed. The new French project would add mightily to the existing water-way; and as it would be parallel with the old, the construction would not be associated with any unknown difficulties or with any novelty of experiment. Furthermore, when completed, as it would presumably be opened on the same conditions as the old, it would be a gain to all the maritime nations, as the carrying capacity of the Isthmus water-way would simply be doubled.

It is very obvious that the object of the British ship-owners is to have, if they can at all, a water-way of their own; and an interest which represents an Isthmus traffic of three million tons, if earnest in the matter, would guarantee a fair prospect of success. We cannot, however, suppose that it will be undertaken and carried out in any spirit of hostility to the existing canal arising out of M. de Lesseps' action during the war. Still it is perfectly plain that the canal now existing would never have paid but for British trade; but, at the same time, these three million tons of traffic cannot be transferred to another route except there be commercial reasons for it—that is, unless it is a better or cheaper transit. The presumption is that an understanding will be arrived at, and that while the new English project may be carried out, the existing canal will continue to be generally useful.

Such a canal as that which it is proposed to construct from Alexandria to Suez would seem to be rendered almost a necessity by the circumstances in which the British find themselves placed in Egypt. It is now more apparent than ever that Egypt, spite of existing arrangements, is destined to become an integral portion of the British empire. The British cannot leave the country in chaos; and it would be chaos worse confounded if the British troops were now withdrawn from Egyptian territory. It will take many years to put the finances of the

country in order; and much work must be done and much time spent before a suitable and satisfactory government can be established. It is now known that all hopes of an early withdrawal of the troops have been abandoned.

The interests of England therefore will continue to grow and to develop themselves more and more. It becomes England's interest to do its best to make Egypt a worthy possession—and nothing would be better fitted to develop the interior wealth of the country than such a canal as that which is proposed. As we understand it, the new canal, starting from Alexandria, would proceed in a south-easterly direction to the Nile, would then make use of that river to a point near Cairo, and thence, making use of the fresh water canal strike eastwardly toward the Gulf of Suez. It would be a longer route, but it is claimed that it would be more easily constructed and less expensive than the other, in consequence of the lakes and water-courses which it would be able to utilize. It would thus for a part of its way run through the best portion of Lower Egypt—tapping the wealth of the country at every point. It has always been a source of regret that the existing canal did not benefit Alexandria, which is, and must remain, the commercial capital of the country. Alexandria would be the terminus of the new water-way, and would reap all the benefits of such a position. Whatever the motives, therefore, which may have led to the suggestion, its construction seems to be an important step in the onward progress of Egypt under English rule.

However these canal rumors may result, it seems very certain that Egypt is ultimately to benefit by the enterprise of the nations and by the necessities of commerce. In spite of recent misfortunes, hers is a favored position. One of the oldest, it may yet reveal itself as one of the youngest of the nations.

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—May 5.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12·37⅜ @12·43⅜	May 5	Short.	12·04
Amsterdam	Short.	12·03¾ @12·11¼	.....	.....	.....
Hamburg	3 mos.	20·64 @20·68	May 5	Short.	20·47
Berlin	"	20·64 @20·68	May 5	"	20·48⅛
Frankfort	"	20·64 @20·68	May 5	"	20·46
Vienna	"	12·11¼@12·13¾	May 5	"	11·98
Antwerp	"	25·46¼@25·51¼	May 5	"	25·25
St. Petersb'g	"	23⅜@23⅞	May 5	"	232⅞
Paris	Short.	25·20 @25·25	Checks.	"	25·20½
Paris	3 mos.	25·41¼@25·46¼	May 5	Long.	25·22
Genoa	"	25·50 @25·55	May 5	3 mos.	11·98
Madrid	"	46⅛@46¼	May 5	"	47·30
Lisbon	"	51⅞@52	May 5	"	53⅛
Alexandria	....	.....	May 2	3 mos.	97
New York	....	.....	May 5	Short.	4·82¾
Bombay	60 d'ys	1s. 7⅜d.	May 5	tel.tf'rs	1s. 7 13/32d.
Calcutta	"	1s. 7⅜d.	May 5	"	1s. 7 13/32d.
Hong Kong	....	.....	May 5	4 mos.	3s. 8d.
Shanghai	....	.....	May 5	"	5s. 0⅝d.

[From our own correspondent.]

London, Saturday, May 5, 1883.

The weekly return of the Bank of England is quite as unfavorable as had been anticipated, but the directors of the institution have made no change in their rates of discount. The minimum quotation remains, therefore, at 3 per cent. In the open markets scarcely any accommodation is attainable under that figure, and the result is that the Bank is now transacting a large business. This fact is borne out by the important increase which the return shows under the head of "other securities," that item having been augmented to the extent of nearly two millions sterling.

The directors of the Bank are evidently desirous of retaining their hold over the discount market, which they certainly will be enabled to do as long as they remain at 3 per cent. The demand for gold bars and coin for the Continent and the provinces respectively, is shown in the diminution of £175,181 in the supply of bullion. As there had been, according to the daily returns, an influx or balance of £110,000, it is evident that about £285,000 in gold coin has been absorbed by Scotland, in connection with "term" payments. The note circulation has increased to the extent of £656,680, and the result is that the banking reserve of notes and coin shows a reduction of £831,861. In consequence of the above changes, the proportion of reserve to liabilities is now 34 08 per cent, against 38·17 per cent last week and 43 per cent last year.

A comparison of this week's Bank return with that of the corresponding week of last year shows some very important changes, and the surprise becomes greater when the alterations which are indicated have failed to induce the Bank authorities to enhance their terms for discount accommodation. The supply of bullion, which in 1882 amounted to £23,272,933, is now £21,010,877, showing a decrease of £2,262,051. The reserve has declined from £12,481,018 to £10,491,152, or to the extent of £1,989,866, while the proportion of reserve to liabilities has receded from as satisfactory a point as 43 per cent to 34·08 per cent. A much larger demand for money is also indicated, the total of "other securities" being £23.615,319, against £20,788,886, or an increase of £2,826,433. The Bank rate at this period last year was the same as it is now, viz., 3 per cent; and it seems from these figures that a higher rate than 3 per cent is fully justified. No doubt, soon after the middle of the present month, the gold forwarded to Scotland will be returning, and it is a very generally admitted fact that, during the summer months, our indebtedness to foreign countries on account of our imports is smaller than at any other period of the year. The directors of the Bank have, no doubt, therefore reasoned that their position is strong enough to meet the demands which will be made upon them during the next fortnight or three weeks, and they may be correct in their views; but it is nevertheless clear that the position of the Bank is by no means a strong one, and it is believed by many that even a small advance in the rates for money would bring about a more satisfactory condition of things, and lead to more confidence regarding the future.

Throughout the week the outside rates of discount, as already stated, have been very firm, and scarcely any accommodation has been obtainable under the official minimum of 3 per cent. As the Bank return indicates, the principal demand has been at the central establishment, the open market being greatly wanting in animation. The inquiry for loans has been rather considerable, and the rates have varied from 2½ to 3¼ per cent.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

London	Bank Rate.	Open Market Rates.						Interest Allowed for Deposits by		
		Bank Bills.			Trade Bills.			Joint Stock Banks.	Disc't H'ses.	
		Three Months	Four Months	Six Months	Three Months	Four Months	Six Months		At Call.	7 to 14 Days.
Mar. 30	3	2⅛@ —	2⅛@2⅛	2⅛@ -⅛	3 @3¼	3¼@3⅜	3 @ 1⅛	2	2	2¼
April 6	3	2⅛@ —	2⅛@ —	2⅛@ —	2⅛@3¼	3 @3¼	3¼@3¾	2	2	2¼
" 13	3	⅛@2⅛	2⅛@2⅛	2⅛@2⅛	3 @3¼	3 @3¼	3¼@3½	2	2	2¼
" 20	3	2⅛@ —	2⅛@ —	2⅛@3	3 @3¼	3 @3¼	3¼@3½	2	2	2¼
" 27	3	2⅛@3	2⅛@3	2⅛@3	3 @3¼	3 @3¼	3 @3⅜	2	2	2¼
May 4	3	3 @ —	3⅛@ —	3¼@3⅜	3¼@3¼	3¼@3¼	3¼@4	2	2	2¼

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
	£	£	£	£
Circulation	26,269,725	26,511,910	26,929 065	27,650,060
Public deposits	7,035,850	5,410,243	6,454,032	6,780,635
Other deposits	23,533,223	23,359,972	24,754.827	26,024,374
Govern'm't securities	14.334.917	13.394,213	15.689.359	15,962,730
Other securities	23,615,319	20.788,886	18,317,119	19,449,938
Res've of notes & coin	10,491,152	12,481,018	15,079,444	15,338,772
Coin and bullion in both departments	21,010,877	23,272,928	26,256,509	27,988,832
Proportion of reserve to liabilities	34·08	43	48	46½
Bank rate	3 p. c.	3 p. c.	2½ p. c.	3 p. c.
Consols	102	101¾	102¼ t.	99⅜
Eng. wheat, av. price	42s. 0d.	46s. 11d.	44s. 9d.	45s. 9d.
Mid. Upland cotton	5⅝d.	6⅝d.	5 15/16d.	6⅜d.
No. 40 Mule twist	9¾d.	10¾ t.	9⅞d.	11⅜d.
Clear'g-house return	131,094,000	147,370,000	141,371,000	149,127,000

Sir John Lubbock has issued this week the usual annual returns relating to the Bankers' Clearing House. The statement is as follows:

	Total for the year.	On Fourths of the month.	On Stock Exch. Account days.	On Consols Settling days.
1867-68....	£3,257,411,000	£147,114,000	£441,443,000	£132,291,000
1868-69....	3,5 4,039,000	161,861,000	550,722,000	142,279,000
1869-70...	3,720,6 3,000	168,523,000	594,763,000	148,822,000
1870-71....	4,0 .164,000	186,517,000	635,946,000	169,141,000
1871-72....	5, 59,72 ,000	229,629,000	942,140,000	233,813,000
1872-73....	6,003. 35,000	265,965,000	1,03 ,474,000	243,561,000
1873-74....	5,993 586,000	272,841,000	970,945,000	260,072,000
1874-75....	6,013,299,000	255,950,000	1,076,5 5,000	260 338,000
1875-76....	5,407 243 000	240,-07,000	962,595,000	242,24 ,000
1876-77....	4,873,000,000	231,630,000	718,793,300	223,756,000
1877-78....	5,060 533,000	224,190,000	745,685,000	233,38 ,000
1878-79....	4,88 ,091,000	212,241,000	811,072,000	221,264 000
1879-80....	5,265,976,000	218,177,000	965,5 3,000	233,143,000
1880-81....	5,-09,985,000	240,822,000	1,205,197 000	265,579,000
1881-82....	6,382,654,000	256,654,000	1,379,194,000	299,788,000
1882-83....	6,189,146,000	242,581,000	1,169,315,000	253,545,000

The total amount of bills, checks, &c., paid at the Clearing House during the year ended April 30, 1883, shows a decrease of £193,508,000, as contrasted with 1882. The payments on Stock Exchange Account Days form a sum of £1,169,315,000, being a decrease of £209,879,000 as compared with 1882. The payments on Consols Account Days for the same period have amounted to £253,545,000, being a decrease of £46,243,000 as compared with 1882. The amounts passing through on the 4ths of the months for 1883 have amounted to £242,581,000, showing a decrease of £14,073,000 as compared with 1882. Looking further back still, it is noticeable that the ordinary trade clearances—the "fourths of the month"—have declined very considerably from the totals reached in the years 1872 to 1875, if we except the figures for 1881-82. The fluctuations in the column of Stock Exchange business have also been very remarkable.

The supply of bullion now held by the Bank of France amounts to £82,269 000, by the Imperial Bank of Germany to £31,074,000, by the National Bank of Belgium to £3,800,000, by the Austro-Hungarian Bank to £6,850,000, by the Netherlands Bank to £3,174,000, by the Bank of Russia to £24,594,000, by the National Bank of Mexico to £216,000 and by the New York Associated Banks to £10,740,000.

The Bank rates of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows. It will be noticed that the open market rate at Paris is ⅛ higher.

Rates of Interest at	May 3.		April 26.		April 19.		April 12.	
	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market
Paris	3	2¾	3	2⅝	3	2⅝	3	2¾
Berlin	4	2¾	4	2¾	4	2⅝	4	2⅝
Frankfort	—	2¾	—	2⅞	—	2¾	—	2¾
Hamburg	—	2⅞	—	2¾	—	2⅝	—	2¾
Amsterdam	4½	4	4½	4	4½	3⅝	4½	4
Brussels	3½	3½	3½	3¼	3½	3	3½	3
Madrid	4½	4½	4½	4½	4½	4½	4½	4½
Vienna	4	3¾	4	3¾	4	3½	4	3½
St. Petersburg	5	5¼	6	5½	6	5¼	6	5¼

The following particulars relating to the movements in bullion during the week are from Messrs. Pixley & Abell's circular:

Gold—The demand for gold has been tolerably active during the week, but the arrivals have been so nearly enough for the orders that only £53,000 has been withdrawn from the Bank. On the other hand, sovereigns to the value of £197,000, received from Australia, have been sent in. We have received since our last £49,000 from Central America, £30,000 from West Indies, £200,100 from Australia, £1,700 from Cape, £3,540 from Brazil. Total, £284,340. The Nepaul has taken £30,000 to Bombay and the Derwent £5,000 to the West Indies.

Silver—The bulk of the arrivals since our last, which came to hand the end of last week, have been placed at 50⅜d. per oz. The market has since become weaker in tone, but there is no change in price. The amounts received since our circular of 26th April are as follows: £23,690 from Buenos Ayres, £15,300 from West Indies, £28,600 from New York, £67,000 from River Platte. Total, £134,590. The Derwent has taken £5,000 to South America, and the P. & O. steamer £82,500 to Bombay.

Mexican Dollars—The Para brought £58,000 from the West Indies, which were placed at 49 5-16d. per oz. by shipment by next week's steamer. The market is pretty well cleared of this description of coin, but the French steamer, due at St. Nazaire about the 11th inst., has £96,000 on board.

The quotations for bullion are reported as below:

	Price of Gold.				Price of Silver.	
	May 3.	Apr. 26.			May 3.	Apr. 26.
	s. d.	s. d.			d.	d.
Bar gold, fine....oz.	77 10	77 10	Bar silver, fine..oz.		50⅜	50 7-16
Bar gold, containg 20 dwts. silver..oz.	77 11⅛	77 11⅛	Bar silver, containing 5 grs. gold.oz.		50⅜	50 13-16
Span. doubloons.oz.	73 10	73 10	Cake silver.....oz		54½	54½
S.Am.doubloons.oz.	73 8½	73 8½	Mexican dols...oz		49 5-16	.. ....
U. S. gold coin...oz.	76 3½	76 3½	Chilian dollars..oz.		.....	.....
Ger. gold coin....oz.	.....	.....				

The receipts into the Exchequer from April 1 to April 28 amounted to £7,678,463, against £6,994,486 last year, while the expenditure was £8,651,137, against £8,516,251. The balances at the Banks of England and Ireland were £5,581,501, against £3,925,261 in 1882.

Messrs. Morton, Rose & Co. announce that they are authorized to receive subscriptions to an issue of £1,024,590 six per cent sterling bonds of the Santa Fe Government, Argentine Republic, at the price of £90 per £100 bond. The proceeds are required for the purpose of providing funds to increase the capital of the Santa Fe Bank—an institution which has paid dividends of 16 per cent per annum during the last four years.

Prospectuses of the Seville Waterworks Company, limited, and of the Manchester, Bury, Rochdale & Oldham Tramways Company, limited, have also appeared. The capital of the former undertaking is £500,000, and of the latter, also, £500,000. The Minas Central Railway Company of Brazil, limited, is inviting applications to an issue of £312,500 7 per cent debentures of £20 each.

Emigration to Canada continues upon an extensive scale, the Dominion steamer Oregon having left Liverpool this week with about 500 persons, selected from various parts of England and the Continent.

The second series of London sales of colonial wool will commence on Wednesday, the 16th inst. The list of entries was closed on Saturday, the 28th ult., when the arrivals amounted to 351,474 bales (317,068 bales Australian and 34,406 bales Cape). Deducting 37,000 bales forwarded direct, but adding the old stock, the total for disposal in the ensuing series amounts to: 76,000 bales Sydney, 92,000 Port Phillip, 38,000 Adelaide, 10,000 Tasmania, 7,500 Swan River, 85,500 New Zealand and 28,000 Cape; total, 337,000 bales, against 338,000 bales last year. During the six weeks that have elapsed since the close of last series the market has witnessed a little inquiry, chiefly for Cape wool, and transactions to a limited extent have taken place at current rates. In the general situation nothing has been changed. The industry continues actively employed, but at low prices, and the tone in consequence is not very buoyant. Some effect is also felt from the long-continued strike in Huddersfield. The consumption, however, being large, and the price level of the article very moderate, the latter will presumably be maintained. Among the foreign competitors America is again likely to figure to some extent.

A prospectus has been issued of the Tramways Company of Spain, limited, with a capital of £150,000 in £10 shares. The money is required for constructing, working and equipping and making an inner circle of steam tramways in Madrid.

The Anglo-American Land Mortgage and Agency Company, limited, announced a further issue of shares. The reported capital of the undertaking is £500,000 in £10 shares.

The April return of the Cleveland Ironmasters Association shows the following as month's make of pig iron:—152,000 tons of Cleveland iron and 77,000 tons of other kinds; total, 229,000 tons, or 8,000 tons less than in March. There are 120 furnaces blowing, 83 of which are making Cleveland pig iron. The stocks decreased16,300 tons in April.

The Queensland National Bank announces that it is prepared to receive subscriptions to £2,500,000 in four per cent debentures of the Queensland Government, the present issue being part of an authorized total of £3,733,000. The loan is secured upon the consolidated revenues of the colony, and is required partly for public works and partly for the redemption of £707,500 six per cent debentures maturing next January. The price of issue is £97 per £100 bond, and the principal is repayable in 1915. The existing indebtedness of the colony is £13,125,000, while the population is only 227,000.

Tenders for the Tasmania Government four per cent loan for £500,000 were opened on Wednesday at the Bank of New South Wales. The amount tendered was £500,200 at prices ranging from the minimum up to £101 13s. 6d. per £100 bond, the average price being £98 10s.

The production of wheat in India is increasing upon a somewhat rapid scale, and, now that the means of transportation are obtainable at a reduced cost, there is every probability of further increase. The subject is one of great importance both to producers and consumers, and, as America is largely interested in it, the United States Consul-General at Calcutta has been asked to report upon it. He states that the quantity of wheat exported during the past five years has been as follows: In 1877-78, 12,175,853 bushels; in 1878-79, 2,170,631 bushels; in 1879-80, 4,312,418 bushels; in 1880-81, 14,012,291 bushels, and in 1881-82, 37,185,481 bushels. He also considers that India possesses "facilities for increasing the supply to an almost

unlimited extent, owing to the great elasticity of the home consumption and the vast amount of land awaiting cultivation; and, finally, that with a fair average crop throughout the world the American farmer will have to prepare himself to reduce the cost of production to the lowest minimum, and be content with small profits, or else wheat-growing in India will be stimulated to such an extent that subsequent competition may become extremely formidable."

Advices from Egypt state that the state of the crops is excellent, thanks to the ample irrigation of the various canals. The wheat crop is large in quantity, and good in quality.

The weather has been unsettled and variable during the past week, and vegetation, though making some progress, has to some extent been kept in check. The indications of a late harvest seem to become each week more distinct, but the wheat trade is unaffected, there being no demand except for the purpose of supplying actual wants. A steady business for consumption only is in progress, and the quotations have scarcely varied since last week. Supplies are fully adequate to our requirements, and, as we shall soon be receiving wheat from Baltic ports, the prospects of late harvests in the northern hemisphere excite no apprehension. A liberal exportation of wheat, of good quality, from Russian ports, is regarded as certain, notwithstanding the low prices current in this country. Indian corn and oats have realized somewhat higher quotations, and the value of barley, beans and peas has been well supported.

The following are the quantities of wheat, flour and Indian corn estimated to be afloat to the United Kingdom:

	At present.	*Last week.*	1882.	1881.
Wheat.....qrs.	2,276,000	2,260,000	2,479,000	2,066,000
Flour.....	241,000	216,000	222,000	151,000
Indian corn.....	253,000	240,000	241,600	476,000

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending May 18:

London.	*Sat.*	*Mon.*	*Tues.*	*Wed.*	*Thurs.*	*Fri.*
Silver, per oz.....*d.*	50 1/8	Holiday	50 1/16	50 1/16	50 1/16	50 1/16
Consols for money.....	101 7/8		101 15/16	102	101 15/16	101 13/16
Consols for account.....	102		102 3/16	102 1/4	102 3/16	101 15/16
Fr'ch rentes (in Paris) fr.	79·90		79·70	79·75	80·00	79·85
U. S. 5s ext'n'd into 3 1/2s	105		105 1/4	105 3/8	105 3/8	105 3/8
U. S. 4 1/2s of 1891.....	x114 1/2		114 5/8	114 3/4	114 3/4	114 3/4
U. S. 4s of 1907.....	122 3/8		122	121 7/8	122 1/4	122
Chic. Mil. & St. Paul	106 3/4		106 1/2	106	106	105 1/2
Erie, common stock.....	37		36 5/8	36 7/8	35 3/4	35 1/8
Illinois Central.....	147 1/4		147 1/2	147 1/2	147	146 1/4
N. Y. Ontario & West'n.	28		27 7/8	28 1/8	27 5/8	26 1/4
Pennsylvania.....	59 5/8		59 3/4	59 3/4	59 7/8	59 3/4
Philadelphia & Reading.	28 1/4		27 7/8	28	27 5/8	27 1/4
New York Central.....	124 1/2		124 3/8	124 3/4	124	123 1/4

Liverpool.	*Sat.*	*Mon.*	*Tues.*	*Wed.*	*Thurs.*	*Fri.*
	s. d.	Holiday	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Flour (ex. State)..100 lb.	12 0		12 0	12 0	12 0	12 0
Wheat, No. 1, wh. "	8 11		8 11	8 10	8 10	8 10
Spring, No. 2, n. "	9 4		9 4	9 4	9 4	9 4
Winter, West., n "	9 1		9 1	9 1	9 1	9 1
Cal., No. 1 ..... "	9 6		9 6	9 6	9 6	9 6
Cal., No. 2. ..... "	9 2		9 2	9 2	9 2	9 2
Corn, mix., West. "	5 10 1/2		5 9 1/2	5 9	5 8 1/2	5 9
Pork, West. mess..₱ bbl.	85 0		85 0	85 0	85 0	85 0
Bacon, long clear, new..	53 6		53 6	53 6	53 6	53 6
Beef, pr. mess, new, ₱ to.	95 0		95 0	95 0	95 0	95 0
Lard, prime West. ₱ cwt.	59 6		59 6	59 6	59 0	59 0
Cheese, Am. finest	67 0		67 0	67 0	67 0	67 0

Commercial and Miscellaneous News

Imports and Exports for the Week.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were $8,472,805, against $7,151,902 the preceding week and $9,710,764 two weeks previous. The exports for the week ended May 15 amounted to $6,478,956, against $7,583,931 last week and $6,090,044 two weeks previous. The following are the imports at New York for the week ending (for dry goods) May 10 and for the week ending (for general merchandise) May 11; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$1,937,619	$1,402,217	$2,031,198	$1,706,637
Gen'l mer'dise..	7,542,836	6,000,170	8,043,885	6,766,168
Total.....	$9,480,455	$7,402,387	$10,075,083	$8,472,805
Since Jan. 1.				
Dry goods	$52,534,213	$44,533,825	$54,162,354	$50,315,201
Gen'l mer'dise..	137,549,561	115,237,947	134,490,553	120,588,587
Total 19 weeks	$190,083,774	$159,771,772	$188,652,907	$170,903,788

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending May 15, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week...	$9,171,858	$6,014,041	$6,227,259	$6,478,956
Prev. reported..	124,628,187	134,235,327	112,130,560	125,961,665
Total 19 weeks	$133,800,045	$140,249,368	$118,357,819	$132,440,621

The following table shows the exports and imports of specie at the port of New York for the week ending May 12, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	*Exports.*		*Imports.*	
	Week.	*Since Jan. 1.*	*Week.*	*Since Jan. 1.*
Great Britain	$.....	$5,600	$.....	$1,955,779
France.....	.....	.....	.....	104,220
Germany	.....	.....	.....	2,066,007
West Indies	.....	.....	2,825	491,419
Mexico.....	.....	.....	990	4,990
South America.....	5,000	48,865	1,235	94,176
All other countries.....	10,000	81,785	840	18,236
Total 1883.....	$15,000	$136,250	$5,890	$4,734,827
Total 1882.....	3,440,500	16,382,258	3,212	483,020
Total 1881.....	7,500	169,170	204,612	28,013,610
Silver.				
Great Britain	$154,875	$5,396,238	$.....	$.....
France.....	.....	291,464	.....	.....
German.....	.....	.....	.....	246,230
West Indies	1,000	5,823	8,597	81,910
Mexico.....	.....	.....	31,123	1,429,324
South America.....	.....	.....	1,000	46,095
All other countries.....	.....	3,741	.....	4,080
Total 1883.....	$155,875	$5,697,269	$40,720	$1,807,639
Total 1882.....	234,684	4,434,041	7,406	1,029,147
Total 1881.....	224,300	4,318,469	33,168	1,221,297

Of the above imports for the week in 1883, $1,830 were American gold coin and $8,567 American silver coin. Of the exports during the same time $15,000 were American gold coin.

Foreign Trade of New York—Monthly Statement.—In addition to the foregoing tables, made up from weekly returns, we give the following figures for the full months, also issued by our New York Custom House. The first statement covers the total imports of merchandise.

IMPORTS INTO NEW YORK.

Months.	1883.			1882.		
	Dry Goods.	*General Merchandise.*	*Total.*	*Dry Goods.*	*General Merchandise.*	*Total.*
	$	$	$	$	$	$
January....	13,345,312	27,915,300	41,260,612	12,326,440	29,545,834	41,872,274
February ..	13,730,717	26,749,010	40,479,727	16,604,077	25,336,583	41,990,660
March	12,328,374	29,854,387	42,182,761	11,597,678	34,281,634	45,879,312
April	7,948,036	29,142,398	37,090,434	9,874,527	33,520,451	43,394,978
Total....	47,352,439	113,661,095	161,013,534	50,402,722	122,734,502	173,137,224

EXPORTS FROM NEW YORK.

Months.	*Total Merchandise.*	
	1883.	1882.
	$	$
January.....	28,891,932	27,848,940
February.....	24,431,366	25,735,057
March	32,094,694	25,572,484
April	28,101,404	25,794,331
Total	117,514,396	104,950,812

CUSTOMS RECEIPTS.

Months.	*At New York.*	
	1883.	1882.
	$	$
January	12,574,838	13,387,516
February.....	12,191,603	13,585,033
March	12,438,901	13,099,139
April.....	9,194,388	11,906,105
Total	46,399,130	52,877,813

—The statement of the result of the business of the Bank of Montreal for the year ended 30th April, 1883, showed the following:

Balance of profit and loss account, 30th April, 1882.....	$215,404
Profits for the year ended 30th April, 1883, after deducting charges of management, and making full provision for all bad and doubtful debts.....	1,556,788
	$1,772,192
Dividend 10 per cent.....	1,200,000
	$572,192
Carried to rest account.....	250,000
Balance of profit and loss carried forward.....	$322,192

The market price of the stock April 30, 1883, was 200¼ per cent, equal to $400 50 per share.

—Attention is called to the card of Mr. Edwin Corning in to-day's Chronicle. This gentleman has been a member of the New York Stock Exchange for a number of years, and is favorably known as an active broker, dealing in all stocks and bonds sold at the Exchange.

—The Homestake Gold Mining Co. has declared a dividend of $50,000 for April, payable at the office of transfer agents, Messrs. Lounsbery & Haggin, 15 Broad Street, on the 25th. This is the fifty-seventh dividend, the total to date reaching $1,112,500.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son.

Shares	*Shares.*
3 City Bank, N. Y.....271	30 Sterling Fire Ins. Co..... 60
25 Butchers' & Drovers' Bk.151	10 Equitable Gas-Light Co. of N. Y.....for $200
60 W'msburg City Ins. Co...219	
63 Peter Cooper Ins. Co.....160 1/2	*Bond.*
60 Pacific Fire Ins. Co.....168	$5,000 Atlantic Mut. Ins. Co. scrip of 1883.....101 3/4
20 Kings Co. Ins. Co.....200 1/2	

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DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Boston & Maine	4	On dem.	
Cin. San. & Cleve. pref.	3	On dem.	
Del. & Bound Brook (quar.)	1¾	May 16	
Georgia (quar.)	2½	July 1	
Iowa Falls & Sioux City (quar.)	1¾	June 1	
Manchester & Lawrence	5	On dem.	
Nashua & Lowell	4	On dem.	
Miscellaneous.			
American Express	$3	July 2	June 10 to July 2
Schuylkill Navigation pref.	70c.	June 8	May 26 to June 8
Schuylkill Navigation com.	35c.	June 8	May 26 to June 8

NEW YORK, FRIDAY, MAY 18, 1883—5 P. M.

The Money Market and Financial Situation.—There has been further progress towards ease in the money market the past week. Call loans on stock collaterals have several times been as low as 2 per cent, which is the lowest figure this year. Sixty-day money on the same collaterals has been freely offered in the last day or two at 4 per cent. Rates for discount of mercantile paper have remained nominally unchanged, but discounts for all desirable paper have been easier, and judging from the fact that the domestic exchanges (except Boston) have been in favor of New York for some weeks past, a further increase of the supply of loanable funds in New York is to be expected.

The accumulation of money in this market has been more tardy than at the corresponding season of last year. This was largely owing to the fact that the grain movement at the West kept up in greater volume and up to a later date than last year. It is also believed that collections in the interior were slower. The redemption of between $7,000,000 and $8,000,000 of called bonds by the U. S. Treasury on and after May 1, threw a large amount of money into the market in the first two weeks of May, and this was accompanied by a very heavy return flow of currency from the interior, which latter movement still continues actively in progress.

The general mercantile and industrial situation, while it is not satisfactory for the immediate present, owing to the continuance of failures among tradesmen in excess of last year, and in view of the recent strikes among coal miners at the West, and the pending strike among the iron workers in the Western mills on June 1st, has some very encouraging features in the prospect of good crops. There has been a marked improvement in the condition of the winter wheat crop, and the prospects of the spring wheat crop were never so good at this season of the year. On the other hand, speculation in the grain market, and especially in wheat, has advanced the price until it has materially checked the export movement from this country.

The Bank of England at its weekly meeting on Thursday made no change in the rate of discount. The Bank lost £691,000 in specie during the week, reducing its reserve to 32⅜ per cent from 33 7-16 per cent the previous week. The Bank of France gained 3,250,000 francs in the same time, of which 2,100,000 francs were gold.

There is still a moderate investment demand in the foreign markets for American railroad bonds, but not nearly so large as a month or so ago, while stocks are coming this way in considerable amounts.

The weekly statement of averages of the New York banks on May 12th showed a surplus reserve of $5,003,825, against $1,604,125 in the preceding week and against $8,172,950 in the corresponding week of last year.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883. May 12.	Differences from previous week.	1882. May 13.	1881. May 14.
Loans and dis.	$315,451,000	Dec. $36,400	$315,788,800	$317,730,900
Specie	60,022,000	Inc. 4,252,900	61,761,700	76,887,700
Circulation	16,238,400	Inc. 4,800	18,797,200	18,596,900
Net deposits	303,597,100	Inc. 6,626,800	300,401,000	316,838,400
Legal tenders	20,881,100	Inc. 803,700	21,511,500	17,134,100
Legal reserve	$75,899,275	Inc. $1,656,700	$75,100,250	$79,204,600
Reserve held	80,903,100	Inc. 5,056,400	83,273,200	91,021,800
Surplus	$5,003,825	Inc. $3,399,700	$8,172,950	$14,817,200

Exchange.—The business in foreign exchange has been very light during the past week. Owing to the check to the export movement of breadstuffs, as mentioned above, the supply of commercial bills in the market has been moderate. On the other hand, there has been a comparatively small demand from importers for exchange for remittances to Europe, though in the latter part of the week there was some increase in this demand, and the posted rates were advanced 1¼ cent on the £, to $4 84½ and $4 88 respectively for long and short sterling. Actual rates for sterling on Friday were as follows, viz.: 60-days' sight, $4 83½@$4 83¾; demand, $4 87@$4 87¼; cables, $4 88@$4 88¼; commercial, $4 82@$4 82½.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

May 18.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 83½@4 84½	4 87 @4 88
Prime commercial	4 82¾@4 83¼	4 86 @4 86⅛
Documentary commercial	4 82¼@4 82⅝	4 85½@4 86
Paris (francs)	5 20⅝@5 18¾	5 18¾@5 16¼
Amsterdam (guilders)	39⅞@ 40⅛	40⅛ @ 40⅜
Frankfort or Bremen (reichmarks)	94⅜@ 95	95 @ 95½

United States Bonds.—Governments during the week were firmer, and there was a fractional advance on pretty nearly all issues.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	May 12.	May 14	May 15.	May 16.	May 17.	May 18.
5s, continued at 3½..	Q.-Feb.	*102¼	*102½	*103	*103⅛	*103¼	*102⅝
4½s, 1891 .....reg.	Q.-Mar.	*112	112⅛	112⅛	*112	*112	*112
4½s, 1891..... coup.	Q.-Mar.	113⅛	*113	*113	*113	113⅜	*113⅛
4s, 1907.....reg.	Q.-Jan.	*119	*119⅛	*119	*119	119⅜	119⅜
4s, 1907.....coup.	Q.-Jan.	119¼	119¼	*119	119¼	119¾	119⅜
3s, option U. S....reg.	Q.-Feb.	*102¾	*103	103⅜	103⅜	103½	*103½
6s, cur'cy, 1895..reg.	J. & J.	*127	*127	*127	*127	127½	*127
6s, cur'cy, 1896..reg.	J. & J.	*128	*128	*128	*128	*128	*128
6s, cur'cy, 1897..reg.	J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1898..reg.	J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1899..reg.	J. & J.	*131	*131	*131	*131	*131	*131

* This is the price bid at the morning board; no *sale* was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
May 12..	1,160,303 07	882,286 42	115,440,905 87	7,742,811 43
" 14..	1,554,132 32	1,526,360 21	115,640,436 76	7,571,052 85
" 15..	1,013,746 18	1,339,983 98	115,352,645 30	7,532,606 31
" 16..	615,828 60	1,159,651 01	114,747,661 75	7,593,767 45
" 17..	1,081,783 48	989,093 63	114,844,735 02	7,589,383 93
" 18..	945,589 84	1,346,535 70	114,428,658 52	7,604,514 57
Total....	6,371,473 49	7,243,910 95	.....	.....

State and Railroad Bonds.—There has been a very decided falling off in the past week in the business in railroad bonds, and a general decline of prices in the latter part of the week, though to-day the tendency on the active issues was again upward. Early in the week the decline was small, but later the market for railroad bonds sympathized with the decline in the stock market. The West Shore bonds show a decline for the week of about 1 per cent, Wabash general mortgage 6s, 4 per cent, Boston Hartford & Erie, 6 per cent, Atlantic & Pacific incomes, less than one per cent, Kansas & Texas 2ds, 2½ per cent, Richmond & Danville debentures, 2 per cent, East Tennessee Virginia & Georgia incomes, 1 per cent. The dealings in other railroad bonds were smaller than in those above mentioned and the declines usually less. On Thursday the decline was in many cases larger than here given, a part of the loss having been recovered to-day.

Last week it was said of the Atlantic & Pacific that reports had been current of the sale to foreign capitalists of a large amount of the company's *bonds*. This should have read *lands* instead of bonds, as it was changed by a typographical error.

State bonds were dull during the early part of the week and lower in the last few days. Notice was given on Thursday that upon the arrival of State Treasurer Thomas of Tennessee in New York the process of refunding the State debt will be resumed.

Railroad and Miscellaneous Stocks.—The stock market has been a good deal demoralized, and there was an almost continuous decline each day until Friday, and even at the opening on Friday the market was very feverish and uncertain. In the afternoon, however, there was some improvement in prices, and the tone of the market much better. It is difficult to assign any one general cause for the distrust in regard to the future of stocks which prevailed in the earlier part of the week. Apprehensions of rate-cutting at the West had some influence; diminished earnings for April as compared with March may have also had some effect; but probably the features which had most effect were the damaging reports circulated about Louisville & Nashville, Wabash, and several others, all of which are believed to have had but little, if any, foundation in fact. Many persons, also, who had carried stocks for a month or two past, in hopes of an advance, were tired out and threw their holdings over. The bears took advantage of the situation and helped to increase the decline. In the general situation, however, as far as the crops are concerned and the prospect of good earnings in the future, there would seem to be nothing to warrant an important decline.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING MAY 18, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, May 12.	Monday, May 14.	Tuesday, May 15.	Wednesday, May 16.	Thursday, May 17.	Friday, May 18.	Sales of the Week (Shares).	Range Since Jan. 1, 1883. Lowest.	Highest.	For Full Year 1882. Low.	High
RAILROADS.											
Albany & Susquehanna	132 132	....	....	....	....	....	110	128 Feb. 14	132 May 12	126	135
Boston & N. Y. Air-Line, pref.	83¾ 83¾	84 84	....	83 83	82½ 82½	82 82½	615	78 Mar. 28	84¾ May 3	60	80½
Burlington Cedar Rap. & No.	81½ 81½	....	....	....	....	....	194	80 Mar. 28	83 Jan. 5	67	85⅛
Canadian Pacific	60⅝ 61¾	60¾ 62	61¼ 62	61¼ 62⅛	60½ 61⅜	61 61⅝	12,800	58¼ Feb. 23	65½ May 3	.....	.....
Canada Southern	65⅛ 66	64⅜ 65⅛	64⅜ 66¼	65¾ 66¼	64⅜ 65½	64½ 65¾	13,100	63¾ Feb. 19	71¾ Jan. 19	44	73
Central of New Jersey	77½ 78¾	76¾ 77¾	77¼ 78⅛	77⅝ 78¼	77¼ 78½	77 77⅝	68,760	68¼ Jan. 3	80⅝ May 8	63¼	97½
Central Pacific	73⅝ 74¾	73¾ 74⅜	73⅞ 74⅜	73⅝ 74⅝	72⅜ 73¾	71¾ 73	79,505	71¾ May 18	88 Jan. 5	82⅜	97⅛
Chesapeake & Ohio	20½ 20½	*20¾ 21¼	20¾ 20¾	*20 21	20 20	20 20	500	20 May 17	23¾ Jan. 20	19½	27
Do 1st pref	31 31	31 31	*30 31½	*30 31½	*30	30 30⅛	636	29⅞ Feb. 24	35½ Jan. 20	27¼	41½
Do 2d. pref	*23 24½	*23 24	*22½ 23½	*.2½ 23½	21⅞ 21⅞	22 22	200	21⅞ May 17	27 Jan. 22	21	29
Chicago & Alton	*132½ 134	133 133	*132 133	133¼ 133¼	133 133	*131 133	119	130 Feb. 20	137¼ Jan. 22	127½	145½
Chicago Burlington & Quincy	123¾ 124½	123 124	123⅛ 123¾	123¼ 123¾	123 123⅜	122⅝ 123⅜	11,558	115⅜ Feb. 20	129⅜ Apr. 13	120½	141
Chicago Milwaukee & St. Paul	103¼ 104¼	102⅝ 103½	103 103⅞	103¼ 103⅞	102½ 103⅜	102¼ 103¼	111,570	97⅞ Feb. 20	108½ Jan. 20	96½	128¼
Do pref.	119 119	119⅛ 119⅛	119½ 119¾	*120 120½	119¼ 119¼	119 119	981	116⅜ Feb. 7	122 Jan. 9	114½	144¼
Chicago & Northwestern	133 134	132¼ 133	132½ 133	132¼ 133	131¼ 132½	130⅝ 131⅝	37,970	128½ Feb. 2	140⅛ Apr. 13	124	150¾
Do pref.	150½ 151¼	150 150	150 150	149½ 150	148½ 149	149 149¾	1,591	143 Feb. 20	157 Apr. 13	136	175
Chicago Rock Island & Pacific	123¼ 124	123 123½	*123	123 123½	122⅝ 123	123½ 123	2,211	118 Feb. 21	127¼ Jan. 5	122	140¼
Chicago St. Louis & Pitts urg	21¼ 22	*20 22	20 20	21¼ 21¼	*20⅜ 21¼	20 20	879	20 May 11	22 Apr. 21	.....	.....
Do pref.	56⅜ 56⅞	55 55	55¼ 56¼	56⅛ 57¾	56 56½	56 56¾	4,214	54 Apr. 26	57¾ May 16	.....	.....
Chicago St. Paul Minn. & Om.	47⅞ 49	47⅝ 48¼	47⅞ 48	47¼ 47½	46¾ 47¾	46¾ 47¾	11,000	44¾ Feb. 19	55 Jan. 18	29¾	58¼
Do pref.	104⅞ 106⅞	102¾ 103⅞	....	103¾ 104¼	103½ 104	104 104¾	4,295	102¾ Feb. 19	113¼ Jan. 5	97½	117
Cincinnati Sand. & Cleveland	....	....	....	40 40	....	....	100	40 May 10	49½ Mar. 9	44	62
Cleveland Col. Cinn. & Ind	68⅛ 70	68 68	69½ 69½	69 69	67¼ 68⅜	68½ 68½	2,400	67¼ May 17	84 Jan. 5	65½	92¾
Cleveland & Pittsburg, guar.	....	....	....	....	....	....	.....	133 Apr. 26	142 Jan. 26	133	140
Columbia & Greenville, pref.	67 67	....	....	65 66	65 65	65 65	1,300	31 Fe . 26	68½ May 9	50	104
Columbus Chic. & Ind. Central	5 5	*4½ 6	*4¾ 5¼	*4½ 5¼	*4½ 5	*4½ 5¼	600	3¼ Jan. 20	7⅜ Mar. 5	3⅞	21⅞
Delaware Lackawanna & West.	124 125¾	123⅝ 124⅝	124 124⅞	124 124⅞	123¾ 124½	123⅞ 125	409,500	118⅛ Feb. 16	131½ Apr. 13	116¼	150¼
Denver & Rio Grande	49⅜ 49⅞	48⅝ 49⅝	49 49½	48¾ 49⅝	46¾ 48¾	46⅝ 48	85,860	39⅞ Jan. 2	51½ May 3	38¼	74⅝
Dubuque & Sioux City	....	....	....	*83 85	....	....	.....	84⅜ Apr. 11	92 Mar. 12	82	96½
East Tennessee Va. & Ga.	9½ 9¾	8⅞ 9½	9 9⅜	9 9⅛	8¾ 9	8⅞ 9¼	6,650	8⅛ Feb. 21	1¼ Apr. 13	8	16
Do pref.	19⅞ 20⅞	19⅝ 20¼	18⅜ 20⅛	18½ 19⅜	18⅛ 19	18¼ 19⅛	31,900	14¾ Feb. 20	23 Apr. 14	15½	26½
Green Bay Winona & St. Paul	8 8	*7 8	*7½ 8½	7⅞ 7½	*6½ 8	*6½ 8	300	5 Feb. 9	10⅞ Apr. 12	6	16
Hannibal & St. Joseph	*..... 43	*..... 43	....	....	....	*..... 43	.....	38 Mar. 6	46¾ Jan. 17	45	110
Do pref.	*94 96½	*94 96	94 94	93 93	95 95	94 95	620	72 Jan. 3	97¾ May 5	72	111¼
Harlem	....	195 195	....	....	195 195	....	1,100	194 Apr. 13	200 Jan. 29	196	208
Houston & Texas Central	*73 78	*73 78	72½ 72½	75 75	74 74	*73 78	300	72½ May 15	82½ Apr. 5	61	92½
Illinois Central	143¼ 143¼	144½ 144½	143⅛ 143⅞	143¾ 144	142⅝ 144	14 .½ 143	1,207	141⅝ Jan. 3	147⅞ Apr. 11	127¾	150½
Indiana Bloom'n & Western	29 29	28 28½	28 28¼	28 28½	25 27½	26 27¼	3,450	25 May 17	35½ Apr. 9	30	49½
Lake Erie & Western	....	28 28	27¾ 28	28 28	27¾ 27¾	26 27¼	1,325	26 Feb. 16	33¼ Jan. 18	23½	45
Lake Shore	109 109⅞	108⅝ 109½	108⅞ 109½	109⅛ 109¾	108⅝ 109⅜	108½ 109¼	85,657	106⅝ Feb. 16	114⅞ Jan. 18	98	120⅛
Long Island	67½ 67⅝	67 67¼	67¾ 68	68 68	68 68	68 68	1,714	60 Jan. 2	69 Apr. 18	49½	65
Louisville & Nashville	48⅞ 51	48¾ 50	48¾ 49⅞	48⅞ 49¾	48½ 49⅜	48⅝ 49⅞	205,795	48½ May 17	58½ Jan. 20	46½	100¾
Louisville New Albany & Chic	55 55	*54 56	*52 55	*52 55	*52 55	*52 54	100	54⅞ Apr. 17	68 Jan. 5	57	78
Manhattan Elevated	*44¾ 45	44¾ 44¾	44¾ 44¾	*44¾ 45	*44 45	*43 45	400	40 Mar. 21	53⅞ Feb. 9	40	60⅛
Do 1st pref.	*83½ 86	*82½ 85	....	*82½ 85	83 83	*82½ 85	115	81½ Apr. 5	90 Jan. 18	82	98½
Do common	*44¾ 45	*44¾ 45	....	*44 45	*44 45	*43 45	.....	44½ May 2	53 Feb. 10	40	56
Manhattan Beach Co	*24 26	22 22	22 22	21 23	....	*21 24	600	15 Feb. 21	26½ Mar. 15	15	37
Memphis & Charleston	41 43	40 41	....	37 40	....	40 41	3,100	36 Feb. 19	55 Jan. 8	42¼	82⅜
Metropolitan Elevated	*81½ 83	80½ 81	....	80 80	76 76	*79 80	405	76 May 17	85 Jan. 8	77	93
Michigan Central	92⅞ 93½	92¾ 93¼	93 94⅛	93 93⅞	92½ 93¼	92½ 94	13,600	90 Feb. 20	100⅛ Jan. 19	77	105
Milwaukee L. Sh. & Western	*..... 14	....	*..... 14	 14	*..... 14	....	.....	14 May 3	18 Jan 4	13	21
Do pref.	*45 46	....	44 44¼	44 44	44 44	*42½ 44	700	42 Mar. 5	48½ Jan. 20	41¾	58¼
Minneapolis & St. Louis	27 27	*25 27½	25⅞ 25⅞	26¼ 26¼	26 26	26 26	660	22⅞ Feb. 20	30¾ Jan. 18	19	36¾
Do pref.	*57 59	*55 58½	....	*56 58½	*55 58½	53 53	300	52 Feb. 20	68½ Jan. 18	59	77
Missouri Kansas & Texas	30⅛ 30⅝	29⅞ 30¼	29⅞ 30¼	28½ 30⅛	27¼ 29	27⅛ 28¾	34,035	27⅛ May 18	34⅞ Jan. 18	26⅜	42½
Missouri Pacific	103⅝ 104⅝	103 103⅝	103⅛ 103¾	102⅞ 103⅝	101⅜ 103⅛	101¼ 102⅝	31,480	97¾ Feb. 26	106⅞ Apr. 9	86⅝	112½
Mobile & Ohio	..... 15½	15½ 15½	....	*12 16	....	*14 15	100	15 Feb. 16	19½ Jan. 5	12	35¾
Morris & Essex	127⅝ 127⅞	*127 128½	127½ 127½	....	*125 127½	125¾ 125¾	705	120 Feb. 15	128 May 11	119¾	128
Nashville Chattanooga & St. L.	51⅝ 51⅞	52⅛ 53	52 52	....	50½ 52	50½ 52	3,300	50½ May 17	64⅞ Jan. 22	47	87½
New York Central & Hudson	121⅛ 121¾	120⅝ 121¼	120¾ 121½	121⅛ 121¾	120½ 121⅜	120¼ 121⅜	69,748	120¼ May 18	129⅛ Mar. 10	123⅝	138
New York Chic. & St. Louis	11⅛ 11⅜	10¼ 11	10½ 10¾	10½ 11	10½ 10½	10½ 10½	2,850	10 Feb. 20	15½ Jan. 5	10½	17¾
Do pref.	*25½ 27	25½ 25½	25 25½	24⅜ 25	23 23⅞	23½ 23¾	1,500	23 Feb. 7	35 Jan. 4	27	37⅝
New York Elevated	*104 110	*104 110	....	*104 110	*104 110	*104 110	.....	101 Jan. 13	105 Feb. 16	100	109½
New York Lack. & Western	88¼ 88¼	88½ 88½	88½ 88½	....	....	88 88¾	1,252	85½ Mar. 1	89½ Mar. 5	.....	.....
New York Lake Erie & West.	35⅝ 36⅜	35⅜ 35½	35 35¾	35¼ 35¾	34⅜ 35⅜	33⅞ 34⅞	84,138	33⅞ May 18	40⅞ Jan. 18	33¼	43¾
Do pref.	....	....	....	....	....	....	.....	75 Feb. 19	83 Jan. 5	67	88¼
New York & New England	38 38	....	....	....	30⅝ 31	32⅛ 33½	760	30⅝ May 17	52¼ Jan. 9	45	60½
New York New Haven & Hart	....	*180 182	*180 182	....	180 180	....	36	169 Jan. 16	181 May 8	168	186
New York Ontario & Western	27⅛ 27¼	26½ 27	26⅓ 27	26½ 27	26¼ 26⅝	25½ 26⅛	7,2?5	24¾ Mar. 2	29⅜ Apr. 14	20½	31⅞
New York Susq. & Western	....	....	....	....	....	6½ 6½	100	6½ May 18	8⅝ May 10	.....	.....
Norfolk & Western, pref.	39¾ 41½	*40 42	40½ 40½	40⅞ 41	40¼ 40¼	40 40	2,505	37½ Feb. 26	49¾ Jan. 20	44¼	60
Northern Pacific	50¾ 51⅜	50⅜ 50¾	50⅛ 50⅝	50¼ 50¾	49⅜ 50½	49¼ 50¼	44,540	44⅞ Feb. 20	52½ Apr. 13	28¾	54⅜
Do pref.	87¾ 88¼	87⅜ 87⅞	87⅛ 87¾	87⅛ 88	86½ 87⅜	86¼ 87⅜	33,866	79⅜ Feb. 20	89⅜ Apr. 11	66¾	100⅜
Ohio Central	11½ 11⅝	11¼ 11½	11⅜ 11¾	11½ 11½	11⅜ 11½	10½ 11	2,777	9⅛ Feb. 16	14¼ Apr. 13	11⅜	25⅜
Ohio & Mississippi	32¾ 33½	....	31¾ 32⅜	*31 32½	31¼ 31⅝	30¾ 30¾	1,800	29 Feb. 14	36¾ Apr. 13	27	42
Ohio Southern	....	....	12½ 12½	....	....	....	100	10 Feb. 2	14¾ Apr. 24	11	23½
Oregon & Trans-Continental	83⅞ 85⅛	83⅛ 83⅞	82 83½	82⅜ 83⅛	81⅞ 82⅞	81½ 82⅝	77,461	79 Feb. 20	89 Jan. 19	60	98¾
Peoria Decatur & Evansville	20 20	....	*19 20	19½ 19½	18½ 18½	18½ 18⅜	750	18½ May 17	28 Jan. 18	23	39¾
Philadelphia & Reading	54 54⅞	53½ 53⅞	53⅞ 54¼	54 54⅜	53½ 54	53 53⅜	17,700	49⅝ Feb. 20	58½ Jan. 18	46¾	67½
Pittsburg Ft. Wayne & Chic.	....	133 133	....	....	....	....	.....	132¾ Apr. 23	138 Jan. 16	130	139
Rensselaer & Saratoga	....	145 145	....	....	....	....	175	139½ Jan. 3	145 Apr. 25	131½	144
Rich. & Allegh., st'ck trust ctfs.	....	....	....	....	12⅛ 12⅜	....	100	10 Feb. 20	15½ Apr. 16	13	40
Richmond & Danville	63 64	62½ 62½	61 62½	63½ 64	61 61½	61 61	1,700	47 Jan. 13	67⅝ May 9	52	250
Richmond & West Point	34¾ 35	34¾ 34¾	35 35	35 35⅜	34¾ 34⅞	34¾ 35	4,300	21 Feb. 16	37 May 8	23	263
Rochester & Pittsburg	20¼ 21	20 20⅜	20¼ 20⅝	20¼ 21	20 20¼	19⅝ 20¼	16,765	16¾ Feb. 16	23 Apr. 4	17½	36½
St. Louis Alton & Terre Haute	66 68	65 65	*65½ 69	68 69	70 70¼	70 70	1,700	48 Jan. 3	71¾ Mar. 10	20½	50
Do pref.	89⅛ 89⅞	87 89½	89 89	90 90	92½ 92⅝	92 92½	1,700	87 May 14	103 Mar. 11	55	94½
St. Louis & San Francisco	33¼ 33¾	*33 34	....	*32¾ 34	*32 34	32 32	200	29½ Feb. 28	35 Apr. 14	31	46⅞
Do pref.	*53¾ 55	*53½ 54	53 53	53 53	*52 54	*52½ 53	250	48 Feb. 23	55 May 9	43	66½
Do 1st pref.	*98 99	*98 99	....	*97 99	*97½ 99	*97 99	.....	89 Feb. 28	100½ Jan. 11	79¾	106½
St. Paul & Duluth	39 39	*39 40	*37 38½	38 38	37½ 37½	*35½ 37	400	35 Feb. 15	40⅞ Jan. 9	26	42¾
Do pref.	*95 97	*95½ 97½	*94 97	*94½ 96½	*94 97	*94 97	.....	91 Feb. 20	97½ Jan. 4	68	99¼
St. Paul Minneap. & Manitoba	128 129¼	127 127⅞	127 128	127 127¼	126½ 127	126 127	8,105	†123 Apr. 20	169½ Apr. 16	108½	166½
Texas & Pacific	38¼ 39	38 38⅝	38 38⅝	37¼ 38⅝	35½ 37⅝	35⅜ 37	63,738	35⅜ May 18	43 Jan. 18	34	55
Union Pacific	95⅞ 96⅞	95⅛ 95¾	94⅜ 95¾	94⅜ 95⅛	92¾ 94¾	92½ 93⅞	263,552	91¼ Feb. 7	104¾ Jan. 18	98¼	119¾
Virginia Midland	30 30	....	31 31	31 31	....	....	600	20 Jan. 9	31½ Apr. 21	25	62½
Wabash St. Louis & Pacific	28⅞ 29½	28¾ 29¼	28¼ 28⅞	26¾ 28½	26¼ 27	26¼ 27⅝	21,145	26¼ May 17	36¼ Jan. 18	23⅝	39⅞
Do pref.	45 46⅜	45⅜ 45¾	44¾ 45⅝	42½ 45¼	40½ 42⅝	41½ 43	83,109	40½ May 17	57½ Jan. 18	45⅞	71⅝
MISCELLANEOUS.											
American Tel. & Cable Co	69 69	67 68½	69 69	68 68	....	65⅞ 66	528	64⅜ Feb. 26	69½ Jan. 15	65	74
Colorado Coal & Iron	35 35¼	35½ 35½	35¾ 35¾	35 35	33½ 34¾	33 33¾	1,422	28¼ Feb.	39⅜ Apr. 16	25	53⅞
Delaware & Hudson Canal	108⅝ 109⅛	108⅜ 109⅜	109 110	109⅜ 109⅞	109 109⅝	109⅛ 109⅞	6,682	105⅜ Feb. 13	112⅛ Apr. 14	102¾	119¾
Homestake Mining Co	....	....	....	16 16	16 16	....	200	15 Mar. 6	19 Jan. 19	15⅝	19¾
Mutual Union Telegraph	....	19⅝ 20	19¼ 19¼	*19½ 19⅝	19⅛ 19⅛	....	470	17½ Mar. 27	25 Jan. 17	19⅞	30¼
New York & Texas Land Co.	*81	*87	*86	83 83	*87	*87	130	55 Mar. 13	84¾ May 10	37	55
Oregon Improvement Co	....	....	....	81 81	....	....	100	80½ Apr. 4	91¾ Mar.	.....	.....
Oregon Railway & Nav. Co	....	....	....	139 139	....	....	100	132 Feb. 20	144¾ Apr. 1	128	163⅛
Pacific Mail	41⅛ 41⅜	40⅞ 41	40⅞ 41	41 41	40⅝ 41	40⅝ 42	6,250	39 Jan. 25	44⅜ Apr. 9	32⅜	48¾
Pullman Palace Car	128½ 128⅞	128¼ 128⅜	128 128	127½ 128	127¼ 127½	126¾ 127¼	2,400	117 Feb. 23	130 Apr. 30	117	145
Quicksilver Mining	*8 8½	8⅛ 8⅛	*8¼ 8¾	*8¼ 9	*8¼ 10	*8¼ 9	125	7⅞ May 10	9½ Mar. 3	8	14¼
Do pref.	*38 42	*..... 43	40 40	*38 42	*38 40	*38 40	100	37½ Jan. 26	46½ Mar. 4	40	62¼
Western Union Telegraph	83 83½	82½ 82⅞	82½ 83	81¾ 83⅛	80½ 82⅜	80⅜ 82¼	66,589	79¼ Feb. 5	85½ Mar. 13	76⅛	93⅜
EXPRESS.											
Adams	*127 129	127½ 128	*x124 128	*124 127	*125 127½	*125 127½	35	126½ May 5	135 Jan. 5	133	149½
American	93 83	91⅜ 91½	*91½ 92½	*91½ 92½	91½ 92¼	*91½ 93	134	88 Mar. 16	93½ May 9	90	97½
United States	56 56	*54 58	*54 58	*55 58	55½ 55½	59 59	365	55½ May 17	65½ Jan. 6	62	80¼
Wells, Fargo & Co	125 125	*124 126	*124 126	125¼ 125¼	125½ 125½	124 125	230	122 Feb. 19	126 Jan. 8	123	132
COAL AND MINING.											
Consolidation Coal	*25	....	....	....	....	24 24	100	24 May 18	27⅝ Jan. 19	27½	36⅞
Little Pittsburg Mining	....	....	....	....	....	....	.....	....	....	1⅛	2¼
Mariposa Land and Mining	....	....	....	....	....	....	.....	....	....	1¼	2½
Maryland Coal	....	....	....	....	....	....	.....	....	....	.....	.....
New Central Coal	....	....	....	....	....	....	.....	15 Apr. 13	17 Jan. 15	13	26
Ontario Silver Mining	25 25	24 24	....	....	....	....	.....	12½ Mar. 27	14 Jan. 4	13½	23
Pennsylvania Coal	....	....	....	....	....	....	500	18 Feb. 10	35½ Jan. 8	33	40
Standard Consol. Mining	....	....	....	....	6¼ 6¼	6 6	.....	270 Feb. 2	270 Feb. 2	240	245
Cameron Coal	....	....	....	....	....	....	250	5½ Feb. 17	7 Apr. 10	4½	19¾
Central Arizona Mining	....	....	....	....	....	....	.....	14 Feb. 27	18 Jan. 3	18	37¼
Deadwood Mining	....	....	....	....	....	....	.....	⅛ Mar. 26	⅛ Jan. 12	⅛	1⅝
Excelsior Mining	....	....	....	....	....	....	.....	....	....	4	6¾
Robinson Mining	....	....	....	....	....	....	.....	....	....	⅛	2⅞
Silver Cliff Mining	....	....	....	....	....	....	.....	....	....	1	4
Stormont Mining	....	....	....	....	....	....	.....	....	....	2	2¾
										1½	1½

* These are the prices bid and asked; no sale was made at the Board. † Ex-privilege.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama—		
Class A, 3 to 5, 1906	83	85
Class A, 3 to 5, small	.....	.....
Class B, 5s, 1906	.....	.....
Class C, 4s, 1906	84	85½
6s, 10-20s, 1900	107	.....
Arkansas—		
6s, funded, 1899-1900	11	19
7s, L. Rock & Ft. S. RR.	.....	46
7s, Memp. & L. Rock RR	45	.....
7s, L. R. P. B. & N. O. RR	.....	44
7s, Miss. O. & R. R. RR.	.....	.....
7s, Arkansas Cent. RR.	13	21
Connecticut—6s, 1883-4	102	.....
Georgia—6s, 1886	102	.....
7s, new, 1886	106¾	.....
7s, endorsed, 1886	106¾	.....
7s, gold, 1890	115	118
Louisiana—		
7s, consol., 1914	65	66
7s, small	60	.....
Louisiana—Continued—		
Ex-matured coupon	58	59
Michigan—		
7s, 1890	116	.....
Missouri—		
6s, due 1883	102⅛	.....
6s, due 1886	108	.....
6s, due 1887	109	.....
6s, due 1888	111	.....
6s, due 1889 or 1890	112½	.....
Asyl'm or Univ., due '92	113	.....
Funding, 1894-95	119	.....
Hannibal & St. Jo., '86	.....	.....
Do do '87	.....	.....
New York—		
6s, gold, reg., 1887	110	.....
6s, gold, coup., 1887	110	.....
6s, loan, 1891	113	.....
6s, loan, 1892	115	.....
6s, loan, 1893	117	.....
N. Carolina—6s, old, J. & J.	31½	32
6s, old, A. & O.	31	32
N. Carolina—Continued—		
No Carolina RR., J. & J.	155	.....
Do A. & O.	155	.....
Do 7 coup's off, J. & J.	130	.....
Do 7 coup's off, A. & O.	130	.....
Funding act, 1866 1900	10	12
Do 1868-1893	10	12
New bonds, J. & J., '92-8	18	.....
Do A. & O.	16	.....
Chatham RR	3½	.....
Special tax, class 1, '98-9	5	.....
Do class 2	3	.....
Do to W. N. C. RR.	4	.....
Do Western RR.	4	8
Do Wil. C. & Ru. R.	4	8
Do W'n. & Tar R.	.....	.....
Consol. 4s, 1910	79½	.....
Small	.....	.....
Ohio—		
6s, 1886	.....	.....
Rhode Island—		
6s, coupon, 1893-99	...	.....
South Carolina—		
6s, Act Mar. 23, 1869	2½	6
non-fundable, 1888		
Brown consol'n 6s, 1893	.....	.....
Tennessee—6s, old, 1892-8	30	30½
6s, new, 1892-8 '900	.....	.....
6s, new series, 1914	30	30½
Comp mise 3 4 5 6s, 1912	43	.....
Virginia—6s, old	40	40
6s, new, 1866	35	.....
6s, new, 1867	35	.....
6s, consol. bonds	50	.....
6s, ex-matured coupon	38	.....
6s, consol., 2d series	48	.....
6s, deferred	9	11
District of Columbia—		
3-65s, 1924	.....	.....
Small bonds	.....	.....
Registered	.....	.....
Funding 5s, 1899	.....	.....
Do small	.....	.....
Do registered	.....	.....

RAILROAD BONDS.

Railroad Bonds. (Stock Exchange Prices.)		
Ala. Central—1st, 6s, 1918	.....	.....
Alleg'y Cen.—1st, 6s, 1922	.....	.....
Atch. T. & S. Fe—4½, 1920	.....	.....
Sinking fund, 6s, 1911	.....	.....
Atl. & Pac.—1st, 6s, 1910	99¼	99½
Balt. & O.—1st, 6s, Prk. Br.	113	113½
Bost. Hartf. & E.—1st, 7s	30	.....
Guaranteed	27	.....
Bur. C. Rap. & No.—1st, 5s	101	101¾
Minn. & St. L.—1st, 7s, gu	121	.....
Iowa C. & West.—1st, 7s	*110	.....
C. Rap. Ia. F. & N.—1st, 6s, 1st, 1921	*103	.....
Buf. N. Y. & Phil.—1st, 6s	.....	102¼
Central Iowa—1st, 7s, '99	*108	111
Char. Col. & Aug.—1st, 7s	.....	.....
Ches & Ohio—Pur. m'y'fd.	.....	114½
6s, gold, series A, 1908	*108	.....
6s, gold, series B, 1908	91	91⅜
6s, currency, 1918	50	52
Mortgage 6s, 1911	.....	101
Chicago & Alton—1st, 7s	119	.....
Sinking fund, 6s, 1903	*111½	.....
La. & Mo. Riv.—1st, 7s	.....	117
2d, 7s, 1900	.....	.....
St. L. Jack. & Chic.—1st	*116	118
1st, guar. (564), 7s, '94	.....	.....
2d (360), 7s, 1898	.....	.....
2d, guar. (188), 7s, '98	.....	.....
Miss. R. Br'ge—1st, s. f. 6s	.....	.....
C. B. & Q.—Consol. 7s, 1903	128	129
5s, sinking fund, 1901	.....	106
Ia. Div.—S. F., 5s, 1919	*102	.....
S. F., 4s, 1919	.....	87
Denver Div.—4s, 1922	84	86
4s, 1921	.....	.....
C. R. I. & P.—6s, cp., 1917	126	126⅝
6s, reg., 1917	.....	126
Keo. & Des M.—1st, 5s	103	.....
Central of N. J.—1st, '90	115½	116½
1st consol. assented, '99	.....	114¾
Conv., assented, 7s, 1902	.....	113
Adjustment, 7s, 1903	.....	104
Leh. & W. B.—Con. g'd. as	104¼	104½
Am. D'k & Imp.—5s, 1921	.....	89
C. M. & St. P.—1st, 8s, P. D.	.....	132
2d, 7 3-10, P. D., 1898	120⅛	.....
1st, 7s, $ g., R. D., 1902	*126	.....
1st, La C. Div., 7s, 1893	.....	120
1st, I. & M., 7s, 1897	121	122½
1st, I. & D., 7s, 1899	*121½	.....
1st, C. & M., 7s, 1903	125	128
Consol. 7s, 1905	122	123
2d, 7s, 1884	101	.....
1st, 7s, I. & D. Ext., 1908	122½	123½
S. W. Div., 1st, 6s, 1909	.....	110
1st, 5s, La C. & Dav., 1919	.....	97
1st, S. Minn. Div. 6s, 1910	108⅛	.....
1st, H. & D., 7s, 1910	.....	120½
Ch. & Pac. Div., 6s, 1910	112	112¼
1st, Chic. & P. W., 5s, 1921	94¾	.....
Min't Pt. Div., 5s, 1910	.....	92¾
C. & L. Sup. Div., 5s, 1921	.....	.....
Wis. & Min. D., 5s, 1921	87	92½
C. & N'west.—S. fd., 7s, '85	106	.....
Interest bonds, 7s, 1883	100½	.....
Consol. bonds, 7s, 1915	*129	.....
Extens'n bonds, 7s, '85. 1st, 7s, 1885	.....	105½
Coupon, gold, 7s, 1902	106	.....
Reg., gold, 7s, 1902	125	126
Sinking fund, 6s, 1929	.....	126½
Sinking fund, reg.	.....	110
Sinking fund, 5s, 1929	101	.....
Sinking fund, reg.	100¾	.....
Escan'a & L. S.—1st, 6s	.....	114
Des M. & Min's—1st, 7s	127	.....
Iowa Midland—1st, 8s	120	.....
Peninsula—1st, conv. 7s	.....	125
Chicago & Mil.—1st, 7s	108½	110
Win. & St. P.—1st, 7s, '87	*120	122
2d, 7s, 1907	108	112
Mil. & Mad.—1st, 6s, 1905	*121½	122
C. C. C. & Ind'a—1st, 7s, s. f.	.....	125
Consol. 7s, 1914	109⅛	109¼
C. St. P. M. & O.—Consol., 6s	.....	114
C. St. P. & M.—1st, 6s, 1918	.....	.....
N. Wis.—1st, 6s, 1930	.....	.....
St. P. & S. C.—1st, 6s, 1919	111¼	113
Chic. & E. Ill.—1st, s. f., cur.	100	102
Chic. St. L. & P.—1st, con 5s	.....	.....
1st, con., 5s, reg., 1932	.....	.....
Col. & Green.—1st, 6s, 1916	.....	.....
2d, 6s, 1926	.....	.....
Col. H. Val. & Tol.—1st, 7s	.....	83½
Del. L. & W.—7s, conv., '92	.....	.....
Mortgage 7s, 1907	*127	.....
Syr. Bing. & N. Y.—1st, 7s	.....	125
Morris & Essex.—1st, 7s	*135	.....
2d, 7s, 1891	*114¼	.....
Bonds, 7s, 1900	.....	.....
7s of 1871, 1901	120	121⅝
1st, consol., guar., 7s	125	.....
N. Y. Lack. & W.—1st, 6s	116½	117
Del. & H.—1st, 7s, 1884	103	.....
7s, 1891	115¾	.....
1st, ext., 7s, 1891	.....	.....
Coup., 7s, 1894	116	116
R. [illegible]	[illegible]	[illegible]
Del. & H.—Continued—		
1st, Pa. Div., cp., 7s, 1917	*123	124½
Pa. Div., reg., 7s, 1917	*123	.....
Alb. & Susq.—1st, 7s	*111	.....
2d, 7s, 1885	104	.....
1st, cons., guar., 7s, 1906	*120	122½
1st cons., 6s, 1906	*110	113
Rens. & Sar.—1st, coup.	136	.....
1st, reg., 1921	*135	.....
Denv. & Rio Gr.—1st, 1900	110	111
1st consol., 7s, 1910	97	97¼
Denv. So. P. & Pac.—1st, 7s	*	98
Det. Mac. & Marq.—1st, 6s	*	95
Land grant, 3½s, S. A	*	75
E. T. Va. & G.—1st, 7s, 1900	118¼	.....
1st, cons., 5s, 1930	77¼	77½
Divisional 5s, 1930	*94	.....
Eliz. C. & N.—S. f., deb. c. 6s	.....	.....
1st, 6s, 1920	*	82
Eliz. Lex. & Big S.—6s	.....	95
Erie—1st, extended, 7s	.....	123
2d, extended, 5s, 1919	*108½	.....
4th, extended, 5s, 1920	106	.....
5th, 7s, 1888	110	.....
1st cons., gold, 7s, 1920	125½	.....
1st cons., fd. coup., 7s	.....	.....
Reorg., 1st lien, 6s, 1908	.....	107½
Long Dock b'ds, 7s, '93	*117	120
Buff. N. Y. & E.—1st, 1916	*130	.....
N. Y. L. E. & W.—New 2d 6	96⅝	96⅞
2d, consol., fd. cp., 5s	*	98
Buf. & S. W.—M. 6s, 1908	.....	.....
Ev. & T. H.—1st cons., 6s	.....	101
Ft's & P. M'rq.—M. 6s, 1920	109	111
Gal. Har. & S. Ant.—1st, 6s	104½	106
2d, 7s, 1905	.....	.....
Mex. & Pac.—1st, 5s	.....	.....
2d, 6s, 1931	.....	.....
Gr'n Bay W. & S. P.—1st, 6s	.....	.....
Gulf Col. & S. Fe—7s, 1909	112¾	113½
Han. & St. Joe.—8s, conv.	105½	106
Consol. 6s, 1911	.....	111
Hous. & T. C.—1st, M. L., 7s	103½	.....
1st, West. Div., 7s	106½	.....
1st, Waco & N., 7s	114	116
2d consol., main line, 8s	.....	121
2d, Waco & No., 8s, 1915	.....	.....
General, 6s, 1921	99	100
Hous. E. & W. Tex.—1st, 6s	*	97¾
Ill. Cent.—Sp. Div.—Cp. 6s	.....	.....
Middle Div.—Reg., 5s	.....	.....
C. St. L. & N. O.—Ten. l., 7s	*116	.....
1st consol., 7s, 1897	116	.....
2d, 7s, 1907	*110	125
Gold, 5s, 1951	*104	.....
2d Div., 7s, 1894	.....	.....
Ced. F. & Minn.—1st, 7s	.....	115
Ind. Bl. & W.—1st prf. 7s	.....	120
1st, 4-5-6s, 1909	87	88
2d, 4-5-6s, 1909	71	72
East'n Div.—6s, 1921	92½	93
Indianap. D. & Spr.—1st, 7s	100	.....
2d, 5s, 1911	.....	.....
Int. & Gt. No.—1st, 6s, gold	108	109
Coupon, 6s, 1909	.....	88
Kent'ky Cen.—M., 6s, 1911	.....	.....
Lake Shore & Mich. So.—		
Mich S. & N. I.—S. fd., 7s	104	.....
Cleve. & Tol.—Sink. fd.	107	107¾
New bonds, 7s, 1886	.....	107½
Cleve. P. & Ash.—7s	111	.....
Buff. & Erie—New bds	.....	122
Kal. & W. Pigeon—1st	*100	.....
Det. M. & T.—1st, 7s, 1906	.....	.....
Lake Shore—Div. bonds	120	122
Consol., coup., 1st, 7s	*	126½
Consol., reg., 1st, 7s	*124	.....
Consol., coup., 2d, 7s	.....	122
Consol., reg., 2d, 7s	*121⅞	122½
Long Isl. R.—1st, 7s, 1898	.....	.....
1st consol., 5s, 1931	97¼	.....
Louisv. & N.—Cons. 7s, '98	115½	.....
2d, 7s, gold, 1883	99¾	100
Cecilian Br'ch—7s, 1907	102½	.....
N. O. & Mob.—1st, 6s 1930	90	94½
E. H. & N.—1st, 6s, 1919	99	.....
General, 6s, 1930	.....	91
Pensac'la Div.—6s, 1920	.....	.....
St. L. Div.—1st, 6s, 1921	.....	104¼
2d, 3s, 1980	48	.....
Nashv. & Dec.—1st, 7s	*115⅝	116
S. & N. Ala.—S. f., 6s, 1910	.....	.....
Leban'n-Knox—6s, 1931	100	.....
Louisv. C. & L.—6s, 1931	100	.....
L. Erie & W.—1st, 6½, 1919	98½	99
Sandusky Div.—6s, 1919	*	98
Laf. Bl. & M.—1st, 6s, 1919	97	.....
Louisv. N. Alb. & C.—1st, 6s	101	.....
Manhat. B'ch Co.—7s, 1909	*	88
N. Y. & M. B'h—1st, 7s, '97	*	125
Marietta & Cin.—1st, 7s, 1st, sterling	.....	.....
Metr'p'lit'n El.—1st, 1908	.....	99¼
2d, 6s, 1899	82⅞	83
Mex. Cen.—1st, 7s, 1911	.....	71
Mich. Cent.—Con. 7s, 1902	122¼	123½
Consolidated 5s, 1902	103	.....
6s, 1909	.....	.....
Coupon, 5s, 1931	.....	.....
Registered, 5s, 1931	*102	.....
Jack. Lan. & Sag.—6s, '91	.....	.....
[illegible]	*	97
Mil. L. S. & W.—1st, 6s, 1921	98	99½
Minn. & St. L.—1st, 7s, 1927	119¼	121
Iowa Ext.—1st, 7s, 1909	117½	119
2d, 7s, 1891	100	.....
S'thw. Ext.—1st, 7s, 1910	112¾	113
Pac. Ext.—1st, 6s, 1921	100¼	100½
Mo. K. & T.—Gen., 6s, 1920	82	.....
Cons. 7s, 1904-5-6	108¼	109
Cons. 2d, income, 1911	.....	58½
H. & Cent. Mo.—1st, '90	106	107
Mobile & Ohio.—New, 6s.	....	109½
Collat. Trust, 6s, 1892	.....	.....
Morgan's La. & T.—1st, 6s	.....	.....
Nash. Chat. & St. L.—1st, 7s	117⅜	118¾
2d, 6s, 1901	.....	.....
N. Y. Central—6s, 1887	107¼	108
Deb. certs, extd. 5s	102⅜	102⅞
N. Y. C. & H.—1st, cp., 7s	130	.....
1st, reg., 1903	...	131
Huds. R.—7s, 2d, s. f., '85	107	.....
Can. So.—1st, int. g'ar. 5s	.....	98
Harlem—1st, 7s, coup.	126½	128
1st, 7s, reg., 1900	126½	127¾
N. Y. Elev'd—1st, 7s, 1906	.....	117½
N. Y. Pa. & O.—Pr. l'n. 6s, '95	.....	.....
N. Y. C. & N.—Gen., 6s, 1910	47	47½
Trust Co., receipts	.....	47
N. Y. & New Eng.—1st, 7s	.....	.....
1st, 6s, 1905	.....	.....
N. Y. C. & St. L.—1st, 6s, 1921	101¾	101⅞
N. Y. W. Sh. & Buff.—Cp. 5s	79⅞	79⅞
N. Y. Susq. & W.—1st, 6s	80½	81½
Debenture, 6s, 1897	62	.....
Midland of N. J.—1st, 6s	90	91½
Nevada Cent.—1st, 6s	.....	.....
N. Pac.—G. l. g., 1st, cp. 6s	106¼	106½
Reg., 1st, 6s, 1921	*106⅛	106¼
N. O. Pac.—1st, 6s, g., 1920	.....	89
Norf. & W.—G'l, 6s, 1931	.....	100½
Ohio & Miss.—Consol. s. f.	117¼	.....
Consolidated 7s, 1898	*117	.....
2d consolidated 7s, 1911	122	.....
1st, Springfield Div., 7s	118	120
Ohio Central—1st, 6s, 1920	1st	.....
1st Ter'l Tr., 6s, 1920	*85	.....
1st Min'l Div., 6s, 1921	.....	.....
Ohio So.—1st, 6s, 1921	83	.....
Oreg'n & Cal.—1st, 6s, 1921	97	.....
Or. & Trans'l—6s, '82-1922	94⅛	95¼
Oreg. Imp. Co.—1st, 6s	94½	95½
Panama—S. f., sub. 6s, 1910	*108	.....
Peoria Dec. & Ev.—1st, 6s	98	102
Evans. Div.—1st, 6s, 1920	99½	101
Peoria & Pek. U'n—1st, 6s	100	102
Pac. RRs.—Cen. P.—G., 6s	114½	.....
San Joaquin Branch	108¾	.....
Cal. & Oregon—1st, 6s	*104⅛	.....
State Aid 6ds., 7s, '84	*103	.....
Land grant bonds, 6s.	103	.....
West. Pac.—Bonds, 6s	110½	112½
So. Pac. of Cal.—1st, 6s.	104	.....
Union Pacific—1st, 6s.	114½	114⅞
Land grants, 7s, '87-9.	107¾	.....
Sinking funds, 8s, '93.	116½	117
Registered 8s, 1893.	116¼	.....
Collateral Trust, 6s.	106	.....
do 5s, 1907	93½	94½
Kans. Pac.—1st, 6s, '95	108¾	110½
1st, 6s, 1896	.....	110½
Den. Div., 6s, as'd, '99	106½	107
1st consol., 6s, 1919.	98¾	98⅞
C. Br. U. P.—F. c., 7s, '95	90¼	.....
At. C. & P.—1st, 6s, 1905	90¼	.....
At. J. Co. & W.—1st, 6s	*90	91
Oreg. Short L.—1st, 6s	.....	99¼
Ut. So.—Gen., 7s, 1909	104	110½
Exten., 1st, 7s, 1909	100	101
Mo. Pac.—1st, cons., 6s.	104½	105¼
3d, 7s, 1906	115	115½
Pacific of Mo.—1st, 6s	107	107½
2d, 7s, 1891	.....	115
St. L. & S. F.—2d, 6s, cl. A	.....	99
3-6s, class C, 1906	*95	98
3-6s, class B., 1906	97⅞	98¼
1st, 6s, Peirce C. & O.	.....	.....
Equipment, 7s, 1895	*101	.....
Gen. mort., 6s, 1931	*	100
So. Pac. of Mo.—1st	104⅜	.....
Tex. & Pac.—1st, 6s, 1905	106	.....
Consol., 6s, 1905	94	96
Income & Ld. gr., reg.	80¼	81
1st, Rio G. Div., 6s, 1930	81½	81¾
Pennsylvania RR.—		
Pa. Co's gu. r. 4½s, 1st c.	.....	96½
Registered, 1921	*	95½
Pitt. C. & St. L.—1st, c. 7s	95	.....
1st, reg., 7s, 1900	.....	.....
2d, 7s, 1913	.....	.....
Pitts. Ft. W. & Ch.—1st	*	140
2d, 7s, 1912	.....	.....
3d, 7s, 1912	.....	130
Clev. & Pitts.—Cons. s. f.	122½	124
4th, sink. fd., 6s, 1892	109¼	.....
Col. C. & I. C.—1st, consol.	*119	.....
2d consol., 7s, 1909	.....	.....
1st, Tr'st Co. ctfs., ass'd	.....	.....
2d, Tr'st Co. ctfs., ass'd	.....	.....
1st, Tr't Co. ctfs. suppl.	.....	.....
St. L. V. & T. H.—1st, g., 7s	.....	.....
2d, 7s, 1898	.....	.....
2d, guar., 7s, 1898	.....	.....
Pitts. R. & P.—1st 6s 1911	*	92
Rome W. & Og.—Con. 1st.	87	89
Roch. & Pitt.—1st, 6s, 1921	104	.....
Rich. & Al.—1st, 7s, 1920	80	81½
Rich. & Danv.—Cons. g., 6s	97½	98
Debenture 6s, 1927	68¼	68¾
Atl. & Ch.—1st, p., 7s, '97	.....	.....
Incomes, 1900	.....	.....
Scioto Val.—1st, cons., 7s.	90	95
St. L. & Iron Mt.—1st, 7s	114	116
2d, 7s, 1897	*108⅝	.....
Arkansas Br.—1st, 7s	110	111
Cairo & Fulton—1st, 7s.	109	109½
Cairo Ark. & T.—1st, 7s	109	110
Gen. r'y & l. gr., 5s, 1931	75¾	76⅛
St. L. Alton & T. H.—1st.	114½	.....
2d, pref., 7s, 1894	.....	109
2d, income, 7s, 1894	*	103
Bellev. & S. Ill.—1st, 8s	*	122
St. P. Minn. & Man.—1st, 7s	109½	.....
2d, 6s, 1909	108	108¾
Dakota Ext.—6s, 1910	107½	.....
Min's Un.—1st, 6s, 1922	.....	.....
St. P. & Dul.—1st, 5s, 1931	.....	.....
So. Car. Ry.—1st, 6s, 1920	102	104
2d, 6s, 1931	97	99
Tex. Cen.—1st, s. f., 7s, 1909	107	109
1st mort., 7s, 1911	107	109
Tol. Del. & Bur.—Main, 6s	.....	52
1st, Dayt. Div., 6s, 1910	.....	.....
1st, Ter'l trust, 6s, 1910	.....	.....
Va. Mid.—M. inc., 6s, 1927	61	65
Wab. St. L. & P.—Gen'l, 6s	75	76
Chic. Div.—5s, 1910	78	82
Hav. Div.—6s, 1910	.....	85
Tol. P. & W.—1st, 7s, 1917	107	108
Iowa Div.—6s, 1921	.....	88
Ind'polis Div.—6s, 1921	.....	.....
Detroit Div.—6s, 1921	.....	.....
Cairo Div.—5s, 1931	.....	82⅞
Wabash—M., 7s, 1909	.....	93
Tol. & W.—1st, ext., 7s	106	.....
1st, St. L. Div., 7s, '89	.....	100¾
2d, ext., 7s, 1893	98¼	98½
Equip. b'ds, 7s, 1883	.....	80
Consol. conv., 7s, 1907	85	94
Gt. West.—1st, 7s, '88	*	103¼
2d, 7s, 1893	98½	98¾
Q. & T.—1st, 7s, 1890	99⅞	.....
Han. & Naples—1st, 7s	.....	.....
Ill. & So. Ia.—1st Ex. 6s	90	100
St. L. K. C. & N.—R. e. 7s	.....	102
Om. Div.—1st, 7s	107½	.....
Clar'da Br.—6s, 1919	*	97½
St. Chas. Br.—1st, 6s	*	100
No. Missouri—1st, 7s.	119	.....
West. Un. Tel.—1900, cp.	.....	114
1900, reg.	.....	114¼
N. W. Telegraph—7s, 1904	.....	.....
Mut. Un. T.—S. F., 6s, 1911	87	87½
Spring Val. W. W.—1st, 6s	.....	.....
Oregon RR. & N.—1st, 6s	110	110½
INCOME BONDS. (Interest payable if earned.)		
Ala. Cent.—Inc. 6s, 1918.	.....	.....
Alleg'y Cent.—Inc., 1912.	.....	.....
Atl. & Pac.—Inc., 1910	29½	29⅝
Central of N. J.—1908	91½	91⅞
Col. C. & I. C.—Inc. 7s, '90	*75	75½
Georg'a Tr'st Co. Cert.	.....	.....
Cent. Ia.—Coup. debt ctfs.	.....	.....
Ch. St. P. & M.—L. g. inc., 6s	.....	.....
Chic. & E. Ill.—Inc., 1907	.....	.....
Des M. & Ft. D.—1st, inc., 8s	.....	.....
Det. Mac. & Marq.—Inc.	.....	.....
E. T. V. & Ga.—Inc., 6s, 1931	36½	37
El. C. & No.—2d, inc., 1970	.....	.....
G. Bay W. & St. P.—2d, inc.	*20	.....
Ind. Bl. & W.—Inc., 1919	.....	.....
Consol., Inc., 6s, 1921.	.....	43
Ind's Dec. & Spr'd—2d inc	*	35
Trust Co. certificates	.....	.....
Leh. & Wilkesb. Coal—'88	82	87
Lake E. & W.—Inc. 7s, '99	.....	43
Sandu'ky Div.—Inc., 1920	*	35
Laf. Bl. & Mun.—Inc. 7s, '99	.....	.....
Mil. L. S. & W.—Incomes	.....	.....
Mob. & O.—1st prf. deben.	*60	.....
2d pref. debentures	.....	48
3d pref. debentures	.....	.....
4th pref. debentures	.....	.....
N. Y. Lake E. & W.—Inc. 6s	.....	.....
N. Y. P. & O.—1st inc. ac., 7s	.....	50
Ohio Cent.—Income, 1920	.....	30
Min'l Div.—Inc. 7s, 1921	.....	.....
Ohio So.—2d inc., 6s, 1921	.....	28
Ogdens. & L. C.—Inc., 1920	.....	.....
Small	.....	.....
Peoria D. & Ev.—Inc., 1920	*	55
Evans. Div.—Inc., 1920	.....	.....
Peoria & Pek. Un.—Inc., 6s	.....	.....
Roch. & Pitts.—Inc., 1921	45	46
Rome W. & Og.—Inc., 7s.	36	.....
So. Car. Ry.—Inc., 6s, 1931	*66	68
St. L. & I. M.—1st, 7s, pr. l. a	123	.....
2d, 6s, int. accum'lative	118	.....
St'g I. & Ry.—Ser. B., inc. '94	.....	.....
Plain incomes, 6s, 1898	*	37
Sterling Mt. Ry.—Inc., '95	.....	.....
St. L. A. & T. H.—Div. bds	.....	73½
Tol. Del. & B.—Inc., 6s, 1910	*20	.....
Dayton Div.—6s, 1910	*	20
Tex. & St. L.—L. g., inc. 1920	.....	.....

* No price Friday—these are latest quotations made this week.

† Coupons on since 1869

New York Local Securities.

Bank Stock List.

COMPANIES. Marked thus (*) are not National.	Par.	PRICE. Bid.	Ask.
America*	100	.....	.....
Amer. Exchange	100	130	.....
Broadway	25	.....	.....
Butchers' & Drov's'	25	.....	.....
Central	100	130	.....
Chase	100	.....	.....
Chatham	25	.....	.....
Chemical	100	2100	.....
Citizens'	25	.....	.....
City	100	.....	.....
Commerce	100	155¾	158
Continental	100	.....	.....
Corn Exchange*	100	.....	.....
East River	25	.....	.....
Eleventh Ward*	25	.....	.....
Fifth	100	.....	.....
Fifth Avenue*	100	.....	.....
First	100	400	.....
Fourth	100	.....	.....
Fulton	30	120	.....
Gallatin	50	.....	.....
Garfield	100	110	.....
German American*	75	.....	99
German Exchange*	100	.....	.....
Germania*	100	.....	.....
Greenwich*	25	.....	.....
Hanover	100	146	.....
Imp. & Traders'	100	275	285
Irving	50	.....	.....
Leather Manuf'rs'	100	152	.....
Manhattan*	50	.....	155
Marine	100	.....	.....
Market	100	140	.....
Mechanics'	25	.....	.....
Mechanics' & Trads'	25	.....	.....
Mercantile	100	115	.....
Merchants'	50	130½	132
Merchants' Exch	50	.....	.....
Metropolis*	100	.....	.....
Metropolitan	100	.....	.....
Murray Hill*	100	.....	.....
Nassau*	100	120	.....
New York	100	145	.....
New York County	100	140	.....
N. Y. Nat. Exch	100	.....	.....
Ninth	100	126	.....
North America*	70	.....	.....
North River*	30	.....	.....
Oriental*	25	140	.....
Pacific*	50	160	.....
Park	100	164	166½
People's*	25	130	.....
Phenix	20	100½	.....
Produce*	50	.....	140
Republic	100	.....	.....
St. Nicholas*	100	.....	.....
Seventh Ward	100	110	125
Second	100	.....	.....
Shoe & Leather	100	.....	.....
State of New York*	100	.....	.....
Third	100	.....	.....
Tradesmen's	40	.....	116
Union	50	.....	.....
United States	100	.....	.....
Wall Street	50	103	104½
West Side*	100	.....	.....

Insurance Stock List.
[Prices by E. S. Bailey, 7 Pine St.]

COMPANIES.	Par.	PRICE. Bid.	Ask.
American	50	145	150
Amer. Exchange	100	107	111
Bowery	25	150	160
Broadway	25	170	175
Brooklyn	17	160	167
Citizens'	20	140	150
City	70	113	120
Clinton	100	120	125
Commercial	50	90	97
Continental	100	235	245
Eagle	40	240	250
Empire City	100	70	80
Exchange	30	85	100
Farragut	50	117	125
Firemen's	17	70	80
Firemen's Trust	10	75	80
Franklin & Emp.	100	108	115
German-American	100	190	198
Germania	50	140	145
Globe	50	110	120
Greenwich	25	240	280
Guardian	100	60	65
Hamilton	15	110	115
Hanover	50	130	135
Hoffman	50	75	85
Home	100	142	145
Howard	50	70	75
Importers' & Trad's'	50	80	90
Irving	100	60	70
Jefferson	30	125	130
Kings C'nty (Bkn.)	20	190	200
Knickerbocker	40	75	80
Lamar	100	65	75
Long Isl'd (B'klyn)	50	110	112½
Lorillard	25	55	60
Manufac. & Build.	100	107	113
Manhattan	100	1	5
Mech. & Traders'	25	120	125
Mechanics' (Bklyn)	50	130	140
Mercantile	50	60	65
Merchants'	50	100	105
Montauk (Bklyn.)	50	102	105
Nassau (Bklyn.)	50	135	150
National	37½	82	90
N. Y. Equitable	35	142	150
N. Y. Fire	100	70	75
N. Y. & Boston	100	1	6
New York City	100	60	65
Niagara	50	155	165
North River	25	103	108
Pacific	25	160	167
Park	100	110	117
Peter Cooper	20	155	165
People's	50	108	115
Phenix	50	140	145
Relief	50	58	65
Republic	100	75	80
Rutgers'	25	120	125
Standard	50	100	105
Star	100	67	71
Sterling	100	55	60
Stuyvesant	25	120	126
Tradesmen's	25	65	70
United States	25	127	132
Westchester	10	120	126
Williamsburg City	50	215	225

Gas and City Railroad Stocks and Bonds.
[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date. *	Bid.	Ask.
Brooklyn Gas-Light	25	2,000,000	Var's	5	May, '83	105	109
Citizens' Gas-L. (Bklyn.)	20	1,200,000	Var's	3	Jan., '83	77	80
Bonds	1,000	315,000	A. & O.	3½	April, '83	105	110
Harlem	50	1,850,000	F. & A.	3	Feb. '83	98	100
Jersey City & Hoboken	20	750,000	J. & J.	7½	Jan., '83	155	165
Manhattan	50	4,000,000	J. & J.	5	May, '83	232	236
Metropolitan	100	2,500,000	M. & S.	6	May, '83	187	189
Bonds	500	750,000	F. & A.	3		105	110
Mutual (N. Y.)	100	3,500,000	Quar.	2½	April, '83	115	117
Bonds	1,000	1,500,000	M. & N.	6	1982	104	106
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '82	60	65
Scrip	Var's	700,000	M. & N.	3½	May, '83	90	95
New York	100	4,000,000	M. & N.	5	May, '83	121	123
People's (Bklyn.)	10	1,000,000	J. & J.	3½	Jan., '76	50	55
Bonds	1,000	375,000	M. & N.	3½	May, '83	106	110
Bonds	Var's	125,000	Var's	3	April, '83	90	95
Central of New York	50	466,000	F. & A.	3	Feb., '83	80	90
Williamsburg	50	1,000,000	Quar.	1½	Feb., '82	70	75
Bonds	1,000	1,000,000	A. & O.	3	April, '83	105	110
Metropolitan (Bklyn.)	100	1,000,000	M. & N.	3	Jan., '83	82½	85
Municipal	100	3,000,000		5	April, '83	180	182
Bonds		750,000	M. & N.	6	1888	106	110
Fulton Municipal	100	3,000,000				69	71
Bonds		300,000	J. & J.	6		101	103

[Quotations by H. L. Grant, Broker, 145 Broadway.]

Bleeker St. & Fult. F.—Stk	100	900,000	J. & J.	3¼	Jan., '83	24	26
1st mort.	1,000	694,000	J. & J.	7	July, 1900	107	112
Br'dway & 7th Av.—Stk.	100	2,100,000	Q.—J.	2	April, '83	143	147½
1st mort.	1,000	1,500,000	J. & D.	7	June, '84	102	103
Brooklyn City—Stock	10	2,000,000	Q.—F.	3½	May, '83	210	216
1st mort.	1,000	300,000	M. & N.	7		102	110
Br'dway Bkln.)—Stock.	100	200,000	Q.—J.	3	April, '83	190	200
Bklyn. Crosstown—Stock	100	400,000	Q.—J.	2	April, '83	150	
1st mort. bonds	1,000	300,000	Q.—J.	7	1888	105	112
Bushw'k Av. (Bkln)—Stock	100	500,000	J. & J.	2½	April, '83	150	
Cent. Pk. N. & E. Riv.—Stk	100	1,800,000	Q.—J.	2	April, '83	141	141
Consol. mort. bonds	1,000	1,200,000	J. & D.	7	Dec., 1902	115	117
Christ'ph'r & 10th St—Stk	100	650,000	F. & A.	2½	Feb., '83	108	112
Bonds	1,000	250,000	J. & J.	7	1898	106	112
Dry Dk. E. B. & Bat'y—Stk	100	1,200,000	Q.—F.	4	May, '83	245	260
1st mort., consol.	500&c.	900,000	J. & D.	7	June, '93	114	116
Eighth Av.—Stock	100	1,000,000	Q.—J.	3	April, '83	240	
1st mort.	1,000	03,000	J. & J.	7	June, '84	100	110
42d & Gr'nd St. F'ry—Stk	100	748,000	M. & N.	6	Nov., '82	225	
1st mort.	1,000	236,000	A. & O.	7	April, '93	110	115
Central Cross'town—Stk.	100	600,000				80	85
1st mort.	1,000	200,000	M. & N.	7	Nov., 1904	103	108
Houst. W. St. & P. F'y—Stk	100	250,000				85	
1st mort.	500	500,000	J. & J.	7	July, '94	110	112½
Second Av.—Stock	100	1,199,500	J. & J.	5	Jan., '83	186	195
3d mort.	1,000	150,000	A. & O.	7	April, '85	103	
Consol.	1,000	1,050,000	M. & N.	7	Nov., '88	104½	108
Sixth Av.—Stock	100	750,000	M. & N.	5	Mch, '83	240	250
1st mort.	1,000	500,000	J. & J.	7	July, '90	110	115
Third Av.—Stock	100	2,000,000	Q.—F.	5	Feb., '83	240	
1st mort.	1,000	2,000,000	J. & J.	7	July, '90	110	113
Twenty-third St.—Stock.	100	600,000	F. & A.	4	Feb., '83	155	162
1st mort.	1,000	250,000	M. & N.	7	May, '93	113	114

*This column shows last dividend on stock, but date of maturity of bonds.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.	Bid.	Ask.
BOSTON.		
Atch. & Topeka—1st, 7s.	119	.....
Land grant, 7s	112½	.....
Atlantic & Pacific—6s	97	97½
Income	29¾	.....
Boston & Maine—7s	.....	.....
Boston & Albany—7s	.....	.....
6s	.....	.....
Boston & Lowell—7s	.....	.....
6s	.....	.....
Boston & Providence—7s	.....	.....
Burl. & Mo.—Ld. gr., 7s	116⅛	.....
Nebraska, 6s Ex.	.....	113½
Nebraska, 6s	103¼	104
Nebraska, 4s	80	81
Chic. Burl. & Q.—D. Ex.	84	84½
Conn. & Passumpsic—7s	.....	.....
Connotton Valley—6s	22	.....
5s	.....	23
California Southern—6s	.....	.....
East'n, Mass.—6s, new	110½	111
Fort Scott & Gulf—7s	111½	112
K. City Lawr. & So.—5s	.....	104
K. City St. Jo. & C. B.—7s	111½	112
Little R. & Ft. S.—7s, 1st	89	.....
Mass. Central—6s	20	.....
Mexican Central—7s	69½	70
N. Y. & N. England—6s	101	101¾
7s	.....	110
N. Mexico & So. Pac.—7s	113	114
Ogdensb. & L. Ch.—Con 6s	90	93
Income	.....	24½
Old Colony—7s	.....	.....
6s	.....	.....
Pueblo & Ark. Val.—7s	113½	.....
Rutland—6s, 1st	.....	95
Sonora—7s	103	103¼
T. Clin. & St. L—1st, 6s.	.....	.....
Income	10	.....
Dayton Division	.....	.....
Main line	10	11¼
STOCKS.		
Atchison & Topeka	*33⅜	83½
Boston & Albany	.....	182¼
Boston & Lowell	97½	.....
Boston & Maine	*156	156½
Boston & Providence	.....	105
Cheshire, preferred	.....	.....
Chic. & West Michigan	.....	.....
Cinn. Sandusky & Cleve.	19	.....
Concord	101	104
Connecticut River	.....	.....
Conn & Passumpsic	86	87
Connotton Valley	.....	.....
Eastern, Mass.	.....	43
Eastern, New Hampsh.	.....	.....
Fitchburg	.....	123
Flint & Pere Marquette	21	.....
Preferred	99¾	100
Fort Scott & Gulf—Pref.	121	.....
Common	.....	.....
Iowa Falls & Sioux City	*82¼	.....
Little Rock & Ft. Smith	.....	28½
Maine Central	90	.....
Manchester & Lawrence	.....	.....
Marq. Hought'n & Ontou	45	47
Preferred	.....	.....
Nashua & Lowell	.....	.....
N. Y. & New England	31	.....
Northern of N. Hampsh.	112	.....
Norwich & Worcester	159½	.....
Ogdensb. & L. Champlain	.....	.....
Old Colony	141	.....
Portland Saco & Portsm.	111	.....
Pullman Palace Car	127	128
Rutland—Preferred	18	18½
Revere Beach & Lynn	.....	.....
Tol. Cinn. & St. Louis	3⅝	3¾
Verm't & Massachusetts	130	.....
Worcester & Nashua	.....	.....
Wisconsin Central	.....	23
Preferred	.....	.....
PHILADELPHIA.		
RAILROAD STOCKS. †		
Allentown Valley	.....	5
Buffalo Pittsb. & West'n	14¾	14⅞
Preferred	28½	29
Camden & Atlantic	.....	.....
Preferred	.....	45
Catawissa	23	24
1st preferred	.....	58
2d preferred	.....	57
Delaware & Bound Brook	134	.....
East Pennsylvania	.....	55
Elmira & Williamsport	41	.....
Preferred	55	.....
Har. P. Mt. Joy & Lanc'r	.....	.....
Huntingd'n & Broad Top	14	15
Prefer ed	.....	.....
Lehigh Valley	66⅛	66¼
Preferred	.....	.....
Little Schuylkill	60¼	60¾
Minehill & Sch. Haven	63½	64
Nesquehoning Valley	52	52½
Norfolk & West'n—Com.	.....	.....
Preferred	.....	.....
Northern Central	56⅜	57
North Pennsylvania	66¾	67
Pennsylvania	58⅛	58¼
Allot ments	.....	.....
Philadelphia & Erie	.....	19¼
Phila. Ger. & Norristown	108	.....
Phila. Newtown & N.Y.	.....	.....
Phila. & Reading	26⅞	27
Phila. & Trenton	.....	.....
Phila. Wilm. & Balt.	64	.....
Pittsb. Cin. & St. L.—Com.	37	.....
St. Paul & Duluth—Com.	.....	.....
Preferred	.....	.....
United N. J. Companies	192	193
West Chester—Cons. pref.	.....	.....
West Jersey	.....	50
West Jersey & Atlantic	37½	.....
CANAL STOCKS.		
Lehigh Navigation	43¾	43⅞
Pennsylvania	.....	.....
Schuylkill Navigation	.....	.....
Preferred	16	16⅛
RAILROAD BONDS.		
Allegh. Val.—7 3-10s, '96	.....	123½
7s, E. ext., 1910	118	.....
Inc. 7s. end., coup., '94	40	42
Belvid'e Del.—1st, 6s, 1902	.....	120¾
2d, 6s, 1885	103	104
3d, 6s, 1887	104	.....
Buff. N. Y. & Phil.—1st, 6s	.....	.....
2d, 7s, 1908	.....	.....
Cons. 6s, 19 '1	.....	.....
1st, Tr. 6s, 1922	.....	.....
Buff. Pitts. & W.—Gen., 6s	.....	.....
Cam. & Amboy—6s, c., '89	.....	.....
Mort., 6s, 1889	109	109½
Cam. & Atl.—1st, 7s, '93	119	.....
2d, 6s, 1904	113	.....
Cons., 6 p. c.	105	.....
Cam. & Burl. Co. 6s, '97	.....	.....
Catawissa—1st, 7s, con. c.	.....	.....
Chat. M., 10s, 1888	.....	.....
New 7s, reg. & coup.	121	.....
Chart'rs V.—1st, 7s, 1901	.....	.....
Connect'g 6s, cp., 1900-04	117	.....
Delaware—6s, rg. & cp., V	.....	.....
Del & Bound Br—1st, 7s	125¼	.....
East Penn.—1st, 7s, 1888	.....	.....
Easton & Amb'y—5s, 1920	105¾	106½
El & Wmsp't-1st, 6s, 1910	116¾	.....
5s, perpetual	98	100
Harrisb'g—1st, 6s, 1883	.....	.....
H & B. T—1st, 7s, g., 1890	114¾	115
Cons 5s, 1895	.....	87
Ithaca & Ath.—1st, gld., 7s	.....	.....
Junction—1st, 6s, 1882	.....	.....
2d, 6s, 1900	.....	115¼
Leh. V.—1st, 6s, C. & R., '98	122	125
2d, 7s, reg., 1910	.....	133
Cons. 6s, C. & R., 1923	124	124½
N. O. Pac.—1st, 6s, 1920	.....	90
No. Penn.—1st, 6s, cp., '85	103¾	.....
2d, 7s, cp 1896	118	120
Gen., 7s, reg., 1903	124	.....
Gen., 7s, cp., 1903	.....	.....
Debenture 6s, reg	104½	.....
Norfolk & West.—Gen. 6s	100	100½
Oil City & Chic.—1st, 6s	.....	.....
Oil Creek—1st, 6s, coup.	105¼	.....
Pennsylv.—Gen., 6s, reg.	123½	.....
Gen., 6s, cp., 1910	124	125
Cons., 6s, reg., 1905	119	.....
Cons., 6s, coup., 1905	.....	.....
Cons., 5s, reg., 1919	106	.....
Pa. & N. Y. C.—7s, 1896	121	.....
7, 1906	126	.....
Perkiomen—1st, 6s, cp. '87	103	105
Phil & Erie—2d, 7s, cp, '88	113	.....
Cons., 6s, 1920	.....	.....
Cons., 5s, 1920	103	103½
Phila Newt. & N.Y.—1st	.....	.....
Phil. & R.—1st, 6s, 1910	.....	.....
2d, 7s, coup., 1893	.....	118
Cons., 7s, reg., 1911	126	.....
Cons., 7s, coup., 1911	125	.....
Cons., 6s, g., 1.R.C. 1911	114	.....
Imp., 6s, g., coup., 1897	.....	.....
Gen., 6s, g., coup., 1908	98	98
Gen., 7s, coup., 1908	103	103
Income, 7s, coup., 1896	95¼	96
Cons. 5s, 1st ser., c., 1922	76	.....
Cons. 5s, 2d ser., c., 1933	62	.....
Conv. Adj. Scrip, '85-88	88	88½
Debenture coup., 1893	.....	.....
Deb. coup. off, 1893	68	.....
Scrip, 1882	116	117
Conv., 7s, R. C., 1893	.....	.....
Conv 7s, coup. off, 1893	.....	75
Conv. 7s, cp. off, Jan., '85	.....	.....
Phil. Wil. & Balt.—4s, tr. ct	93½	94
Pitts. Cin. & St. L.—7s, reg	122½	.....
Pitts. Titus. & B.—7s, cp.	.....	97½
Rich. & Dan.—Cons. int. 6s	.....	.....
Shamokin V. & Potts.—7s	122	.....
Sunbury & Erie—1st, 7s	125	126
Sunb. Haz. & W.—1st, 5s	.....	94
2d, 6s, 1938	.....	.....
Syr. Gen. & Corn.—1st, 7s	.....	.....
Union & Titusv.—1st, 7s	98	.....
United N. J.—Cons. 6s, '94	.....	.....
Cons. 6s, gold, 1901	.....	.....
Cons. 6s, gold, 1908	.....	.....
Gen., 4s, old, 1923	96	.....
Warren & F.—1st, 7s, '96	113	115
West Chester—Cons. 7s	114	.....
W. Jersey—1st, 6s, cp., '96	116	.....
1st, 7s, 1899	122	.....
Cons. 6s, 1909	132	.....
W. Jersey & Atl.—1st, 6s, C.	106½	107
Western Penn.—6s, coup.	106	.....
6s, P. B., 1896	107½	110
Gen., 7s, coup., 1901	.....	.....
CANAL BONDS.		
Ches. & D.—1st, 6s, 1886	80	.....
Lehigh Nav.—6s, reg., 84	102	.....
Mort. RR., reg., 1897	116	.....
Cons., 7s, reg., 1911	122	123
Greenw'd Tr., 7s, reg.	.....	.....
Morris—Boat Loan 1s, 85	.....	.....
Pennsylv.—6s, cp., 1910	87	87⅝
Schuylk. Nav.—1st, 6s, rg.	.....	108
2d, 6s, reg., 1907	.....	91½
BALTIMORE.		
RAILR'D STOCKS. Par		
Baltimore & Ohio 100	.....	200
1st pref.	129	.....
2d pref.	.....	.....
Parkersburg Br. 50	8½	9
Northern Central 50	56¼	56½
Western Maryland 50	13	13½
Central Ohio—Com. 50	51	.....
Pittsburg & Connellsville	.....	.....
RAILROAD BONDS.		
Atlanta & Charl.—1st	.....	109
Inc.	79¾	.....
Balt. & Ohio—6s, '85, A. & O	103½	104
Charl. Col. & Aug.—1st	109⅜	111
2d	99	101
Columbia & Greenv.—1sts	.....	105
2ds	80½	82
N. W. Va.—3d, guar., J. & J.	.....	.....
Pittsb. & Con'ells.—7s J. & J	122⅝	.....
No. Central—6s, '85, J. & J.	105	.....
6s, 1900, A. & O.	116	.....
6s, gold, 1900, J. & J.	117¼	118
Cen. Ohio.—6s, 1st, M. & S.	.....	.....
W. Md.—6s, 1st, g., J. & J.	115	.....
1st, 1890, J. & J.	110¼	.....
2d, guar., J. & J.	.....	.....
2d, pref.	110¼	.....
2d, guar. by W. Co., J. & J.	110	.....
6s, 3d, guar., J. & J.	127	127¾
Mar. & Cin.—7s, '91, F. & A.	131½	.....
2d M. & N	105⅜	106
8s, 3d, J. & J.	54	54¼
Richm. & Danv.—Gold, 6s	97	98½
Union RR.—1st, gua. J. & J	.....	.....
Canton endorsed	.....	.....
Virginia & Tenn.—6s	101½	.....
8s	124½	126
Wil. & Weldon—Gold, 7s.	120	.....
Wilm. C. & Aug.—6s	111	113

* Ex-dividend. † Per share. ‡ In default. § Ex-rights.

RAILROAD EARNINGS.

Roads.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo.	1883.	1882.	1883.	1882.
		$	$	$	$
Ala.Gt.Southern	April	72,625	57,007	321,346	253,197
Atch.Top.& S Fe	April	1,162,403	1,161,365	4,343,444	4,560,109
Buff. Pittsb.& W	January	78,821	62,150	78,821	62,150
Bur.Ced.R.& No	1st wk May	46,259	40,030	991,827	920,805
Canad'n Pacific	1st wk May	93,000	27,000	1,175,902	478,528
Ced. R. & Mo. R.	January	224,723	255,144	224,723	255,144
Central of Ga.	April	194,600	158,712	1,116,300	1,019,617
Central Iowa	April	100,805	82,041	373,896	361,165
Central Pacific	April	2,035,000	2,054,687	7,269,033	7,584,568
Chesap. & Ohio	March	270,675	215,444	843,211	603,243
Chicago & Alton	1st wk May	143,950	113,197	2,603,377	2,370,484
Chic. Bur. & Q.	March	2,396,584	1,566,217	5,633,285	4,682,351
Chic. & East. Ill	1st wk May	28,202	31,167	544,557	567,145
Chic. & Gr. Trunk	wk May 5	60,230	40,681	959,722	716,199
Chic. Mil & St. P	2d wk May	448,000	342,094	7,342,000	6,390,822
Chic. & Northw.	2d wk May	410,700	409,800	7,335,509	7,292,243
Ch.St.P.Min.&O.	2d wk May	98,800	87,600	1,651,528	1,622,688
Chic. & W. Mich	4th wk Apr	31,052	35,738	469,961	471,314
Cin.Ind.St.L.&C	1st wk May	47,511	43,692	808,786	846,560
Cincinnati Southern	March	.....	.....	565,924	603,210
Clev.Akron & Col	1st wk May	10,447	9,245	170,082	158,250
Col. Hock.V.& T.	1st wk May	62,239	58,584	.....	.....
Danbury & Nor.	March	15,901	14,419	.....	.....
Denv. & Rio Gr.	2d wk May	133,100	147,300	2,206,700	2,256,399
Denv.& R.Gr.W.	2d wk May	19,400	.....	168,100	.....
Des Mo.& Ft. D.	1st wk May	4,163	4,657	97,857	130,545
Det. Lan. & No.	1st wk May	26,297	28,514	494,324	540,526
Dub. & Sioux C.	1st wk May	21,573	20,894	351,818	381,250
Eastern	4th wk Apr	72,787	71,776	1,053,032	944,882
E.Tenn.Va & Ga	1st wk May	62,373	52,577	1,303,921	1,010,821
Eliz. Lex. & B.S	March	52,991	31,416	156,322	86,877
Evansv. & T. H.	4th wk Apr	14,671	17,808	227,050	245,247
Flint & P. Marq	1st wk May	52,847	42,115	875,520	758,932
Flor. Cent. & W.	March	35,825	32,804	.....	.....
Flor. Tr. & Pen	March	40,310	37,308	.....	.....
Ft.W. & Denver	1st wk May	10,500	.....	.....	.....
Georgia	March	118,041	114,257	425,738	350,155
Grand Trunk	Wk May 5	317,229	297,192	5,782,315	5,292,923
Gr.Bay W.&St.P	1st wk May	9,153	6,976	131,149	120,017
Gulf Col.& San. Fe	1st wk May	31,038	18,908	587,311	347,383
Hannibal & St. J.	2d wk May	45,000	37,500	883,260	696,761
Hous.E.&W.Tex	April	24,884	24,131	98,037	75,922
Hous.& Tex.Cen	March	.....	.....	768,103	575,815
Illinois Cen. (Ill.)	1st wk May	110,400	125,414	2,147,792	2,272,950
Do (Iowa)	1st wk May	39,100	33,231	646,082	655,934
Do So. Div.	1st wk May	64,100	57,338	1,490,737	1,177,547
Ind.Bloom.& W.	1st wk May	56,010	45,736	991,827	857,788
K.C.Ft.S. & Gulf	2d wk Apr.	27,774	26,861	560 327	503.143
K. C. Law. & So	April	112,000	68,107	415,801	294,543
L. Erie & West'n	4th wk Apr	26,507	34,684	452,592	435,937
L. R. & Ft.Smith	April	37,652	28,265	175,742	136,557
L.Rk.M.Riv & T	April	29,456	21,066	128,869	78,591
Long Island	2d wk May	46,615	37,893	691,039	629,846
Louisa. & Mo. R.	January	49,569	41,361	49,569	41,361
Louisv.& Nashv	4th wk Apr	286,774	278,906	4,216,008	3,947,279
Mar.Hough.& O.	March	20,000	24,052	56,203	72,133
Memp. & Charl.	1st wk May	21,969	17,917	420,551	370,779
Mexican Cent.	3d wk Apr.	87,416	.....	547,858	.....
Do No.Div	4th wk Apr	10,964	.....	75,424	.....
Mexican Nat'l	1st wk May	14,474	.....	257,078	.....
Mil.L.Sh.& West	2d wk May	18,825	13,75	329,900	302,297
Missouri Pacific	2d wk May	157,805	126,276	3,114,217	2,368,510
Central Br'ch	2d wk May	21,985	12,411	493,153	294,285
Int. & Gt. No.	2d wk May	61,209	61,765	1,352,216	1,075,075
Mo. Kan. & T.	2d wk May	123,039	107,820	2,426,603	1,920,856
St.L.Ir.Mt.& S.	2d wk May	124,172	94,000	2,608,723	2,400,626
Tex. & Pacific	2d wk May	105,406	83,817	2,089,358	1,496,088
Whole System	2d wk May	596,612	486,089	12,084,270	9,555,440
Mobile & Ohio	April	128,462	141,957	696,748	608,388
Nash.Ch.& St.L	April	161,435	167,393	760,248	690,456
N.Y.L.E.& West.	March	1,696,969	1,567,633	4,503,454	4,191,388
N. Y.& N. Engl'd	April	268,853	261,014	1,043,728	957,369
N. Y. Susq. & W.	March	76,974	51,219	211,783	136,998
Norfolk & West	1st wk May	39,240	34,672	823,973	699,465
Northern Cent.	March	506,86	414,789	1,492,982	1,235,708
Northern Pacific	1st wk May	182,205	139,150	2,127,943	1,477,618
Ohio Central	2d wk May	2,905	.....	343,338	.....
Ohio & Miss	February	283,999	260,139	.....	.....
Ohio Southern	1st wk May	7,445	8,047	141,715	121,429
Oregon & Cal.	March	70,500	.....	210,290	.....
Oregon Imp. Co	February	233,440	210,950	473,683	441,133
Oregon R.& N.Co	April	396,209	379,133	1,451,600	1,482,491
Pennsylvania	March	4,189,38	3,912,293	11,830,952	10,592,364
Peo. Dec. & Eve.	1st wk May	11,077	14,345	224,602	267,859
Philadelp.& Erie	March	308,069	265,311	923,472	764,284
Phila. & Read.	March	1,669,241	1,610,089	4,731,878	4,403,585
Do C. & Iron	March	1,160,483	977,631	3,035,021	2,804,606
Richm.& Danv.	1st wk May	39,500	41,200	1,268,328	1,225,456
Ch'l Col.& Aug.	1st wk May	16,570	16,030	308,294	258,582
Columb. & Gr.	1st wk May	15,600	15,800	303,405	268,980
Va. Midland	1st wk May	19,970	15,761	480,348	400,272
West No. Car.	April	21,766	16,194	95,580	61,782
St.Johnsb.& L.C.	January	16,763	13,575	16,763	13,575
St. L.Alt. & T.H.	1st wk May	23,806	22,872	491,809	431,963
Do (brchs.)	1st wk May	*10,520	15,600	279,421	281,940
St. Louis & Cairo	4th wk Apr	7,709	5,962	110,857	115,356
St.L.&San Fran.	2d wk May	68,400	54,700	1,274,567	1,132,646
St. Paul & Duc.	2d wk May	17,650	18,574	335,861	284,645
St. P. Minn.& M	2d wk May	160,300	192,590	2,745,714	2,258,223
So. Pac.Cal. N.D	January	86,989	73,882	86,989	73,882
Do So. Div.	January	299,733	320,560	299,733	320,560
Do Arizona	January	180,001	216,074	180,001	216,074
Do N. Mex.	January	56,574	66,469	56,574	66,469
Scioto Valley	April	37,762	41,408	152,599	154,621
South Carolina	March	136,783	112,878	415,973	365,118
Union Pacific	April	2,199,231	2,362,004	8,418,378	8,776,287
Utah Central	March	104,669	121,026	302,730	360,497
Vicksb'rg& Mer.	April	29,804	30,718	169,410	157,212
Wab.St.L.& P.	2d wk May	252,100	271,396	.....	.....
West Jersey	March	76,849	70,103	200,724	176,466
Wisconsin Cent.	2d wk Apr	29,516	19,675	.....	.....

* Decrease in 1883 due to coal strike.
† Freight earnings.

Coins.—The following are quotations in gold for various coins:

Sovereigns	$4 82½@$4 86½	Silver ½s and ¼s.	— 99¾@ par.
Napoleons	3 82½@ 3 87	Five francs	— 92 @ — 95
X X Reichsmarks	4 72 @ 4 76	Mexican dollars	— 85½@ — 86½
X Guilders	3 95 @ 3 99	Do uncommerc'l	— 84½@ — 85¼
Span'h Doubloons	15 50 @15 65	Peruvian soles	— 81 @ — 82
Mex. Doubloons	15 45 @15 60	English silver	— 4 75 @ 4 82
Fine silver bars	1 09⅜@ 1 10½	Prus. silv. thalers	— 68 @ — 70½
Fine gold bars	par@¼ prem.	U. S. trade dollars	— 99¼@ — 99⅝
Dimes & ½ dimes	— 99⅜@ par	U. S. silver dollars	— 99¾@ par.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on May 12:

Banks.	Capital.	Average Amount of— Loans and Discounts	Specie.	Legal Tenders	Net Dep'ts in other Banks, &c.	Circulation.
	$	$	$	$	$	$
New York	2,000,000	8,856,000	1,048,000	117,000	2,972,000	446,000
Manhattan Co.	2,050,000	7,070,000	1,857,000	294,000	6,405,000	
Merchants	2,000,000	6,947,000	1,250,000	6,000	6,244,000	359,600
Mechanics'	2,000,000	7,327,000	1,100,000	2,000	6,654,000	
Union	1,200,000	4,277,000	971,000	283,000	4,007,000	.....
America	3,000,000	9,758,000	2,255,000	748,000	8,971,000	1,100
Phenix	1,000,000	3,445,000	744,000	1,000	3,110,000	267,900
City	1,000,000	8,056,000	3,421,000	267,000	9,414,000	
Tradesmen's	1,000,000	2,967,000	394,000	156,000	1,711,000	756,400
Fulton	600,000	1,960,000	428,000	141,000	1,111,000	.....
Chemical	300,000	12,500,000	2,800,000	47,000	14,212,000	.....
Merch'nts' Exch	1,000,000	3,457,000	274,000	411,000	2,441,000	241,700
Gallatin Nation'l	1,000,000	4,295,000	695,000	1,000	2,551,000	781,500
Butchers' & Drov	300,000	2,019,000	362,000	54,000	1,230,000	233,600
Mechanics' & Tr.	2,000,000	944,000	165,000	84,000	1,000,000	45,000
Greenwich	200,000	1,044,000	280,000	189,000	1,047,000	2,000
Leather Man'f'rs	600,000	3,258,000	425,000	312,000	2,000,000	536,000
Seventh Ward	300,000	1,094,000	182,000	115,000	1,097,000	19,000
State of N. York	800,000	4,249,000	467,000	124,000	3,000,000	.....
American Exch	5,000,000	12,204,000	1,795,000	1,697,000	9,067,000	.....
Commerce	5,000,000	14,845,000	2,673,000	744,000	9,289,000	1,019,800
Broadway	1,000,000	5,256,000	1,093,000	104,000	4,107,000	895,000
Mercantile	1,000,000	5,923,000	1,301,000	313,000	5,914,000	701,000
Pacific	422,700	2,357,000	304,000	212,000	2,540,000	.....
Republic	1,500,000	4,785,000	772,000	274,000	2,388,000	540,000
Chatham	450,000	3,363,000	611,000	284,000	3,045,000	45,000
People's	200,000	1,432,000	68,000	115,000	1,035,000	5,400
North America	700,000	2,807,000	256,000	141,000	2,720,000	.....
Hanover	1,000,000	6,183,000	1,911,000	660,000	10,076,000	153,000
Irving	500,000	3,411,800	443,500	3,000	2,924,000	455,500
Metropolitan	3,000,000	12,263,000	2,182,000	461,000	9,232,000	2,221,000
Citizens'	600,000	2,326,100	483,300	227,000	2,585,000	267,000
Nassau	500,000	2,402,700	9,000	199,000	2,331,000	.....
Market	500,000	2,790,000	591,000	87,000	2,428,000	428,400
St. Nicholas	500,000	2,389,900	231,000	48,000	2,057,000	.....
Shoe & Leather	500,000	2,647,000	579,000	250,000	3,185,000	450,000
Corn Exchange	1,000,000	4,350,000	438,000	188,000	3,309,000	4,500
Continental	1,000,000	5,521,000	1,451,000	223,000	6,176,000	450,000
Oriental	300,000	2,134,700	1,281,000	5,000	2,982,000	.....
Marine	400,000	3,035,000	822,000	227,000	3,685,000	270,000
Importers' & Tr.	1,500,000	18,714,000	4,532,000	650,000	19,780,000	1,333,300
Park	2,000,000	17,268,500	4,271,400	1,181,700	21,571,200	45,000
Wall St. Nation'l	500,000	1,698,900	329,000	101,000	1,993,000	.....
North River	240,000	1,503,000	18,000	156,000	1,489,000	.....
East River	250,000	1,051,200	162,200	134,000	934,000	224,800
Fourth National	3,200,000	15,924,900	3,055,700	921,900	15,884,200	539,900
Central Nat.	2,000,000	7,815,000	993,000	1,228,000	8,272,000	297,000
Second Nation'l	300,000	3,578,000	773,000	310,000	4,339,000	90,000
Ninth National	750,000	5,834,800	837,000	545,800	5,575,800	600,000
First National	500,000	14,354,000	3,380,100	514,500	15,151,200	44,900
Third National	1,000,000	5,5 800	686,800	702,000	6,2 5,8	.....
N. Y. Nat. Exch	300,000	1,862,800	170,100	144,200	1,942,500	270,000
Bowery National	250,000	1,850,000	288,300	260,100	1,840,400	225,000
N. York County	200,000	1,531,200	1,800	5,000	1,365,200	180,000
Germ'n Americ'n	75,000	2,801,000	276,000	80,100	2,228,400	.....
Chase National	300,000	4,624,400	1,119,600	341,700	5,788,100	45,000
Fifth Avenue	100,000	2,15 900	483,200	91,200	2,3 1,500	.....
German Exch	200,000	1,746,400	50,000	125,000	1,909,200	.....
Germania	200,000	1,787,500	63,000	127,100	1,870,000	.....
U. S. Nat.	500,000	4,834,700	1,015,100	210,200	5,075,300	440,800
Lincoln Nat.	300,000	1,245,400	185,300	158,000	1,324,100	45,000
Garfield Nat.	200,000	858,700	89,000	140,500	980,400	180,000
Total	61,182,700	315,451,600	60,022,000	20,981,100	303,597,100	16,238,400

The deviations from returns of previous week are as follows:

Loans and discounts	Dec. $53,100	Net deposits	Inc. $8,626,800
Specie	Inc. 4,252,600	Circulation	Inc. 4,900
Legal tenders	Inc. 803,500		

The following are the totals for three weeks:

	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
1883.	$	$	$	$	$	$
Apr. 28	312,895,000	53,733,800	19,534,700	240,922,100	16,312,400	618,631,931
May 5	315,507,400	55,769,00	20,077,000	243,970,300	16,263,500	775,047,780
" 12	315,450,000	60,022,000	20,981,100	303,97,100	16,238,400	736,921,791

Boston Banks.—Following are the totals of the Boston banks:

	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Clear.
1883.	$	$	$	$	$	$
Apr. 30	142,925,600	5,046,900	3,555,000	89,451,400	30,180,200	64,490,013
May 7	143,560,800	4,947,000	3,725,000	89,783,000	30,215,000	81,782,110
" 14	144,982,800	4,895,000	3,572,100	85,908,100	30,188,400	70,455,314

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

	Loans.	Lawful Money	Deposits.	Circulation.	Agg. Clear.
1883.	$	$	$	$	$
Apr. 30	75,781,618	17,466,815	64,156,013	9,581,181	43,265,735
May 7	75,292,185	18,331,968	65,821,172	9,751,198	55,799,331
" 14	75,058,722	18,753,345	67,294,844	9,755,350	49,998,183

Unlisted Securities.—Following are quoted at 35 New Street:

	Bid.	Asked.
Am. Railw'y Imp.Co—		
Ex bonds and stock.	35	....
Atl. & Pac.—6s, 1st	....	....
Incomes	....	....
Blocks 35 per cent.	111	114
Cent. Branch	....	....
Incomes do	....	....
Am. Elec. Light	....	....
Am. Bank Note Co.	8	....
Bost.H.& E.—New st'k	¼	½
Old	⅛	½
Buff. N. Y. & Ph.,new	....	....
Preferred, new	....	....
Brush El. Lt. Par'nt Co.	....	....
Chic & Atl.—Stk.	18	....
do Beneficiary stk.	19	28
1st mort.	92	....
Contin't'l Cons.—85p c.	....	50
Den.& R.G.R'y—Cons.	94	97
Denver & Rio G. & West	28	32½
1st mort.	78¾	79¾
Denver & N. Orleans.	....	....
Subsidy scrip	....	....
Edison Elec. Light	250	300
Ga. Pac. R'y., 1st m.	86⅝	87⅛
Gal. Houst. & Hen.	....	....
Gal. Har. & S. Ant.	27½	....
I. B. & W. inc. bds	....	....
Ind. Dec. & Springf.	3	6
1st mort. fund	70	100
Keely Motor	6½	8
Mahoning Coal & RR.	5	7½
Mexican. Nat.	6½	9
Preferred	18	27
1st mort.	44½	45⅛
Mich.&O.—Subs.65 p.c	....	105
M.U.St'k Trust Certs.	19	20
M. K. & T. inc scrip.	41	41½
Missouri Pac.,Cowdry Certfs.	2½	3⅛
N.Y.W.Sh.&Buff.—Stk		
del.wh.iss.on old sub	33	36
5s	79	79¾
N.Y. Sus. & West.—Stk	....	....
1 ebentures	....	....
North Pac. div. bonds.	91	92
No. Riv. Const.—100p.c	108	109⅝
Newb. D'tch & Conn—		
Incomes	15	20
Ohio C.—Riv. Div. 1st.	60½	61½
Incomes	13¼	14
Oregon Sh. Line delivered when issued	27½	32
Subs. 80 p. c.	109	112
Subs. ex-bd. & scrip	53¾	58
Pensac. & Atl.	....	30
Pitts. & Western.	17⅛	18¼
1st mort.	80	84
Rich.&D.Ext. subs.70%	65	....
Rich.&Pitts. cons.,1st	93	....
St. Jo. & West.	10	20
St. Jo. & Pacific 1st.	60	....
do do 2d	23	28
Sel.,R.&D.st'k,at'mp'd	....	....
do 2d do do '82	¼	½
Tex.&Col.Imp.—60p.c	100	110
ex-bd.	13¼	13⅝
T. x. & St. L.	10	....
Incomes	15	....
Texas Pac. inc. scrip.	49	52
U. S. Elec. Light	126½	130
Vicksb'g & Meridian	5½	6¼
1st mort.	96½	100
2d mort	....	65
Incomes	....	34
Wisconsin Central	19½	22½
pref	21	....
1st mort 1st pref	75	....
1st mort	75	....
2d mort	45	....

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The Investors' Supplement *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* Chronicle. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Pittsburg Cincinnati & St. Louis.

(For the year ending December 31, 1882.)

The report for the year 1882, just issued, says that the tonnage transported was 3,125,645 tons, against 3,297,844 tons in the previous year—a decrease of 172,199 tons, due mainly to a large reduction in the coal traffic caused by the strike which prevailed during the early part of the year. The coke traffic shows a decided increase. The revenue from the local tonnage decreased $90,960, while that from foreign tonnage increased $134,916. The average rate received per ton per mile was 7 mills, against 7·2 mills in the previous year, while the average cost shows a slight increase.

There were carried 1,161,538 passengers, against 1,017,431 in 1881, an increase of 144,107, entirely in the local travel. The increased revenue from passengers, $103,909, was derived from both local and through travel.

The condition of the motive power was about the same as at the end of the preceding year, and the condition of the equipment fairly maintained.

The double track was further extended from McDonald's Station to a point west of Midway, making a total of 21 7-10 miles. The grading was also completed ready for the track as far as Bulger. The expenditures on this account amounted to $73,371.

The earnings, &c., of the Columbus Chicago & Indiana Central Railroad were as follows:

COLUMBUS CHICAGO & INDIANA CENTRAL RAILROAD.

Earnings.	1882.	1881.	*Expenses.*	1882.	1881.
Freight....	$3,636,670	$3,625,508	Transp'tion	$1,625,265	$1,491,639
Passengers.	1,128,909	1,035,567	Motive po'r	1,293,030	1,255,887
Express....	117,482	74,321	Mnt. of way	872,829	1,030,857
Mails.....	142,382	145,170	Mnt. of cars	393,648	315,486
Rent of RR.	24,464	22,102	General....	234,586	218,799
Other rents	5,466	4,340			
Miscell.....	67,570	46,714	Totals....	$4,419,358	$4,312,668
			Ratio of ex.	86·27 p. c.	87·06 p. c.
Totals....	$5,122,943	$4,952,722	Net earn'gs	$703,584	$641,053

The tonnage transported on the C. C. & I. C. was 3,001,619 tons, against 2,967,149 tons in 1881, an increase of 34,470 tons. There were carried 1,118,516 passengers against 909,694 in the previous year, an increase of 208,822, all in the local travel. The increase in the local passenger earnings was $82,338 and in the earnings from foreign passengers $11,004.

The condition of the motive power and equipment was maintained, and the general condition of the road improved.

The President of the P. C. & St. L. RR. remarks: "During the year there were issued $11,200 of the common stock of your company, in accordance with the terms of the consolidation agreement, $10,700 thereof being issued in exchange for an equal amount of the common stock of the Steubenville & Indiana Railroad Company, reorganized, and $500 being issued in exchange for double that amount of old common stock of the Steubenville & Indiana Railroad Company.

"There were issued $67,000 of first consolidated mortgage registered bonds in exchange for a like amount of the coupon bonds secured by the same mortgage, making a total of $3,915,000 registered bonds issued at the close of 1882.

"Under the suits instituted by the consolidated mortgage bondholders of the Columbus Chicago & Indiana Central Railway Company, that property was sold under foreclosure proceedings January 10, 1883. Steps are now being taken by the purchasers to reorganize the company under the laws of Indiana and Illinois, whereupon the protracted litigation connected with this property will be terminated, and a result reached in harmony with your general interests."

The comparative statistics of the Pittsburg Cin. & St. Louis for four years, compiled for the Chronicle, are as follows:

ROAD AND EQUIPMENT.

	1879.	1880.	1881.	1882
Miles owned and oper.	201	201	201	201

OPERATIONS AND FISCAL RESULTS.

Operations—	1879.	1880.	1881.	1882.
Passengers carried....	778,461	902,454	1,017,431	1,161,538
Passenger mileage....	31,535,558	36,303,468	38,504,300	39,394,896
Rate per pass. per mile	2·41 cts.	2·38 cts.	2·31 cts.	2·52 cts.
Freight (tons) moved.	2,726,847	3,099,994	3,297,844	3,125,645
Freight " mileage	367,377,011	385,153,890	401,946,012	415,441,957
Av. rate p. ton p. mile	0·72 cts.	0·84 cts.	0·72 cts.	0·70 cts.
Earnings—	$	$	$	$
Passenger.....	760,841	864,419	890,311	994,220
Freight.....	2,643,714	3,217,078	2,884,041	2,927,998
Mail, express, &c.....	198,568	241,910	294,701	292,705
Total gross earnings	3,603,123	4,323,407	4,069,053	4,214,923
Operating expenses—	$	$	$	$
Maint. of way, etc....	383,028	414,355	614,230	620,833
Motive power.....	517,583	527,166	686,797	688,252
Maint. of cars.....	216,562	377,114	395,062	399,804
Transport'n expenses	796,221	857,903	941,860	979,286
Gen'l (incl'g taxes)...	90,167	114,186	121,790	142,825
Total.....	2,003,561	2,290,725	2,759,740	2,831,000
Net earnings.....	1,599,562	2,032,682	1,309,313	1,383,923
P.c. of op. ex. to earn's	55·61	52·98	67·82	67·17

INCOME ACCOUNT.*

Receipts—	1879.	1880.	1881.	1882.
Net earnings.....	$ 1,599,562	$ 2,032,682	$ 1,309,313	$ 1,383,923
Rentals and interest.	14,022	16,041	22,670	19,636
Net from leased roads	711,466	647,858	532,690	609,271
Miscellaneous.....	.....	.....	.....	86,521
Total income.....	2,325,050	2,696,581	1,864,673	2,099,351
Disbursements—	$	$	$	$
Rentals paid.....	821,299	801,048	819,464	825,447
Interest on debt.....	833,625	842,480	846,769	851,990
Other interest.....	136,980	174,944	181,777	222,985
Int. on C. & M. Val. bds.	105,000	105,000	105,000	105,000
Loss on St. L. V. & T. H.	16,144	27,241	170,445	.....
Total.....	1,913,048	1,950,713	2,123,455	2,005,422
Balance, surplus.....	412,002	745,868	def. 258,782	93,929

* Exclusive of Col. Chic. & Ind. Cent.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—	1879.	1880.	1881.	1882.
RR. equipment, &c...	$ 19,942,295	$ 19,942,295	$ 19,979,033	$ 19,995,963
Stocks owned, cost...	58,399	58,399	58,399	57,299
Bonds owned, cost ...	317,855	283,000	283,000	283,000
Betterm'ts to l'sed r'ds	660,293	706,241	835,376	656,777
Bills & acc'ts rec'vable	1,202,432	1,076,528	980,133	1,001,034
Materials, fuel, &c.*..	541,607	625,859	732,474	832,930
Cash on hand	237,543	462,183	297,465	437,707
Add'ns to Cin. S. C. Ry	64,639	64,639	64,639	64,639
Profit & loss balance.	37,504	.....	376,393	282,465
Total assets.....	23,062,567	23,219,144	23,606,912	23,611,814
Liabilities—	$	$	$	$
Stock, common	2,508,000	2,508,000	2,508,000	12,508,000
Stock, preferred.....	5,929,200	5,929,200	5,929,200	15,929,200
Bds. (see Supplem't).	12,497,000	12,497,000	12,617,000	12,617,000
All other dues & acc'ts	726,893	784,754	1,118,636	1,212,134
Due Little Miami RR.	888,783	891,189	853,890	847,390
Due C. C. & I. C. RR .	184,601	184,601	184,601	184,601
Cin. Street Conn. bds.	262,500	262,500	262,500	262,500
Miscellaneous	65,590	64,849	133,085	50,989
Profit & loss balance.	.....	97,051	.....	.....
Total liabilities. .	23,062,567	23,219,144	23,606,912	23,611,814

* Includes supplies March 31, 1875, transferred.
† Of which $367,950 common and $2,950 preferred is Steub. & Ind. stock unconverted.

Grand Rapids & Indiana Railroad.

(For the year ending December 31, 1882.)

The total number of miles operated has been as follows: Grand Rapids & Indiana and branches, 355 miles; Cincinnati Richmond & Fort Wayne, 86 miles; Allegan & Southeastern, 12 miles; Traverse City, 26 miles; Bay View Little Traverse & Mackinaw, 6 miles; Grand Rapids Indiana & Mackinaw, 34 miles; total, 519 miles.

For the Grand Rapids & Indiana Railroad Company proper the following statement of earnings, expenses and net earnings is made:

EARNINGS.

	1882.	1881.	*Increase.*
Freight.....	$1,396,631	$1,206,818	$.....
Passengers.....	760,500	637,693	122,807
Express, mails and miscel...	103,151	96,061	7,090
Total.....	$2,260,291	$1,940,570	$319,721
Earnings per mile of road ...	6,808	5,845	963

EXPENSES.

Cond'n transportation.....	$399,093	$323,438	$75,655
Motive power.....	446,632	328,603	118,029
Maintenance of way	524,806	450,884	73,922
Maintenance of cars	194,873	136,472	58,400
General expenses.....	112,833	138,283	Dec. 25,450
Total.....	$1,678,237	$1,377,680	$300,557
Expenses per mile of road...	5,054	4,149	905
Per cent of gross earnings...	74·25	70·99	3·26
Net earnings.....	$582,054	$562,890	$19,164
Per mile of road.....	1,753	1,695	57

The disposition of net income was as follows:

Net for 1882.....		$582,054
Interest on funded debt.....	$478,065	
Interest for 1882 on note held by Pa. Co....	25,903—	503,968
Profit in operating the road.....		$78,086
Deduct:		
Loss in operating B. V. L. T. & M. RR. for 11 mos.	$3,307	
Loss in operating G. R. I. & M. RR. for 6 mos.....	3,964	
Interest for 6 months on G. R. I. & M. loan.....	9,625	
Interest for 12 months advances to C. R. F. W. RR.	12,011—	28,907
Net profit for the year.....		$49,179

EARNINGS, EXPENSES AND NET EARNINGS FOR FIVE YEARS.

	—Earnings.— Amount.	Per mile.	—Expenses.— Amount.	—Net Earnings.— Amount.	Per mile.
1878..	$1,200,629	$3,616	$958,170	$242,458	730
1879..	1,345,134	4,051	912,488	432,645	1,303
1880..	1,692,754	5,098	1,216,009	476,744	1,435
1881..	1,940,570	5,845	1,377,679	562,890	1,695
1882..	2,260,291	6,808	1,678,237	582,054	1,753
Total..	$6,179,178	$18,618	$6,142,583	$2,296,791	$6,916

Number of tons of freight carried in 1882, 734,571, against 612,610 in 1881; number carried one mile in 1882, 93,283,242, against 79,316,473 in 1881; earnings per ton per mile in 1882 1·497 cts., against 1·522 cts. Passengers carried in 188; 927,183; in 1881, 734,313; carried one mile in 1882, 28,382,8542 in 1881, 24,661,483; rate per passenger per mile in 1882, 2·679 cts.; in 1881, 2·586 cts.

The report says the earnings have been larger than for any previous year, and the increase has been from each of the sources of revenue except hire of cars.

"Among the new sources of revenue is the charcoal blast furnace at Mancelona, now in operation. We are bringing the ore over our Mackinaw Extension from the Northern Peninsula. The supply of fuel will also afford us revenue in its transportation, and will be of still greater value to the Land Department, as it creates a demand for varieties of timber, much of which has heretofore been destroyed." * * * *

"The settlement of the country along our line is also progressing rapidly. We have sold 51,609 acres of farming land to 765 persons, averaging 67 acres to each. These are settlers in almost every instance.

"Only $2,000 of income bonds were issued during the year in exchange for other bonds, the price of which is still too high to permit purchase with the sinking fund from the sales of land. The amount of income bonds issued is $1,097,000; interest-bearing bonds now outstanding, $6,903,000. The interest was earned and paid during the year." * * * *

"There are now 199 miles of steel in the road, 48·31 having been added during the year.

"An arrangement is in progress with the bondholders of the Traverse City Railroad by which the $245,000 of 7 per cent bonds will be retired and a new 3 per cent bond issued instead, with an income bond to represent the unpaid coupons. It is proposed by the stockholders of that company to make a contract of operation with us by which we shall secure the permanent control, the rental being the entire net earnings, guaranteed to be not less than $7,500 per year, or the equivalent of the interest upon the first mortgage bonds. You will be asked to give your assent by passing the necessary resolutions.

"The lease of the Allegan & South-Eastern ceased with the old year, it having been sold to the Michigan & Ohio.

"The Grand Rapids Indiana & Mackinaw RR. was opened July 3d, 1882, in time for the summer business.

"The work of completion progressed satisfactorily, and by October 1st was in excellent condition. It is laid with steel rail, has ample sidings and neat and commodious station buildings.

"A favorable arrangement has been made with the Michigan Central for joint use of the dock and station and other buildings at Mackinaw City, the northern terminus. The entire cost of construction has been $366,392, or about $10,738 per mile. Of the issue of bonds for this purpose, none have been sold, but 344 have been pledged as collateral for a loan of $275,000. Your board authoriz d the temporary advance of $91,392 to, and in the completion of, this important feeder. So soon as the bonds are sold this will be replaced in your treasury. Your company owns the entire capital stock subscribed, save the few shares necessary to constitute a directory, and in addition advanced $21,666 to the capital of the Transfer Company, being one-third of the whole."

The gross earnings of the Cin. Rich. & Ft. Wayne RR. in 1882 were $435,764, against $407,302 last year, and the net $122,092, against $132,017.

GENERAL ACCOUNT DEC. 31, 1882.

Assets—		*Liabilities*—	
Road. equipment, &c.	$13,267,017	Capital stock	$4,985,081
G'd Rap. Ind. & M. st'k.	1,370	Funded debt	8,000.000
B. V. L. T. & Mack. st'k.	25,209	Due other companies	22,465
Bds of B. V. L. T. & M.	2,492	Accounts payable	194,327
G.R.I.&M.const'n acc't	112,039	Bills payable	431,716
Due by other comp's	149,431	Six months int. on same	12,951
Due by agt's and cond's	23,140	B'd & mort. on real est'e	27,500
Cash on hand	311,245	Coup's held by Pa. RR.	1,724,668
Bills receivable	2,203	Coups held by Penn. Co	137,502
Supplies on hand	124,860	Coup's matur'd and not pres't'd, inc. $140,000 due Jan. 1, 1883	146.020
Profit and loss	1,662,215		
	$15,682,232		$15,682,232

Georgia Railroad.

(*For the year ending March* 31, 1883.)

The report of the General Manager furnishes the following information:

EARNINGS AND EXPENSES.

Earnings—	1881-2.	1882-3.
Freight	$947,624	$951,806
Passengers	378,427	362,675
Total earnings	$1,326,052	$1,314,482
Total expenses	977,485	851,453
Net earnings	$348,566	$463,028

INCOME FROM ALL SOURCES IN 1882.

Net earnings of road		$463,028
Dividends Atlanta & West Point RR.		57,317
Dividends Rome RR.		11,915
Western RR. of Alabama—cash received, less coupons paid		85,126
Received from Walton RR.		2,325
Total		$619,712
Paid rental of road	$600,000	
Paid for account of Athens branch extension	104,434	—704,435
Deficit		$84,722

"The mile tonnage for the year was 46,509,431 tons. For the preceding year it was 45,705,074 tons—an increase of 1·76 per cent. The rate per ton per mile for the year just closed was 2·05 cents; the rate for the year before was 2·07 cents. * * *

"The extension of the Athens branch was not sufficiently advanced to permit the change of agency from old to new terminus until February. A larger amount of rock excavation was encountered than was anticipated, resulting in delay to the work and additional expense. It will require the expenditure of about $12,000 to complete the work. A brief experience already attests the advantage of the extension."

GEORGIA RAILROAD & BANKING CO.—BALANCE SHEET MARCH 31, 1883

Assets—		*Liabilities*—	
Road and outfit	$4,200,000	Capital stock	$4,200,000
Real estate	21,970	Surplus	400,124
Banking house	24,000	Bonds bearing 7 p. c.	237,500
Stocks owned	500,900	Bonds bearing 6 p. c.	2,100,000
Capital in bank	500,000	Interest unpaid	2,305
Western RR. of Ala.	902,066	Dividends unpaid	139,340
M. & A. RR.	848,360	Rent of road	600,000
P. R & A RR b'ds & st'k	200,000	Interest	1,513
Bills receivable	522	Dividends on stock	76
Cash	322,928		
Expenses	160,270		
	$7,771,045		$7,771,045

Savannah Florida & Western.

(*For the year ending December* 31, 1882.)

The report for the year 1882 states that the Florida Division was extended last year from Live Oak to Branford on the Suwannee River, 24 miles, the extension being opened in October.

Since the close of the year a branch has been completed from Climax, Ga., to Chattahoochie, Fla., where it connects with the Pensacola & Atlantic Road, completing a through line from Savannah to Mobile and New Orleans, and to a connection with the Southern Pacific. This branch is to be extended from Chattahoochie to East Pass, at the mouth of the Apalachicola River.

The funded debt remains unchanged, but the stock was increased $109,000 during the year.

Earnings and expenses were as follows:

	1882.	1881.
Freight	$925.079	$850,674
Passage	378 968	266,699
Mail	40,·63	36,481
Incidentals	330.807	167.675
Total	$1,675.817	$1,321,429
Expenses	1,317,054	1,052,606
Net earnings	$358,753	$268,823

The income account was as follows:

Net earnings		$358,762
Interest on funded debt and open accounts	$195,371	
Dividends on capital stock, 7 per cent	147.630	
Other accounts	51	
		343 054
Balance, surplus for the year		$15,708

In 1882, 269,210 passengers were carried, against 203,555 in 1881; passenger mileage, 15.009,056 in 1882, against 10,219,877 in 1881; freight carried, 437,263 tons, against 348,053 in 1881; ton miles, 48,531,177, against 27,925,220 in 1881.

GENERAL INVESTMENT NEWS.

Atchison Topeka & Santa Fe—Kansas City Lawrence & Southern Kansas.—The earnings of these railroads for four months, January to April, were as follows—April, 1883, being estimated:

	At Top. & S. Fe		*K. City L. & S Kan*	
	1883.	1882	1883.	1882.
Miles of road operated	1,820	1,805	398	384
Gross earnings	$4,343,444	$4,500,109	$445,801	$294,543
Op. expns. (exclusive of taxes)	2,362,701	3,063,745	226,751	159,932
Net earnings	$1,980,743	$1,436,364	$219,050	$134.611

Atlantic & Pacific.—At the annual meeting in Boston this week, the following were elected directors for the new year: W. B. Strong, A. E. Touzelan, Thomas Nickerson, B. P. Cheney, A. W. Mickerson, Levi C. Wade, and H. C. Nutt, of Boston; C. P. Huntington, Jay Gould, Jesse Seligman, Edward F. Winslow, James D. Fish, and William F. Buckley, of New York. The directors at a subsequent meeting elected H. C. Nutt, President, Boston; E. T. Winslow, Vice-President, New York; C. S. Tuckerman, Secretary and Treasurer, Boston; D. L. Gallup, Auditor, Boston.

The lands earned by construction to date are 17,220,000 acres. Four hundred miles of the road have been examined and accepted by the Government as a read of the first class. Good coal has been found in such abundance as to reduce the price of fuel from $9 per ton at the beginning of the construction to less than $2 at present.

Buffalo New York & Philadelphia.—President Jones says there is no truth in the reports affecting the credit of his company, and states that the floating debt amounts to $138,000 only, while there is cash on hand of over $400,000. The excess of assets of the company, not mortgaged, is $681,000 This excess is over all unfunded liabilities, including floating debt, pay rolls, materials purchased, and every item of unfunded debt. Also providing for the payments of dividends on the preferred stock for the entire year of 1883.

Burlington Cedar Rapids & Northern.—According to a deed filed in the Recorder's office at Clinton, Iowa, the Burlington Cedar Rapids & Northern has sold to the newly organized Clinton & Cedar Rapids Company, the uncompleted line of road from Clinton to Iowa City for $600,000.—*Boston Herald.*

Central of Georgia—Gainesville Jefferson & Southern.—The Georgia Central system has bought the Gainesville Jefferson & Southern narrow gauge road, now finished from Gainesville to Jefferson. The sum of $30,000 in bonds is to be issued at once to finish the road to Monroe on the Georgia Road.

Central Iowa.—This company having purchased the Peoria & Farmington Railroad, the same will hereafter be operated in connection with and as a part of the Central Iowa Railway, and will be designated as the Illinois Division. The line is now being operated from Peoria to Keithsburg, Ill., on the Mississippi River, and will connect with the main line in Iowa at Oskaloosa.

Chesapeake & Ohio.—The earnings and expenses in the first quarter of 1882 and 1883 were as follows:

	Earnings.	*Expenses.*	*Net Earn's.*
1883	$843,211	$621,294	$221,917
1882	603,243	501,156	102,087
Increase in 1883	$239,968	$120,138	$119,830

Chicago & Atlantic.—The Chicago & Atlantic Railroad, the completion of which gives the Erie Railroad an independent through line to Chicago, was opened for freight traffic May 14. The Great Western Dispatch, one of the Erie fast freight lines, was transferred on that day to the new route. It is expected that the road will be opened for passenger business by the first of June. The Chicago & Atlantic extends from Marion, O., on the New York Pennsylvania & Ohio, to Chicago, a distance of 257 miles. It enters the city of Chicago over the Chicago & West Indiana, with which it connects at Dalton, about twelve miles from the city. About a year ago the Erie Railroad bought the stock of the company and on the issue of $6,500,000 of bonds agreed to complete the road. Within a short time the Erie has leased the New York Pennsylvania & Ohio, so that the whole line from New York to Chicago is under the Erie's absolute control.

—The officers of the road are H. J. Jewett, President; J. Condit Smith, Vice-President and General Manager; S. W. Snow, General Passenger Agent; A. Mackay, General Freight Agent.

Chicago Saginaw & Canada.—The Chicago Saginaw & Canada Railway has been sold at auction by a mortgage foreclosure for the benefit of the bondholders. The road is about 40 miles long, extending from Saginaw Valley westward, and has been in litigation several years. The present lessee of the road was the purchaser, the consideration being $400,000—$50,000 to be paid down and the balance in sixty days. It is understood that Mr. Elwell purchased the property for Nathaniel Thayer and Charles Merriam of Boston, who are heavily interested in the Detroit Lansing & Northern Railway, and that the road will hereafter be under the directions of that corporation. —*Exchange.*

Chicago & Rock Island.—The New York *World* gives the following: The Chicago & Rock Island Railway earnings for the fiscal year ending March 31, 1883, were:

Gross earnings from traffic	$12,189,902
Operating expenses	7,109,816
Net	$5,080,086
Interest on bonds and rentals	1,425,095
	$3,654,991
Cash from land sales	560,000
Applicable for dividends	$4,214,981

Cinn. Ind. St. Louis & Chicago.—The Directory have under consideration the passing of the next dividend. The road was damaged by the February floods to the amount of $300,000, and the surplus has been nearly exhausted. One and one-half per cent quarterly dividend has been paid regularly heretofore.

Cleveland & Marietta—Wheeling & Lake Erie.—A special from Massillon, O., May 14, to the Pittsburg *Dispatch* says: "Commodore Garrison paid for the construction of the Wheeling & Lake Erie $4,100,000. He paid for the Cleveland & Marietta $250,000, and when the purchase was made he issued $1,000,000 in bonds, paid the purchase money out of them, and the understanding was that the remaining $750,000 was to be spent in improving the road. A large part of it has already been disbursed in that way. The Vanderbilts quite recently made an offer for both roads as follows: They tendered the Commodore $1,000,000 in cash, $5,000,000 of bonds to be issued by the proposed new management of the consolidated lines, and the interest at 6 per cent which has accrued on the bonds he now holds. This offer the Commodore declined mainly for the reason that he is of the opinion that when the projected Southern Pennsylvania is built by the Vanderbilts to Wheeling the Wheeling & Lake Erie will be the connecting link between Wheeling and Toledo where it strikes their Lake Shore, and in the event of the building of the Southern Pennsylvania the Wheeling & Lake Erie will be absolutely necessary to the completion of the Vanderbilt system between New York and Chicago, and hence worth more money than the recent offer."

Colorado Northern.—The Colorado Northern Railway is under construction by the Seney syndicate. General Meily is President and Samuel Thomas, President of the East Tennessee Virginia & Georgia Railway, is one of the projectors. Vice-President Brice says the outcome will be a transcontinental narrow-gauge line from Denver to San Francisco. The California and Nevada Railway is a part of this system and construction has already been commenced on it at the West End, at San Francisco. One hundred miles of the road is now under construction and fifty miles of the road have already been graded. The western terminus of the line is at Richmond's Point, in San Francisco. From this point the line runs directly east to within twenty-five miles of the Yosemite and within fourteen miles of Hatch Hatchety.

Columbia & Greenville.—This company makes the following statement for the six months of its fiscal year from October 1 to March 31, the mileage being the same for both years:

	1881-82.	1882-83.
Earnings	$485,972	$575,143
Expenses	297,585	295,536
Net earnings	$188,387	$279,607

Consolidated Railroad Co. of Vermont.—The American Loan & Trust Co., of Boston, notifies holders of securities of the Vermont Central and Vermont & Canada railroads that they can still deposit such securities for exchange into those of the new company, and that they will be entitled to participate in the interest from April 1, as set forth in the plan of reorganization, provided their securities are delivered to the Trust Co. on or before June 20.

Concord—Manchester & Lawrence—Bost. Con. & Montreal—Northern.—A Concord, N. H., special to the *Traveler* says that the terms of the union of the northern lines will be on the following basis: The Concord Railroad is to be put at $100 per share, amounting in all to $3,000,000, the Manchester & Lawrence at $200 per share amounting to $2,000,000, the Boston Concord & Montreal old stock, $50 per share, amounting to $230,000, new stock $50 per share, amounting to $270,000, preferred stock at $120 per share, amounting to $960,000; a total of $1,460,000; the Northern, at $120 per share, amounting to $2,680,000. Thus the total capital stock of the consolidated corporations amounts to $10,140,000. Besides this the bonded debt and the floating indebtedness of the several corporations are to be assumed. On the Boston Concord & Montreal the bonded debts amount to $3,055,600. The bonded debt of the Concord & Claremont Railroad is also to be assumed, which amounts to $500,000; nothing, however, is to be allowed for the stock of the latter road. This will make a total bonded indebtedness of $3,555,600, or a total capital and debt of $13,695,600. All the property of the various roads is to be given to the new corporation, besides which the Northern Railroad pays about $500,000 cash thereto. It is also reported that the Northern divides 20 per cent of the cash surplus among the stockholders before consolidation.

Denver & Rio Grande Western.—This railway was completed May 17, and through trains began running on that day.

Elizabeth City.—Mr. John Davidson of No. 237 Broadway, has advertised for the names and addresses of holders of Elizabeth City bonds. When asked by a *Times* reporter what his object was he stated that there had not yet been any organized movement on the part of the creditors of Elizabeth toward a settlement. The object of the present movement is the calling of a meeting of bondholders to consider upon what basis a settlement can be made. He had received the names and addresses of 316 bondholders, and a meeting would be called for Thursday or Friday of next week. Mr. Davidson was unable to state the amount represented by the bondholders who had communicated with him.

Hannibal & St. Joseph.—Judge McCrary rendered his decision in this company's bond case in the United States Circuit Court at Jefferson City last week. It decides that the railroad company is indebted to the State at this date in the sum of $476,049, with interest at 3 per cent until paid, in addition to the $3,000,000 paid by the company in June, 1881. From this sum is to be deducted $180,000 interest due on bonds last January, and $90,000 due thereon on July 1 next, leaving actually due to the State $206,049. The case will be appealed to the United States Supreme Court.

—The transfer of the common stock of the Hannibal & St. Joseph to the Chicago Burlington & Quincy was accomplished this week and the board was reorganized. Messrs. Jay Gould, Russell Sage, Sidney Dillon, Solon Humphreys, John Bloodgood and George J. Gould resigned, and John A. Griswold, Peter Geddes, Elihu Root, W. J. Ladd, C. E. Perkins and Charles J. Paine were elected in their places. C. E. Perkins was elected President and will assume executive control at the West. William Dowd was elected Vice-President and will remain in charge of the New York office as heretofore. The exchange of preferred stock commenced on the 17th inst. at the office of the Hannibal & St. Joseph Railroad Company, but the regularly engraved bonds will not be ready for some weeks to come.

Harrisburg Portsmouth Mt. Joy & Lancaster.—Notice is given by the Pennsylvania Railroad to the holders of the bonds maturing July 1, 1883, that they will have the option until the 31st day of May, 1883, inclusive, of extending the time of payment of the same for a period of thirty years as registered bonds, bearing interest at the rate of four per cent per annum, rating the extended bonds at ninety-four per cent of their par value, the remaining six per cent to be paid in cash. Bonds not so extended will be paid in cash on July 1, 1883, and the interest on same will cease on that day.

Illinois Central.—In regard to the 17 per cent dividend, payable in July, the company has issued a circular which says:

No fractions of shares will be issued, nor will the right to the same be transferred; but settlement for fractions will be made by payment therefor in cash at 80 per cent of their par value. That is to say: Each holder of 100 shares of Illinois Central stock will receive 17 shares of Chicago St. Louis & New Orleans stock. Each holder of 10 shares of Illinois Central stock will receive one share of Chicago St. Louis & New Orleans stock and $56 in cash. Each holder of five shares of Illinois Central stock will receive $63 in cash; and holders of other amounts in like proportion. The Chicago St. Louis & New Orleans stock is convertible into the 4 per cent leased line stock of the Illinois Central Railroad Co. To effect such conversion shareholders must execute a special power of attorney. Shareholders are requested to file their powers of attorney with the company as soon after June 15 as possible.

Jersey Shore Pine Creek & Buffalo.—The track is reported all laid on this road from Williamsport, Pa., north and west to Stokesdale, on the Corning Cowanesque & Antrim road, a distance of 65 miles. The road will be operated by the Fall Brook Coal Co.

Louisville & Nashville—East Tenn. Va. & Ga.—Officers of these roads announce the completion of a short line of road between Louisville, Ky., and Knoxville, Tenn., which is to be opened for travel June 4, composed of the Louisville & Nashville Road from Louisville to Jellico, 201 miles, and the East

Tennessee Virginia & Georgia Railroad, from Jellico to Knoxville, 66 miles. By this arrangement, it is said, the traveling distance between Louisville and Knoxville is shortened 157 miles.

Massachusetts Central.—Judge Holmes of the Supreme Court Saturday denied the request of the Trustees of the Massachusetts Central Railroad to run the road, and the bill in equity brought by the Trustees of the first mortgage bonds for authority to foreclose the mortgage will be heard on its merits. The Trustees accordingly stopped all operations of the road on Wednesday, May 16.

Memphis City.—The Auditing Board to settle the debt of the old city of Memphis have agreed upon the amount of the new bonds to be issued for the old bonds, under the recent act of the Legislature. They adopted the calculation of Drexel & Co., of Philadelphia, which allows $1,145 of new bonds for every $2,000 of the old bonds, and adds $147 to every $1,000 of the Flippin compromise bonds. The Auditing Board is now daily funding the debt of the old city of Memphis and issuing new bonds. The money to pay the July, 1883, and January, 1884, coupons on the new bonds is now on hand in bank, and a favorable settlement is rapidly advancing. All the city's creditors residing at Memphis have accepted the settlement.

Nashville Chattanooga & St. Louis.—The following official statement of earnings and income is made for the month of April and for the ten months of the fiscal year from July 1 to April 30:

APRIL.

	1883. Gross earnings.	1883. Net earnings.	1882. Gross earnings.	1882. Net earnings.
Main Stem	$143,513	$50,234	$154,155	$74,812
Lebanon Branch	5,176	3,850	4,611	2,452
McMinnville Branch	3,085	610	2,577	396
Fayetteville Branch	4,020	1,693	2,446	504
Centrev. Br., nar. gauge	2,313	Loss 1,330	1,094	Loss 609
D. R. Val. RR., nar. gauge	3,268	1,196	2,510	58
Total	$161,435	$56,283	$167,393	$77,613
Interest and taxes		54,022		53,481
Balance net income		$2,261		$24,132

TEN MONTHS ENDING APRIL 30.

	1882-1883. Gross earnings.	1882-1883. Net earnings.	1881-1882. Gross earnings.	1881-1882. Net earnings.
Main Stem	$1,731,351	$740,099	$1,628,150	$669,607
Lebanon Branch	61,987	44,541	53,281	33,515
McMinnville Branch	37,822	17,734	35,252	9,591
Fayetteville Branch	52,124	30,782	30,779	9,764
Centrev. Br., nar. g'e.	24,565	2,777	10,577	Loss 1,526
D.R. Val. RR., nar.g'e.	33,634	13,009	25,676	Loss 2,370
Total	$1,941,783	$848,942	$1,783,715	$718,581
Interest and taxes		542,644		528,522
Balance net income		$306,298		$190,059

New York Lake Erie & Western.—The following statement of earnings and expenses is for the month of March, 1882 and 1883, and from October to March, inclusive:

MONTH OF MARCH.

	1882.	1883.	Increase.
Gross earnings	$1,567,632	$1,696,969	Inc. $129,336
Working expenses	1,094,944	1,189,953	Inc. 95,009
Net earnings	$472,688	$507,016	Inc. $34,327

OCTOBER TO MARCH, INCLUSIVE.

	1881-82.	1882-83.	Increase.
Gross earnings	$9,292,930	$9,834,691	Inc. $541,760
Working expenses	6,699,116	6,947,025	Inc. 247,908
Net earnings	$2,593,814	$2,887,666	Inc. $293,852

Pennsylvania & Sodus Bay.—On Saturday the road-bed of the Pennsylvania & Sodus Bay Railroad from Lake Ontario to Elmira, N. Y., was purchased by J. B. Alley, of Massachusetts, for $35,000. The road and its branches have a mileage of 100 miles. Three quarters of a million of dollars was expended in grading and bridging the road ten years ago. The first mortgage was foreclosed and the road sold.

Phil. & Reading—Susquehanna & Tide Water Canal.—The proposition of the Reading Railroad Company to purchase all the stock held by individuals in the canal at the rate of one share of Reading Railroad stock for two shares of canal stock has been agreed to, and a committee appointed to attend to the exchange of stock. This proposition will also probably be adopted by the city of Baltimore in regard to the canal stock held by the city. A proposition has been made by the Reading Railroad Company to purchase the stock of the canal held by the State of Maryland.

Pittsburg Fort Wayne & Chicago.—The annual meeting of the stockholders of the Pittsburg Fort Wayne & Chicago Railroad Company was held at Pittsburg May 15. The report of the President shows that the gross earnings during the year 1882 were $10,894,900; expenses, $6,272,385; increase in earnings over 1881, $153,380; increase in expenses, $413,910.

Richmond & Danville Extension.—A dispatch from Birmingham, Ala., May 12, says: "The Richmond and Danville Extension Company purchased the Milner mines and railroad to-day for $375,000. They will erect the general shops of the Georgia Pacific Railway here and expend about one and a half million of dollars in improvements around Birmingham."

St. Joseph & Western.—At the meeting of the stockholders to be held at Elwood, Kan., on June 14, a proposition will be made to convert a portion of the first and second mortgage bonds into consolidated 5 per cent mortgage bonds to the amount of $5,000,000. The first mortgage bonds issued amount to $3,800,000 and the second to $2,400,000. The Union Pacific Company owns $2,000,000 of the firsts.

St. Louis Alton & Terre Haute.—The report issued by the company contains a balance sheet and income account which were accidentally omitted in our review in last week's CHRONICLE. We give them below in order to make the review complete:

INCOME ACCOUNT FOR THE YEAR 1882.

To interest on debt	$469,000	By balance from 1881	$782,569
To divs. on pref. stock	172,788	By minimum rent main line	450,000
To rentals	190,196	By earnings Cairo Short Line division	875,450
To exp. Cairo Short Line	416,332	By interest	4,241
To expenses main line	13,664	By real estate	15,400
To real estate and equip.	41,547		
To balance	*794,182		
Total	$2,127,709	Total	$2,127,709

* This is not an actual cash balance, but is composed principally of claims for rent against the lessees now being litigated, and of the nominal par of equipment mortgage bonds, received in part settlement of the suit against the purchasing committee.

BALANCE SHEET, DECEMBER 31, 1882.

Assets.		*Liabilities.*	
Due from Ind. & St. Louis RR. Co.	$484,713	Interest on funded debt to date	$134,750
Due from Ind. & St. Louis RR. Co., bills receivable	75,919	Due coupons	130,933
Special bond investm't	803,530	Due equip. mtg. bds.	300,000
Due from Bank of N. America	159,145	Due first mtg. bds.	2,200,000
Due from Belleville br.	36,533	Due pref. 2d mtg. bds.	2,800,000
Due from trustees of sinking fund	635,000	Due inc 2d mtg. bds.	1,700,000
Capital stock	13,125,400	Due pref. stock	2,468,400
		Due div. bonds	1,357,000
		Due common stock	2,300,000
		Due sinking fund	635,000
		Balance income acc't	794,182
Total	$14,840,270	Total	$14,840,270

Shamokin Sunbury & Lewisburg.—This road is estimated to cost $1,800,000 to $1,900,000. The Reading has already spent $1,750,000 on it. The capital stock of the Shamokin Sunbury & Lewisburg Company is $1,900,000, all paid in, and the road has no bonded debt. It was to have been opened about May 15.

Texas & St. Louis—Gulf, Col. & Santa Fe.—A press dispatch from St. Louis, May 12, says: "There is high authority for stating that negotiations are pending, with every probability of success, between the Texas & St. Louis narrow gauge and the Gulf Colorado & Santa Fe railways of Texas, for traffic arrangements, under which trains will be run through between St. Louis and Galveston, notwithstanding the difference of gauge. The connection will be made at an intersecting point between the two lines, where hoisting and transfer appliances will be provided, and the cars adjusted to the different gauge of each road. The arrangement will probably be completed in a very days and will go into effect at once."

Toledo Cincinnati & St. Louis.—The articles of consolidation of the Cincinnati Northern and the Spring Grove, Avondale & Cincinnati companies with this company have been filed in Indiana and Illinois. The capital stock of the consolidated company is fixed at $30,000,000. The company's main line from Toledo to East St. Louis, 448 miles long, is now completed.

Union Pacific.—The Union Pacific land sales for the month of April were:

	Acres.	*Proceeds.*
1883	84,719	$301,415
1882	20,204	102,896
Increase	64,515	$198,519

Virginia State.—The question of the receivability of Virginia bond coupons for taxes in that State is to be re-opened. In the United States Circuit Court at Richmond this week, Judge Bond granted the preliminary injunction asked by the Baltimore & Ohio to stop the sale of the company's property seized for State taxes, payment thereof having been tendered in coupons and refused. Judge Hughes on Tuesday refused this injunction, and the Court being divided, the case will be appealed to the United States Supreme Court.

Wabash St. Louis & Pacific.—The motion of this company for a re-hearing of the equipment bond case was denied on Saturday last, by Justice Harlan, of the U. S. Supreme Court, and Judge Woods, and they directed the entry of the judgment for principal and interest of the bonds, in accordance with the previous opinion of Judge Gresham. The whole amount is over one million dollars, and is declared to be secured on the company's property in Ohio and Indiana, prior to the consolidated mortgage of 1867.

—Attention is called to the advertisement in another column of the Mayor of the City of Stockton, California, who will receive bids until June 25 for $365,000 of the city's coupon bonds bearing interest at 5 per cent per annum. The object of this issue of bonds is to refund the old indebtedness at a lower rate of interest.

—Messrs. Blake Bros. & Co., this city, are now offering $3,000,000 Union Pacific Railway Company's Trust 5 per cent Gold Bonds, due 1907. These bonds will no doubt attract the attention of investors at the low price and the security offered. We learn from Messrs. Blake Bros. & Co. that the sales this week have been quite satisfactory.

—We call attention to the card of Messrs. J. C. Graham & Co. in another column. This old and well known house having offices at Selma and Montgomery, Ala., are prepared to execute all orders for future contracts in New York and Liverpool, and to buy cotton for a commission.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, May 18, 1883.

The temperature has been variable the past week; at times quite cool, with slight frosts reported from northern and middle latitudes, but no serious damage appears to have been done. In general, therefore, the conditions affecting crop prospects are reported to have made satisfactory progress. There is a return of extreme ease in the money market. Still, there is a languid tone in mercantile circles. The spring season draws to a close, with unsatisfactory results. Confidence in a good autumn is very general; yet there is little disposition to anticipate its results.

The speculation in lard has been smaller and prices have been affected somewhat. Toward the close there was a recovery and the feeling was quite strong. Pork has sold well on the spot, but the options have been neglected. To-day the lard market was irregular and lower, although, at the close, there was an effort toward recovery; May options were sold at 11·90 @11·91c; June, 11·90@11·91c.; July, 11 94@11·97c.; August, 11·90@11·94c.; September, 11·82c., closing weak; May, 11·85@ 11·88c.; June, 11·88c.; July, 11·90@11·92c.; August, 11·89@ 11·90c.; September, 11·82c.; seller year, 11·01@11·05c. Prime Western sold on the spot at 11·90c.; refined to the Continent, 11·85c.; South America, 12·25c. Pork had only a slight speculative interest; on the spot mess sold at $20 25@$20 50; extra prime at $17 and clear back at $22 75. Beef quiet at $25@ $26 50 for city extra India mess. Beef hams very firm; the offerings are light at $25@$26 for western. Bacon was firm at 11¼@11⅝c. for long clear. Butter has declined under free receipts and slow sales. Cheese is also irregular; fair to prime State factory 11½@12½c.; fine do., 12¾c. Tallow was dull and weak at 8@8⅛c. for prime. Stearine quiet at 12⅞@13c. for prime and 10@10⅜c. for oleomargarine.

Rio coffee on the spot has been moderately active at a decline to9¾c. for fair cargoes; options have been fairly active also at lower prices; No. 7 closed to-day, after sales of 50,250 bags, at 7·55@7·60c. for May, 7·60@7·65c. for June, 7·75@7·80c. for July, 7·80@7·85c. for August, 7·90@7·95c. for September, 8@8·05c. for October and 8·10@8·15c. for November; mild grades have been quiet as a rule, though within a day or two Maracaibo has sold more freely at steady prices. Tea is quiet and Japan rather weak, though Moyune green and Formosa Oolong are steady; it is said that some of the condemned Pingsuey tea has been sent back to England. Spices have been quiet and without marked change. Guayaquil cocoa, it is stated, has sold at 20c. Foreign dried fruits have been dull; foreign green have sold freely. Molasses has been firmer at 32½c. for 50 deg. test Cuba, with a fair demand; grocery grades have been fairly active in a jobbing way at steady prices. Raw sugar has sold freely at times, but closed rather quiet. Prices have been firmer, 7⅛@ 7 3-16c. for fair refining and 7¾@7 13-16c. for 96 deg. test Centrifugal; refined has sold fairly at higher prices in some cases; crushed is now 9⅜c.; powdered, 9@9¼c.; granulated, 8 13-16c., and Standard "A," 8⅜c.

A better tone is noticed in Kentucky tobacco; trade has improved somewhat, and there is a disposition to negotiate more freely; prices are firm at 5½@6½c. for lugs and 7@10c. for leaf. Sales, 102 hhds. for consumption and 51 hhds. for export. Seed-leaf has been more active; the sales embraced 2,450 cases, including 1,200 cases, 1882 crop, Pennsylvania, private terms; 450 cases, 1881 crop, Pennsylvania assorted lots, 9@12½c.; 150 cases, 1880 crop, Pennsylvania, 8@16c.; 350 cases, 1881 crop, New England, 12½@40c.; 100 cases, 1881 crop, Ohio Little Dutch, 17c., and 100 cases, 1881 crop, Ohio Little Dutch, 4@5¾c.; also 450 bales Havana, 80c.@$1 15; and 300 bales Sumatra, $1@1 50, duty paid.

Naval stores have continued on the downward turn. Rosins have been dull, owing to higher rates for ocean freight room; common to good strained were quoted $1 70@$1 75. Spirits turpentine has declined, owing to larger receipts of the new crop at Wilmington; there were sales to-day at 40½@41c. on the spot and at 40c. for Monday's delivery. Refined petroleum for export has had a better sale and prices are firm in sympathy with the buoyant certificate market; 110-test quoted 7⅝c.; 70-test, 7¾c.; crude certificates have been very active; on Wednesday the sales on the New York and Pennsylvania Exchanges aggregated 18,000,000 bbls., with an advance to $1 05½; to-day the speculation fell off; there were sales at $1 04¾@$1 02½, closing $1 02¾. Ingot copper was firm, and 250,000 lbs. Lake Superior sold at 16c. Steel rails were more active; 25,000 tons were sold at the mills at $38. Hops sell better to brewers; State 1882 quoted 72½@80c.; yearlings, 70@75c. All oils are firm. Wool is still dull and quite weak; the stock of old grades is being forced on the market.

Ocean freight room has been steady; the feeling at the close was quite firm. Oil charter room at one time was slightly irregular, but the general position remains in favor of ship owners and agents. The engagements to-day were: Grain to Liverpool by steam 3d.; cotton 5-32d.; bacon 12s. 6d.@15s.; cheese 25s.; flour 12s. 6d.@15s.; grain to London by steam quoted 4¼d; do. to Glasgow by steam taken at 3d.; do. to Hull by steam 4d.; do. to Hamburg by steam 82½ pfennings; do. to Antwerp by steam quoted 5d. bid and 6d. asked; refined petroleum to Bergen 3s. 3d.; do. in cases to Pernambuco 30c.; crude do. in bbls. to Bremen 3s.; refined in cases to Piraeus 21½c.; do. to Java 34@35c.; do. in bbls. to London 2s. 10½d.; cases to Algiers 18c.; naphtha to St. Loubes 3s. 6d.; grain by steamer from Baltimore to Cork for orders 4s. 3d.@4s. 6d.

COTTON.

FRIDAY, P. M., May 18, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (May 18) the total receipts have reached 43,976 bales, against 50,575 bales last week, 48,761 bales the previous week and 59,244 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,755,221 bales, against 4,519,865 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,235,356 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	1,268	1,157	1,381	945	641	311	5,703
Indianola, &c.	....	....	....	....	....	85	85
New Orleans	479	3,528	2,037	1,848	455	1,563	9,930
Mobile	216	235	208	96	55	211	1,021
Florida	....	....	....	....	....	20	20
Savannah	296	391	486	279	417	589	2,458
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	130	293	114	190	239	213	1,179
Pt. Royal, &c.	....	....	....	....	....	212	212
Wilmington	67	44	42	53	65	80	352
Moreh'd C., &c	....	....	....	....	....	75	75
Norfolk	880	1,164	1,555	1,500	1,692	1,612	8,403
West Point, &c.	....	....	....	....	....	1,894	1,894
New York	....	....	23	100	58	116	297
Boston	387	523	864	348	570	1,396	4,088
Baltimore	....	....	....	....	....	3,589	3,589
Philadelp'a, &c.	353	570	684	722	866	1,465	4,660
Totals this week	4,076	7,905	7,414	6,083	5,058	13,440	43,976

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last years.

Receipts to May 18.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston	5,703	804,510	1,432	417,319	44,415	12,407
Indianola, &c.	85	16,618	32	13,663	.....	.....
New Orleans	9,930	1,609,713	2,577	1,155,698	161,044	96,542
Mobile	1,021	307,733	992	257,068	17,550	10,407
Florida	20	18,323	68	27,183	.....	.....
Savannah	2,458	797,196	2,252	712,317	15,691	10,742
Brunsw'k, &c	.....	5,508	.....	6,966	.....	.....
Charleston	1,179	563,278	2,883	486,294	11,243	11,103
Pt. Royal, &c.	212	24,329	45	24,241	.....	.....
Wilmington	362	126,435	492	134,217	3,929	2,748
M'head C., &c	75	18,891	35	26,362	.....	.....
Norfolk	8,403	774,919	1,732	595,930	36,439	14,831
West Point, &c	1,894	221,523	894	188,815	.....	.....
New York	297	135,462	450	156,404	225,282	277,388
Boston	4,088	175,400	3,591	215,198	5,485	9,095
Baltimore	3,589	57,213	268	19,356	21,523	22,473
Philadelp'a, &c.	4,660	98,170	3,121	82,804	8,785	16,027
Total	43,976	5,755,221	20,864	4,519,865	551,436	483,763

Galveston includes Indianola; Charleston includes Port Royal, &c. Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	5,788	1,464	5,567	2,691	3,740	1,377
New Orleans.	9,930	2,577	8,765	7,419	3,051	3,996
Mobile	1,021	992	1,724	864	1,230	1,575
Savannah	2,458	2,252	4,166	884	1,965	2,560
Charl'st'n, &c	1,391	2,928	3,012	1,506	571	2,011
Wilm'gt'n, &c	437	527	307	139	168	883
Norfolk, &c.	10,297	2,626	5,686	5,534	2,976	3,178
All others	12,654	7,498	13,188	7,477	2,972	4,152
Tot. this w'k.	43,976	20,864	42,415	26,514	16,673	19,732
Since Sept. 1.	5755,221	4519,865	5488,448	4715,678	4372,608	4177,884

The exports for the week ending this evening reach a total of 50,357 bales, of which 38,843 were to Great Britain, 454 to France and 11,060 to the rest of the Continent, while the stocks as made up this evening are now 551,436 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending May 18. Exported to—				From Sept. 1, 1882, to May 18, 1883. Exported to—			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	2,248	.....	.....	2,248	303,145	38,094	155,152	496,391
New Orleans	1,380	.....	1,775	3,155	759,747	277,362	428 536	1 465.645
Mobile	1,510	.....	.....	1,5'0	33,840	9,350	1,100	44,290
Florida	.....	.....	.....	.....	.....	....	100	100
Savannah	1,512	.....	2,160	3,672	103,114	25,658	283,028	411.800
Charleston*	.....	.....	3,670	3,670	131,080	24,755	214,301	370.156
Wilmington	.....	.....	.....	.....	51,536	.....	4,590	56,126
Norfolk†	3,293	.....	2,191	5,487	364 283	.....	27,425	391,688
New York	12,783	454	1,261	14,498	438 796	27,581	146,406	612.786
Boston	6,998	.....	.....	6,998	153.978	.....	443	154,421
Baltimore	4,938	.....	.....	4,938	152,159	4,718	53,957	210 834
Philadelp'a, &c	4,181	.....	.....	4,181	79,311	.....	3,086	82,397
Total	38,843	454	11,060	50,357	2,571,029	407,541	1,318,124	4,296,694
Total 1881-82	28,201	13,184	12,320	53,705	2,130,866	339,937	726,308	3,197.111

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 89 Broad Street.

MAY 18, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans....	15,688	4,281	3,633	2,304	25,906	135,138
Mobile.....	None.	None.	None.	2,100	2,100	15,450
Charleston.....	None.	None.	1,714	600	2,314	8,929
Savannah.....	3,700	None.	None.	800	4,500	11,191
Galveston.....	5,612	1,206	3,052	4,995	14,865	29,550
Norfolk.....	6,721	None.	1,200	2,065	9,986	26,503
New York.....	5,700	None.	350	None.	6,050	219 232
Other ports.....	3,500	None.	800	None.	4,300	35,422
Total 1883	40,921	5,487	10,749	12,964	70,021	481,415
Total 1882.....	19,472	756	7,364	1,657	29,249	454,514
Total 1881.....	46,065	14,300	33,858	6,969	101,192	426,829

The speculation in cotton for future delivery at this market has been much less active the past week. The Liverpool market was closed on Saturday, Monday and Tuesday, for the Whitsuntide holidays, and we naturally felt the absence of its reports. There was with us a smart advance on Saturday, a moderate one on Monday, and some further improvement on Tuesday morning, caused, it was asserted, by speculative manipulation for the purpose of affecting values at Liverpool when that market should re-open on Wednesday; but Tuesday closed slightly lower than Monday. Liverpool did re-open buoyantly, and reported a material improvement on the figures of the previous Friday, but we made no response, and Wednesday closed at a decline from Tuesday of 11@13 points for this crop, and 6@7 for the next. Thursday opened slightly dearer, but soon became dull and depressed, though late in the day there was a sharp advance for May and June, which closed 11@12 points dearer, while the other months advanced only 3@6 points. To-day prices fell off rapidly soon after the opening, but partially recovered, closing 10@13 points lower for this crop and without material change for the next. Cotton on the spot has been quiet. Quotations were advanced 1-16c. on Saturday and 1/16c. on Monday, and reduced 1-16c. on Tuesday and 1-16c. on Wednesday. To-day the market was easy at 11c. for middling upland, with more doing for export.

The total sales for forward delivery for the week are 516,500 bales. For immediate delivery the total sales foot up this week 5,019 bales, including 2,961 for export, 1,858 for consumption, 200 for speculation and —— in transit. Of the above, 200 bales were to arrive. The following are the official quotations for each day of the past week.

May 12 to May 18.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y.	8 1/16	8 3/16	8 1/8	8 5/16	9 7/16	8 3/8	8 5/16	8 7/16	8 3/8
Strict Ord..	8 1/2	8 5/8	8 9/16	8 3/4	8 7/8	8 13/16	8 3/4	8 7/8	8 13/16
Good Ord..	9 5/16	9 7/16	9 3/8	9 9/16	9 11/16	9 5/8	9 9/16	9 11/16	9 5/8
Str. G'd Ord	10	10 1/8	10 1/16	10 1/4	10 3/8	10 5/16	10 1/4	10 3/8	10 5/16
Low Midd'g	10 1/2	10 5/8	10 9/16	10 3/4	10 7/8	10 13/16	10 3/4	10 7/8	10 13/16
Str. L'w Mid	10 13/16	10 15/16	10 7/8	11 1/16	11 3/16	11 1/8	11 1/16	11 3/16	11 1/8
Middling...	11	11 1/8	11 1/16	11 1/4	11 3/8	11 5/16	11 1/4	11 3/8	11 5/16
Good Mid..	11 3/8	11 1/2	11 7/16	11 5/8	11 3/4	11 11/16	11 5/8	11 3/4	11 11/16
Str. G'd Mid	11 5/8	11 3/4	11 11/16	11 7/8	12	11 15/16	11 7/8	12	11 15/16
Midd'g Fair	12 1/8	12 1/4	12 3/16	12 3/8	12 1/2	12 7/16	12 3/8	12 1/2	12 7/16
Fair.....	12 7/8	13	12 15/16	13 1/8	13 1/4	13 3/16	13 1/8	13 1/4	13 3/16
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y.	8 1/16	8 1/16	8 1/16	8 5/16	8 5/16	8 5/16	8 5/16	8 5/16	8 5/16
Strict Ord..	8 1/2	8 1/2	8 1/2	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4
Good Ord..	9 5/16	9 5/16	9 5/16	9 9/16	9 9/16	9 9/16	9 9/16	9 9/16	9 9/16
Str. G'd Ord	10	10	10	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Low Midd'g	10 1/2	10 1/2	10 1/2	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Str. L'w Mid	10 13/16	10 13/16	10 13/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16	11 1/16
Middling...	11	11	11	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4
Good Mid..	11 3/8	11 3/8	11 3/8	11 5/8	11 5/8	11 5/8	11 5/8	11 5/8	11 5/8
Str. G'd Mid	11 5/8	11 5/8	11 5/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Midd'g Fair	12 1/8	12 1/8	12 1/8	12 3/8	12 3/8	12 3/8	12 3/8	12 3/8	12 3/8
Fair.....	12 7/8	12 7/8	12 7/8	13 1/8	13 1/8	13 1/8	13 1/8	13 1/8	13 1/8

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary.....	7 1/2	7 5/8	7 9/16	7 1/2	7 1/2	7 1/2
Strict Good Ordinary.....	8 5/16	8 7/16	8 3/8	8 5/16	8 5/16	8 5/16
Low Middling.....	9	9 1/8	9 1/16	9	9	9
Middling.....	10 1/8	10 1/4	10 3/16	10 1/8	10 1/8	10 1/8

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Export.	Consump.	Specul'n	Transit.	Total.	Sales.	Deliveries.
Sat..	Firm at 1/16 adv..	1,211	173	....	....	1,384	80,700	200
Mon..	Steady at 1/8 adv.	....	513	....	....	513	81,700	500
Tues..	Steady at 1/16 adv	500	248	....	....	848	73,800	1,600
Wed..	Dull at 1/16 dec...	....	140	....	....	140	95,700	1,000
Thurs.	Easy	50	433	200	....	683	82,100	800
Fri..	Easy.....	1,100	351	....	....	1,451	102,500	300
Total	.....	2,961	1,858	200	....	5,019	516,500	4,400

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	May.	June.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.
Saturday, May 12—	Higher.	Aver.. 11·09	Aver.. 11·09	Aver.. 11·03	Aver.. 11·11	Aver.. 10·63	Aver.. 10·29	Aver.. 10·19	Aver.. 10·19	Aver.. 10·25	Aver..———	Aver.. 10·48	Aver..———
Sales, total.....	80,700	1,900	24,000	15,600	28,500	2,400	5,100	300	—	—	—	2,500	———
Prices paid (range)	10·17@11·12	11·07@11·10	11·01@11·11	11·06@11·07	11·11@11·12	10·60@10·64	10·28@10·30	10·17@10·18	10·18@10·19	10·23@ —	———	10·48@ —	———
Closing.....	Dull.	11·11@11·10—	11·12—	11·11—11·12	10·64@10·65	10·29—10·30	10·13—10·19	10·18@10·21	10·28—10·29	———	———	———	———
Monday, May 14—	Firmer.	Aver.. 11·15	Aver.. 11·14	Aver.. 11·11	Aver.. 11·16	Aver.. 10·66	Aver.. 10·31	Aver.. 10·20	Aver.. 10·23	Aver.. 10·31	Aver..———	Aver.. 10·50	Aver..———
Sales, total.....	81,700	1,800	18,000	13,800	35,600	4,000	3,000	1,000	1,000	300	—	1,200	———
Prices paid (range)	10·18@11·18	11·10@11·17	11·09@11·18	11·06@11·13	11·12@11·18	10·64@10·68	10·30@10·33	10·18@10·21	10·21@10·23	10·30@10·31	—	10·50@ —	———
Closing.....	Steady.	11·09@11·10	11·09—11·10	11·06—11·07	11·13—11·14	10·63—10·64	10·29—10·30	10·19—10·20	10·20—10·22	10·28—10·30	———	———	———
Tuesday, May 15—	Lower.	Aver.. 11·11	Aver.. 11·09	Aver.. 11·07	Aver.. 11·14	Aver.. 10·64	Aver.. 10·28	Aver.. 10·18	Aver.. 10·21	Aver.. 10·27	Aver..———	Aver..———	Aver..———
Sales, total.....	73,800	2,500	20,700	15,700	25,500	3,100	1,400	3,200	1,600	100	—	—	———
Prices paid (range)	10·17@11·17	11·06@11·17	11·05@11·15	11·05@11·11	11·12@11·18	10·62@10·65	10·27@10·29	10·17@10·19	10·20@10·21	10·27@ —	—	—	———
Closing.....	Steady.	11·09—11·10	11·09—11·10	11·06—11·07	11·13—11·14	10·63—10·64	10·29—10·30	10·19—10·20	10·20—10·22	10·28—10·30	———	———	———
Wednesd'y, May 16—	Variable.	Aver.. 11·05	Aver.. 11·02	Aver.. 11·00	Aver.. 11·06	Aver.. 10·61	Aver.. 10·25	Aver.. 10·15	Aver.. 10·16	Aver..———	Aver..———	Aver..———	Aver..———
Sales, total.....	95,700	3,000	14,400	29,600	35,800	2,300	5,100	4,500	100	900	—	—	———
Prices paid (range)	10·14@11·14	10·97@11·10	10·95@11·08	11·01@11·11	10·58@10·62	10·23@10·27	10·14@10·15	10·12@10·16	10·14@10·15	10·22@10·26	—	—	———
Closing.....	Lower.	10·98—10·97	10·96—10·97	10·95— —	11·01—11·02	10·57—10·58	10·22—10·24	10·13—10·14	10·14—10·16	10·22—10·23	———	———	———
Thursday, May 17—	Variable.	Aver.. 10·99	Aver.. 10·99	Aver.. 10·96	Aver.. 11·01	Aver.. 10·59	Aver.. 10·23	Aver.. 10·13	Aver.. 10·16	Aver..———	Aver..———	Aver..———	Aver..———
Sales, total.....	82,100	3,000	14,600	23,100	33,700	1,900	2,600	700	2,100	400	—	—	———
Prices paid (range)	10·12@11·08	10·93@11·07	10·94@11·08	10·91@11·00	10·97@11·07	10·37@10·62	10·21@10·25	10·12@10·14	10·16@10·17	10·20@10·24	—	—	———
Closing.....	Dearer.	11·07—11·09	11·08—11·09	11·00—11·01	11·07—11·08	10·63—10·64	10·26—10·27	10·16—10·17	10·17—10·18	10·25—10·27	———	———	———
Friday, May 18—	Lower.	Aver.. 10·96	Aver.. 10·95	Aver.. 10·90	Aver.. 10·96	Aver.. 10·56	Aver.. 10·23	Aver.. 10·12	Aver.. 10·16	Aver..———	Aver..———	Aver..———	Aver..———
Sales, total.....	102,500	1,500	21,200	21,400	40,100	3,500	6,900	4,500	3,400	———	———	———	———
Prices paid (range)	10·19@11·04	10·94@10·98	10·92@11·04	10·88@10·93	10·94@11·00	10·54@10·57	10·22@10·26	10·12@10·16	10·14@10·18	———	———	———	———
Closing.....	Quiet.	10·96—10·97	10·95—10·96	10·90—10·91	10·96—10·97	10·56—10·58	10·25—10·26	10·14—10·16	10·16—10·17	———	———	———	———
Total sales this week.	516,500	13,700	112,900	121,200	199,200	17,200	24,100	14,200	8,400	1,900	2,500	3,700	———
Average price, week.	20,325,700	11·06	11·05	11·02	11·07	10·62	10·27	10·16	10·18	10·28	———	10·49	———
Sales since Sept. 1, '82*	2,713,300	2,719,300		1,462,800	2,405,000	149,600	271,100	250,700	78,000	39,700	2,500	6,400	———

* Includes sales in September, 1882, for September, 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400; September-January for January, 2,070,200; September-February for February, 1,300,200; September-March for March, 1,969,400; September-April for April, 1,713,300.

Transferable Orders—Saturday, 11·15c.; Monday, 11·15c.; Tuesday, 11·10c.; Wednesday, 11c.; Thursday, 11·10c.; Friday, 11·00c.

☞ We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week.

100 May for June even.	500 May for June even.
100 June for Aug. even.	500 May for June even.
·01 pd. to exch. 200 June for Aug.	100 May for June even.
·01 pd. to exch. 200 June for May.	·05 pd. to exch. 200 July for Aug.
·06 pd. to exch. 100 July for Aug.	·05 pd. to exch. 200 July for Aug.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (May 18), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	969,000	991,000	983,000	737,000
Stock at London.....	65,300	55,500	48,900	47,200
Total Great Britain stock	1,025,300	1,046,500	1,031,900	784,200
Stock at Hamburg.....	3,500	2,200	7,000	3,000
Stock at Bremen.....	45,500	27,900	50,900	43,200
Stock at Amsterdam.....	33,000	18,900	43,000	17,400
Stock at Rotterdam.....	2,500	540	5,730	2,290
Stock at Antwerp.....	3,200	1,900	780	820
Stock at Havre.....	154,000	104,000	221,000	67,100
Stock at Marseilles.....	7,400	2,590	3,800	4,500
Stock at Barcelona.....	84,000	30,500	31,600	45,700
Stock at Genoa.....	14,000	5,000	4,000	10,100
Stock at Trieste.....	9,800	5,253	6,900	4,070
Total continental stocks...	356,900	198,783	374,710	198,180
Total European stocks...	1,382,200	1,245,283	1,406,610	982,380
India cotton afloat for Europe.	356,000	401,000	271,000	308,000
Amer'n cotton afloat for Eur'pe	476,000	326,000	411,000	431,000
Egypt, Brazil, &c., afl't for E'r'pe	37,000	47,000	51,000	21,000
Stock in United States ports ..	551,436	483,763	528,020	452,686
Stock in U. S. interior towns..	118,024	100,706	158,248	161,455
United States exports to-day..	11,200	14,000	2,200	6,000
Total visible supply.....2,931,860	2,617,752	2,828,078	2,362,521	
Of the above, the totals of American and other descriptions are as follows:				
American—				
Liverpool stock.....	722,000	609,000	755,000	496,000
Continental stocks.....	226,000	97,000	273,000	144,000
American afloat for Europe....	476,000	326,000	411,000	431,000
United States stock.....	551,436	483,763	528,020	452,686
United States interior stocks..	118,024	100,706	158,248	161,455
United States exports to-day..	11,200	14,000	2,200	6,000
Total American.....2,104,660	1,630,469	2,127,468	1,691,141	
East Indian, Brazil, &c.—				
Liverpool stock.....	238,000	382,000	228,000	241,000
London stock.....	65,300	55,500	48,900	47,200
Continental stocks.....	130,900	101,783	101,710	54,180
India afloat for Europe.....	356,000	401,000	271,000	308,000
Egypt, Brazil, &c., afloat....	37,000	47,000	51,000	21,000
Total East India, &c.....	827,200	987,283	700,610	671,380
Total American.....	2,104,660	1,630,469	2,127,468	1,691,141
Total visible supply.....2,931,860	2,617,752	2,828,078	2,362,521	
Price Mid. Upl., Liverpool	5 15/16d.	6 5/8d.	5 7/8d.	6 15/16d.

☞ The imports into Continental ports this week have been 89,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 314,108 bales as compared with the same date of 1882, an *increase* of 103,782 bales as compared with the corresponding date of 1881 and an *increase* of 569,339 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement

Towns.	Movement to May 18, 1883. Receipts. This week.	Receipts. Since Sept. 1, '82.	Shipm'ts. This week.	Stock May 18.	Movement to May 19, 1882. Receipts. This week.	Receipts. Since Sept. 1, '81.	Shipm'ts. This week.	Stock May 19.
Augusta, Ga....	321	177,318	953	7,540	275	160,479	1,204	9,256
Columbus, Ga....	380	108,716	377	6,665	185	101,402	117	6,024
Macon, Ga....	102	57,308	506	2,481	65	59,788	145	1,733
Montgomery, Ala....	418	132,930	368	2,120	140	95,576	714	2,487
Selma, Ala....	356	98,885	1,056	3,694	108	72,433	920	2,488
Memphis, Tenn....	3,928	497,767	5,915	30,980	1,675	330,559	3,737	30,653
Nashville, Tenn....	319	44,208	913	4,918	333	55,273	1,403	8,455
Dallas, Tex....	571	43,929	331	1,882	39	27,890	234	126
Jefferson, Tex....	75	24,371	75	10	16	11,535	133	616
Shreveport, La....	1,046	99,962	1,330	4,106	238	62,642	268	1,059
Vicksburg, Miss....	535	115,096	1,133	510	689	135,822	759	452
Columbus, Miss....	41	38,894	168	152	22	27,724	404	113
Eufaula, Ala....	215	44,447	218	1,800	15	47,701	36	786
Griffin, Ga....	19	26,339	139	527	215	31,272	335	311
Atlanta, Ga....	823	140,776	726	13,053	1,823	123,850	211	11,982
Rome, Ga....	338	82,707	960	3,025	98	92,170	246	1,310
Charlotte, N. C....	1,009	32,247	1,309	400	246	30,823	400	100
St. Louis, Mo....	3,729	442,791	9,675	30,991	1,184	361,607	4,609	19,742
Cincinnati, O....	2,371	345,667	3,414	3,170	2,666	360,835	3,969	2,713
Total, old towns	16,366	2,574,398	29,556	118,024	8,216	2,179,379	18,752	100,706
Newberry, S. C....	123	23,211	123	150	2	15,127	32	311
Raleigh, N. C....	777	49,207	686	2,533	308	58,942	348	2,031
Petersburg, Va....	265	34,948	755	2,146	52	26,035	178	3,909
Louisville, Ky....	589	30,979	103	5,342	366	29,590	893	3,902
Little Rock, Ark....	590	52,127	1,103	2,024	30	25,101	212	1,157
Brenham, Tex....	346	33,201	670	518	65	24,741	201	358
Houston, Tex....	4,049	684,646	4,180	3,134	1,430	393,101	2,344	3,161
Total, new towns	6,739	893,319	7,620	15,847	2,253	572,627	4,211	14,729
Total, all.....	23,105	3,472,717	37,176	133,871	10,469	2,752,006	22,963	115,435

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 13,190 bales, and are to-night 17,318 bales *more* than at the same period last year. The receipts at the same towns have been 8,150 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 720,711 bales *more* than for the same time in 1881-2.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending May 18.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	*Mon.*	*Tues.*	*Wednes.*	*Thurs.*	*Fri.*
Galveston....	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
New Orleans.	10 3/16	10 3/16	10 1/4	10 1/4	10 1/4	10 1/4
Mobile.....	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Savannah....	10 3/16	10 3/16	10 1/4	10 1/4	10 1/4	10 1/4
Charleston...	10 3/4	10 3/8	10 3/4	10 3/4	10 3/4	10 3/4
Wilmington..	10 1/4	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Norfolk.....	10 3/8@1/2	10 1/2	10 3/8@1/2	10 3/8	10 3/8	10 3/8
Boston.....	11	11	11	11 1/8	11 3/8	11 1/8
Baltimore...	10 7/8	10 7/8	10 7/8@11	10 7/8	10 7/8	10 3/4
Philadelphia.	11 1/8	11 1/8	11 3/8	11 1/4	11 1/4	11 1/4
Augusta.....	10@10 1/8	10@10 1/8	10@10 1/8	10 1/8	10 1/8	10 1/8
Memphis....	10 1/4	10 1/4	10 1/8	10 1/8	10 1/8	10 1/8
St. Louis.....	10 1/8	10 1/8	10 1/4	10 1/4	10 1/8	10 1/4
Cincinnati ...	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Louisville....	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	*Receipts at the Ports.*			*St'k at Interior Towns.*			*Rec'pts from Plant'ns*		
	1881.	1882.	1883.	1881.	1882.	1883	1881.	1882.	1883.
Mch. 2.. ...	133,931	51 980	135,321	322,453	313,072	308,417	138,801	32,622	122,314
" 9.	140,126	38,747	124,826	319 252	315,973	304,621	136,900	31,648	121,030
" 16	103,200	57,451	111,181	320,500	284,333	297,173	109,408	25,874	103,733
" 23.....	93 600	61,216	105,002	309,513	253,618	279,646	82,703	31,141	87,835
" 30.....	78,514	54,635	88,989	294 608	233,182	260,471	63,809	33,599	74,042
Apr. 6.....	85,696	44,467	78,708	277,350	215,944	257,152	68,438	27,229	68,859
" 13.....	66,579	33,229	73,935	261,599	201,747	239,461	50,828	19,032	55,244
" 20	60,718	29,800	66 527	241,168	180,281	213,029	40,317	8,334	40,095
" 27.....	47,729	33,603	59,244	225 820	157,836	189,806	32 351	11,161	36,091
May 4.	45,535	31,423	48,761	215,253	143,327	164,383	34,068	19,914	23,338
" 11.....	49,150	25,881	50,575	194,862	127,630	147,942	28,559	10,184	34,184
" 18 ...	42,415	20,864	43,976	174,809	115,435	133,871	22,562	8,669	29,905

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,872,607 bales; in 1881-82 were 4,589,875 bales; in 1880-81 were 5,624,419 bales.

2. That, although the receipts at the out-ports the past week were 43,976 bales, the actual movement from plantations was only 29,905 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 8,669 bales and for 1881 they were 22,562 bales.

AMOUNT OF COTTON IN SIGHT MAY 18.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to May 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to May 18	5,755,221	4,519,865	5,488,448	4,715,678
Interior stocks on May 18 in excess of September 1.....	117,386	70,010	135,971	157,825
Tot. receipts from plantat'ns	5,872,607	4,589,875	5,624,419	4,873,503
Net overland to May 1.....	599,862	422,630	472,241	540,402
Southern consumpt'n to May 1	275,000	210,000	175,000	150,000
Total in sight May 18	6,747,469	5,222,505	6,271,660	5,563,905

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,524,964 bales, as compared with 1880-81 is 475,809 bales and with 1879-80, 1,183,564 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather still continues very favorable at the South, and the crop, although in some sections later than last year, is making very satisfactory progress. In most districts planting is rapidly drawing to a close.

Galveston, Texas.—The weather has been warm and dry during the week. Crops are good, but beginning to need rain nearly everywhere. The thermometer has ranged from 69 to 85, averaging 77.

Indianola, Texas.—We have had no rain during the week; a good shower is desirable. The thermometer has averaged 78, ranging from 70 to 86.

Dallas, Texas.—We have had a shower on one day of the week, the rainfall reaching thirty-six hundredths of an inch. Crops are doing well enough. The thermometer has averaged 77, the highest being 96 and the lowest 57.

Brenham, Texas.—The weather has been warm and dry during the week. Crops continue very promising. Average thermometer 79, highest 93 and lowest 64.

Palestine, Texas.—We have had warm and dry weather during all of the week. Crops are good, but beginning to need rain again. The thermometer has ranged from 61 to 89, averaging 76.

Huntsville, Texas.—We have had no rain during the week. The crop is developing promisingly. The thermometer has averaged 79, ranging from 65 to 93.

Weatherford, Texas.—The weather has been warm and dry during all of the week. Planting is about completed in this section, and everything looks promising; but we will soon need rain again. The thermometer has averaged 76, the highest being 95 and the lowest 56.

Belton, Texas.—It has been showery on one day of the week, the rainfall reaching forty hundredths of an inch. The crop is developing promisingly. Average thermometer 76, highest 90 and lowest 62.

Luling, Texas.—We have had warm and dry weather all of the week. Crops are still promising, but locally are needing rain badly, though no serious damage has been done. The thermometer has ranged from 66 to 93, averaging 80.

New Orleans, Louisiana.—We have had rain on one day of the week, the rainfall reaching eight hundredths of an inch. The thermometer has averaged 77.

Shreveport, Louisiana.—The weather has been fair to cloudy during the week, with no rainfall. The thermometer has ranged from 64 to 92.

Vicksburg, Mississippi.—The weather has been warm and dry during the week.

Columbus, Mississippi.—The days have been warm and the nights have been cold during the week, with no rain.

Little Rock, Arkansas.—Telegram not received.

Memphis, Tennessee.—We have had light showers on three days of the week, and it now threatens rain. The rainfall reached fifty hundredths of an inch. Crop accounts are less favorable; the nights are too cool and crops are from ten days to two weeks late. Planting in the Mississippi Valley is drawing to completion. The thermometer has averaged 67, ranging from 52 to 83.

Nashville, Tennessee.—We have had no rain during the week. In this neighborhood planting is about completed. The thermometer has averaged 66, the highest being 84, and the lowest 52.

Mobile, Alabama.—It has been showery on one day of the week, the rainfall reaching six hundredths of an inch. The crop is developing promisingly, but is late and needing rain. Average thermometer 76, highest 96 and lowest 61.

Montgomery, Alabama.—We have had showers on two days of the week, and more are needed. The rainfall reached but one hundredth of an inch. The thermometer has ranged from 57 to 91, averaging 73.

Selma, Alabama.—The days have been warm but the nights have been cold. The crop is developing promisingly, and the fields are clear of weeds. The thermometer has averaged 69, ranging from 54 to 86.

Madison, Florida.—Telegram not received.

Macon, Georgia.—We have had no rain during the week. Stands are fair, but needing rain. Average thermometer 71, highest 86 and lowest 55.

Columbus, Georgia.—We have had rain on three days of the week, the rainfall reaching one inch and seventy-eight hundredths. The weather has been too cool. The thermometer has ranged from 61 to 87, averaging 73.

Savannah, Georgia.—It has rained on one day of the week and the remainder of the week has been pleasant. The rainfall reached seventy-three hundredths of an inch. The thermometer has averaged 75, ranging from 63 to 94.

Augusta, Georgia.—It has rained lightly on one day of the week, the rainfall reaching thirty-five hundredths of an inch. The weather has been cool and pleasant, but unfavorable for cotton. The crop is backward; want of rain, recent winds and the cold nights have been adverse to the plant and late cotton failed to come up. The thermometer has averaged 73, the highest being 91 and the lowest 56.

Atlanta, Georgia.—It has been showery on one day of the week, the rainfall reaching two hundredths of an inch. The weather has been cool and dry and unavorable for cotton, but favorable for wheat. Average thermometer 68·4, highest 85 and lowest 51.

Charleston, South Carolina.—We have had rain on two days of the week, the rainfall reaching one inch and fifty-five hundredths. The thermometer has ranged from 60 to 91, averaging 73.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock May 17, 1883, and May 18, 1882.

	May 17, '83.		*May* 18, '82.	
	Feet.	*Inch.*	*Feet.*	*Inch.*
New Orleans.....Below high-water mark	1	3	2	5
Memphis.....Above low-water mark.	19	5	32	9
Nashville.....Above low-water mark.	4	11	14	4
Shreveport.....Above low-water mark.	16	11	22	8
Vicksburg.....Above low-water mark.	40	1	41	6

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to May 17.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	*Shipments this week.*			*Shipments since Jan. 1.*			*Receipts.*	
	Great Brit'n.	*Continent.*	*Total.*	*Great Britain*	*Continent.*	*Total.*	*This Week.*	*Since Jan. 1.*
1883	22,000	70,000	92,000	302,000	601,000	903,000	68,000	1,223,000
1882	37,000	42,000	79,000	568,000	375,000	943,000	64,000	1,202,000
1881	4,000	10,000	14,000	179,000	335,000	514,000	55,000	797,000
1880	15,000	15,000	30,000	249,000	295,000	544,000	60,000	700,000

According to the foregoing, Bombay appears to show an *increase* compared with last year in the week's receipts of 4,000 bales, and an *increase* in shipments of 13,000 bales, and the shipments since January 1 show a *decrease* of 40,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			*Shipments since January 1.*		
	Great Britain.	*Continent.*	*Total.*	*Great Britain.*	*Continent.*	*Total.*
Calcutta—						
1883.....	3,200	100	3,300	60,900	9,100	70,000
1882.....	1,100	.....	1,100	90,200	30,300	120,500
Madras—						
1883.....	.....	.....	.....	4,500	1,000	5,500
1882.....	500	.....	500	11,800	2,000	13,800
All others—						
1883.....	.....	.....	.....	4,000	2,000	6,000
1882.....	1,600	.....	1,600	24,000	4,900	28,900
Total all—						
1883.....	3,200	100	3,300	69,400	12,100	81,500
1882.....	3,200	.....	3,200	126,000	37,200	163,200

The above totals for the week show that the movement from the ports other than Bombay is 100 bales *more* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	*Since Jan. 1.*	*This week.*	*Since Jan. 1.*	*This week.*	*Since Jan. 1.*
Bombay.....	92,000	903,000	79,000	943,000	14,000	514,000
All other p'rts.	3,300	81,500	3,200	163,200	2,300	163,700
Total.....	95,300	984,500	82,200	1,106,200	16,300	677,700

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, May 17.	1882-83.		1881-82.		1880-81.	
Receipts (cantars*)—						
This week....	4,000		3,000		6,500	
Since Sept. 1	2,244,000		2,822,720		2,747,000	
	This week.	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*
Exports (bales)—						
To Liverpool.....	1,000	227,000	1,500	237,700	2,500	229,750
To Continent.....	1,000	82,000	500	169,871	.....	139,632
Total Europe.....	2,000	309,000	2,000	407,571	2,500	369,382

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending May 17 were 4,000 cantars and the shipments to all Europe were 2,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is quiet, with limited business at a slight increase in prices for yarns. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1883.			1882		
	32s Cop. Twist.	*8¼ lbs. Shirtings.*	*Cott'n Mid. Upl'ds*	*32s Cop. Twist.*	*8¼ lbs. Shirtings.*	*Cott'n Mid. Upl'ds*
	d. d.	s. d. s. d.	d	d. d.	s. d. s. d.	d.
Mch 16	9⅜ @ 9¼	5 9 @7 3	5⅝	9⅝ @10⅜	6 7½@8 0	6 11/16
" 23	9⅜ @ 9½	5 9 @7 3	5⅝	9⅝ @10¼	6 7½@8 0	6 11/16
" 30	9⅜ @ 9½	5 9 @7 1½	5 9/16	9⅝ @10⅜	6 7½@8 0	6⅝
Apr. 6	9⅜ @ 9½	5 9 @7 1½	5 9/16	9⅝ @10⅜	6 7½@8 0	6⅝
" 13	9⅜ @ 9½	5 9 @7 1½	5⅝	9⅝ @10	6 7½@7 10½	6 11/16
" 20	9⅜ @ 9½	5 9 @7 3	5⅝	9⅝ @10	6 7½@7 9	6 11/16
" 27	9⅜ @ 9⅝	5 9 @7 3	5⅝	9⅝ @10	6 7½@7 9	6 11/16
May 4	9⅝ @ 9½	5 10 @7 4½	5⅝	9⅝ @10	6 7½@7 9	6⅝
" 11	9⅝ @ 9½	5 10 @7 4½	5 13/16	9⅝ @10	6 7½@7 9	6⅝
" 18	9⅝ @ 9½	5 10 @7 4½	5 13/16	9⅝ @10	6 7½@7 10½	6⅝

New York Cotton Exchange.—On Monday, May 14, the Cotton Exchange elected the following new members: B. Eutichidi, No. 89 Pearl Street; W. L. Duff, No. 65 Stone Street; Peter Mallett, of German American Stores; M. J. Buxbaum, of Chase, Selegsberg & Co., No. 80 Broadway; S. Fatman, Savannah, Ga.; Paul Preyer, of Pferdmenges, Preyer & Co., Liverpool.

New Orleans Cotton Exchange—Opening of the New Building.—The new building of the New Orleans Cotton Exchange was taken formal possession of by the members on Saturday, May 12. Letters and telegrams of congratulation, including a letter from Governor McEnery, were read. The building, which is considered to be one of the finest business halls in the United States, has a very pleasing exterior, and in interior decoration is rich and tasteful.

John Phelps, Esq., President of the Cotton Exchange, called the meeting to order, when Mr. T. D. Miller, Chairman of the Building Committee, made an address, and presented the building to the members of the Exchange. Among other things, he gave the following statement of the cost of the structure:

The contracts amount to	$261,293 70
The extra work	8,416 40
The architects, superintendence, plans and specifications	14,203 33
The estimate for contingencies	4,086 57
A total of	$288,000 00
Add cost of ground	57,181 25
And you have a total of	$345,181 25

President Phelps, on the part of the members of the Exchange, declared that in accepting the magnificent building he could not fail, speaking as he did for the entire body of the membership, to express thanks and admiration for the zeal, taste, diligence, discrimination and painstaking care which the committee had brought to the discharge of the manifold, difficult and arduous duties imposed upon them. They had, as the result of their labors, given to the members of the Cotton Exchange a building stately in its proportions, magnificent in its character, beautiful in its decorations, and thorough in its appointments. The genius of Henry Wolters, the architect, and the skill and industry of all the artists and artisans employed upon the work, had supplemented the enlightened fidelity of the Building Committee, and had produced a monument that, he trusted, would long stand to testify to the enterprise, forethought and wisdom of the cotton merchants of this city, and to mark their prosperity.

South Carolina Agricultural Bureau Report.—The State Department of Agriculture of South Carolina issued on May 15 its report on the acreage and condition of cotton May 1. The report is as follows:

One hunded and seventy-seven correspondents report that the spring has been very unfavorable for farming operations, and twenty-five report the season favorable.

The cotton area has been increased 32,660 acres, or 2 per cent above last year, making the total number of acres in this crop this year 1,441,983. Kershaw County shows the largest percentage of increase, 9 per cent, followed closely by Newberry, with an increased area of 8 per cent, and Hampton with 7 per cent. Horry with 5 per cent and Spartanburg and Lancaster with 4 per cent increase. Abbeville, Pickens, York and Marion each show an increase of 3 per cent. Anderson, Chester, Union, Chesterfield, Darlington, Fairfield, Lexington, Marlboro', Orangeburg, Sumter, Clarendon and Williamsburg have each increased 2 per cent, and Aiken and Edgefield 1 per cent. Greenville, Laurens, Oconee, Richland and Georgetown have made no change in area, while Colleton shows a decrease of 2 per cent, Barnwell 5 per cent, Berkeley and Charleston 6 per cent and Beaufort 7 per cent. Abbeville County has the largest cotton area, 88,727 acres, and Georgetown the smallest, 362 acres.

In upper Carolina nine per cent of the crop was up on the 1st of May, in middle Carolina twenty-three per cent, and in lower Carolina forty-eight per cent, an average for the State of a fraction more than twenty-six per cent, against forty-seven per cent for the same period last year.

The condition of the crop compared to last year is: In upper Carolina seventy-three, middle Carolina eighty and lower Carolina seventy-eight, 100 representing last year's condition. The amount of commercial fertilizers used on cotton is in upper Carolina four per cent in excess of last year, in middle Carolina seven, and in lower Carolina six, per cent more, and thirty-two per cent of the entire crop is fertilized with home-made manures.

As soon as the full list of correspondents is completed the department will receive returns from every township, and the above estimates as to acreage will then be revised; but it is thought that a revision will show only very slight changes of the figures, as they have been carefully made up from reports of experienced correspondents, and there is evidently no decided tendency to change the areas in any of the principal crops.

The following table shows the number of acres in cultivation in cotton in each county:

Upper Carolina.

Abbeville	88,727	Laurens	61,629	Union	50,267
Anderson	64,087	Oconee	15,945	York	62,139
Chester	53,236	Pickens	21,963		
Greenville	48,977	Spartanburg	56,495	Total	523,465

Middle Carolina.

Aiken	35,893	Kershaw	40,271	Orangeburg	75,892
Barnwell	78,334	Lancaster	38,133	Richland	31,510
Chesterfield	19,698	Lexington	24,892	Sumter	65,725
Darlington	62,105	Marlboro'	41,655		
Edgefield	85,992	Newberry	66,744	Total	741,566
Fairfield	74,722				

Lower Carolina.

Beaufort	12,578	Colleton	13,828	Marion	55,137
Berkeley and Charleston	22,154	Georgetown	362	Williamsburg	17,292
Clarendon	27,724	Hampton	25,197		
		Horry	2,680	Total	176,952

Cotton Condition in Various Sections.—Our exchanges furnish us the following items, showing the condition of cotton in various sections at late dates:

South Carolina.—The following items are taken from the Charleston *News and Courier*:

Anderson, Anderson Co., May 10.—"The weather has been very favorable to farm work, and the crops are looking well throughout the county. The stand of cotton is good, and a large part of it has been thinned out and worked over. The farmers are well up with their work, and the prospect so far for a good crop of cotton and grain is very promising."

Marion County, May 9.—"The general report of the early-planted crop in Marion County is that there is a bad stand. The crop will have to be replanted in some sections of the Pee-Dee."

Sumter County, May 9.—"Crop reports from different parts of Sumter County are conflicting. From the upper part generally good stands of corn and cotton are reported, while from the southern and eastern portions contrary reports are made. In the Concord section and below planting is generally backward, ground wet and some farmers ploughing up and planting over."

Georgia—Rome, Floyd Co.—Mr. T. F. Howel's circular of May 11 has the following:

"The weather has been very favorable past week and planting is about over with. Cotton is coming up and good stands are reported. We hear of some "chopping out." On looking over our reports for Spring 1881, we find planting finished about the 10th of May, with considerable increase in the use of fertilizers and 7 to 10 per cent in acreage. Reports now, for this crop, indicate a little increase in acreage over 1881, and about the same amount of fertilizers used, but about 25 per cent more of the fertilizers were made at home this year than usual. Planters as a rule seem more economical, and labor is abundant and efficient. The outlook for the next crop is promising."

Alabama.—The following is from the Mobile *Price Current* of May 11:

"The weather has been warm and dry throughout the interior during the past week and planting has been about completed. The cotton crop generally is developing promisingly, but, as previously stated, is ten to twelve days later than last year, and in some sections has been slightly injured by the cold weather prevailing during the latter part of April. * * * * A general rain is needed and would be beneficial to both grain and cotton."

Mississippi—Graball, Tallahatchee Co., May 12.—The correspondent of the *Memphis Appeal* writes from Graball as follows:

"It is a pleasure to be again able to report that crop prospects and general outlook are bright and encouraging. Planting is nearly over, and where a few days ago there was a perfect sea of water, we now see here and there the fresh green corn peeping up, and along side of it 'our king,' cotton."

Louisiana—Caddo Parish.—The *Shreveport Standard* says: "That, notwithstanding the backward spring, the crop prospects in that section of the country are of the most encouraging character. The stands of both cotton and corn are unusually good."

East Feliciana Parish.—The *Patriot-Democrat* says crop prospects in East Feliciana Parish were never better. The stands of cotton and corn are all that could be desired.

Madison Parish.—The *North Louisiana Journal* reports planters scraping cotton in Madison Parish.

Tennessee—Williamsport, Maury Co., May 9.—The correspondent of the Columbia (Tenn.) *Democrat* at Williamsport says:

"Farmers have had somewhat of an up-hill time, owing to the want of rain, which has retarded planting to some extent, though they have continued on. Cotton is coming up, looking well."

Texas.—Correspondents of the *Galveston Daily News* write from various sections of the State as follows:

Giddings, Falls Co., May 11.—"We had yesterday a good shower o rain, but not enough to satisfy our farming interests. Corn and cotton doing well yet and can do without rain two weeks longer."

McGregor, McLennan Co., May 11.—"The acreage of cotton and corn hereabout is near the same as last year. Corn is doing well, much of it, I am told, being two feet high, while cotton is late, not yet making much show. As to wheat, the acreage is not more than one-half that of last season, but the crop, as far as it goes, both of wheat and oats, looks promising."

Pilot Point, Denton Co., May 10—"Cotton coming up; prospects of a stand good. A few are chopping cotton. Ground in fine condition and farmers in good spirits. Wet weather during the fall has prevented the sowing of small grain, necessitating the planting of increased acreage of corn and cotton over what would have been planted. The acreage of corn will be 15 per cent greater than last year. Cotton 5 per cent less. Prospects for a fruit crop, except peaches, is very fine."

Reagan, Falls Co., May 11.—"Crop prospects were never better."

Richmond, Fort Bend Co., May 10.—"Crops are looking splendid and the farmers are happy."

European Cotton Consumption to May 1.—The cable brings us to-day Mr. Ellison's cotton figures brought down to May 1. We have also received the revised totals for last year, and give them for comparison. The takings by spinners, in *actual* bales and pounds, have been as follows.

From Oct. 1 to May 1.	*Great Britain.*	*Continent.*	*Total.*
For 1882-3.			
Takings by spinners...bales	2,140,000	2,053,000	4,193,000
Average weight of bales	444	433	438·6
Takings in pounds	950,160,000	888,949,000	1,839,109,000
For 1881-2.			
Takings by spinners...bales	2,078,060	1,729,070	3,807,130
Average weight of bales	435	428	432
Takings in pounds	903,956,100	740,040,960	1,643,997,060

According to the above, the average weight of the deliveries in Great Britain is 444 pounds per bale to May 1, against 435 pounds per bale during the same time last season. The Continental deliveries average 433 pounds, against 428 pounds last year, and for the whole of Europe the deliveries average 438·6 pounds per bale, against 432 pounds during the same period last season. In the following table we give the stock held by the mills, their takings and their consumption, each month since October 1, all reduced to bales of 400 pounds each

for this season and last season. It is a very convenient and useful summary.

Oct. 1 to May 1. Bales of 400 lbs. each. 000s omitted.	1882-3. Great Britain.	Continent.	Total.	1881-2. Great Britain.	Continent.	Total.
Spinners' stock Oct 1.	82,	139,	221,	25,	240,	265,
Takings in October...	233,	149,	382,	336,	133,	469,
Total supply.....	315,	288,	603,	361,	373,	734,
Consump. Oct., 4 wks.	288,	248.	536,	280,	232,	512,
Spinners' stock Nov. 1	27,	40,	67,	81,	141,	222,
Takings in November.	387,	320,	707,	438,	362,	800,
Total supply.....	414,	360,	774,	519,	503,	1,022,
Consump. Nov., 5 wks.	360,	310,	670,	350,	290,	640,
Spinners' stock Dec. 1	54,	50,	104,	169,	213,	382,
Takings in December.	301,	397,	698,	263,	253,	516,
Total supply.....	355,	447,	802,	432,	466,	898,
Consump. Dec., 4 wks.	288,	248,	536,	280,	232,	512,
Spinners' stock Jan. 1	67,	199,	266,	152,	234,	386,
Takings in January..	389,	342,	731,	261,	253,	514,
Total supply.....	456,	541,	997,	413,	487,	900,
Consump. Jan., 4 wks.	288,	248,	536,	280,	232,	512,
Spinners' stock Feb. 1	168,	293,	461,	133,	255,	388,
Takings in February.	444,	398,	842,	361,	302,	663,
Total supply.....	612,	691,	1,303,	494,	557,	1,051,
Consump. Feb., 5 wks.	360,	310,	670,	350,	290,	640,
Spinners' stock Mar. 1	252,	381,	633,	144,	267,	411,
Takings in March.....	286,	265,	551,	340,	277,	617,
Total supply.....	538,	646,	1,184,	484,	544,	1,028,
Consump. Mar., 4 wks.	288,	248.	536,	280.	232,	512,
Spinners' stock Apr. 1	250,	398,	648,	204,	312,	516,
Takings in April	336,	351,	687,	261,	270,	531.
Total supply.....	586,	749,	1,335,	465,	582,	1,047,
Consump. April 4 wks.	288,	248.	536,	280,	262,	542,
Spinners' stock May 1	298,	501,	799,	185,	320,	505.

A more striking comparison with last year is reached by bringing together the above totals and adding the average weekly consumption up to the present time for the two seasons.

Oct. 1 to May 1. Bales of 400 lbs. each. 000s omitted.	1882-3. Great Britain	Continent.	Total.	1881-2. Great Britain	Continent.	Total.
Spinners' stock Oct. 1.	82,	139,	221,	25,	240,	265,
Takings to May 1.....	2,376,	2,222,	4,598,	2,260,	1,850,	4,110,
Supply.....	2,458,	2,361,	4,819,	2,285,	2,090,	4,375,
Consumpt'n 30 weeks	2,160,	1,860,	4,020,	2,100,	1,770,	3,870,
Spinners' stock May 1	298,	501,	799,	185,	320,	505,
Weekly Consumption. 00s omitted.						
In October.....	72,0	62,0	134,0	70,0	58,0	128,0
In November..... ..	72,0	62,0	134,0	70,0	58,0	128,0
In December.....	72,0	62,0	134,0	70,0	58,0	128,0
In January	72,0	62,0	134,0	70,0	58,0	128,0
In February.....	72,0	62,0	134,0	70,0	58,0	128,0
In March.....	72,0	62,0	134,0	70,0	58,0	128,0
In April....	72,0	62,0	134,0	70,0	59,0	129,0

The foregoing shows that the weekly consumption in Europe still continues 134,000 bales of 400 pounds each, against 129,000 bales of the same weight at the corresponding time last year.

It will be seen that Mr. Ellison revises his figures for the first three months of the season, by increasing the consumption in Great Britain and in the Continent 1,000 bales each per week during those months.

JUTE BUTTS, BAGGING, &c.—There has been a good jobbing demand for bagging since our last report, and though the lots are small, the aggregate amount of stock placed is considerable. Prices are steady and holders are quoting 9c. for 1½ lbs, 9½c. for 1¾ lbs., 10¼c. for 2 lbs. and 11c. for standard grades, with sales of 1,500 rolls within the range. Butts are not moving very freely at the moment, and we only hear of 1,000 bales being placed. Prices are still quoted at 1⅞@2c. for paper grades and 2¼@2⅜c. for bagging qualities, but a quantity could be had at a shade less.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows.

Monthly Receipts.	Year Beginning September 1. 1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,84	98,491
October..	980,584	853,195	968,318	898,492	689,26	578,538
Novemb'r	1,094,647	974,043	1,006,501	942,272	779,247	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,664	900,119
January .	752,827	487,727	571,701	647,140	618,727	689,610
February.	595,598	291,992	572,728	447,918	566,824	472,054
March ...	482,772	257,099	476,582	264,913	303,955	340,525
April	284,519	147,595	284,246	158,025	167,430	197,965
Total year	5,630,189	5,630,189	5,359,356	4,638,867	4,307,978	4,099,790
Per'tage of tot. port receipts Apr. 30..	94·02		91·23	92·74	96·96	94·34

This statement shows that up to April 30 the receipts at the ports this year were 1,191,954 bales more than in 1881-82 and 270,883 bales more than at the same time in 1880-81. By adding to the above totals to April 30 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Ap. 30	4,630,189	4,438,235	5,359,356	4,638,867	4,307,97-	4,099,790
May 1....	6,634	5,284	8.	3,391	2,575	4,145
" 2....	5,531	6,013	11,062	8.	6,454	2,707
" 3....	7,363	3,235	7,496	4,642	2,455	7,161
" 4....	10,953	3,916	7,317	4,633	8.	2,032
" 5....	7,434	9,432	4,854	4,696	4,854	8.
6....	8.	3,759	6,798	4,017	3,936	5,164
" 7....	8,237	8.	6,174	4,282	2,726	4,062
" 8....	9,368	5,102	8.	4,386	2,439	3,851
" 9....	8,156	5,844	10,882	8.	2,621	4,257
" 10....	6,449	3,176	8,079	7,180	1,953	4,836
" 11....	10,931	2,125	5,541	2,430	8.	2,925
" 12....	4,076	5,875	7,036	4,197	3,998	8.
" 13....	8.	9,501	11,438	3,573	4,211	4,324
" 14....	7,905	8.	5,214	2,890	3,161	3,390
" 15....	7,414	3,887	8.	3,150	1,771	3,619
" 16....	6,083	4,913	9,045	8.	4,803	3,232
" 17....	5,058	3,402	8,681	6,630	2,718	2,607
" 18....	13,440	2,061	6,311	3,368	8.	2,703
Total.....	5,755,221	4,515,810	5,475,284	4,702,312	4,358,653	4,160,855
Percentage of total port rec'pts May 18		95·67	93·21	94·01	98·01	95·74

This statement shows that the receipts since Sept. 1 up to to-night are now 1,239,411 bales more than they were to the same day of the month in 1882 and 279,937 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to May 18 in each of the years named.

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 14,498 bales, against 13,940 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1882.

Exported to—	Week ending— April 26.	May 3.	May 10.	May 17.	Total since Sept. 1.	Same period prev'us year.
Liverpool.....	12,217	20,413	10,815	12,783	435,020	342,133
Other British ports.....	.....	350	.....	.....	3,776	12,302
TOTAL TO GREAT BRITAIN	12,217	20,763	10,815	12,783	438,796	354,435
Havre.....	.....	1,290	470	454	27,484	26,721
Other French ports.....	.....	.....	.....	.....	100	.....
TOTAL FRENCH.....	.....	1,290	470	454	27,584	26,721
Bremen and Hanover	1,549	999	1,205	300	52,675	38,537
Hamburg	1,050	1,350	707	603	29,679	16,784
Other ports.....	1,115	685	743	358	54,845	6,076
TOTAL TO NORTH. EUROPE	3,714	3,034	2,655	1,261	137,199	61,397
Spain, Op'rto, Gibralt'r, &c	100	100	.....	.....	3,297	6,038
All other.....	.....	100	.....	.....	5,910	1,154
TOTAL SPAIN, &c	100	200	.....	.....	9,207	7,192
GRAND TOTAL	16,031	25,287	13,940	14,498	612,786	449,745

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York. This week.	New York. Since Sept. 1.	Boston. This week.	Boston. Since Sept. 1.	Philadelphia. This week.	Philadelphia. Since Sept. 1.	Baltimore. This week.	Baltimore. Since Sept. 1.
N. Orl'ans	7,741	251,723	.....	9,619	.....	.....	.....	.....
Texas....	4,025	172,975	.....	22,045	.....	.....	.....	.....
Savannah	1,180	214,129	1,172	72,044	399	14,919	926	87,469
Mobile...	.....	.....	.....	5,452	.....	.....	.....	.....
Florida..	.....	9,545	.....	.....	.....	.....	.....	.....
S.Car'lina	2,140	166,755	.....	2,646	73	10,183	1,185	22,573
N.Car'lina	797	54,967	.....	.....	.....	.....	46	17,492
Virginia..	2,300	217,187	2,746	75,783	568	54,594	2,641	113,353
North. pts	.....	188	3,075	128,210	.....	.....	.....	200
Tenn., &c.	297	135,462	4,287	170,071	2,056	80,957	1,612	53,624
Foreign..	.....	2,958	.....	.....	.....	.....	.....	.....
This year.	18,480	*	11,280	485,870	3,096	†	6,440	294,711
Last year.	14,312	‡	8,294	410,201	3,689	98,423	3,152	209,902

* 1,225,894 † 1,126,555 ‡ 160,653

Shipping News.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 79,874 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the Chronicle last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
New York—To Liverpool, per steamers Alaska, 2,778....Belgravia, 3,942....City of Chester, 1,967....England, 1,590....Memnon, 918....Sardinian, 874....Scythia, 1,214	12,783
To Havre, per steamer Canada, 454	454
To Bremen, per steamers Elbe, 100....Nurnberg, 200	300
To Hamburg, per steamer Rugia, 603	603
To Rotterdam, per steamer W. A. Scholten, 158	158
To Antwerp, per steamer Waesland, 200	200
New Orleans—To Liverpool, per steamers Architect, 1,936....Inventor, 3,804....Leonora, 5,109....Murciano, 3,225....per bark Cyprus, 3,846	17,920
To Havre, per steamer Bordeaux, 5,849	5,849
To Bremen, per bark Alfred, 2,811	2,811
To Antwerp, per steamer Bordeaux, 50	50
To Reval, per bark Gloria, 3,239	3,239
To Cronstadt, per barkentine Svea, 1,525	1,525
To Barcelona, per bark Antonieta, 400	400
Charleston—To Reval, per bark Jebra, 1,875 Upland	1,875
To Barcelona, per barks Catalina, 1,500 Upland....Dolores, 1,810 Upland....per brig Chanito, 511 Upland	3,821
Savannah—To Bilboa, Spain, per bark Pomona, 198 Upland	198
Texas—To Liverpool, per bark Morland, 1,662	1,662
To Bremen, per bark Joseph, 2,383	2,383
Norfolk—To Reval, per bark Bacchus, 3,219	3,219
To Barcelona, per bark Valborg, 2,208	2,208
Baltimore—To Liverpool, per steamers Montmore, 2,815....Parisian, 4,226	7,041
To Bremen, per steamer Braunschweig, 1,690	1,690
Boston—To Liverpool, per steamers Catalonia, 2,471....Illyrian, 2,592....Venetian, 822	5,885
Philadelphia—To Liverpool, per steamer British Prince, 3,500	3,500
To Antwerp, per steamer Vaderland, 100	100
San Francisco—To Liverpool, per ship St. Mark, 81 (foreign)	81
Total	79,874

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen & Hamburg.	Rotterdam & Antw'p.	Reval & Cronstadt.	Barcelona & Bilboa.	Total.
New York	12,783	454	903	358	.....	.....	14,498
N. Orleans	17,920	5,849	2,811	50	4,764	400	31,794
Charleston	.....	.....	.....	.....	1,875	3,821	5,696
Savannah	.....	.....	.....	.....	.....	198	198
Texas	1,662	.....	2,383	.....	.....	.....	4,045
Norfolk	.....	.....	.....	.....	3,219	2,208	5,427
Baltimore	7,041	.....	1,690	.....	.....	.....	8,731
Boston	5,885	.....	.....	.....	.....	.....	5,885
Philadelp'a	3,500	.....	.....	100	.....	.....	3,600
San Fran.	81	.....	.....	.....	.....	.....	81
Total	48,791	6,303	7,787	508	9,858	6,627	79,874

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

Mobile—For Liverpool—May 15—Bark Anderson, 1,510.
Savannah—For Liverpool—May 14—Bark Tikoma, 1,512.
For Bremen—May 11—Bark Statsminster Stang, 1,560.
For Corunna—May 11—Bark Caleb, 600.
Charleston—For Antwerp—May 12—Bark Sabel, 1,970.
For Barcelona—May 14—Bark Altagracia, 1,700.
Norfolk—For Liverpool—May 12—Bark Maiden City, 3,293.
For Genoa—May 12—Bark Costante, 2,194.
Boston—For Liverpool—May 11—Steamer Atlas, 1,014....May 12—Steamers Bulgarian, 984; Victoria, 1,819....May 15—Steamer Kansas, ——.
Baltimore—For Liverpool—May 14—Steamer Nessmore, 2,438.....May 15—Steamer Hanoverian, 2,500.
Philadelphia—For Liverpool—May 12—Steamer Pennsylvania, 1,600....May 15—Steamer British Princess, 2,500.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

City of Lincoln, steamer (Br.), from New Orleans for Havre, before reported recently ashore at South Pass, had re-loaded the discharged portion of cargo, and proceeded for destination May 10.
Cubano, steamer (Span.), Borica, from New Orleans, April 18, for Liverpool, put into Queenstown May 10 with machinery out of order.
Main, steamer (Ger.), from New York, at Bremerhaven. About 200 bales of cotton, discharged from steamer Main, and destined for Hamburg, were badly damaged by fire and water on April 29, while lying on the quay.
Murciano, steamer (Span.), from New Orleans, May 10, for Liverpool. The reported fire in the hold of the steamship Murciana (Span.), at New Orleans on May 8, was erroneous. The fire was in the cotton on the wharf, 13 bales of which were damaged.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	9/64@7/32	9/64@7/32	9/64@7/32	9/64@7/32	9/64@7/32	9/64@7/32
Do sail...d.	9/64@13/64	9/64@13/64	9/64@13/64	9/64@13/64	9/64@13/64	9/64@13/64
Havre, steam....c.	3/8*	3/8*	3/8*	3/8*	3/8*	3/8*
Do sail....c.	....	....	....	....	....	....
Bremen, steam..c.	15/32*	15/32*	15/32*	15/32*	15/32*	15/32*
Do sail.....c.	....	....	....	....	....	....
Hamburg, steam.d.	3/16@1/4	3/16@1/4*	3/16@1/4*	3/16@1/4*	3/16@1/4	3/16@1/4*
Do sail....d.	....	....	....	....	....	....
Amst'd'm, steam.c.	1/2	1/2	1/2	1/2	1/2	1/2
Do sail....d.	....	....	....	....	....	....
Baltic, steam....d.	9/32@5/16*	9/32@5/16*	9/32@5/16*	9/32@5/16*	9/32@5/16*	9/32@5/16*
Do sail.....c.	....	....	....	....	....	....
Barcelona, steam.c.	11/16*	11/16*	11/16*	11/16*	11/16*	11/16*
Genoa, steam ...d.	5/8*	5/8*	5/8*	5/8*	5/8*	5/8*

* Compressed.

Liverpool.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	April 27	May 4.	May 11.	May 18.
Sales of the week.....bales.	52,000	80,000	60,000	44,000
Of which exporters took	4,400	4,500	5,100	990
Of which speculators took..	5,300	5,500	4,000	2,200
Sales American	39,000	62,000	45,000	33,000
Actual export.....	2,600	5,700	4,200	5,800
Forwarded.....	17,500	13,000	19,500	14,000
Total stock—Estimated.....	992,000	933,000	914,000	960,000
Of which American—Estim'd	735,000	693,000	677,000	722,000
Total import of the week.....	43,500	37,000	56,000	106,000
Of which American..	32,000	30,500	36,000	90,000
Amount afloat.....	278,000	331,000	343,000	289,000
Of which American..	158,000	183,000	193,000	135,000

The tone of the Liverpool market for spots and futures each day of the week ending May 18, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y	Friday.
Market, 12:30 P.M.	Holiday	Holiday	Holiday	Firmer.	Easier.	Mod. inq. freely supplied.
Mid Upl'ds				5 13/16	5 15/16	5 13/16
Mid. Orl'ns				5 15/16	6	6
Sales.....				15,000	10,000	10,000
Spec. & exp.				2,000	1,000	1,000
Futures. Market, 12:30 P.M.				Quiet.	Quiet.	Flat.
Market, 4 P. M.				Barely steady.	Barely steady.	Weak.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus:* 5 62 *means* 5 62-64*d. and* 6 03 *means* 6 3-64*d.*

Saturday, May 12, Monday, May 14 and Tuesday, May 15—Holidays.

	Wednes., May 16.				Thurs., May 17.				Fri., May 18.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
May.....	....	....	....	....	....	....	....	....	....	....	....	....
May-June..	5 59	5 59	5 58	5 58	5 57	5 57	5 56	5 56	5 57	5 57	5 55	5 55
June-July..	5 60	5 61	5 60	5 61	5 59	5 59	5 59	5 59	5 60	5 60	5 57	5 57
July-Aug...	6 00	6 00	6 00	6 00	5 63	5 63	5 62	5 62	5 63	5 63	5 60	5 60
Aug.-Sept..	6 03	6 05	6 03	6 04	6 02	6 02	6 01	6 01	6 02	6 02	5 63	5 63
Sept.-Oct...	6 00	6 00	5 63	5 63	5 61	5 61	5 61	5 61	5 61	5 61	5 58	5 58
Oct.-Nov....	5 54	5 54	5 54	5 54	5 52	5 52	5 50	5 50	....	....	....	....
Nov.-Dec...	5 50	5 50	5 50	5 50	5 48	5 48	5 47	5 47	5 47	5 47	5 46	5 46
Dec.-Jan...	....	....	....	....	....	....	....	....	....	....	....	....

BREADSTUFFS.

Friday, P. M., May 18, 1883.

Flour has sold but moderately, and has shown more or less weakness. This applies to both spring and winter wheat brands. The better grades have been the most difficult to sell, and the commoner brands have shown the least depression. Most of the Minnesota mills are now, it is said, in operation; clears are in limited supply and have been in fair demand for foreign markets. As the heated term approaches buyers as a rule are, however, cautious in their purchases of all kinds, for fear of their supplies spoiling on their hands. To-day grades worth more than $6 were dull; those under that price sold pretty well and ruled about steady.

Wheat has been quiet for export, but fairly active on speculation. Prices have declined 2 to 3 cents per bushel. The depression has been due to a declining market in Chicago and also to some weakness in the foreign quotations. The crop advices

have been more favorable, and the effect has been plainly apparent both here and at Chicago. It is reiterated that the acreage planted to spring wheat will show a large increase compared with that of last year. Hard No. 2 spring Duluth has sold at $1 23@$1 23 to arrive and on the spot; this grade is in demand here. To-day the market was dull for export and ½c. to 1c. lower; options sold to a fair extent. No. 2 red sold at $1 20@$1 20⅛ for May, $1 20½@$1 21 for June, $1 22¼@$1 23 for July, $1 23¼@$1 23⅞ for August and $1 24⅛@$1 24⅞ for September.

Corn shows some advance in options for the week, owing to stronger Western markets, particularly at Chicago, where the receipts of late have been small and the shipments larger. Here the quantity offered has been moderate, while the export demand has been liberal at times. The slowness in the Western crop movement has stimulated speculation, and the backward spring has also had some effect in the same direction. To-day the market was irregular, opening ¼@½c. lower, with the decline recovered later and a slight advance then established; No. 2 mixed was at 65⅛@65⅜c. for May, 65¼@65¼c. for June, 67¼@67⅜c. for July and 69c. for August. Hot corn has sold at 37@48c. on the spot.

Rye has declined. Barley is about out of season. Oats have been fairly active at some decline. To-day, however, the market was firmer; No. 2 mixed sold at 48¼c. for May, 48½@48¾c. for June, 49⅜@49½c. for July and 41⅜@41½c for September.

The following are closing quotations:

FLOUR.

No. 2 spring...₩ bbl.	$2 50@ 3 25	Patents, winter.....	$5 50@ 7 25
No. 2 winter	3 00@ 3 65	City shipping extras.	5 50@ 6 25
Superfine.....	3 75@ 4 15	Southern bakers' and family brands	5 75@ 6 90
Spring wheat extras..	4 25@ 5 25	South'n ship'g extras.	5 15@ 5 75
do bakers'.....	5 25@ 6 25	Rye flour, superfine..	3 30@ 3 85
Wis. & Minn. rye mix.	5 25@ 5 75	Corn meal—	
Minn. clear and stra't	4 50@ 7 00	Western, &c.....	3 00@ 3 35
Winter shipp'g extras.	4 15@ 4 40	Brandywine, &c....	3 35@ 3 50
Patents, spring.....	6 00@ 7 75		

GRAIN.

Wheat—		Oats—	
Spring, per bush.	@	Mixed.....	47¾@ 52
Spring No. 2.....	@	White.....	51½@ 58
Red winter, No. 2	1 23½@1 25	No. 2 mixed.....	48½@ 48¾
Red winter	1 09 @1 22½	No. 2 white.....	52¾@ 53
White.....	1 12 @1 26	Barley—	
White No. 1.....	1 15 @1 16	Canada No. 1.....	93 @ .....
Corn—West. mixed	49½@ 62	Canada bright...	97 @ 98
West. mix. No. 2.	65½@ 66½	Canada No. 2.....	85 @ .....
White	63 @ 68	State, 4-rowed...	85 @ 88
Yellow.....	65 @ 68	State, 2-rowed...	78 @ 80
Rye—Western	72 @ 75		
State & Canada..	74 @ 78		

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending May 12 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56 lbs.	Bush.32 lbs	Bush.48 lbs.	Bush.56 lbs
Chicago.....	46,040	137,732	841,437	516,363	67,385	51,833
Milwaukee..	70,741	177,537	30,660	48,878	66,957	18,028
Toledo.....	1,735	114,854	270,664	10,018	.....	1,013
Detroit.....	3,558	54,773	10,518	14,805	9,736	.....
Cleveland....	2,898	27,846	37,500	15,300	3,000	500
St. Louis	26,545	110,571	364,270	116,937	39,690	3,401
Peoria.	2,800	3,400	77,600	230,200	10,800	15,700
Duluth	.....	70,638	.....	.....	.....	.....
Tot. wk. '83	160,407	706,351	1,632,049	952,501	188,522	91,378
Same wk. '82	142,023	398,110	1,342,079	653,076	149,824	49,502
Same wk. '81	104,196	814,190	1,801,724	1,013,494	72,396	18,610
SinceAug.1—						
1882.....	7,697,216	67,075,121	74,399,358	41,159,273	14,666,089	3,900,084
1881.....	6,348,168	36,441,753	90,654,635	29,929,354	11,571,066	3,527,106
1880.....	6,848,554	67,456,329	92,584,179	33,212,934	11,258,568	3,117,234

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to May 12, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	3,462,854	2,662,761	3,119,805	1,889,462
Wheat.....bush.	10,032,315	7,575,950	13,381,971	13,209,101
Corn.....	35,677,750	28,281,934	25,159,372	35,699,622
Oats.....	15,433,103	10,669,856	9,788,503	7,075,891
Barley	4,317,622	1,892,999	1,811,507	1,414,712
Rye	1,149,733	988,326	892,210	723,199
Total grain	66,660,523	49,409,065	51,033,653	58,122,525

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week May 12.	1882. Week May 13.	1881. Week May 14.	1880. Week May 15.
Flour.....bbls.	95,058	60,909	76,814	72,405
Wheat.....bush.	179,030	191,756	237,689	107,481
Corn.....	648,471	358,286	465,121	455,143
Oats.....	824,060	334,633	285,858	582,470
Barley.....	112,549	44,795	26,384	67,648
Rye.....	38,188	45,890	21,198	38,447
Total.....	1,802,298	965,360	1,039,250	1,250,589

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
May 12...140,890	450,974	1,899,840	956,181	112,540	97,148
May 5...175,473	1,775,226	3,742,676	1,609,576	107,674	338,122
Apr. 28...101,870	1,035,598	3,724,647	1,152,862	142,157	59,411
Apr. 21.... 97,387	207,961	1,317,421	757,600	148,627	76,687
Tot., 4 w. 515,590	4,369,759	10,684,624	4,376,219	511,307	556,604
4 w'ks 82..523,608	2,419,392	7,985,595	2,035,305	247,919	249,671

The receipts of flour and grain at the seaboard ports for the week ended May 12 follow:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	83,053	134 000	677,174	287,260	21,450	97 400
Boston.....	50,837	29,775	209,574	109,700	6,000	.....
Portland.....	650	.....	8,300	2,400	.....	.....
Montreal.....	20,461	369,892	.....	12,000	450	.....
Philadelphia...	19,220	29,240	368,400	67,150	1,800	.....
Baltimore.....	15,515	262,552	110,140	.....	.....	1,100
New Orleans...	11,958	.....	17,658	42,063	.....	.....
Total week ..	201,133	825,449	1,421,246	459,573	29,700	98,500
Cor. week '82..	217,005	583,229	1,126,229	119,373	53,950	52,340

The total receipts at the same ports for the period from Dec. 25, 1882, to May 12, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81	1879-80.
Flour.....bbls.	5,107,957	4,160,148	4,994,807	3,121,911
Wheat.....bush.	16,937,943	9 918,482	21,578,519	20,711,647
Corn.....	33,234,313	13 918,446	31,270,816	43,071,000
Oats.....	9,035,343	8,569,699	7,928,468	7,511 610
Barley.....	2 061,176	2,184 946	1,911,503	1,551,779
Rye.....	508,825	472 108	625,198	437,383
Total grain	61,867,600	35,059,912	63,317,100	73,343,052

The exports from the several seaboard ports for week ending May 12, 1883, are shown in the annexed statement:

Exports from—	Flour	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	52,322	213,785	481,641	3,437	160,133	2,071
Boston...	62,815	68,054	104,058	.....	.....	.....
Portland.	.....	.....	.....	.....	.....	.....
Montreal.	6,331	.....	12	.....	.....	944
Philadel..	1,263	41,248	163,311	.....	.....	.....
Baltim're	7,162	215,309	141,712	.....	.....	.....
N.Orl'ns .	371	.....	377,993	.....	.....	.....
Total w'k.	130,264	538,596	1,271,727	3,437	160,133	3,015
Sime time 1882..	90,416	282,588	349,426	4,996	46,052	80,161

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, May 12.	1882. Week, May 13.	1883. Week, May 12.	1882. Week, May 13.	1883. Week, May 12.	1882. Week, May 13.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un.King.	82,931	45,946	197,344	122,547	979,807	318,538
Contin'nt	2,435	1,834	318,796	143,233	212,528	8,374
S.&C.Am	12,683	14,813	14,616	.....	20,745	10,032
W. Indies	12,583	17,772	.....	8	17,282	8,853
Brit. Col's	18,632	18,417	7,800	.....	1,108	2,610
Oth.c'nt's	997	634	.....	16,800	9,957	969
Total...	130,264	99,416	538,596	282,588	1,271,727	349,426

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to May 12.	1881-82. Sept. 1 to May 13.	1882-83. Sept. 1 to May 12.	1881-82. Sept. 1 to May 13.	1882-83. Sept. 1 to May 12.	1881-82. Sept. 1 to May 13.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	4,825,517	2,307,935	30,654,185	24,350,397	23,575,697	18,417,543
Continent ...	390,363	165,651	23,818,920	10,132,825	4,439,130	4,224,996
S. & C. Am...	510,357	492,201	119,552	6,647	294,970	367,275
West Indies.	647,534	477,823	58,550	33,270	392,545	470.118
Brit. Col'nies	410,799	380,437	15,666	45	80,371	112,842
Oth. countr's	32,419	26,747	203,203	242,934	117,372	67,114
Total. ...	6,816,989	3,850,800	54,869,969	34,766,127	28,810,025	23,659,887

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, May 12, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	2,733,528	505,916	639,387	1,953	44,879
Do. afloat (est.)	111,000	351,000	193,000	36,000	80,000
Albany	2,330	1,500	21,080	600	4,000
Buffalo.....	969,088	354,826	113,468	76,345	107,324
Chicago.....	6,123,573	6,104,202	813,200	28,218	659,507
Milwaukee	1,352,720	42,175	.....	172,850	59,979
Duluth.....	1,593,217	.....	.....	.....	.....
Toledo.....	1,322,999	570,700	64,439	956	18,219
Detroit	1,075,869	24,240	33,613	650	.....
Oswego.....	85,000	8,000	1,000	190,000	125,000
St. Louis.....	681,917	1,243,584	50,077	13,123	49,433
Cincinnati.....	68,392	49,850	21,388	42,743	87,088
Boston.....	43,284	185,981	143,773	3,064	1,183
Toronto.....	403,061	1,400	.....	72,681	19
Montreal	250,057	8,474	80,102	34,036	27,218
Philadelphia	425,337	164,383	183 451	.....	.....
Peoria	4 005	265,530	187,451	5,544	116,553
Indianapolis.....	257.100	75,200	49,000	.....	16,400
Kansas City.....	146,210	258 844	12,555	210	22,295
Baltimore	899,725	302,302	.....	.....	.....

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Down Mississippi	.....	50,504	17.237	.....	.....
On rail	503.545	1,041,122	1,050,802	122.949	56,667
On lake	835.042	3,645,275	341.904	25,492	138,228
On canal	1,140,781	392,190	185,060	61,698	230,405
Tot. May 12, '83.	21,021.813	15.647.398	4.202.196	890,042	1,844.390
Tot. May 5, '83.	20,707.249	16.168.398	4.667,143	1.020 900	1,784,997
Tot. Apr. 28, '83.	20,781.911	16.894 226	4,453,197	981.695	1.627.880
Tot. Apr. 21, '83.	21,201,544	17,681,940	4.020,629	986 623	1.708,658
Tot. May 13, '82.	10,208.831	8,551,281	1,873,675	264,406	1,003,016

The following statement, prepared by the Bureau of Statistics, will show the exports of domestic breadstuffs from the undermentioned customs districts, during the month of April, 1883, and for the ten months ended the same, as compared with the corresponding months of the previous year:

Customs Districts.	Barley.		Wheat.		Indian corn.		Wheat flour.		Indian corn meal.		Oats.		Rye.	
	Bushels.	Dollars.	Bushels.	Dollars.	Bushels.	Dollars.	Barrels.	Dollars.	Barrels.	Dollars.	Bushels.	Dollars.	Bushels.	Dollars.
New York	.....	.....	1,886,226	2,256,440	1,647,049	1,124,575	3,...319	698,827	10,834	38,945	4,530	2,740	.....	.....
Boston	.....	.....	74,724	87,520	270,346	196,583	150,308	511,472	12,417	37,639	.....	.....	.....	.....
Philadelphia	.....	.....	258,244	311,929	815,431	544,491	17,084	3,162,013	3,477	11,105	183,346	156	5,482	4,177
Baltimore	.....	.....	844,630	1,017,653	876,151	558,310	40,499	95,261	52	189	.....	.....	.....	.....
New Orleans	.....	.....	182,442	200,948	1,265,717	801,735	230,386	1,725	.....	.....	500	22	.....	.....
San Francisco	13,675	8,462	665,104	737,031	262,428	140,059	13,914	62,337	.....	.....	1,723	3,720	.....	.....
Chicago	.....	.....	.....	.....	9,035	5,430	223,904	17,711	.....	.....	1,144	.....	.....	.....
Detroit	.....	.....	.....	.....	18,769	10,695	.....	.....	1,506	3,765	8,803	.....	.....	.....
Huron	.....	.....	.....	.....	1,071	1,106	.....	.....	.....	.....	.....	.....	.....	.....
Key West	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miami	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, April 1883*	13,675	8,462	8,...919	5,166,882	3,403,817	29,273	698,827	$4,086,321	$12,465,318	4,530	2,740	.....	.....	
Total, April, 1882*	7,590	5,704	511,472	1,209,727	951,290	14,795	511,472	3,162,013	.....	238,748	156	.....	.....	
Total, 10 mos. ended Apr. 30, 1883*	343,548	243,925	7,881,335	28,045,911	19,593,177	212,234	47,156,364	29,942,404	.....	481,118	2,573	1,446	238,439	184,621
Total, 10 mos. ended Apr. 30, 1882*	189,642	137,453	4,864,272	26,899,069	24,247,962	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, April 1883*	13,675	8,462	8,...919	5,166,882	3,403,817	29,273	698,827	$4,086,321	$12,465,318	$6,627,637	$12,465,318	4,530	2,740	.....
Total, April, 1882*	7,590	5,704	511,472	1,209,727	951,290	14,795	511,472	3,162,013	.....	972,702	.....	238,748	156	.....
Total, 10 mos. ended Apr. 30, 1883*	343,548	243,925	7,881,335	28,045,911	19,593,177	212,234	47,156,364	29,942,404	.....	1,284,450	967,709	481,118	2,573	1,446
Total, 10 mos. ended Apr. 30, 1882*	189,642	137,453	4,864,272	26,899,069	24,247,962	.....	.....	.....	.....	1,836,738	1,016,619	974,252	2,734,741	2,816,005
New York	.....	.....	1,886,226	2,256,440	1,647,049	1,124,575	3,...319	698,827	10,834	38,945	4,530	2,740	.....	.....
Boston	.....	.....	74,724	87,520	270,346	196,583	150,308	511,472	12,417	37,639	.....	.....	.....	.....
Philadelphia	.....	.....	258,244	311,929	815,431	544,491	17,084	3,162,013	3,477	11,105	183,346	156	5,482	4,177
Baltimore	.....	.....	844,630	1,017,653	876,151	558,310	40,499	95,261	52	189	.....	.....	.....	.....
New Orleans	.....	.....	182,442	200,948	1,265,717	801,735	230,386	1,725	.....	.....	500	22	.....	.....
San Francisco	13,675	8,462	665,104	737,031	262,428	140,059	13,914	62,337	.....	.....	1,723	3,720	.....	.....
Chicago	.....	.....	.....	.....	9,035	5,430	223,904	17,711	.....	.....	1,144	.....	.....	.....
Detroit	.....	.....	.....	.....	18,769	10,695	.....	.....	1,506	3,765	8,803	.....	.....	.....
Huron	.....	.....	.....	.....	1,071	1,106	.....	.....	.....	.....	.....	.....	.....	.....
Key West	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miami	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, April 1883*	13,675	8,462	8,...919	5,166,882	3,403,817	29,273	698,827	$4,086,321	$12,465,318	$6,627,637	$12,465,318	4,530	2,740	.....
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Total, 10 mos. ended Apr. 30, 1882*	189,642	137,453	4,864,272	26,899,069	24,247,962	.....	.....	.....	.....	1,836,738	1,016,619	974,252	2,734,741	2,816,005
New York	.....	.....	1,886,226	2,256,440	1,647,049	1,124,575	3,...319	698,827	10,834	38,945	4,530	2,740	.....	.....
Boston	.....	.....	74,724	87,520	270,346	196,583	150,308	511,472	12,417	37,639	.....	.....	.....	.....
Philadelphia	.....	.....	258,244	311,929	815,431	544,491	17,084	3,162,013	3,477	11,105	183,346	156	5,482	4,177
Baltimore	.....	.....	844,630	1,017,653	876,151	558,310	40,499	95,261	52	189	.....	.....	.....	.....
New Orleans	.....	.....	182,442	200,948	1,265,717	801,735	230,386	1,725	.....	.....	500	22	.....	.....
San Francisco	13,675	8,462	665,104	737,031	262,428	140,059	13,914	62,337	.....	.....	1,723	3,720	.....	.....
Chicago	.....	.....	.....	.....	9,035	5,430	223,904	17,711	.....	.....	1,144	.....	.....	.....
Detroit	.....	.....	.....	.....	18,769	10,695	.....	.....	1,506	3,765	8,803	.....	.....	.....
Huron	.....	.....	.....	.....	1,071	1,106	.....	.....	.....	.....	.....	.....	.....	.....
Key West	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miami	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, April 1883*	13,675	8,462	8,...919	5,166,882	3,403,817	29,273	698,827	$4,086,321	$12,465,318	$6,627,637	$12,465,318	4,530	2,740	.....
Total, April, 1882*	7,590	5,704	511,472	1,209,727	951,290	14,795	511,472	3,162,013	.....	972,702	.....	238,748	156	.....
Total, 10 mos. ended Apr. 30, 1883*	343,548	243,925	7,881,335	28,045,911	19,593,177	212,234	47,156,364	29,942,404	.....	1,284,450	967,709	481,118	2,573	1,446
Total, 10 mos. ended Apr. 30, 1882*	189,642	137,453	4,864,272	26,899,069	24,247,962	.....	.....	.....	.....	1,836,738	1,016,619	974,252	2,734,741	2,816,005
New York	.....	.....	1,886,226	2,256,440	1,647,049	1,124,575	3,...319	698,827	10,834	38,945	4,530	2,740	.....	.....
Boston	.....	.....	74,724	87,520	270,346	196,583	150,308	511,472	12,417	37,639	.....	.....	.....	.....
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Baltimore	.....	.....	844,630	1,017,653	876,151	558,310	40,499	95,261	52	189	.....	.....	.....	.....
New Orleans	.....	.....	182,442	200,948	1,265,717	801,735	230,386	1,725	.....	.....	500	22	.....	.....
San Francisco	13,675	8,462	665,104	737,031	262,428	140,059	13,914	62,337	.....	.....	1,723	3,720	.....	.....
Chicago	.....	.....	.....	.....	9,035	5,430	223,904	17,711	.....	.....	1,144	.....	.....	.....
Detroit	.....	.....	.....	.....	18,769	10,695	.....	.....	1,506	3,765	8,803	.....	.....	.....
Huron	.....	.....	.....	.....	1,071	1,106	.....	.....	.....	.....	.....	.....	.....	.....
Key West	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miami	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, April 1883*	13,675	8,462	8,...919	5,166,882	3,403,817	29,273	698,827	$4,086,321	$12,465,318	$6,627,637	$12,465,318	4,530	2,740	.....
Total, April, 1882*	7,590	5,704	511,472	1,209,727	951,290	14,795	511,472	3,162,013	.....	972,702	.....	238,748	156	.....
Total, 10 mos. ended Apr. 30, 1883*	343,548	243,925	7,881,335	28,045,911	19,593,177	212,234	47,156,364	29,942,404	.....	1,284,450	967,709	481,118	2,573	1,446
Total, 10 mos. ended Apr. 30, 1882*	189,642	137,453	4,864,272	26,899,069	24,247,962	.....	.....	.....	.....	1,836,738	1,016,619	974,252	2,734,741	2,816,005

* Included in the foregoing totals are the reports from Milwaukee New Haven, Portland, Richmond, Willamette and Yorktown, the details for April, 1883, being as follows:

	Milwaukee.	New Haven.	Portland.	Richmond.	Willamette.	Yorktown.
Barley—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Indian corn—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Indian corn meal—						
Barrels	.....	825	.....	.....	.....	.....
Value $	.....	2,950	.....	.....	.....	.....
Oats—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Rye—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Wheat—						
Bushels	.....	.....	.....	.....	49,339	.....
Value $	.....	.....	.....	.....	59,212	.....
Wheat flour—						
Barrels	.....	325	4,700	31.262	28,863	7,979
Value $	.....	1,800	27,925	213,798	155,824	48,622
Total values—						
Apr., '83 $	.....	4,750	27,925	213,798	215,036	48,622
Apr., '82 $	.....	.....	.....	82,284	400,317	.....
10 months—						
1883 $	240,516	55,282	215,110	1,063,250	3,547.636	909,485
1882 $	379,010	57,107	212,422	1,391,151	5,890,974	.....

Exports of Provisions.

The following are the exports of provisions from New York, Boston, Baltimore, Philadelphia, Montreal, Portland and New Orleans, for week ending May 12, 1883, and their distribution:

To—	Pork, bbls.	Beef, bbls.	Lard, lbs.	Bacon, lbs.	Cheese, lbs.	Tallow, lbs.
London	100	361	60,250	245,500	.....	.....
Liverpool	169	361	810,406	2,423,591	714,770	457,945
Glasgow	....	917	31,350	275,350	18 ,820	319,600
Hull	....	7	238.110	487,500	4,380	55,000
Bristol	....	....	107.500	71,500	31,740	.....
Havre	....	....	6.250	.....	.....	98,000
Marseilles	....	....	384.230	31.600	.....	.....
Bremen	30	10	166.650	.....	.....	.....
Amsterdam	5	121	25,000	50,000	.....	105,500
Hamburg	....	60	49,500	.....	.....	.....
Italy & M. P.	....	....	39.960	.....	.....	.....
Brazil	....	....	15,000	503	388	.....
Mexico	....	....	.....	756	1,892	17,458
Central Am	14	12	215,698	8,504	2,819	.....
S. Am'n ports	601	93	198,183	31,494	4,602	31,504
Cuba	139	25	428,575	64,644	2,756	.....
Hayti	339	5	10,420	.....	895	.....
West Indies	734	250	101,242	8,662	10,539	2,328
Brit.N.A. Col.	2,139	282	17,470	6,736	3.520	35,302
Oth.countries	76	31	2,690	4,263	3,594	2,200
Antwerp	....	....	198,125	94.500	.....	1,131
Total week	4,346	2,535	3,109,609	3,805,:03	973,715	1,125,968
Prev's week	2,889	3,224	2,555,373	5,887.024	948,727	981,679

THE DRY GOODS TRADE.

FRIDAY, P. M., May 18, 1883.

Operations in dry goods have been light and irregular the past week. The jobbing trade has subsided into the comparatively quiet condition usually witnessed at this advanced stage of the season, and yet a fair average business was done by some of the principal firms. Business was restricted in volume with manufacturers' agents and importers, the demand for seasonable goods having been almost wholly of a hand-to-mouth character. There was, however, a further inquiry for certain fall fabrics, as cotton flannels, white wool flannels, low grade blankets, jeans, etc., resulting in some considerable transactions for prompt and future delivery; and a few large sales of brown and colored cottons, and printed calicoes were made at slightly reduced prices by agents who are about closing their semi-annual accounts with the mills. The woolen goods market continues very quiet, and about 11,000 pieces of heavy woolens will be peremptorily sold at auction the coming week, in order to close out accumulations, and test the market.

DOMESTIC COTTON GOODS.—The Exports of Cotton Goods for the week have been 2,282 packages, including 872 to Great Britain, 814 to China, 177 to U. S. of Colombia, 119 to Venezuela, 74 to British West Indies, etc. The demand at first hands has been quite moderate, save in the case of a few specialties, as cotton flannels, four-yard brown sheetings, denims and dyed ducks, in which a fairly good business was done with jobbers and converters. The market continues steady as far as the best makes of plain cottons, wide sheetings, satteens, flat-fold cambrics, etc., are concerned, but colored cottons are more or less unsettled, and plaid osnaburgs have been reduced by agents. Print cloths have been less active, but prices are nominally unchanged at last week's quotations. Prints continued dull in first hands, except such styles of light fancies as were offered at very low figures, and in these there was a fair movement toward the close of the week.

DOMESTIC WOOLEN GOODS.—The demand for men's-wear woolens has been light and somewhat disappointing to manufacturers' agents. Cassimeres, suitings and worsted coatings continued to move in fair quantities on account of orders placed early in the season, but new business was not up to expectations. Overcoatings ruled quiet, buyers having determined to await the result of the auction sale alluded to above before continuing their purchases. Kentucky jeans and doeskins have been rather more active, some fair-sized lots having been taken by local and out-of-town jobbers. Satinets were relatively quiet, but prices are steady on such makes as govern the market. White flannels and low grade blankets have received more attention from early buyers, but transactions were only moderate in the aggregate. Carpets remain sluggish in agents' hands, and dress goods, hosiery and knit underwear were in irregular demand, but mostly quiet.

FOREIGN DRY GOODS.—There has been a very light demand for nearly all kinds of foreign goods at first hands, and the jobbing trade (though fair for the time of year) was by no means

active. Plain silks were in moderate request, but fancy summer silks ruled quiet and prices of the latter are very unsatisfactory to importers. In dress goods there was no movement of importance and linen and white goods, laces and embroideries were slow of sale.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending May 17, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	Week Ending May 18, 1882.		Since Jan. 1, 1882.	
ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1882.				
Manufactures of—	Pkgs.	Value.	Pkgs.	Value.
Wool	606	$ 219,750	1,374	$ 444,901
Cotton	1,043	652,160	2,730	1,500,730
Silk	1,072	190,524	2,947	1,450,244
Flax	3,464	155,993	8,859	4,210,097
Miscellaneous				
Total	7,559	1,672,328	16,893	46,446,110
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.				
Manufactures of—				
Wool	197	70,218	6,453	2,696,409
Cotton	154	44,594	6,132	1,833,635
Silk	147	99,693	3,152	2,403,841
Flax	252	52,981	10,788	1,817,483
Miscellaneous	3,011	35,394	1,249	1,266,905
Total	3,761	309,080	27,774	10,018,733
Ent'd for consumpt.	7,559	1,672,328	169,693	46,446,110
Total on market	11,320	1,981,408	196,467	56,464,843
ENTERED FOR WAREHOUSE DURING SAME PERIOD.				
Manufactures of—				
Wool	308	107,374	7,115	2,803,216
Cotton	247	67,903	6,323	1,805,331
Silk	270	167,792	3,113	2,277,794
Flax	236	57,647	9,199	1,674,566
Miscellaneous	1,106	48,290	57,975	1,128,741
Total	2,167	449,096	83,725	9,837,652
Ent'd for consumpt.	7,559	1,672,328	169,693	46,446,110
Total at the port	9,726	2,121,424	253,418	56,283,778

	Week Ending May 17, 1883.		Since Jan. 1, 1883.	
ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.				
Manufactures of—	Pkgs.	Value.	Pkgs.	Value.
Wool	453	$ 148,741	17,387	$ 7,463,284
Cotton	1,984	321,857	30,683	10,578,742
Silk	406	221,741	16,202	10,073,680
Flax	1,288	199,789	31,831	5,718,710
Miscellaneous	903	78,090	55,321	3,407,399
Total	4,134	970,218	151,424	37,241,815
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.				
Manufactures of—				
Wool	323	123,318	8,745	3,657,689
Cotton	197	66,430	8,977	2,826,057
Silk	124	70,772	4,534	3,433,678
Flax	236	35,366	11,307	1,948,656
Miscellaneous	4,295	38,380	77,229	1,343,749
Total	5,187	354,666	110,622	13,209,827
Ent'd for consumpt.	4,134	970,218	151,424	37,241,815
Total on market	9,321	1,324,884	262,246	50,451,642
ENTERED FOR WAREHOUSE DURING SAME PERIOD.				
Manufactures of—				
Wool	513	204,896	10,987	4,441,933
Cotton	297	62,582	9,293	2,739,709
Silk	288	154,199	5,827	4,052,263
Flax	211	50,169	8,768	1,651,459
Miscellaneous	2,000	50,895	84,840	1,673,971
Total	3,389	522,131	119,715	14,566,335
Ent'd for consumpt.	4,134	970,219	151,424	37,241,815
Total at the port	7,503	1,492,949	271,139	51,808,150

Imports of Leading Articles.

The following table, compiled from Custom House returns, shows the foreign imports of leading articles at this port from Jan. 1 to May 11, 1883, and for corresponding period in 1882.

[The quantity is given in packages when not otherwise specified.]

	1883.	1882.		1883.	1882
China, &c.—			Metals, &c—		
China	10,114	8,508	Iron, pig	49,282	104,854
Earthenw	21,959	19,649	" RR. bars	6,324	57,684
Glass	219,653	178,657	Lead, pigs	3,031	15,039
Glassware	21,149	14,311	Spelter, lbs	3,389,090	7,650,735
Glass plate	3,711	3,993	Steel	1,206,973	746,812
Buttons	5,387	5,961	Tin, boxes	665,741	805,082
Coal, tons	19,450	7,117	Tin slbs., lbs	8,978,644	6,341,059
Cocoa, bags	29,188	31,263	Paper Stock	85,877	85,139
Coffee, bags	1,107,548	1,055,288	Sugar, hhds, tcs., & bbls.	218,690	241,608
Cotton, bales	2,192	1,670	Sugar, boxes and bags	1,664,285	1,502,703
Drugs, &c—					
Bark, Peru	3,615	6,37	Tea	412,422	416,518
Blea. powd	14,523	12,746	Tobacco	41,801	34,968
Cochineal	3,397	1,697	Wines, &c.—		
Gambier	15,[illegible]	5,039	Champ'gne baskets	86,267	71,202
Gum, Arab	2,705	2,523	Wines	93,223	95,013
Indigo	5,041	5,430	Wool, bales	35,148	25,216
Madder, &c	121	254	*Reported by value.*		
Oil, Olive	28,251	22,013		$	$
Opium	369	151	Cigars	638,794	730,147
Soda, bi-ob	3,822	8,159	Fancy goods	317,700	521,031
Soda, sal	13,588	19,456	Fish	261,496	255,782
Soda, ash	37,694	30,485	Fruits, &c.—		
Flax	2,828	3,348	Lemons	299,779	412,445
Furs	5,86	5,255	Oranges	1,262,249	1,256,999
Gunny cloth	415	120	Nuts	426,114	491,458
Hair	6,7[illegible]	1,673	Raisins	606,764	651,325
Hemp, bales	123,647	169,227	Hides, undr.	7,397,740	6,833,288
Hides, &c.—			Rice	179,924	142,940
Bristles	1,601	1,006	Spices, &c.—		
Hides, dr'sd	2,68[illegible]	2,951	Cassia	159,526	64,632
India rubber	27,091	38,833	Ginger	44,[illegible]43	15,253
Ivory	7,9[illegible]	1,054	Pepper	432,964	52,24[illegible]
Jewelry, &c—			Saltpetre	136,247	167,958
Jewelry	1,39	1,203	Woods—		
Watches	51[illegible]	492	Cork	359,785	445,424
Linseed	123,90[illegible]	24,084	Fustic	64,903	54,156
Molasses	36,19[illegible]	45,526	Logwood	240,93[illegible]	244,545
Metals &c—			Mahogany	215,631	1[illegible],506
Cutlery	2,69	2,727			
Hardware	50	425			

Receipts of Leading Articles of Domestic Produce.

The following table, based upon daily reports made to the New York Produce Exchange, shows the receipts of leading articles of domestic produce in New York for the week ending with Tuesday last (corresponding with the week for exports) also the receipts from Jan. 1, 1883, to that day, and for the corresponding period of 1882:

	Week ending May 15.	Since Jan. 1, 1883.	Same time last year.
Ashes	bbls.	157	2,823	2,527
Beans	bbls.	255	28,092	17,974
Breadstuffs—				
Flour, wheat	bbls.	84,840	2,374,564	1,711,839
Corn meal	bbls.	2,032	53,848	42,623
Wheat	bush.	142,134	5,379,445	5,841,154
Rye	bush.	94,100	526,090	397,271
Corn	bush.	738,621	10,549,775	4,870,986
Oats	bush.	262,038	4,717,776	4,651,302
Barley	bush.	144,955	2,487,289	2,611,930
Peas	bush.	.....	109,308	347,600
Cotton	bales.	16,495	553,611	430,252
Cotton seed oil	bbls.	1,129	25,762	10,785
Flax seed	bags.	8,150	92,868	187,731
Grass seed	bags.	1,064	124,334	155,358
Hides	No.	4,815	58,160	48,594
Hides	bales.	882	23,737	22,479
Hops	bales.	85	5,537	26,737
Leather	sides.	54,548	1,108,526	1,235,796
Lead	pigs.	9,223	195,402	198,414
Molasses	hhds.	.....	.....	55
Molasses	bbls.	843	38,722	27,235
Naval Stores—				
Turpentine, crude	bbls.	10	1,591	530
Turpentine, spirits	bbls.	2,014	30,563	31,032
Rosin	bbls.	9,335	118,693	159,837
Tar	bbls.	428	10,325	13,270
Pitch	bbls.	275	1,884	791
Oil cake	pkgs.	14,935	161,770	209,689
Oil, lard	bbls.	365	3,776	4,546
Oil, whale	galls.	.....	.....	.....
Peanuts	bush.	1,425	36,988	29,279
Provisions—				
Pork	pkgs.	1,780	68,560	57,585
Beef	pkgs.	787	16,084	16,307
Cutmeats	pkgs.	9,397	379,554	389,991
Butter	pkgs.	25,888	402,540	353,643
Cheese	pkgs.	25,812	254,995	330,411
Eggs	bbls.	19,467	310,737	300,531
Lard	tcs. & bbls.	7,255	120,297	142,531
Lard	kegs.	6,965	122,851	114,194
Hogs, dressed	No.	.....	25,318	33,020
Rice	pkgs.	139	22,190	28,862
Spelter	slabs.	2,918	52,116	36,929
Stearine	pkgs.	34	5,345	5,469
Sugar	bbls.	24	946	523
Sugar	hhds.	105	8,439	1,704
Tallow	pkgs.	1,288	25,126	14,982
Tobacco	boxes & cases.	5,719	56,952	44,776
Tobacco	hhds.	3,006	31,326	27,525
Whiskey	bbls.	5,305	97,226	95,992
Wool	bales.	785	15,309	19,136

Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports from the 1st of January, 1883, to that day, and for the corresponding period of 1882:

	Week ending May 15.	Since Jan. 1, 1883.	Same time last year.
Ashes, pots	bbls.	35	936	264
Ashes, pearls	bbls.	11	113	31
Beeswax	lbs.	.....	1,028	8,385
Breadstuffs—				
Flour, wheat	bbls.	76,186	2,525,277	1,301,937
Flour, rye	bbls.	255	1,859	1,117
Corn meal	bbls.	4,467	43,348	37,520
Wheat	bush.	219,927	8,067,490	7,107,998
Rye	bush.	106,158	785,079	574,778
Oats	bush.	4,084	34,234	56,255
Barley	bush.	7,593	8,927	6,686
Peas	bush.	2,446	56,512	174,707
Corn	bush.	332,851	8,529,182	5,286,860
Candles	pkgs.	761	15,825	16,696
Coal	tons.	1,915	24,726	23,386
Cotton	bales.	15,727	244,659	247,[illegible]62
Domestics	pkgs.	2,282	50,970	56,524
Hay	bales.	2,700	34,395	25,022
Hops	bales.	17	719	12,435
Naval Stores—				
Crude turpentine	bbls.	22	72	220
Spirits turpentine	bbls.	837	10,715	7,086
Rosin	bbls.	10,365	102,145	105,013
Tar	bbls.	197	4,264	7,207
Pitch	bbls.	202	3,084	2,800
Oil cake	cwt.	40,904	787,923	938,509
Oils—				
Whale	galls.	15,162	88,013	48,899
Sperm	galls.	6,755	76,558	92,935
Lard	galls.	4,282	130,627	142,208
Linseed	galls.	564	12,362	16,386
Petroleum	galls.	8,303,737	133,413,808	129,891,648
Provisions—				
Pork	bbls.	8,123	73,370	82,315
Beef	bbls.	931	15,943	16,925
Beef	tierces.	956	24,920	22,582
Cutmeats	lbs.	3,535,939	131,231,513	116,351,009
Butter	lbs.	350,060	4,910,878	2,211,210
Cheese	lbs.	772,420	10,835,701	19,[illegible]2,549
Lard	lbs.	2,265,436	60,533,400	71,567,797
Rice	bbls.	279	5,966	5,539
Tallow	lbs.	932,024	11,376,290	11,78[illegible]96
Tobacco, leaf	hhds.	2,017	29,850	23,087
Tobacco	bales and cases.	693	20,528	18,265
Tobacco, manufactured	lbs.	[illegible]92,472	2,312,612	2,2[illegible]32
Whalebone	lbs.	2,249	1,9[illegible]58	124,9[illegible]9

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Western Bankers.

The First National Bank.

GRAND RAPIDS, MICH., Feb. 24, 1883.

The First National Bank, of Grand Rapids, located at Grand Rapids, in the State of Michigan, is closing up its affairs, its corporate existence, having expired on February 24, 1883. All note holders and other creditors of said association are therefore hereby notified to present the notes and other claims against the association for payment.
HARVEY J. HOLLISTER, Cashier.

The Old National Bank
OF GRAND RAPIDS, MICH.

Capital Limit, - - - - - $1,500,000
Capital Paid in, - - - - 400,000

Referring to the foregoing the officers and directors of the OLD NATIONAL BANK OF GRAND RAPIDS, beg leave to announce that on Monday, February 26 inst., they will continue the business of banking in all its branches, at the same place of business, as successor of the First National Bank of Grand Rapids.
As substantially the same management will continue in the new organization, with equal capital (which will be speedily doubled) it is hoped the generous confidence and patronage so long bestowed upon its predecessor, will be continued to the present institution.
S. L. WITHEY, President.
H. J. HOLLISTER, Cashier.

N. W. Harris & Co.,
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No. 176 DEARBORN STREET,
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Montana National Bank,
HELENA, M. T.
UNITED STATES DEPOSITORY.

Capital, - - - - - - - - $250,000

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E. SHARPE, Cashier.

THOS. M. THORNTON. WM. W. THORNTON, Cash
W. F. THORNTON & SON,
(Established 1859.)
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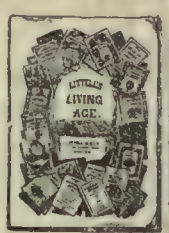
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OFFICE OF THE

ATLANTIC

Mutual Insurance Co.,

NEW YORK, January 25, 1883.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1882:

Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882		$4,412,693 58
Premiums on Policies not marked off 1st January, 1882		1,516,844 85
Total Marine Premiums		$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882		$4,390,305 90
Losses paid during the same period		$2,013,767 35
Returns of Premiums and Expenses		$823,304 50
The Company has the following Assets, viz.:		
United States and State of New York Stock, City, Bank and other Stocks		$8,974,558 00
Loans secured by Stocks and otherwise		1,575,500 00
Real Estate and Claims due the Company, estimated at		531,118 15
remium Notes and Bills Receivable		1,725,575 02
Cash in Bank		364,923 85
Amount		$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

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J. D. Jones,	Horace Gray,
Charles Dennis,	Edmund W. Corlies,
W. H. H. Moore,	John Elliott,
Lewis Curtis,	Adolph Lemoyne
Charles H. Russell,	Robt. B. Minturn,
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FRANCE, Perier d'Ilauterive.. Wed., May 30, Noon.
LABRADOR, Collier..... Wed., June 6, 3 P.M.

PRICE OF PASSAGE—(including wine): To Havre—First cabin, $100 and $80; second cabin, $60; steerage, $28—including wine, bedding and utensils. Return tickets at very reduced rates. Checks on Banque Transatlantique, Havre and Paris, in amounts to suit.

Special Train from Havre to Paris.

The Compagnie Generale Transatlantique delivers at its office in New York special train tickets from Havre to Paris. Baggage checked through to Paris without examination at Havre, provided passengers have the same delivered at the Company's Dock in New York, Pier 42 North River, foot of Morton St. at least two hours before the departure of a steamer

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COTTON FACTORS

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References:—National Bank of Augusta, Georgia. Henry Hentz & Co., Commission Merchants, New York; William B. Dana & Co., Proprietors COMMERCIAL AND FINANCIAL CHRONICLE, and other New York Houses.

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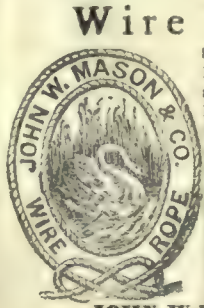
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Nath'l W. T. Hatch. *Arthur M. Hatch.*
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BRANCH OFFICES { 132 Church Street, N. Y. / 286 Chapel St., New Haven
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COMMISSION MERCHANTS,
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Insurance.

HOME
Insurance Company
OF NEW YORK,
OFFICE, 119 BROADWAY.

CASH CAPITAL	$3,000,000 00
Reserve for Unearned Premiums	2,116,833 00
Reserve for Unpaid Losses and Claims	317,506 01
Net Surplus	1,774,061 06
Cash Assets, January 1, 1883	$7,208,499 07

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

ÆTNA
Insurance Company
OF HARTFORD.

Assets January 1, 1883	$9,054,610 58
Liabilities for unpaid losses and re-insurance fund	1,861,428 46
Capital	4,000,000 00
NET SURPLUS	$3,193,182 12

No. 2 Courtlandt St., New York.
JAS. A. ALEXANDER, Agent.

North British
& Mercantile Ins. Co.
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MANAGERS,
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Commercial
Union Ins. Co.
(OF LONDON),
ALFRED PELL,
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THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE.

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

VOL. 36. NEW YORK, MAY 26, 1883. NO. 935.

Financial.

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142 BROADWAY, NEW YORK.
Business Founded 1795.
Incorporated under Laws of State of New York, 1858.
Reorganized 1879.

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Centrale Anversoise,
ANTWERP.
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SURPLUS, - - - - - - - - 400,000
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Seaboard Bank,

Organized under the State Laws of New York.
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Correspondents in Padang.

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Adolph Boissevain & Co.

BANKERS
AND
COMMISSION MERCHANTS,
AMSTERDAM, HOLLAND

N. Y. Correspondents—Messrs. BLAKE BROS. & Co.

Hong Kong & Shanghai

BANKING CORPORATION.

CAPITAL (paid-up)..... $5,000,000
RESERVE FUND..... 2,500,000

HEAD OFFICE, HONG KONG.

The Corporation grant Drafts, issue Letters of Credit for use of Travelers, and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon Manila, Hong Kong, Foochow, Amoy, Ningpo, Shanghai, Hankow, Yokohama, Hiogo, San Francisco and London.

A. M. TOWNSEND, Agent, 47 William St

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THE
Anglo-Californian Bank
(LIMITED).

LONDON, Head Office, 3 Angel Court.
SAN FRANCISCO Office, 422 California, St.
NEW YORK Agents, J. & W. Seligman & Co.
BOSTON Correspond'ts, Massachusetts N. Bk.

Authorized Capital, - - - $6,000,000
Paid-up Capital, - - - - 1,500,000
Reserve Fund, - - - - - - 350,000

Transact a general banking business. Issue Commercial credits and Bills of Exchange, available in all parts of the world. Collections and orders for Bonds, Stocks, etc., executed upon the most favorable terms.
FRED'K F. LOW, IGNATZ STEINAART, } Managers.
P. N. LILIENTHAL, Cashier.

Bank of Australasia,
(INCORPORATED 1885.)
4 Threadneedle St., London, England
PAID-UP CAPITAL, £1,200,000.
UNDIVIDED PROFITS (including Guarantee and Reserve Funds), £479,376.

Letters of Credit and Drafts issued on the 110 branches of the Bank in the Colonies of Queensland, New South Wales, Victoria, South Australia, Tasmania and New Zealand. Bills negotiated or sent for Collection. Telegraphic Transfers made. Deposits received in London at interest for fixed periods on terms which may be ascertained at the office.
PRIDEAUX SELBY, Secretary.

Gerhard & Hey,
REVAL.
OFFICES AT
LEIPSIC, BERLIN, MOSCOW, NIJNI-NOVGOROD, during the Fair.
Commissioners & Forwarding Agents, SHIP BROKERS.

Undertake to cash Bills, Advances and Freight-Amounts; execute all orders in the line of Banking, Commission and Forwarding Business on the most moderate terms.
Ship-owners are requested to address vessels bound for Reval unto the care of
GERHARD & HEY, REVAL, RUSSIA.

Canadian Bankers.

Merchants Bank
OF CANADA.
Capital, - - - $5,700,000 Paid Up.

President, ANDREW ALLAN, Esq.
Vice-President, ROBERT ANDERSON, Esq.
HEAD OFFICE, MONTREAL.
GEORGE HAGUE, General Manager.
J. H. PLUMMER, Assistant General Manager.
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LONDON, ENG.—The Clydesdale Bank (Limited.)
NEW YORK—The Bank of New York, N.B.A.

The New York Agency buys and sells Sterling Exchange, Cable Transfers, issues Credits available in all parts of the world, makes collections in Canada and elsewhere, and issues Drafts payable at any of the offices of the bank in Canada. Every description of foreign banking business undertaken.
New York Agency, No. 61 Wall Street.
HENRY HAGUE, JOHN B. HARRIS, JR., } Agents.

Bank of Montreal.
CAPITAL, - - - $12,000,000, Gold.
SURPLUS, - - - $5,750,000, Gold.

C. F. SMITHERS, President.
W. J. BUCHANAN, General Manager.

NEW YORK OFFICE,
Nos. 59 & 61 WALL STREET.
WALTER WATSON, ALEX'R LANG, } Agents.

Buy and sell Sterling Exchange, Francs and Cable Transfers; grant Commercial and Travelers' Credits, available in any part of the world; issue drafts on, and make collections in, Chicago and throughout the Dominion of Canada.
London Office, No. 9 Birchin Lane.

Gzowski & Buchan,
BANKERS AND STOCK BROKERS,
TORONTO, CANADA.

Prompt attention given to Collection of Commercial Bills and Canadian Funds on all points in Canada; American and Sterling Exchange, and Stocks, Bonds, etc., bought and sold.
Correspondents—Bank of New York, New York; ad Alliance Bank, London.

Canadian Bankers.

Imperial Bank of Canada.
CAPITAL (paid up), - - - $1,300,000
RESERVE, - - - - - - - $460,000
H. S. HOWLAND, Pres't. D. R. WILKIE, Cashier
HEAD OFFICE, TORONTO.
BRANCHES:
St. Catharines, Port Colborne, St. Thomas, Ingersoll, Welland, Fergus, Woodstock, Winnipeg, Man., Brandon.
Dealers in American Currency & Sterling Exchange.
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Promptest attention paid to collections payable in any part of Canada.
Approved Canadian business paper discounted at the Head Office on reasonable terms, and proceeds remitted by draft on New York.

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OF
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Buy and sell Sterling Exchange and Cable Transfers. Issue demand drafts on Scotland and Ireland, also on Canada, British Columbia, Portland, Oregon San Francisco and Chicago.
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BANKERS,
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ALSO.
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Dealers in all issues of United States Bonds. Investment Securities a specialty. Correspondence invited and full information upon financial subjects furnished

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Geo. B. Hill & Co.,
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Special attention paid to collections, with prompt remittances at current rates of exchange on day of payment. Buy and sell State of Alabama and City of Mobile Bonds.

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Virginia Bonds funded under the Funding Act passed by the last Legislature, for ½ per cent commission. New North Carolina 6 per cent bonds, secured by lien on the State's stock in the North Carolina Railroad, for sale.

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NATIONAL BANKING ASSOCIATION,

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Officials of Banks, Railroads and Transportation Companies, Managers, Secretaries and Clerks of Public Companies, Institutions and Commercial firms, can obtain *suretyship* from this Company at moderate charges.

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Cash Capital	$300,000
Cash Assets	470,000
Deposit with Insurance Department	214,000

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Managing Director: EDWARD RAWLINGS.

NEW YORK OFFICE:

No. 178 BROADWAY.

D. J. TOMPKINS, Secretary.

NEW YORK DIRECTORS.—Joseph W. Drexel, A. L. Hopkins, H. Victor Newcomb, John Paton, Daniel Torrance, Edw. F. Winslow, Erastus Wiman.

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Buy and Sell on Commission, for cash or on margin, all securities dealt in at the New York Stock Exchange.

Interest allowed on daily balances.

All deposits subject to check at sight.

Particular attention to orders by mail or telegraph.

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United States Trust Co.

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CAPITAL AND SURPLUS, $5,000,000

This company is a legal depository for moneys paid into court, and is authorized to act as guardian or receiver of estates.

INTEREST ALLOWED ON DEPOSITS,

which may be made at any time, and withdrawn after five days' notice, and will be entitled to interest for the whole time they may remain with the company.

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WILLIAM H. MACY, Vice-President.

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Thomas Slocomb,	W. W. Phelps,	J. B. Williams,
Charles E. Bill,	D. Willis James,	Anson P. Stokes,
Wilson G. Hunt,	John J. Astor,	Chas. H. Russell,
Wm H. Macy,	John A. Stewart.	Robt. B. Minturn
John J. Cisco,	S.M. Buckingham	Geo. H. Warren,
Clinton Gilbert,	H. E. Lawrence,	George Bliss,
Daniel D. Lord,	Isaac N. Phelps,	John C. Brown,
George T. Adee,	Erastus Corning,	William Libbey,
Samuel Sloan,	S. B. Chittenden,	

JAMES S. CLARK, Second Vice-President.

HENRY L. THORNELL, Secretary.

LOUIS G. HAMPTON, Assistant-Secretary

The Brooklyn Trust Co.

Cor. of Montague & Clinton sts., Brooklyn, N. Y.

This Company is authorized by special charter to act as receiver, trustee, guardian, executor, or administrator.

It can act as agent in the sale or management of real estate, collect interest or dividends, receive registry and transfer books, or make purchase and sale of Government and other securities.

Religious and charitable institutions, and persons unaccustomed to the transaction of business, will find this Company a safe and convenient depository for money. CHAS. R. MARVIN, Vice-President.

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John P. Rolfe,	Chas. R. Marvin,	Henry K. Sheldon,
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WM. H. MALE, Secretary.

JAS. R. CURRAN, Assistant Secretary.

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PAID UP CAPITAL, $1,000,000.

Designated as a legal Depository by order of Supreme Court. Receive deposits of money on interest act as fiscal or transfer agent, or trustee for corporations and accept and execute any legal trusts from persons or corporations on as favorable terms as other similar companies.

THOMAS HILLHOUSE, President.

FREDERIC D. TAPPEN, Vice-President

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MANHATTAN

Safe Deposit & Storage Co

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Receives for safe-keeping, UNDER GUARANTEE, Bonds, Deeds, Wills and other valuable papers; Silverware, Jewelry, Paintings, Silk Goods, Old Business Accounts, &c.

Safes to rent from $10 to $200 per year.

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$200 TO $20,000.

SEVEN PER CENT

Semi-Annual Interest Net to Investor.

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First Mortgages on Improved Property in Kansas City, and good farms in Kansas and Missouri, worth from three to five times the amount of the loan. For particulars and references address,

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Special Investments.

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AND

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GAS STOCKS

AND

GAS SECURITIES,

Street Railroad Stocks and Bonds

AND ALL KINDS OF

BROOKLYN SECURITIES

DEALT IN.

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Member N. Y. Stock Exchange.

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AND DEALERS IN

INVESTMENT BONDS,

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WE MAKE A SPECIALTY OF THESE VERY SAFE SECURITIES, AND BUY AND SELL SAME AT MARKET PRICE.

WE OFFER A LIMITED AMOUNT OF DESIR ABLE CAR TRUST ISSUES, ADDITIONALLY SECURED BY THE DIRECT OBLIGATION OF THE **RAILROAD EQUIPMENT COMPANY.**

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Offers to investors the best securities in the market FIRST MORTGAGE LOANS UPON IMPROVED FARMS. Interest and principal paid on day of maturity in New York. Funds promptly placed. Large experience. No losses. Send for circular, references and sample forms. F. M. PERKINS, President; J. T. WARNE, Vice-Prest.; L. H. PERKINS, Secretary; CHAS. W. GILLETT, Treas. N. F. HART Auditor

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Desirable Texas Securities for Investment constantly on hand.

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Some offices, both large and small, suitable for Banking, Insurance, Brokers, Lawyers, and other business purposes, are still unlet in this magnificent building, situated on Broadway and Beaver Street opposite Bowling Green. This building is so thoroughly fire-proof that the owner has no insurance thereon whatever. The boiler-room is outside and separate from the building, which avoids all danger from explosion. Every office is well lighted and ventilated, and the plumbing work is on an entirely new system, and so constructed as to exclude sewer gas and noxious odors of every kind, and every office is abundantly supplied with pure spring water from an artesian well on the premises. For rent and particulars apply in said building to

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Interest, Dividends, &c.

PENNSYLVANIA RAILROAD CO.,
TREASURER'S DEPARTMENT,
PHILADELPHIA, May 1, 1883.

The Board of Directors has this day declared a Semi-annual Dividend of FOUR PER CENT upon the capital Stock of the Company, clear of all taxes, payable on and after May 29, 1883, to shareholders, as registered on the books at 3 o'clock, P. M., April 30th ult. The said dividend will be paid in the proportion of two per cent in cash, and two per cent in scrip, redeemable in cash upon its delivery, or convertible into the Capital Stock of the Company at par, prior to August 1, 1883, when presented in sums of fifty dollars.

Stockholders will also have the option of subscribing at par to the Stock of the Company, in the proportion of four per cent of the number of shares registered in their names April 30, 1883. Those who are entitled to a fraction of a share can subscribe for a full share. All subscriptions must be made and paid for in full on or before June 15, 1883, as no subscriptions will be received after that date. The privilege of taking new stock may be sold by shareholders, and blank forms of allotments will be furnished upon application. On May 29 dividends will be paid to women only.

JOHN D. TAYLOR,
Treasurer.

OFFICE OF THE ROCHESTER & PITTSBURG RAILROAD COMPANY, No. 20 NASSAU STREET, NEW YORK.—Coupons of the Consolidated First Mortgage Bonds of this company, due June 1, 1883, will be paid on and after that date at the Union Trust Company of New York.

FRED. A. BROWN, Treasurer.

NEW YORK, May 24, 1883.

GALVESTON HARRISBURG & SAN ANTONIO RAILWAY COMPANY SECOND MORTGAGE COUPONS, due June 1, will be paid on and after that date at the office of Messrs. Drexel, Morgan & Co., corner of Wall and Broad streets, N. Y.

T. W. PEIRCE, President.

OREGON IMPROVEMENT COMPANY,
New York, May 22, 1883.

The Coupons of the Company's First Mortgage Bonds, due June 1, 1883, will be paid at the office of the Farmers' Loan & Trust Company on and after that day.

T. H. TYNDALE,
Secretary.

Financial.

Central Trust Company

OF NEW YORK.

15 Nassau St., Cor. of Pine St.

CAPITAL, $1,000,000 in U. S. Bonds.

With $1,000,000 SURPLUS.

Allows interest on deposits, returnable on demand, or on specified dates.

Is a legal depository for money paid into Court. Is authorized to act as Executor, Administrator, Guardian, or in any other position of trust.

Also as Registrar or Transfer Agent of Stocks and Bonds, and as Trustee for Railroad Mortgages.

HENRY F. SPAULDING, President.
FREDERICK P. OLCOTT, } Vice-Presidents.
B. B. SHERMAN, }
C. H. P. BABCOCK, Secretary.
GEORGE SHERMAN, Assistant Secretary.

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Wm. Allen Butler,	Amos R. Eno,	J. Pierpont Morgan,
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Financial.

Union Pacific Railway

COMPANY

TRUST 5 PER CENT GOLD BONDS,

PRINCIPAL DUE IN 1907.

COUPONS, JUNE AND DECEMBER.

These bonds are specially secured by the deposit in trust with the New England Trust Company, Boston, of the 7 and 6 per cent Mortgage Bonds of certain auxiliary roads under an indenture dated April 2, 1883, which also provides for a sinking fund and the registration of principal and interest.

We offer for sale the above bonds at **93 1-2 and interest,** subject to an advance in price without notice.

BLAKE BROTHERS & CO.,

18 WALL STREET.

City Bonds For Sale.

I am authorized by the City Council of the City of Stockton, California, to sell $365,000 of its coupon bonds, viz.:

195 bonds of $1,000 each, numbered consecutively from 1 to 195, bearing interest at 5 per cent per annum, and to run for 20 years from July 2, 1883. Principal and interest payable in gold coin. Interest payable semi-annually on January and July 1st of each year. The city reserves the right to pay 10 of said bonds each year, commencing with the lowest-numbered bonds. $195,000.

120 bonds of $1,000 each, numbered consecutively from 1 to 120, and conditions in every other respect the same as the foregoing bonds, except that the city reserves the right to pay 6 of said bonds each year, commencing with lowest-numbered bonds $120,000.

50 bonds of $1,000 each, numbered consecutively from 1 to 50, and conditions in every other respect the same as the foregoing bonds, except that the city reserves the right to pay 3 of said bonds each year commencing with the lowest-numbered bonds. $50,000.

Bids will be received for the above-described bonds in any sum of $1,000 and upwards, but no bid will be received below par, money to be placed in Stockton free of costs to the city.

The city reserves the right to reject any and all bids.

Bids can be made for any specific-numbered bond, and in this manner purchasers can select their investment to run for such time as they may desire.

Bids will be received up to June 25, 1883, and bonds awarded July 1, 1883. Parties whose bids are accepted will be notified at once and immediately thereupon they must deposit in the Stockton National Bank the value of the bonds bid for, whereupon their bonds will be forwarded to them by express or delivered to them or their agents properly authorized to receive them.

The total indebtedness of the city of Stockton is $386,000, and the present issue of bonds is to refund $365,000 of this old indebtedness at a lower rate of interest. Stockton has a population of 12,000, and assessed valuation of property of $6,000,000.

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THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 36. SATURDAY, MAY 26, 1883. NO. 935.

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The Chronicle.

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COLLATERAL LOANS AND LIFE INSURANCE.

A question has been raised as to the effect on the investments of insurance companies, and especially of life companies, of the bill now signed by the Governor, which grants authority to corporations organized in this State, except savings banks, to make loans on stock collaterals. We published the law and briefly commented upon it in our issue of May 12th, but as the feature referred to is a matter of considerable interest, a further reference to the subject seems desirable.

The belief prevails that the law will foster Wall Street speculations by largely increasing loans on stocks. This belief is based upon the obvious error which many appear to have fallen into, that insurance corporations had, before the passage of this act, no authority to make stock investments. The general insurance law was already very liberal in this particular. As amended in 1868, it provided that any insurance company organized under it could "invest its funds or accumula-"tions * * in stocks of this State, or of any incorpo-"rated city in this State * * * and in any stocks created "under the laws of this State that shall be at the time of "such investment at a market value in the city of New "York at or above par." In 1875 it was further enacted that all such companies "could invest the funds required "to meet obligations incurred in other States, in the same "class of securities in those States that such corporations "are by law allowed to invest in in this State." These provisions seem to be ample authority for the purchase of almost any stock not below par, the section first quoted being plain as to stocks of corporations of this State, and the section last quoted apparently permitting investments in companies organized in other States, so far as funds may be required to meet prospective losses on outstanding policies in such States. It may be suggested that we are too liberal in our interpretation of the latter provision. We think not, for it will be noticed that the law does not read *matured* obligations or obligations that have become fixed by death, but simply "obligations incurred," which covers any life policy as soon as issued.

We are not aware, however, that there was in the law as it stood previous to the passage of the act of last session, anything more than an implied authority granted to insurance companies by the legislature of our State, for making loans on stock collaterals. Loans of that description, like the discounting of promissory notes, would at first sight almost seem to be strictly within the province of banking business—a power outside of or beyond the limits of insurance corporations. Still such authority was at one time distinctly conferred upon marine, fire, health and life companies, under chapter 308, laws of 1849, where in section 8 (after enumerating the stocks and bonds in which it may be lawful for insurance companies to invest their capital and accumulations) these words were added—"and to lend the same or any "part thereof on the security of such stock or bonds," &c.

Thus if this provision were in force now, it would undoubtedly sustain the practice, but it happens that in 1853 that law was repealed so far as it applied to life, health and fire insurance companies (except such as had been already organized under it), so that since 1853 it has not been in force (with the exception named) except as to marine companies. It should be said, however, that the general insurance law passed in 1853, in place of the law of 1849, gives in section 12 fifteen items or heads upon which all companies must make an annual report to the Comptroller under oath, and the twelfth of these items specifies among other assets to be reported upon—"loans on stocks." This requirement, therefore, has we suppose been hitherto taken as a continuation of the authority to make such loans, or at least as a legislative explanation of the meaning of a previous section permitting investments in stocks. At all events our life insurance companies have of late years very rapidly expanded this branch of their business. Through the kindness of Mr. McCall, the Insurance Superintendent, we have received the figures of assets for January 1, 1883, for all life companies doing business in this State, and

from previous reports we have similar returns for other years, enabling us to prepare the following very interesting statement showing the changes which have taken place in the investments of our life companies since 1879.

INVESTMENTS OF LIFE INSURANCE COMPANIES IN NEW YORK STATE.

Life Insurance Investments.	*Bonds and Mortgages.*	*U. S. Stocks and Securities*	*Other Stocks and Bonds.*	*Loans on St'ks as Collaterals.*
N. Y. State Companies	$	$	$	$
1883	95,129,960 13	9,038,483 50	53,192,563 82	39,009,566 61
1882	91,673,440 32	11,803,200 00	50,085,446 70	33,812,279 48
1881	94,816,552 23	15,355,875 83	43,860,918 22	22,063,284 21
1880	96,066,312 33	21,274,579 06	35,880,416 03	9,787,085 14
1879	102,775,592 56	23,467,796 13	34,740,5?2 25	3,033,999 24
Other Companies—				
1883	77,368,877 46	6,571,202 92	55,125,290 52	15,947,123 50
1882	68,344,272 75	17,513.094 88	49,714,595 15	7,132,343 11
1881	69,935,325 54	22,662,900 01	42,871,641 66	2,493,086 70
1880	77,675,080 87	21,207,760 89	37,830,634 84	2,833,460 16
1879	86,352,211 11	18,433,211 67	36,172,896 98	1,877,306 40
Totals—				
1883	172,498,837 59	15,609,686 42	108,317,854 34	54,956,690 11
1882	160,017,713 07	29,316,294 88	99,800,341 85	40,944,622 59
1881	164,751,877 77	38,018,775 84	86,732,559 88	24,556,370 91
1880	173,741,393 20	42,482,339 95	73,711,050 87	12,620,545 30
1879	189,127,803 67	41,901,007 80	70,913,489 23	4,911,305 64

This shows the marvelous growth in collateral loans of from 5 millions in January, 1879, to 55 millions in January, 1883. There are also other interesting features in this exhibit, but we have not time now to remark upon them. The reader will notice, however, that mortgage loans have begun to increase again, that Government bonds have declined from 42 millions to 15½ millions, and that other stocks and bonds have increased about 38 millions.

It is then under such circumstances and conditions, that the general law of last session, as to investments in and loans on stocks, was passed. We are not now considering the wisdom of such investments or loans by life companies, or the effect of such a practice on the monetary situation. Those are questions which we may discuss on another occasion. The point we at present make is that the new law extends in no essential degree the facilities for dealings in stocks, and can have no important effect in this particular on the practice of life insurance companies. We are aware that it has been hailed in speculating circles as a decided enlargement of the loaning powers of corporations, and as a source of new capital for Wall Street; but the facts show that the powers supposed to be granted now, existed and were in use before. They are in one or two particulars defined more clearly, which was desirable, but in other respects the tendency of the law will be conservative rather than speculative, for it puts new guards and new checks on stock loans.

READING'S GUARANTEE OF CENTRAL NEW JERSEY STOCK.

Contemporaneously with the release of the Central of New Jersey from receiver's hands, and its lease to the Philadelphia & Reading, comes the announcement of the purchase by Mr. Vanderbilt of a controlling interest in the stock of the Pittsburg & Lake Erie. The Pittsburg & Lake Erie is in itself perhaps an unimportant road, but as a link in a through route between the East and the West, it holds a very different position, and Mr. Vanderbilt's desire to get control of it (despite the fact that it is believed to be hampered by voting trustees, who elect the board of directors) shows that that gentleman is in earnest in his determination to build a line through Southern Pennsylvania, furnishing at once a Western outlet for the Reading and an entrance to Philadelphia for the Lake Shore & Michigan Southern and his other Western lines.

Mr. Vanderbilt's latest purchase, however, has, aside from the evidence it offers of his intention to carry out his Pennsylvania schemes, a particular interest just now because of its bearing upon the Jersey Central road, and the value of the guarantee upon the stock of the same given by the Reading, which are now subjects of active discussion. The importance of the Jersey Central to the Reading we have seen nowhere questioned. It appears to be generally recognized that with the completion of the connections and extensions now in progress the traffic of the Reading will greatly increase, and that as a consequence the necessity for a New York outlet completely under the control of the Reading becomes even more imperative than at present, for the increase in business must come largely in through traffic, and of this a great proportion will always be destined to New York.

Curiously enough, however, the same persons who without hesitation accept the theory of an increase in business under the conditions mentioned, utterly fail to make any allowance for the same in earnings when considering the two roads' prospective future, and not only question the Central's earning capacity, but even ridicule the suggestion that the Reading can meet the guarantee undertaken. Here are two bankrupt concerns, it is said, one of which proposes to assume the other's burdens, not only in the matter of fixed charges, but also in the matter of dividends. Now granting that the Reading is sincere in its desire to take charge of the Central, who will take charge of the Reading? In other words, who will guarantee the Reading if it guarantees the Central? The combination has even given rise to amusing ditties, depicting in a humorous vein the ludicrous aspect of the affair as it presents itself to the mind of the author.

But is it true that the Central and the Reading or either of them, are bankrupt and insolvent concerns? The fact that both companies are out of the hands of receivers would certainly seem to answer that question in the negative. Still the figures showing the earnings and fixed charges will be deemed more conclusive on the point. Take first the Reading. It is true that only three years have elapsed since the road went to default, but from its present statements there would seem to be no doubt of its being fully able to meet all its obligations now. In the year ended November 30, 1880, (the first under the receivers) there was a deficit of no less than $1,209,986, but in the very next year there was a balance of net earnings *above* the annual charges of $183,256, and in the late fiscal year ending November 30, 1882, there was a similar balance of $882,941. Moreover, the company is still recording improvement. Its return for the month of April was issued this week, and from it we see that for the five months of the current fiscal year its net earnings have increased $271,807 over the corresponding period of the preceding fiscal year. The total net for the five months (on the Railroad and the Coal & Iron company) is $3,658,672. Furthermore it is a striking commentary on the progress that has been made during the last four years that this amount is over $450,000 greater than the net earnings for the whole of the fiscal year 1878–9, when the total was only $3,202,386. Evidently the Reading can no longer be classed among bankrupts.

In the case of the Central of New Jersey, the growth has been more gradual, but it is equally certain that the road has earned the right to be considered self-sustaining again. In the year 1880 its net earnings appear to have been about equal to the fixed charges, but in 1881 and 1882 there was a surplus respectively of $602,655 and $597,276. In these latter amounts no allowance is made for interest on the income bonds, but deducting $171,500 on this account the actual surplus would be $425,776 for 1882 and $431,155 for 1881. Unlike the Reading, the Central of New Jersey does not make monthly reports of its earnings, so we can not state in ex-

act figures what its income has been thus far in the present year, but from a statement made at the annual meeting of the stockholders two weeks ago it seems that the four months to the end of April show a gain on the net earnings of the same period in 1882 of $223,500, which makes it clear that, like the Reading, the company has risen considerably above the plane of insolvency.

But granting (what the facts clearly prove) that neither the Central nor the Reading is any longer bankrupt, it is still a fair question whether the Reading can meet its guarantee of 6 per cent on Central stock. Six per cent on the $18,563,200 stock which the Central of New Jersey has out would call for an annual payment of $1,113,792. The Central's own net income we have found above to be $425,776. On that basis the Reading would have to advance pretty nearly $700 000 to make up the full sum required for the guarantee. While no doubt this would be a heavy drain upon it, the surplus of $882,941 remaining in 1881–2 shows that the company could cover it out of its revenues. Put in another way, to meet the $1,113,792 dividend on the Central stock, we have the Central's own net income and that of the Reading, together $1,308,717. But this is on the assumption that in the current year the income of both companies will be no greater than it was in 1881-82, which is in conflict with the facts already disclosed, for we have seen that for the five months of its fiscal year the Reading has gained $271,807 on last year, and for the four months of its year the Central gained $223,500, a total gain of pretty nearly $500,000. Now should there be no further gain on either road the remainder of the year, the two companies would yet be half a million dollars better off than they were in the late fiscal year. In other words, with the gain thus far made the present year would show a surplus of over 1¼ million dollars on the two companies that might be applied to the payment of the $1,113,792 dividend on the Central's stock, less of course any increase in fixed charges over 1882.

This, however, allows nothing for a prospective increase in the Reading's business and also in that of the Central by reason of the new combinations perfected and projected. Yet the connections which the Reading will soon have with other lines should prove of great value to it in this respect. The Jersey Shore Pine Creek & Buffalo (furnishing the connecting link between the New York Central and the Reading) it is reported was opened to business this week, and the Reading should immediately feel the effect, for through it it gets a northern and western outlet for its coal, which it has not had before. Then the Southern Pennsylvania road (from Harrisburg to Pittsburg) it is calculated may prove even more beneficial to the company, for it will make the Reading an east-and-west trunk line, and give it a very direct connection (by means of the Pittsburg & Lake Erie and the Lake Shore) with the West. This South Pennsylvania line it is understood will (now that the Pennsylvania legislature has removed the limit of capitalization for Pennsylvania railroads) be vigorously pushed forward, and Mr. Vanderbilt's purchase of the Pittsburg & Lake Erie would seem to leave no doubt about the matter. It goes without saying that these extensions will benefit the Central New Jersey as well as the Reading, but the Central has this further advantage that it is to get the Baltimore & Ohio's business to New York (from Philadelphia) after the Baltimore & Ohio has completed its new line between Philadelphia and Baltimore, this business now going, we believe, exclusively over the Pennsylvania route to New York. Hence it would seem that the Central of New Jersey has not only a fair chance of increasing its income in the future, but also the prospect that when all these new sources of revenue are fully open to it, it can itself actively enter upon the work of earning the 6 per cent upon its stock.

The conclusion then would seem to be (1) that if the Reading intends to carry out in good faith its guarantee of Central stock, there is nothing in its present earning capacity, or that of the Central, to prevent it; (2) that the Reading has every prospect of strengthening its position in this respect through the increased business that its new extensions and connections offer it; and (3) that as the Central must share in the increased prosperity of the Reading, it is far from chimerical to suppose that at some day in the near future the road will itself be fully able to take care of the dividend which the Reading now guarantees for it.

THE WESTERN UNION AND THE NEW INJUNCTION LAW.

An amendment to the Code of Civil Procedure which has been passed by the late Legislature of this State has excited comment in view of its possible application to the litigation in which the Western Union Telegraph Company is involved respecting its last issue of stock. It will be remembered that the decision of the General Term of the Superior Court by which the judgment of Judge Truax was reversed, and over fifteen millions of the new issue declared illegal, was followed by an injunction by Judge Arnoux against the payment of the dividends on that portion of the new stock. It is now suggested that the amendment in question may have been obtained from a compliant legislature to extricate the company from an unpleasant dilemma.

An injunction is an exercise of purely equitable power; courts which have only law jurisdiction and cannot exert an equitable remedy, can only render money judgments. They cannot reach those cases in which money affords no compensation for the injury done. Evidently then some power must exist which can prevent an act from being done until an investigation can be made as to whether justice will permit it to be done at all, and which, if necessary, can give a final judgment forbidding it to be done at any time. Hence the writ of injunction, the main object of which is to do justice, when the complaining party's position is such that he cannot be compensated by money damages for the wrong the other person is committing, or when the wrong-doer is insolvent.

From the nature of things it is evident then that an injunction should not be granted unless the party applying for it has a right which will be greatly or irreparably affected by the acts sought to be restrained. If the defendant is entirely responsible, and the only effect of his conduct will be to inflict pecuniary damage upon the other party, equity should not interfere. Hence arises the ordinary fundamental principle that an injunction should not issue when there is an adequate remedy at law—that is to say, when a money judgment will afford full compensation. The remedy is an extraordinary one, to be resorted to, as a general rule, only when an injury without adequate redress may result if the writ is not employed.

But in these modern days we are utilizing the injunction in a manner that would make the English chancellors open their eyes with wonder and amazement. We bring suits simply for the purpose of obtaining a temporary injunction, and when it has served its purpose we discontinue. The writ figures prominently in every railroad litigation, and corporations even pass from the control of one party of stockholders to another by the convenient use of injunctions forbidding inspectors of elections to receive certain votes, the writ being served (by mistake, of course,) too late to permit of its being

vacated. Even an expelled member of the Stock Board obtains the right to go back upon the floor of the Exchange by the same judicial procedure.

Was it not therefore a wise thing for the Legislature to consider whether we are not going too far in the exercise of such chancery powers which savor of absolutism, and are in their nature opposed to the liberty of the people? A United States Judge, after examining affidavits and hearing argument, makes up his mind that the use of certain machinery in a factory is an infringement of a patent. He issues his injunction order, the factory stops, hundreds of hands are thrown out of employment, and large sums of money are lost. After two or three years the Supreme Court at Washington reverses his action, but there is no reparation, pecuniary or otherwise, afforded the injured parties; they cannot even sue the plaintiffs who obtained the injunction, for it was not their act but the act of the Court. Can there be anything more utterly at variance with the fundamental principles of our Government? An injunction is not, in its nature, the creature of a general government of law, but of the special instance which calls it forth. It is based on principles opposed to republicanism, and allied rather to personal government. And so far as we are subjected to the rule of special instance as opposed to the the general government of law, just so far are we drifting away from the principles of free institutions.

We must have such equity powers; so we must have military power sometimes; but the less we have of either the better. Both are the creatures of emergency, and if we have not the gravest wisdom and purest purpose in their exercise we had best not have them at all. They are built on personal power, and equally tend to absolutism.

No one who knows anything of corporation litigation in this city will deny that the result is governed largely by the personnel of the Judge. If an injunction is needed in favor or against a corporation an appeal is indirectly and perhaps unconsciously made to the self-importance of the Judge. Human nature is weak and very apt to yield. There is a strong temptation for the judge to exert the personal power which is confided to him. He does not suspect it perhaps, and yet it is because of his peculiar nature, education and affiliations, that the matter has been brought before him. Not that his integrity is suspected or questioned by either party, but for the reason that he has a bias which is none the less a certain thing because he does not himself dream of its existence. The English Chancellors knew this very well, and the history of equity jurisprudence in England shows that the power grew up slowly and was exercised reluctantly, and that the more eminent the Chancellor the more unwilling he was to extend the powers of his Court.

Now if there be any truth in these suggestions, if the personal power which is exerted in an injunction is to a certain extent opposed to the principles of a government of law and tends to a government of special instance—then we should not be sorry to see the Legislature pass any act that may tend to restrain the exercise of such power within its proper bounds; and such, we think, is the tendency of the law in question. It simply provides that on an application to vacate or modify an injunction, the judge must, when the alleged wrong is not irreparable and is capable of being adequately compensated for in money, vacate the injunction order upon the defendant's giving the plaintiff a bond to indemnify him against any loss sustained by reason of its being so vacated.

It will be seen that under this amendment a plaintiff can have an injunction vacated only on two conditions—first, if the wrong can be compensated for in money (in which case, by the way, the injunction should not have been granted at all); and secondly, on giving a bond to indemnify the plaintiff. These provisions, it seems to us, are eminently fair, whether they happen to benefit the Western Union Company or the humblest litigant. We can see very well how a stock speculator, who personally, or through an obliging Attorney-General, brings a suit to harass a corporation, might be annoyed by finding such a provision on the statute-book; but how any *bona fide* suitor who has a claim for which money will fully compensate him is injured by being refused an injunction when he is furnished with a bond against any possible loss, we cannot see.

We have no sympathy with the Western Union Company in the troubles which attend its course in further diluting an already watered stock—whether it distribute the new issue among its own stockholders or pay it over to the stockholders of what an innocent public imagined to be rival corporations. But we confess that our sympathy is even less with those who endeavor to impart to the few shares that have not consented to the new issue a speculative value by using them for the purposes of embarrassing litigation. We conceive that it is extremely doubtful whether the amendment in question will be found to apply to the injunction against the dividend. But even if it should we do not see how the plaintiffs can complain if the injunction is vacated, provided they are secured from any possible damage which might accrue to them from such a course.

THE FINANCIAL SITUATION.

A severe and cold storm, accompanied in the West by snow and in sections of the South by frost, has furnished a new opportunity this week for reports of serious damage to the crops. Speculators in breadstuffs have made all they could out of this, but the latest information confirms the belief that very little damage to grain has resulted, and that the situation in that particular has not materially changed during the week. From all that we have thus far been able to gather we see no sufficient reason for changing the opinion previously expressed that all our crops, though later than last year, are to-day in a promising condition with good prospects of a full yield.

A reminder of the need of abundant harvests and a good demand for our products, has come this week in a further disturbance in the foreign exchange market, and the general feeling of disquietude it produced. Such occasions show how the silver coinage bill has unsettled the confidence of the moneyed classes until the least indication of a drain of gold causes evident anxiety. There is no subject to-day so generally discussed and no influence so feared among conservative classes. In view of this state of the public mind it does not seem possible that there should be any revival of industrial activity for the present. Perhaps as the summer advances, and it appears certain that we are to have good crops, good markets and another influx of gold, a belief may be encouraged that the coming evil is deferred, and permit of a renewal of enterprise. To-day, however, as we said last week, all our commercial conditions are, through fear, being forced into such a shape as to permit of an inflow of gold the coming fall.

The seriousness of the situation this week was increased by reports, now known to be greatly exaggerated, of impending financial troubles in London. These rumors were early current, arising out of the failure of the stock house there two weeks ago, and were to the effect that many firms were consequently in a critical condition and that the

next fortnightly settlement would be attended with great difficulties and cause a marked disturbance in values. It is known now, as said, that these fears were in a great measure groundless; that the return of securities here was a temporary movement, due to the forced unloading of certain traders who were carrying large blocks of speculative stocks and crippled in their ability to get money through the late action of the Bank of England in declining to make advances to bill brokers and speculators.

Our burden, in this unloading, was increased by the very easy state of our money market, which helped to turn the liquidation upon American securities of all degrees of merit. The facility with which sales can now be made through the cable permitted this movement. Our extremely easy money market which induced these sales in New York is, of course, in good part natural, but in part it is unnatural, and due to the constant increase of irredeemable currency through those vicious silver certificates which the Government is manufacturing at the rate of about 2½ millions a month. We do not mean to blame Mr. Folger for this, for we are unable to see how he can help these issues, as he does not make, but only executes, the law. Still, in spite of our currency mistakes the scare has passed, leaving very little permanent effect upon us. For, happily, the selling on London account ceased on Wednesday, the situation abroad improving materially on that day; and on Thursday the Bank of England showed a gain in bullion and in the percentage of reserve to liabilities so decided as to indicate a more easy money market in the future; this was followed here by a reduction in the rates of sterling exchange, with the market quiet, though steady, at the decline.

Under the conditions which we have noted above, the stock market, as might be expected, has been very irregular. On Monday the speculators for a decline put to best advantage the unfavorable rumors from London and the sales of stocks on London account; of course prices declined. This downward movement was further promoted by news of the cold storms, with snow and frost throughout the West, already referred to. But in the afternoon of Tuesday the market was sharply turned upward on reports subsequently confirmed that the trouble in London was for the time at least at an end. On Wednesday the leaders continued to move prices of their respective specialties steadily upward, and some of the speculators for a decline hastened to cover their short contracts, so that the tone of the market was generally strong on that day. The same conditions prevailed on Thursday, until the afternoon, when there was a downward reaction, but not of a very decided character. Yesterday the market showed considerable irregularity, with some rise in several of the favorites early in the day, but there was no general firmness, and the close was tame and featureless.

The public has, as in previous weeks, taken very little personal interest in the market, the changes, aside from the influences we have mentioned, being brought about by the speculative manipulation by the professionals. Those operating for a fall have taken pains to magnify every adverse rumor or fact. Their adversaries have apparently waited until a favorable opportunity offered before making any movement, but the ease with which they have succeeded in advancing prices shows that there is a moderately strong undertone, and that the speculators for a decline are not very confident of their ability to keep prices down. Meantime railroad earnings exhibit a fair increase compared with last year, immigration is adding to the value of properties in the outlying sections of the country, and the prospect is such as to encourage investments and speculation in the shares and bonds of the best managed and most promising of the roads. So far as European purchases are concerned, very liberal investments in American railroads need not be looked for, especially while financial affairs in London are in a comparatively uncertain state; and it may be that a partial failure of the crops in England would operate so unfavorably in Europe as to cause the return to us of nearly all properties except those held strictly for investment purposes.

The Pennsylvania statement of earnings for April, issued this week, is a good illustration of most returns for that month that have thus far been made public—that is to say, it is satisfactory, without being brilliant. The most encouraging feature in all recent statements of the Pennsylvania has been the steady growth in the volume of business from year to year, as reflected in constantly enlarging gross earnings, and this same feature is again to be noted in April, the gross revenue for that month being heavier than in the same month of any preceding year. It is to be observed, however, that large though the increase in business has been of late years, it has not always sufficed to keep pace with the augmentation in expenses, and while we find the net earnings now about $150,000 greater than in April, 1882, they are $188,000 smaller than in 1881 and even somewhat below those of 1880. The following table will make this clear as to April, and also afford a comparison of results for the first four months of this and four previous years.

Lines East of Pittsburg.	1883.	1882.	1881.	1880.	1879.
April.	$	$	$	$	$
Gross earnings	4,061,750	3,855,850	3,760,372	3,488,366	2,830,022
Operating expenses	2,593,919	2,536,539	2,104,562	1,992,734	1,508,994
Net earnings	1,467,831	1,319,311	1,655,810	1,495,582	1,031,028
Jan. 1 to April 30—					
Gross earnings	15,892,702	14,448,214	13,889,505	12,794,679	10,314,558
Operating expenses	10,161,692	9,559,214	8,069,504	7,189,369	6,103,785
Net earnings	5,731,010	4,889,000	5,820,001	5,605,310	4,210,768

Here we see that the figures for the four months make a much better exhibit than those for April, but still it can not fail to be noticed that notwithstanding a gain of pretty nearly $850,000 over last year, net earnings this year are yet $90,000 smaller than in 1881, though they are $125,000 above the total for 1880. All this relates to the lines east of Pittsburg. When we come to those west of Pittsburg we find a similar state of affairs, only that the difference between this year and 1881 and 1880 is perhaps more marked. The surplus for April—that is, the amount remaining after allowing for all charges—we figure at $149,710, against only $19,557 in 1882; but as compared with the two preceding years, the exhibit is unfavorable. The surplus in April, 1881, was over three times and in 1880 almost twice as great as this year. For the four months this surplus foots up $385,866 this year, against a merely nominal sum in 1882, but against over 1¼ millions in both 1881 and 1880. Thus the Pennsylvania, on both its eastern and its western lines, is running behind previous exceptionally good years.

Money, as already stated, has been very easy this week. Currency continues to flow hither from the interior, thus accumulating at this centre, while the silver certificates which are paid out for bullion purchased for coinage, augment the currency to the extent of nearly 2½ millions per month. The New York Clearing House banks, according to returns collected by us, have received from and shipped to the interior gold and legal tenders as follows the past week.

Week Ending May 25, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency	$2,931,000	$372,000	Gain. $2,559,000
Gold	27,000	124,000	Loss. 97,000
Total gold and legal tenders	$2,958,000	$496,000	Gain. $2,462,000

The above shows the actual changes in the bank holdings of gold and legal tenders caused by this movement to and from the interior. In addition to that movement our City banks have lost $190,017 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total gain to the New York Clearing-House banks of gold and legal tenders for the week covered by the bank statement to be issued to-day.

Week Ending May 25, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	$2,958,000	$496,000	Gain. $2,462,000
Sub-Treasury operations, net	.....	190,017	Loss. 190,017
Total gold and legal tenders	$2,958,000	$686,017	Gain. $2,271,983

The following table, showing relative prices of stocks and bonds in London and New York at the opening each day, will give some idea of the profit in cable transactions.

	May 21.		May 22.		May 23.		May 24.		May 25.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S.4s,c.	119·19	119⅜	119·19	119⅜	119·07	119¼	119·07	119	119·07	119⅛
U.S.3½s.	102·82	103	103·07	102¾	103·05	102¾	103·17	102¾	102·95	102¾
Erie	34·31	34⅜	34·19	34⅜	34·74	35	35·57	35⅝	35·17	35⅛
2d con.	95·25‡	97	94 28‡	96¾	93·37‡	97¾	93·37‡	98¾	95·28‡	98¼
Ill. Cent.	144·84	142½	142·54	141¾	142·78	142½	144·01	143	143·37	143
N. Y. C..	120·90	120⅝	120·41	120½	121·27	121	122·49	121⅞	121·88	121¾
Reading	26 50†	52¾	26·37†	52	26·52†	52½	26 77†	53⅛	26·62†	53¼
Ont. W'n	25·74	25⅝	25·64	25⅜	26·03	25¾	26·52	26¼	26·13	26¼
St. Paul.	103·07	102⅛	101·73	101⅛	101·95	101⅞	103·17	102¾	102·95	102⅜
Exch'ge, cables.	4·88½		4·88½		4·89		4·89		4·88½	

* Expressed in their New York equivalent.
† Reading on basis of $50, par value. ‡ Ex interest.

The bullion in the Bank of England increased £273,000 this week, and there has been a further gain of £50,000 on balance since then. The proportion of reserve to liabilities was augmented 2¾ per cent. The Bank of France reports an increase of 3,300,000 francs gold and of 1,775,000 francs silver. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date in 1882.

	May 24, 1883.		May 25, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England	20,131,208	.....	23,385,099	.....
Bank of France	40,491,244	42,049,048	36,603,185	46,242,389
Bank of Germany	7,831,250	23,493,750	7,246,250	21,737,750
Total this week	68,453,702	65,542,798	67,234,834	67,980,139
Total previous week	68,043,500	65,456,916	66,177,788	67,624,362

The Assay Office paid $270,841 through the Sub-Treasury during the week for domestic bullion, and $78,000 for foreign bullion (the latter Spanish doubloons which had been held in the banks for some time), and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
May 18...	$314,466 11	$10,000	$14,000	$199,000	$91,000
" 19...	224,258 75	8,000	12,000	119,000	85,000
" 21...	383,683 60	15,000	17,000	237,000	116,000
" 22...	376,128 02	13,000	21,000	246,000	96,000
" 23...	270,516 94	11,000	20,000	149,000	90,000
" 24...	300,227 42	18,000	14,000	182,000	86,000
Total.	$1,869,272 84	$75,000	$98,000	1,132,000	$564,000

THE BROOKLYN BRIDGE.

The local feature of the past week, outside of the commercial markets, has been the celebration attending the formal opening of the great, and at last completed, Brooklyn Bridge. The Brooklyn Bridge it is generally called, and such it will remain, until consolidation or custom reduce it to "the bridge," or cause it to be thought of no longer as anything distinctive except as one of the sights for strangers. Brooklyn, rather than New York, has been blazing with enthusiasm about the event; Brooklyn paid two thirds of the enormous cost, no very strong reason ever appearing why in fact this city should pay any portion of it. The verse-makers talk of the wooing and wedding of Brooklyn by New York; but Brooklyn has really been the wooer. The bridge is not to enable Brooklyn to come over to New York to stay, but to coax New York over to Long Island. In the recognition of this fact it is the "bride" rather than the "groom" who feels the pride and elation; the triumph is that of a neighboring city which claims the structure as hers, and the claim may be conceded.

The most widely circulated periodical in the world has just described the bridge in an illustrated article; pamphlets and souvenirs have been vended in the streets; the fireworks have been let off, the speeches also; and the newspapers have given the public a surfeit of facts of construction and history. To raise anew the old questions which have heretofore been raised in these columns would be like exhibiting a skeleton at a feast—let them all pass. The great bridge is a thing accomplished. Its solidity may be taken for granted; its beauty is most evident; and it is a feeble expression to pronounce the structure a marvel of human skill. As some offset to the increased cost, ought to be recorded the fact that steel has been substituted for the iron contemplated originally, and that the approaches are stone viaducts instead of iron trusswork, the whole having been wrought on a larger and more solid plan than was proposed at first, so that there is a larger and better as well as costlier bridge.

But after all the rejoicings are over and we settle anew to the every-day business of life, the non-sentimental question remains, whether and how this great structure is to prove practically worth having. The tolls are trivial and temporary; the greater obstacle to general use of the bridge is the inaccessibility, if one may so call it, of its termini. Merely to get from shore to shore the ferries will probably be always preferred, except in the short periods of obstruction by ice or fog; and the bridge must become a link in a comprehensive scheme of through transit if it is to be worth the cost, for it is not Brooklyn proper, but outlying Brooklyn and Long Island that needs to be brought nearer to New York. The bridge is already, from its position, a practical extension of the east side elevated roads; and the Second Avenue road, by its more solid construction and lighter local traffic, would be especially suitable for swift connection with uptown New York.

The problems are now on the Brooklyn side. The proposed extension of Flatbush Avenue would have probably been a promising solution of them in part, and the failure of the legalizing bill at Albany is another illustration of the absurdity of having one county administering the domestic affairs of another. The Long Island Railroad is expected to reach the bridge somehow, and a new rapid transit syndicate is being organized for construction of a comprehensive road system. One suggestion thrown out is interesting—that a steel elevated road is proposed, thus reducing the weight, the obstructiveness and the ugliness, while increasing the strength. This has at least an encouraging sound, for the structures we have here are undeniably obstructive and ugly, and some improved plan should be used. The Morgan "Gothic arch" plan was attractive on paper, and presented no practical difficulties to the eye of a layman; and there have been many plans for single-post or "saddle-bag" roads.

But the connections in Brooklyn will be difficult to make, for that city expands almost equally in three directions from the water, and its required roads are radial like a fan's ribs, if all sections are to be favored, while the traffic is not to be compared with that here. The old unfinished Bruff road is a monument of iron ugliness, haste to cut in ahead, and destructiveness of the street usurped. The problem is a hard one, and Brooklyn is in a ferment of uncertainty and wonder about it; but the bridge is a colossal wager that it will be somehow successfully solved. If this is done, and if the metropolis consequently becomes more metropolitan and unified, the bridge will be the wonder of the age, even if the age learns to accept it as a thing of course, and feels no wonder about it.

THE PROPOSED AFRICAN INLAND SEA.

It is now some years since it became matter of public talk that the indefatigable M. de Lesseps had his attention divided between the cutting of the Panama Isthmus and another scheme, by which he proposed to convert the famous Desert of Sahara into a great inland sea. When M. de Lesseps made known his plan for the cutting of the Suez Canal, Lord Palmerston, believed to be one of the most practical statesmen of his day, set the French projector down as an unpractical dreamer. The improbable in the Suez Canal became the impracticable in the Panama Canal and impossible in the proposed flooding of the great African Desert. Evil prophets did not frighten the plucky little Frenchman from the Egyptian enterprise; nor did they hinder its success. As little have they hindered him from facing the greater difficulties of the Panama scheme; and now, according to his report, the inland African sea project promises an easier as well as more immediate victory than the undertaking at Panama.

The inland sea scheme did not, we believe, originate with M. de Lesseps, but with Commandant Roudaire, who has made a careful study of the ground for many years. From the very first, however, it has found a warm friend in the person of the great projector; and he has repeatedly and in various ways brought it before the public. In a very particular manner he has pressed it on the attention of the Academy of Sciences. That he has been successful in influencing public opinion in its favor, we are not permitted to doubt; and the conviction is very general that it had something to do with the expedition to Tunis. As showing the interest which was taken in the scheme, a commission was appointed to investigate the matter. The report was favorable. It concluded that the feed canal could be surely made, and that the sea, which would be in no danger of evaporating away, would do much by inducing rains, and by the water in the Lake or inland sea percolating the soil, as does the Nile that of Egypt, to fertilize large tracts of now barren country, and, in consequence, to aid generally in the simplification of the political problem in that part of the world. Some three months ago M. de Lesseps, encouraged by the report, octogenarian almost as he is, set out to make a personal examination. He took with him Commandant Roudaire and a committee of experts. He has come back perfectly satisfied, and convinced not only that the sea can be made, but that it can be made at a cost which will be amply remunerative.

When the scheme was first mooted, some ten years ago, it suggested all manner of evil to some minds. Such a sea—a new southern sea beyond the Mediterranean—would completely change the climatic conditions of Italy, Spain and Greece, and probably strip the Alps of their crown of snow. It was, therefore, seriously proposed that the carrying out of such a plan should not be allowed without the general consent of the European governments. It was a serious matter to enter upon an enterprise which might greatly change the climate of Europe, and hence it ought to be made an international question. The proposal, however, then was to flood the entire Sahara, or the greater part of it—a vast inhospitable region, some two thousand miles from east to west, and about one thousand miles from north to south. The present plan, it appears, is not so gigantic, and therefore less fitted to inspire alarm, as well as more feasible and likely of success. A glance at the map will show that the southern part of Tunis and the southeastern part of Algeria are interspersed with what are called "Chotts," or large marshy lakes, which, chain-like, reach from Gabes, on the Tunisian coast, almost to Biskra, a town of some importance, about three hundred miles inland. These "Chotts," which are considerably below the level of the Mediterranean, it is proposed to flood by means of a canal starting from Tozer, in the near neighborhood of Gabes. The sea, thus admitted, will form a vast lake. The size is not mentioned; but it will probably be not less than two or three thousand square miles; and it is to be deep enough to admit the largest vessels. The canal will be straight, or nearly so—a circumstance which will greatly facilitate navigation.

It is calculated that the effect of the sea on the adjoining lands will be great and largely beneficial. The climate itself, M. de Lesseps says in his report, would be greatly changed by a vast sheet of water in the basin of the "Chotts." It would be rendered moist, and evaporation would be paid back in more copious rain showers. The land to the south of the inland sea is of such a kind as to offer little hope of improvement; but to the north, such is the character of the soil both in Tunis and Algeria that water only is necessary to beget fertility. Fresh water wells, it appears, are abundant; and these would benefit by the adjoining sea as well as by the increased rains. The canal, M. de Lesseps says, will be easily cut, as at the opening towards the sea all the soil is sand; and some calcareous rocks found by M. Roudaire, at the base of the Gabes bar, will be advantageous rather than the reverse, as they will furnish material for the breakwater, piers and port buildings. They will also allow of the construction, if necessary, at slight cost, of a lock regulating the admission of water. In the inland sea anchoring ground will be abundant and safe, there being not only no bottom rocks, but mud to the depth of 20 metres. As to time and cost, M. de Lesseps gives it as his opinion that the necessary cutting and other work may be executed in a maximum period of five years, and a figure scarcely exceeding thirty millions of dollars.

It may be that the enthusiastic Frenchman overestimates the advantages likely to result from the flooding of so much desert land—it may be that he underestimates the difficulties and the cost; but the enterprise is in itself attractive, and we have little doubt that the plucky old engineer will find the necessary funds and all other needed encouragement to begin the work. It is not likely that Italy or Spain will offer any objection, and on a work of such magnitude and full of such possibilities England will at least look with interest. It will be somewhat singular if M. de Lesseps should undertake at one and the same time the construction of the Panama Canal, a second Suez Canal, and the creation of an inland African Sea. One would naturally conclude that Panama was enough for him. His ambition, however, seems without limit; and his energy and capacity appear as equal to his ambition.

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—May 12.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12·4 @12·4 1/8	May 12	Short.	12·05
Amsterdam	Short.	12·1 1/8 @12·2 1/8	.....	....	.....
Hamburg	3 mos.	20·65 @20·69	May 12	Short.	20·47
Berlin	"	20·65 @20·69	May 12	"	20·47
Frankfort	"	20·65 @20·69	May 12	"	20·47
Vienna	"	12·12 1/2 @12·15	May 12	"	11·99
Antwerp	"	25·47 1/2 @25·52 1/2	May 12	"	28·26
Paris	Checks	25·22 1/2 @25·27 1/2	May 12	Checks	28·24 1/2
Paris	3 mos.	25·43 3/4 @25·48 3/4	May 12	3 mos.	25·25 1/2
Madrid	"	46 1/16 @46 3/16	May 12	"	47·30
Lisbon	"	51 7/8 @51 15/16	May 12	"	53 3/16
Genoa	"	25·50 @25·55	May 12	"	25·25
Alexandria	....	.....	May 9	"	97
New York	....	.....	May 12	"	4·83
Bombay	60 d'ys	1s. 7 5/16d.	May 12	"	1s. 7 29/32d.
Calcutta	"	1s 7 5/16d.	May 12	"	1s. 7 1/4d.
Hong Kong	....	.....	May 12	"	3s. 7 3/4d.
Shanghai	....	.....	May 12	"	5s. 0 6/8d.

[From our own correspondent.]

London, Saturday, May 12, 1883.

The directors of the Bank of England have this week decided upon increasing their minimum rate of discount to four per cent, and the state of the Bank account shows that an alternative course was scarcely practicable. The supply of bullion has further diminished to the extent of £461,669, caused almost entirely by a demand for coin on Scotch and provincial account. The total now held by the Bank amounts to £20,549,208, against £22,905,339 last year, showing a decrease of £2,356,131. The reserve has also fallen away considerably, the total at this date in 1882 having been £12,446,580, while this week it is only £10,307,133, being a diminution of £2,139,397. The proportion of reserve to liabilities has also fallen away to an important extent, viz., from 42¾ per cent in 1882 to 33·41 per cent, the present rate.

Another feature in the return is that "other securities," which at this period last year were only £20,873,340, are now £23,869,729, showing an increase of £2,996,389; and, as the reserve is now only about one third of the liabilities of the Bank, it is evident that a higher rate of discount than 3 per cent has become a necessity. Not many years ago the commercial and financial public became alarmed when such a condition of things arose, and now that our trade and finance has assumed such large proportions it is evident that, when similar circumstances manifest themselves, equal, if not greater, caution should be exercised. At the present time there is no reason why the financial position should not speedily rectify itself. Four per cent is not an excessive rate by any means, and, even allowing for the fact that commercial and other profits are small, there is no reason why it should interfere with legitimate business. It is also necessary to bear in mind that the London money market is dearer than any important foreign market, and, consequently, we may reasonably hope that the process of recovery at the Bank will be gradual and sure. Business men will be less uncertain how to act, now that a step, almost generally believed to be one in the right direction, has been made by the Bank authorities; there will be no revival of the agitation which has unsettled business during the last fortnight; and the community may, from present appearances, rest contented in the hope that money is not likely to become dear, four per cent being regarded as quite sufficient for the purposes required.

The Treasury bills having been disposed of this week at a price which is equivalent to a discount charge of 2 15-16 per annum, against 2⅛ per cent on the previous occasion, the money market has been firm in tone, and the greater portion of the business transacted in the early part of the week was subjected to any change which might be made at the weekly meeting of the Bank directors. Since the advance was made in the Bank rate the tone has remained firm. The joint stock banks and discount houses have raised their rates of interest for deposits.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

London	Bank Rate.	Open Market Rates. Bank Bills. Three Months	Four Months	Six Months	Trade Bills. Three Months	Four Months	Six Months	Interest Allowed for Deposits by Joint Stock Banks.	Disc't H'ses. At Call.	7 to 14 Days.
April 6	3	2 1/4@—	2 5/8@—	2 3/4@—	2 1/4@3 1/4	3 @3 1/4	3 1/4@3 3/4	2	2	2 1/4
" 13	3	2 1/4@2 3/4	2 1/4@2 3/4	2 3/4@2 7/8	3 @3 1/4	3 @3 1/4	3 1/4@3 1/2	2	2	2 1/4
" 20	3	2 3/4@—	2 7/8@—	2 7/8@3	3 @3 1/4	3 @3 1/4	3 1/4@3 1/2	2	2	2 1/4
" 27	3	2 7/8@3	2 7/8@3	2 7/8@3	3 @3 1/4	3 @3 1/4	3 @3 1/2	2	2	2 1/4
May 4	3	3 @—	3 1/4@—	3 1/4@3 1/8	3 1/4@3 1/2	3 1/4@3 1/2	3 1/4@4	2	2	2 1/4
" 11	4	3 1/4@—	3 1/4@4	4 @4 1/4	4 @4 1/2	4 1/4@4 1/2	4 1/4@5	3	3	3 1/4 3 1/2

The Bank rates of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows. It will be noticed that the open market rates are lower at nearly all points.

Rates of Interest at	May 10. Bank Rate.	May 10. Open Market	May 3. Bank Rate.	May 3. Open Market	April 26. Bank Rate.	April 26. Open Market	April 19. Bank Rate.	April 19. Open Market
Paris	3	2 5/8	3	2 3/4	3	2 5/8	3	2 5/8
Berlin	4	2 5/8	4	2 3/4	4	2 3/4	4	2 5/8
Frankfort	—	2 7/8	—	2 7/8	—	2 7/8	—	2 3/4
Hamburg	—	2 3/4	—	2 7/8	—	2 3/4	—	2 5/8
Amsterdam	4	3 1/2	4 1/2	4	4 1/2	4	4 1/2	3 5/8
Brussels	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3
Madrid	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Vienna	4	3 3/4	4	3 3/4	4	3 3/4	4	3 1/2
St. Petersburg	6	5 1/4	6	5 1/4	6	5 1/2	6	5 1/4

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883. £	1882. £	1881. £	1880. £
Circulation	25,992,025	26,208,756	26,699,520	27,245,795
Public deposits	7,352,011	5,146,212	6,439,940	7,131,197
Other deposits	23,282,477	23,751,333	25,072,035	25,581,346
Govern't securities	14,334,917	13,474,213	15,789,890	15,664,230
Other securities	23,869,729	20,873,340	18,348,528	19,148,443
Res've of notes & coin	10,307,183	12,446,580	15,276,606	15,851,724
Coin and bullion in both departments	20,549,208	22,905,339	26,226,126	28,100,519
Proportion of reserve to liabilities	33·41	42¾	48 1/8	48
Bank rate	4 p. c.	3 p. c.	2½ p. c.	3 p. c.
Consols	101 7/8	102	102 1/8d.	99 1/2
Eng. wheat, av. price	42s. 10d.	47s. 2d.	44s. 9d.	46s. 0d.
Mid. Upland cotton	5 5/8d.	6 5/8d.	5 3/4d.	6 11/16d.
No. 40 Mule twist	9 3/4d.	10 3/4d.	9 3/4d.	1s.
Clear'g-house return	105,120,000	102,589,000	100,982,000	94,914,000

In reference to the state of the bullion market during the week, Messrs. Pixley & Abell observe:

Gold.—The withdrawals from the Bank consist entirely of sovereigns which, to the value of £105,000, have been sent to Lisbon. The demand for bar gold still exists, but the orders can only be supplied by the arrivals, and we have but £53,000 from Australia to report. Sovereigns from Melbourne to the value of £7,000 have been sent into the Bank. The Medway takes £6,000 to the West Indies, the Thames £225,000 to India and the Siam £226,000 to Alexandria.

Silver.—There has not been much demand for silver for the East during the week, and, as there were no allotments of Council drafts yesterday, and but small orders for telegraphic transfers, the market for bars became weaker, and a few small parcels were sold at 50 3-16d. per oz., the price to-day being 50⅛d. per oz. There are no Continental orders at present. We have received during the week £2 8,000 from Chile and about £29,000 from New York. The Medway has taken £9,570 to the West Indies and the Peninsular and Oriental steamer £60,800 to the East.

Mexican Dollars.—Very few dollars have come to hand during the week, but the price has nevertheless declined in sympathy with bar silver, and may be quoted to-day at 49¼d. per oz. The Peninsular and Oriental steamer has taken £19,300 to China and the Straits.

The quotations for bullion are reported as below:

	Price of Gold. May 10. s. d.	May 3. s. d.		Price of Silver. May 10. d.	May 3. d.
Bar gold, fine....oz.	77 10	77 10	Bar silver, fine..oz.	50⅛	50⅜
Bar gold, contain'g 20 dwts. silver..oz.	77 11⅛	77 11⅛	Bar silver, containing 5 grs. gold.oz.	50⅛	50¾
Span. doubloons.oz.	73 10	73 10	Cake silver.....oz	54 1-16	54⅛
S.Am.doubloons.oz.	73 8⅛	73 8½	Mexican dols...oz	49⅛	49 5-16
U. S. gold coin...oz.	76 3½	76 3¾	Chilian dollars..oz.	.....	.....
Ger. gold coin....oz.	.....	.....			

The movements in bullion in April and during the four months ended April 30, between this country and all countries and between this country and the United States, were as follows:

GOLD.	All Countries. 1881. £	1882. £	1883. £	United States. 1881. £	1882. £	1883. £
Imports in April	914,282	1,149,037	425,764	5,476	150,711	600
Imports in 4 m s.	4,151,544	5,639,183	1,595,322	14,714	2,181,017	792
Exports in April	1,844,537	225,923	1,258,935	1,592,400	432	.....
Exports in 4 mos.	5,604,363	3,682,339	2,557,755	4,216,171	32,592	459,785
SILVER.						
Imports in April	640,123	494,752	490,080	241,843	175,134	322,435
Imports in 4 mos.	2,628,451	2,254,261	3,515,429	1,030,222	720,359	1,664,689
Exports in April	546,099	680,750	941,483	3,150	4,800	4,100
Exports in 4 mos.	2,740,394	2,815,801	3,171,018	14,340	15,320	48,050

To Holland the exports of gold in April were valued at £650,000, against *nil* in the corresponding month in the two previous years. In the four months the exports to that country were £782,464, against £1,490 in 1882 and £299 in 1881.

It will be seen that the banks and discount houses are not unanimous this time with regard to the rates of interest they allow for deposits. For those at seven days' notice some allow 3 and a few 3¼ per cent, while at fourteen days the rates are 3¼ to 3½ per cent. This would seem to imply that the competition for deposits has become more keen.

Business on the Stock Exchange during the week has been in a very unsettled and irregular state. Dealing has been extremely limited in every department, and prices have experienced a decline of some importance. Since the Bank rate, however, was advanced to 4 per cent rather a better feeling has manifested itself and the quotations exhibit a slight recovery. Two failures have been announced during the week in connection with Stock Exchange affairs. The principal one has been that of L. B. Mozley, trading as Lewin Mozley, money lender, of 31 Lombard Street. This individual lent money to the Stock Exchange on securities with wide margins at high rates of interest, and had facilities for obtaining advances upon them at lower rates elsewhere. The debts are returned at as high a figure as £532,000, from which it may be inferred that needy and pressing borrowers on the Stock Exchange have been numerous of late. The failure of a mining agent—Henry Worseldine—is also announced, with liabilities amounting to £13,698; debts fully secured £3,925, and assets £2,094.

A moderate quantity of rain has fallen during the week, and the crops have derived much benefit, but some sunshine is much to be desired, as vegetation is still in a backward state. The prospect on the whole is not an unsatisfactory one, and it is believed that the first important crop of the season, namely, the hay crop, will be abundant. The wheat trade remains in a dull and inanimate state. There is no speculation, and the business doing, therefore, is almost entirely for immediate consumption. Holders are unwilling to accept lower prices, but the value of inferior produce is with difficulty maintained. There has been a fair demand for spring corn at full quotations, oats and Indian corn being rather dearer.

Failures have been rather more numerous and important of late. Some difficulties have arisen in the corn trade, both here and on the Continent, and there has been an important suspension in the cotton trade. The last failure is that of Mr. Fritz Andres, cotton merchant, of Liverpool, Manchester and Alexandria. The liabilities are estimated at £250,000, of which, however, fully four fifths are said to be secured, being in the form of advances on produce.

The following figures, compiled by M. Leon Donnat, a Belgian statistician, giving a contrast between the expenditure per head on war and education in the various European States, are interesting:

	War.	Educat'n.		War.	Educat'n.
	s. d.	s. d.		s. d.	s. d.
France	22 0	1 5	Russia	10 2	0 1½
England	18 6	3 1	Denmark	8 8	4 7
Holland	17 9	3 2	Italy	7 6	0 8
Saxony	11 9	3 4	Belgium	6 9	2 3
Wurtemberg	11 9	1 9	Austria	6 8	1 6
Bavaria	11 9	2 6	Switzerland	4 10	4 2
Prussia	10 11	2 5			

This comparison, of course, takes no account of the frightful waste entailed by the sacrifice of the labor of able-bodied men during the period of military service.

The progress accomplished by each of our Australasian colonies in the cultivation of wheat during the ten years 1871–81 is shown in the following table, compiled from official returns:

	—Acreage under Wheat—		—Production (bush.)—	
Colonies.	1871.	1881.	1871.	1881.
New South Wales	154,031	221,888	2,229,642	3,405,966
Victoria	334,609	926,729	4,500,795	8,714,377
South Australia	692,508	1,768,781	3,967,079	8,087,032
Western Australia	32,275	21,951	355,000	153,657
Tasmania	63,332	51,757	847,962	977,365
New Zealand	77,082	365,715	2,448,203	8,297,890
Queensland	3,024	4,708	.....	39,612
Total	1,356,861	3,361,529	14,348,681	29,675,899

The largest increase in acreage and production during the ten years is shown in the case of New Zealand. In Western Australia there is an actual decrease. The total acreage exceeds that devoted to wheat in the United Kingdom, and, considering that during the earlier years succeeding the gold discoveries Australia did not produce enough wheat for her own consumption, the subsequent progress appears satisfactory. The average yield per acre—viz, 8¼ bushels—is exceedingly small, 28 bushels per acre being the standard of a fairly good year in this country.

Tenders were received at the Queensland National Bank for £2,500,000 Queensland Government 4 per cent bonds. They reached a total of £2,634,800, at prices ranging from the minimum up to £99 10s. Tenders at and above £97 0s. 6d. received allotments in full, and those at £97 about 93 per cent of the amount applied for.

Annexed is a return showing the extent of the imports of wheat and flour into the United Kingdom during the first eight months of the season, compared with the corresponding period in the three previous seasons, together with principal countries whence the supplies were derived:

	1882-83.	1881-82.	1880-81.	1879-80.
From—	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*
WHEAT.				
Russia	5,708,940	4,774,123	1,091,265	3,612,500
United States	24,499,305	21,513,573	24,480,950	25,868,912
Brit. N. America	1,600,619	1,774,661	2,013,876	2,291,776
Germany	2,510,980	2,194,190	415,648	2,031,284
France	11,467	5,210	3,057	6,003
Chili	1,106,640	694,456	751,615	1,251,579
Turkey & Roumania	1,061,345	205,672	284,456	960
Egypt	447,335	249,016	845,534	1,005,151
British India	4,286,050	7,563,403	3,391,298	1,335,670
Australia	707,698	1,089,486	2,491,489	1,227,760
Other countries	553,239	65,344	79,659	
Total	42,403,618	40,200,107	35,911,987	40,214,600
FLOUR.				
Germany	1,493,411	1,119,658	752,080	679,872
France	124,433	171,164	194,643	212,362
United States	8,167,528	4,245,405	5,956,060	4,795,188
Brit. N. America	194,249	164,417	215,575	251,594
Other countries	1,880,508	1,311,059	1,586,759	1,151,073
Total	11,860,129	7,011,703	8,805,117	7,086,098

The following statement shows the estimated value of the imports of cereal produce into the United Kingdom during the first eight months of the season, compared with the corresponding period in the three previous seasons:

	1882-83.	1881-82.	1880-81.	1879-80.
Wheat	£21,456,187	£22,731,140	£18,955,973	£23,665,839
Barley	4,548,816	3,924,901	3,794,722	4,068,295
Oats	2,234,369	2,132,010	2,072,208	3,121,150
Peas	583,133	502,569	632,373	568,855
Beans	709,287	406,057	628,263	694,143
Indian corn	5,112,362	4,515,207	6,562,022	5,999,940
Flour	9,389,491	5,873,844	7,089,845	5,904,003
Total	£45,033,445	£40,085,728	£39,735,406	£44,582,225

With the exception of wheat, in which there is a decrease of about £1,250,000 compared with last season, the value of the imports shows the substantial increase of about five millions sterling. Of flour the increased value due to a largely augmented importation is estimated at as much as £3,500,000. As regards feeding stuffs, there is an increase in all descriptions.

The sales of home-grown wheat, barley and oats, together with the average prices realized, during the first thirty-six weeks of the season, are shown in the following statement:

	1882-3.	1881-2.	1880-1.	1879-80.
SALES.				
Wheat qrs.	1,854,334	1,546,330	1,313,796	1,034,548
Barley	1,931,577	1,616,168	1,167,801	1,371,083
Oats	244,854	202,457	154,652	138,711
AVERAGE PRICES FOR THE SEASON (per qr.).				
	s. d.	s. d.	s. d.	s. d.
Wheat	41 5	46 6	42 10	46 8
Barley	33 9	32 6	32 11	36 4
Oats	21 2	21 1	24 2	22 5

Converted into cwt., the totals for wheat for the whole Kingdom are as follows: 1882-83, 32,142,100; 1881-82, 26,803,000; 1880-81, 22,772,470; 1879-80, 17,932,160 cwt.

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first thirty-six weeks of the season, compared with the corresponding period in the three previous years:

	1882-3.	1881-2.	1880-1.	1879-80.
IMPORTS.				
Wheat cwt.	44,691,188	42,242,913	39,762,767	42,746,014
Barley	12,638,033	9,899,720	9,347,072	11,198,006
Oats	10,156,950	9,977,709	6,303,677	9,459,304
Peas	1,514,449	1,331,679	1,562,460	1,467,400
Beans	1,848,434	1,166,219	1,657,098	1,785,999
Indian corn	13,790,826	14,798,283	23,141,170	19,023,907
Flour	12,345,462	6,525,744	9,272,207	7,296,765
SUPPLIES AVAILABLE FOR CONSUMPTION—36 WEEKS.				
	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat cwt.	44,691,188	42,242,913	39,762,767	42,746,014
Imports of flour	12,345,462	6,525,744	9,272,207	7,296,765
Sales of home-grown produce	32,142,100	26,803,000	22,772,470	17,932,160
Total	89,178,750	75,571,657	71,807,444	67,974,939
Av'ge price of English wheat for season qrs.	41s. 5d.	46s. 6d.	42s. 10d.	46s. 8d.
Visible supply of wheat in the U. K. bush.	21,800,000	10,300,000	18,500,000	21,241,600
Supply of wheat & flour afloat to U.K. qrs.	2,520,000	2,701,000	2,217,000	.....

The following are the quantities of wheat, flour and Indian corn estimated to be afloat to the United Kingdom:

	At present.	*Last week.*	1882.	1881.
Wheat qrs.	2,405,000	2,276,000	2,117,000	2,068,000
Flour cwt.	216,000	241,000	210,000	140,000
Indian corn qrs.	256,000	253,000	241,000	525,000

The Board of Trade returns for April and the four months ended April 30, have been issued this week, and they have been

the cause of some disappointment. The imports show for the month an increase of about £2,000,000, while in the exports there is only the trifling improvement of about £70,000, compared with last year. During the four months there is an increase in the imports, compared with 1882, of nearly £5,000,000, but the exports show a falling off of about £681,000. The reduction in the exports is, however, largely due to diminished values, and not to any great reduction in the quantities of goods shipped. The following are the leading particulars:

	1881.	1882.	1883.
	£	£	£
Imports in April	35,232,364	36,079,207	38,094,181
Imports in 4 months	135,463,932	139,110,239	144,297,969
Exports in April	18,130,331	18,373,262	18,447,000
Exports in 4 months	71,415,830	78,113,214	77,432,398

The following figures relate to the four months ended 30th April:

	1881.	1882.	1883.
IMPORTS.			
Cotton.....cwt.	6,896,970	6,576,299	6,980,928
EXPORTS.			
Cotton.....cwt.	599,507	564,474	737,736
Cotton yarn.....lbs.	80,060,200	75,056,700	82,887,400
Cotton piece goods....yards.	1,592,727,900	1,421,594,000	1,493,015,100
Iron and steel.....tons.	1,069,280	1,339,211	1,217,294
Jute piece goods.....yards.	63,258,300	66,436,100	76,177,400
Linen yarn.....lbs.	5,974,600	7,045,300	6,014,400
Linen piece goods.....yards.	62,626,000	66,597,700	60,216,100
Silk manufactures.....£	771,891	964,807	829,048
British wool.....lbs.	4,550,700	3,645,200	5,742,300
Colonial and foreign wool.lbs.	76,284,352	82,147,188	89,552,239
Woolen yarn.....lbs.	7,560,100	8,808,300	9,358,200
Wool fabrics.....yards.	15,413,500	28,006,100	27,212,700
Worsted fabrics.....yards.	69,500,200	59,981,200	50,364,300
Flannels.....yards.	1,935,900	3,323,000	2,369,300
Carpets.....yards.	2,736,100	3,614,600	3,699,600
Blankets.....pairs.	384,930	544,424	449,675

The following return shows the extent of the exports of cotton piece goods during the month of April, compared with the two preceding years:

	1881.	1882.	1883.
Exported to—	*Yards.*	*Yards.*	*Yards.*
Germany	3,370,500	2,610,100	3,351,500
Holland	4,255,500	2,129,000	2,704,500
France	4,652,400	4,497,200	5,344,000
Portugal, Azores & Madeira	6,821,800	5,439,000	6,144,300
Italy	9,032,700	8,871,400	8,849,300
Austrian Territories	665,300	691,900	688,400
Greece	1,341,700	2,394,200	3,010,700
Turkey	20,314,600	22,970,800	35,967,200
Egypt	10,917,000	8,158,100	16,620,700
West Coast of Africa (For.)	5,831,400	2,626,100	4,270,600
United States	6,030,400	5,276,300	4,139,700
Foreign West Indies	6,658,900	6,767,200	8,797,500
Mexico	3,212,000	6,714,600	3,177,500
Central America	4,319,700	2,753,200	2,161,300
United States of Colombia	4,595,400	3,577,300	4,052,700
Brazil	15,046,400	16,782,200	12,709,500
Uruguay	1,509,000	2,028,900	1,556,300
Argentine Republic	5,760,400	6,630,000	6,055,200
Chili	6,462,300	5,761,800	2,972,100
Peru	1,517,600	3,107,900	1,625,800
China and Hong Kong	54,787,800	39,662,200	34,333,200
Japan	4,401,500	2,135,000	4,185,200
Dutch Possessions in India	8,224,500	7,374,000	13,926,600
Philippine Islands	4,322,800	6,004,700	3,158,500
Gibraltar	1,604,600	1,284,800	877,600
Malta	2,537,400	1,566,200	2,117,000
West Coast of Africa (Brit.)	2,149,400	2,512,400	3,711,700
British North America	3,562,500	4,170,600	2,515,100
British West India Islands & Guiana	,499,000	4,193,800	3,666,600
British Possessions in South Africa	1,248,300	1,694,900	1,022,700
British India—			
Bombay	41,680,400	39,240,600	36,800,100
Madras	7,736,400	8,601,800	8,580,000
Bengal	86,157,700	57,671,500	66,840,500
Straits Settlements	12,835,800	12,240,800	9,570,600
Ceylon	2,070,100	1,398,900	1,227,500
Australia	4,667,400	4,808,300	5,659,600
Other countries	22,218,600	16,878,700	21,335,700
Total unbleached or bleached	276,591,500	222,815,200	241,276,000
Total printed, dyed, or colored	107,117,800	105,725,600	110,510,500
Total mixed materials, cotton predominating	1,649,900	2,685,700	1,900,500
Grand total	385,359,200	331,226,500	353,687,000

Other manufactures of cotton show as follows.

	1881.	1882.	1883.
Lace and patent net.....£	160,302	197,723	184,745
Hosiery.....£	71,436	80,461	87,590
Thread for sewing.....lbs.	1,187,351	1,289,530	1,231,380
Other m'fs, unenumerat'd.£	71,114	76,322	76,738
Tot. value of cotton m'fs..£	5,219,059	4,824,368	4,924,928

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending May 25:

London.	*Sat.*	*Mon.*	*Tues.*	*Wed.*	*Thurs.*	*Fri.*
Silver, per oz.....*d.*	50 1/16	50 1/8	50 1/8	50 1/8	50 1/8	50 1/8
Consols for money	101 3/4	101 5/8	101 7/8	101 7/8	102 3/16	102 1/16
Consols for account	101 7/8	101 3/4	102	102	102 5/16	102 3/16
Fr'ch rentes (in Paris) fr.	79·87½	79·82½	79·90	80·12½	80·20	80·12½
U. S. 5s ext'n'd into 3½s	105 3/8	105 1/2	105 1/2	105 3/8	105 1/2	105 1/2
U. S. 4½s of 1891	114 7/8	114 3/4	114 3/4	114 3/8	114 3/8	114 3/8
U. S. 4s of 1907	122 1/4	122	122	121 3/4	121 7/8	121 7/8
Chic. Mil. & St. Paul	106 1/2	105	104 1/8	104 1/4	105 1/4	104 1/4
Erie, common stock	35 5/8	35	35	35 1/2	36 1/4	36 1/8
Illinois Central	146 3/4	146 1/8	146 1/4	146 1/4	147	146 1/4
N. Y. Ontario & West'n.	26 7/8	26 1/8	26 1/4	26 5/8	27	27 3/8
Pennsylvania	60 1/8	59 5/8	59 1/2	59 3/4	60	59 7/8
Philadelphia & Reading	27 3/8	27 1/4	27	27 1/8	27 1/2	27 1/4
New York Central	124 1/8	123 3/4	123 1/2	123 3/4	125	125

Liverpool.	*Sat.*	*Mon.*	*Tues.*	*Wed.*	*Thurs.*	*Fri.*
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Flour (ex. State)..100 lb.	12 0	12 0	12 0	12 0	12 0	12 0
Wheat, No. 1, wh. "	8 10	8 10	8 10	8 10	8 10	8 10
Spring, No. 2, n. "	9 4	9 4	9 4	9 4	9 4	9 4
Winter, West., n "	9 0	9 0	8 11½	8 11½	8 11	8 11
Cal., No. 1 "	9 6	9 5	9 5	9 5	9 5	9 5
Cal., No. 2 "	9 2	9 1	9 1	9 1	9 1	9 0
Corn, mix., West. "	5 9	5 9	5 9	5 9	5 9	5 9
Pork, West. mess..₱ bbl.	85 0	85 0	85 0	84 0	84 0	84 0
Bacon, long clear, new..	53 6	53 0	53 0	53 0	52 6	52 6
Beef, pr. mess, new, ₱tc.	94 0	93 0	92 0	90 0	90 0	90 0
Lard, prime West. ₱ cwt.	59 0	59 0	59 3	59 0	59 0	58 9
Cheese, Am. finest	67 0	67 0	66 0	66 0	66 0	66 0

Commercial and Miscellaneous News

National Banks.—The following national banks have lately been organized:

2,943—The National German-American Bank of St. Paul, Minn. Capital, $2,000,000. Walter Mann, President; Gustave Willius, Cashier.

2,944—The Big Rapids National Bank, Mich. Capital, $100,000. Dan'l F. Comstock, President; Chester W. Comstock, Cashier.

2,945—The Aurora National Bank, Ill. Capital, $100,000. Orin D. Howell, President; William S. Beaupre, Cashier.

2,946—The City National Bank of Akron, Ohio. Capital, $100,000. John B. Woods, President; George W. Weeks, Cashier.

Imports and Exports for the Week.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were $8,230,171, against $8,472,895 the preceding week and $7,151,902 two weeks previous. The exports for the week ended May 22 amounted to $6,373,889, against $6,478,956 last week and $7,583,931 two weeks previous. The following are the imports at New York for the week ending (for dry goods) May 17 and for the week ending (for general merchandise) May 18; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$1,811,760	$1,191,503	$2,121,424	$1,492,949
Gen'l mer'dise	9,866,939	7,737,433	6,733,815	6,737,222
Total	$11,678,699	$8,928,936	$8,855,239	$8,230,171
Since Jan. 1.				
Dry goods	$54,345,973	$45,725,328	$56,283,778	$51,808,150
Gen'l mer'dise	147,416,500	122,975,380	141,224,368	127,325,809
Total 20 weeks	$201,762,473	$168,700,708	$197,508,146	$179,133,95

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending May 22, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week	$8,859,558	$7,077,845	$4,942,706	$6,373,889
Prev. reported	133,800,045	140,249,368	118,357,819	132,440,621
Total 20 weeks	$142,659,603	$147,327,213	$123,300,525	$138,814,510

The following table shows the exports and imports of specie at the port of New York for the week ending May 19, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	*Exports.*		*Imports.*	
	Week.	*Since Jan. 1.*	*Week.*	*Since Jan. 1.*
Great Britain	$2,000	$7,600	$.....	$1,955,779
France	.....	.....	.....	104,220
Germany	.....	.....	.....	2,066,007
West Indies	.....	.....	8,921	500,340
Mexico	.....	.....	4,700	9,690
South America	.....	48,865	7,542	101,718
All other countries	.....	81,785	.....	18,236
Total 1883	$2,000	$138,250	$21,163	$4,755,990
Total 1882	4,550,000	20,932,258	22,793	505,813
Total 1881	.....	169,170	68,372	28,081,982
Silver.				
Great Britain	$.....	$5,396,238	$.....	$.....
France	15,900	307,364	.....	.....
Germany	.....	.....	.....	246,230
West Indies	30,495	36,318	61,218	143,128
Mexico	.....	.....	24,310	1,453,634
South America	.....	.....	8,658	54,753
All other countries	.....	3,744	.....	4,080
Total 1883	$46,395	$5,743,664	$94,186	$1,901,825
Total 1882	125,000	4,559,041	91,029	1,120,176
Total 1881	167,300	4,485,769	68,437	1,289,734

Of the above imports for the week in 1883, $7,928 were American gold coin and $10,421 American silver coin. Of the exports during the same time $1,650 were American silver coin.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son.

Shares.	*Bonds.*
40 N. Y. Safe Deposit Co....127½	$10,000 State of Georgia 1st M. 7s, 2d series, secu'd by mort. on West'd & Atl. RR.....107½
15 Relief Insurance Co.....66½	
65 Rushwick Railroad Co...160	
101 U. S. Life Insurance Co..101	
940 Del. & Md. Ship Canal Co. for.....$210	$4,000 State of Florida 6s, due 1903.....107¾

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Miscellaneous.			
Delaware & Hud. Canal (quar.)	1¾	June 11	May 25 to June 11
Lehigh Coal & Navigation	2½	June 6	May 27 to June 5
Schuylkill Navigation pref.	70 cts	June 8	May 26 to June 8
Schuylkill Navigation com.	35 cts.	June 8	May 26 to June 8

NEW YORK, FRIDAY, MAY 25, 1883—5 P. M.

The Money Market and Financial Situation.—The general trade and industrial situation does not show any material improvement since last week. The iron trade is still in a very unsatisfactory condition, a further decline in the price of pig iron being expected, and some of the iron works are blowing out part of their furnaces preparatory to reducing their operations. The contemplated strike of the operatives in the Western iron mills on June 1 is still regarded as likely to take place. Mercantile failures continue in excess of the same time last year, though the amounts involved are comparatively small. Speculation in wheat has revived, owing to less favorable reports of the condition of winter wheat in Indiana, Ohio and Illinois, and large purchases were made in Chicago on New York account on Thursday, which advanced the price 3 cents per bushel in a few hours; meanwhile the foreign markets have experienced no corresponding advance yet, and the margin against exports being thus increased, the export movement of breadstuffs is diminishing.

The New York bank statement of averages for the week to May 19th somewhat disappointed general expectations, from the fact that the increase of the surplus reserve was less than one-quarter as much as in the preceding week, whereas it was expected that at this season of usual accumulation of money the increase of surplus reserve would be larger each week in May. Rates for money, however, have continued extremely easy, call loans on stocks being freely offered on the Stock Exchange during the week at 3 per cent, and many loans made at 2½. Sixty and ninety day money has been offered on same collaterals at 4 per cent per annum, and on government bonds at 2 to 3 per cent. Rates for discount of mercantile paper are ½ of 1 per cent lower than a week ago, the rates now being from 5 to 5½ on single names for sixty days and 4½ and 5 on double names for the same time. All the domestic exchanges (except Boston) have been in favor of New York, therefore indicating the tendency of money to flow in this direction.

The foreign exchanges have been advancing all the week until Thursday, the 24th, when there was a decline of ½ cent on the £ sterling. The principal cause of the advance is believed to have been the lower rates for money here than in London, thus causing a tendency of capital in that direction. It was presumed, also, that considerable selling of railway shares by foreign holders last week contributed to the demand for bills, and aided the advance. The decrease in the breadstuffs exports was also an influence, inasmuch as it reduced the supply of commercial bills. The reduction in rates of sterling on Thursday did not represent any reversal of these conditions, nor does it show any considerable increased purchases of either shares or bonds for foreign account, but merely that the quotations for sterling had been advanced too fast. The higher rates for money in London are largely owing to the more conservative policy of the Bank of England with reference to advances to brokers, the new policy having been adopted by the Bank for the avowed purpose of keeping a better control of the general London money market than before.

With regard to the prospective supply of money in American markets, an important item is the coming disbursements of the United States Treasury for pensions on June 1st, when the second regular quarterly payment will be made, amounting to $12,000,000.

The weekly statement of the averages of the New York banks on Saturday, May 19th, showed an increase of $3,496,400 in deposits, of which about one half was in specie and legal tenders, thus increasing the surplus reserve $756,800, to $5,760,625, against $5,003,825 the preceding week and against $6,152,225 in the corresponding week of last year. There was also an increase of $2,377,000 of loans, whereas the previous week there had been a small decrease, though on the whole the loans have been increasing and stood at $317,828,000 on Saturday, May 19th, against $310,200,000 on April 14th.

The weekly statement of the Bank of France on May 24 showed an increase of 3,300,000 francs in gold and 1,775,000 francs in silver. The statement of the Bank of England recorded an increase of £273,000 in bullion, the proportion of the reserve to liabilities being 35⅛ per cent, against 32⅜ per cent the preceding week.

The *London Economist* of the 12th calls attention to the fact that each year in May and June there is an increase of Government deposits in the Bank ranging from £2,500,000 to £3,500,000, and that this process is likely to deprive the outside London market of a similar amount this year, and upon this fact argues that the firmness of the London money market is likely to continue until July.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1883. May 19	Differ'nces fr'm previous week.	1882. May 20.	1881. May 21.
Loans and dis.	$317,828,000	Inc. $2,377,000	$316,468,900	$324,192,800
Specie	60,555,900	Inc. 530,900	58,726,900	80,712,500
Circulation	16,151,100	Dec. 87,300	18,720,200	19,135,300
Net deposits	307,093,500	Inc. 3,496,400	299,066,100	326,611,700
Legal tenders	21,975,100	Inc. 1,094,000	22,192,600	17,873,000
Legal reserve	$76,773,375	Inc. $874,100	$74,767,275	$81,652,925
Reserve held	82,534,000	Inc. 1,630,900	80,919,500	98,390,850
Surplus	$5,760,625	Inc. $756,800	$6,152,225	$16,737,875

Exchange.—The volume of business in foreign exchange during the week has been comparatively small, and for the reasons stated above rates steadily advanced from 4 87@4 87½ for demand sterling on May 18th to 4 88@4 88¼ on May 23d, declining to 4 87½@4 87¾ on Thursday. The rates for actual business on Friday were as follows: Sixty days, 4 84@4 84¼; demand, 4 87½@4 87¾; cables, 4 88½@4 88¾. Commercial bills continue scarce at 4 82½@4 83¼.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

May 25.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 84¼@4 85	4 87½@4 88⅛
Prime commercial	4 83¾@4 83⅞	4 86½@4 87
Documentary commercial	4 82¾@4 83⅛	4 86 @4 86⅛
Paris (francs)	5 20 @5 18¾	5 17½@5 15⅝
Amsterdam (guilders)	40 @ 40⅛	40⅛@ 40⅜
Frankfort or Bremen (reichmarks)	94⅝@ 95	95⅛@ 95⅜

United States Bonds.—The Government bond market has been without special feature the past week. There has been only a small inquiry, and the fours show a fractional decline. The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	May 19.	May 21.	May 22.	May 23.	May 24	May 25.
5s, continued at 3½	Q.-Feb.	*102¾	*103	*102¾	*102¾	*102⅝	*102⅝
4½s, 1891	reg. Q.-Mar.	*112⅛	112	*112⅛	*112	*112	*112
4½s, 1891	coup. Q.-Mar.	*113¼	*113¼	113¼	*113⅛	113⅛	*113
4s, 1907	reg. Q.-Jan.	*119¼	*119⅜	*119⅜	119¼	119⅛	*119⅛
4s, 1907	coup. Q.-Jan.	119⅜	119⅜	*119⅜	*119¼	119⅛	119⅛
3s, option U. S.	reg. Q.-Feb.	103⅝	103⅝	103⅝	103½	*103¼	*103¼
6s, cur'cy, 1895	reg. J. & J.	*127	*127	*127	*127	*127	*127
6s, cur'cy, 1896	reg. J. & J.	*128	*128	*128	*128	*128	*128
6s, cur'cy, 1897	reg. J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1898	reg. J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1899	reg. J. & J.	*131	*131	*131	*131	*131	*131

* This is the price bid at the morning board; no *sale* was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
May 19	988,180 68	1,286,290 17	113,996,671 52	7,748,392 08
" 21	1,450,266 39	1,070,858 13	114,343,606 24	7,770,865 63
" 22	982,790 09	1,082,250 64	114,368,709 52	7,646,301 80
" 23	844,554 43	873,870 00	114,340,083 23	7,645,612 52
" 24	770,299 04	720,625 35	114,271,107 00	7,764,262 49
" 25	728,057 68	1,221,237 03	113,816,651 96	7,725,538 18
Total	5,764,148 31	*6,255,131 32		

* Above payments include $229,000 gold certificates taken out of cash.

State and Railroad Bonds.—The decrease in the volume of business noted last week in the railroad bond market, as compared with the preceding week, has not been recovered. There is still a moderate demand from foreign investors for the best class of bonds, but scarcely so large as recently. The most business during the week has been in West Shore bonds, which have remained steady at 79¾ to 80. Atlantic & Pacific incomes close at 31, but were up to 32¾ on Saturday last. Texas & Pacific incomes ranged to-day between 61⅝ and 62⅛, and the bonds of the Rio Grande Division between 82 and 82¼. Canada Southern 5s sell at 98. Boston Hartford & Erie firsts have advanced from 30⅛ last week to 35 this week, and the Wabash general mortgage 6s are up to 78⅛.

For State bonds the market has been very dull all the week. The speculation which was so active a short time ago in the Arkansas railroad issues seems to have entirely disappeared.

The N. Y. Stock Exchange Committee on Securities rule that "hereafter coupon bonds issued to bearer having an endorsement upon them not properly pertaining to them as a security, must be sold specifically as 'endorsed bonds,' and will not be regarded as a good delivery under a sale not so qualified."

Railroad and Miscellaneous Stocks.—The extreme depression in the railroad share market noted last week was continued through the early part of the present week, but an upward re-action took place on Wednesday and Thursday, due mainly, however, to covering by those operating for a decline who had been steadily selling the market down for two weeks, and on Tuesday had depressed prices for many stocks to the lowest point of the year. The upward re-action from the covering of these short sales did induce a little buying from parties who had not before been in the market, but not to a sufficient extent to cause any decided rise; and by Friday the market became lifeless again. A comparison of prices with a week ago shows a general decline of ⅜ to 1 per cent on the general list of active stocks. Almost the only exceptions to this rule are St. Paul Minneapolis & Manitoba, which has declined 7½ per cent, Central Pacific, which has advanced 2 per cent, and Alton & Terre Haute preferred, which has advanced 3 per cent.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING MAY 25, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, May 19.	Monday, May 21.	Tuesday, May 22.	Wednesday, May 23.	Thursday, May 24.	Friday, May 25.	Sales of the Week (Shares).	Range Since Jan. 1, 1883. Lowest.	Highest.	For Full Year 1882. Low.	High
RAILROADS.											
Albany & Susquehanna	....	....	....	....	....	....	.....	128 Feb. 14	132 May 12	126	135
Boston & N. Y. Air-Line, pref.	....	....	....	83¼ 83¼	81¾ 82¼	83 83	205	78 Mar. 28	84¾ May 3	60	80½
Burlington Cedar Rap. & No.	....	....	....	....	....	81 81	21	80 Mar. 23	83 Jan. 5	67	85⅛
Canadian Pacific	60¾ 61¾	60½ 61	60⅝ 60⅞	60⅞ 61¾	61½ 61½	61 61⅝	6,215	58¼ Feb. 23	65½ May 3	.....	.....
Canada Southern	65¼ 66	63¼ 65¼	63¼ 64	63¾ 64⅞	64½ 64⅞	64½ 65	13,100	63¼ May 21	71¾ Jan. 19	44	73
Central of New Jersey	77¼ 77⅞	76¾ 77¾	76⅝ 77½	77½ 79⅛	78⅜ 79⅛	78¾ 79⅜	60,491	68¼ Jan. 8	80⅝ May 8	63¼	97½
Central Pacific	72 73¼	71⅜ 72¼	71¼ 72½	72¼ 75	74⅝ 75⅝	74⅞ 75¼	77,325	71¼ May 22	88 Jan. 5	82⅜	97⅛
Chesapeake & Ohio	*19¾ 21	19½ 19⅞	19⅜ 19⅜	19⅜ 19⅝	*19½ 21½	19⅝ 19⅞	1,125	19⅜ May 22	23¼ Jan. 20	19½	27
Do 1st pref	*30 31½	29½ 30	28½ 28½	30 30	30 30	*29 32	427	28½ May 22	35½ Jan. 20	27¼	41½
Do 2d. pref	*22 24½	22 22	21¾ 21¾	*21⅜ 22	*21½ 22½	22 22	325	21¾ May 22	27 Jan. 20	21	29
Chicago & Alton	....	132½ 132½	133 133	*131½ 133	....	133 133	415	130 Feb. 20	137¼ Jan. 22	127½	145½
Chicago Burlington & Quincy	122⅞ 124	122 123	120⅝ 122¼	121¾ 123	122¾ 123⅝	122¾ 123⅝	18,273	115⅜ Feb. 20	129⅜ Apr. 13	120½	141
Chicago Milwaukee & St. Paul	102⅜ 103¼	100⅞ 102¼	100⅞ 101¾	101⅜ 102⅞	102¼ 103	102⅜ 102⅞	137,110	97⅜ Feb. 20	108½ Jan. 20	96½	128¼
Do pref.	120½ 120½	119½ 119½	119 119	119 119	119½ 120	119⅞ 119⅞	931	116⅜ Feb. 7	122 Jan. 9	114⅜	144¼
Chicago & Northwestern	130⅞ 132	129⅝ 131	128⅝ 129⅞	128⅞ 130⅛	129⅝ 130¼	129⅞ 131	74,950	128⅛ Feb. 2	140⅜ Apr. 12	124	150¾
Do pref.	149½ 150	148¾ 148¾	146¾ 148¼	148 148¾	149 149½	149 149	3,905	143 Feb. 20	157 Apr. 13	136	175
Chicago Rock Island & Pacific	123⅛ 123¼	122⅛ 123	121½ 122½	122⅝ 122⅝	121¾ 122¼	122 122	2,587	118 Feb. 21	127¼ Jan. 5	122	140¼
Chicago St. Louis & Pittsburg	*20 21	*20 21	19⅝ 19⅝	19¾ 20	*20 21	*19½ 20½	700	19⅝ May 22	22 Apr. 21	.....	.....
Do pref.	57⅜ 57⅜	*56½ 57½	57 57	*56 57	57½ 57⅝	57 57	300	54 Apr. 26	57¾ May 16	.....	.....
Chicago St. Paul Minn. & Om.	46 47¾	44 45⅞	44 44⅞	44¾ 46⅛	45½ 46	45⅝ 45¾	16,650	44 May 21	55 Jan. 18	29¾	58¼
Do pref.	104 105	102½ 104	102½ 103¼	103¼ 104½	104 104⅝	....	6,120	102½ May 21	113¼ Jan. 5	97½	117
Cincinnati Sand. & Cleveland	....	....	38 38	....	....	....	100	38 May 22	49½ Mar. 9	44	62
Cleveland Col. Cinn. & Ind	68¼ 68¼	68 68	....	....	69 69⅝	69¾ 69¾	500	67¼ May 17	84 Jan. 5	65½	92¾
Cleveland & Pittsburg, guar.	....	....	130¾ 130¾	....	....	133 133	123	130¾ May 22	142 Jan. 26	133	140
Columbia & Greenville, pref.	65 66½	....	....	....	....	65½ 66	600	31 Feb. 26	68½ May 9	50	104
Columbus Chic. & Ind. Central	*4½ 5¼	*4¼ 5¼	4½ 4½	*4¾ 5½	*4¾ 5½	*4¼ 5½	300	3¼ Jan. 20	7¾ Mar. 5	3⅞	21⅞
Delaware Lackawanna & West.	123⅞ 124⅞	122¾ 123⅞	122 123¼	122¾ 124½	123⅞ 124½	124 124⅝	364,977	118⅛ Feb. 16	131½ Apr. 13	116¼	150¼
Denver & Rio Grande	46⅞ 48⅜	46 46⅞	46 47	46⅜ 47	46⅝ 47½	46¾ 47¼	62,160	39⅞ Jan. 2	51½ May 3	38¼	74⅝
Dubuque & Sioux City	....	82 82	....	*81 84	....	....	100	82 May 21	97 Mar. 12	82	96½
East Tennessee Va. & Ga.	9¼ 9¼	9 9¼	9 9	9¼ 10	9¼ 9¼	9⅛ 9⅛	3,925	8⅛ Feb. 21	11¼ Apr. 13	8	16
Do pref.	18½ 19¼	18⅛ 18⅞	18 18¾	18¼ 18⅞	18¼ 18⅞	18½ 18⅝	24,200	14¾ Feb. 20	23 Apr. 14	15½	26½
Green Bay Winona & St. Paul	*6½ 7½	*7 8	*6½ 7	8 8	8¾ 9⅜	..... 9½	700	5 Feb. 9	10⅞ Apr. 12	6	16
Hannibal & St. Joseph	 43	 43	 42	 42	 42	 42	.....	38 Mar. 6	46¾ Jan. 17	45	110
Do pref.	94½ 94½	95 95	94½ 94½	93 93	*94 97½	*94 95	457	72 Jan. 3	97¾ May 5	72	111¼
Houston & Texas Central	73 73	*68 73	*68 73	*68 73	*68 72	71½ 72	300	71½ May 25	82½ Apr. 5	61	92½
Illinois Central	143 143½	142½ 142⅝	141¾ 142½	142 143	143 143	142¾ 142¾	3,125	141⅝ Jan. 3	147⅞ Apr. 11	127¾	150½
Do leased line	81 81	81 81	....	....	....	....	82	77 Feb. 17	81 Jan. 22	.....	.....
Indiana Bloom'n & Western	27½ 28¼	27 27	26½ 27	27⅜ 27¼	27 27¼	27⅛ 27½	2,300	25 May 17	35½ Apr. 9	30	49½
Lake Erie & Western	27 27½	26⅜ 26⅞	26 26⅛	....	....	....	900	26 Feb. 16	33¼ Jan. 18	23½	45
Lake Shore	108½ 109¼	107¾ 108⅜	107¼ 108⅜	107⅞ 109	108½ 109⅛	108½ 109	79,470	106⅝ Feb. 16	114⅞ Jan. 18	98	120⅛
Long Island	68½ 68½	68 68¼	67½ 67½	....	68¼ 68¼	68 68	1,120	60 Jan. 2	69 Apr. 16	49½	65
Louisville & Nashville	483¼ 493¼	473⅜ 483¼	473⅜ 483⅜	481⅜ 491⅜	48 49	481¼ 491⅜	68,710	473⅜ May 21	581½ Jan. 20	464½	1003¼
Louisville New Albany & Chic	*52 55	 54	*45 54	 54	....	 55	.....	54⅞ Apr. 17	68 Jan. 5	57	78
Manhattan Elevated	*43 45	*42 45	*40 45	43½ 43½	*42 45	*42 45	200	40 Mar. 21	53⅞ Feb. 9	40	60½
Do 1st pref.	*82½ 84	*82½ 85	*82½ 85	*82½ 85	*82½ 85	*82½ 85	.....	81½ Apr. 5	90 Jan. 18	82	98½
Do common	*43 45	*42 45	*40 45	*40 44½	*42 45	*42 45	.....	44½ May 2	53 Feb. 10	40	56
Manhattan Beach Co	....	22 22	....	*21 23	....	....	100	15 Feb. 21	26½ Mar. 15	15	37
Memphis & Charleston	42 42½	40 40	....	42 43	42 42	....	1,400	36 Feb. 19	55 Jan. 8	42¼	82⅜
Metropolitan Elevated	*79 81	*79 80	*79 80	80 80	82 83½	*82½ 84	700	76 May 17	85 Jan. 8	77	93
Michigan Central	93⅛ 93⅝	91½ 93⅛	91½ 92½	92¼ 93½	93 93⅜	93⅛ 93⅝	26,980	90 Feb. 20	100⅛ Jan. 19	77	105
Milwaukee L. Sh. & Western	 13	 13	....	 13	 13	 13	.....	14 May 3	18 Jan. 4	13	21
Do pref.	*43 44	42 42	42 43½	*42½ 44	*42 44	 45	300	42 Mar. 5	48½ Jan. 20	41¾	58¼
Minneapolis & St. Louis	26¼ 26½	*25 27	25⅜ 25⅛	*25 26	*26 27	26½ 26½	400	22⅞ Feb. 20	30¾ Jan. 18	19	36¾
Do pref.	56 56	53¾ 53¾	53 53⅞	53½ 54	*55 57	55 55	1,733	52 Feb. 20	68½ Jan. 18	59	77
Missouri Kansas & Texas	27¾ 28⅞	27⅝ 28	27½ 28¼	28 29	28⅝ 28⅞	28⅝ 29½	23,547	27⅛ May 18	34⅞ Jan. 18	26⅜	42½
Missouri Pacific	101¾ 102¾	101⅜ 102¼	101½ 101⅞	101½ 102⅜	102½ 103	102⅞ 103	18,705	97¾ Feb. 26	106⅞ Apr. 9	86⅜	112½
Mobile & Ohio	*13½ 15	*14 15	15 15	*14½ 15	15 15	15⅛ 15⅜	450	15 Feb. 16	19½ Jan. 5	12	35¾
Morris & Essex	*125¼ 127½	*125 127	125½ 125½	*125 127	*125 127	*125 127½	355	120 Feb. 15	128 May 11	119¼	128
Nashville Chattanooga & St. L.	52 52	....	....	*52 54	....	....	400	50½ May 17	64⅞ Jan. 22	47	87½
New York Central & Hudson	121 121½	120¼ 121	120⅜ 121	120⅞ 121⅜	121⅝ 122⅛	121¾ 122⅛	61,251	120¼ May 18	129⅛ Mar. 10	123⅝	138
New York Chic. & St. Louis	11 11	10⅜ 11	10⅜ 10½	*10⅛ 10¾	10⅞ 10⅞	*10½ 11	813	10 Feb. 2	15½ Jan. 5	10½	17¾
Do pref.	*23½ 23¾	23 23½	23¾ 23¾	23½ 23⅞	*23½ 25	*23 25	800	23 Feb. 7	35 Jan. 4	27	37⅝
New York Elevated	*104 110	*104 110	*100 106	 104	 104	 103	.....	101 Jan. 13	105 Feb. 16	100	109½
New York Lack. & Western	....	88¾ 88¾	....	....	89 89	89¼ 89¼	155	85½ Mar. 1	89½ Mar. 5	.....	.....
New York Lake Erie & West.	34½ 35⅜	34⅜ 34½	34¼ 34⅞	34⅞ 35¾	35⅜ 35⅝	35⅜ 35½	54,420	33⅞ May 18	40⅞ Jan. 18	33¼	43¾
Do pref.	....	79¾ 79¾	....	79 79	....	....	200	75 Feb. 19	83 Jan. 5	67	88¼
New York & New England	34 34	34¼ 34¼	....	....	34½ 34½	34¾ 34¾	400	30⅝ May 17	52¼ Jan. 9	45	60½
New York New Haven & Hart.	....	....	*181 183	*180 182	....	*180 183	.....	169 Jan. 16	181 May 8	168	186
New York Ontario & Western	25¾ 25¾	25 25⅜	25⅜ 25½	25¾ 26⅜	26¼ 26¼	26¼ 26⅜	3,275	24¾ Mar. 2	29⅜ Apr. 14	20½	31⅞
New York Susq. & Western	....	....	....	6½ 6½	....	7 7	400	6½ May 18	8⅝ May 10	.....	.....
Norfolk & Western, pref.	40 40	39½ 39⅞	40¼ 40¼	*39¾ 41	40⅝ 40⅝	41 41	800	37½ Feb. 26	49¾ Jan. 20	44¼	60
Northern Pacific	49¼ 50¼	48¼ 49⅛	48⅛ 48¾	48¾ 49⅝	49⅜ 50¼	49⅞ 50½	65,767	44⅞ Feb. 20	52½ Apr. 13	28¾	54⅜
Do pref.	85½ 87⅜	85 86	85 85¾	85½ 86¾	86½ 87⅛	86⅞ 87⅜	40,753	79⅝ Feb. 20	89⅜ Apr. 11	66¾	100⅜
Ohio Central	10¾ 10⅞	10½ 10½	10¼ 10¼	10½ 11	11 11¼	11¼ 11¼	2,887	9⅛ Feb. 16	14¼ Apr. 13	11⅜	25⅝
Ohio & Mississippi	....	....	....	*32½ 32¾	....	33 33½	500	29 Feb. 14	36¾ Apr. 13	27	42
Ohio Southern	....	....	....	....	....	....	.....	10 Feb. 2	14¾ Apr. 24	11	23½
Oregon & Trans-Continental	81⅞ 83⅛	81⅜ 81⅜	80⅞ 81⅞	81¼ 82⅞	82⅜ 83	82⅝ 83⅜	48,579	79 Feb. 20	89 Jan. 19	60	98¾
Peoria Decatur & Evansville	19 19	18 18	16½ 17¾	17 17¾	18 18¾	19¼ 19½	4,820	16½ May 22	28 Jan. 18	23	39¾
Philadelphia & Reading	52½ 53⅝	51½ 52¾	52 52⅝	52⅜ 53⅝	53¼ 53⅝	52½ 53½	18,500	49⅝ Feb. 20	58½ Jan. 18	46¾	67½
Pittsburg Ft. Wayne & Chic	....	....	132¼ 132¼	*132 132¼	....	132¼ 132¼	170	132¼ May 22	138 Jan. 16	130	139
Rensselaer & Saratoga	....	....	....	....	....	139½ Jan. 3	145 Apr. 25	131½	144
Rich. & Allegh., st'k trust ctfs.	....	....	11 11½	11 11	11 11	....	900	10 Feb. 20	15½ Apr. 16	13	40
Richmond & Danville	62 62½	60 60	60 60	*60 64	62½ 62½	*61½ 64	1,800	47 Jan. 13	67⅝ May 9	52	250
Richmond & West Point	35¾ 37	35⅛ 35¾	35 35¼	35⅛ 35⅞	36¾ 36¾	36⅞ 37	6,600	21 Feb. 16	37 May 8	23	263
Rochester & Pittsburg	20⅜ 20⅜	18⅜ 19¾	18½ 18¾	19 19⅝	19½ 19¾	19⅝ 19⅝	21,898	16¾ Feb. 16	23 Apr. 4	17½	36½
St. Louis Alton & Terre Haute	70 70	*70	*69 70	70 70	70¾ 73	74 74½	1,814	48 Jan. 3	74½ May 25	20½	50
Do pref.	*92 94	*92 93	*91½ 92½	93 93	93½ 94½	95 95	950	87 May 14	103 Apr. 11	55	94½
St. Louis & San Francisco	*31½ 34	*31 34	*30 33	*31 34	*32 34	*32 34	.....	29½ Feb. 28	35 Apr. 14	31	46⅞
Do pref.	53¼ 53¼	*52½ 53½	*52½ 53½	*52½ 53½	53½ 53½	53 53	300	48 Feb. 23	55 May 9	43	66½
Do 1st pref.	*96 98½	*96 98½	*96 99	96½ 96½	*97 98½	*97 98½	50	89 Feb. 28	100½ Jan. 11	79¾	106⅜
St. Paul & Duluth	*35 37	....	*36 38	*35 37	35½ 35½	34¾ 36	400	35 Feb. 15	40⅞ Jan. 9	26	42¾
Do pref.	*94½ 97	....	*93½ 96	*93½ 96	*93½ 96½	*93½ 96½	.....	91 Feb. 20	97½ Jan. 4	68	99¼
St. Paul Minneap. & Manitoba	124 127	123½ 124½	124 124	124 124½	123½ 124	118½ 123⅝	12,230	118½ May 25	169½ Apr. 16	108½	166½
Texas & Pacific	35⅝ 36⅞	34½ 35¾	34¾ 35¾	35⅜ 36⅝	35¾ 36⅜	35¾ 36⅛	50,445	31½ May 21	43 Jan. 18	31	55
Union Pacific	92¾ 94½	91⅞ 92¾	91¼ 92¾	91⅞ 93⅛	92⅝ 93⅛	92¾ 93⅜	285,203	91¼ Feb. 7	104¾ Jan. 18	93¼	119¾
Wabash St. Louis & Pacific	26¾ 27½	25½ 26⅛	25½ 26⅜	26⅛ 26¾	26½ 27¼	26½ 27⅛	10,750	25½ May 21	36¾ Jan. 18	23⅝	39⅞
Do pref.	41⅜ 42⅞	41¼ 41⅝	41¼ 42¼	42 42¾	41⅝ 42⅞	41⅝ 42⅞	47,800	40½ May 17	57½ Jan. 18	45⅞	71⅝
MISCELLANEOUS.											
American Tel. & Cable Co	....	....	67½ 67½	67⅞ 67⅞	66⅞ 66⅞	67 67	202	64⅜ Feb. 26	69½ Jan. 15	65	74
Colorado Coal & Iron	33 33½	....	....	....	....	33 33½	740	28¼ Feb. 7	39⅜ Apr. 16	25	53⅞
Delaware & Hudson Canal	109 109¾	108⅝ 110	109⅛ 109¾	110 110¾	109½ 110½	108¼ 108¼	7,434	105⅜ Feb. 13	112⅜ Apr. 14	102¾	119¾
Homestake Mining Co	16 16	x15⅝ 15⅝	....	....	....	....	225	15 Mar. 6	19 Jan. 19	15⅝	19¾
Mutual Union Telegraph	19 19	....	19 19	20 20	20 20	....	600	17½ Mar. 27	25 Jan. 17	19⅞	30¼
New York & Texas Land Co.	90¼ 90¼	90 90	*90	*91	*91	*92	122	55 Mar. 13	90¼ May 19	37	55
Oregon Improvement Co	....	....	....	....	....	....	.....	80½ Apr. 4	91¼ Mar. 5	.....	.....
Oregon Railway & Nav. Co	....	138 138	138 138	....	....	....	450	132 Feb. 20	144¾ Apr. 12	128	163⅛
Pacific Mail	41½ 42⅜	41⅜ 41¾	41½ 41¾	41½ 42⅜	42⅜ 42½	42⅝ 42⅝	9,630	39 Jan. 25	44⅜ Apr. 9	32¾	48¾
Pullman Palace Car	*127 128	*126¾ 127¾	126½ 126¾	127¼ 127¾	127¾ 127⅞	127¼ 127¼	1,230	117 Feb. 23	130 Apr. 30	117	145
Quicksilver Mining	*8 9	*7½ 8½	*7½ 8½	*7½ 8½	8 8	*7½ 9	100	7⅞ May 10	9½ Mar. 3	5	14¼
Do pref.	*38 40	*38 40	*38 40	*38 40	*38 40	*38 42	.....	37½ Jan. 26	46½ Mar. 6	40	62¼
Standard Consol. Mining	6⅜ 6⅜	6 6	6 6	....	6⅜ 6⅜	....	240	5⅜ Feb. 17	7 Apr. 10	4½	19¾
Western Union Telegraph	81¼ 82⅛	81⅛ 81¾	81¼ 81⅝	81⅝ 82⅜	82⅛ 82⅜	82⅜ 82⅝	31,559	79¼ Feb. 5	85½ Mar. 13	76⅛	93⅜
EXPRESS.											
Adams	127½ 128½	128½ 128½	*125 130	*126 130	*128 130	*126 130	275	126½ May 5	135 Jan. 5	133	149½
American	93¼ 93¼	93½ 93½	*92 93	92 93	92⅛ 92⅞	93 93¼	355	88 Mar. 16	93½ May 9	90	97½
United States	*57½ 60	*57 60	*55 60	60 60	60 61½	*60 65	358	55½ May 17	65½ Jan. 6	62	80¼
Wells, Fargo & Co	*123 125	*123 125	*123 125	124 124	124¾ 125	*124 125	60	122 Feb. 19	126 Jan. 8	125	132
COAL AND MINING.											
Consolidation Coal	*24 27	*24 28	....	*24 28	....	*24 28	.....	24 May 18	27⅝ Jan. 19	27½	36⅞
Little Pittsburg Mining	....	....	....	....	....	....	.....	....	....	1⅛	2¼
Mariposa Land and Mining	....	....	....	....	....	....	.....	....	....	1¼	2½
Maryland Coal	....	....	....	....	....	....	.....	15 Apr. 13	17 Jan. 15	13	26
New Central Coal	....	*12 13	*12 13	....	....	*12 13	.....	12½ Mar. 27	14 Jan. 4	13½	23
Ontario Silver Mining	....	....	....	....	....	....	.....	18 Feb. 10	35½ Jan. 8	33	40
Pennsylvania Coal	....	....	....	....	....	....	.....	270 Feb. 2	270 Feb. 2	240	245
Cameron Coal	....	....	....	....	....	....	.....	14 Feb. 27	18 Jan. 3	18	37¼
Central Arizona Mining	....	....	....	....	....	....	.....	¼ Mar. 26	½ Jan. 12	½	1⅝
Deadwood Mining	....	....	....	....	....	....	.....	....	....	4	6¾
Excelsior Mining	....	....	....	....	....	....	.....	....	....	¼	2⅞
Robinson Mining	....	....	....	....	....	....	.....	....	....	1	4
Silver Cliff Mining	....	....	....	....	....	....	.....	....	....	2	2¾
Stormont Mining	....	....	....	....	....	....	.....	....	....	1½	1½

* These are the prices bid and asked; no sale was made at the Board. † Ex-privilege.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama—		
Class A, 3 to 5, 1906	83	84¼
Class A, 3 to 5, small	84	.....
Class B, 5s, 1906	102¾	105
Class C, 4s, 1906	84½	86
6s, 10-20s, 1900	107	.....
Arkansas—		
6s, funded, 1899-1900	12	17
7s, L. Rock & Ft. S. 1st	40	.....
7s, Memp. & L. Rock RR	43	.....
7s, L. R. P. B. & N. O. RR	42	45
7s, Miss. O. & R. R. RR.	40	.....
7s, Arkansas Cent. RR.		.....
Connecticut—6s, 1883-4	102½	.....
Georgia—6s, 1886	102	.....
7s, new, 1886	107	.....
7s, endorsed, 1886	107	.....
7s, gold, 1890	114⅜	118
Louisiana—		
7s, consol., 1914	64¾	65⅛
7s, small	60	.....
Louisiana—Continued—		
Ex matured coupon	58	59
Michigan—		
7s, 1890	116	*
Missouri—		
6s, due 1883	102½	.....
6s, due 1886	107½	.....
6s, due 1887	109	.....
6s, due 1888	110	.....
6s, due 1889 or 1890	112½	.....
Asyl'm or Univ., due '92	111	.....
Funding, 1894-95	117½	.....
Hannibal & St. Jo., '86	109	.....
Do do '87	109	.....
New York—		
6s, gold, reg., 1887	110	.....
6s, gold, coup., 1887	110	.....
6s, loan, 1892	112	.....
6s, loan, 1892	*115	.....
6s, loan, 1893	117	.....
N. Carolina—6s, old, J. & J.	30	33
6s, old, A. & O.	30	33
N. Carolina—Continued—		
No Carolina RR, J. & J	155	.....
Do A. & O	155	.....
Do 7 comp'n off, J. & J	130	.....
Do 7 comp'n off, A. & O	130	.....
Funding act, 1866 1900	10	12
Do 1868 1898	10	12
New bonds, J. & J., 92-8	18	.....
Do A. & O	16	.....
Chatham RR	3½	6
Special tax, class 1, '98-9	5	.....
Do class 2	5	.....
Do to W. N. C. RR.	4½	.....
Do Western RR.	4	6½
Do Wil. C. & Ru. R.	4	6½
Do W'n. & Tar R.		.....
Consol. 4s, 1910	70½	80½
Small	78	.....
Ohio—		
6s, 1886	109	.....
Rhode Island—		
6s, coupon, 1893-99	118	.....
South Carolina—		
6s, Act Mar. 23, 1869	3½	5
non-fundable, 1888		
Brown consol'n 6s, 1893	104	105
Tennessee—6s, old, 1892-8	38½	40
6s, new, 1892-8 1900	38½	40
6s, new series, 1914	40½	40
Compromise, 3-4-5-6s, 19-2	44	45
Virginia—6s old	38	.....
6s, new, 1866	35	.....
6s, new, 1867	35	.....
6s, consol bonds	50	.....
6s, ex matured coupon	37	.....
6s, consol., 2d series	48	.....
6s, deferred	10	12
District of Columbia—		
3.65s, 1924	.....	.....
Small bonds	.....	.....
Registered	.....	.....
Funding 5s, 1899	.....	.....
Do small	.....	.....
Do registered	.....	.....

RAILROAD BONDS.

Railroad Bonds. (Stock Exchange Prices.)		
Ala. Central—1st, 6s, 1918	.....	99½
Alleg'y Cen.—1st, 6s, 1922	.....	.....
Atch. T. & S. Fe—4½, 1920	.....	.....
Sinking fund, 6s, 1911	.....	.....
Atl. & Pac.—1st, 6s, 1910	99⅜	99¾
Balt. & O.—1st, 6s, Prk. Br.	113	.....
Bost. Hartf. & E.—1st, 7s	34½	35½
Guaranteed	.....	.....
Bur. C. Rap. & No.—1st, 5s	101¾	.....
Minn. & St. L.—1st, 7s, gu	120	.....
Iowa C. & West.—1st, 7s	.....	.....
C. Rap. Ia. F. & N.—1st, 6s	.....	.....
1st, 5s, 1921	.....	.....
Buf. N. Y. & Phil.—1st, 6s	.....	103
Central Iowa—1st, 7s, '90	*	110
Char. Col. & Aug.—1st, 7s	*110	.....
Ches & Ohio—Pur. m'y fd.	.....	115
6s, gold, series A, 1908	*109	.....
6s, gold, series B, 1908	91¼	91½
6s, currency, 1918	50½	52
Mortgage 6s, 1911	*119½	.....
Chicago & Alton—1st, 7s	112	.....
Sinking fund, 6s, 1903	116	.....
La. & Mo. Riv.—1st, 7s	115	117½
2d, 7s, 1900	.....	.....
St. L. Jack. & Chic.—1st	.....	.....
1st, guar. (564), 7s, '94	.....	.....
2d (360), 7s, 1898	.....	.....
2d, guar. (188), 7s, '98	.....	.....
Miss. R. Br'ge—1st, s. f. 6s	.....	.....
C. B. & Q.—Consol. 7s, 1903	128½	.....
5s, sinking fund, 1901	.....	.....
Ia. Div.—S. F., 5s, 1919	*102	.....
S. F., 4s, 1919	86¼	87½
Denver Div.—4s, 1922	85½	86
4s, 1921	.....	.....
C. R. I. & P.—6s, cp., 1917	125¾	126½
6s, reg., 1917	125	.....
Keo. & Des M.—1st, 5s	104	.....
Central of N. J.—1st, '90	115	117
1st consol. assented, '99	113¾	.....
Conv., assented, 7s, 1902	111	112
Adjustment, 7s, 1903	*104	.....
Leh. & W. B.—Con. g'd. 4s	104¼	101¾
Am. D'k & Imp.—5s, 1921	88	90
C. M. & St. P.—1st, 8s. P. D.	130½	131¾
2d, 7 3-10, P. D., 1898	120½	.....
1st, 7s, $ g., R. D., 1902	.....	.....
1st, La C. Div., 7s, 1893	119	120
1st, I. & M., 7s, 1897	121	122½
1st, I. & D., 7s, 1899	120	.....
1st, C. & M., 7s, 1903	122	.....
Consol. 7s, 1905	121½	.....
2d, 7s, 1884	100½	.....
1st, 7s, I. & D. Ext., 1908	*122½	123½
S. W. Div., 1st, 6s, 1909	108¼	.....
1st, 5s, La C. & Dav., 1919	*	97
1st, S. Minn. Div. 6s, 1910	108	108½
1st, H. & D., 7s, 1910	.....	120½
Ch. & Pac. Div., 6s, 1910	112	112¾
1st, Chic. & P. W., 5s, 1921	95½	.....
Min't Pt. Div., 5s, 1910	.....	.....
C. & L. Sup. Div., 5s, 1921	.....	.....
Wis. & Min. D., 5s, 1921	90⅞	91¼
C. & N'west—S. fd., 7s, '85	*105	.....
Interest bonds, 7s, 1883	*100¾	101
Consol. bonds, 7s, 1915	*131	133½
Extens'n bonds, 7s, '85	*104½	105½
1st, 7s, 1885	*106½	.....
Coupon, gold, 7s, 1902	126	126¼
Reg., gold, 7s, 1902	126	126¼
Sinking fund, 6s, 1929	.....	.....
Sinking fund, reg.	.....	110
Sinking fund, 5s, 1929	*101	.....
Sinking fund, reg.	.....	.....
Escan'a & L. S.—1st, 6s	*	114
Des M. & Min's—1st, 7s	.....	.....
Iowa Midland—1st, 8s	.....	.....
Peninsula—1st, conv. 7s	120	.....
Chicago & Mil.—1st, 7s	.....	123
Win. & St. P.—1st, 7s, '87	.....	109¾
2d, 7s, 1907	*120	.....
Mil. & Mad.—1st, 6s, 1905	*110½	.....
C. C. C. & Ind's—1st, 7s, s. f.	120½	122
Consol. 7s, 1914	*123	125½
C. St. P. M. & O.—Consol., 6s	109	109½
C. St. P. & M.—1st, 6s, 1918	*	114
N. Wis.—1st, 6s, 1930	.....	.....
St. P. & S. C.—1st, 6s, 1919	*112	.....
Chic. & E. Ill.—1st, s. f., cur.	100	102
Chic. St. L. & P.—1st, con 5s	.....	.....
1st, con., 5s, reg., 1932	.....	.....
Col. & Green.—1st, 6s, 1916	.....	.....
2d, 6s, 1926	.....	.....
Col. H. Val. & Tol.—1st, 5s	83	84
Del. L. & W.—7s, conv., '92	.....	.....
Mortgage 7s, 1907	*127	.....
Syr. Bing. & N. Y.—1st, 7s	.....	125
Morris & Essex.—1st, 7s	135	.....
2d, 7s, 1891	*114½	117
Bonds, 7s, 1900	120	121¾
7s of 1871, 1901	125	.....
1st, consol., guar. 7s	116¼	117
N. Y. Lack. & W.—1st, 6s	104	.....
Del. & H.—1st, 7s, 1884	116	117
7s, 1891	.....	.....
1st, ext., 7s, 1891	115¾	.....
Coup., 7s, 1894	116	.....
Reg., 7s, 1894	.....	.....
Del. & H.—Continued—		
1st, Pa. Div., cp., 7s, 1917	123	.....
Pa. Div., reg., 7s, 1917	.....	.....
Alb. & Susq.—1st, 7s	*104½	.....
2d, 7s, 1885	.....	122½
1st, cons., guar. 7s, 1906	*	113
1st cons., 6s, 1906	.....	.....
Rens. & Sar.—1st, coup.	136	.....
1st, reg., 1921	136	.....
Denv. & Rio Gr.—1st, 1900	110	110½
1st consol., 7s, 1910	97	98
Denv. So. P. & Pac.—1st, 7s	95	98
Det. Mac. & Marq.—1st, 6s	.....	.....
Land grant, 3½, s. A.	.....	.....
E. T. Va. & G.—1st, 7s, 1900	119	.....
1st, cons., 5s, 1930	78	78½
Divisional 5s, 1930	*94	.....
Eliz. C. & N.—S. f., deb. c. 6s	*	82
1st, 6s, 1920	*	82
Eliz. Lex. & Big S.—6s	.....	95
Erie—1st, extended, 7s	121	124
2d, extended, 5s, 1919	108½	.....
4th, extended, 5s, 1920	*106	.....
5th, 7s, 1888	110	.....
1st cons., gold, 7s, 1920	126⅛	127
1st cons., fd. coup., 7s	.....	.....
Reorg., 1st lien, 6s, 1908	.....	105
Long Dock b'ds, 7s, '93	117	.....
Buf. N. Y. & E.—1st, 1916	130	.....
N. Y. L. E. & W.—New 2d 6	98	99
2d, consol., fd. cp., 5s	.....	93
Buf. & S. W.—M. 6s, 1908	.....	.....
Ev. & T. H.—1st, cons., 6s	100	101
Fl't & P. M'rq.—M. 6s, 1920	109	111
Gal. Har. & S. Ant.—1st, 6s	104½	.....
2d, 7s, 1905	.....	.....
Mex. & Pac.—1st, 6s	.....	.....
2d, 6s, 1931	.....	.....
Gr'n Bay W. & S. P.—1st, 6s	.....	85
Gulf Col. & S. Fe—7s, 1909	112¾	113¼
Han. & St. Jos.—8s, conv.	106	.....
Consol. 6s, 1911	110	111
Hous. & T. C.—1st, M. L., 7s	110½	.....
1st, West. Div., 7s	106½	.....
1st, Waco & N., 7s	114	116
2d consol., main line, 8s	119	.....
2d, Waco & No., 8s, 1915	.....	.....
General, 6s, 1921	*	98⅞
Hous. E. & W. Tex.—1st, 7s	.....	.....
Ill. Cent.—Sp. Div.—Cp. 6s	.....	.....
Middle Div.—Reg., 5s	*106	.....
C. St. L. & N. O.—Ten. l., 7s	*116	.....
1st consol., 7s, 1897	116	117
2d, 7s, 1907	*	125
Gold, 5s, 1951	106⅝	.....
2d Div., 7s, 1894	.....	.....
Ced. F. & Minn.—1st, 7s	*	115
Ind. Bl. & W.—1st pref. 7s	118	120
2d, 4-5-6s, 1909	.....	88
2d, 4-5-6s, 1909	70	74
East'n Div.—6s, 1921	92⅝	93
Indianap. D. & Spr.—1st, 7s	*	100
2d, 5s, 1911	.....	.....
Int. & Gt. No.—1st, 6s, gold	.....	109
Coupon, 6s, 1909	85¾	86
Kent'ky Cen.—M., 6s, 1911	.....	.....
Lake Shore & Mich. So.—	.....	.....
Mich S. & N. I.—S. fd., 7s	104	.....
Cleve. & Tol.—Sink. fd.	*	107
New bonds, 7s, 1886	*	107½
Cleve. P. & Ash.—7s	111	.....
Buff. & Erie—New bds.	122½	.....
Kal. & W. Pigeon—1st	.....	.....
Det. M. & T.—1st, 7s, 1906	.....	.....
Lake Shore—Div. bonds	.....	122½
Consol., coup., 1st, 7s	*	126½
Consol., reg., 1st, 7s	*124½	.....
Consol., coup., 2d, 7s	121½	.....
Consol., reg., 2d, 7s	.....	.....
Long Isl. R.—1st, 7s, 1898	.....	.....
1st consol., 5s, 1931	97¼	.....
Louisv. & N.—Cons. 7s, '98	117	.....
2d, 7s, gold, 1883	100	.....
Cecilian Br'ch—7s, 1907	102½	.....
N. O. & Mob.—1st, 6s 1930	90	.....
E. H. & N.—1st, 6s, 1919	91½	93
General, 6s, 1930	.....	.....
Pensac'la Div.—6s, 1920	.....	.....
St. L. Div.—1st, 6s, 1921	.....	.....
2d, 3s, 1980	*45	.....
Nashv. & Dec.—1st, 7s	*116	116½
S. & N. Ala.—S. f., 6s, 1910	.....	.....
Leban'n-Knox—6s, 1931	100	.....
Louisv. C. & L.—6s, 1931	100	.....
L. Erie & W.—1st, 6s, 1919	98	100
Sandusky Div.—6s, 1919	.....	98
Laf. Bl. & M.—1st, 6s, 1919	97	99
Louisv. N. Alb. & C.—1st, 6s	101½	102½
Manhat. B'ch Co.—7s, 1909	.....	88
N. Y. & M. B'h—1st, 7s, '97	.....	125
Marietta & Cin.—1st, 7s,	.....	.....
1st, sterling	.....	.....
Metr'p'lit'n El.—1st, 1908	98¼	99
2d, 6s, 1899	83	84
Mex. Cen.—1st, 7s, 1911	*71	.....
Mich. Cent.—Con. 7s, 1902	122⅝	123¼
Consolidated 5s, 1902	103	.....
6s, 1909	.....	.....
Coupon, 5s, 1931	102½	.....
Registered, 5s, 1931	102½	.....
Jack. Lan. & Sag.—6s, '91	.....	.....
Mil. & No.—1st, 6s, 1910	.....	98
Mil. L. S. & W.—1st, 6s, 1921	99¼	99¾
Minn. & St. L.—1st, 7s, 1927	119¾	.....
Iowa Ext.—1st, 7s, 1909	117¾	.....
2d, 7s, 1891	100	.....
S'thw. Ext.—1st, 7s, 1910	113	113¼
Pac. Ext.—1st, 6s, 1921	100½	100¾
Mo. K. & T.—Gen., 6s, 1920	.....	84½
Cons. 7s, 1904-5-6	108⅛	108½
Cons. 2d, income, 1911	.....	59¾
H. & Cent. Mo.—1st, '90	*106	106½
Mobile & Ohio.—New, 6s	*	110
Collat. Trust, 6s, 1892	.....	.....
Morgan's La. & T.—1st, 6s	118	119
Nash. Chat. & St. L.—1st, 7s	.....	.....
2d, 6s, 1901	107¼	108
N. Y. Central—6s, 1887	102⅞	103
Deb. certs, extd. 5s	130	130¾
N. Y. C. & H.—1st, cp., 7s	130	131
1st, reg., 1903	107	.....
Huds. R.—7s, 2d, s. f., '85	97¾	98
Can. So.—1st, int. g'ar. 5s	*126½	127¼
Harlem—1st, 7s, coup.	.....	128
1st, 7s, reg., 1900	117½	118
N. Y. Elev'd—1st, 7s, 1906	.....	.....
N. Y. Pa. & O.—Pr. l'n, 6s, '95	48	49
N. Y. C. & N.—Gen., 6s, 1910	47½	48
Trust Co., receipts	.....	.....
N. Y. & New Eng.—1st, 7s	.....	.....
1st, 6s, 1905	102⅝	103
N. Y. C. & St. L.—1st, 6s, 1921	79¾	79⅞
N. Y. W. Sh. & Buf.—Cp. 5s	81⅛	81½
N. Y. Susq. & W.—1st, 6s	66	69
Debenture, 6s, 1897	92½	93
Midland of N. J.—1st, 6s	.....	.....
Nevada Cent.—1st, 6s	106¼	106½
N. Pac.—G. l. g., 1st. cp. 6s	.....	.....
Registered, 6s, 1921	.....	59
N. O. Pac.—1st, 6s, g., 1920	100½	101
Norf. & W.—G'l, 6s, 1931	*117	.....
Ohio & Miss.—Consol. s. f.	*117	.....
Consolidated 7s, 1898	*122½	.....
2d consolidated 7s, 1911	.....	119
1st, Springfield Div., 7s	87	91
Ohio Central—1st, 6s, 1920	*85	87
1st Ter'l Tr., 6s, 1920	.....	.....
1st Min'l Div., 6s, 1921	82	84
Ohio So.—1st, 6s, 1921	97	.....
Oreg'n & Cal.—1st, 6s, 1921	94⅞	95
Or. & Trans'l—6s, '82-1922	95	95½
Oreg. Imp. Co.—1st, 6s	.....	.....
Panama—S. f., sub. 6s, 1910	98	102
Peoria Dec. & Ev.—1st, 6s	*	100
Evans. Div., 1st, 6s, 1920	100	102
Peoria & Pek. U'n—1st, 6s	114½	115
Pac. R Rs.—Cen. P.—G., 6s	109	.....
San Joaquin Branch	104½	.....
Cal. & Oregon—1st, 6s	*103	.....
State Aid bds., 7s, '84	103¼	.....
Land grant bonds, 6s	*110½	.....
West. Pac.—Bonds, 6s	104⅝	105½
So. Pac. of Cal.—1st, 6s	114⅜	114¾
Union Pacific—1st, 6s	107⅜	108
Land grants, 7s, '87-9	116½	117
Sinking funds, 8s, '93	.....	116½
Registered 8s, 1893	106	.....
Collateral Trust, 6s	93½	94½
do 5s, 1907	103	110½
Kans. Pac.—1st, 6s, '95	110	110½
1st, 6s, 1896	106¾	107
Den. Div., 6s, as'd, '99	.....	99
1st consol., 6s, 1919	.....	.....
C. Br. U. P.—F. c., 7s, '95	90¾	.....
At. C. & P.—1st, 6s, 1905	.....	92
At. J. Co. & W.—1st, 6s	98½	99
Oreg. Short L.—1st, 6s	104½	.....
Ut. So.—Gen., 7s, 1909	100½	.....
Exten., 1st, 7s, 1909	*	105¼
Mo. Pac.—1st, cons., 6s	.....	117
3d, 7s, 1906	.....	108½
Pacific of Mo.—1st, 6s	114	.....
2d, 7s, 1891	98	.....
St. L. & S. F.—2d, 6s, cl. A	97	97½
3-6s, class C, 1906	96	.....
3-6s, class B, 1906	.....	.....
1st, 6s, Peirce C. & O.	*102	.....
Equipment, 7s, 1895	*	100⅞
Gen. mort., 6s, 1931	105	105½
So. Pac. of Mo.—1st	106	107
Tex. & Pac.—1st, 6s, 1905	94	98
Consol., 6s, 1905	61⅞	62½
Income & Ld. gr., reg.	82	82⅝
1st, Rio G. Div., 6s, 1930	.....	.....
Pennsylvania RR.—	96	96½
Pa. Co's gu. r. 4½s, 1st c.	.....	96⅜
Registered, 1921	.....	.....
Pitt. C. & St. L.—1st, c. 7s	.....	.....
1st, reg., 7s, 1900	.....	.....
2d, 7s, 1913	138	.....
Pitts. Ft. W. & Ch.—1st	132	135
2d, 7s, 1912	128	130½
3d, 7s, 1912	122½	125
Clev. & Pitts.—Cons. s. f.	109¾	.....
4th, sink. fd., 6s, 1892	150	.....
Col. C. & I. C.—1st, consol.	.....	.....
2d consol., 7s, 1909	.....	.....
1st, Tr'st Co. ctfs., ass'd	.....	.....
2d, Tr'st Co. ctfs., ass'd	130	.....
1st, Tr't Co. ctfs. suppl.	.....	.....
St. L. V. & T. H.—1st, g., 7s	.....	.....
2d, 7s, 1898	.....	.....
2d, guar., 7s, 1898	.....	.....
Pitts. B. & B.—1st, 6s, 1911	*	92
Rome W. & Og.—Con. 1st.	68	69
Roch. & Pitt.—1st, 6s, 1921	*104	.....
Rich. & Al.—1st, 7s, 1920	80	81
Rich. & Danv.—Cons. g., 6s	97¼	98
Debenture 6s, 1927	89½	89¾
Incomes, 1900	.....	.....
Scioto Val.—1st, cons., 7s	90	95
St. L. & Iron Mt.—1st, 7s	114½	114¾
2d, 7s, 1897	*	105½
Arkansas Br.—1st, 7s	109	111
Cairo & Fulton—1st, 7s	109¼	109½
Cairo Ark. & T.—1st, 7s	109⅜	110
Gen. r'y & l. gr., 5s, 1931	75½	76
St. L. Alton & T. H.—1st	115	115⅝
2d, pref., 7s, 1894	109	.....
2d, income, 7s, 1894	102	103
Bellev. & S. Ill.—1st, 8s	.....	.....
St. P. Minn. & Man.—1st, 7s	109¾	.....
2d, 6s, 1909	.....	108½
Dakota Ext.—6s, 1910	107½	108
Min'a Un.—1st, 6s, 1922	.....	.....
St. P. & Dul.—1st, 5s, 1931	.....	.....
So. Car. Ry.—1st, 6s, 1920	102½	103½
2d, 6s, 1931	97½	99
Tex. Cen.—1st, s. f., 7s, 1909	107	109
1st mort., 7s, 1911	107	109
Tol. Del. & Bur.—Main, 6s	*	50
1st, Dayt. Div., 6s, 1910	.....	.....
1st, Ter'l trust, 6s, 1910	.....	.....
Va. Mid.—M. inc., 6s, 1927	61	65
Wab. St. L. & P.—Gen'l, 6s	78½	.....
Chic. Div.—6s, 1910	80	82
Hav. Div.—6s, 1910	*	85
Tol. P. & W.—1st, 7s, 1917	106	107½
Iowa Div.—6s, 1921	.....	88
Ind'polis Div.—6s, 1921	.....	.....
Detroit Div.—6s, 1921	.....	.....
Cairo Div.—5s, 1931	.....	82⅞
Wabash—M., 7s, 1909	.....	93
Tol. & W.—1st, ext., 7s	106½	.....
1st, St. L. Div., 7s, '89	99¾	100⅝
2d, ext., 7s, 1893	98	99
Equip. b'ds, 7s, 1883	*70	80
Consol. conv., 7s, 1907	.....	96
Gt. West.—1st, 7s, '88	105	107
2d, 7s, 1893	98⅛	99
Q. & T.—1st, 7s, 1890	*100	.....
Han. & Naples—1st, 7s	.....	.....
Ill. & So. Ia.—1st Ex., 6s	.....	.....
St. L. K. C. & N.—R. e. 7s	.....	107
Om. Div.—1st, 7s	.....	.....
Clar'da Br.—6s, 1919	.....	97½
St. Chas. Br.—1st, 6s	.....	91
No. Missouri—1st, 7s	121	.....
West. Un. Tel.—1900, cp.	.....	114
1900, reg.	112¼	114
N. W. Telegraph—7s, 1904	.....	.....
Mut. Un. T.—S. F., 6s, 1911	87¼	87½
Spring Val. W. W.—1st, 6s	.....	.....
Oregon RR. & N.—1st, 6s	110	110½

INCOME BONDS.

(Interest payable if earned.)

Ala. Cent.—Inc. 6s, 1913	.....	.....
Alleg'y Cent.—Inc., 1912	.....	.....
Atl. & Pac.—Inc., 1910	31	31⅝
Central of N. J.—1908	93	95
Col. C. & I. C.—Inc. 7s, '90	.....	.....
Reorg'n Tr'st Co. Cert.	74¼	80
Cent. Ia.—Coup. debt ctfs.	.....	.....
Ch. St. P. & M.—L. g. inc., 6s	.....	.....
Chic. & E. Ill.—Inc., 1907	.....	.....
Des M. & Ft. D.—1st, inc., 6s	.....	.....
Det. Mac. & Marq.—Inc.	.....	.....
E. T. V. & Ga.—Inc., 6s, 1931	36	38
El. C. & No.—2d, inc., 1970	.....	.....
G. Bay W. & St. P.—2d, inc.	20	24
Ind. Bl. & W.—Inc., 1919	*	49
Consol., Inc., 6s, 1921	.....	47
Ind's Dec. & Spr'd—2d inc	.....	.....
Trust Co. certificates	.....	.....
Leh. & Wilkesb. Coal—'88	.....	.....
Lake E. & W.—Inc. 7s, '99	*	43
Sand'ky Div.—Inc., 1920	.....	35
Laf. Bl. & Mun.—Inc. 7s, '99	38	.....
Mil. L. S. & W.—Incomes	.....	82
Mob. & O.—1st pref. deben.	69	.....
2d pref. debentures	.....	47
3d pref. debentures	*	40
4th pref. debentures	.....	.....
N. Y. Lake E. & W.—Inc. 6s	*78	96
N. Y. P. & O.—1st inc. ac. 7s	*	.....
Ohio Cent.—Income, 1920	.....	30
Min't Div.—Inc. 7s, 1921	.....	.....
Ohio So.—2d inc., 6s, 1921	.....	23
Ogdens. & L. C.—Inc., 1920	.....	.....
Small	.....	55
Peoria D. & Ev.—Inc., 1920	.....	.....
Evans. Div.—Inc., 1920	.....	.....
Peoria & Pek. Un.—Inc., 6s	.....	.....
Roch. & Pitts.—Inc., 1921	*35½	45
Rome W. & Og.—Inc., 7s,	*26	40
So. Car. Ry.—Inc., 6s, 1931	66½	67½
St. L. & I. M.—1st, 7s, pr. l. a	*121½	.....
2d, 6s, int. accumulative	*118½	.....
St. G'l. & Ry.—Ser. B., inc. '94	.....	.....
Plain incomes, 6s, 1896	.....	37
Sterling Mt. Ry.—Inc., '95	.....	.....
St. L. A. & T. H.—Div. bds	.....	75
Tol. Del. & B.—Inc., 6s, 1910	*20	.....
Dayton Div.—6s, 1910	.....	.....
Tex. & St. L.—L. e., inc. 1920	.....	.....

* No price Friday—these are latest quotations made this week.

† Coupons on since 1869

New York Local Securities.

Bank Stock List.

COMPANIES. Marked thus (*) are not National.	Par.	PRICE. Bid.	Ask.
America*	100	.....	160
Amer. Exchange	100	.....	.....
Broadway	25	.....	.....
Butchers' & Drov's'	25	.....	.....
Central	100	.....	130
Chase	100	.....	.....
Chatham	25	140	150
Chemical	100	.....	.....
Citizens'	25	.....	.....
City	100	.....	.....
Commerce	100	152½	.....
Continental	100	120	123½
Corn Exchange*	100	.....	.....
East River	25	120	.....
Eleventh Ward*	25	.....	.....
Fifth	100	.....	.....
Fifth Avenue*	100	.....	.....
First	100	.....	.....
Fourth	100	.....	130
Fulton	30	120	.....
Gallatin	50	.....	.....
Garfield	100	110	.....
German American*	75	97	99
German Exchange*	100	.....	.....
Germania*	100	.....	.....
Greenwich*	25	.....	.....
Hanover	100	147	148
Imp. & Traders'	100	278	.....
Irving	50	.....	.....
Leather Manuf'rs'	100	150	.....
Manhattan*	50	151	155
Marine	100	150	.....
Market	100	.....	.....
Mechanics'	25	.....	.....
Mechanics' & Trads'	25	100	.....
Mercantile	100	115	.....
Merchants'	50	129	131
Merchants' Exch	50	.....	100
Metropolis*	100	.....	.....
Metropolitan	100	.....	.....
Murray Hill*	100	.....	.....
Nassau*	100	122½	.....
New York	100	.....	.....
New York County	100	.....	.....
N. Y. Nat. Exch	100	.....	.....
Ninth	100	.....	.....
North America*	70	.....	.....
North River*	30	.....	.....
Oriental*	25	.....	.....
Pacific*	50	160½	.....
Park	100	165	167
People's*	25	.....	.....
Phenix	20	100½	.....
Produce*	50	.....	.....
Republic	100	.....	140
St. Nicholas*	100	.....	.....
Seventh Ward	100	.....	125
Second	100	.....	.....
Shoe & Leather	100	.....	.....
State of New York*	100	.....	.....
Third	100	.....	.....
Tradesmen's	40	.....	114
Union	50	157	.....
United States	100	.....	.....
Wall Street	50	103½	104
West Side*	100	.....	.....

Insurance Stock List.

[Prices by E. S. Bailey, 7 Pine St.]

COMPANIES.	Par.	PRICE. Bid.	Ask.
American	50	145	150
Amer. Exchange	100	107	111
Bowery	25	150	160
Broadway	25	170	175
Brooklyn	17	160	167
Citizens'	20	140	150
City	70	113	120
Clinton	100	120	125
Commercial	50	90	97
Continental	100	235	245
Eagle	40	240	250
Empire City	100	70	80
Exchange	30	85	100
Farragut	50	117	125
Firemen's	17	70	80
Firemen's Trust	10	75	80
Franklin & Emp	100	108	115
German-American	100	190	198
Germania	50	140	145
Globe	50	110	120
Greenwich	25	240	280
Guardian	100	60	65
Hamilton	15	110	115
Hanover	50	130	135
Hoffman	50	75	85
Home	100	142	145
Howard	50	70	75
Importers' & Trad's'	50	80	90
Irving	100	60	70
Jefferson	30	125	130
Kings C'nty (Bkn.)	20	190	200
Knickerbocker	40	75	80
Lamar	100	65	70
Long Isl'd (B'klyn)	50	110	112½
Lorillard	25	55	60
Manufac. & Build	100	107	113
Manhattan	100	1	5
Mech. & Traders'	25	120	125
Mechanics' (Bklyn)	50	130	140
Mercantile	50	60	65
Merchants'	50	100	105
Montauk (Bklyn.)	50	103	106
Nassau (Bklyn.)	50	135	150
National	37½	82	90
N. Y. Equitable	35	145	150
N. Y. Fire	100	70	75
N. Y. & Boston	100	1	6
New York City	100	60	65
Niagara	50	155	165
North River	25	103	108
Pacific	25	160	167
Park	100	110	117
Peter Cooper	20	155	165
People's	50	108	115
Phenix	50	140	143
Relief	50	58	65
Republic	100	75	85
Rutgers'	25	120	125
Standard	50	100	105
Star	100	67	71
Sterling	100	55	60
Stuyvesant	25	120	126
Tradesmen's	25	65	70
United States	25	127	132
Westchester	10	120	126
Williamsburg City	50	215	225

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date. *	Bid.	Ask.
Brooklyn Gas-Light	25	2,000,000	Var's	5	May, '83	107	109
Citizens' Gas-L. (Bklyn)	20	1,200,000	Var's	3	Jan., '83	77	80
Bonds	1,000	315,000	A. & O.	3½	April, '83	105	110
Harlem	50	1,850,000	F. & A	3	Feb. '83	98	100
Jersey City & Hoboken	20	750,000	J. & J.	7½	Jan., '83	155	165
Manhattan	50	4,000,000	J. & J.	5	May, '83	232	236
Metropolitan	100	2,500,000	M. & S.	6	May, '83	187	189
Bonds	500	750,000	F. & A.	3	.....	105	110
Mutual (N. Y.)	100	3,500,000	Quar.	2½	April, '83	116	117
Bonds	1,000	1,500,000	M. & N.	6	1982	104	106
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '82	60	65
Scrip	Var's	700,000	M. & N.	3½	May, '83	90	95
New York	100	4,000,000	M. & N.	5	May, '83	121	123
People's (Bklyn.)	10	1,000,000	J. & J.	3½	Jan., '76	50	55
Bonds	1,000	375,000	M. & N.	3½	May, '83	106	110
Bonds	Var's	125,000	Var's	3	April, '83	90	95
Central of New York	50	466,000	F. & A.	3	Feb., '83	80	90
Williamsburg	50	1,000,000	Quar.	1½	Feb., '82	70	75
Bonds	1,000	1,000,000	A. & O.	3	April, '83	105	110
Metropolitan (Bklyn.)	100	1,000,000	M. & N.	3	Jan., '83	82½	85
Municipal	100	3,000,000	.....	5	April, '83	180	182
Bonds	.....	750,000	M. & N.	6	1888	106	110
Fulton Municipal	100	3,000,000	.....	.....	.....	69	71
Bonds	.....	300,000	J. & J.	6	.....	102	104

[Quotations by H. L. Grant, Broker, 145 Broadway.]

Br'cker St.& Fult.F.—Stk	100	900,000	J. & J.	¾	Jan., '83	23	26
1st mort.	1,000	694,000	J. & J.	7	July, 1900	107	112
Br'dway & 7th Av.—St'k.	100	2,100,000	Q.—J.	2	April, '83	143	147½
1st mort.	1,000	1,500,000	J. & D.	7	June, '84	102	103
Brooklyn City—Stock	10	2,000,000	Q.—F.	3½	May, '83	210	216
1st mort.	1,000	300,000	M. & N.	7	.....	102	110
Br'dway (Bkln.)—Stock.	100	200,000	Q.—J.	3	April, '83	190	200
Bklyn. Crosstown—Stock	100	400,000	Q.—J.	2	April, '83	150	.....
1st mort. bonds	1,000	300,000	Q.—J.	7	1888	105	112
Bushw'kAv. (Bkln)—St'k	100	500,000	J. & J.	2½	April, '83	150	.....
Cent.Pk.N.& E.Riv.—Stk	100	1,800,000	Q.—J.	2	April, '83	142	145
Consol. mort. bonds	1,000	1,200,000	J. & D.	7	Dec., 1902	115	117
Christ'ph'r&10th St—Stk	100	650,000	F. & A.	2½	Feb., '83	108	112
Bonds	1,000	250,000	J. & J.	7	1898	106	112
DryDk.E.B.& Bat'y—Stk	100	1,200,000	Q.—F.	4	May, '83	245	260
1st mort., consol	500&c.	900,000	J. & D.	7	June, '93	114	117
Eighth Av.—Stock	100	1,000,000	Q.—J.	3	April, '83	240	.....
1st mort.	1,000	03,000	J. & J.	7	June, '84	100	110
42d & Gr'nd St.F'ry—Stk	100	748,000	M. & N.	6	May, '83	225	.....
1st mort.	1,000	236,000	A. & O.	7	April, '93	110	115
Central Crosstown—Stk.	100	600,000	.....	.....	.....	80	85
1st mort.	1,000	200,000	M. & N.	7	Nov., 1904	103	108
Houst.W.St.&P.F'y—Stk	100	250,000	.....	.....	.....	85	.....
1st mort.	500	500,000	J. & J.	7	July, '94	110	112½
Second Av.—Stock	100	1,199,500	J. & J.	5	Jan., '83	186	195
3d mort.	1,000	150,000	A. & O.	7	April, '85	103	.....
Consol.	1,000	1,050,000	M. & N.	7	Nov., '88	106½	108
Sixth Av.—Stock	100	750,000	M. & N.	5	Mch, '83	240	250
1st mort.	1,000	500,000	J. & J.	7	July, '90	110	115
Third Av.—Stock	100	2,000,000	Q.—F.	5	May, '83	225	.....
1st mort.	1,000	2,000,000	J. & J.	7	July, '90	110	113
Twenty-third St.—Stock.	100	600,000	F. & A.	4	Feb., '83	160	167½
1st mort.	1,000	250,000	M. & N.	7	May, '93	113	114

* This column shows last dividend on *stocks*, but date of maturity of *bonds*.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.	Bid.	Ask.
BOSTON.		
Atch. & Topeka—1st, 7s.	119	.....
Land grant, 7s	112½	.....
Atlantic & Pacific—6s	96	.....
Income	31	31¼
Boston & Maine—7s	.....	.....
Boston & Albany—7s	.....	.....
6s	.....	.....
Boston & Lowell—7s	.....	.....
6s	.....	.....
Boston & Providence—7s	.....	.....
Burl. & Mo.—Ld. gr., 7s	116	117
Nebraska, 6s	Ex.	113½
Nebraska, 6s	.....	104
Nebraska, 4s	80	80½
Chic. Burl. & Q.—D. Ex	.....	84½
Conn. & Passumpsic—7s	.....	.....
Connotton Valley—6s	.....	.....
8s	.....	.....
California Southern—6s	.....	.....
East'rn, Mass.—6s, new	110½	111
Fort Scott & Gulf—7s	111½	112
K. City Lawr. & So.—5s	.....	104
K. City St. Jo. & C. B.—7s	112	112½
Little R. & Ft. S.—7s, 1st	85	.....
Mass. Central—6s	.....	.....
Mexican Central—7s	69½	69¾
N. Y. & N. England—6s	101¾	102
7s	110¼	.....
N. Mexico & So. Pac.—7s	113	114
Ogdensb. & L.Ch.—Con.6s	.....	.....
Income	.....	.....
Old Colony—7s	.....	.....
6s	.....	.....
Pueblo & Ark. Val.—7s	113½	114
Rutland—6s, 1st	.....	.....
Sonora—7s	103	103⅜
T. Cinn. & St. L.—1st, 6s	.....	.....
Income	.....	.....
Dayton Division	.....	.....
Main line	.....	.....
STOCKS.		
Atchison & Topeka	*82⅜	82½
Boston & Albany	.....	182
Boston & Lowell	97½	.....
Boston & Maine	*154¼	.....
Boston & Providence	.....	.....
Cheshire, preferred	.....	.....
Chic. & West Michigan	.....	52
Cinn. Sandusky & Cleve.	.....	.....
Concord	.....	.....
Connecticut River	167	.....
Conn. & Passumpsic	.....	87
Connotton Valley	.....	.....
Eastern, Mass.	40½	.....
Eastern, New Hampsh.	.....	.....
Fitchburg	123½	124
Flint & Pere Marquette	23½	25
Preferred	101½	102
Fort Scott & Gulf—Pref.	121	.....
Common	.....	.....
Iowa Falls & Sioux City	*82	83
Little Rock & Ft. Smith	.....	.....
Maine Central	90	.....
Manchester & Lawrence	.....	.....
Marq. Hought'n & Onton	44	.....
Preferred	.....	103
Nashua & Lowell	.....	.....
N. Y. & New England	34½	.....
Northern of N. Hampsh.	112½	.....
Norwich & Worcester	159½	.....
Ogdensb. & L. Champlain	.....	.....
Old Colony	142	143
Portland Saco & Portsm.	.....	.....
Pullman Palace Car	.....	.....
Rutland—Preferred	18	18½
Revere Beach & Lynn	.....	.....
Tol. Cinn. & St. Louis	3¼	3⅜
Verm't & Massachusetts	.....	131
Worcester & Nashua	58	.....
Wisconsin Central	.....	.....
Preferred	.....	.....
PHILADELPHIA.		
RAILROAD STOCKS. †		
Allegheny Valley	.....	5
Buffalo Pittsb. & West'n	14⅞	15⅛
Preferred	.....	.....
Camden & Atlantic	.....	.....
Preferred	.....	45
Catawissa	23	24
1st preferred	.....	58
2d preferred	.....	57
Delaware & Bound Brook	134	.....
East Pennsylvania	.....	55
Elmira & Williamsport	41	.....
Preferred	55	.....
Har. P. Mt. Joy & Lanc'r	.....	.....
Huntingd'n & Broad Top	14	15
Preferred	.....	30
Lehigh Valley	66	66½
Preferred	.....	.....
Little Schuylkill	.....	60
Minehill & Sch. Haven	63	64
Nesquehoning Valley	52	52¾
Norfolk & West'n—Com.	.....	.....
Preferred	.....	.....
Northern Central	56	56
North Pennsylvania	66¾	67
Pennsylvania	58¼	58½
Allotments	.....	.....
Philadelphia & Erie	.....	20
Phila. Ger. & Norristown	107½	.....
Phila. Newtown & N.Y.	.....	.....
Phila. & Reading	26¾	26⅞
Phila. & Trenton	.....	.....
Phila. Wilm. & Balt.	64	.....
Pittsb. Cin. & St. L.—Com.	.....	.....
St. Paul & Duluth—Com.	37	.....
Preferred	95	.....
United N. J. Companies	192½	193
West Chester—Cons. pref.	.....	.....
West Jersey	.....	50
West Jersey & Atlantic	37½	.....
CANAL STOCKS.		
Lehigh Navigation	43½	43¾
Pennsylvania	.....	.....
Schuylkill Navigation	.....	80
Preferred	16	16½
RAILROAD BONDS.		
Allegh. Val.—7 3-10s, '96	.....	123½
7s, E. ext., 1910	118	.....
Inc. 7s. end., coup., '94	40	41
Belvid'e Del.—1st, 6s, 1902	.....	121
2d, 6s, 1885	103	104
3d, 6s, 1887	104	.....
Buff. N.Y. & Phil.—1st, 6s	.....	.....
2d, 7s, 1908	.....	.....
Cons. 6s, 1921	.....	.....
1st, Tr. 6s, 1922	.....	.....

SECURITIES.	Bid.	Ask.
Buff. Pitts. & W.—Gen., 6s	.....	.....
Cam. & Amboy—6s, c., '89	.....	.....
Mort., 6s, 1889	108	109
Cam. & Atl.—1st, 7s, g., '93	119	.....
2d, 6s, 1904	113	.....
Cons., 6 p. c	105	.....
Cam. & Burl. Co.—6s, '97.	.....	.....
Catawissa—1st, 7s, con. c.	.....	.....
Chat. M., 10s, 1888	.....	.....
New 7s, reg. & coup	121	.....
Chart'rs V.—1st, 7s, 1901	.....	.....
Connect'g 6s, cp., 1900-04	117	.....
Delaware—6s, rg. & cp., V	.....	.....
Del & Bound Br—1st, 7s	125¾	.....
East Penn.—1st, 7s, 1888	106	.....
Easton & Amb'y—5s, 1920	105¾	106½
El & Wmsp't—1st, 6s, 1910	117	.....
5s, perpetual	98	100
Harrisb'g—1st, 6s, 1883	.....	.....
H & B.T—1st, 7s, g., 1890	115⅜	.....
Cons. 5s, 1895	.....	87
Ithaca & Ath.—1st, gld., 7s	.....	.....
Junction—1st, 6s, 1882	.....	.....
2d, 6s, 1900	.....	115¼
Leh. V—1st, 6s, C. & R., '98	122	125
2d, 7s, reg., 1910	.....	133½
Cons. 6s, C. & R., 1923	.....	121
N. O. Pac.—1st, 6s, 1920	.....	90
No. Penn.—1st, 6s, cp., '85	104	105
2d, 7s, cp. 1896	118	119
Gen., 7s, reg., 1903	124	.....
Gen., 7s, cp., 1903	.....	.....
Debenture 6s, reg	104½	.....
Norfolk & West.—Gen. 6s	100	100⅓
Oil City & Chic.—1st, 6s	.....	.....
Oil Creek—1st, 6s, coup	106	.....
Pennsylv.—Gen., 6s, reg.	124	.....
Gen., 6s, cp., 1910	124	125
Cons., 6s, reg., 1905	119	120
Cons., 6s, coup., 1905	.....	.....
Cons., 5s, reg., 1919	106	.....
Pa. & N. Y. C.—7s, 1896	121	.....
7, 1906	126	.....
Perkiomen—1st, 6s, cp. '87	103	105
Phil & Erie—2d. 7s, cp., '88	113	.....
Cons., 6s, 1920	.....	.....
Cons., 5s, 1920	103	103½
Phila. Newt. & N.Y.—1st	.....	.....
Phil. & R.—1st, 6s, 1910	.....	.....
2d, 7s, coup., 1893	116½	118
Cons., 7s, reg., 1911	123	.....
Cons., 7s, coup., 1911	125	.....
Cons., 6s, g., I.R.C.1911	114½	.....
Imp., 6s, g., coup., 1897	.....	.....
Gen., 6s, g., coup., 1908	97¾	98
Gen., 7s, coup., 1908	103	103½
Income, 7s, coup., 1896	96	97
Cons. 5s, 1st ser., c., 1922	.....	78
Cons. 5s, 2d ser., c., 1933	62½	63
Conv. Adj. Scrip, '85-88	86½	88½
Debenture coup., 1893‡	.....	.....
Deb. coup. off, 1893	68	.....
Scrip, 1882	116	117
Conv., 7s, R. C., 1893‡	.....	75
Conv. 7s, coup. off, 1893	.....	.....
Conv. 7s, cp. off, Jan., '85	.....	.....
Phil. Wil. & Balt.—4s, tr. ct	93½	94
Pitts. Cin. & St. L.—7s, reg	.....	.....
Pitts. Titus. & B.—7s, cp.	96½	97
Rich. & Dan.—Cons. int. 6s	.....	.....
Shamokin V. & Potts.—7s	122	.....
Sunbury & Erie—1st, 7s	125	126
Sunb. Haz. & W.—1st, 5s	.....	94
2d, 6s, 1938	.....	29
Syr. Gen. & Corn.—1st, 7s	.....	.....
Union & Titusv.—1st, 7s	98	100
United N. J.—Cons. 6s, '94	.....	.....
Cons. 6s, gold, 1901	.....	.....
Cons. 6s, gold, 1908	.....	.....
Gen., 4s, old, 1923	97	.....
Warren & F.—1st, 7s, '96	114	115
West Chester—Cons. 7s	114	.....
W. Jersey—1st, 6s, cp., '96	116	.....
1st, 7s, 1899	122	.....
Cons. 6s, 1909	112	.....
W. Jersey & Atl.—1st, 6s, C.	107	107⅛
Western Penn.—6s, coup.	106	.....
6s, P. B., 1896	108	.....
Gen., 7s, coup., 1901	.....	.....
CANAL BONDS.		
Ches. & Del.—1st, 6s, 1886	79	.....
Lehigh Nav.—6s, reg., '84	102	.....
Mort. RR., reg., 1897	116	.....
Cons., 7s, reg., 1911	122	124
Greenw'd Tr., 7s, reg.	.....	.....
Morris—Boat Loan rg., '85	.....	.....
Pennsylv.—6s, cp., 1910	87	88
Schuylk. Nav.—1st, 6s, rg.	.....	108
2d, 6s, reg., 1907	91	91½
BALTIMORE.		
RAILR'D STOCKS. Par		
Baltimore & Ohio—100	199	200
1st pref	129	.....
2d pref	126	127½
Parkersburg Br—50	8½	.....
Northern Central—50	56½	.....
Western Maryland—50	12½	13½
Central Ohio—Com—50	51½	.....
Pittsburg & Connellsville	.....	.....
RAILROAD BONDS.		
Atlanta & Charl.—1st	108½	109½
Inc.	79¾	85
Balt. & Ohio—6s, '85, A. & O	103½	.....
Charl. Col. & Aug.—1st	110	111
2d	99	100
Columbia & Greenv.—1sts	104	104¾
2ds	81¼	81¾
N. W. Va.—3d, guar., J. & J.	104	.....
Pittsb. & Con'ells.—7s J. & J	122½	.....
No. Central—6s, '85, J. & J.	104	.....
6s, 1900, A. & O.	116½	.....
6s, gold, 1900, J. & J.	117½	.....
Cen. Ohio.—6s, 1st, M. & S.	109	109½
W. Md.—6s, 1st, g., J. & J.	.....	115
1st, 1890, J. & J.	112	113½
2d, guar., J. & J.	.....	.....
2d, pref.	110	112
2d, guar. by W. Co., J. & J.	.....	.....
6s, 3d, guar., J. & J.	.....	130
Mar. & Cin.—7s, '91, F. & A.	133¼	133½
2d	M & N	105¾ 106¼
8s, 3d, J. & J.	54⅛	54¼
Richm. & Danv.—Gold, 6s	97½	97⅞
Union RR.—1st, gua. J. & J	117	.....
Canton endorsed	.....	.....
Virginia & Tenn.—6s	102	103
8s	125	126½
Wil. & Weldon—Gold, 7s	119½	.....
Wilm. C. & Aug.—6s	110⅞	112½

* Ex-dividend. † Per share. ‡ In default. § Ex-rights.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained.

Roads.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo	1883.	1882.	1883.	1882.
		$	$	$	$
Ala.Gt.Southern	April	72,625	57,007	324,346	253,197
Atch.Top.&S.Fe	April	1,162,403	1,164,335	4,343,444	4,560,109
Bur.Ced.R.&No	2d wk May	43,976	38,957	915,803	959,852
Canad'n Pacific	2d wk May	118,000	45,000	1,291,080	521,491
Central of Ga.	April	194,600	158,712	1,116,300	1,019,617
Central Iowa	April	100,805	82,041	373,896	361,165
Central Pacific	April	2,035,000	2,054,687	7,269,633	7,584,568
Chesap. & Ohio	April	279,660	267,454	1,122,871	870,697
Chicago & Alton	2d wk May	144,245	123,865	2,747,622	2,494,349
Chic. Bur. & Q.	March	2,396,584	1,566,217	5,633,285	4,682,351
Chic. & East. Ill	2d wk May	27,821	32,434	572,378	599,579
Chic.& Gr. Trunk	wk May 5.	60,230	40,681	959,722	716,499
Chic. Mil &St. P.	3d wk May	428,000	366,554	7,970,000	6,957,179
Chic. & Northw.	3d wk May	456,400	421,900	7,791,909	7,714,183
Ch.St.P.Min.&O.	3d wk May	98,200	89,900	1,749,728	1,712,588
Chic. & W. Mich	1st wk May	28,293	25,929	498,257	497,243
Cin.Ind.St.L.&C.	2d wk May	92,539	87,385	901,325	933,945
Cincinnati South	March	.....	.....	565,924	603,210
Clev.Akron& Col	2d wk May	9,301	8,944	179,383	167,224
Col. Hock.V.&T.	1st wkMay	62,239	58,584	.....	.....
Danbury & Nor.	March	15,902	14,419	.....	.....
Denv. & Rio Gr.	3d wk May	119,200	132,500	2,325,900	2,388,399
Denv.& R.Gr.W.	3d wk May	14,500	.....	182,600	.....
Des Mo.& Ft. D.	2d wk May	5,118	5,364	102,975	135,909
Det. Lan. & No.	2d wk May	27,481	25,537	521,805	556,083
Dub. & Sioux C	2d wk May	19,526	19,944	371,344	401,193
Eastern	4th wk Apr	72,787	71,776	1,053,032	944,882
E.Tenn.Va &Ga.	2 wks May	131,341	103,511	1,371,789	1,061,755
Eliz. Lex. & B.S	April	51,280	36,240	210,716	123,118
Evansv. & T. H.	2d wk May	13,181	11,685	254,961	271,646
Flint & P. Marq.	2d wk May	52,626	37,720	928,146	796,652
Flor. Cent. & W.	1st wkMay	8,096	7,087	.....	.....
Flor. Tr. & Pen.	1st wkMay	10,105	9,228	173,573	156,498
Ft.W. & Denver.	2d wk May	10,300	.....	.....	.....
Georgia	March	148,041	114,257	425,738	350,155
Grand Trunk	Wk May 12	323,426	290,311	6,105,741	5,583,234
Gr.Bay W.&St.P.	2d wk May	7,669	5,587	138,818	131,604
Gulf Col.&San.Fe	1st wkMay	31,038	18,908	587,911	347,383
Hannibal&St.Jo	3d wk May	48,600	37,500	931,859	734,249
Hous.E.&W.Tex	April	24,884	24,131	98,037	75,922
Hous.& Tex.Cen	March	.....	.....	768,103	575,815
Illinois Cen.(Ill.)	2d wk May	116,659	121,701	2,264,396	2,394,651
Do (Iowa)	2d wk May	35,443	31,989	688,282	687,943
Do So. Div.	2d wk May	69,370	57,405	1,583,613	1,234,952
Ind.Bloom.& W.	2d wk May	51,199	37,481	1,043,026	865,269
K.C.Ft.S. & Gulf	1st wkMay	26,003	23,763	.....	.....
K. C. Law. & So.	April	112,000	68,107	445,801	294,543
L. Erie & West'n	2d wk May	21,349	20,349	496,769	478,859
L. R. & Ft.Smith	2 wks May	21,097	11,660	196,839	148,217
L.Rk.M.Riv.&T.	2 wks May	12,995	8,640	141,861	87,231
Long Island	2d wk May	46,615	37,893	694,039	629,846
Louisv.& Nashv	3d wk May	237,975	216,075	4,923,633	4,591,904
Mar.Hough.& O	April	17,276	33,919	73,475	106,052
Memp. & Charl.	2d wk May	24,269	15,168	444,820	385,967
Mexican Cent.	April	157,980	.....	591,075	.....
Do No.Div	1st wkMay	5,319	.....	80,743	.....
Mexican Nat'l	2d wk May	17,919	.....	274,997	.....
Mil. L.Sh.& West	3d wk May	19,275	14,000	349,175	316,297
Missouri Pacific	3d wk May	165,129	131,929	3,279,316	2,500,439
Central Br'ch.	3d wk May	24,309	12,331	517,462	306,836
Int. & Gt. No.	3d wk May	56,551	59,853	1,458,767	1,134,928
Mo. Kan. & T.	3d wk May	136,664	112,221	2,563,287	2,033,077
St.L.Ir.Mt.& S	3d wk May	124,791	107,467	2,733,514	2,506,463
Tex. & Pacific	3d wk May	119,873	103,681	2,209,231	1,599,769
Whole System	3d wk May	627,318	527,702	12,711,588	10,081,512
Mobile & Ohio	April	128,462	141,957	696,746	608,388
Nash.Ch.& St.L.	April	161,435	167,393	760,249	690,456
N.Y.L.E.& West.	March	1,696,969	1,567,633	4,505,454	4,191,388
N.Y.& N. Engl'd	April	268,853	261,044	1,043,728	937,369
N. Y. Susq. & W.	March	76,974	51,219	211,783	136,998
N. Y. Pa. & Ohio	April	463,678	450,555	.....	.....
Norfolk & West.	2 wks May	81,477	70,105	881,639	734,898
Northern Cent.	April	476,335	420,490	1,969,317	1,656,198
Northern Pacific	3d wk May	166,600	139,150	2,500,913	1,755,918
Ohio Central	3d wk May	25,566	.....	368,904	.....
Ohio Southern	2d wk May	6,319	6,112	148,034	127,541
Oregon & Cal.	April	67,069	.....	277,359	.....
Oregon Imp. Co.	March	298,132	262,716	771,815	703,849
Oregon R.&N.Co	April	396,200	379,433	1,454,600	1,482,491
Pennsylvania	April	4,061,750	3,855,850	15,892,702	14,448,214
Peo. Dec. & Eve.	2d wk May	13,504	11,993	241,965	280,911
Philadelp.& Erie	March	308,069	265,311	923,472	764,284
Phila. & Read.	April	1,726,616	1,709,712	6,458,494	6,113,297
Do C. & Iron	April	1,193,002	989,994	4,228,023	3,794,600
Richm.& Danv.	2d wk May	†52,100	†44,500	1,320,428	1,269,956
Ch'l Col.&Aug.	2d wk May	†6,728	†5,801	315,022	264,383
Columb. & Gr.	2d wk May	†5,460	†5,030	308,865	274,010
Va. Midland	2d wk May	†16,918	†15,202	497,066	424,474
West No. Car.	2 wks May	†8,158	†4,063	103,738	65,795
St. L. Alt. & T. H.	2d wk May	22,588	22,872	514,388	454,837
Do (brchs.)	2d wk May	14,480	16,142	293,904	298,082
St. Louis & Cairo	2d wk May	8,601	6,118	128,934	129,113
St.L.&San Fran.	3d wk May	62,000	51,251	1,336,626	1,183,919
St. Paul & Dul.	3d wk May	25,712	18,574	361,573	303,219
St. P. Minn.& M	3d wk May	147,000	196,804	2,892,723	2,455,027
So. Pac.Cal. N.D	February	72,015	68,258	159,034	142,140
Do So. Div.	February	279,926	345,925	579,659	666,485
Do Arizona	February	161,782	241,318	341,783	457,392
Do N. Mex.	February	49,346	22,601	105,920	89,070
Scioto Valley	April	37,762	41,408	152,399	154,621
South Carolina	March	136,783	112,878	415,973	365,118
Union Pacific	17 dys May	1,270,000	1,360,000	9,688,378	10,136,237
Utah Central	March	104,669	121,026	302,730	360,497
Vicksb'rg& Mer.	April	29,801	30,718	169,410	157,212
Wab.St.L.& P.	3d wk May	264,489	266,228	.....	.....
West Jersey	March	76,849	70,103	200,724	176,466
Wisconsin Cent.	2d wk Apr	29,516	19,675	.....	.....

† Freight earnings.

Coins.—The following are quotations in gold for various coins:

Sovereigns	$4 82 @$4 86	Silver ½s and ¼s.	— 99⅜@ par.
Napoleons	3 82 @ 3 87	Five francs	— 92 @ — 95
X X Reichmarks	4 72 @ 4 76	Mexican dollars	— 85½@ — 86½
X Guilders	3 95 @ 3 99	Do uncommerc'l	— 84½@ — 85¼
Span'h Doubloons	15 50 @15 65	Peruvian soles	— 81 @ — 82
Mex. Doubloons	15 45 @15 60	English silver	4 75 @ 4 82
Fine silver bars	1 09⅝@ 1 10½	Prus. silv. thalers	— 68 @ — 70½
Fine gold bars	par @¼ prem.	U. S. trade dollars	— 99½@ — 99⅝
1 imes & ½ dimes	— 99⅝@ par	U. S. silver dollars	— 99¾@ par.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on May 19:

Banks.	Capital.	Average amount of—				
		Loans and Discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S	Circulation.
	$	$	$	$	$	$
New York	2,000,000	8,933,000	1,995,000	491,000	8,157,000	485,000
Manhattan Co.	2,050,000	7,350,000	1,542,000	816,000	8,35[illegible]	[illegible]
Merchants	2,000,000	7,101,000	1,022,000	641,000	6,[illegible]	359,400
Mechanics'	2,000,000	7,415,000	1,116,000	599,000	6,3[illegible]	.....
Union	1,200,000	4,255,000	918,700	310,000	3,[illegible]	.....
America	3,000,000	9,748,100	2,778,000	664,200	8,[illegible]	1,[illegible]
Phenix	1,000,000	3,408,000	199,000	103,500	3,2[illegible]	267,600
City	1,000,000	8,014,000	3,767,000	897,000	9,718,000	.....
Tradesmen's	1,000,000	2,978,800	284,900	125,000	1,728,000	787,000
Fulton	600,000	1,763,600	846,500	114,200	1,875,000	.....
Chemical	300,000	12,946,000	8,058,000	528,000	13,570,000	.....
Merch'nts' Exch.	1,000,000	3,255,000	861,100	419,600	2,842,000	281,700
Gallatin Nation'l	1,000,000	4,402,100	788,100	155,000	2,797,100	775,000
Butchers'& Drov.	300,000	1,182,000	371,400	72,100	1,[illegible]	243,200
Mechanics' & Tr.	200,000	907,000	149,000	101,000	95,000	45,000
Greenwich	200,000	991,800	52,400	164,500	16,[illegible]	2,000
Leather Man'f'rs	600,000	3,349,000	359,400	800,700	2,995,400	535,900
Seventh Ward	300,000	1,049,100	192,000	110,700	1,044,200	19,000
State of N. York	800,000	4,177,300	544,600	1,[illegible]	4,065,[illegible]	.....
American Exch	5,000,000	12,289,000	2,114,000	1,183,000	10,245,000	.....
Commerce	5,000,000	14,548,300	2,267,200	849,700	8,85[illegible]	1,017,400
Broadway	1,000,000	5,867,200	1,067,000	113,500	4,452,[illegible]	900,000
Mercantile	1,000,000	6,155,100	1,049,400	4,0[illegible]	5,920,[illegible]	701,000
Pacific	422,700	2,248,900	315,[illegible]	275,100	2,5[illegible]	.....
Republic	1,500,000	4,[illegible]	815,[illegible]	44[illegible]	3,107,[illegible]	504,900
Chatham	450,000	3,527,100	454,[illegible]	369,[illegible]	3,[illegible]	45,000
People's	[illegible]	1,[illegible]	178,500	117,[illegible]	1,[illegible]	5,400
North America	700,000	2,876,100	330,[illegible]	203,000	2,[illegible]	.....
Hanover	1,000,000	9,103,800	1,911,[illegible]	707,[illegible]	10,070,[illegible]	118,500
Irving	500,000	3,084,400	453,2[illegible]	371,[illegible]	4,073,2[illegible]	409,900
Metropolitan	3,000,000	12,263,900	2,1[illegible]	624,[illegible]	9,7[illegible]	2,265,400
Citizens'	[illegible]	2,449,4[illegible]	490,1[illegible]	237,7[illegible]	2,741,[illegible]	267,800
Nassau	500,000	2,3[illegible]	1,[illegible]	207,000	2,[illegible]	.....
Market	500,000	2,881,[illegible]	473,[illegible]	95,100	2,343,[illegible]	428,500
St. Nicholas	500,000	2,520,[illegible]	310,[illegible]	5[illegible]	2,[illegible]	.....
Shoe & Leather	500,000	2,6[illegible]	611,000	287,[illegible]	3,255,000	450,000
Corn Exchange	1,000,000	4,580,8[illegible]	4[illegible]	1[illegible]	3,[illegible]	1,400
Continental	1,000,000	5,730,000	1,367,100	261,[illegible]	6,3[illegible]	450,000
Oriental	300,000	2,139,500	1[illegible]	3[illegible]	2,[illegible]	.....
Marine	400,000	3,086,000	745,000	248,000	3,[illegible]	270,000
Importers' & Tr.	1,500,000	19,424,100	5,[illegible]	4[illegible]	21,226,70[illegible]	1,521,700
Park	2,000,000	17,149,100	3,[illegible]	1,139,600	20,[illegible]	45,000
Wall St. Nation'l	500,000	1,724,000	3[illegible]	1[illegible]	1,791,[illegible]	.....
North River	240,000	1,524,000	16,[illegible]	191,000	1,458,[illegible]	.....
East River	250,000	1,134,[illegible]	116,100	130,7[illegible]	9[illegible]	223,800
Fourth National	3,200,000	15,719,000	3,092,700	816,[illegible]	15,539,500	539,900
Central Nat	2,000,000	7,739,000	830,000	1,285,000	8,[illegible]	297,000
Second Nation'l	300,000	3,520,000	69[illegible]	3 9,000	4,218,000	101,000
Ninth National	750,000	5,768,100	974,2[illegible]	567,900	5,[illegible]	596,300
First National	500,000	14,557,0[illegible]	3,381,[illegible]	5[illegible]	15,333,000	44,900
Third National	1,000,000	5,144,800	852,1[illegible]	747,5[illegible]	5,514,[illegible]	.....
N. Y. Nat. Exch.	300,000	1,340,000	193,000	142,200	1,[illegible]	267,000
Bowery National	250,000	1,845,400	245,000	264,000	1,876,800	225,000
N. York County	[illegible]	1,541,700	1[illegible]	5[illegible]	2,0[illegible]	180,000
Germ'n America'n	750,000	2,564,400	244,000	99,000	2,163,500	.....
Chase National	300,000	4,[illegible]	1,035,[illegible]	341,100	5,72[illegible]	45,000
Fifth Avenue	100,000	2,192,100	424,1[illegible]	105,000	2,246,500	.....
German Exch.	200,000	1,671,4[illegible]	38,000	230,000	1,901,5[illegible]	.....
Germania	200,000	1,[illegible],300	75,000	168,[illegible]	1,909,400	.....
U. S. Nat.	500,000	4,733,500	1,074,200	215,000	5,05[illegible],700	445,500
Lincoln Nat.	300,000	1,[illegible],800	181,400	171,000	1,385,900	44,700
Garfield Nat.	200,000	852,800	10,700	152,200	7[illegible],000	179,900
Total	61,162,700	317,828,000	60,558,9[illegible]	0 21,975,100	307,093,5[illegible]0	16,151,100

The deviations from returns of previous week are as follows

Loans and discounts	Inc. $2,377,000	Net deposits	Inc. $3,496,4[illegible]
Specie	Inc. 536,900	Circulation	Dec. 87,300
Legal tenders	Inc. 1,094,000		

The following are the totals for three weeks:

	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear
1883.	$	$	$	$	$	$
May 5	315,507,400	55,769,100	20,077,600	296,970,300	16,233,600	775,087,780
" 13	315,451,000	60,022,000	20,881,100	303,97[illegible],100	16,[illegible],400	736,921,791
" 19	317,828,000	60,558,900	21,975,100	307,093,500	16,151,100	803,023,713

Boston Banks.—Following are the totals of the Boston banks:

	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Clear.
1883.	$	$	$	$	$	$
May 7	141,560,800	4,947,600	3,728,300	85,183,600	30,265,000	91 092,500
" 14	144,962,300	4,885,000	3,872,400	85,998,100	30,088,400	70 435,314
" 21	144,622,300	4,810,800	3,805,600	85,897,500	29,870,200	66,032,687

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

	Loans.	Lawful Money.	Deposits.	Circulation.	Agg. Clear.
1883.	$	$	$	$	$
May 7	75,292,485	18,334,976	66,821,873	9,751,591	55,760 533
" 14	75,053,722	18,753,345	67,2[illegible],834	9,745,950	49,968,183
" 21	75,566,706	19,154,680	68,269,893	9,75[illegible],800	56,302,858

Unlisted Securities.—Following are quoted at 38 New Street:

	Bid.	Asked.
Am. Railw'y Imp.Co—		
Ex bonds and stock.	40	....
Atl. & Pac.—6s, 1st	....	....
Incomes	30⅛	31⅛
Blocks 35 per cent	112	116
Cent. Branch	x95	....
Incomes do	....	....
Am. Elec. Light	....	....
Bost.H.& E.—New st'k	¼	½
Old	⅛	½
Buff. N. Y. & Ph.,new	....	....
Preferred, new	57⅞	60¼
Brush El.Lt. Par'nt Co.	....	....
Chic & Atl.—Stk	18	....
do Beneficiary stk	23	27
1st mort	95	....
Contin't'l Cons.—85p.c.	....	....
Den.& R.G.R'y—Cons.	95¾	98
Denver Rio. G. & West	27¾	35
1st mort	79¾	80¼
Denver & N. Orleans	....	....
Subsidy scrip	....	....
Edison Elec. Light	306	325
Ga. Pac. R'y., 1st m.	86½	87½
Gal. Houst. & Hen.	....	....
Gal. Har. & S. Ant.	....	....
I. B. & W. inc. bds	35	44
Ind. Dec. & Springf.	3	6
1st mort. fund	70	100
Keely Motor	8½	10
Mahoning Coal & RR.	6½	11
Mexican Bonds—3 p.c.	28¼	29⅜
Mexican. Nat.	7	10
Preferred	21	....
1st mort	44⅞	45¼
Mich.&O.—Subs.65 p.c	....	105
M.U.St'k Trust Certs	18⅞	20
M. K. & T. inc scrip	42	43
Missouri Pac.,Cowdry Certfs	3	5
N.Y.W.Sh.&Buff.—Stk		
del.wh.iss.on old sub	32⅛	36
5s	79	79⅝
North Pac. div. bonds.	91⅝	91⅞
No. Riv. Const.—100p.c	114	116
Newb. D'tch & Conn—		
Incomes	15¼	25
Ohio C.—Riv. Div. 1st.	61⅞	62¼
Incomes	13⅜	13⅞
Oregon Sh. Line deliv-ered when issued	25	....
Subs. 80 p. c.	114	120
Subs. ex-bd. & stk	55	56
Pensac. & Atl.	....	25
1st mort	....	74
Pitts. & Western.	16	21
1st mort	82	....
Rich.&D. Ext. subs.70%	65	....
St. Jo. & West.	13¾	14
Kans. & Neb., 1st	....	....
do do 2d	24¾	27
Sel.,R.&D.st'k,st'mp'd	....	....
do 2d do do '82	....	....
Tex.&Col.Imp.—60 p.c	....	....
ex-bd	13¾	15
Tex. & St. L.	10	17
1st mort.,M.&A.div.	75	77
Subs	88	96
bonds in Texas	....	79⅝
gra't.&inc.bds in Tex	10	30
U. S. Elec. Light	126½	135
Vicksb'g & Meridian	4⅝	6
Pref.	12¾	....
1st mort	98⅛	99⅜
2d mort	63½	66
Wisconsin Central	19	22⅛
pref	23⅛	....
1st mort 1st pref	75	....
1st mort	75	....
2d mort	47⅛	53

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

The Investors' Supplement *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* Chronicle. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Atlantic & Pacific Railroad.

(*For the year ending Dec.* 31, 1882.)

At the annual meeting in Boston, Mr. H. C. Nutt, President, made his report, which contained the following:

"The franchise and land grant of the company extend from the western boundary of Missouri to the Pacific Ocean, with a branch from the western boundary of Arkansas to a connection with the main line in the valley of the Canadian River in the Indian Territory. For convenience, and other reasons, the road has been divided into two divisions. That portion between the western boundaries of Missouri and Arkansas and Albuquerque, New Mexico, was designated as the 'Central Division,' and that portion between Albuquerque and the Pacific Ocean is known as the 'Western Division.'" * * *

CONSTRUCTION—WESTERN DIVISION.

"The tripartite agreement of January 31, 1880, provided for the immediate construction of the Western Division. To provide the money necessary for this construction, early in 1880 a first mortgage, to secure an issue of bonds not exceeding $25,000 per mile, was placed upon the entire railroad, franchise, and land grant of the Western Division; and an income mortgage, to secure an issue of income bonds not exceeding $18,750 per mile upon this division, was also executed. Should the net earnings of the Western Division prove insufficient to meet the interest upon these first mortgage bonds, the St. Louis & San Francisco Railway Company and the Atchison Topeka & Santa Fe Railroad Company have guaranteed the same to the extent of 25 per cent of their gross earnings upon all business interchanged by them respectively with the said Western Division. In April, 1880, $10,000,000 of the first mortgage bonds and $7,500,000 of the income bonds of this Division were sold by subscription at par for the first mortgage bonds, to parties holding rights under the agreement. A second subscription of $15,000,000 firsts and $11,250,000 incomes of the Western Division, was offered the same parties by circular dated January 20, 1882, and promptly subscribed in full; but before allotment, all subscriptions were reduced by the board of directors February 28, 1882, to 40 per cent of the original amount—that is, to $6,000,000 firsts and $4,500,000 incomes, in accordance with the right reserved by the terms of the subscription. The proceeds of these two subscriptions have been used and are being used, to complete the Western Division, from Albuquerque to the west side of the Colorado River, a distance of about 575 miles. Should the net proceeds of these subscriptions prove to be insufficient to complete the road and pay the interest upon the first mortgage bonds during construction, arrangements have been made with the Atchison Topeka & Santa Fe Railroad Company and the St. Louis & San Francisco Railway Company, which own nearly all the capital stock of this company, to advance any deficit, share and share alike, in the form of a loan, to be repaid hereafter." * *

"The progress made can best be shown by the mileage of completed road at the end of each year, as follows: December 31, 1880, 78 miles; December 31, 1881, 298 miles; December 31, 1882, 440 miles. At the close of the year 1882 the grading of the line from the end of the track to the Colorado River was nearly finished and ready for the rails. All the cross-ties and nearly all the rails had then been delivered upon the line, and it is now confidently expected that this Division will be finished to a connection with the Southern Pacific Railroad near the Needles, in May, 1883. The road, as far as completed, is first-class in character—the track being laid with heavy steel rails and over iron bridges." * *

LAND GRANT.

"At the date of this report, 400 miles of the Western Division in New Mexico and Arizona have been accepted by the Commissioners appointed by the President of the United States; and the Secretary of the Interior has ordered the patents issued for the lands earned thereby, amounting to 10,240,000 acres. Patents for a part of these lands have already been issued and delivered to this company." * * *

CENTRAL DIVISION.

"Final surveys were commenced for the extension west of Vinita, Indian Territory, in November, 1881. Grading westwardly from Vinita was begun in January, 1882; the track completed to Tulsa, on the Arkansas River, 99 miles west of Seneca, Missouri, in September, 1882; and 85 miles of the road west of Seneca have been accepted by the Government.

"Of the cost of this division the sum of $600,000 was provided by the subscription at par, January 20, 1882, to the first mortgage bonds of this division; and the balance has been temporarily advanced from funds of the Western Division. The Central Division is at present operated by the St. Louis & San Francisco Railway Company, which furnishes the necessary equipment. It is the intention of the Company to proceed with the construction of this division, westward from Tulsa, during 1883.

"At the date of the re-organization there were outstanding $1,189,500 first mortgage bonds of this division. The financial plan of January 9, 1882, provides for a new mortgage upon the entire property of the Central Division. The issue of bonds is limited to not exceeding $25,000 per mile of road. Interest upon these bonds is guaranteed by a traffic contract with the St. Louis & San Francisco Railway Company and the Atchison Topeka & Santa Fe Railroad Company, similar in its nature to that relating to the Western Division first mortgage bonds.

"The financial plan above-named provides for an issue of $3 000,000 of these new bonds, to be used as follows:

"First. To retire the outstanding issue of old bonds of the Central Division, by exchange or purchase.

"Second, To provide means for the construction of the Central Division from Vinita, Indian Territory, westward.

"Ninety-nine miles of this division having been completed, the company is entitled to issue $2,475,000 of these bonds; $1,190,000 have been deposited with the Central Trust Company of New York, trustee under the mortgage, to provide for the old bonds outstanding, either by exchange or purchase; $312,000 have been issued under the subscription of Jan. 20, 1882; $288,000 are ready for delivery under the subscription; and $685,000 remain in the hands of the Treasurer, the proceeds of which will be used to repay the amount temporarily advanced from funds of the Western Division.

ATLANTIC & PACIFIC RR. CO.—GENERAL BALANCE SHEET DEC. 30, '82.

Assets.

Construction—		
Western Division	$23,201,406	
Central Division (new)	1,069,079	
Central and Missouri Divisions	21,746,834	$46,017,320
Land Department—		
Western Division		20,437
Office furniture, Boston office		3,089
Cash—		
Treasurer's cash	$454,587	
Less amount to meet drafts	49,418	$405,168
Albuquerque office	305,068	710,237
Interest, Western Division		1,226,477
Accounts receivable, Western Division		56,860
Trustees under tripartite agreement		31,750,000
St. L. & San Francisco Ry. Co., Cent. and Mo. Divs. acct*.		834,881
Income, Central and Missouri Divisions account		888,093
		$81,507,388

Liabilities.

Western Division—		
First mort. 6 per cent bonds of 1910	$13,128,000	
Income bonds of 1910	8,282,000	
Central Division—		
First mortgage 6 per cent bonds of 1922U	312,000	
Income bonds of 1922	78,000	
Central and Missouri Divisions—		
First mortgage 6 per cent bonds of 1891	1,189,500	
Scrip for same	405	
Land Grant bonds of 1901	796,000	
Scrip for same	629	$23,786,534
Western Division—		
Capital stock, common	$31,750,000	
Central and Missouri Divisions—		
Capital stock, common	8,360,300	
Capital stock, preferred	11,400,000	51,510,360
New Subscription—		
Western Division	2,085,160	
Central Division	208,416	2,293,676
Notes payable—		
Western Division	$1,393,680	
Central and Missouri Divisions	782,512	2,176,043
Income, Western Division		390,272
Unclaimed interest, Western Division	386,387	
Unclaimed interest, Central Division	37	386,425
Unclaimed laborers' wages, Western Div.	21,931	
Unclaimed laborers' wages, Central Div.	104	22,035
*Sundry liabilities, Central & Missouri Divisions		834,881
St. Louis & San. Fran. R'y Co., Central and Mo. Divisions		17,917
Atch. Top. & Santa Fe. RR. Co, Cent. and Mo. Divisions.		87,668
Accounts payable, Central Division		1,633
Total		$81,507,388

* Sundry liabilities of this company assumed by the St. Louis & San Francisco Railway Co., at the date of reorganization, and mainly discharged at the date of this report.

New York Susquehanna & Western Railroad.

(*For the year ending May* 1, 1883.)

The second annual report of this company, Mr. F. A. Potts, President, has just been issued, and the board of directors congratulate the stockholders upon the completion of their system of railroad extensions in New Jersey and Pennsylvania.

"The construction of the new line of railway of this company, extending from Two Bridges, Sussex County, New Jersey, to Gravel Place, Pennsylvania, its point of intersection with the Delaware Lackawanna & Western Railroad—three miles west of Stroudsburg—and its branches in the Lackawanna Valley, Pennsylvania, connecting the coal operations of the company with the main line of the Delaware Lackawanna & Western Railroad, was completed on the 9th day of October last, since which date the road has been regularly operated. The Patterson Extension Branch was completed on May 1, 1882, and the increase in freight and passenger traffic from that city, over the receipts of previous years, has exceeded our expectations, being over sixty-eight (68) per cent, both passenger and freight. The merger of the Blairstown Railroad on January 18th last was effected so as to conform to the statutes; this company being the owners of the entire capital stock of that company.

"In September last this company secured control of the Lodi Branch Railroad, and has lately consummated a traffic arrangement with the New Jersey & New York Railroad Company, by which an interchange of business is secured, which it is expected will add materially to its business. A mutually advantageous traffic agreement has also been consummated between our company and the New York Ontario & Western and the New York West Shore & Buffalo Railroad companies, by which our road will form a connecting link from Little Ferry Junction to West End, a distance of eight miles—its point of connection with the Pennsylvania Railroad." * * *

"This company controls a majority of the stock of the Pennsylvania Anthracite Coal Company, which company owns in fee and under lease about three thousand acres of choice coal lands, located near Scranton, Pennsylvania. It is now producing about 25,000 tons of coal monthly, and so soon as additional developments are completed, which will be accomplished during the current year, the coal product from this property will be not less than 500,000 tons per annum. It has, in addition, under its control, by virtue of its traffic contracts, the entire production of the collieries operated by John Jermyn and the Lackawanna Coal Company, limited, from which it is now receiving a daily supply of 700 tons, and increasing from month to month." * * *

"Although there has been a necessity for restriction on the part of the coal companies since January 1st, in the output of coal, yet the receipts of the company for the past four months show, from the following table, a very satisfactory increase in revenue over the corresponding period of last year.

GROSS RECEIPTS.

	1882.	1883.	Increase.
January	$43,427	$68,106	$24,279
February	41,951	66,697	24,745
March	51,219	76,973	25,754
April	52,151	Est. 80,000	27,848
Total	$189,149	$291,778	$102,628

Percentage of increase, 54 per cent.

"The name by which the coal transported and sold by this company is known to the market, is the '*Jermyn Coal from the Lackawanna Coal Regions.*' It has been favorably received, is carefully selected and prepared, and is fully equal in quality to any coal from that region."

A full statement as to the mileage operated, as to the stocks and bonds of the company, and the exchanges of Midland RR. of N. J. securities, was given in the CHRONICLE of May 12, p. 536.

EARNINGS AND OPERATING EXPENSES.

Earnings:		*Operating expenses:*	
Earn'gs from pass'g'rs	$187,441	Maintenance of way	$78,217
do fght. and milk	501,058	Rolling stock	174,151
do mail exp'r's & miscellan's	37,457	Transportation	193,770
		Miscellaneous	22,687
		Taxes	8,871
Total	$725,957	Total	$478,001
		Net earnings	$247,956

GENERAL BALANCE SHEET DECEMBER 31, 1882.

Dr.		*Cr.*	
Cost of RR., roll'g st'k, real estate and bldgs.	$24,439,621	Capital stock	$21,000,000
Stock & bonds of other companies owned	3,346,746	Bonded debt	6,850,000
Current accounts	323,983	Bills payable	142,000
Accrued interest acct.	30,016	Current accounts	216,588
Bills rec'ble and mat'l and fuel on hand	104,808	Land depm't liabilities	37,293
Cash on hand	20,115	Profit and loss	19,410
	$28,265,291		$28,265,291

The Alabama Great Southern Railway Limited.

(*For the year ending Dec.* 31, 1882.)

The report of the directors submitted at the meeting of shareholders, held in London on the 8th day of May, 1883, contained the following matters:

TRAFFIC.

"In 1882 the gross earnings of the road were $856,757 as compared with $789,375 in 1881; the year's increase is thus $67,381. In addition to the short cotton crop of 1881, the report says the floods of the Mississippi in the spring of last year proved to be of a more disastrous nature than ever before known. This cause, added to the general depression which prevailed over all the States for the greater part of the year, restricted very largely the buying powers of the people of the South and Southwest, so as greatly to reduce the demand for merchandise, which forms the highest class of freight business.

"It must also be remembered that the passenger rate during 1882 was 3 cents per mile, as against 4 cents in 1881, though the gross receipts from this source were larger in 1882 by $10,890; and taking the number of passengers carried, there is an increase in 1882 over 1881 of 44 per cent."

REVENUE.

"The accounts of the American corporation show a balance to the credit of net revenue of $171,110, or £35,207, which includes the sum of $21,503, or £4,424, brought forward on the 31st December, 1881.

"From this balance the sum of £2,156 has to be provided to defray the expenses for 1882 of the English company, leaving £33,051. Out of this sum, £20,431 will be paid over to the English company for dividend (6 per cent), less income tax on the preference shares now held by that company; and £12,011 will be paid to the Alabama New Orleans Texas and Pacific Junction Railways Company, limited, for subsidy; carrying forward to next year a balance of £608.

"On 31st December, 1881, the outstanding claims amounted to $296,725, or £61,054. The amount is now $261,011, or £53,705, of which a considerable portion is disputed and in suspense. The amount of the company's bonds, held in trust for the purpose of meeting these claims, is $231,000, or £47,530."

CAPITAL

"Owing to the steady increase both in mineral and passenger traffic, the General Manager has for some time pressed upon the board the necessity for re-laying the road with 60-lb. steel rails.

"The directors entertain no doubt that it is to the interest of the shareholders that such outlay should be made. It is therefore intended shortly to call a special meeting, at which powers will be sought to raise £250,000 in preference shares, to rank *pari passu* with the existing issue. But as the re-laying of the road and the carrying out of other works will be proceeded with gradually, not more than £60,000 will be issued this year."

St. Louis & Cairo RR.

(*For the year ending Jan.* 31, 1883.)

The first annual report of this reorganized company supplies the following information. The length of the road is 151·6 miles. It is narrow gauge.

"The capital stock of the company is $6,500,000. The mortgage debt is $2,600,000, or at the rate of $17,150 per mile, represented by income bonds, which bear interest, if earned, to the extent of 5 per cent, which is non-cumulative. The net earnings of the past year have justified a dividend, which has been declared, of 5 per cent, and which will be payable on April 1, 1883.

"The receipts from coal business, upon which the company depends for a considerable part of its revenue, have been much less than usual, owing to the depressed condition of the coal and iron trade; but the receipts from passenger and freight business have been good, and manifest a most satisfactory increase. The condition of the road and equipment has been fully maintained; permanent improvements have been paid for from net income, and the full dividend earned upon the bonded debt." * * *

"The Grand Tower Mining & Transportation Company, which has extensive mines near this road at Mount Carbon, but which has heretofore done its own transportation, has been consolidated with the Vulcan Iron Works at St. Louis. A contract has been made with the consolidated company (the St. Louis Ore & Steel Company) for three years, by which this company is to transport all the product of their mines for use at their furnaces at Carondelet." * * *

"The Railroad and Warehouse commissioners of Illinois fixed the arbitrary rate of three 3) cents per mile for passenger travel. The board of directors finally determined that it was best to reduce fares to this rate, as all the railroads in Illinois had accepted the schedule of the commissioners." * * *

"This company has heretofore reached East St. Louis by a third rail upon what is termed the 'Conlogue Road,' a distance of about five miles. During the past year a road has been almost completed, at an expense of about $50,000, which will give this company its own line from South Juction to East St. Louis." * * *

"Surveys for the branch from Columbia to the High Prairie coal fields, a distance of about twelve miles, have been completed. It is expected to proceed with the construction of the branch this summer, the funds for which, $137,000, are in hand. It is believed that the returns from this branch, which is intended to supply cheap coal to St. Louis, will fully justify the outlay." * * *

"The completion of the 'Texas and St. Louis' and the 'Toledo Cincinnati & St. Louis' railroads have made the St. Louis & Cairo RR. a link in a narrow-gauge chain, extending from Cincinnati and Toledo to Texas.

REVENUE ACCOUNT.

Earnings—		*Expenses—*	
Passenger	$88,531	Cond'c'g Tra'sp'n—Pass'r.	$15,713
Freight	198,067	Do do freight.	41,793
Coal	77,142	Motive power	60,016
Express	5,653	Maintenance of way	66,516
Mail	8,332	Do do cars	20,713
Telegraph	2,500	General expenses	22,530
Miscellaneous	2,072	Taxes for 1881	9,940
		Total	$237,261
		Rent of E St. L. & Car. RR. bet. E. St. L. & So. Junc'n	4,000
			$241,281
		Bal., or net rev. 1st fis'l y'r	141,016
Total	$382,297		$382,297

Cedar Rapids & Missouri River.

(*For the year ending March* 31, 1883.)

The comparative statement of income account in the past two years is given as follows:

	1883.	1882.	*Dec. in* 83.
Gross earnings	$3,177,192	$3,472,261	$295,068
Earnings per mile	11,595	12,672	1,076
Rental	854,646	913,660	59,013

To this income from rental should be added $4,227 from rental on mail earnings in previous years, and $7,052 from interest, making $865,926. From this deduct—

Expenses and salaries	$9,321
Drawback on business from other roads	79,322
Interest on bonds	252,980
Interest on preferred stock	53,872
Dividends 1½ per cent quarterly	411,024
	$806,420

And there remains a balance of $59,506 to be added to income account. The general balance sheet shows the following:

Construction	$11,462,428
Cash in bank and in hands of treasurer	84,623
Office building	11,193
Sioux City & Pacific Railroad Company stock	205,447
Due from C. & N. W. Railway Company	202,892
Advanced to S. C. & P. RR. Co. on drawback account	25,000
S. C. & P. RR. Co. coupons purchased	101,220
	$12,092,804
Contra.	
Common stock	$6,850,100
Preferred do	769,600
First mortgage bonds	3,614,000
Floating debt	21,898
March 31, 1883, balance to credit of income account	836,606
	$12,092,804

Iowa Falls & Sioux City.

(*For the year ending March* 31, 1883.)

The statement of the Iowa Falls & Sioux City road for the fiscal year ended March 31, 1883, shows gross earnings of $723,684, an increase of $33,145 over the previous year. The increase in rental was $5,464:

Income from rental, including drawback	$367,243
From land department	53,000
From interest account	60,573
Dividends on Mo. Valley Land Co. stock	3,960
	$501,276
Salaries and general expenses were	6,413
Net income	$494,863

Paid interest on bonds	$206,325
Paid dividends, 6¾ per cent	312,086
Total interest and dividends	$518,411
Balance to income account	$376,452

All surplus net income above interest on the bonds and 7 per cent on the stock is set apart as a fund to provide for a liability of the termination in 1887 of the lease to the Illinois Central Company. This fund amounted March 31 to $1,150,000, was derived almost wholly from proceeds of land sales, and is invested in the bonds of the company and interest-bearing loans. The general balance sheet March 31, 1883, was as under:

Construction		$7,585,000
Assets.		
Cash in bank and in hands of Treasurer		146,560
Improvement and protection fund		1,150,000
Missouri Valley Land Company stock		8,800
Due from Illinois Central Railroad		35,683
Total		$8,926,043
Contra.		
Capital stock		4,623,500
First mortgage bonds		2,947,500
Floating debt		39,813
Income Account.		
Balance to credit of this account April 1, 1882	$938,777	
Rental of road	307,242	
From land department	530,000	
From interest account	60,073	
From dividends on Mo. Valley Land Co. stock	3,960	
	$1,840,054	
Deduct.		
Salaries	$3,070	
General expenses	3,343—	6,413
	$1,833,641	
Interest on bonds	$206,325	
Dividend on stock	312,086—	518,411
March 31, 1883, balance to credit of income account		1,315,229
Total		$8,926,043

GENERAL INVESTMENT NEWS.

Canada Southern.—The bridge of the Canada Southern Railway at Niagara is to be completed about December 1, at an estimated cost of $590,000. About 300 men are at work. Mr. Vanderbilt is understood to provide the funds, but the Canada Southern Company will acquire ownership by issuing about $1,000,000 of 5 per cent bonds. The company pays the International Bridge Company $75,000 a year for the use of its bridge, and notice of an advance in the rental to $150,000 a year has been given. The mortgage on the new bridge has not yet been executed.—*N. Y. World.*

Central of New Jersey.—On the favorable report of the special master, appointed to inquire as to the solvency of this company, Chancellor Runyon, of New Jersey, has made a decree restoring the property to the company when certain conditions shall be complied with. The principal condition relates to the liquidation of the floating debt, which the master found to be about $2,062,000. The decree provides that the company shall resume possession of the road upon depositing with the court satisfactory security for the payment of this indebtedness within three months. The Chancellor consents to the proposed lease to the Philadelphia & Reading Railroad, subject to liens for the receivership debts. In addition to the specific security which the decree requires, the bonds and stocks now held in the treasury of the Jersey Central are to remain in the receiver's hands until after the payment of the indebtedness. At the general meeting of stockholders on May 11, they recommended the proposed lease of the road to the Philadelphia & Reading Railroad. In reply to the inquiry of a *Tribune* reporter, whether the stockholders of the Philadelphia & Reading Company had ratified the lease of the Jersey Central, Mr. Gowen said: "That is not at all necessary in our case, for the managers have absolute power in such matters. At the annual meetings we usually submit our acts for approval, but it is hardly more than a formality then."

—The sub-committee of the Jersey Central income bondholders met at the office of William Alexander Smith, in Wall Street, for the purpose of considering the best manner in which to assert their claim for back interest on their bonds. It was stated that when the late Judge Lathrop was Receiver of the Jersey Central, about a year and a half ago, he conceded that the income bondholders were entitled to two years' back interest. Since then the holders of the income bonds have not been able to get any satisfaction. The sub-committee decided to apply to President Little for a copy of the lease of the Jersey Central to the Philadelphia & Reading, and ascertain what provision had been made therein for the payment of interest on the income bonds in the future, before deciding on any plan of action with reference to the four years' back interest.

Denver & New Orleans.—Denver advices say that on or about June 7 the Denver & New Orleans road will be reorganized under the name of the Denver & Texas Railway, with the same officers as now.

Elizabeth City Debt.—A meeting of bondholders of the City of Elizabeth was held at No. 137 Broadway for the purpose of hearing the report of a committee previously appointed and of taking further action. The former proposition of the city was to pay 50 per cent of the indebtedness by issuing bonds to run 20 years at 4 per cent, with three years' back interest. That made by the Singer Manufacturing Company was to pay the full amount of the debt by issuing bonds with an increasing yearly scale of interest. Mr. J. Davidson presented the report of the committee, which consisted of himself and G. E. Winans. The principal recommendation of the report was as follows:

"That a committee of five bondholders be appointed; that said committee shall thoroughly examine all questions relating to, or bearing upon, the question of a settlement of the debt of said city; also, as to the amount of taxable property in said city and its assessed value, and as to the ability of said city to pay its bonds and interest in full, or a proportionate amount thereof; that said committee report to the bondholders, as soon as possible, at a meeting to be called by the committee, the result of their investigations, and what, in their judgment, would be a just and equitable basis on which a settlement of the bonded debt of said city can be had; that said committee report such other or further recommendations as to them may seem proper."

The report was adopted and the following committee appointed: John Davidson, G. E. Winans, G. R. McKenzie, Theron T. Strong and Amzi Dodd.

Indianapolis Decatur & Springfield.—Trustee Ashhurst, of the second mortgage bondholders of this railroad company, recently held a conference at Indianapolis with the attorneys representing the creditors of the floating indebtedness. The floating debt aggregates about $80,000, and is unsecured. The trustees, it is understood, are desirous of settling this at 50 cents on the dollar, and made a proposition to that effect. This was refused, the holders demanding at least 75 cents. The trustees are anxious to get the road into better financial order, and, although under no legal obligations to meet the demands of the floating-debt creditors, prefer to settle with them on the above terms rather than incur the expense and the difficulties of foreclosing the mortgage to save themselves. If a compromise can be reached with the creditors, the trustees will turn the road back into the hands of the company; otherwise foreclosure must follow, which will cut the floating-debt creditors out of their claims. The trustees look for clear sailing in the future, and it is understood that the bondholders will advance money for the completion of the road to St. Louis when the indebtedness is adjusted. The company is well satisfied with the present leasing arrangement with the Indiana Bloomington & Western, and regards an extension to St. Louis, to be also leased to the Indiana Bloomington & Western, as a safe investment.—*N. Y. World.*

Louisville City Bonds.—The city has voted to issue $1,500,000 in bonds for general street improvements and repairs. The bonds are drawn and ready for issue at 4 per cent.

Massachusetts Central.—The trustees who took the road under the mortgage announced that the running of all trains and all traffic upon the road would cease. The advertisement is published for the sale of the road under foreclosure Sept. 1. The time for the surrender of bonds is extended to June 17. After reorganization, the name of the road will probably be made "The Central Massachusetts."

Mexican Central.—Late advices from President Nickerson, of the Mexican Central Railway, indicate that he has completed his examination of the entire road. The company now has 710 miles of road completed, leaving 520 to build. Work is now progressing at both ends, and about fifteen kilometres is graded beyond San Blas. It is stated that a total of 45,000 men are at work on all the divisions. The Boston *Journal* gives a summary of the principal points in the amended concession granted this company by the Mexican Government, as follows:

The amendment to Article 5 requires that all plans shall be completed in four years from the date of this contract instead of at various and earlier times, as originally provided. Article 6, as amended, says: "The works of construction shall be prosecuted with necessary activity, so that in each two years 400 kilometers shall be constructed; and when more is constructed the excess shall be credited to the next succeeding biennial period, in order that all the lines in their totality shall be completed in the term of ten years, counting from the date of this contract; provided, that the works of construction of the Pacific Line shall not be interrupted for any reason, the company being compelled to construct, of the 400 kilometers biennially required, at least 100 kilometers in the first two years, and 150 kilometers in each following two years, until the completion of that line." Article 41 contains an important clause relative to forfeiture, as follows: "If any of the lines, except in case of superior force, is not completed in the periods fixed in Article 6, the enterprise shall pay the Federal Treasury, from the net earnings of the same line constructed, a fine of $1,000 for each kilometer unconstructed, but shall preserve the ownership of the works it has constructed, of the part of the railway and telegraph which it has completed, and of the materials, machines and useful things employed in the operation of the line or lines which have not been completed. The Government of the Republic, or the individual or corporation to whom is conceded such right, shall take the whole, previously making the corresponding payment to the company, according to a valuation which shall be made by two experts, named one by each side, who before beginning to act shall name a third, to decide in case of discord." Article 49 reduces the rebate to the Government on the transportation of troops, munitions, &c., from 60 to 40 per cent, except on the Tampico and Pacific lines, where it is 50 per cent. Government employees and immigrants enjoy the same rebate. The obligation of the Government not to subsidize parallel lines within a zone of 25 leagues on either side, as provided in Article 53, is defined as applying only to the trunk lines, which embrace the Tampico and Pacific divisions, as well as the main line from the City of Mexico to El Paso Del Norte.

Michigan & Ohio.—Messrs. W. F. Moller & Co. state in an advertisement that this railroad, now nearly completed, extends from Toledo, Ohio, to Grand Haven, Mich. The par value of each subscription is $16,500, representing one mile of completed railroad. Upon each subscription 65 per cent has been paid; the balance is subject to call. The proposed division of securities to each subscription of $16,500 is $15,000 first mortgage bonds, 150 shares preferred stock and 250 shares common stock.

New York City Bonds.—A correspondent of the *Times* says the whole amount of coupon bonds now outstanding is less than $12,415,000, of which $470,000 is in 5 per cents, $2,000,000 in

per cents, and the residue, $9,692,000, in 6 per cents. Out of a total funded debt of $130,474,000, only $12,162,000, or less, is in coupon bonds. [The bulk of the debt is in registered stock.]

New York & Sea Beach.—The bondholders who bought this road at the recent foreclosure sale have organized a new company by the same name. They intend to make improvements on the road and at the Coney Island terminus, and have arranged for the purchase of several steamboats to run between New York and Bay Ridge in connection with the road.—*Railroad Gazette.*

N. Y. West Shore & Buffalo.—Gen. Winslow said this week that the track would be laid through the Weehawken tunnel before Saturday night. Early in July the road would be running to Syracuse, and in operation its entire length from New York to Buffalo this fall. The grading, masonry and bridges west of Syracuse would be finished by Sept. 1, and the entire track laid and ballasted within 60 days afterwards. The rolling stock was being received and every preparation being made to begin running trains. Trains will begin running to Middletown and Newburg June 4. The New York Ontario & Western Railway will also run its trains over the same track from Middletown to New York. The trains will run to the Pennsylvania Railroad station, in Jersey City, over the tracks of the New York Susquehanna & Western Railroad.

Northern Central.—Following is an official statement of the earnings and expenses of this road for April and for the first four months of the year:

	April.		4 mos., Jan.-April.	
	1883.	1882.	1883.	1882.
Gross earnings	$476,335	$420,499	$1,969,317	$1,656,198
Operating expenses	$259,865	$263,295	$1,103,656	$1,051,264
Extraordin'y expenses.	21,675	4,084	178,426	119,943
Total expenses	$281,541	$267,379	$1,282,083	$1,171,207
Net earnings	$194,794	$153,110	$687,233	$484,990

Norfolk & Western.—The statement of earnings and expenses for April and for four months of the year is as follows:

	April.		4 mos., Jan. to April	
	1883.	1882.	1883.	1882.
Gross earnings	$190,996	$171,793	$800,162	$664,794
Expenses	109,770	104,981	462,068	410,744
Net earnings	$81,226	$66,812	$338,094	$254,950

Ohio & Mississippi.—A friend and subscriber of the CHRONICLE recently addressed the following letter to the editors:

"Permit me to take exception to the statement made in your SUPPLEMENT, that the 'preferred stock (of the Ohio & Miss. Railway Co.) has prior right to a cumulative dividend of 7 per cent before any dividend shall be paid on common.'

"It is an open question whether the dividends on the preferred stock are unconditionally cumulative, or only cumulative when earned; and an attempt will soon be made to compromise with the preferred stockholders for past defaults. Under the circumstances, therefore, it is hardly fair of you to prejudge the case by stating as a positive fact that which is still in dispute."

—In reply to this the CHRONICLE would say that the terms of the agreement in regard to the Ohio & Mississippi preferred stock appeared to be very clear and definite. There seemed to be no question in regard to the nature of the contract, and the mere commencement of a suit cannot unsettle it. There is nothing better to throw light on the subject than to quote the precise terms of the preference which were as follows:

"The preferred stock is to be and remain a first claim upon the property of the corporation, after its indebtedness, and the holder thereof shall be entitled to receive from the net earnings of the company 7 per cent per annum, payable semi-annually, and to have such interest paid in full for each and every year before any payment of dividend upon the common stock."

In the case of any agreement apparently as clear as this the CHRONICLE is certainly justified in taking what seems to be the plain and obvious meaning—the meaning which a buyer of the stock would unquestionably have put upon it.

Oregon & California.—Regular trains have begun to run over this road to a new terminus at Glendale, Oregon, 65 miles southward from Roseburg and 265 miles from Portland. The stage line to connect with the Central Pacific at Redding, Cal., now starts from Glendale.

Pennsylvania Railroad.—The gross and net earnings in April 1882 and 1883 are specially compiled for the CHRONICLE in the table below. In April, 1883, there was an increase of $205,900 in gross earnings and an increase of $148,520 in the net. For the four months there was an increase in 1883 of $1,444,488 in gross and $842,010 in net earnings.

ALL LINES EAST OF PITTSBURG AND ERIE.

	Gross Earnings.		Net Earnings.	
	1883.	1882.	1883.	1882.
January	$3,929,357	$3,373,321	$1,471,058	$1,074,266
February	3,712,215	3,306,750	1,336,694	1,079,621
March	4,189,380	3,912,293	1,455,427	1,415,802
April	4,061,750	3,855,850	1,467,831	1,319,311
Total	$15,892,702	$14,448,214	$5,731,010	$4,889,000

As to the lines west of Pittsburg and Erie, the monthly reports issued in 1882 and for the current year show the results below. The company's report, however, states a gain since Jan. 1, 1883, over the same period in 1882 of only $378,595.

ALL LINES WEST OF PITTSBURG & ERIE.

	Net Surplus over all Liabilities.		Inc. or Dec. in
	1883.	1882.	1883.
January	$174,981	$9,741	Inc.. $165,240
February	Def. 164,776	Def. 121,307	Dec.. 43,469
March	225,951	36,532	Inc.. 189,419
April	149,710	17,047	Inc.. 132,663
Total	$385,866	Def. $57,987	Inc.. $443,853

Philadelphia & Reading.—The gross receipts from the railroads, canals, steam colliers and coal barges in April were $1,726,616 and the net receipts $755,427; for the fiscal year since Nov. 30, 1882, the gross receipts have been $8,253,965 and the net receipts $3,586,217. The gross receipts of the Philadelphia & Reading Coal & Iron Co. in April were $1,193,001 and net $62,000; since Nov. 30 gross receipts have been $5,297,850, and net, $72,453. The total receipts of both companies together for each month of the fiscal year have been as follows:

	Gross Receipts.		Net Receipts	
	1882-83.	1881-82.	1882-83.	1881-82.
December	$2,805,201	$3,231,677	$843,783	$937,542
January	2,559,994	2,451,468	664,877	646,913
February	2,377,181	2,169,005	630,080	438,656
March	2,829,724	2,587,720	702,501	654,149
April	2,919,617	2,699,706	817,428	708,304
Total 5 months	$13,531,717	$13,139,574	$3,658,669	$3,386,564

The coal tonnage has been as follows, viz.: Carried on the railroad in April, 692,872 tons, against 628,806 tons in April, 1882. Mined by the Coal & Iron Co. and by tenants, 454,488 tons, against 402,984 tons same month in 1882.

—Notice was recently given by this company that all instalments on deferred income bonds issued under prospectus of January 4, that were not paid by May 21 would be forfeited to the company. It is reported that the amount of the four instalments paid in is $7,605,491, and that the amount of the subscriptions on which final instalment has not been paid is comparatively small.

Pittsburg & Lake Erie.—It is reported from Pittsburg that 12,000 or 8,000 shares of this railroad company's stock have been purchased in the interest of the Vanderbilts. This gives control of the road, extending from Pittsburg to Youngstown.

Rochester & Pittsburg.—This company has finished its Buffalo track. The freight tonnage amounts to about 1,100 tons daily. Passenger trains between Rochester and Pittsburg will be put on about June 1. Freight trains will run on the Buffalo branch early in June and passenger trains about June 15.

Southern Pacific.—A Washington dispatch of May 21 says: "The Southern Pacific Railroad Company has recently made application to the Secretary of the Interior for the lands originally granted to the Texas Pacific Railroad Company for the construction of its road. These lands are claimed by virtue of an assignment from the Texas Pacific Company, which has failed to construct the road for which the grant was made. A decision will not be reached in the case for several days, but there is reason to believe that it will be adverse to the claim of the Southern Pacific Company. The grant of land in dispute aggregates between 17,000,000 and 18,000,000 of acres."

Toledo Cinn. & St. Louis.—The Toledo Cincinnati & St. Louis Railway was opened this week to East St. Louis, 449 miles from the eastern terminus to Toledo. This company also has a line to Cincinnati, consisting in part of the Cincinnati Northern Railway, recently acquired, and has also a line to Ironton, on the Ohio River, making in all about 800 miles. At St. Louis connection is made with the St. Louis & Cairo narrow gauge, which in turn connects with the Texas & St. Louis, so that there is now practically completed a continuous narrow gauge line from Toledo into the heart of Texas. (Gatesville west of Waco). When the Texas & St. Louis road is finished to Laredo and the Mexican National from that point to the City of Mexico, a car of three feet gauge can run from Lake Erie to the Mexican capital, a distance of nearly 3,000 miles. To give still more direct connection with the South, a road to be called the Toledo Texas & Rio Grande is projected from Metcalf, Ill., on the Toledo Cincinnati & St. Louis, to Cairo. If built, this would save the detour by way of St. Louis, and form a line nearly straight from Toledo to Texas. The question of the comparative economy of standard and narrow gauge roads is now in a fair way to be answered. * * *—*Railway Age*, May 17.

Wilmington & Northern.—The report of the Treasurer, presented at the annual meeting of the stockholders held at Reading, Pa., on the 7th inst., shows that the gross earnings for the year ending Dec. 31, 1882, were $339,092, the operating expenses $264,028, taxes $4,656, interest on bonds and redemption of branch bonds $12,091, leaving as net earnings the sum of $58,315. Compared with the previous year the gross earnings show an increase of $14,080. It was voted to accept the act of the Legislature authorizing the company to increase its indebtedness $100,000 for the purpose of building branches and sidings. The length of track, including branches, is 85 miles. The company owns 16 locomotives and 146 cars of all kinds.

—The "Facile" is the name of one of the stylish English bicycles introduced into this country, of which Mr. Julius Wilcox, 15 Park Place and 12 Murray Street, has the exclusive American agency. Mr. Wilcox remarks in his circular: "During the past two years this wonderful bicycle has been, in England, upsetting preconceived ideas about the capacity of small wheels, beating records, and proving itself a practical roadster, possessing the highest safety without sacrifice of any other good qualities or introducing any bad ones. Its development has been in that time the chief phenomenon in the English field, and in England its position is assured." All "wheelmen" (and "wheel-women" too for tricycles) are invited to send for a circular and price lists.

—Attention is called to the notice of the payment coupons of the Rochester & Pittsburg RR. Company, due June 1st.

The Commercial Times.

COMMERCIAL EPITOME.

Friday Night, May 25, 1883.

The weather was unseasonably cold at the West, the Northwest and the Southwest early in the week. In the Lake regions ice formed and snow fell, and the thermometer was very low in the Gulf States. There were violent storms and heavy floods, destroying much property and causing the loss of many lives. It has cleared up now and is warmer again. The danger of injury to the crops caused a revival of speculation in staples of agriculture, but it was of short duration, and regular trade has continued dull. Yesterday was a half-holiday in honor of the formal opening of the great bridge connecting the cities of New York and Brooklyn.

The lard speculation has not been important. Prices have been variable, with an inclination toward a lower basis. At the close there was an effort made to improve prices. Pork sold moderately on the spot, but commands very little speculative attention. To-day prime Western lard sold on the spot at 11·80@11·75c.; refined to the Continent quoted 11·75c.; South America 12·25c.; June sold at 11·71½@11·73c.; July 11·80@11·81c.; August 11·75c.; November 10·97½c.; seller year 10·85c.; closing stronger; June 11·74@11·75c.; July 11·82@11·83c.; August 11·77c.; September 11·67@11·69c.; seller year 11·80@11·85c. Pork was unchanged to-day, and sold on the spot at $20@$20 25; there were no quotations for the options. Bacon was quiet but firm at 11⅜c. for long clear. Beef was again quiet; city extra India mess $25@$26. Beef hams very firm at $26@$26 50. Tallow easy, with sales at 7⅞@7 15-16c. for prime. Stearine quiet at 13¼@13⅜c. for prime. Butter is quiet and cheese firm, with good to fine State factory quoted 11½@12¼c.

Kentucky tobacco has become quiet again; 70 hhds. have been sold for export and 76 hhds. for consumption. Prices are without change at 5½@6½c. for lugs, and 7@10c. for leaf. Seed leaf has continued in demand, and all prices show steadiness. The sales for the week embrace 2,300 cases, including 500 cases 1882 crop Pennsylvania at 15@32c.; 100 cases 1881 crop Pennsylvania at 8@13c.; 600 cases 1882 crop New England at 11@19c.; 158 cases 1881 crop New England at 12@28c.; 312 cases 1882 crop Ohio Havanna seed private terms; 150 cases 1882 crop Ohio Little Dutch private terms; 307 cases 1882 crop Wisconsin Havana seed at 8@12c., and 250 cases 1881 crop State flats private terms; also 400 bales Havana 80c.@$1 15, and 350 bales Sumatra $1 10@$1 50.

Rio coffee has been quiet and without material change; fair cargoes closed at 9¼c.; options have at times sold very freely, but the closing figures show a decline for the week of from 20 to 40 points; No. 7 sold to-day at 7·25c. for June, 7·50c. for July, 7·60c. for August, 7·70c. for September, 7·80c. for October, 7·95c. for November and 8c. for December; mild has sold to a fair extent at rather easy prices latterly. September Padang sold to-day at 17½@17⅝c. Rice has been in pretty good demand, as a rule, and has been firm. Spices have been dull. Tea has been quiet and without material change. Foreign green fruits have been fairly active and steady; dried have been quiet. Molasses closed at 29@30c. for 50-degrees test refining stock here, June delivery; yesterday 2,000 hogsheads sold in Philadelphia at 29c. for June; no business in spot cargoes has latterly taken place; grocery grades have been quiet. Raw sugar closes more active at an advance to 7 3-16c. for fair refining and 7 13-16c. for 96-degrees test centrifugal; refined advanced to-day to 9½c. for crushed, 9⅛@9⅜c. for powdered, 8⅞@9c. for granulated and 8¼c. for standard "A."

Rosins have been very quiet, and the tone is easy at $1 67½ @$1 72½ for common to good strained. Spirits turpentine closed dull and freely offered at 38c.; for next week 37@37½c. are the quoted figures. Refined petroleum has been quiet at 7½c. for 110-degrees and 7⅝c. for 70-degrees test. Crude certificates opened to-day at $1 03⅛, advanced to $1 04⅛, declined to $1 02¾ and closed at $1 03¼. Ingot copper remains steady at 16c. for Lake; other metals are quiet and unchanged. Hops are dull; the best State 1882 grades are now quoted at 75c. Linseed oils firm at 56@57c. Wool dull and easy.

Ocean freight-room is quiet for berth tonnage. Oil vessels have had a better call at about steady rates. Grain to Liverpool by steam quoted 3½d.; bacon 15s.; cheese 20@25s.; cotton 5-32d.; grain to London by steam taken at 4½d.; do. to Glasgow by steam 3½d.; do. to Hull by steam 4¼d.; do to Hamburg by steam 77½ pfennings; refined petroleum to Bremen 2s. 6¼d.@3s. 3d.; crude to Blaye 3s. 3d.; case oil (refined) to the Levant 21@22@23@23½c.; grain from Baltimore to Cork for orders 4s. per qr.

COTTON.

Friday, P. M., May 25, 1883.

The Movement of the Crop, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (May 25) the total receipts have reached 38,539 bales, against 43,976 bales last week, 50,575 bales the previous week and 48,761 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,793,760 bales, against 4,533,846 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,259,914 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	282	1,184	712	840	351	409	3,778
Indianola, &c.	....	....	....	....	....	108	108
New Orleans	1,253	1,891	2,655	1,560	909	1,916	10,184
Mobile	69	197	154	115	4	94	633
Florida	....	....	....	....	....	32	32
Savannah	178	554	986	816	589	367	3,490
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	167	117	90	101	87	88	650
Pt. Royal, &c.	....	....	....	....	....	10	10
Wilmington	25	45	53	4	34	49	210
Moreh'd C., &c	....	....	....	....	....	125	125
Norfolk	1,064	997	1,002	677	1,060	1,122	5,922
West Point, &c	....	....	....	....	....	2,875	2,875
New York	43	36	170	281	25	77	632
Boston	945	950	695	337	637	868	4,432
Baltimore	....	....	....	....	....	2,122	2,122
Philadelp'a, &c.	1,264	650	510	429	....	483	3,336
Totals this week	5,290	6,621	7,027	5,160	3,696	10,745	38,539

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last years.

Receipts to May 25.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883.	1882.
Galveston	3,778	808,288	1,254	418,603	41,734	9,122
Indianola, &c.	108	16,726	42	13,705	.....	.....
New Orleans	10,184	1,619,897	2,858	1,158,556	153,783	92,941
Mobile	633	308,366	809	257,877	15,107	10,215
Florida	32	18,355	14	27,197	.....	.....
Savannah	3,490	800,686	1,335	713,652	12,548	9,219
Brunsw'k, &c	.....	5,508	.....	6,966	.....	.....
Charleston	650	563,960	654	486,948	8,726	7,271
Pt. Royal, &c.	10	24,339	115	24,356	.....	.....
Wilmington	210	126,645	140	134,362	2,330	2,328
M'head C., &c	125	19,016	120	26,482	.....	.....
Norfolk	5,922	780,841	1,805	597,735	34,853	14,824
West Point, &c	2,875	224,398	598	189,413	.....	.....
New York	632	136,094	897	157,301	221,251	269,416
Boston	4,432	179,832	2,027	217,225	5,485	9,095
Baltimore	2,122	59,303	98	19,454	20,982	21,117
Philadelp'a, &c.	3,336	101,506	1,210	84,014	8,406	16,495
Total	38,539	5,793,760	13,981	4,533,846	525,205	465,043

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	3,886	1,296	4,044	1,137	3,022	1,636
New Orleans.	10,184	2,858	7,302	5,845	2,434	3,561
Mobile	633	809	1,456	507	390	960
Savannah	3,490	1,335	4,760	1,011	2,067	3,317
Charl'st'n, &c	660	769	3,310	1,820	426	683
Wilm'gt'n, &c	335	265	372	86	377	526
Norfolk, &c.	8,797	2,403	4,584	7,508	3,331	3,960
All others	10,554	4,246	11,023	5,850	5,066	3,577
Tot. this w'k.	38,539	13,981	36,851	23,764	17,113	18,220
Since Sept. 1.	5793,760	4533,846	5530,131	4739,442	4389,721	4196,104

Galveston includes Indianola; Charleston includes Port Royal, &c. Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c

The exports for the week ending this evening reach a total of 44,264 bales, of which 35,126 were to Great Britain, 1,780 to France and 7,358 to the rest of the Continent, while the stocks as made up this evening are now 525,205 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending May 25. Exported to—				From Sept. 1, 1882, to May 25, 1883. Exported to—			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	.....	1,234	.....	1,234	303,145	39,325	155,152	497,625
New Orleans	10,574	.....	2,618	13,192	770,012	277,382	431,154	1,478,528
Mobile	.....	.....	.....	.....	33,840	9,350	1,100	44,290
Florida	.....	.....	.....	.....	.....	.....	100	100
Savannah	2,678	.....	.....	2,678	103,792	25,678	283,028	414,478
Charleston*	.....	.....	1,714	1,714	131,060	24,775	216,015	371,870
Wilmington	1,567	.....	.....	1,567	53,163	.....	4,590	57,753
Norfolk†	1,246	.....	.....	1,246	365,509	.....	27,425	392,934
New York	11,223	546	774	12,543	450,019	28,130	147,180	625,329
Boston	1,596	.....	.....	1,596	156 383	.....	443	156,826
Baltimore	3,642	.....	1,952	5,594	157,628	4,718	55,909	218,255
Philadelp'a, &c	2,600	.....	300	2,900	81,911	.....	3,386	85,297
Total	35,126	1,780	7,358	44,264	2,608,482	409,321	1,325,482	4,343,285
Total 1881-82	18,599	580	4,907	24,156	2,149,465	340,497	731,305	3,221,267

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 69 Broad Street.

MAY 25, AT—	On Shipboard, not Cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans....	12,852	5,423	3,218	538	22,061	131,722
Mobile.....	None.	None.	None.	None.	None.	15,107
Charleston.....	None.	None.	None.	250	250	8,176
Savannah.....	3,300	None.	None.	800	4,100	8,143
Galveston.....	9,699	None.	3,858	3,342	16,899	21,935
Norfolk.....	6,200	None.	1,300	2,390	9,890	24,963
New York.....	3,000	None.	1,000	None.	4,000	217,251
Other ports.....	3,500	None.	500	None.	4,000	33,203
Total 1883.	38,551	5,423	9,906	7,320	61,200	464,005
Total 1882.....	22,409	4,174	6,542	1,616	34,741	430,302
Total 1881.....	40,889	17,529	25,373	3,576	87,367	402,530

The speculation in cotton for future delivery at this market has been rather quiet for the week under review. The volume of business shows a marked reduction from the movement early in this month. The depression of Friday last was continued on Saturday, but the close was steady at some recovery from the lowest figures, and on Monday and Tuesday there was an advance, owing to advices from the South showing the prevalence of very unseasonable weather for the young crop. The thermometer fell below 50 degrees at many points, and there were violent rain storms in some sections. However, no killing frost was reported, and Tuesday closed dull, with the loss of part of the advance for the day. Wednesday opened firm, but under weak foreign advices, and the indications that the "short interest" for this crop had been pretty well disposed of, there was a decline, which was continued on Thursday, when business was suspended at half past 12, in honor of the opening of the great bridge connecting New York and Brooklyn. To-day the market was depressed early in the day, but some recovery followed, the final close being irregular and unsettled. Cotton on the spot has been dull and unsettled. There was a decline of 1-16c. on Saturday, an advance of 1-16c. on Tuesday, and a decline of 1-16c. on Thursday. To-day there was a further decline of 1-16c., with more doing for home consumption, middling uplands closing at 10⅞c.

The total sales for forward delivery for the week are 388,300 bales. For immediate delivery the total sales foot up this week 2,505 bales, including 22 for export, 2,252 for consumption, 231 for speculation and —— in transit. Of the above, 25 bales were to arrive. The following are the official quotations for each day of the past week.

May 19 to May 25.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. ₰ lb	8	8	8 1/16	8 1/4	8 1/4	8 5/16	8 1/4	8 1/4	8 5/16
Strict Ord..	8 7/16	8 7/16	8 1/2	8 11/16	8 11/16	8 3/4	8 11/16	8 11/16	8 3/4
Good Ord..	9 1/4	9 1/4	9 5/16	9 1/2	9 1/2	9 9/16	9 1/2	9 1/2	9 9/16
Str. G'd Ord	9 15/16	9 15/16	10	10 3/16	10 3/16	10 1/4	10 3/16	10 3/16	10 1/4
Low Midd'g	10 7/16	10 7/16	10 1/2	10 11/16	10 11/16	10 3/4	10 11/16	10 11/16	10 3/4
Str. L'w Mid	10 3/4	10 3/4	10 13/16	11	11	11 1/16	11	11	11 1/16
Middling...	10 15/16	10 15/16	11	11 3/16	11 3/16	11 1/4	11 3/16	11 3/16	11 1/4
Good Mid..	11 5/16	11 3/16	11 3/8	11 9/16	11 9/16	11 5/8	11 9/16	11 9/16	11 5/8
Str. G'd Mid	11 9/16	11 9/16	11 5/8	11 13/16	11 13/16	11 7/8	11 13/16	11 13/16	11 7/8
Midd'g Fair	12 1/16	12 1/16	12 1/8	12 5/16	12 5/16	12 3/8	12 5/16	12 5/16	12 3/8
Fair.....	12 13/16	12 13/16	12 7/8	13 1/16	13 1/16	13 1/8	13 1/16	13 1/16	13 1/8

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. ₰ lb	8 1/16	8	7 15/16	8 5/16	8 1/4	8 3/16	8 5/16	8 1/4	8 3/16
Strict Ord..	8 1/2	8 7/16	8 3/8	8 3/4	8 11/16	8 5/8	8 3/4	8 11/16	8 5/8
Good Ord..	9 5/16	9 1/4	9 3/16	9 9/16	9 1/2	9 7/16	9 9/16	9 1/2	9 7/16
Str. G'd Ord	10	9 15/16	9 7/8	10 1/4	10 3/16	10 1/8	10 1/4	10 3/16	10 1/8
Low Midd'g	10 1/2	10 7/16	10 3/8	10 3/4	10 11/16	10 5/8	10 3/4	10 11/16	10 5/8
Str. L'w Mid	10 13/16	10 3/4	10 11/16	11 1/16	11	10 15/16	11 1/16	11	10 15/16
Middling...	11	10 15/16	10 7/8	11 1/4	11 3/16	11 1/8	11 1/4	11 3/16	11 1/8
Good Mid..	11 3/8	11 5/16	11 1/4	11 5/8	11 9/16	11 1/2	11 5/8	11 9/16	11 1/2
Str. G'd Mid	11 5/8	11 9/16	11 1/2	11 7/8	11 13/16	11 3/4	11 7/8	11 13/16	11 3/4
Midd'g Fair	12 1/8	12 1/16	12	12 3/8	12 5/16	12 1/4	12 3/8	12 5/16	12 1/4
Fair.....	12 7/8	12 13/16	12 3/4	13 1/8	13 1/16	13	13 1/8	13 1/16	13

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary.....₰ lb	7 7/16	7 7/16	7 1/2	7 1/2	7 7/16	7 3/8
Strict Good Ordinary.....	8 1/4	8 1/4	8 3/16	8 5/16	8 1/4	8 3/16
Low Middling.....	8 15/16	8 15/16	9	9	8 15/16	8 7/8
Middling.....	10 1/16	10 1/16	10 1/8	10 1/8	10 1/16	10

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Export.	Consump.	Spec'l'n	Transit.	Total.	Sales.	Deliveries.
Sat..	Dull at 1/16 dec...	....	147	25	....	172	51,400	300
Mon.	Quiet and steady	....	204	28	....	232	63,900	900
Tues.	Dull at 1/16 adv..	22	297	178	....	497	42,900	400
Wed.	Nominal.....	....	214	....	....	214	62,400	1,600
Thurs	Dull at 1/16 dec..	....	277	....	....	277	50,300	400
Fri..	Steady at 1/16 dec.	....	1,113	....	....	1,113	117,400	200
Total	.....	22	2,252	231	....	2,505	388,300	3,800

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES	Market, Easy, and Total Sales.	May.	June.	July.	August.	September.	October.	November.	December.	January	February.	March.	April.
Saturday, May 19—	Lower.	Aver..10·91	Aver..10·91	Aver..10·86	Aver..10·91	Aver..10·54	Aver..10·22	Aver..10·13	Aver..10·15	Aver..———	Aver..———	Aver..———	Aver..———
Sales, total.....	51,400	500	8,300	12,300	24,400	2,000	1,600	1,000	1,500	—	—	—	—
Prices paid (range)	10 12@10 93	10·90@10·91	10·90@10·92	10·84@10·87	10·90@10·93	10·53@10·55	10·22@10·24	10·12@10·13	— @10·15	— @ —	— @ —	— @ —	— @ —
Closing.....	10·93–10·94	10·92— —	— —	10·85–10·86	10·91–10·92	10·54@10·53	10·22–10·23	10·12–10·13	10·14–10·15	10·21–10·22	— @ —	— @ —	— @ —
Monday, May 21—	Firmer.	Aver..10·97	Aver..10·95	Aver..10·91	Aver..10·95	Aver..10·57	Aver..10·24	Aver..10·16	Aver..10·18	Aver..10·20	Aver..———	Aver..———	Aver..———
Sales, total.....	68,900	1,400	10,600	12,600	23,800	6,400	4,100	4,700	200	100	— @ —	— @ —	— @ —
Prices paid (range)	10·94@11·02	10·91@10·99	10·86@10·95	10·92@11·00	10·95@10·97	10·56@10·58	10·21@10·29	10·12@10·19	10·17@10·19	10·20@ —	— @ —	— @ —	— @ —
Closing.....	10·98–10·99	10·94— —	10·88–10·89	10·93— —	10·96–10·97	10·58–10·59	10·23–10·26	10·15–10·16	10·16–10·18	10·24–10·26	.....	.....	.....
Tuesday, May 22—	Firmer.	Aver..11·02	Aver..10·99	Aver..10·93	Aver..10·97	Aver..10·60	Aver..10·28	Aver..10·18	Aver..10·20	Aver..10·29	Aver..———	Aver..———	Aver..———
Sales, total.....	42,900	1,100	9,400	9,200	18,300	2,000	700	1,500	105	600	— @ —	— @ —	— @ —
Prices paid (range)	11·00@11·04	10·96@10·99	10·91@10·95	10·95@10·98	10·60@10·62	10·28@10·29	10·17@10·20	10·20@ —	10·29@ —	— @ —	— @ —	— @ —	— @ —
Closing.....	11·01–11·02	10·97–10·99	10·92–10·93	10·95–10·96	10·59–10·60	10·28–10·29	10·18–10·19	10·19–10·20	10·27–10·29	.....	.....	.....	.....
Wednesday, May 23—	Easier.	Aver..10·98	Aver..10·94	Aver..10·91	Aver..10·94	Aver..10·61	Aver..10·29	Aver..10·20	Aver..10·23	Aver..10·30	Aver..10·37	Aver..10·48	Aver..———
Sales, total.....	62,400	3,500	8,100	7,700	21,100	5,600	4,500	3,300	3,500	2,100	2,000	1,000	—
Prices paid (range)	10·94@11·01	10·92@11·00	10·87@10·94	10·91@10·97	10·58@10·62	10·28@10·30	10·18@10·21	10·17@10·18	10·21@10·24	10·28@10·31	10·37@ —	10·48@ —	— @ —
Closing.....	10·95–11·01	10·93–10·96	10·87–10·88	10·91–10·92	10·38–10·39	10·27–10·28	10·18–10·20	10·19–10·20	10·28–10·29	10·28–10·28	10·35–10·37	— —	— —
Thursday, May 24—	Dull.	Aver..10·90	Aver..10·38	Aver..10·81	Aver..10·86	Aver..10·53	Aver..10·22	Aver..10·13	Aver..10·14	Aver..10·23	Aver..———	Aver..———	Aver..———
Sales, total.....	10,300	1,300	6,600	5,300	22,600	1,700	3,000	5,100	3,600	300	— @ —	— @ —	— @ —
Prices paid (range)	10·94@11·04	10·96@10·99	10·95@10·98	10·79@10·83	10·83@10·89	10·32@10·54	10·22@10·24	10·12@10·15	10·14@10·15	— @10·23	— @ —	— @ —	— @ —
Closing.....	10·95–10·96	10·92–10·93	10·93–10·95	10·79— —	10·83–10·84	10·51–10·53	10·21–10·22	10·11–10·12	10·13–10·14	10·20–10·22	.....	.....	.....
Friday, May 25—	Variable.	Aver..10·81	Aver..10·78	Aver..10·78	Aver..10·80	Aver..10·51	Aver..10·20	Aver..10·10	Aver..10·14	Aver..12·20	Aver..10·23	Aver..10·42	Aver..———
Sales, total.....	117,400	2,200	25,600	24,400	41,700	7,900	1,800	6,400	2,000	500	1,500	400	—
Prices paid (range)	10·08@10·84	10·80@10·83	10·74@10·81	10·71@10·81	10·75@10·84	10·46@10·53	10·17@10·22	10·08@10·14	10·13@10·16	10·20@ —	10·28@ —	10·42@ —	— @ —
Closing.....	10·82–10·84	10·80–10·81	10·81— —	10·78— —	10·81–10·82	10·51–10·52	10·21–10·22	10·12–10·14	10·15–10·16	10·22–10·24	— @ —	— @ —	— @ —
Saturday, May 26—	Irregular.	Aver..10·87	Aver..10·80	Aver..10·81	Aver..10·83	Aver..10·52	Aver..10·21	Aver..10·11	Aver..10·13	Aver..12·22	Aver..10·24	Aver..10·43	Aver..———
Sales, total.....	388,300	10,000	2,787,900	1,534,300	2,557,200	173,200	289,800	272,700	88,700	43 300	6,000	8,300	.....
Prices paid (range)	10·80@11·01	10·93	10·91	10·86	10·91	10·56	10·24	10·15	10·17	10·24	10·32	10·44	.....
Closing.....	10·85–10·87	10·93	10·81— —	10·78— —	10·81–10·82	10·51–10·52	10·21–10·22	10·12–10·14	10·15–10·16	10·22–10·24	— @ —	— @ —	— @ —
Sales since Sep. 1, '82	20,714,000	2,723,300	2,787,900	1,534,300	2,557,200	173,200	289,800	272,700	88,700	43 300	6,000	8,300	.....

* Includes sales in September, 1882, for September, 300,200; September-October for October, 815,600; September-November for November, 731,000; September-December for December, 1,097,400; September-January for January, 2,070,200; September-February for February, 1,300,200; September-March for March, 1,969,400; September-April for April, 1,713,300.

Transferable Orders—Saturday, 10·95c.; Monday, 11·00c.; Tuesday 11·05c.; Wednesday, 11c.; Thursday, 10·90c.; Friday, 10·85c.

Short notices for May—Monday, 10·95c.

The following exchanges have been made during the week.

·38 pd. to exch. 2,000 Sept. for Aug.
·05 pd. to exch. 100 July for Aug.
300 June for Aug. even.
·08 pd. to exch. 1,200 July for May.
·37 pd. to exch. 100 Sept. for Aug.
·03 pd. to exch. 100 July for Aug.
·03 pd. to exch. 100 July for Aug.
·04 pd. to exch. 100 July for Aug.
·02 pd. to exch. 200 June for May.
·04 pd. to exch. 300 July for Aug.
·01 pd. to exch. 100 July for May.
·02 pd. to exch. 200 June for Aug.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (May 25), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	961,000	989,000	930,000	767,000
Stock at London.....	43,200	61,800	46,800	49,300
Total Great Britain stock	1,009,200	1,050,800	976,800	816,300
Stock at Hamburg.....	3,500	1,400	6,500	3,000
Stock at Bremen.....	51,700	28,300	50,900	43,800
Stock at Amsterdam.....	39,000	18,400	40,600	18,000
Stock at Rotterdam.....	2,500	1,438	5,380	2,290
Stock at Antwerp.....	3,200	1,900	780	770
Stock at Havre.....	149,000	116,000	209,000	88,300
Stock at Marseilles.....	7,400	2,600	4,000	4,600
Stock at Barcelona.....	91,000	24,300	33,000	45,700
Stock at Genoa.....	14,000	5,000	4,000	10,000
Stock at Trieste.....	9,700	5,470	6,900	4,400
Total continental stocks...	371,000	204,808	361,060	220,860
Total European stocks...	1,380,200	1,255,608	1,337,860	1,037,160
India cotton afloat for Europe.	346,000	445,000	294,000	318,000
Amer'n cotton afloat for Eur'pe	405,000	256,000	402,000	379,000
Egypt, Brazil, &c., afit for E'r'pe	34,000	45,000	47,000	20,000
Stock in United States ports ..	525,205	465,043	489,897	423,045
Stock in U. S. interior towns..	110,351	91,413	132,471	143,241
United States exports to-day..	4,400	5,000	8,000	5,000
Total visible supply.....	2,805,156	2,563,064	2,711,228	2,325,446
Of the above, the totals of American and other descriptions are as follows:				
American—				
Liverpool stock.....	723,000	613,000	707,000	514,000
Continental stocks.....	241,000	105,000	263,000	154,000
American afloat for Europe....	405,000	256,000	402,000	379,000
United States stock.....	525,205	465,043	489,897	423,045
United States interior stocks..	110,351	91,413	132,471	143,241
United States exports to-day..	4,400	5,000	8,000	5,000
Total American.....	2,008,956	1,535,456	2,002,368	1,618,286
East Indian, Brazil, &c.—				
Liverpool stock.....	238,000	376,000	223,000	253,000
London stock.....	48,200	61,800	46,800	49,300
Continental stocks.....	130,000	99,808	98,860	66,860
India afloat for Europe.....	346,000	445,000	294,000	318,000
Egypt, Brazil, &c., afloat....	34,000	45,000	47,000	20,000
Total East India, &c	796,200	1,027,608	708,860	707,160
Total American.....	2,008,956	1,535,456	2,002,368	1,618,286
Total visible supply.....	2,805,156	2,563,064	2,711,228	2,325,446
Price Mid. Upl., Liverpool	5⅞d.	6⅝d.	5 15/16d.	6 1/16d.

☞ The imports into Continental ports this week have been 57,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 242,092 bales as compared with the same date of 1882, an *increase* of 93,928 bales as compared with the corresponding date of 1881 and an *increase* of 479,710 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement

Towns.	Movement to May 25, 1883. Receipts. This week.	Receipts. Since Sept. 1, '82.	Shipm'ts. This week.	Stock May 25.
Augusta, Ga....	432	177,750	666	7,306
Columbus, Ga....	221	108,957	521	6,365
Macon, Ga....	42	57,350	24	2,499
Montgom'ry, Ala.	374	133,304	525	1,969
Selma, Ala.....	160	90,045	345	3,509
Memphis, Tenn.	3,344	501,111	4,851	29,473
Nashville, Tenn.	232	44,440	216	4,934
Dallas, Tex....	274	44,203	810	1,356
Jefferson, Tex..	70	24,451	75	5
Shreveport, La..	859	100,821	976	3,989
Vicksburg, Miss.	400	115,486	493	497
Columbus, Miss.	56	38,920	80	128
Eufaula, Ala ...	229	44,676	908	1,121
Griffin, Ga....	10	26,319	184	353
Atlanta, Ga.....	225	141,001	543	12,735
Rome, Ga.....	115	84,222	1,035	2,165
Charlotte, N. C..	478	52,725	278	600
St. Louis, Mo....	3,195	445,956	6,150	28,036
Cincinnati, O....	7,157	352,854	6,956	3,371
Total, old towns	17,873	2,542,271	25,546	110,351
Newberry, S. C..	...	23,211	...	150
Raleigh, N. C...	493	49,700	979	2,047
Petersburg, Va..	421	25,389	435	2,134
Louisville, Ky..	157	31,136	443	5,056
Little Rock, Ark.	274	52,401	645	1,653
Brenham, Tex...	380	33,581	560	333
Houston, Tex....	3,139	687,755	2,437	3,836
Total, new towns	4,864	903,183	5,497	15,214
Total, all	22,737	3,495,454	31,043	125,565

Towns.	Movement to May 26, 1882. Receipts. This week.	Receipts. Since Sept. 1, '81.	Shipm'ts. This week.	Stock May 26.
Augusta, Ga....	230	160,715	1,193	9
Columbus, Ga....	52	101,553	...	...
Macon, Ga....	90	59,873	310	1,513
Montgom'ry, Ala.	78	95,647	134	2,424
Selma, Ala.....	71	72,511	641	1,925
Memphis, Tenn.	2,073	332,632	3,351	29,375
Nashville, Tenn.	284	55,511	678	9,061
Dallas, Tex....	24	27,914	50	100
Jefferson, Tex..	9	11,542	67	558
Shreveport, La..	240	62,882	488	811
Vicksburg, Miss.	197	27,728	293	351
Columbus, Miss.	4	13,019	...	92
Eufaula, Ala ...	37	47,738	116	797
Griffin, Ga....	6	31,278	68	249
Atlanta, Ga.....	185	123,995	1,185	10,932
Rome, Ga.....	50	92,438	200	1,160
Charlotte, N. C..	165	30,983	365	200
St. Louis, Mo....	4,182	365,779	7,269	16,655
Cincinnati, O....	2,943	363,778	3,766	1,890
Total, old towns	10,920	2,190,526	20,213	91,413
Newberry, S. C..	1	15,128	37	275
Raleigh, N. C...	50	58,992	547	1,534
Petersburg, Va..	22	26,057	42	3,789
Louisville, Ky..	207	29,787	326	3,783
Little Rock, Ark.	67	25,168	519	705
Brenham, Tex...	57	24,798	263	147
Houston, Tex....	1,054	394,155	1,843	2,372
Total, new towns	1,458	574,085	3,582	12,605
Total, all	12,378	2,764,611	23,795	104,018

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 7,673 bales, and are to-night 18,938 bales *more* than at the same period last year. The receipts at the same towns have been 6,853 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 730,743 bales *more* than for the same time in 1881-2.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending May 25.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	*Mon.*	*Tues.*	*Wednes.*	*Thurs.*	*Fri.*
Galveston....	10⅜	10⅜	10⅜	10⅜	10⅜	10¼
New Orleans.	10¼	10¼	10¼	10¼	10 3/16	10⅛
Mobile	10¼	10¼	10¼	10¼	10¼	10¼
Savannah....	10¼	10¼	10¼	10¼	10¼	10¼
Charleston...	10⅜	10½	10⅛	10⅛	10½	10½
Wilmington..	10¼	....	10¼	10¼	10¼	10¼
Norfolk	10¼@⅜	10¼	10¼	10¼	10¼	10¼
Boston	11	11⅛	11⅛	11⅛	11⅛	11⅛
Baltimore ..	10⅜	10⅜	10⅜	10⅜	10⅜	10⅜
Philadelphia.	11¼	11¼	11¼	11¼	11¼	11¼
Augusta	10⅛	10⅛	10⅛	10⅛	10⅛	10
Memphis	10⅛	10⅛	10⅛	10⅛	10⅛	10
St. Louis.....	10¼	10¼	10¼	10¼	10¼	10¼
Cincinnati ...	10¼	10¼	10¼	10¼	10¼	10¼
Louisville....	10¼	10¼	10¼	10½	10¼	10¼

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns		
	1881.	1882.	1883.	1881.	1882.	1883	1881.	1882.	1883.
Mch. 9....	140,126	58,717	124,826	319,252	315,973	304,621	136,900	31,648	121,080
" 16.....	108,200	57,454	111,181	320,500	284,393	297,178	109,468	25,874	103,733
" 23.....	93,690	61,916	105,062	309,513	253,618	279,946	82,703	31,141	87,835
" 30.....	78,014	54,035	86,909	294,608	233,182	268,271	63,609	33,599	74,042
Apr. 6.....	85,696	44,467	78,708	277,350	215,944	257,152	68,438	27,229	68,889
" 13. ...	66,576	33,229	72,935	261,599	201,747	239,461	50,823	19,032	55,244
" 20	60,718	29,800	66,527	241,198	180,281	213,029	40,317	8,334	40,095
" 27.....	47,729	33,606	59,244	225,820	157,836	189,806	32,351	11,161	36,021
May 4.	45,535	34,423	45,761	215,258	143,327	164,383	34,566	19,914	23,333
" 11	49,150	25,881	50,555	194,662	127,690	147,942	28,559	10,184	34,134
" 18	42,415	20,864	43,976	174,879	115,435	133,871	22,562	8,669	29,905
" 25	36,851	13,981	38,539	147,473	104,018	125,565	9,515	2,564	30,233

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,902,840 bales; in 1881-82 were 4,592,439 bales; in 1880-81 were 5,638,766 bales.

2. That, although the receipts at the out-ports the past week were 38,539 bales, the actual movement from plantations was only 30,233 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 2,564 bales and for 1881 they were 9,515 bales.

AMOUNT OF COTTON IN SIGHT MAY 25.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to May 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to May 25	5,793,760	4,533,846	5,530,131	4,739,442
Interior stocks on May 25 in excess of September 1.....	109,080	58,593	108,635	138,949
Tot. receipts from plantat'ns	5,902,840	4,592,439	5,638,766	4,878,391
Net overland to May 1.....	599,862	422,630	472,241	540,102
Southern consumpt'n to May 1	275,000	210,000	175,000	150,000
Total in sight May 25	6,777,702	5,225,069	6,286,007	5,568,793

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,552,633 bales, as compared with 1880-81 is 491,695 bales and with 1879-80, 1,208,909 bales.

WEATHER REPORTS BY TELEGRAPH.—A cold wave has passed over the South the past week, and from almost all sections we have complaints on account of it, and from some points reports of frost. The cold term was of short duration, and has been already succeeded by more seasonable weather. Of course, such low temperature is not favorable for crop development, but we do not think that much permanent damage has been done, except it may be in very limited districts.

Galveston, Texas.—It has rained splendidly on one day of the week, but not enough, and was followed by three days of high winds and unseasonably cold weather. The rainfall reached one inch and seventy hundredths. Crops are promising, but unquestionably need rain. The thermometer has averaged 73, ranging from 61 to 85.

Indianola, Texas.—We have had fine rain on one day of the week, but it was unfortunately followed by three days of cold north winds, which desiccated the surface. The rainfall reached one inch and fifty hundredths. Prospects are fair, but more rain is needed at once. The thermometer has averaged 75, the highest being 86 and the lowest 62.

Dallas, Texas.—We have had light showers on two days o the week, the rainfall reaching sixteen hundredths of an inch

Crops are doing reasonably well, though the weather has been too cool. Average thermometer 69, highest 93 and lowest 45.

Brenham, Texas.—We have had no rain during the week. Crops generally are doing well, but some sections would be benefitted by rain. The thermometer has ranged from 45 to 88, averaging 67.

Palestine, Texas.—It has rained on one day of the week, the rainfall reaching one inch and fifty hundredths. Young crops are very fine. The thermometer has averaged 71, ranging from 51 to 90.

Huntsville, Texas.—We have had a shower during the week, which was very beneficial, but the weather has been too cool for this season of the year. Crops are, nevertheless, good. The thermometer has averaged 69, the highest being 92 and the lowest 45, and the rainfall reached one inch.

Weatherford, Texas.—We have had a fine shower on one day of the week, doing much good. The rainfall reached one inch and twenty hundredths. All crops look well, but the weather has been too cool and windy. Average thermometer 65; highest 85, lowest 44.

Belton, Texas.—We have had no rain during the week. Crops are promising. The thermometer has ranged from 45 to 90, averaging 68.

Luling, Texas.—The weather has been cold and dry all of the week. Rain is very badly needed, and unless it comes soon crops will be seriously hurt, as growth has ceased. The thermometer has averaged 72, ranging from 51 to 92.

New Orleans, Louisiana.—It has rained on one day of the week, the rainfall reaching sixty hundredths of an inch. The thermometer has averaged 70.

Shreveport, Louisiana.—The weather has been fair during the week, with unusually low temperature. The rainfall reached twenty-five hundredths of an inch. The thermometer has ranged from 49 to 94.

Vicksburg, Mississippi.—Telegram not received.

Columbus, Mississippi.—It has rained on two days of the week, the rainfall reaching one inch and fifty-three hundredths. The weather has been too cold. We had a frost, but not a killing frost, on the 22d.

Little Rock, Arkansas.—Telegram not received.

Memphis, Tennessee.—It has rained on three days of the week, the rainfall reaching one inch and twenty-four hundredths. We had frost on Tuesday and Wednesday mornings. Not much damage was done to the growing crops, but great damage is reported to have been done to cotton by the cool weather, causing much replanting. The low range of temperature last Monday and Tuesday and the frost were unprecedented for this season of the year. The thermometer has averaged 65, the highest being 87 and the lowest 41.

Nashville, Tennessee.—We have had rain on four days of the week, the rainfall reaching one inch and thirty-six hundredths. We have had frosts, but not killing frosts, on two nights of the week. Average thermemeter 62, highest 86 and lowest 42.

Mobile, Alabama.—It has been showery on one day of the week, the rainfall reaching but six hundredths of an inch. Crop accounts are less favorable, the crops backward and needing rain badly. The weather has been too cold. We had a frost during the week but not a killing frost, still, much damage is feared in the northern districts. The thermometer has ranged from 47 to 89, averaging 69.

Montgomery, Alabama.—It has rained on one day of the week, the rainfall reaching fifty-nine hundredths of an inch. The weather was too cold on Monday and Tuesday, but as the week closes there is a favorable change. The thermometer has averaged 65, ranging from 44 to 87.

Selma, Alabama.—It has rained on one day of the week, the rainfall reaching sixty-seven hundredths of an inch. The weather has been too cold. The thermometer has averaged 62, the highest being 82 and the lowest 40.

Madison, Florida.—We have had no rain during the week. The days have been warm, but the nights have been cold. The weather has been too cold, and much damage is feared, but at the close of the week there is a favorable change. Average thermometer 64, highest 80, lowest 54.

Macon, Georgia.—We have had a light shower on one day of the week, but more rain is needed. The weather has been too cold; light frost is reported, but with slight damage; at the close of the week the weather has taken a favorable turn. The thermometer has ranged from 40 to 84, averaging 64.

Columbus, Georgia.—We have had rain on one day of the week. The weather has been too cold. We have had a frost during the week, but not a killing frost. The thermometer has averaged 63, ranging from 44 to 80, and the rainfall reached thirty-seven hundredths of an inch.

Savannah, Georgia.—It has rained on one day of the week, and the remainder of the week has been pleasant, but with very cool nights. The rainfall reached six hundredths of an inch. The thermometer has averaged 69, the highest being 89 and the lowest 51.

Augusta, Georgia.—We have had no rain during the week. Crop accounts are rather unfavorable; cool weather and want of rain have given cotton a set-back. Average thermometer 65, highest 88, lowest 43.

Atlanta, Georgia.—It has been cool and unfavorable during the week with rain on one day, the rainfall reaching twelve hundredths of an inch. The weather is unprecedented. The thermometer has ranged from 40 to 85, averaging 60.

Charleston, South Carolina.—We have had no rain during the week. The thermometer has averaged 68, ranging from 48 to 84.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock May 24, 1883, and May 25, 1882.

		May 24, '83		May 25, '82.	
		Feet.	Inch.	Feet	Inch.
New Orleans	Below high-water mark	1	2	2	6
Memphis	Above low water mark	22	9	33	1
Nashville	Above low-water mark	12	0	19	4
Shreveport	Above low-water mark	14	1	27	1
Vicksburg	Above low-water mark	37	11	41	4

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to May 24.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Britn.	Continent	Total.	Great Britain	Continent.	Total.	This Week.	Since Jan. 1.
1883	17,000	21,000	38,000	319,000	622,000	941,000	72,000	1,273,000
1882	39,000	25,000	64,000	607,000	400,000	1,007,000	75,000	1,277,000
1881	20,000	36,000	56,000	199,000	371,000	570,000	43,000	840,000
1880	15,000	46,000	61,000	264,000	341,000	605,000	62,000	852,000

According to the foregoing, Bombay appears to show a *decrease* compared with last year in the week's receipts of 3,000 bales, and a *decrease* in shipments of 26,000 bales, and the shipments since January 1 show a *decrease* of 66,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1883	100	.....	100	61,000	9,100	70,100
1882	2,700	.....	2,700	92,900	30,300	123,200
Madras—						
1883	.....	.....	.....	4,500	1,000	5,500
1882	3,800	.....	3,200	15,600	2,000	17,600
All others—						
1883	.....	.....	.....	4,000	2,000	6,000
1882	.....	.....	.....	24,000	4,900	28,900
Total all—						
1883	100	.....	100	69,500	12,100	81,600
1882	6,500	.....	6,500	132,500	37,200	169,700

The above totals for the week show that the movement from the ports other than Bombay is 6,400 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	38,000	941,000	64,000	1,007,000	56,000	570,000
All other p'rts.	100	81,600	6,500	169,700	3,500	167,200
Total	38,100	1,022,600	70,500	1,176,700	59,500	737,200

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, May 24.	1882-83.		1881-82.		1880-81.	
Receipts (cantars*)—						
This week	3,000		2,000		5,000	
Since Sept. 1	2,247,000		2,824,720		2,752,000	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)—						
To Liverpool	1,000	228,000	1,500	239,200	1,000	230,750
To Continent	1,000	83,000	500	170,371	.....	139,632
Total Europe	2,000	311,000	2,000	409,571	1,000	370,382

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending May 24 were 3,000 cantars and the shipments to all Europe were 2,000 bales.

Manchester Market.—Our report received from Manchester to-night states that the market is very quiet, but, owing to the holidays, there is more firmness shown. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1883.					1882.				
	32s Cop. Twist.		8¼ lbs. Shirtings.		Cott'n Mid. Uplds	32s Cop. Twist.		8¼ lbs. Shirtings.		Cott'n Mid. Uplds
	d.	d.	s. d.	s. d	d.	d.	d.	s. d.	s. d.	d.
Mch23	8 3/8	@ 9 1/4	5 9	@7 3	5 5/8	9 9/16	@10 1/4	6 7 1/2	@8 0	6 11/16
" 30	8 3/8	@ 9 1/4	5 9	@7 1 1/2	5 9/16	9 7/16	@10 1/8	6 6	@8 0	6 5/8
Apr. 6	8 7/16	@ 9 1/4	5 9	@7 1 1/2	5 9/16	9 7/16	@10 1/8	6 6	@8 0	6 5/8
" 13	8 7/16	@ 9 1/4	5 9	@7 1 1/2	5 5/8	9 3/8	@10	6 4 1/2	@7 10 1/2	6 11/16
" 20	8 1/2	@ 9 1/4	5 9	@7 3	5 5/8	9 3/8	@10	6 4 1/2	@7 9	6 11/16
" 27	8 1/2	@ 9 3/8	5 9	@7 3	5 5/8	9 3/8	@10	6 4 1/2	@7 9	6 11/16
May 4	8 9/16	@ 9 1/2	5 10	@7 4 1/2	5 3/4	9 3/8	@10	6 4 1/2	@7 9	6 5/8
" 11	8 5/8	@ 9 1/2	5 10	@7 4 1/2	5 13/16	9 3/8	@10	6 4 1/2	@7 9	6 5/8
" 18	8 11/16	@9 5/16	5 10	@7 4 1/2	5 15/16	9 3/8	@10	6 4 1/2	@7 10 1/2	6 5/8
" 25	8 3/4	@ 9 1/2	5 10	@7 4 1/2	5 7/8	9 3/8	@10	6 4 1/2	@7 10 1/2	6 5/8

Condition of Cotton in Various Sections.—The following, from our exchanges, shows the condition of cotton in various sections at late dates:

North Carolina.—The *Norfolk Landmark* of May 20 published the following concerning crop prospects in North Carolina:

"A gentleman who has just returned to Norfolk from a trip through North Carolina informs us that the cotton and corn crops along the line of the Raleigh & Gaston Railroad are looking unusually promising, and there is every reason to expect large results. The young cotton plants are growing beautifully and the stand is exceptionally good. On the line of the Seaboard & Roanoke Railroad the planters and farmers have made extensive preparations for large crops. Everybody is cheerful over the prospect of a prosperous year."

South Carolina.—We extract items from the Charleston *News and Courier* as follows:

Darlington, Darlington Co., May 18.—"The weather has become remarkably cool lately. The cotton is suffering from the cool changes, and its growth is somewhat checked. The farmers are busy thinning out their cotton preparatory to their regular fight with the grass, which is already marshaling its battalions for the fray."

Laurens County, May 19.—'Cotton, though backward, looks well where it is up, and shows a good stand."

Chester County, May 19.—"Farmers in Chester County report generally good stands of corn and cotton in some places, though planting cotton is just being finished up."

Georgia.—The Savannah *Morning News* of the 21st furnishes us the following on the condition of the crops:

"Reports are somewhat conflicting, but it is generally agreed that the prospect warrants the expectation of a good average crop in Georgia. Planting has generally been about one month later than usual, on account of the cold and continuous heavy rains early in the spring, and later rains greatly interrupted operations on the farm, so that the crops are not only later but have been retarded in growth by too much water in the soil. They are, however, gradually overcoming the backset, and with no further disaster, will again cause the land to rejoice in peace and plenty. The cotton crop is reported generally very promising."

Texas.—The Bryan (Brazos Co.) *Enterprise* of May 19 says:

"Corn and cotton are in fine condition throughout the entire county. * * * Cotton in the bottom is looking splendid, and the upland growth was never better at this season."

The Calvert (Robertson Co.) *Courier* of May 19 says:

"The crop prospects were never better."

The Cameron (Milan Co.) *Herald* of May 19 says:

"Encouraging crop reports come from all parts of the county, and there is good reason to believe we will be blessed with another abundant harvest, and prosperous business year."

The Flatonia (Fayette Co.) *Argus* remarks:

"The farmers, as a rule, report crops as very promising. Some say they are needing rain, while others say they can get along for some time yet without it. * * * Cotton is not suffering yet, although a rain would not hurt it, and would be of immense benefit to that planted late."

The editor of the Ennis (Ellis Co.) *Recorder* made a trip through Ellis, Dallas and Kaufman Counties, and speaking of the crop, says:

"Saturday evening the Senior left for Forney via Dallas, and returned Tuesday evening. The crops along the route we traveled were in good condition, and the prospect is excellent for good crops."

The special correspondent of the Galveston Daily *News* writes:

Chappell Hill, Washington Co., May 17.—"The crop prospects, considering the late spring, are encouraging. Corn is from hip to shoulder high. Cotton is about all brought to a stand. Crops generally are clean, and farm hands are working well."

Clifton, Bosque Co., May 17.—"We have had splendid rains in the past few days, and crop prospects were never more flattering. Crops of grain and cotton are proportionately about as last year."

Gatesville, Coryell Co., May 16.—"While the crops of this section are a little backward, owing to the lateness of spring, the prospects were never better. If the rains but hold out we will have an unusual yield of cotton and all kinds of grain."

Jewett, Leon Co., May 16.—"Considering the backward season," says an old resident, "crops in Leon county never looked better, and if present indications continue the result will be flattering. Everywhere an unusual effort in gardening is noticeable."

Kilgore, Rusk Co., May 18.—"Notwithstanding the exceedingly dry and warm weather of several weeks' duration, the crops in this vicinity are looking splendid, and prospects will compare favorably with those of last season, though crops are needing rain very much."

Plano, Collins Co., May 19.—"Hard rain fell here this morning, which will be quite beneficial to crops of all kinds. They are looking extremely well and promise a large yield. Weather fine. Business dull."

Arkansas.—Arkansas City, Chicot Co., May 20.—The correspondent of the N. O. *Times-Democrat* writes:

"The crops are backward but healthy, and with a good season will grow off rapidly. In Lincoln, Drew and Ashley, cotton and corn is growing well, and planters generally regard the prospect as good."

Jute Butts, Bagging, &c.—The market has not shown any very great change in the quantity of goods being taken, and prices are steady. The orders are coming in quite freely for small parcels, but quantities are still neglected. Holders are quoting 9c. for 1½ lbs., 9½c. for 1¾ lbs., 10¼c. for 2 lbs. and 11c. for standard grades, but to place around lot a shade less would have to be accepted. We hear of sales of 1,000 rolls within the range. Butts have been inquired for in a small way, and sales to the extent of 700 bales were placed at full rates, and holders are not willing to quote anything less than 1⅞@2c. for paper grades, and 2¼@2⅜c. for bagging qualities for the orders which are being received, but a round lot might be had a shade less.

Comparative Port Receipts and Daily Crop Movement.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows.

Monthly Receipts.	Year Beginning September 1.					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,848	98,491
October..	980,584	853,195	968,318	888,492	689,264	578,533
Novemb'r	1,094,637	974,013	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,664	900,119
January .	752,827	487,727	571,701	647,140	618,727	689,610
February.	595,598	291,992	572,728	447,918	566,824	472,054
March . ..	482,772	257,099	476,582	261,913	303,955	340,525
April	284,319	147,595	284,216	158,025	167,459	197,965
Total year	5,630,189	5,630,189	5,359,356	4,638,867	4,307,978	4,099,790
Perc'tage of tot. port receipts Apr. 30..	94·02		91·23	92·74	96·86	94·34

This statement shows that up to April 30 the receipts at the ports this year were 1,191,954 bales more than in 1881-82 and 270,883 bales more than at the same time in 1880-81. By adding to the above totals to April 30 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Ap. 30	4,630,189	4,438,235	5,359,356	4,638,867	4,307,978	4,099,790
May 1....	6,631	5,284	8.	3,391	2,575	4,145
" 2....	5,531	6,013	11,062	8.	6,454	2,707
" 3....	7,363	3,235	7,196	4,642	2,455	7,161
" 4....	10,953	3,916	7,317	4,633	8.	2,032
" 5....	7,434	9,432	4,854	4,696	4,854	8.
6....	8.	3,759	6,798	4,017	3,936	5,164
" 7....	8,237	8.	6,174	4,282	2,726	4,062
" 8....	9,368	5,102	8.	4,366	2,439	3,857
" 9....	8,156	5,841	10,882	8.	2,621	4,257
" 10....	6,449	3,176	8,079	7,180	1,953	4,836
" 11....	10,931	2,125	5,541	2,430	8.	2,925
" 12....	4,076	5,875	7,036	4,197	3,998	8.
" 13....	8.	9,501	11,438	3,573	4,211	4,324
" 14....	7,905	8.	5,214	2,890	3,161	3,390
" 15....	7,414	3,887	8.	3,150	1,771	3,619
" 16....	6,083	4,913	9,045	8.	4,803	3,232
" 17....	5,058	3,402	8,631	6,630	2,718	2,607
" 18....	13,440	2,061	6,311	3,368	8.	2,703
" 19....	5,290	4,055	5,199	5,658	4,074	8.
" 20....	8.	1,727	7,965	2,612	4,097	4,140
" 21....	6,621	8.	7,026	5,096	2,759	2,696
" 22....	7,027	2,914	8.	2,784	1,541	2,915
" 23....	5,160	2,522	10,770	8.	1,484	2,129
" 24....	3,696	1,663	5,583	5,911	2,733	5,149
" 25....	10,745	1,447	6,644	1,999	8.	3,058
Total.....	3,793,760	4,530,138	5,518,471	4,726,372	4,375,341	4,180,942
Percentage of total port rec'pts May 25		95·97	93·94	94·49	98·38	96·21

This statement shows that the receipts since Sept. 1 up to to-night are now 1,263,622 bales more than they were to the same day of the month in 1882 and 275,289 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to May 25 in each of the years named.

The Exports of Cotton from New York this week show a decrease, as compared with last week, the total reaching 12,543 bales, against 14,498 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1882.

Exported to—	Week ending— May 3.	May 10.	May 17.	May 24.	Total since Sept. 1.	Same period prev'us year.
Liverpool	20,413	10,815	12,783	10,623	443,643	348,236
Other British ports	350	.....	.....	600	4,376	12,302
TOTAL TO GREAT BRITAIN	20,763	10,815	12,783	11,223	450,019	360,538
Havre	1,200	470	451	516	28,030	27,281
Other French ports	.....	.....	.....	.....	100	.....
TOTAL FRENCH	1,200	470	451	516	28,130	27,281
Bremen and Hanover	999	1,205	300	310	52,985	39,559
Hamburg	1,350	707	603	172	29,851	17,059
Other ports	685	743	358	292	55,137	7,976
TOTAL TO NORTH. EUROPE	3,034	2,655	1,261	774	137,973	64,594
Spain, Op'rto, Gibralt'r, &c	100	.....	.....	.....	3,297	6,038
All other	100	.....	.....	.....	5,910	1,154
TOTAL SPAIN, &c	200	.....	.....	.....	9,207	7,192
GRAND TOTAL	25,287	13,940	14,498	12,543	625,329	459,605

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York. This week.	New York. Since Sept. 1.	Boston. This week.	Boston. Since Sept. 1.	Philadelphia. This week.	Philadelphia. Since Sept. 1.	Baltimore. This week.	Baltimore. Since Sept. 1.
N. Orl'ans	8,360	260,088	.....	9,619	.....	.....	.....	.....
Texas	3,834	176,809	.....	22,045	.....	.....	.....	.....
Savannah	1,131	215,260	601	72,645	493	15,412	566	88,029
Mobile	.....	.....	.....	5,452	.....	.....	.....	.....
Florida	.....	9,545	.....	.....	.....	.....	.....	.....
S. Car'lina	1,163	167,918	.....	2,646	148	10,331	1,000	23,573
N. Car'lina	470	55,437	.....	.....	.....	.....	168	17,660
Virginia	2,610	219,797	2,863	78,618	228	54,822	1,210	114,563
North. pts	.....	188	1,396	129,606	.....	.....	.....	200
Tenn., &c.	632	136,094	3,447	173,518	4,210	85,167	3,589	57,213
Foreign	251	3,209	.....	.....	.....	.....	.....	.....
This year.	18,451	*	8,309	494,179	5,079	†	6,527	301,238
Last year.	10,286	‡	4,588	414,789	3,160	§	2,211	212,113

* 1,244,345 ‡ 1,136,841 † 165,732 § 101,583

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 50,957 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Baltic, 1,924....Celtic, 1,762....City of Richmond, 2,110....Helvetia, 1,940....Parthia, 402....Thules, 112 ...Wisconsin, 2,373	10,623
To Hull, per steamer Otranto, 600	600
To Havre, per steamer Normandie, 546	546
To Bremen, per steamers Donau, 160....Fulda, 150	310
To Hamburg, per steamer Frisia, 172	172
To Amsterdam, per steamer Leerdam, 192	192
To Antwerp, per steamer Nederland, 100	100
NEW ORLEANS—To Liverpool, per ship Northampton, 1,380	1,380
To Reval, per bark Balthasar, 1,775	1,775
MOBILE—To Liverpool, per bark H. W. Palmer, 1,510	1,510
CHARLESTON—To Antwerp, per bark Sabal, 1,970 Upland	1,970
To Barcelona, per bark Altagracia, 1,700 Upland	1,700
SAVANNAH—To Liverpool, per bark Tikoma, 1,512 Upland	1,512
To Bremen, per bark Statsminster Stang, 1,560 Upland	1,560
To Corunna, per bark Caleb, 600 Upland	600
TEXAS—To Liverpool, per bark Roma, 2,248	2,248
NORFOLK—To Liverpool, per bark Maiden City, 3,293	3,293
To Genoa, per bark Costante, 2,194	2,194
BALTIMORE—To Liverpool, per steamers Hanoverian, 4,327....Nessmore, 2,438	6,765
BOSTON—To Liverpool, per steamers Atlas, 1,014....Bulgarian, 984....Kansas, 3,990....Victoria, 1,819	7,807
PHILADELPHIA—To Liverpool, per steamers British Princess, 2,500....Pennsylvania, 1,600	4,100
Total	50,337

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Hull.	Havre.	Bremen & Hamburg.	Amsterdam & Antw'p.	Reval.	Barcelona & Corunna.	Total.
New York	10,623	600	546	482	292	.....	.....	12,543
N. Orleans	1,380	.....	.....	.....	.....	1,775	.....	3,155
Mobile	1,510	.....	.....	.....	.....	.....	.....	1,510
Charleston	.....	.....	.....	.....	1,970	.....	1,700	3,670
Savannah	1,512	.....	.....	1,560	.....	.....	600	3,672
Texas	2,248	.....	.....	.....	.....	.....	.....	2,248
Norfolk	3,293	.....	.....	.....	.....	.....	2,194	5,487
Baltimore	6,765	.....	.....	.....	.....	.....	.....	6,765
Boston	7,807	.....	.....	.....	.....	.....	.....	7,807
Philadelp'a	4,100	.....	.....	.....	.....	.....	.....	4,100
Total	39,238	600	546	2,042	2,262	1,775	2,300	50,957

Included in the above totals are, from Norfolk to Genoa, 2,194 bales.

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Havre—May 19—Bark Leviathan, 1,234.
NEW ORLEANS—For Liverpool—May 21—Steamer Buenaventura, 3,652 ..... May 22—Steamer Commander, ———.
For Vera Cruz—May 21—Steam schooner E. D. Sidbury, 160.
SAVANNAH—For Liverpool—May 22—Bark Cyclone, ———.
CHARLESTON—For Bremen—May 22—Bark Columbus, ———.
NORFOLK—For Liverpool—May 21—Ship Forest Rights, 1,246.
BOSTON—For Liverpool—May 16—Steamer Istrian, 491....May 18—Steamer Aleppo, 396....May 21....Steamer Bavarian, ———.
BALTIMORE—For Liverpool—May 18—Steamer Thanemore, 3,642.
PHILADELPHIA—For Liverpool—May 18—Steamer British Crown, 2,600.
For Antwerp—May 22—Steamer Zeeland, 300.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes	Thurs.	Fri.
Liverpool, steam	9-64@7-32d.	9-64@7-32d.	9-64@7-32d.	9-64@7-32d.	9-64@7-32d.	9-64@7-32d.
Do sail	9-64@13-64d.	9-64@13-64d.	9-64@13-64d.	9-64@13-64d.	9-64@13-64d.	9-64@13-64d.
Havre, steam	3/8c.	3/8c.	3/8c.	3/8c.	3/8c.	3/8c.
Do sail	.....	.....	.....	.....	.....	.....
Bremen, steam	15/32c.	15/32c.	15/32c.	15/32c.	15/32c.	15/32c.
Do sail	.....	.....	.....	.....	.....	.....
Hamburg, steam	3/16@1/4c.	3/16@1/4c.	3/16@1/4c.	3/16@1/4c.	3/16@1/4c.	3/16@1/4c.
Do sail	.....	.....	.....	.....	.....	.....
Amst'd'm, steam	1/2c.	1/2c.	1/2c.	1/2c.	1/2c.	1/2c.
Do sail	.....	.....	.....	.....	.....	.....
Baltic, steam	9-32@5-16c.	9-32@5-16c.	9-32@5-16c.	9-32@5-16c.	9-32@5-16c.	9-32@5-16c.
Do sail	.....	.....	.....	.....	.....	.....
Barcelona, steam	11/16c.	11/16c.	11/16c.	11/16c.	11/16c.	11/16c.
Genoa, steam	5/8c.	5/8c.	5/8c.	5/8c.	5/8c.	5/8c.

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	May 4.	May 11.	May 18.	May 25.
Sales of the week....bales.	80,000	60,000	44,000	40,000
Of which exporters took	4,500	5,100	900	2,300
Of which speculators took	5,500	4,000	2,200	2,100
Sales American	62,000	45,000	33,000	30,500
Actual export	5,700	4,200	5,800	6,900
Forwarded	13,000	19,500	14,000	17,500
Total stock—Estimated	933,000	914,000	900,000	961,000
Of which American—Estim'd	693,000	677,000	722,000	723,000
Total import of the week	37,000	56,000	106,000	61,000
Of which American	30,500	36,000	90,000	47,000
Amount afloat	331,000	343,000	289,000	295,000
Of which American	183,000	193,000	135,000	136,000

The tone of the Liverpool market for spots and futures each day of the week ending May 25, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thurs'd'y	Friday.
Market, 12:30 P.M.	Tending down.	Dull and easier.	Dull and easier.	Mod. inq. freely supplied	Dull and easier.	Dull.
Mid Upl'ds	5 7/8	5 7/8	5 7/8	5 7/8	5 7/8	5 7/8
Mid. Orl'ns	6	6	6	6	6	6
Sales	7,000	8,000	7,000	10,000	8,000	7,000
Spec. & exp.	1,000	1,000	1,000	1,000	1,000	1,000
Futures. Market, 12:30 P.M.	Dull.	Dull.	Steady.	Dull.	Dull.	Dull.
Market, 4 P.M.	Easy.	Dull.	Steady.	Dull.	Quiet.	Steady.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus: 5 32 means 5 32-64d. and 6 03 means 6 3-64d.*

	Sat., May 19. Open	High	Low.	Clos.	Mon., May 21. Open	High	Low.	Clos.	Tues., May 22. Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
May	....	....	....	....	....	....	....	....	....	....	....	....
May-June	5 55	5 55	5 53	5 53	5 51	5 54	5 52	5 52	5 52	5 55	5 52	5 55
June-July	5 56	5 56	5 54	5 54	5 53	5 55	5 53	5 54	5 51	5 56	5 54	5 56
July-Aug	5 60	5 60	5 58	5 58	5 58	5 58	5 57	5 57	5 58	5 60	5 58	5 60
Aug.-Sept	5 63	5 63	5 61	5 61	5 62	5 62	5 61	5 61	5 61	6 00	5 61	5 61
Sept.-Oct	5 59	5 59	5 56	5 56	5 57	5 57	5 55	5 55	....	....	....	....
Oct.-Nov	....	....	....	....	5 48	5 48	5 47	5 47	5 47	5 47	5 46	5 46
Nov.-Dec	5 46	5 46	5 45	5 45	5 44	5 44	5 44	5 44	5 44	5 46	5 44	5 46
Dec.-Jan	....	....	....	....	5 46	5 46	5 46	5 46	....	....	....	....

	Wednes., May 23. Open	High	Low.	Clos.	Thurs., May 24. Open	High	Low.	Clos.	Fri., May 25. Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
May	....	....	....	....	....	....	....	....	....	....	....	....
May-June	5 54	5 54	5 54	5 54	5 52	5 53	5 52	5 52	5 51	5 51	5 51	5 51
June-July	5 56	5 56	5 55	5 55	5 54	5 54	5 53	5 54	5 52	5 53	5 52	5 53
July-Aug	5 60	5 60	5 59	5 59	5 58	5 58	5 57	5 57	5 56	5 57	5 55	5 55
Aug.-Sept	5 63	5 63	5 63	5 63	5 62	5 62	5 61	5 61	5 59	5 60	5 59	5 60
Sept.-Oct	5 57	5 57	5 57	5 57	5 57	5 57	5 55	5 55	5 54	5 54	5 53	5 53
Oct.-Nov	....	....	....	....	5 47	5 47	5 47	5 47	5 46	5 46	5 46	5 46
Nov.-Dec	5 46	5 46	5 46	5 46	5 45	5 45	5 45	5 45	5 44	5 45	5 44	5 44
Dec.-Jan	....	....	....	....	....	....	....	....	5 45	5 44	5 44	5 44

BREADSTUFFS.

FRIDAY, P. M., May 25, 1883.

Flour has, as a rule, been quiet and, though prices have shown only comparatively slight changes, the tendency on the whole has been downward. This has been especially notice—

able in the case of flour held at $5 50 and above; it has been little wanted, the supply has been liberal, and holders have been anxious to sell. On the other hand, the supply of the lower grades of superfine and No. 2 has been small, and when not actually poor these kinds have been freely taken for export. Considerable of the No. 2 here is quite inferior, however, and is not wanted. In fact, flour of any grade, not likely to keep during the great heats of summer, is dull and weak in price. The sales of City milled flour have reached a fair aggregate. To-day the market was irregular, opening weak but closing more steady, though the trade in all kinds was quite moderate.

Wheat has been active on speculation, and latterly the export demand has increased. Prices have been irregular, following the frequent fluctuations in the Chicago market, which has been at times advanced on less favorable crop reports from Illinois, and snowstorms, ice and frost in some other sections of the West. These led to considerable covering by shorts both here and at the West at an advance, the market here rising from 2 to 2½ cents a bushel in a day; but after the momentary alarm of speculators had subsided the market was held up with more difficulty. As a matter of fact the outlook for the crops is pronounced by unbiased judges to be quite as favorable as at this time last year in the great winter wheat States, while the reports from the Northwest are much more favorable than at any time heretofore. The receipts here have increased, the arrivals by way of the Erie Canal being important, and have at times caused considerable weakness in prices. To-day there was an advance of ½@1c. at the opening, followed, however, by some reaction, in which a part of the advance was lost. There was a good business. No. 2 red sold at $1 21⅛ @$1 21⅞ for May, $1 21½@$1 22¾ for June, $1 23½@$1 25 for July, $1 25⅝@$1 27 for August and $1 28⅜@$1 28½ for September. These prices show an advance for the week of from 1 to 4 cents. Later there was a large speculation in options, the sales for the day reached 10,240,000 bushels No. 2 red, being the largest transactions in one day for some time. The closing quotations were $1 22¼ for May, $1 22¾ for June, $1 25 for July, $1 27 for August, $1 28 for September and $1 29¼ for October. The sales on the spot within two days have exceeded 600,000 bushels, and No. 2 red closed to-day at $1 22½ afloat.

Corn has been fairly active both for export and on speculation at a slight decline. This cereal has sympathized with the fluctuations in wheat, as is apt to be the case. Yesterday an advance in wheat led to a fractional rise in corn, stimulated by some demand from the shorts. The bull operators in Chicago show a disposition to speculate on the next crop rather than on the one being marketed, though the supply there is being steadily reduced. There is a difference in this market, too, it will be noticed, of 3 to 4 cents per bushel in favor of August and September. To-day the market was dull and without marked change; No. 2 mixed sold at 65¼c. in elevator and 66c. delivered and No. 2 white at 66¼c. No. 2 mixed closed at 65¾c. for May, 65⅝c. for June, 67⅛c. for July, 68⅜c. for August and 69⅜c. for September.

Rye has sold moderately at lower prices. Barley has been very quiet. Oats have sold fairly at a decline, in sympathy with weak markets at the West. To-day the market declined 1c. No. 2 mixed sold at 47@47¼c. for June, 47½@48½c. for July, 43⅛@43½c. for August and 40c. for September. The sales to-day are 64,000 bushels at 73c. for Western and 75¾@ 76c. for Canada.

The following are closing quotations:

FLOUR.

No. 2 spring...$ bbl.	$2 50	@ 3 50	Patents, winter	$5 50	@ 7 25
No. 2 winter	3 00	@ 3 70	City shipping extras.	5 00	@ .....
Superfine	3 85	@ 4 25	Southern bakers' and family brands	5 60	@ 6 75
Spring wheat extras..	4 25	@ 5 25	South'n skip'g extras.	5 15	@ 5 75
do bakers'	5 00	@ 6 25	Rye flour, superfine..	3 25	@ 3 85
Wis. & Minn. rye mix.	5 00	@ 5 75	Corn meal—		
Minn. clear and str't	4 25	@ 6 50	Western, &c.	3 00	@ 3 35
Winter shipp'g extras.	4 15	@ 4 40	Brandywine, &c.	3 35	@ 3 45
Patents, spring	6 00	@ 7 50			

GRAIN.

Wheat—			Oats—		
Spring, per bush.	.....	@	Mixed	46	@ 50
Spring No. 2	.....	@	White	59	@ 60
Red winter, No. 2	1 21⅜	@1 22¼	No. 2 mixed	47	@ .....
Red winter	1 05	@1 19½	No. 2 white	51	@ 51½
White	1 09	@1 23	Barley—		
White No. 1	1 14	@1 15	Canada No. 1	.....	@ .....
Corn—West. mixed	40	@ 66	Canada bright	.....	@ .....
West. mix. No. 2	65¼	@ 66	Canada No. 2	.....	@ .....
White	65	@ 68	State, 4-rowed	.....	@ .....
Yellow	65	@ 68	State, 2-rowed	.....	@ .....
Rye—Western	71	@ 73½			
State & Canada	73	@ 76			

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending May 19 and since Aug. 1 for each of the last three years:

Receipts at—	*Flour.*	*Wheat.*	*Corn.*	*Oats.*	*Barley.*	*Rye.*
	Bbls.196lbs	*Bush.60 lbs*	*Bush.56 lbs*	*Bush.32 lbs*	*Bush.48 lbs*	*Bush.56 lbs*
Chicago	51,737	111,998	561,684	431,325	85,848	70,851
Milwaukee	82,523	149,150	30,070	53,330	62,945	13,400
Toledo	1,200	111,271	110,980	1,129	900	4,621
Detroit	2,781	79,959	9,517	15,362	7,434	32
Cleveland	2,880	19,975	25,500	25,200	3,000	.....
St. Louis	25,706	147,566	491,365	142,456	16,653	1,647
Peoria	1,430	6,900	58,200	258,025	9,000	26,000
Duluth	.....	65,811	.....	.....	.....	.....
Tot. wk. '83	168,257	692,549	1,287,316	926,877	185,780	116,551
Same wk. '82	197,939	497,200	1,371,683	609,953	92,041	36,353
Same wk. '81	208,546	854,967	2,400,737	1,320,531	113,271	32,107
Since Aug. 1—						
1882	7,865,473	67,767,661	75,686,674	42,086,151	14,852,769	4,016,635
1881	6,486,107	36,938,953	92,026,308	30,539,307	11,663,107	3,563,459
1880	7,057,100	68,341,206	94,984,907	34,533,465	11,371,839	3,149,341

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to May 19, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour...bbls.	3,651,289	2,818,873	3,294,495	2,010,034
Wheat...bush.	10,602,132	8,355,589	16,194,785	14,823,797
Corn	38,238,563	29,306,316	27,534,316	28,498,383
Oats	16,392,293	11,335,832	10,737,111	7,794,661
Barley	4,372,746	1,932,745	1,865,399	1,466 309
Rye	1,273,466	1,115,018	930,317	770,479
Total grain	70,879,200	52,045,500	57,261,928	63,353,629

Below are the rail shipments from Western lake and river ports for four years:

	1883. *Week May 19.*	1882. *Week May 20.*	1881. *Week May 21.*	1880. *Week May 22.*
Flour...bbls.	81,679	46,959	131,490	80,116
Wheat...bush.	326,943	140,943	407,202	181,089
Corn	381,994	254,597	532,720	496,318
Oats	623,837	499,548	726,386	661,573
Barley	54,592	39,746	80,302	51,597
Rye	53,833	45,090	38,107	47,280
Total	1,441,099	979,924	1,755 217	1,437 857

The rail and lake shipments from same ports for last four weeks were:

Week ending—	*Flour, bbls.*	*Wheat, bush.*	*Corn, bush.*	*Oats, bush.*	*Barley, bush.*	*Rye, bush.*
May 19	158,435	519,817	2,560,813	959,190	55,124	123,733
May 12	140,826	450,971	1,899,830	856,181	112,549	82,188
May 5	175,473	1,775,226	3,742,676	1,609,576	107,674	338,122
Apr. 28	101,870	1,935,598	3,724,697	1,152,862	142,457	59,611
Tot., 4 w.	606,644	4,681,615	11,928,016	4,577,809	417,804	603,654
4 wks 82	564,895	2,688,657	6,859,511	2,029,094	217,369	327,030

The receipts of flour and grain at the seaboard ports for the week ended May 19 follow:

At—	*Flour, obls.*	*Wheat, bush.*	*Corn, bush.*	*Oats, bush.*	*Barley, bush.*	*Rye, bush.*
New York	91,236	411,432	642,081	173,950	38,550	167,464
Boston	71,811	72,100	205,383	115,100	3,000	500
Portland	630	.....	8,500	1,500	.....	.....
Montreal	24,860	387,230	152,700	2,754	8,966	18,095
Philadelphia	17,368	42,500	291,650	51,000	.....	.....
Baltimore	17,867	249,140	301,916	26,654	.....	1,100
New Orleans	13,396	26,041	771,850	21,900	.....	.....
Total week	237,218	1,188,443	2,374,080	392,858	50,516	187,149
Cor. week '82	226,665	720,708	910,958	364,483	54,366	73,696

The total receipts at the same ports for the period from Dec. 25, 1882, to May 19, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour...bbls.	5,645,175	4,366,813	5,168,425	3,419,990
Wheat...bush.	18,126,136	10,639,190	27,133,166	22,370,054
Corn	35,608,393	14,895,404	35,211,499	50,640,270
Oats	9,428,201	8,934,153	8,374,906	8,133,895
Barley	2,111,692	2,238,352	1,955,808	1,563,660
Rye	785,974	476,104	729,871	595,838
Total grain	66,060,696	37,183,203	73,405,250	83,303,717

The exports from the several seaboard ports for week ending May 19, 1883, are shown in the annexed statement:

Exports from—	Flour	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	53,476	224,127	518,364	6,140	109,533	1,931
Boston	36,261	38,905	100,904	.....	.....	.....
Portland	50	.....	.....	.....	.....	.....
Montreal	12,040	188,703	.....	.....	.....	61,740
Philadel.	12,980	.....	287,636	.....	.....	.....
Baltim're	3,675	132,547	164,754	.....	.....	.....
N.Orl'ns	86	35,092	171,406	.....	.....	.....
Total w'k.	118,568	619,374	1,250,124	6,140	109,533	63,671
Same time 1882	125,925	473,200	226,457	23,913	33,565	60,470

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, May 19.	1882. Week, May 20.	1883. Week, May 19.	1882. Week, May 20.	1883. Week, May 19.	1882. Week, May 20.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. King.	69,214	79,071	359,836	313,713	973,931	144,485
Contin'nt	2,467	1,244	254,735	157,487	261,767	16,982
S.& C.Am	8,600	13,615	.....	.....	9,260	14,849
W. Indies	14,937	15,292	4,803	2,000	2,862	37,821
Brit. Col's	23,327	16,041	.....	.....	2,114	2,698
Oth.c'nt's	23	562	.....	.....	140	9,622
Total...	118,568	125,825	619,374	473,200	1,250,124	226,457

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to May 19.	1881-82. Sept. 1 to May 20.	1882-83. Sept. 1 to May 19.	1881-82. Sept. 1 to May 20.	1882-83. Sept. 1 to May 19.	1881-82. Sept. 1 to May 20.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	4,894,731	2,987,006	31,013,971	24,664,110	24,549,678	18,562,027
Continent	302,830	166,898	24,073,655	10,290,312	4,700,927	4,241,978
S. & C. Am	518,957	505,816	119,552	6,647	304,170	382,124
West Indies	602,471	493,118	63 353	35,279	305,377	507,936
Brit. Col'nies	434,126	396,478	15,606	45	82,485	115,540
Oth. countr's	32,442	27,309	203,206	242,934	117,512	76,736
Total. ...	6,935,557	3,976,625	55,489,343	35,239,327	30,060,149	23,886,314

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, May 19, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	2,526.781	684,836	573,660	653	51,913
Do. afloat (est.)	490.000	186.000	177,000	25,000	131,000
Albany	2,350	3,500	24.000	.....	6,000
Buffalo	623,857	194,386	26 307	50.063	34.244
Chicago	6.052,836	4,311,378	582.061	46.161	652,674
Milwaukee	1,450,499	25,208	1,630	165,605	42,386
Duluth	1,613,792	.....	.....	.....	.....
Toledo	1.251,980	532,942	51.466	5,500	11,750
Detroit	1,024,972	17,512	28,503	650	.....
Oswego	98.000	78.000	1,000	150,000	114,000
St. Louis	695,339	1,427,817	49.327	13,123	49,604
Cincinnati, 12	68,392	49,850	21,388	42,713	87,088
Boston	81,799	183,647	139,563	2,764	1,146
Toronto	333,524	1,400	.....	66 253	19
Montreal	219,591	61,772	71.211	34,829	53,926
Philadelphia	441,551	281,074	161 668	.....	.....
Peoria	5.628	184.949	245.926	1,995	110.317
Indianapolis	241.100	92,800	51,400	.....	14 300
Kansas City	163,022	190.329	16,089	201	22,985
Baltimore	913,225	395,500	.....	.....	.....
Down Mississippi	.....	151,721	6.179	.....	.....
On rail	416,843	868,994	898,514	92.103	66 562
On lake	319,415	3,729,903	339.891	532	84,557
On canal	1,482,091	1,032,340	404.460	92,378	199,798
Tot. May 19, '83.	20,546,587	14,685,858	3,871,243	790,570	1,734,260
Tot. May 12, '83.	21,021,813	15,647,398	4,202,196	890,042	1,844,390
Tot. May 5, '83.	20,707,249	16,168,398	4,667,143	1,020 900	1,784,097
Tot. Apr. 28, '83.	20,781,911	16,894,226	4,453,197	981,695	1,627,880
Tot. May 20, '82.	9,894,224	8,158,139	1,896,678	189,701	999,119

THE DRY GOODS TRADE.

FRIDAY, P. M., May 25, 1883.

The movement in dry goods has been comparatively light the past week. The announcement of two large public sales (one of heavy woolens, the other of tickings) arrested the attention of the trade, and caused a considerable influx of wholesale dealers; but they bought sparingly outside of the auction rooms, and mostly in accordance with actual wants. The auction sale of woolens brought together a very large company of cloth and dry goods jobbers, clothing and cloak manufacturers, &c., and the greater part of the offering (consisting of 7,000 pieces beavers and overcoatings and 4,000 pieces cassimeres) was disposed of, but at prices that probably entailed a loss upon the manufacturers. The sale of tickings (1,500 cases) was also well attended, and the goods were widely distributed at rather low prices. The sales above mentioned have had a somewhat disturbing influence upon buyers, and confirmed them in the wisdom of the hand-to-mouth policy they have pursued for some time past.

DOMESTIC COTTON GOODS.—The exports of domestics for the week were 2,890 packages, including 1,644 to Great Britain 284 to Brazil, 253 to Hayti, 198 to Argentine Republic, 96 to Santo Domingo, etc. Brown cottons were in irregular demand, but fairly steady, save in the case of fine browns, on which slight concessions were made by agents who are about closing their semi-annual accounts with the mills. Bleached goods ruled quiet at unchanged quotations, and wide sheetings continued to move steadily. Cotton flannels were moderately active, and leading makes are well sold up. Cheviots were taken more freely, but at low, and (to the manufacturers) unremunerative prices, and other descriptions of colored cottons were for the most part quiet and weak—as regards the lower grades at least. Print cloths were very quiet and easier, closing at 3 11-16c. less ⅛ per cent for 64x64 "spots," 3 11-16c. flat for 64x64 "futures," and 3⅛c. for 56x60s. Prints and ginghams were dull in first hands and less active in jobbing circles, but the latter are steadily held.

DOMESTIC WOOLEN GOODS.—There was a continued light and unsatisfactory demand for men's wear woolens, the protracted dulness in the clothing trade having rendered buyers exceedingly cautious in their operations. Some of the most popular cassimeres, and nearly all makes of worsted coatings, are pretty well under the control of orders, but the general supply of clothing woolens is probably redundant, and manufacturers must seek safety in an immediate curtailment of production, or disastrous results may follow. Many mills have already shut down, but the supply is still excessive, in view of the fact that clothiers are heavily stocked up as a rule. Satinets were in light request, and the demand for Kentucky jeans has barely realized expectations, despite low ruling prices and the lessened supply. White flannels continued in moderate request, but colored flannels were mostly quiet, and blankets were in light demand. For dress goods there was merely a light re-assorting demand, and carpets ruled quiet, but fair sales of fall hosiery and knit underwear were made through the medium of traveling salesmen.

FOREIGN DRY GOODS were distributed in fair quantities by jobbers, but the business done by importers was strictly moderate. The main features of this branch of the trade remain unchanged, and, while most kinds of staple goods are fairly steady in price, fancy fabrics are in some instances offered considerably below quotations current a short time ago.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending May 24, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.

	Week Ending May 25, 1883.		Since Jan. 1, 1883.	
	Pkgs.	Values.	Pkgs.	Values.
Manufactures of—				
Wool	566	$ 202,089	22,543	$ 9,081,249
Cotton	1,111	369,486	36,896	12,203,359
Silk	805	553,992	22,732	15,650,022
Flax	1,523	281,111	37,975	6,701,115
Miscellaneous	1,185	115,554	56,707	4,325,951
Total	5,180	1,504,582	174,873	47,950,692
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.				
Manufactures of—				
Wool	213	$ 82,979	6,666	$ 2,770,379
Cotton	126	39,257	6,258	1,872,922
Silk	113	64,822	3,205	2,488,704
Flax	257	43,118	11,015	1,861,001
Miscellaneous	1,984	17,324	70,133	1,294,139
Total	2,693	267,402	97,367	10,286,195
Ent'd for consumpt.	5,180	1,504,582	174,873	47,950,692
Total on market	7,773	1,771,984	272,240	58,236,827
ENTERED FOR WAREHOUSE DURING SAME PERIOD.				
Manufactures of—				
Wool	337	$ 198,662	7,452	$ 3,021,873
Cotton	232	68,388	6,555	1,931,719
Silk	110	89,359	3,259	2,396,153
Flax	233	43,004	9,431	1,717,530
Miscellaneous	477	22,954	58,452	1,116,695
Total	1,427	347,367	85,152	10,185,035
Ent'd for consumpt.	5,180	1,504,582	174,873	47,950,692
Total at the port	6,607	1,851,949	260,025	58,135,727
Manufactures of—				
Wool	506	$ 181,290	11,493	$ 4,623,223
Cotton	226	53,779	8,519	2,583,485
Silk	260	139,568	6,087	4,191,851
Flax	154	32,391	8,926	1,055,850
Miscellaneous	2,717	32,543	85,086	1,711,514
Total	4,113	439,571	121,111	15,045,906
Ent'd for consumpt.	2,717	783,223	154,141	38,025,038
Total at the port	6,830	1,222,794	275,252	53,070,944

	Week Ending May 24, 1882.		Since Jan. 1, 1882.	
	Pkgs.	Values.	Pkgs.	Values.
Manufactures of—				
Wool	384	$ 127,732	17,771	$ 7,501,010
Cotton	866	261,260	31,949	10,440,100
Silk	351	187,784	16,333	10,261,146
Flax	293	57,160	32,654	5,867,097
Miscellaneous	2,717	783,223	55,614	3,461,551
Total	4,611	1,417,159	154,321	37,531,904
Withdrawn from warehouse and thrown into the market.				
Manufactures of—				
Wool	295	$ 108,337	9,030	$ 3,766,023
Cotton	203	63,440	9,180	2,580,142
Silk	132	71,295	4,666	3,501,871
Flax	216	39,458	11,583	1,188,094
Miscellaneous	2,524	48,339	79,763	1,357,088
Total	3,390	335,949	114,212	13,535,677
Ent'd for consumpt.	2,717	783,223	154,141	38,025,038
Total at the port	6,107	1,109,072	268,353	51,560,714

Western Bankers.

The First National Bank.

GRAND RAPIDS, MICH., Feb. 24, 1883.

The First National Bank, of Grand Rapids, located at Grand Rapids, in the State of Michigan, is closing up its affairs, its corporate existence, having expired on February 24, 1883. All note holders and other creditors of said association are therefore hereby notified to present the notes and other claims against the association for payment.

HARVEY J. HOLLISTER, Cashier.

The Old National Bank
OF GRAND RAPIDS, MICH.

Capital Limit, - - - - - $1,500,000
Capital Paid in, - - - - 400,000

Referring to the foregoing the officers and directors of the OLD NATIONAL BANK OF GRAND RAPIDS, beg leave to announce that on Monday, February 26 inst., they will continue the business of banking in all its branches, at the same place of business, as successor of the First National Bank of Grand Rapids.

As substantially the same management will continue in the new organization, with equal capital (which will be speedily doubled) it is hoped the generous confidence and patronage so long bestowed upon its predecessor, will be continued to the present institution,

S. L. WITHEY, President.
H. J. HOLLISTER, Cashier.

N. W. Harris & Co.,
INVESTMENT BANKERS,

No. 176 DEARBORN STREET,

CHICAGO, ILL.

BONDS, State, County, City, Town, School and Car Trust Bought and Sold.

The funding of entire issues receives special attention. Write us if you wish to buy or sell.

Montana National Bank,
HELENA, M. T.

UNITED STATES DEPOSITORY.

Capital, - - - - - - - - - $250,000

C. A. BROADWATER, Pres't. A. G. CLARKE, V.-Pres't.
E. SHARPE, Cashier.

C. F. PENZEL, President. { STATE BANK, Incorporated 1875. } C. T. WALKER Cashier.

German Bank,
LITTLE ROCK, ARKANSAS.

Capital (Paid in) - - - - - $75,000
Surplus, - - - - - - - - - - 25,000

Prompt attention given to all business in our line.
N. Y. CORRESPONDENTS.—Donnell, Lawson & Co and the Metropolitan National Bank.

THOS. M. THORNTON. WM. W. THORNTON, Cash
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Collections made in Shelby and adjoining Counties and Proceeds remitted on Day of Payment.
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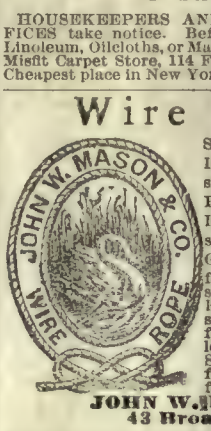
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ASSETS, $95,000 000.

Insurance.

OFFICE OF THE

ATLANTIC
Mutual Insurance Co.,

NEW YORK, January 25, 1883.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1882:

Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$4,412,693 58
Premiums on Policies not marked off 1st January, 1882	1,516,844 85
Total Marine Premiums	$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90
Losses paid during the same period	$2,013,767 35
Returns of Premiums and Expenses	$823,304 50

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,974,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
remium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

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J. D. Jones,	Horace Gray,
Charles Dennis,	Edmund W. Corlies,
W. H. H. Moore,	John Elliott,
Lewis Curtis,	Adolph Lemoyne
Charles H. Russell,	Robt. B. Minturn,
James Low,	Charles H. Marshall,
David Lane,	George W. Lane,
Gordon W. Burnham,	Edwin D. Morgan,
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Benjamin H. Field,	Charles D. Leverich,
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CHARLES DENNIS, Vice President.
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FRANCE, Perier d'Hauterive.. Wed., May 30, Noon.
LABRADOR, Collier ..... Wed., June 6, 8 P.M.
ST. GERMAIN, Bonneau .... Wed., June 13, Noon.

PRICE OF PASSAGE—(including wine): To Havre—First cabin, $100 and $80; second cabin, $60; steerage, $26—including wine, bedding and utensils. Return tickets at very reduced rates. Checks on Banque Transatlantique, Havre and Paris, in amounts to suit.

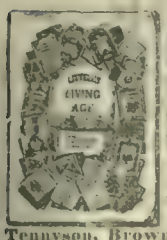
Special Train from Havre to Paris.

The Compagnie Generale Transatlantique delivers at its office in New York special train tickets from Havre to Paris. Baggage checked through to Paris without examination at Havre, provided passengers have the same delivered at the Company's Dock in New York, Pier 42 North River, foot of Morton St. at least two hours before the departure of a steamer

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JUNE 5.
Greene County, Indiana—
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JUNE 9.
Vermillion County, Indiana—
Gravel Road 7s.

JUNE 10.
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OFFICE OF THE ROCHESTER & PITTSBURG RAILROAD COMPANY, No. 20 NASSAU STREET, NEW YORK.—Coupons of the Consolidated First Mortgage Bonds of this company, due June 1, 1883, will be paid on and after that date at the Union Trust Company of New York.
FRED. A. BROWN, Treasurer.

OREGON IMPROVEMENT COMPANY, New York, May 22, 1883.
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Financial.

City Bonds For Sale.

I am authorized by the City Council of the City of Stockton, California, to sell $385,000 of its coupon bonds, viz.:

195 bonds of $1,000 each, numbered consecutively from 1 to 195, bearing interest at 5 per cent per annum, and to run for 20 years from July 2, 1883. Principal and interest payable in gold coin. Interest payable semi-annually on January and July 1st of each year. The city reserves the right to pay 10 of said bonds each year, commencing with the lowest-numbered bonds. $195,000.

120 bonds of $1,000 each, numbered consecutively from 1 to 120, and conditions in every other respect the same as the foregoing bonds, except that the city reserves the right to pay 6 of said bonds each year, commencing with lowest-numbered bonds $120,0 0.

50 bonds of $1,000 each, numbered consecutively from 1 to 50, and conditions in every other respect the same as the foregoing bonds, except that the city reserves the right to pay 3 of said bonds each year commencing with the lowest-numbered bonds. $50,000.

Bids will be received for the above-described bonds in any sum of $1,000 and upwards, but no bid will be received below par, money to be placed in Stockton free of costs to the city.

The city reserves the right to reject any and all bids.

Bids can be made for any specific-numbered bond, and in this manner purchasers can select their investment to run for such time as they may desire.

Bids will be received up to June 25, 1883, and bonds awarded July 1, 1883. Parties whose bids are accepted will be notified at once and immediately thereupon they must deposit in the Stockton National Bank the value of the bonds bid for, whereupon their bonds will be forwarded to them by express or delivered to them or their agents properly authorized to receive them.

The total indebtedness of the city of Stockton is $336 000, and the present issue of bonds is to refund $305,000 of this old indebtedness at a lower rate of interest. Stockton has a population of 12,000, and assessed valuation of property of $6,000,000.

The city is at the head of navigation and the vast resources of the great San Joaquin Valley are tributary to it and insure in the future its present rapid growth and prosperity. Bids must be marked "Bid for City Bonds," and addressed to

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For the purpose of acquiring a CONTROLLING INTEREST in the CHICAGO, ST. PAUL MINNEAPOLIS & OMAHA RAILROAD COMPANY, the CHICAGO AND NORTHWESTERN RAILWAY COMPANY has purchased a total of about **$15,000,000** of the common and preferred stock of the former corporation, on which latter, dividends of **7** PER CENT per annum are being paid.

To provide means of payment for these Shares, the CHICAGO & NORTHWESTERN RAILWAY COMPANY has made an issue of **$10,000,000 5** PER CENT Bonds to mature in 1933, the Bonds to have the benefits of a Sinking Fund, by which **$200,000** of the Bonds are to be purchased and cancelled each year, from and after 1888, whenever the bonds can be purchased at or below **105** PER CENT and accrued interest in any one year; the Bonds are furthermore secured by the obligation on the part of the CHICAGO & NORTHWESTERN RAILWAY COMPANY that no increased mortgage debt, excepting for the enlargement, improvement or extension of the Company's property, shall be created or issued, without making provision to give to the holders of the Bonds of this issue equal security with any additional Bonds secured on the same property *which provision virtually reserves for the Debenture Bonds mortgage security upon the entire existing property of the Chicago & Northwestern Railway Company.* The Trust agreement further provides that in case of any default for a period of six months the Trustee shall, at the request of the majority of the holders declare the principal of all Bonds at once due, and is authorized to enforce its payment against the Company.

The total mileage operated by the Company at the end of the last fiscal year, May 31, 1882, was 3,278, and after the payment of the fixed charges of every nature, including interest on the entire bonded debt of $64,248,000, rentals, &c., its net earnings were $5,378,075 14; dividends at the rate of 7 per cent on the Common Stock of $15,117,600, and 8 per cent on the Preferred Stock of $22,200,000, are being paid by the Company, and for the first eleven months of the current fiscal year the gross earnings show an increase of $539 000.

OF THE ABOVE BONDS $3,000,000 HAVE BEEN TAKEN FOR PERMANENT INVESTMENT.

$7,000,000

are now offered by the undersigned for public subscription **AT THE PRICE OF 98 PER CENT** and the accrued interest from May 1.

Subscriptions will also be received by The Railway Share Trust Company, Limited, London, thus securing for the bonds the advantages of an international market.

The right is reserved by the undersigned to reduce the amount of any application, and to close the subscriptions without further notice.

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THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 36. SATURDAY, JUNE 2, 1883. NO. 936.

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The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE *is published in New York every Saturday morning.*

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THE FINANCIAL SITUATION.

We see little to change in our statement of the crop situation as given last week. Of course speculators are still making the most of every unfavorable rumor, of every storm, and of every variation in temperature. But to us the climatic conditions since the spring really opened seem to have been as favorable as during any similar season, except that the start was very late, the growth has been slow and the crops are all backward; otherwise wheat, corn, oats and cotton look to-day very promising. It is to be presumed, therefore, that such banks as are now encouraging speculation in breadstuffs are not only sure that they hold the warehouse receipts, but also that they have good names back of them.

In the business situation the indications show a somewhat improving tendency. The satisfactory settlement of the labor troubles at Pittsburg is one among many evidences of this. We have long been told that the iron trade was in the last stages of collapse, and the fact that prices had declined so materially encouraged the belief. Now we find the manufacturers yielding the contest with their men without a struggle and signing last year's scale of prices without a condition. Surely Mr. Hewitt must have been right when he in substance said, that the losses in the iron trade which were being incurred were confined to the localities unsuited to the industry (that is where iron never could be manufactured cheaply), but where the unusually high prices had for the time being fostered it.

Aside from the settlement of the threatened trouble in the iron industry, there are also other indications of a better feeling in trade circles. At the West, particularly, and in the South also but to a less extent, there has evidently been a very fair distribution of goods this spring, and under the improving appearance of the crops, merchants in the agricultural sections are anticipating a further speedy development of business. Railroad earnings also keep up well, considering all the circumstances, and show that the distribution of merchandise now in progress must be liberal. Then, too, the fact that our import trade is on so conservative a basis, serves in a good measure to remove the fear of any difficulty this fall through the silver accumulations. The customs duties paid in New York for May were about 4 millions (or almost 33 per cent) less than for the same month of 1882. If we can continue thus to keep the import movement down, there can be little doubt, with good crops, of an influx of gold in the early fall, which may defer a silver catastrophe until Congress can have the opportunity to prevent it altogether.

The only really disquieting feature at the moment is the strong tone for foreign exchange, which is, however, due to the scarcity of bills and not to any such exceptional demand for sterling as characterized the market a week ago. So long as money rules so extremely easy here, and so high at London, this condition cannot fail to excite caution and impart a feeling of peculiar sensitiveness in financial circles. The private statement by cable Thursday afternoon illustrates this, which was to the effect that the Continental bourses were depressed on that day in consequence of the Czar having in his manifesto ignored the popular reforms demanded of him. This was soon contradicted and shown to be sensational, but served to disclose the weak point in our monetary situation by suggesting the disturbance such a movement would be likely to produce here.

So far as the London market is concerned the fears of further trouble felt last week have generally subsided. The latest news from that quarter indicates that the fortnightly settlement passed off without any unusual difficulty, so that the extensive failures which were anticipated as a result of that settlement, have not occurred. This has had a reassuring influence. Sight sterling bills are now about 1¼ cents per pound sterling below the gold-exporting point, and it would require an advance to $4 90 net to make gold shipments profitable.

If, therefore, the London and Continental markets remain in a normal condition, a gold movement to any considerable extent is not to be expected even though commercial bills drawn against actual shipments continue scarce. This view is seen to be well-grounded when we remember that even if there be no other resource, the high rates for sterling will naturally stimulate speculative sales of bills, the drawers intending to cover them by exports of produce sixty days hence, or provided the outward movement of produce is not then liberal, by renewals made for another sixty days. The great obstacle to free shipments of breadstuffs at the moment is the existing speculation, based upon an assumed scarcity of grain for delivery within the next two months. Consequently, prices of these staples are maintained at figures which effectually bar out exports. If, as now appears probable, the crop of wheat should prove to be abundant, the movement to market of that portion which is earliest harvested must break down prices at least of wheat, and thus bring the produce within the reach of exporters. This line of reasoning will doubtless be adopted by foreign bankers who may be disposed to make speculative sales of sterling, and therefore we may reasonably look for a gradual decline in the rates of exchange. Still, under the existing condition of the money markets of London and New York, and in view of the possibilities referred to above, no speedy demand for even the best American securities can be expected sufficient in amount to make any appreciable impression upon exchange.

With the London market more quiet, crop accounts favorable, and no serious disturbance anywhere, our stock market has ruled within comparatively light fluctuations during the week. In the absence, however, of any real disaster, the speculators for a decline have made all they could of the labor troubles, cutting of rates, misunderstandings between roads, and other passing rumors and reports. The Chicago & Rock Island and the Chicago Burlington & Quincy had a sharp dispute concerning passenger rates to competitive points, and this was suggested into an actual war between all the roads in the Iowa pool. But peaceful counsels prevailed, rates were restored pending negotiations for a settlement of the differences, and the difficulty vanished. The next calamity was a rumor that the Delaware Lackawanna & Western was cutting rates to the West, and that all the trunk lines would soon be at variance. This story, so often repeated, was found to have slight foundation, and not at all likely to have any disturbing effect on existing arrangements. Then came a more substantial fact in the form of the strike of the amalgamated iron and steel workers employed west of the Alleghanies, but the weak point in this report, was the fact that there was no strike, the whole matter being settled up yesterday by the manufacturers yielding, as stated above. Mixed up with these, were reports of crop disaster, injunction against the Central New Jersey lease, rise in foreign exchange, cable dispatches of depression in the Continental bourses, &c., &c.—each in succession being set up as a bugaboo, but not retaining the appearance of life long enough to deceive many. Yesterday with the news confirmed of the settlement of the anticipated labor trouble at Pittsburg, with more favorable crop news, and other minor events favoring prices, there was a better feeling and the close was strong at the best quotations of the day and week.

Among the announcements as the week closes is the quarterly dividend of the Union Pacific, due July 1. It has not been doubted by those conversant with the road's affairs that a dividend at the usual rate would be declared, but on the Street there have been whisperings of a reduction in business that would no longer warrant 7 per cent. It is true that there has been a falling off in revenue and that a decrease from last year's earnings is still quite regularly shown in the daily and weekly reports, but the decrease is wholly in *gross* revenue and not in net. Those who magnify the former usually ignore entirely the heavy corresponding decrease in expenses, the latter making the net result even more favorable than a year ago. As an illustration, take the figures to the latest date for which we have reports of both gross and net—namely, to the 1st of April. During the three months ended with that date gross earnings declined $195,086 below those of last year, but during the same period expenses were reduced no less than $782,988, leaving net earnings for the quarter actually $587,902 greater than in 1882. The truth is, the company's reports thus far have been very satisfactory, and the only uncertain point is with reference to the success of its efforts to fund its floating debt, which, however, we showed early in the year was not very large for a company of its size. There appears to be some doubt as to just what the company has accomplished with its collateral trust loan, and if the officials would enlighten the public on this matter it would certainly tend to clear up much confusion.

A point of some interest to investors and speculators in bonds is the fact that with the 1st of June the distinction heretofore existing between the New York Lake Erie and Western second consolidated bonds and the New York Lake Erie & Western second consolidated funded coupon bonds will disappear. These two classes of bonds are secured by the same mortgage, and the only difference between them has been that while the former have borne six per cent interest all along, the latter have borne but five till yesterday, when they too began to bear 6 per cent. The total of these funded coupon bonds being $8,597,400, the company will hereafter have its fixed charges on that account increased $85,974 per year. As, however, the first coupon at 6 per cent will not fall due before next December, no part of this increase will count in the present fiscal year. The particular in which there will be an increase in charges in the present year is in the matter of the five million collateral trust loan negotiated early in 1883; but even this, we presume, would count for only one half its full amount in the current fiscal year—that is, instead of $300,000, only $150,000 (one coupon) would be called for. It is only fair to add that to meet this increased charge the company has net earnings for the six months ended March 31, larger by $293,852 than in the same period of the preceding fiscal year.

The following table, showing relative prices of stocks and bonds in London and New York at the opening each day, will give some idea of the profit on cable transactions.

	May 23.		*May* 29.		*May* 30.	*May* 31.		*June* 1.	
	*Lond'n prices.**	*N.Y. prices.*	*Lond'n prices.**	*N.Y. prices*		*Lond'n prices.**	*N.Y. prices.*	*Lond'n prices.**	*N.Y. prices.*
U.S.4s,c.	119·19	119	119·07	119⅛		119·19	119⅛	119·06	119¼
U.S.4½s.	103·05	102¾	102·81	102¾		102·81	102⅝	102·91	102⅝
Erie.....	35·20	35¼	34·96	34⅜		34·71	35	34·99	35⅛
2d con.	95·82‡	96¾	93·37‡	96¼		93·37‡	96¾	94·47‡	95‡
Ill. Cent.	143·27	143	142·93	142¾		142·93	142¾	143·30	142¾
N. Y. C..	122·25	122⅛	121·76	121⅜		121·53	121⅝	122·12	121¾
Reading	26·52‡	53	26·40‡	52¼		26·40‡	52¾	26·43‡	52⅛
Ont. W'n	26·30	26⅛	25·91	26		25·79	25¾	25·69	26
St. Paul	102·44	102¾	101·71	101		101·34	101⅜	102·06	101⅛
Exch'ge. cables.	4·88¼		4·89		Holiday in New York.....	4·89		4·89¼	

* Expressed in their New York equivalent.
‡ Reading on basis of $50, par value. ‡ Ex interest.

Money continues in abundant supply, and the demand is limited by the diminished interest in the stock market. Chicago advices report an accumulation of funds at that centre, with rates ruling low, but really higher than here,

so that, for the present at least, we are not likely to receive much more money from that point. Any activity in funds here would, however, tend to change these conditions and again attract idle money from this Western centre. Commercial paper is in active demand by our banks, and preference is given to that class maturing early in October. The New York Clearing-House banks, according to returns collected by us, have received from and shipped to the interior gold and currency as follows the past week.

Week Ending June 1, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency	$2,432,000	$465,000	Gain. $1,967,000
Gold	6,000	500,000	Loss. 494,000
Total gold and legal tenders	$2,438,000	$965,000	Gain. $1,473,000

The above shows the actual changes in the bank holdings of gold and legal tenders caused by this movement to and from the interior. In addition to that movement our City banks have lost $1,167,112 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total gain to the New York Clearing-House banks of gold and legal tenders for the week covered by the bank statement to be issued to-day.

Week Ending June 1, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	$2,438,000	$965,000	Gain. $1,473,000
Sub-Treasury operations, net	.....	1,167,112	Loss. 1,167,112
Total gold and legal tenders	$2,438,000	$2,132,112	Gain. $305,888

The Bank of England reports a gain of £367,000 bullion for the week and £148,000 on balance on Thursday and Friday, and an increase of ⅛ of 1 per cent in the proportion of reserve to liabilities. The Bank of France lost 3,425,000 francs gold and gained 107,500 francs silver. The following shows the amount of bullion in the principal European banks this week and at the corresponding date last year.

	May 31, 1883.		June 1, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England	20,497,810	.....	23,154,704	.....
Bank of France	40,354,152	42,011,986	37,248,734	46,270,034
Bank of Germany	7,988,500	23,965,500	7,301,000	21,903,000
Total this week	68,840,462	65,977,486	67,704,438	68,173,034
Total previous week	68,453,702	65,542,798	67,234,834	67,980,139

The Assay Office paid $216,110 through the Sub-Treasury for domestic bullion, and $100,000 for foreign bullion (the latter Spanish doubloons which have been in bankers' hands for a long time), and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
May 25	$271,516 58	$11,000	$46,000	$155,000	$60,000
" 26	296,806 95	12,000	23,000	198,000	63,000
" 28	288,693 22	8,000	22,000	201,000	58,000
" 29	224,454 43	10,000	25,000	132,000	57,000
" 30	.....	.....Holiday.....			
" 31	307,695 74	25,000	22,000	171,000	89,000
Total	$1,389,166 92	$66,000	$138,000	857,000	$327,000

MEXICO AND HER OBLIGATIONS.

Our people, being so largely interested in Mexican railroads, follow closely the efforts which have lately been made at London to settle the old Mexican debt and restore Mexico's credit. This debt is an ancient matter, the interest on which has stood in abeyance ever since the present republican government was organized. It is well known that the connection of England with the movement which ended in putting Maximilian on the throne of Mexico was the reason, or at least the excuse, for its repudiation. It is sixteen years since the committee of bondholders was formed, and the arrangement which has now been entered into is the result of its persistent work and of the new-born desire the Mexican Government feels for improving its credit.

A hopeful feature of this settlement is that it seems to be satisfactory to both parties; for while its terms are far from onerous to the Mexican Government they are regarded by the bondholders as more favorable to them than their own proposition, submitted as recently as last October. The bondholders at that time were prepared to fund their coupons at full face value, and with this done accept a sliding rate of interest, beginning at a very low figure, upon the debt thus enlarged. In the first year only one per cent was to be paid, in the second year 2 per cent, and in the succeeding seven years the same figure; after that 3 per cent, if the resources of the country should prove sufficient. The proposition now submitted, and which is supposed to have the sanction of the Mexican Government or rather to emanate directly from it, offers only £12 for the coupons unpaid from January 1, 1867, to date—in other words, £112 in new bonds for every £100 of the principal of the old bonds with all coupons attached—but offers to pay full three per cent interest at once upon the new debt instead of 1@2@3 per cent, as per the bondholders' proposal. This is on the 3 per cent debt of 1851. On the so-called debt of 1864, which to the amount of 60 per cent of its total par value represents unpaid coupons of the former, new bonds are offered to the extent of this 60 per cent, with £7 4s. for the coupons on the same—that is, £67 4s new bonds will be given for every £100 nominal amount of the old bonds with all coupons on. The "Deferred 5 per cent Debentures of 1837" and the "Certificates of Indebtedness on the 1851 Conversion" it appears are to receive £32 in new bonds for every £100 old bonds and coupons. The arrangement which has now been agreed upon by the Mexican officials and the English bondholders remains to be passed upon by the Dutch bondholders, and after that by the Mexican Congress, the latter to be done before December 31st.

As, however, the debt is almost entirely held abroad, these particulars have only a very limited interest in this country. What will attract more attention here is the extent of the obligation entailed by this loan upon the Mexican Government, and what portion, if any, is to be reserved for the uses of the republic. The total issue of bonds is to be for £20,000,000, and of this £15,300,000 is to be appropriated for the exchange of the old debt above referred to, and the remainder, £4,700,000, is to be at the disposal of the Government "for the arrangement of "certain obligations of certain of the internal debts of the "republic," and for various expenses attending refunding, &c. Out of this £4,700,000, the English papers say, there will first have to be paid the British Convention debt of between £800,000 and £900,000; this is a loan that was guaranteed by the British Government, and as the rate of interest on it is 6 per cent, it is calculated that the whole amount to be settled for—that is, the original principal, plus 16 years' interest—aggregates as much as £1,800,000. This would leave only £2,900,000 out of the original £4,700,000, and from that there is to be paid the expenses and remuneration of the bondholders' committee, the expenses and remuneration of its late agent, Mr. Perry, who labored on the committee for a great many years, and also all expenses for effecting the present conversion, such

as establishing offices, appointing agents and doing all other necessary work to complete the same. Allowing for these items, and remembering that the new bonds bear only three per cent interest and could not under the circumstances therefore be expected to bring more than 50 cents on the dollar (at which rate they may, by the way, be redeemed), it will be seen that the actual money which the Government will derive from this loan cannot be very great. It is not known just which "certain obligations of the internal debts" the Government wishes to arrange for with this money, but it is presumed that one of them is the payment of the sum which it has agreed to give the Tehuantepec road people for their property—somewhat over 1½ million dollars.

As to the ability of the Mexican republic to meet promptly the interest on this 20 million loan, there is this to be said, the burden does not appear heavy in view of the country's resources and revenue. If subsequent loans—and it is not denied that another may be attempted when the present is successfully completed—do not by their increased requirements for interest interfere, there would seem strong reason for believing that the £600,000 required annually on this 20 million debt can be found without any great difficulty. Mexico has undergone great development within recent years, and under the stimulus of the railroads now being built there, she has every prospect for continued progress in the future. There is no more convincing proof of this than the gain in the national revenues, and we give below their total for four years past.

Year.	Revenue.	Year.	Revenue.
1878-79	$17,811,125	1880-81	$22,142,039
1879-80	21,936,165	1881-82	25,725,000

Here we see that the revenue for the late fiscal year was close on to 26 million dollars, and with such a revenue it does not seem as if it ought to prove difficult to pay an interest requirement of only about 3 million dollars annually. Mexico is at present suffering from a reaction (similar to that experienced in the United States and in great part produced by it) from the extreme elation and prosperity witnessed a year or so ago, and perhaps the country's growth will be more steady and slow in the immediate future than it has been. For the first six months of the current fiscal year President Gonzalez gives the revenue at $14,406,102 against $13,733,949 in the corresponding period of 1882, but he remarks that this rate of increase may not be maintained in the second half of the year, since imports are declining somewhat. This decline in imports may be ascribed to the fact that money—chiefly from the United States, where we are not contributing as unstintedly as two years ago to railroad enterprises—is not flowing into Mexico with as much freedom as it did at the outbreak of the railroad epoch.

It may be said, however, that the present position of Mexico is one that calls first of all for the utmost good faith in the observance of all her contracts and for the careful nursing of her resources. She has lately entered upon an era of development, which is making large calls upon her, and the demands are increasing rather than decreasing. Heavy subsidies and concessions have been made to railroad and other corporations, enterprises to be sure that are essential to her development, but which are none the less a tax upon her resources. For, whether the payments to the railroads are made in cash or in Custom House receipts does not make any material difference, since either diminishes the revenue. It has been proposed to issue national bonds and make them a basis for bank note circulation, as in the United States, and this might prove practicable, but it is evident that it would still further increase the annual charges.

Altogether, then, it is clear that Mexico's financial affairs need most careful handling. But it is equally clear that her prospects for tiding over all obstacles are better to-day than they have been at any time for many decades past.

A CHANGE IN THE STATE OF OUR FOREIGN TRADE.

In the Chronicle, two weeks ago, we remarked, in commenting upon the rise in foreign exchange, that aside from a movement of securities this way, there was a basis for the present high rates in a less favorable condition of our foreign trade, and adduced some figures in support of this statement. The returns for April, issued this week by the Bureau of Statistics, not only fully confirm the opinion then expressed, but in the result which they disclose will no doubt appear a great surprise to many persons who have not watched the movement very closely.

The large balances in our favor which almost all recent months had recorded—such as March with 17 millions, January with 23½ millions, December with 33½ millions, and November with 25¾ millions—had encouraged the belief that an equally favorable showing might be expected in the months just past, but the figures for April make it clear that it was only through the circumstance of lower imports that any balance at all was left to us in that month. The total of the exports reached only $60,860,588, and the imports being $57,029,723, the balance remaining was but $3,830,865. Had the imports been as large as in the month immediately preceding, the balance would have been less than $80,000, and had they been as large as in April, 1882, the balance would have been *against* us in the sum of 5½ million dollars. It is true that even a balance of $3,830,865 looks favorable when compared with the $8,408,791 balance on the other side last year, but considering the wide disparity between the two years in the matter of crops, the difference in favor of 1883 is by no means as large as could with good reason have been expected.

It is evident now that we have been and are passing through a very critical period as regards an efflux of gold from this country, for we cannot see that any material improvement in the trade conditions occurred during May, the only particular in which the latter month was more favorable than April being apparently in imports, which, as we have repeatedly shown, are being forced down to a lower level by the course of circumstances. There would probably have been little cause for uneasiness on the score of our trade position alone, had not the lower exports come contemporaneously with a rise in the rates of money in England and a fall here, forcing the market ing not only of speculative holdings of our securities abroad, but also of some of the better class of stocks held by English investors.

Under such circumstances it is no surprise that we exported in April $2,050,215 of gold; but as we also imported $2,311,351, the net movement in favor of this country was $261,136. For May, of course, it is too early as yet for exact figures. Last year, when the balance of trade ruled against us for the eight months from February to September inclusive, the heaviest shipments of gold took place in May, the total for that month reaching over 13 millions net. Now that we have passed through May without any important outflow of the metal, we may

entertain the belief that no considerable drain is likely to occur this summer, especially if our growing crops continue to promise well and there is no further financial disturbance in Europe. The favorable feature in our trade movement is the pronounced tendency towards lower merchandise imports that exists at the moment. As bearing upon this latter point, and as showing also how the merchandise exports compare with other recent years, we give the following table of the monthly imports and exports for five years past.

	1879.	1880.	1881.	1882.	1883.
Exports Merchandise.	$	$	$	$	$
January	59,409,194	66,997,173	74,078,962	64,921,051	80,380,253
February	61,828,731	59,956,673	67,733,807	56,606,533	66,855,299
March	66,154,745	77,350,547	85,068,794	62,613,872	77,657,160
April	54,341,862	70,560 538	70,185,615	57,952,376	60,860,588
Total	244,734,538	274,864,931	297,797,178	242,093,832	285,753,240
Imports Merchandise.					
January	33,515,640	55,208,488	45,284,854	56,956,224	56,971,198
February	35,373,419	55,647,471	47,759,493	58,820,951	56,300,518
March	41,856,611	70,886,561	60,709,174	68,603,801	60,780,603
April	42,136,101	74,306,455	59,179,614	66,361,167	57,029,723
Total	152,881,771	256,108,975	212,933,139	250,748,118	231,082,042
Excess of Exports	91,852,767	18,755,956	84,864,039	df.8634,286	54,671,198

We here see that the import movement for the four months to the 1st of May shows an aggregate lower than in either 1882 or 1880, but somewhat above 1881, and of course considerably above 1879. The conservative tendency of these figures is most marked in the last month of the four—April—which shows a less total than the same month in any other recent year except 1879. It is to be observed, too, that a much smaller proportion of the goods imported this year than last was entered for consumption. That of course is due presumably to the enactment of the new tariff law, fixing lower rates of duty on many articles, to go into effect June 1 and July 1. It is a significant fact all the same, however, for if with materially smaller imports, we can keep an increasing amount in the warehouses, we have strong evidence of a slackening in the demand, otherwise such a state of things would not be possible. The increase in the amount of goods in bond during April was very decided, for while the total on the 31st of March was $35,471,813, on the 30th of April it was $42,023,611, an enlargement of over 6½ million dollars. The total of 42 millions compares with a total of less than 28 millions on the 1st of December, and with a total of not quite 28½ millions on the 1st of May a year ago.

As to the exports, the present year makes a pretty good showing when we take the four months together, for then we get a larger aggregate than in any other year during the same period except in 1881, but when we take April alone the exhibit is not so favorable. The total of $60,860,588 for that month is smaller than in any other month since last July, and though a few millions above April last year, is very much below either April, 1881, or 1880. The reason for this latter fact is found in smaller exports of both breadstuffs and provisions this year. The same was also true of March, though to a smaller extent, but in that month we had as an offset an augmentation in the shipments of cotton, which we did not have in April, for comparing 1881 with 1883 in this respect we find that while in April in the former year we sent out 445,994 bales of cotton, in April in the present year we sent out only 388,058 bales, and at a lower price, too. Compared with a year ago, however, there is a small increase, and the same may be said of the breadstuffs and provisions exports, which accounts for the heavier total merchandise exports this year, as shown above and as given in the subjoined table of the import and export movement in 1883 and 1882 at each port.

EXPORTS AND IMPORTS OF MERCHANDISE AT U. S. PORTS.

Exports (Domestic and Foreign.)	1883.		1882.	
	April.	*Since Jan. 1.*	*April.*	*Since Jan. 1.*
	$	$	$	$
New York	28,101,404	117,760,025	25,794,341	104,974,070
New Orleans	8,525,588	41,764,195	7,179,405	29,943,502
Baltimore	3,758,570	18,597,152	3,142,319	16,473,449
Boston, &c	5,191,287	20,624,146	4,[illegible]16	20,777,404
Philadelphia	2,655,043	12,492,815	2,509,141	10,0[illegible]6
San Francisco	1,968,[illegible]35	14,807,651	3,[illegible]6,284	16,052,947
All other ports	10,[illegible]29,361	59,[illegible]37,286	10,[illegible]09,[illegible]	48,895,926
Total	60,860,588	285,753,240	57,952,376	242,093,832
Imports.				
New York	37,090,434	161,013,[illegible]31	43,404,[illegible]78	178,[illegible]85.69 4
New Orleans	881,927	3,166,996	986,21[illegible]	4,351 72 9
Baltimore	1,299,[illegible]01	4,839,624	1,412,[illegible]04	4 738.25 2
Boston, &c	6,938,395	24,836,984	7,969,127	25,73[illegible],567
Philadelphia	3,661,717	11,186,210	3,[illegible],896	13,079,221
San Francisco	3,162,655	13,536,528	3,132,308	11,852,248
All other ports	3,995,591	12,502,166	5,451,437	17,755,408
Total	57,029,723	231,082,042	66,361,167	250,748,118

The point in the above table which will attract attention is that the increase in total exports over last year is smaller than the preliminary figures of the breadstuffs and provisions exports led one to suppose it would be. For instance, the total increase is less than 3 millions, while the increase in the breadstuffs exports was $2,557,129, to which should be added an increase of $1,123,805 in the provisions exports, making together $3,680,934. Taking this in connection with the remark above that the cotton shipments were also heavier than a year ago, encourages the idea that there should be quite a large difference in favor of this year's exports. But the fact is that while it is true that we shipped more cotton *in quantity*, it is not true that the value was greater. Last April about 352,000 bales of cotton went out, and this year about 36,000 bales more than that, but the price was fully two cents per pound lower in 1883, so that values must have been at least a million dollars less. With this explanation, the increase shown in the following table of the breadstuffs and provisions movement at each port will no longer appear to be in conflict with that shown in total exports above.

EXPORTS OF BREADSTUFFS AND PROVISIONS FROM LEADING PORTS.

Breadstuffs.	1883.		1882.	
	April.	*Since Jan. 1.*	*April.*	*Since Jan. 1.*
	$	$	$	$
New York	5,627,637	24,899,363	4,178,905	19,286,626
New Orleans	1,016,619	4,499,207	132,097	643,693
Baltimore	1,836,735	10,211,487	1,157,228	4,475,715
Boston	1,284,450	4,495,838	745,716	3,547,670
Philadelphia	967,109	4,405,856	183,346	1,295,112
San Francisco	974,252	10,633,096	2,734,741	12,552,669
Other ports	758,513	2,770,940	776,158	3,674,327
Total	12,465,318	61,915,787	9,908,189	45,475,812
Provisions, &c.				
New York	5,405,025	26,495,509	4,404,796	24,641,583
New Orleans	7,031	33,545	6,687	23,763
Baltimore	86,896	82[illegible]59	61,014	400,106
Boston	1,180,829	5,758,097	1,090,843	6,339,224
Philadelphia	551,056	3,110,255	544,286	3,808,857
San Francisco	38,276	137,132	32,459	119,472
Other ports	215,603	1,209,799	220,936	1,468,196
Total	7,484,716	37,573,198	6,360,911	36,801,201

It will be observed that there is at every port an increase in the breadstuffs exports except at San Francisco, which shows a very heavy falling off. One reason for this decrease at San Francisco is the fact that that port occupied a rather exceptional position last year, because the failure of the crops East in the previous season turned the demand largely upon the Pacific States; but another reason is that prices this year have retarded exports.

In the individual items of the breadstuffs exports the increase over last year in the shipments of corn is again noticeable, while the gain in flour also continues. Wheat, however,—although flour does show an increased movement,—exhibits a total for April this year (with flour reduced to bushels) only about the same as it was in April, 1882, which is a point worthy of remark, since then the movement was small because literally there was nothing left to export, while this year all reports agree

in saying that a very large surplus from the crop of 1882 still remains on hand. The following is our usual table.

EXPORTS OF BREADSTUFFS IN APRIL AND SINCE JANUARY 1.

April.	Quantity.		Value.	
	1883.	1882.	1883.	1882.
			$	$
Barley ....bush.	13,675	7,590	8,462	5,794
Corn ....bush.	5,166,882	1,208,727	3,403,817	951,290
Corn-meal ....bbls.	29,273	14,795	94,879	54,042
Oats ....bush.	13,898	16,937	8,309	10,844
Rye ....bush.	243,921	148,227	188,798	140,281
Wheat ....bush.	3,965,159	4,783,514	4,674,729	5,583,920
Wheat-flour ... bbls.	698,827	511,472	4,086,321	3,162,018
Total			12,465,318	9,908,189
Since Jan. 1.				
Barley ....bush.	86,170	36,350	60,788	28,730
Corn ....bush.	22,836,146	7,873,298	15,612,330	5,738,952
Corn-meal ....bbls.	85,462	71,494	295,014	246,013
Oats ....bush.	73,490	86,302	42,935	50,255
Rye ....bush.	439,017	413,010	342,638	392,059
Wheat ....bush.	22,795,142	23,166,551	26,042,840	26,788,327
Wheat-flour ... bbls.	3,347,351	2,020,028	19,519,242	12,231,476
Total			61,915,787	45,475,812

As to the provisions shipments there is no feature calling for especial remark. The total value of the shipments is greater than in 1882, but smaller than in 1881. Subjoined are the figures for two years.

EXPORTS OF PROVISIONS, &C., IN APRIL AND SINCE JANUARY 1.

April.	Pounds.		Value.	
	1883.	1882.	1883.	1882.
			$	$
Beef, fresh and salted	14,160,932	8,022,474	1,380,807	728,227
Bacon and hams	26,908,806	24,536,214	2,994,967	2,488,187
Lard	13,967,445	14,131,402	1,585,419	1,641,431
Pork	5,872,785	6,458,258	563,819	591,226
Tallow	5,154,189	3,414,657	428,526	295,185
Butter	1,483,538	456,638	214,434	103,031
Cheese	2,219,972	4,524,270	286,744	513,624
Total			7,484,716	6,360,911
Since Jan. 1.				
Beef, fresh and salted	55,883,013	42,166,266	5,546,756	3,874,430
Bacon and hams	163,726,684	162,633,208	17,577,956	16,301,418
Lard	76,197,589	86,153,744	8,613,757	9,868,524
Pork	24,916,112	30,090,757	2,394,464	2,645,138
Tallow	15,659,078	18,756,912	1,254,814	1,552,523
Butter	5,377,032	1,927,543	988,740	405,881
Cheese	10,456,710	19,336,343	1,196,709	2,153,287
Total			37,573,196	36,801,201

FINANCIAL REVIEW OF MAY, 1883.

The general course of affairs during May was not at all stimulating to operations at the Stock Exchange. Business was very sluggish and prices showed no strength, as a rule, and in some cases decided weakness. The crop reports were not nearly as good as in 1882, and in addition to this circumstance was the extreme depression in the iron trade, with the prospect of a strike of large proportions among the iron workers to take place on June 1. The latter was happily averted by an agreement of the manufacturers, consummated on the last day of May.

In the money market the recovery of the city banks from their depleted condition in April was less rapid than had been expected, although the rates for call loans became easy enough and money was sufficiently abundant for all purposes. In the last part of May rates became extremely easy, and 2@4 per cent was paid on the several classes of collaterals. There were several railroad negotiations of some prominence during the month, and by means of syndicates a large amount of bonds was disposed of. The advance in the Bank of England rate to 4 per cent was not calculated to affect the market very favorably for the placing of new bonds or for the sale in London of speculative stocks.

The demand for good railroad bonds in New York was very fair, and the buying of this class of securities by foreign investors was also large in the last part of April and early part of May.

At the Stock Exchange the business was most of the time exceedingly dull, and any revival in the strength of prices was quickly followed by a re-action. There were some very important negotiations, such as the lease of the Central of New Jersey to Philadelphia & Reading, but these did not have the effect of inspiring confidence in the public at large. It was believed by some of the old and experienced Wall Street men that the market was feeling the effects of the enormous amount of new stocks and bonds put out in the last few years—many of them at prodigious sums per mile of road—and that an essential decline and new start would have to be taken before the outside public would again come in as large purchasers.

Foreign exchange was very firm, and bills were so strong in tone that imports of specie during the summer were talked of; but this was not generally looked upon as probable.

The following summary shows the condition of the New York City Clearing-House banks, rate of foreign exchange, and prices of leading securities and articles of merchandise, on or about the 1st of June, 1881, 1882 and 1883.

STATISTICAL SUMMARY ON OR ABOUT JUNE 1, 1881, 1882 AND 1883.

	1881.	1882.	1883.
New York City Banks—			
Loans and discounts....$	332,025,700	317,786,900	316,281,500
Specie....$	79,134,800	55,019,200	62,826,800
Circulation....$	19,301,200	18,567,200	15,994,400
Net deposits....$	332,182,800	298,314,700	309,630,800
Legal tenders....$	18,633,800	23,768,100	23,758,300
Legal reserve....$	83,045,700	74,578,675	77,407,700
Reserve held....$	97,768,600	78,787,300	86,585,100
Surplus reserve....$	14,722,900	4,208,625	9,177,400
Money, Exchange, Silver—			
Call loans	2@3	2@3	2@3
Prime paper, sixty days	3@4	4½@5	4½@5
Silver in London, per oz	51 11/16d.	52⅛d.	50⅛
Prime sterling bills, 60 days	4 84	4 87½	4 86
United States Bonds—			
3s, registered, option U. S	.....	99¾	103⅜
6s, currency, 1898	131	133	128x
5s, 1881, (continued at 3½)	.....	101¼	102⅜
4½s, 1891, coupon	115¼	114¼	112¼
4s of 1907, coupon	118⅛	120¾	119¼
Railroad Stocks—			
New York Central & Hud. Riv.	149⅝	127⅞	122
Erie (N. Y. L. E. & W.)	48⅞	35⅜	35¼
Lake Shore & Mich. Southern	131	103½	108⅝
Michigan Central	113	86¼	93¾
Chicago Rock Island & Pacific	143¼	129⅞	122½
Illinois Central	142½	135½	143
Chicago & Northwestern, com.	130	130½	130⅛
Chicago Milw. & St. Paul, com.	125½	111⅝	101⅞
Delaware Lack. & Western	126¼	120½	123⅞
Central of New Jersey	101⅝	73	79⅞
Merchandise—			
Cotton, Middl'g Uplands.₰ lb.	10 15/16	12 1/16	10¾
Wool, American XX.....₰ lb.	34@41	35@42	35@42
Iron, Amer. pig, No. 1..₰ ton.	24 00	25 50@26 00	22 00@23 00
Wheat, No. 2 red win.₰ bush.	1 25@1 26	1 44¼	1 24@1 25
Corn, Western mixed..₰ bush.	49@57½	75@81	50@66½
Pork, mess.....₰ bbl.	16 75	19 25	2 000

The statements of the New York City Clearing House banks in each week of May were as follows:

NEW YORK CITY BANK MOVEMENTS IN MAY.

N. Y. City Bank Statements.	May 5.	May 12.	May 19.	May 26.
Loans and discounts	$315,507,400	$315,451,000	$317,828,000	$316,281,500
Specie	55,779,100	60,022,000	60,558,900	62,826,800
Circulation	16,233,600	16,238,400	16,151,100	15,994,400
Net deposits	296,970,800	303,567,100	307,093,500	309,630,800
Legal tenders	20,077,600	20,881,100	21,975,100	23,758,300
Legal reserve	$74,242,575	$75,899,275	$76,773,375	$77,407,700
Reserve held	75,846,700	80,903,100	82,534,000	86,585,100
Surplus	$1,604,125	$5,003,825	$5,760,625	$9,177,400
Range of call loans	3@10	2½@5	2@4	2½@3
Rate of prime paper	5@6	5 @5½	5@5½	4½@5

CLOSING PRICES OF GOVERNMENT SECURITIES IN MAY, 1883.

May	5s, cont'd at 3½	4½s, 1891, coup.	4s, 1907, coup.	3s, opt'n U. S. reg.	6s, Cur., 1898, reg.	May	5s, cont'd at 3½	4½s, 1891, coup.	4s, 1907, coup.	3s, opt'n U. S. reg.	6s, Cur., 1897, reg.
1	.....	.....	119⅞	.....	.....	19	.....	.....	119⅜	103⅝	.....
2	.....	.....	119⅞	.....	.....	20	.....	.....	..S.	.....	.....
3	.....	.....	119⅝	103⅜	.....	21	.....	.....	119⅜	103⅝	.....
4	.....	.....	.....	.....	.....	22	.....	113¼	.....	103⅝	.....
5	.....	.....	119⅜	.....	.....	23	.....	.....	.....	103½	.....
6	.....	.....	..S.	.....	.....	24	.....	113⅜	119⅛	.....	.....
7	.....	113	119	.....	.....	25	.....	.....	119⅛	.....	.....
8	.....	113⅛	119¼	103¼	.....	26	.....	.....	119¼	.....	.....
9	.....	.....	.....	103¼	.....	27	.....	.....	..S.	.....	.....
10	.....	113⅛	119¼	.....	.....	28	.....	113¼	119¼	.....	.....
11	.....	.....	119¼	.....	.....	29	.....	.....	119¼	.....	.....
12	.....	113⅛	119¼	.....	.....	30	.....	.....	Holiday.	.....	.....
13	.....	.....	..S.	.....	.....	31	.....	.....	119¼	.....	
14	.....	.....	119¼	.....	.....						
15	.....	.....	.....	103⅜	.....	Open	.....	113	119⅞	103⅜	127½
16	.....	.....	119¼	103⅜	.....	High	.....	113⅜	119⅞	103⅝	127¼
17	.....	113⅜	119¼	103½	127½	Low.	.....	113	119	103¼	127½
18	.....	.....	119⅜	.....	.....	Clos.	.....	113¼	119¼	103½	127½

CLOSING PRICES OF CONSOLS AND U. S. SECURITIES AT LONDON IN MAY.

May.	Consols for money.	5s ext. at 3½.	4½s of 1891.	4s of 1907.	May.	Consols for money.	5s ext. at 3½.	4½s of 1891.	4s of 1907.
1	.....	Holl day.	.....	.....	20	.....	8	.....	.....
2	101 15/16	105⅝	116⅝	122¾	21	101⅝	105½	114⅜	122
3	101 15/16	105⅝	116⅝	123	22	101⅞	105½	114½	122
4	102 1/16	105⅝	116⅝	123	23	101⅞	105⅜	114⅜	121⅞
5	102	105½	116⅛	122⅝	24	102 3/16	105⅛	114⅜	121⅞
6	.....	8	.....	.....	25	102 1/16	105⅛	114⅜	121⅞
7	101 13/16	105½	116⅛	122⅝	26	101⅞	105⅜	114⅛	121⅝
8	101 11/16	105⅜	116¼	122¾	27	.....	8	.....	.....
9	101 11/16	105¼	116⅛	122⅝	28	102 1/16	105⅜	114½	121⅞
10	101 13/16	105¼	116	122¼	29	102	105⅜	114¼	121⅜
11	101 13/16	105¼	116	122⅛	30	102	105⅜	114¼	121⅜
12	101⅞	105	x114½	122⅜	31	102	105⅛	114½	121⅞
13	.....	8	.....	.....	Opening	101 15/16	105⅝	116⅝	123¼
14	.....	Holl day	.....	.....	Highest	102 3/16	105⅝	116⅝	123¼
15	101 15/16	105¼	114⅝	122	Lowest	101 11/16	105	114¼	121⅜
16	102	105⅜	114⅜	121⅞	Closing	102	105⅛	114½	121⅞
17	101 15/16	105⅝	114⅜	122¼	S'ce Jan. 1	—			
18	101 13/16	105⅜	114⅜	122	Highest	102 9/16	106⅞	117	123⅜
19	101¾	105⅜	114⅞	122¼	Lowest	100⅞	104½	114¼	x121½

The following table will show the lowest, highest and closing prices of railway and miscellaneous stocks at the N. Y. Stock Exchange during the months of April and May, 1883.

RANGE OF STOCKS IN APRIL AND MAY.

		April.			May.		
RAILROADS.	Mar. 31.	Low.	High.	Apr. 30.	Low.	High.	May 31.
Albany & Susquehan...	.....	130	131	.....	132	132	.....
Allegany Central....	.....	14	20	.....	.....	.....	.....
Atch. Top. & San. Fe.	.....	81	83⅞	.....	82⅜	83⅞	.....
Bost. & N.Y Air L. pf	.....	78	80⅛	80	81	84¾	83
Burl. Ced. Rap. & No.	.....	80¼	82	*81	81	82	.....
Canadian Pacific	.....	58½	61½	59⅞	60	65½	61
Canada Southern	67½	65⅞	69½	66¾	63¼	67¾	65
Cedar Falls & Minn .	.....	13¾	15	.....	.....	.....	.....
Central Iowa	.....	25	25	.....	.....	.....	.....
Central of N. Jersey.	72½	72	79⅞	76⅝	75⅞	80⅝	79⅜
Central Pacific	76⅝	75⅝	80¼	77⅜	71¼	77½	75¼
Ches. & Ohio	*21½	20¾	22½	21⅜	19⅜	21¼	*19¼
Do 1st pref.	32¼	31½	33¾	*31	28½	32¼	29
Do 2d pref.	*23	23½	25¼	*23	21½	23⅝	*21¼
Chicago & Alton.....	*134⅜	133½	135	*133	132½	135	.....
Do pref...	.....	.....	.....	.....	140	140⅛	.....
Chic. Burl. & Quincy.	124⅞	124	129⅜	126⅜	126⅝	126½	123¼
Chic. Mil. & St. Paul.	§99½	98¾	104⅞	103½	100⅞	105⅛	101¾
Do pref.	117¾	117	121⅞	*119¾	119	121¾	*118½
Chic. & Northwest...	134½	133	140⅛	135½	128⅝	135⅜	130⅛
Do pref.	§150	149½	157	151¾	146¾	152	148⅜
Chic. & Rock Island..	§123	122	126⅛	125¾	121⅝	126¼	122½
Chic. St L. & Pittsb.	.....	20⅛	22	*20	18	22	18
Do pref.	.....	54	56½	54	54¼	57¾	55¼
Chic. St.P. Minn.& O.	47⅝	47½	52	49¾	41	50¾	44¼
Do pref.	108	106	109	*106½	102½	108½	103¾
Cin. Ham. & Dayton	.....	85¾	85¾	.....	.....	.....	.....
Cin. San. & Clev.....	49	46½	49	.....	38	43	.....
Clev. Col. Cin. & Ind.	*72	74	79⅛	74½	67¼	74⅜	69
Clev. & Pittsb., guar.	138	133	134¼	.....	130¾	133	.....
Col & Greenv., pref..	.....	48½	59½	59	59½	68½	.....
Col. Chic. & Ind.Cent.	*5	4⅝	5⅞	*5	4½	5	*4¼
Do reorg'n ctfs.	.....	11½	11½	.....	10	10	.....
Del. Lack. & West'rn.	125⅝	124¾	131½	§123¼	122	128⅜	123½
Denver & R. Grande	47⅛	46⅜	50¾	50	46	51½	47
Dubuque & Sioux C..	.....	§84½	§86½	§84½	82	85⅛	.....
East Tenn. Va. & Ga.	*9	9	11¼	10	8¾	10¼	*9
Do pref.	*16	16½	23	21½	18	22	18¼
Evansv. & Terre H....	.....	68	68	68	.....	.....	.....
Fort W. & Denver C.	.....	31½	31½	.....	.....	.....	.....
Green B. Win. & St. P.	8¾	8½	10⅞	*7	7½	9¼	*8½
Hannibal & St. Jo ...	.....	39	43	.....	41	43	‡42
Do pref.	81¾	81½	94½	93½	93	97¾	95½
Harlem.....	.....	194	198	‡197	195	197	.....
Houst. & Tex. Cent..	*72½	75½	82½	*73	70	75	70
Illinois Central ...	145⅞	144	147⅞	144⅞	141¾	145¼	.....
Do L'sed Line 4 p.c	.....	80	81	.....	80	81	80
Indiana Bl. & W.....	34	30	35½	30⅝	25	30½	*27¼
Lake Erie & West....	31¼	29½	33⅛	30	26	30	.....
Lake Shore	§108⅞	108	114¼	11. ¾	107¼	111⅞	107⅞
Long Island.....	62⅞	62⅞	69	§66½	66½	69	67½
Louisville & Nashv..	54¾	52½	58½	54	47⅜	54⅛	48¾
Louisv. N. A. & Chic.	.....	54⅞	59¼	*55	55	55	‡54
Manhattan.....	40½	41	45	45	43¼	44¾	*43
Do 1st pref	*84	§81½	§84	§81	83	86	*82½
Do com.	*40	45	45	*44½	44½	44½	*42
Manhattan Beach Co.	.....	23	24¾	*23	21	25	....
Mar. & Cin.. 1st pref.	.....	.....	.....	.....	12½	12½	.....
Memphis & Cha'ston.	.....	38½	44¾	.....	37	49	42
Metropolitan Elev...	*79½	80	81½	80½	76	83½	83½
Michigan Central....	93⅞	93	96¾	94¾	91½	95	93¾
Mil. L. Shore & W....	.....	.....	.....	.....	14	14	‡13
Do pref...	*43	44½	47⅞	46	42	47¼	44
Minneapolis & St. L..	25⅝	25½	30⅛	28	25⅛	28¾	25½
Do pref.	*57	57½	62½	*58	53	59	53½
Mo. Kans. & Texas ..	31¾	29⅞	33⅜	31	27⅛	31⅝	28⅝
Missouri Pacific.....	§102⅜	101¾	106⅞	104⅝	101¼	105½	102¼
Mobile & Ohio	.....	17	19	.....	15	15½	*14
Morris & Essex	122	123¾	125	*124	124¼	128	127¾
Nashv. Chatt. & St. L.	57	57	59	.....	50½	56½	.....
N. Y. Cent. & Hud. R	§126½	125	128½	125⅓	120¼	125⅜	121½
N.Y.Chic. & St.Louis.	*11⅞	11⅞	12⅞	12⅛	10¼	12⅜	10½
Do pref.	28	27½	30	*27	23	27	*23½
N.Y. Lack. & West ..	§88	87⅞	89½	88½	88	89¼	88
N. Y. Lake Erie & W.	37⅛	36⅛	39¼	37¼	33⅞	37½	35⅛
Do pref.	.....	80½	81½	.....	78	79¾	.....
N. Y. & New Engl'd.	.....	37	46½	.....	30⅝	39	.....
N. Y. N. H. & Hartf'rd	.....	175	178¾	.....	180	183	182
N. Y. Ontario & W....	25⅜	25½	29⅜	28⅛	25	28⅞	25¼
N. Y. Susq. & West ..	.....	.....	.....	.....	6½	8⅜	6¾
Do pref...	.....	.....	.....	.....	19½	21¾	19½
Norfolk & West.....	.....	10	10	.....	13	13	.....
Do pref.	41	41	45⅜	45	39½	45	41
Northern Pacific.....	49⅞	49¼	52½	51⅝	48⅛	51⅞	49¾
Do pref.	86⅛	85⅛	89⅜	88¾	85	89¼	86⅞
Ohio Central.....	12⅛	11⅞	14¼	*12⅛	10¾	12⅜	10⅞
Ohio & Mississippi...	.....	33⅝	36¾	*34½	30¾	35	32¼
Do pref.	.....	98	108	.....	100	105½	105
Ohio Southern.....	.....	12½	14¾	.....	12½	13½	.....
Oregon Short Line ..	.....	25½	26	.....	27	27⅜	.....
Oregon & Trans-Con.	§81⅜	79½	85½	85	80¾	85⅜	82⅜
Panama	.....	.....	.....	.....	100	100	.....
Peo. Decat. & E'ville.	21¼	20⅛	24⅞	*20½	16½	21	*18
Phila. & Reading ...	53¼	51⅝	57½	55¾	51½	56¾	52⅜
Pittsb. Ft.W.&C guar.	.....	132¾	136¼	.....	130	134½	130
Do Special	.....	130	130	.....	.....	.....	.....
Rensel. & Saratoga.	.....	142	145	.....	141½	145	.....
Rich. & Al. st'k, tr. ct.	.....	11¼	15½	.....	10	14	10
Richmond & Danville	54	58	64	61½	60	67⅝	61
Richmond & West Pt.	*23	22¼	35⅝	31⅝	33⅞	37	36½
Rochester & Pittsb..	20⅜	19⅝	23	20¼	18⅜	22	20
Rome Wat. & Ogd .	.....	34	34	.....	.....	.....	.....
St. L. Alton & T. H ..	70¼	69	71¼	69	65	74½	*73
Do pref	*98	§93	103	§93	87	95	*93½
St. L. & S. Francisco.	*29	30	35	32	32	38¼	36
Do prof.	*49	49	54½	52¼	52⅜	59¾	57½
Do 1st pref.	*92	94	99	*96⅜	96½	99	99
St. Paul & Duluth ...	*36	35	38	38	31⅜	39¾	*35
Do pref.	*94½	94½	97½	*95	96⅜	98⅞	*95
St. Paul Minn. & Man	159	‡123	169½	‡132½	111¼	131⅝	116⅞
South Carolina.....	25½	27⅜	27½	.....	26½	27	.....
Texas & Pacific.....	40½	39¼	43	39¾	34½	40	36
Texas & St. Louis....	.....	.....	.....	.....	18	19	.....
Union Pacific	§96⅛	95¼	101⅞	98⅜	91¼	98½	93¾
Virginia Midland....	.....	25½	31½	.....	30	31	.....
Wab. St. L. & Pacific.	29⅜	28¼	33	29⅜	25½	29⅞	26⅜
Do pref.	49⅝	46	53⅜	47¼	40½	47⅜	42
TELEGRAPH.							
Amer. Tel. & Cable..	66½	66	67⅞	.....	65⅞	69¼	.....
American District....	.....	.....	.....	.....	30	31	.....
Mutual Union	18⅞	18	21¼	20¼	19	21	.....
West Union, ex otts.	§82⅝	82⅛	84½	82⅞	80⅜	84	82¾
EXPRESS.							
Adams.....	*127	128	130½	130	126½	129	§129
American	*87½	88	92	91½	91¼	94	94
United States	*53	58	62	*58	55½	61¼	60
Wells, Fargo & Co....	*124	124	125¾	*124	124	125½	*124
COAL AND MINING.							
Colorado Coal & Iron	.....	32	39⅜	38	33	38¼	.....
Consolidation Coal ..	*25	26	28	*25	24	24	.....
Homestake Mining ..	.....	15	16	.....	§15	16¼	.....
Maryland Coal.....	.....	15	15¾	.....	.....	.....	*11
New Central Coal ..	.....	13	13¼	.....	13	13	*12
Ontario Silver Min'g.	.....	26½	27¾	.....	24	26	.....
Quicksilver Mining ..	*8¼	8½	8½	*8¼	7⅞	8½	*8
Do pref.	*42	44	44½	*42	40	43½	*36
Standard Cons. Min'g	....	6½	7	.....	6	6⅜	.....
VARIOUS.							
Del. & Hud. Canal...	108¼	108⅜	112½	109⅜	107¼	110¾	107½
Iron Steamboat Co..	.....	.....	.....	.....	36	36	.....
N.Y.& Tex. Land Co.	.....	63	81	79	81	96	*94
Oregon Improv. Co..	.....	80½	85½	84	78	84	.....
Oreg'n R'y & Nav.Co.	138	138¼	144⅜	140	138	140	.....
Pacific Mail.....	41	40⅜	44⅜	42	40⅝	43	42
Pullman Palace Car.	122	121	130	129¾	§126½	130	§127
Sutro Tunnel	.....	.....	.....	.....	⅛	⅜	.....

* Prices bid. † Prices asked. ‡ Ex privilege. § Ex dividend.

BANKERS' STERLING EXCHANGE (POSTED RATES) FOR MAY, 1883.

May.	60 days.	Demand.	May.	60 days.	Demand.	May.	60 days.	Demand.
1	4 84	4 86½	13	8		24	4 84½	4 89
2	4 84	4 86½	14	4 84	4 87½	25	4 85½	4 89
3	4 84	4 86½	15	4 84	4 87½	26	4 85½	4 89
4	4 83½	4 86	16	4 84	4 87½	27	8	
5	4 83½	4 86	17	4 84	4 87½	28	4 85½	4 89
6	8		18	4 84½	4 88	29	4 85½	4 89
7	4 83½	4 86	19	4 84½	4 88	30	Holl day	
8	4 84	4 86½	20	8		31	4 86	4 89½
9	4 84	4 86½	21	4 85	4 88½	Range	–	
10	4 84	4 87½	22	4 85½	4 89	High	4 86	4 89½
11	4 84	4 87½	23	4 85½	4 89	Low.	4 83½	4 86
12	4 84	4 87½						

IMPORTS AND EXPORTS FOR APRIL, 1883, AND FOR THE TEN AND TWELVE MONTHS ENDED APRIL 30, 1883.

[Prepared by the Bureau of Statistics and corrected to May 23, 1883.]

Below is given the tenth monthly statement for the current fiscal year of the imports and exports of the United States.

The excess of the value of exports of merchandise was as follows:

Month ended April 30, 1883	$3,830,865
Four months ended April 30, 1883	51,671,198
Ten months ended April 30, 1883	109,246,667
Twelve months ended April 30, 1883	78,463,923

The total values of imports and of domestic and foreign exports for the month of April 1883, and for the ten and twelve months ended April 30, 1883, are presented in the following tables:

MERCHANDISE.

	For the month of April.	For the 10 m'nths ended April 30.	For the 12 m'nths ended April 30.
1883.—Exports—Domestic	$59,133,243	$695,521,947	$792,806,138
Foreign	1,727,345	15,962,474	18,835,216
Total	$60,860,588	$711,484,420	$811,641,354
Imports	57,029,723	602,137,253	733,177,431
Excess of exports over imports	$3,830,865	$109,246,667	$78,463,923
Excess of imports over exports	.....	.....	.....
1882.—Exports—Domestic	$56,341,225	$635,955,541	$760,132,021
Foreign	1,611,151	14,329,782	17,542,860
Total	$57,952,376	$650,285,323	$777,674,781
Imports	68,361,167	593,990,850	708,024,127
Excess of exports over imports	$	$56,294,473	$69,650,654
Excess of imports over exports	8,408,791	.....	.....

GOLD AND SILVER—COIN AND BULLION.

	For the month of April.	For the 10 m'nths ended April 30.	For the 12 m'nths ended April 30.
1883.—Exports—Dom.—Gold..	$323,424	$8,218,305	$27,000,111
do Silver..	1,115,607	10,004,697	11,954,178
Foreign—Gold	1,726,791	1,922,392	2,002,241
do Silver..	373,069	6,208,859	7,359,040
Total	$3,538,891	$26,354,253	$48,315,570
Imports—Gold	$2,311,351	$17,103,888	$17,565,656
Silver	1,023,674	9,256,984	10,685,181
Total	$3,335,025	$26,360,872	$28,250,837
Excess of exports over imports	$203,866	$	$20,064,733
Excess of imports over exports		6,619	
1882.—Exports—Dom.—Gold..	$1,991,337	$12,621,819	$13,271,151
do Silver..	852,149	10,127,165	12,741,271
Foreign—Gold	351,112	1,104,406	1,686,120
do Silver.	207,135	3,602,772	4,136,241
Total	$3,401,733	$27,456,162	$31,834,783
Imports—Gold	$551,301	$33,915,286	$35,560,068
Silver	1,054,904	6,667,139	7,861,318
Total	$1,606,205	$40,582,425	$43,421,386
Excess of exports over imports	$1,795,528		
Excess of imports over exports		13,126,263	11,586,603

TOTAL MERCHANDISE AND COIN AND BULLION.

1883.—Exports—Domestic	$60,572,274	$713,144,949	$831,760,427
Foreign	3,827,20	23,993,724	28,196,497
Total	$64,399,4 9	$737,738,673	$859,956,924
Imports	60,361,748	628,498,625	761,428,268
Excess of exports over imports	$4,034,731	$109,240,048	$98,528,656
Excess of imports over exports			
1882.—Exports—Domestic	$59,184,711	$658,704,525	$786,145,343
Foreign	2,169,398	19,036,960	23,565,221
Total	$61,3 4,109	$677,741,485	$809,710,564
Imports	67,967,372	634,182,321	751,445,813
Excess of exports over imports	$	$43,559,164	$58,264,751
Excess of imports over exports	6,613,263		

The following is a statement showing, by principal customs districts, the values of merchandise imported into, and exported from, the United States during the month of April, 1883, and the values of imported merchandise remaining in the warehouses of the United States April 30, 1883:

Customs Districts.	Imports.	Domestic Exports.	Foreign Exports.	Remain'ng in ware'se Apr. 30,'83
	$	$	$	$
Baltimore, Md.	1,299,004	3,776,330	2,240	262,312
Bangor, Me.	50,347	.....	.....	.....
Bath, Me.	2,876	.....	.....	123,369
Beaufort, S. C.	.....	78,334	.....	.....
Boston & Charlest'n, Mass.	6,938,395	5,022,086	79,201	7,180,959
Brazos de Santiago, Tex.	253,698	111,256	4,910	3,139
Brunswick, Ga.	32	69,587	.....	.....
Buffalo Creek, N. Y.	366,737	23,592	298	1,065
Cape Vincent, N. Y.	33,143	16,827	8,598	.....
Champlain, N. Y.	156,873	72,735	1,000	12,876
Charleston, S. C.	23,260	2,069,272	60	1,336
Chicago, Ill.	4,597	140,159	1,975	505,363
Corpus Christi, Texas	70,946	140,682	19,396	.....
Detroit, Mich.	163,278	221,745	2,799	54,279
Galveston, Texas	99,995	1,732,708	.....	26,632
Genessee, N. Y.	87,756	15,120	.....	4,994
Huron, Mich.	234,373	348,819	3,066	.....
Key West, Florida	48,596	38,727	1,463	72,713
Minnesota, Minn.	24,410	578,241	.....	3,820
Mobile, Ala.	.....	513,844	.....	*29,482
New Haven, Conn.	79,727	35,341	169	45,258
New Orleans, La.	881,927	8,489,749	35,839	777,334
New York, N. Y.	37,690,434	26,899,930	1,201,474	27,148,720
Niagara, N. Y.	226,665	518	.....	.....
Norfolk and Portsm'th, Va.	9,746	975,522	.....	.....
Oregon, Oregon	49,246	4,550	.....	.....
Oswegatchie, N. Y.	152,570	28,766	264	2,007
Oswego, N. Y.	31,535	36,532	.....	214,146
Paso del Norte, Tex & N.M.	37,875	.....	304,374	715
Passamaquoddy, Me.	55,135	54,026	.....	6,009
Pearl River, Miss.	.....	74,245	.....	.....
Pensacola, Fla.	3,414	196,363	.....	.....
Perth Amboy, N. J.	.....	27,996	.....	38,203
Philadelphia, Pa.	3,661,717	2,653,056	1,987	2,109,539
Plymouth, Mass.	314	.....	.....	136,439
Portland & Falmouth, Me.	453,068	265,878	.....	*126,051
Providence, R. I.	49,985	.....	.....	38,667
Puget's Sound, Wash. Ter.	12,217	97,728	.....	.....
Richmond, Va.	52,192	218,926	.....	.....
Salem and Beverly, Mass.	45,032	.....	.....	48,044
Saluria, Texas	8,869	88,487	593	.....
San Diego, Cal.	18,812	25,155	.....	60,093
San Francisco, Cal.	3,162,655	1,911,723	57,112	2,533,767
Savannah, Ga.	93,304	1,302,631	.....	13,914
Teche, La.	74,567	2,535	.....	.....
Vermont, Vt.	409,460	123,418	.....	21,161
Willamette, Oregon	8,570	215,946	.....	6,796
Wilmington, N. C.	29,443	215,420	.....	7,929
Yorktown, Va.	11,031	64,200	.....	.....
Interior p rts	.....	.....	.....	296,075
All other customs districts	61,887	154,656	527	110,405
Totals	57,029,723	59,133,24	1,727,345	42,023,611

* Remaining March 31, 83.

—Messrs. Kuhn, Loeb & Co. are offering for sale $7,000,000 of the Chicago & Northwestern Railway 5 per cent sinking fund debenture bonds, maturing in 1933, at 98 and accrued interest. These bonds are part of an issue of $10,000,000 (the other $3,000,000 having been already taken for investment) made by the Chicago & Northwestern Railway Company to pay for $15,000,000 of the common and preferred stock of the Chicago St. Paul Minneapolis & Omaha Railroad, which was thus controlled and its competition for business stopped. These bonds take precedence of the Chicago & Northwestern preferred stock, which sells above 148, and any future mortgage, it is provided, shall include these bonds, so that no other liens can be placed ahead of them.

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—May 19.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12·41½ @12·5	May 19	Short.	12·07½
Amsterdam	Short.	12·1⅜ @12·2¾	.....	.....	.....
Hamburg	3 mos.	20·66 @20·70	May 19	Short.	20·50
Berlin	"	20·66 @20·70	May 19	"	20·50
Frankfort	"	20·66 @20·70	May 19	"	20·50
Vienna	"	12·12½@12·15	May 19	3 mos.	12·01
Antwerp	"	25·50 @25·55	May 19	Short.	25·27½
Paris	Checks	25·25 @25·30	May 19	Checks	25·26
Paris	3 mos.	25·45 @25·50	May 19	"	25·28
Marseilles	"	25·45 @25·50	May 19	"	25·28
Genoa	"	25·50 @25·55	May 19	"	25·25
Madrid	"	461⅛@461 13/16	May 19	3 mos.	47·30
Cadiz	"	46¼@463/16	May 19	"	47·30
Lisbon	"	51 7/8@511 5/16	.....	.....	.....
Alexandria	....	.....	May 16	3 mos.	97
New York	....	.....	May 19	Short.	4·83
Bombay	60 d'ys	1s. 7¼d.	May 19	tel.trsf.	1s. 7 15/16d.
Calcutta	"	1s. 7¼d.	May 19	"	1s. 7 15/16d.
Hong Kong.	....	.....	May 19	4 mos.	3s. 7¾d.
Shanghai	....	.....	May 19	"	5s. 0½d.

[From our own correspondent.]

London, Saturday, May 19, 1883.

Last week was a period of some excitement, owing to the uncertainties which prevailed with regard to the future course of the money market; but the week which has just reached its termination has brought forth events which have been productive of great anxiety, and likely to exercise some lasting influence. The occurrence of chief importance has been the failure on the Stock Exchange of a well-known firm of dealers—Messrs. Turtons & Hadon—with very heavy liabilities and very small assets. It appears that this firm carried on for many years a safe and lucrative business, and were known to be large dealers in unspeculative securities, such as railway debentures, debenture stocks and preference shares. Speculation, however, which has entrapped and ruined so many, tempted them, or rather the senior partner, to incur great risks, and the result has been a serious collapse which will involve many firms on the Stock Exchange in heavy loss.

The immediate effect of this failure on Stock Exchange prices was a serious decline in home railway securities, followed by a severe collapse in American properties. Of the latter the more prominent instance was the Wabash stocks and bonds, the bonds being also affected by rumors, subsequently contradicted, that the first of June interest would not be paid. A meeting of the creditors of the failed firm was held on Thursday, when the liabilities—that is to say differences—were computed at £230,000, with assets amounting to only £7,000 to £8,000. The firm enjoyed so high a reputation that within the last few days, on its failing to obtain further assistance from the banks, as much as £20,000 was obtained on the security of I. O. U's. This failure, as well as that of L. B. Mozley, which was referred to last week, is of much significance, inasmuch as it indicates to what a dangerous extent speculation has been carried, and how hopelessly insolvent many members of the Stock Exchange are. Nothing, it is believed, but a great revival of business can save many from being compelled to meet their creditors, but the hopes of revival are at present very indistinct, and the prospect is not, therefore, an encouraging one. It is undoubtedly the opinion of many that a severe weeding out of dangerous and insolvent firms will have to be effected before the public will have confidence and give their support to the markets. Although, however, British railway shares have experienced a heavy fall of late, it is not to be inferred that there is anything really unsound with regard to railway property. Owing to bad weather since January, and to somewhat indifferent trade movements, the traffic returns do not come up to expectations; but the falling off in that respect does not justify so important a reduction in values. The downward movement is, in truth, due chiefly to the fact that the quotations had been forced up to too high a point in several instances, and that forced sales to close defaulters' accounts have precipitated it. Many who are in a safe condition have, of course, taken advantage of the altered state of the markets; but should the weather remain as favorable as it is at present, and the agricultural prospect consequently as

encouraging, we may yet anticipate some improvement in our autumn trade, as well as in Stock Exchange business.

The above failure is not, however, the only difficulty which has arisen during the week. The Bank of England return is very unfavorable, and the proportion of reserve to liabilities has declined from 33·44 per cent last week to 32 32 per cent, the comparison being with 42⅜ per cent last year. The falling off in the supply of bullion, owing to the Scotch demand for coin and to the requirements of the holidays, amounts to as much as £691,398; but there is a decrease of £204,280 in the note circulation, so that the falling off in the total reserve does not exceed £487,118. Bearing in mind, however, that the reserve of the banking department is as low as £9,820,065, contrasting with £12,508,010 last year, the reduction is important. The demand for money at the Bank continues upon a considerable scale, the total of "other securities" having been further augmented to the extent of £603,299, making it £24,373,028, against £21,216,379 last year and £19,653,356 in 1881. It is stated, however, that the demand for gold coin for Scotland has now ceased, and if there should be no further relapse of credit in London, a return movement will soon take place. The last Bank of England return will probably be the worst which will be made public, as there is reason for believing that matters will soon begin to mend. The process may, nevertheless, be slower than usual, as is customary when there is more than an average amount of distrust.

In the early part of the week the value of money showed a tendency to decline, but since the failure on the Stock Exchange, and since the publication of the Bank figures, there has been renewed progress. There has, however, been no activity, and the probability seems to be that as the early summer months approach, the requirements of the public will become more and more contracted. The uncertainties about money of late, and the difficulties which have arisen in the financial as well as in the commercial world, have their natural influence, and fresh enterprise remains in abeyance, awaiting better opportunities. Some weeks have to elapse before the autumnal trade re-opens, or before any increased supply of money will be required for mercantile purposes, and during that period opportunities will have presented themselves for cancelling the difficulties which have arisen of late. Fine weather and fair crops throughout Europe and America will be a means of reviving confidence and fostering a more active trade. The position is one not wanting in encouraging features, but there is no reason for believing that the keen competition which exists will cease, or that profits, which are known to be small, will increase.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

London	Bank Rate.	Open Market Rates. Bank Bills. Three Months	Four Months	Six Months	Trade Bills. Three Months	Four Months	Six Months	Interest Allowed for Deposits by Joint Stock Banks.	Disc't H'ses. At Call.	7 to 14 Days.
April 13	3	2¾@2⅞	2⅞@2⅞	2⅞@2⅞	3 @3⅛	3 @3⅛	3⅛@3⅛	2	2	2¼
" 20	3	2⅞@—	2⅞@—	2⅞@3	3 @3⅛	3 @3⅛	3⅛@3⅛	2	2	2¼
" 27	3	2⅞@3	2⅞@3	2⅞@3	3 @3⅛	3 @3⅛	3 @3⅛	2	‖	2¼
May 4	3	3 @—	3⅛@—	3⅛@3⅜	3⅛ @3⅛	3⅛@3⅛	3⅛@4	2	2	2¼
" 11	4	3⅜@—	3⅜@4	4 @4⅛	4 @4⅛	4⅛@4⅛	4⅛@5	3	3	3¼-3⅛
" 18	4	3⅝@3¾	3⅝@3¾	3¾@3⅞	4 @4⅛	4⅛@4⅛	4⅛@4⅛	3	‖	3¼-3½

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
	£	£	£	£
Circulation	25,787,745	25,966,430	26,899,015	27,019,670
Public deposits	6,701,749	5,611,196	7,007,179	7,300,895
Other deposits	23,449,837	23,664,452	25,486,306	25,379,091
Governm't securities	13,834,917	13,474,213	15,876,203	15,674,276
Other securities	24,373,028	21,216,379	19,653,356	19,738 973
Res've of notes & coin	9,820,065	12,508,010	14,892,668	15,204,203
Coin and bullion in both departments	19,857,810	22,724,440	25,841,683	27,323,873
Proportion of reserve to liabilities	32·32	42⅜	45½	46½
Bank rate	4p. c.	3 p. c.	2½ p. c.	3 p. c.
Consols	102	102⅛	102⅛d.	99¼
Eng. wheat, av. price	43s.	46s. 11d.	44s. 10d.	44s. 9d.
Mid. Upland cotton	5 13/16d.	6⅝d.	5 7/16d.	6 11/16d.
No. 40 Mule twist	10d.	10¾d.	9¾d.	1s
Clear'g-house return	125,810,000	102,589,000	165,401.000	123.767.000

The Bank rates of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows. It will be noticed that at many points the open market rates are easier this week.

Rates of Interest at	May 17. Bank Rate.	May 17. Open Market	May 10. Bank Rate.	May 10. Open Market	May 3. Bank Rate.	May 3. Open Market	April 26. Bank Rate.	April 26. Open Market
Paris	3	2½	3	2⅝	3	2⅝	3	2⅝
Berlin	4	2⅝	4	2⅝	4	2⅝	4	2⅝
Frankfort	—	2¾	—	2¾	—	2¾	—	2¾
Hamburg	—	2⅝	—	2⅝	—	2¾	—	2⅝
Amsterdam	4	3½	4	3½	4½	4	4½	4
Brussels	3½	3½	3½	3½	3½	3½	3½	3½
Madrid	5	4½	4½	4½	4½	4½	4½	4½
Vienna	4	3½	4	3½	4	3½	4	3½
St. Petersburg	6	5½	6	5½	6	5½	6	5½

In reference to the state of the bullion market during the week, Messrs. Pixley & Abell observe:

Gold—The demand for bars still continues, but the arrivals are very small, and it is difficult to obtain any supplies. Sovereigns to the value of £54,000 have been sent to Lisbon and the River Plate, and £17,000 have been sent in to the Bank from Australia. The arrivals comprise £23,000 from Sydney and £12,000 from the West Indies.

Silver—There are no Continental orders for silver, and as the demand for India is quiet, the price has still further declined to 50 1-16d., at which rate the arrivals from Buenos Ayres and the West Indies were sold. We have received since our last £55,710 from Buenos Ayres £12,000 from West Indies, £20,000 from New York; total £87,710. The Khedive has taken £37,000 to Bombay.

Mexican dollars have declined slightly, and the amount by the French steamer Ville de Brest, about £75,000 in value, has been placed at 49d. per oz.

The quotations for bullion are reported as below:

	Price of Gold. May 17.	Price of Gold. May 10.		Price of Silver. May 17.	Price of Silver. May 10.
	s. d.	s. d.		d.	d.
Bar gold, fine....oz.	77 10	77 10	Bar silver, fine..oz	50 1-16	50⅛
Bar gold, contain g 20 dwts. silver..oz.	77 11⅛	77 11⅛	Bar silver, containing 5 grs. gold oz	50 7-16	50⅛
Span. doubloons.oz.	73 10	73 10	Cake silver ....oz	54 1-16	54 1-16
S.Am.doubloons.oz.	73 8⅛	73 8⅛	Mexican dols...oz	49	49⅛
U.S. gold coin...oz.	76 3⅛	76 3⅛	Chilian dollars..oz.	.....	.....
Ger. gold coin...oz.	.....	.....			

According to the latest statistical returns of the Swiss Federal Trade Department, there are at present in Switzerland 1,256 factories engaged in the cotton industry, and giving employment to 54,115 operatives. There are also 228 silk mills, employing 25,866 operatives; 102 chemical works, with 2,749 employees; 46 metallurgical works, with 2,158 employees; 212 machine works, with 14,271 employees; and 93 horological and jewelry works, employing 8,558 persons. The total number of works under the Factory Act is 2,643, and the total number of employees therein 134,862, consisting of 70,364 males and 64,498 females, 10,462 being between the ages of 14 and 16 years.

The failure is announced of Messrs. Marriott & Morford, manufacturers and warehousemen, of Lawrence Lane, London, and trading in Manchester as E. T. Marriott and E. T. Marriott & Co. The liabilities are estimated at £40,000.

The weather has been very favorable for the growing crops, and vegetation has made rapid progress. The change in one week has been very great, and should we have a continuance of such weather, harvests will not be much later than usual. There has been nothing during the last ten days to impede or injure vegetation; and the earlier crops, such as those of fruit and hay, are expected to be abundant. The effect of the weather upon the trade for cereal produce has been only to quicken and not to depress it. Were it necessary to sell any considerable quantity of wheat, ex ship, lower prices would have to be taken; but no necessity has arisen and, consequently, there is very little alteration in prices. There is, however, a tendency downwards as far as the trade at the outports is concerned, but English wheat has been realizing rather more money in the provinces. Oats, owing to the finer weather and the re-opening of navigation in the Baltic, are rather cheaper, business having been done as low as 16s. per quarter of 304 lbs.

The following figures show the extent of the imports of cereal produce into the United Kingdom during the first thirty-seven weeks of the season, compared with the corresponding period in the three previous years:

IMPORTS.

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....cwt.	45,615,210	43,031,102	41,070,325	43,372,091
Barley	12,997,793	10 188,552	9,446,686	11,268,077
Oats	10,330,436	10,234,550	6,541 048	9,779,374
Peas	1,53[illegible],065	1,38[illegible],2[illegible]8	1,48[illegible],097	1,481,097
Beans	1,8[illegible],867	1,222,995	1,727,489	1,[illegible],902
Indian corn	13,972,000	15,[illegible]0,015	24,446,[illegible]99	19,630,104
Flour	12,606,405	6,772,017	9,481,714	7,457,682

SUPPLIES AVAILABLE FOR CONSUMPTION—37 WEEKS.

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat.cwt.	45,615,210	43,031,102	46,070 325	43,372,091
Imports of flour	12,606,405	6,772,017	9,481,714	7,457,682
Sales of home-grown produce	33,311,000	27,425,580	23,361,700	18,396,600
Total	91,562,615	77,231,703	78,913,739	69,226,373

	1882-3.	1881-2.	1880-1.	1879-80.
Av'ge price of English wheat for season..qrs.	41s. 6d.	46s. 6d.	42s. 11d.	46s. 8d.
Visible supply of wheat in the U. S.... bush.	20,700,000	10,300,000	17,700,000	20,358,000
Supply of wheat & flour afloat to U.K....qrs.	2,619,000	2,627,000	2,206,000	.....

The sales of home-grown wheat, barley and oats in the 150 principal markets of England and Wales during the first thirty-seven weeks of the season, together with the average prices realized, are shown in the following statement:

	1882-3.	1881-2.	1880-1.	1879-80.
	SALES.			
Wheat.....qrs.	1,912,784	1,582,245	1,347,906	1,061,341
Barley.....	1,935,273	1,621,240	1,172,782	1,373,886
Oats.....	248,177	204,515	156,222	139,659
	AVERAGE PRICES FOR THE SEASON (per qr.).			
	s. d.	s. d.	s. d.	s. d.
Wheat.....	41 6	46 6	42 11	46 8
Barley.....	33 8	32 5	32 10	36 2
Oats.....	21 2	21 1	24 1	22 6

According to the usual trade calculations, the sales of home-grown wheat, in cwt., in the whole kingdom during the first thirty-seven weeks of the season have been: 1882-3, 33,310,000; in 1881-2, 27,425,580; in 1880-1, 23,567,700; in 1879-80, 18,396,600.

The following return shows the quantities of wheat, flour and Indian corn on passage to the United Kingdom at the present time compared with previous years:

	At present.	Last week.	1882.	1881.
Wheat.....qrs.	2,210,000	2,403,000	2,490,000	2,134,000
Flour.....	218,000	216,000	253,000	162,000
Indian corn.....	194,000	256,000	328,000	455,000

The following comparative table shows the increase or decrease in the export trade of the United Kingdom during April, 1883, and for the four months ending April 30, 1883.

	Month end'g Apr. 30,'83. Increase.	Month end'g Apr. 30,'83. Decrease.	4 mos. end'g Apr. 30,'83. Increase.	4 mos. end'g Apr. 30,'83. Decrease.
	£	£	£	£
Russia	.....	158,673	.....	331,514
Germany	43,268	.....	76,159	.....
Holland	42,994	.....	.....	47,282
Belgium	7,822	.....	189,738	.....
France	142,019	.....	.....	354,288
Turkey	231,367	.....	149,292	.....
Spain, &c.	13,404	.....	.....	27,005
Portugal, &c.	5,565	.....	.....	44,268
Italy	.....	59,390	104,312	.....
Denmark	5,916	.....	43,672	.....
Greece, Austria, Roumania, Sweden, &c.	70,246	.....	167,382	.....
United States	.....	176,210	.....	1,928,098
British North America	.....	54,201	306,450	.....
British Possessions, W't India Isl'ds & Guiana	.....	5,985	28,612	.....
Do., South Africa	.....	116,665	.....	950,405
Do., W. Coast of Africa	10,864	.....	43,283	.....
Do., Channel Islands, Malta and Gibralta.	4,165	.....	.....	15,573
Do., other small col'n's	.....	.....	.....	167,308
India, Stat's, Settlem'ts and Ceylon	49,920	.....	1,483,173	.....
Australia	125,107	.....	13,428	.....
Egypt	74,942	.....	538,435	.....
China, &c.	.....	109,442	.....	315,386
Brazil	.....	60,446	.....	176,130
Japan	69,517	.....	42,479	.....
Argentine Republic	12,630	.....	421,350	.....
Mexico	.....	43,911	17,656	.....
Chili	.....	35,089	.....	497,016
Peru	.....	17,628	.....	76,755
Unit'd Stat's of Colom'a	6,696	.....	21,196	.....
Uruguay	.....	6,450	60,749	.....
Other small States	128,759	.....	666,266	.....
Unenumerated goods	.....	132,420	.....	132,420
	1,045 251	976,513	4,382,632	5,063,448
Less increase or dec.	976,513	.....	.....	4,382,632
Increase or dec.	68,738	.....	.....	680,816
			Month.	4 Months.
Total Board of Trade returns, 1883			18,442,100	77,432,398
Do do 1882			18,373,262	78,113,214
Increase or dec. in 1883			68,738	680,816

	—Summary of the month's British Exports.— Increase.	Decrease.	—Summary of the Four Months' Exports.— Increase.	Decrease.
	£	£	£	£
The whole of Europe	344,538	.....	.....	73,802
India, Australia, Canada, and British Possessions	13,106	.....	742,660	.....
United States	.....	176,210	.....	1,928,098
The whole outer world	.....	112,696	578,424	.....
	357,644	288,906	1,321,084	2,001,900
Less increase or dec.	288,906	.....	.....	1,321,084
	68,738	.....	.....	680,816

The following tables show the extent of our foreign trade for the four months ending 30th April, as compared with the corresponding period last year:

Exports.	1882.	1883.	Increase.* Decrease.†
	£	£	£
Textile manufactures and yarns—			
Apparel	1,309,422	1,056,115	†253,307
Bags and sacks, cordage, twine and rags for paper	635,749	644,782	*9,033
Cotton yarn	4,036,941	4,229,204	*192,263
Cotton manufactures	20,756,469	21,201,435	*444,966
Haberdashery	1,454,910	1,335,875	†119,035
Jute yarn	98,798	84,241	†14,557
Jute manufactures	748,102	842,475	*94,373
Linen yarn	385,370	355,198	†30,172
Linen manufactures	2,191,784	1,980,234	†211,550
Silk yarn	319,776	232,254	†87,522
Silk manufactures	964,807	829,048	†135,759
Woolen and worsted yarn	958,567	911,287	†47,280
Woolen manufactures, cloths, flannels, blankets, carpets, &c.	4,426,886	4,132,953	†293,933
Worsted manufactures	2,198,599	1,899,880	†298,719
Total of textiles, &c.‡	40,486,180	39,734,981	†751,199

‡ Textiles, &c., show a decrease on the month in exports, £30,326.

Exports.	1882.	1883.	Increase.* Decrease.†
	£	£	£
Coals and machinery	6,337,241	6,996,312	*659,071
Minerals and products thereof	15,204,217	14,792,706	†411,511
Farm produce or food	2,529,005	2,653,486	*124,181
Sundry manufactures — Leather, oils, paper, books, stationery, saddlery, &c.	3,953,700	4,045,612	*91,912
Chemicals, &c.	1,695,727	1,705,924	*10,197
Unenumerated goods	907,144	7,503,377	†103,767
Total as per Board of Trade returns	78,113,214	77,432,398	†680,816
Imports.			
Textile manufactures and yarns—			
Cotton manufactures	957,676	856,071	†101,605
Silk yarn	169,854	101,918	†67,936
Silk manufactures	4,203,171	4,967,209	†235,962
Woolen and worsted yarn	474,105	538,258	*64,153
Woolen manufactures	915,865	959,138	*43,273
Worsted manufactures	1,204,988	1,274,386	*69,398
Total of textiles (published)§	7,925,659	7,696,980	†228,679
Minerals and products thereof	6,170,376	6,018,503	†151,873
Farm produce	33,171,991	39,097,438	*5,925,447
General food for cons'mption: Tea, coffee, cocoa, wines, spirits, fruit, rice, sugar, tobacco, &c.	20,261,980	19,621,264	†640,716
Sundry manufa'es: Leather, boots, shoes, gloves, oils, pap'r, glass, &c	4,643,099	4,745,796	*102,697
Chemicals, drugs and dye wares	5,480,674	5,040,183	†440,491
Raw mat'ls (re-exp'ts, see foot)—			
Cotton.....quantity p. c., 6⅛*	19,474,403	20,612,124	*1,137,721
Flax..... " " 52⅝†	1,194,926	669,626	†525,300
Hemp..... " " 12 †	704,891	684,528	†20,363
Jute..... " " 30¼*	2,212,645	2,196,107	†17,538
Silk & waste. " " 10 †	1,516,360	1,428,831	†87,529
Wool & waste " " 65⅛†	12,884,375	11,921,330	†963,045
Sundries: Timber, tallow, ivory, hides, &c.	10,121,352	10,240,259	*118,907
Unenumerated goods	13,346,508	14,325,000	*978,492
Tot., as per Board of Trade ret'rns.	139,110,239	144,297,969	*5,187,730
Re-Exports or Raw Materials for Four Months—			
Cotton.....quantity p. c., 30¾*	1,485,640	1,739,044	*253,404
Hemp..... " 15⅜†	100,468	101,551	*1,083
Jute..... " 36⅜*	407,219	417,521	*10,302
Silk and waste..... " 63⅓†	284,919	112,109	†172,810
Wool..... " 9*	4,804,718	5,056,481	*251,763
	7,082,964	7,426,706	*343,742
Tot. re-exp. of for'gn & col'n'l prod'e	20,357,000	20,868,000	*511,000

§ Textiles, &c., show a decrease on the month in imports, £53,635.

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending June 1:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	50⅛	50⅛	50⅛	50⅛	50⅛	50⅛
Consols for money	101⅞	102 1/16	102	102	102	x001 1/16
Consols for account	102	102 1/16	102	102	102	x001 1/16
Fr'ch rentes (in Paris) fr.	79·90	79·75	80·17½	79·82½	80·12½	80·35
U. S. 5s ext'n'd into 3⅓s	105⅜	105⅜	105⅛	105⅛	105⅛	105⅛
U. S. 4½s of 1891	114½	114½	114¼	114¼	114½	114½
U. S. 4s of 1907	121⅞	121⅞	121¾	121¾	121⅞	121⅞
Chic. Mil. & St. Paul	104⅞	105¼	103⅞	103⅞	103⅝	104¼
Erie, common stock	35⅞	36⅛	35½	35½	35⅝	36⅛
Illinois Central	146¼	146¾	146¼	146	146¼	146¾
N. Y. Ontario & West'n.	26½	26¾	26¾	26¼	26⅜	26⅜
Pennsylvania	59⅝	59½	59¼	59⅛	59¼	59
Philadelphia & Reading	27	27⅛	27	27	27¼	27¼
New York Central	124⅞	125	124⅝	124⅝	124¾	125

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State)..100 lb.	12 0	12 0	12 0	12 0	12 0	12 0
Wheat, No. 1, wh. "	8 10	8 10	8 10	8 10	8 10	8 9
Spring, No. 2, n. "	9 4	9 4	9 4	9 4	9 4	9 4
Winter, West., n "	8 11	8 11	8 11	8 11	8 11½	8 11½
Cal., No. 1 "	9 5	9 5	9 4	9 4	9 4	9 4
Cal., No. 2. "	9 0	9 0	9 0	9 0	9 0	9 0
Corn, mix., West. "	5 9	5 9	5 7½	5 7½	5 9	5 6½
Pork, West. mess..₱ bbl.	84 0	84 0	84 0	84 0	84 0	84 0
Bacon, long clear, new	52 0	52 0	52 0	52 0	52 0	52 0
Beef, pr. mess, new, ₱ tc.	89 0	89 0	89 0	89 0	89 0	89 0
Lard, prime West. ₱ cwt.	58 6	58 6	58 6	58 6	58 6	58 3
Cheese, Am. finest	66 0	65 0	65 0	64 9	65 0	64 0

Commercial and Miscellaneous News

BONDS HELD BY NATIONAL BANKS.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank circulation and to secure public moneys in national bank depositories on June 1. We gave the statement for May 1 in CHRONICLE of May 5, page 499, and by referring to that the changes made during the month can be seen.

Description of Bonds.	U. S. Bonds Held June 1, 1883, to Secure— Public Deposits in Banks.	Bank Circulation.	Total Held.
3s, Act July 12, 1882	$8,756,000	$200,953,750	$209,709,750
Currency 6s	20,000	3,502,000	3,522,000
5 per cents	.....	15,000	15,000
4½ per cents	1,060,500	38,899,900	39,960,400
4 per cents	6,878,000	105,188,450	112,066,450
5s, ext. at 3½	305,000	7,592,800	7,897,800
6s, ext. at 3½	96,500	436,700	533,200
Total	$17,116,000	$356,588,600	$373,704,600

CHANGES IN LEGAL TENDERS AND NATIONAL BANK NOTES TO June 1.—The Comptroller of the Currency has furnished us the following, showing the amounts of national bank notes outstanding May 1, together with the amounts outstanding June 1, and the increase or decrease during the month; also the changes in legal tenders held for the redemption of bank notes up to June 1:

National Bank Notes—		
Amount outstanding May 1, 1883		$358,540,507
Amount issued during May	$1,107,790	
Amount retired during May	2,251,104	— 1,143,314
Amount outstanding June 1, 1883*		$357,406,253
Legal Tender Notes—		
Amount on deposit to redeem national bank notes May 1, 1883		$39,084,071
Amount deposited during May	$1,866,905	
Amount reissued & b'nk notes retired in May	2,076,374	— 209,469
Amount on deposit to redeem national bank notes June 1, 1883		$38,874,602

* Circulation of national gold banks, not included above, $757,929.

According to the above the amount of legal tenders on deposit June 1 with the Treasurer of the United States to redeem national bank notes was $38,874,602. The portion of this deposit made (1) by banks becoming insolvent, (2) by banks going into voluntary liquidation, and (3) by banks reducing or retiring their circulation, was as follows on the first of each of the last five months:

Deposits by—	*Feb.* 1.	*Mar.* 1.	*Apr.* 1.	*May* 1.	*June* 1.
	$	$	$	$	$
Insolvent bks	1,103,512	1,097,794	950,001	887,346	945,454
Liquid'g bks	11,766,715	16,001,683	15,814,829	15,692,130	15,743,519
Reduc'g circ'n act of 1874.	27,358,596	*23677327	22,889,160	22,504,595	22,185,629
Total	40,228,823	40,776,804	39,653,990	39,084,071	38,874,602

* The large decrease in the deposits of lawful money under the Act of June 20, 1874, and the corresponding increase in the deposits of liquidating banks, is occasioned in part by the transfer of $4,001,268 from the former to the latter account.

NATIONAL BANKS.—The following national banks have lately been organized:

2,947—The First National Bank of Union, Oregon. Capital, $50,000 Cornelius G Linington, President; William T. Wright, Cashier.
2,948—The First National Bank of Port Townsend, Wash Ter. Capital, $50,000. Henry Landes, President; Robert C. Hid, Cashier.
2,949—The Exchange National Bank of Denton, Texas. Capital, $50,000. J. A. Carroll, President; John J. Gannon, Cashier.
2,950—The Clement National Bank of Rutland, Vt. Capital, $100,000. Charles Clement, President; Percival W. Clement, Cashier.
2,951—The Peru National Bank, Ill. Capital, $50,000. Joel W. Hopkins, President; Henry Ream, Cashier.
2,952—The First National Bank of Seneca, Kansas. Capital, $50,000. Willis Brown, President; George E. Black, Cashier.
2,953—The Merchants' National Bank of Grinnell, Iowa. Capital, $50,000. Samuel F. Cooper, President; George H. Hamlin, Cashier.
2,954—The First National Bank of Sabetha, Kansas. Capital, $50,000 Jackson Cotton, President; Charles E. Clarkson, Cashier.
2,955—The First National Bank of Tecumseh, Neb. Capital, $50,000. James M. Irwin, President; William A Wolf, Cashier.
2,956—The Cleveland National Bank, Ohio. Capital, $350,000. Sidney S. Warner, President; P. M. Spencer, Cashier.
2,957—The First National Bank of Meridian, Miss. Capital, $50,000. Charles A. Lyerly, President; C. W. Robinson, Cashier.
2,958—The Drovers' and Mechanics' National Bank of York, Pa. Capital, $100,000. Nathan F. Burnham, President; Jesse V. Glesey, Cashier.
2,959—The St. Paul National Bank, Minn. Capital, $500,000. Peter Berkey, President; F. W. Anderson, Cashier.
2,960—The First National Bank of Friend, Neb. Capital, $50,000. Linus E. Southwick, President; Wm. O. Southwick, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were $5,956 552, against $8,230,171 the preceding week and $8,472,805 two weeks previous. The exports for the week ended May 29 amounted to $5,896,051, against $6,373,889 last week and $6,478,956 two weeks previous. The following are the imports at New York for the week ending (for dry goods) May 24 and for the week ending (for general merchandise) May 25; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$1,845,908	$1,380,541	$1,851,949	$1,222,794
Gen'l mer'dise	8,136,589	7,220,181	9,974,790	4,733,758
Total	$9,982,497	$8,600,722	$11,826,739	$5,956,552
Since Jan. 1.				
Dry goods	$56,191,881	$47,105,869	$58,135,727	$53,030,944
Gen'l mer'dise	155,552,989	130,195,561	151,199,158	132,059,567
Total 21 weeks	$211,744,970	$177,301,430	$209,334,885	$185,090,511

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending May 29, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882	1883.
For the week	$8,042,822	$8,317,641	$5,259,468	$5,896,051
Prev. reported	142,659,603	147,327,213	123,300,525	138,814,510
Total 21 weeks	$150,702,425	$155,644,854	$128,559,993	$144,710,56

The following table shows the exports and imports of specie at the port of New York for the week ending May 26, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	*Exports.*		*Imports.*	
	Week.	*Since Jan. 1.*	*Week.*	*Since Jan. 1.*
Great Britain	$	$7,600	$	$1,955,770
France				104,220
Germany				2,003,997
West Indies			3,3	3,3
Mexico				10,80
South America	$2,500	$1,1		101,114
All other countries		$1,7		18,230
Total 1883	$32,500	$170,750	$323	$4,788,819
Total 1882	2,65	2,58	13,811	819,424
Total 1881	1,458	170,628	2,421	28,084,453
Silver.				
Great Britain	$291,581	$5,037,82	$	$
France		307,361		
German				246,240
West Ind. s		36,318	714	14,854
Mexico			20,171	1,184,000
South America	520	520		54,151
All other countries		3,744		4,980
Total 1883	$292,104	$6,035,768	$30,035	$1,931,910
Total 1882	200,351	4,759,392	69,05	1,180,126
Total 1881	38,000	4,523,769	22,6-5	1,312,419

Of the above imports for the week in 1883, $323 were American gold coin and $714 American silver coin. Of the exports during the same time $32,500 were American gold coin.

Morris & Essex.—The following statement for the year ending Dec. 31, 1882, is from the New Jersey State report:

	1882.	1881.
Gross earnings	$4,2-2,901	$4,216,656
Operating expenses	2,631,941	2,569,637
Net earnings	$1,630,959	$1,647,019

The rental paid by the Del. Lack. & Western road, being 7 per cent on the stock and interest on the bonds, amounts to about $2,625.000, which would leave a deficit to the lessee for the year 1882 of $994,000, against $985,000 in 1881 and $1,012,416 in 1880. The stock, debt and cost are given as follows:

Capital stock paid in	$15,000,000
Bonded debt	22,513,400
Cost of road and equipments	36,907,553

New York New Haven & Hartford.—A special meeting of the stockholders of this railroad was held in New Haven on May 26. President Watrous said of the proposed loan of $5,000,000 on first mortgage bonds (as reported by the New Haven *Palladium*), that part of the money would be used to meet obligations already incurred, amounting to $1,000,000. Only $2,000,000 more would be expended at the present time. Should the two additional tracks be extended to New Haven the entire amount would be needed. Increased facilities were not required on the Hartford division nor at the New Haven end of the New York division; the necessity was between Stamford and Harlem River. Another difficulty was in the constant demand for an increase of trains; they must be trains of lightning speed, and yet every town must be accommodated. The bonds could probably be sold at 4 per cent interest and a premium. The vote authorizing an issue of $5,000,000 of bonds was unanimous; 68,386 shares of the 150,000 were represented. Only fifty of the 3,000 stockholders were present.

West Pennsylvania.—At Philadelphia, May 29, a meeting of the stockholders of the West Pennsylvania Railroad Company was held, at which a new lease to the Pennsylvania Railroad Company for a period of 30 years was approved, and an issue of $5,000,000 consolidated mortgage bonds was authorized. Part of these bonds will be used to take up the outstanding mortgage of $3,000,000.

—The business card of Messrs. Taylor, Carolin & Cox appears to-day in the CHRONICLE. This house, organized last year, is composed of active and experienced men, Messrs. Taylor and Cox having been connected for some years with the Canada Southern and other railway companies, while Mr. Carolin (the Board member) has been upwards of seventeen years in Wall Street. The firm receive deposits subject to check at sight and deal in all stocks and bonds usually handled at the New York Stock Exchange.

—The firm of Young & Riggs has been dissolved by mutual consent, Mr. K. Riggs retiring. Mr. T. S. Young, Jr., member of the New York Stock Exchange, and Mr. Sidney R. Morse, have just formed a co-partnership under the firm name of Young & Morse, and continue at 29 Broad Street. The members of this firm are favorably known, and will continue to deal in all stocks and bonds listed at the New York Stock Exchange, besides other miscellaneous securities.

—Attention is called to the card of Messrs. Hamilton & Bishop in to-day's CHRONICLE. This house is well known in Wall Street, transacting a commission business, and they also have private wires to Albany, Troy, Syracuse, Rochester, Utica and Buffalo. They draw bills of exchange on the City Bank of London.

—Attention is called to the card of a Texas cotton buyer which appears in our advertising columns to-day.

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Boston & Albany (quar.)	2	June 30	June 1 to ———
Eastern (N. H.)	2¼	June 15	———
Eel River (quar.)	1	June 5	———
Lowell & Framingham, pref.	1¼	June 15	———
Northern (N. H.)	3	June 1	———
Union Pacific (quar.)	1¾	July 2	June 9 to July 2
Miscellaneous.			
Spring Mountain Coal	3½	June 11	May 20 to June 11

NEW YORK, FRIDAY, JUNE 1, 1883—5 P. M.

The Money Market and Financial Situation.—The general commercial situation shows some improvement in the last week. The principal favorable change has been the settlement of the difficulties between employers and operatives in the iron districts of Pittsburg and vicinity. Western cities have not yet followed the lead of Pittsburg, but if manufacturers are able to accede to the demands made there, acquiescence at all other points can only be delayed for a short time.

The condition and prospects of the wheat crop show no material change during the week, though it is generally acknowledged that winter wheat in Indiana and Illinois will be short. Speculation in petroleum has been rampant in the past week, and the volume of transactions unusually large, prices being advanced from 12 to 15 cents per barrel. The imports of foreign dry goods at this port have been declining for several weeks, and are smaller than a year ago.

The statement of the averages of the New York banks on May 26th showed an increase of $3,416,775, making the surplus reserve $9,177,400, against $4,208,625 at the corresponding time last year. The domestic exchanges have all been in favor of New York, even including Boston, which had previously for some time been against New York. The tendency of money, therefore, is still towards this city, and the plethora in the local money market continues. Rates for mercantile paper have, however, remained nominally unchanged, at 4½ and 5½ on first-class double names and 5½ and 6 on first-class single names. Call loans on stock collaterals have ranged from 2½ to 3½ and on governments were 2 per cent.

On yesterday, June 1st, the interest on the United States 4½ per cents, amounting to $2,152,109, was due and payable. The estimated reduction of the public debt for May is $4,900,000. The bond redemptions during the month were about $10,500,000, besides large payments of pensions.

Foreign exchange has been advancing during the week, and is 1 cent on the £ higher than a week ago. The principal causes of this continue, as stated last week, to be the diminished volume of exports of breadstuffs and cotton, making the supply of commercial bills rather scarce, while there is at the same time an absence of any foreign buying of American railway stocks. In fact, the tendency has been to sell stocks for foreign account, though there has been some foreign demand for railroad bonds. The last official report of the Bureau of Statistics, for the month of April, showed an important decrease in all the items of our foreign trade as compared with March, the total exports in April having been $60,860,588, against $77,657,160 in March, and the total imports in April having been $57,029,723, against $60,780,603. The decrease of imports, which was continued through May, has made less demand from importers for foreign exchange, and to that extent has contributed to keep down the rates of sterling; but there is still the fact that money is relatively higher in London than in New York, and this has given capital a tendency in that direction.

The Bank of England has made no change in its rate during the past two weeks, but the market there is firm and the reserve of the Bank is lower than at this time in either of the two previous years. The Bank gained £367,000 of bullion in the week to Wednesday, and increased its reserve to 35¼ from 35⅛. The Bank of France lost 3,425,000 francs in gold and gained 107,500 francs in silver.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

	1883. May 26.	Differences fr'm previous week.	1882. May 27.	1881. May 28.
Loans and dis.	$316,281,500	Dec. $1,546,500	$317,736,900	$332,025,700
Specie	62,320,800	Inc. 2,267,900	55,019,200	79,134,800
Circulation	15,994,400	Dec. 156,700	18,567,200	19,301,200
Net deposits	309,630,800	Inc. 2,537,300	298,314,700	302,182,800
Legal tenders	23,758,300	Inc. 1,783,200	23,768,100	18,633,800
Legal reserve	$77,407,700	Inc. $634,325	$74,578,675	$83,045,700
Reserve held	86,585,100	Inc. 4,051,100	78,787,300	97,768,600
Surplus	$9,177,400	Inc. $3,416,775	$4,208,625	$14,722,900

Exchange.—The posted rates for sterling on Friday were $4 86 and 4 89½. Actual rates were as follows: Prime bankers' sixty days sterling bills $4 85¼@4 85½; demand, $4 88½@4 88¾; cables, $4 89½@4 89¾. Continental bills were: Francs, $5 18¾@5 19⅜ and $5 16¼@5 16⅞; reichsmarks, 94 11-16c.@94¾c. and 95 3-16c.@95¼c.; guilders, 40 1-16c.@40⅛c. and 40 5-16c.@40⅜c.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

June 1.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 85¼@4 86	4 88½@4 89½
Prime commercial	4 84½@4 85	4 87½@4 88
Documentary commercial	4 84 @4 84½	4 87 @4 87½
Paris (francs)	5 19⅜@5 17½	5 16⅞@5 15
Amsterdam (guilders)	40 @ 40¼	40¼@ 40⅜
Frankfort or Bremen (reichmarks)	94⅝@ 95⅛	95⅛@ 95⅝

United States Bonds.—The government bond market remains very quiet, but evinces a tendency towards greater firmness. There has been a quite general hardening in prices of the long-date bonds, in which even the short issues have participated to some extent.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	May 26.	May 28	May 29.	May 30	May 31.	June 1.
5s, continued at 3½	Q.-Feb.	*102¾	*102¾	*102¼	Holiday	*102⅝	*102¾
4½s, 1891	reg. Q.-Mar.	*112	*112	*112⅜		112¼	112⅜
4½s, 1891	coup. Q.-Mar.	*113	113¼	*113¼		*113¼	x123⅜
4s, 1907	reg. Q.-Jan.	119¼	119¼	*.19⅛		*119⅜	x183⅜
4s, 1907	coup. Q.-Jan.	119¼	119¼	119¼		119¼	*119¼
3s, option U. S.	reg. Q.-Feb.	*103⅜	*10.⅜	*10.⅜		*103⅜	*103⅜
6s, cur'cy, 1895	reg. J. & J.	*127	*128	*127		*127	*x125
6s, cur'cy, 1896	reg. J. & J.	*128	*12	*128		*128	*x126
6s, cur'cy, 1897	reg. J. & J.	*131	*130	*129		*129	*x127
6s, cur'cy, 1898	reg. J. & J.	*132	*131	*130		*130	*x128
6s, cur'cy, 1899	reg. J. & J.	*133	*132	*131		*131	*x129

* This is the price bid at the morning board; no *sale* was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
May 26	839,425 05	670,205 11	113,882,460 02	7,828,950 06
" 28	983,450 10	1,512,914 83	113,603,443 52	7,578,101 83
" 29	859,701 96	740,753 20	113,542,353 50	7,758,540 61
" 30	———	Holiday	———	———
" 31	1,038,840 86	956,761 67	113,564,166 14	7,813,807 16
June 1	1,369,105 52	1,134,713 43	113,930,593 31	7,686,772 08
To al	5,090,523 49	*5,015,348 24	———	———

* Above payments include $130,000 gold certificates taken out of cash.

State and Railroad Bonds.—The business in railroad bonds has been only moderate during the week, as compared to the activity of a few weeks ago. Some important bond negotiations have lately been undertaken. Among them is the loan just brought out by the Chicago & Northwestern, and another is the taking by a syndicate of $4,000,000 of the Chicago Burlington & Quincy new 5 per cents, given for the Hannibal & St. Joseph stock, to control that road. In the open general market the most business has been in West Shore bonds, which are lower at 78½. Atlantic & Pacific incomes are 5 per cent higher at 36, and Texas & Pacific 3¼ higher at 65½. Richmond & Danville debentures are ½ lower at 69. All other railroad bonds have been dull, and show little change in prices or quotations, except by the deduction of the semi-annual interest on many of the issues on Friday, June 1.

In State bonds practically nothing has been done during the week, and the market is dull and featureless. To-day, aside from $2,000 Missouri 6s sold, the transactions comprised only the sale of $20,000 Tennessee compromise bonds at 45¼@45½. The Tennessee 6s new sold yesterday at 41. For quotations of other State bonds we must refer the reader to our list of prices on a succeeding page.

Of the Boston city 4 per cent loan $700,000, due in 1913, were taken at 105·62 and $500,000, due in 1903, at 104·41; both by the Provident Institution for Savings in the Town of Boston.

Railroad and Miscellaneous Stocks.—The stock market has been dull during the week, partly, it is presumed, owing to the diversion of speculative capital into other channels. The railway share market has, however, been very firm, and there has been a general advance of prices in the week. This has been more marked in the last two days, owing to the belief that the war on passenger rates at the West has been practically settled, and that, notwithstanding the damage to the winter wheat crop, the spring wheat crop will be good, and afford the Northwestern roads a good business. The extreme ease of money also encourages the advance. As compared with a week ago, the general advance of prices is from ¼ to 2⅜, the latter on Jersey Central. The coal shares have all been advanced. Among the other strongest stocks are Union Pacific, Michigan Central, Louisville & Nashville, Wabash preferred, Rochester & Pittsburg and Reading. Among those that are lower are Burlington & Quincy, Pacific Mail and Manitoba, the former, however, only a fraction. The St. Louis & San Francisco stocks have had a considerable advance, viz., the common 2 per cent, preferred 6 per cent, and the 1st preferred 2 per cent. The miscellaneous stocks have presented no special features during the week.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING JUNE 1, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, May 26.	Monday, May 28.	Tuesday, May 29.	Wednesday, May 30.	Thursday, May 31.	Friday, June 1.	Sales of the Week (Shares)	Range Since Jan. 1, 1883. Lowest.	Highest.	Year 1882 Low	Year 1882 High
RAILROADS.											
Boston & N. Y. Air-Line, pref.	....	83 83	....		83 83						
Burlington Cedar Rap. & No.	82 82	....	....		....	*81	15	78 Mar 28	84½ May 3	60	80½
Canadian Pacific	60¾ 61½	60⅞ 61½	60⅞ 60⅞		60½ 61¼	61⅛ 61½	5,100	54¼ Jan. 31	64½ May 3	47	65¾
Canada Southern	61¼ 61⅝	61½ 64¾	63⅞ 64¼		64⅝ 65	65 65⅝	6,350	63¼ May 21	1⅝ Jan. 10	44	77
Central of New Jersey	78⅝ 79⅝	78⅝ 79¼	78⅛ 78½		78¼ 79¼	79⅞ 81¼	48,110	68¼ Jan. 8	81¼ June 1	66¼	97½
Central Pacific	74¼ 75⅝	74⅝ 76	74⅜ 75		74⅝ 75⅝	75⅜ 76⅛	37,886	71¼ May 22	88 Jan. 5	85⅝	97½
Chesapeake & Ohio	19½ 19⅝	*19½ 20	*19½ 20		*19¼ 20	19½ 20	900	19¼ May 21	23⅜ Jan. 20	10½	27
Do 1st pref	*29 30½	29½ 29½	29 29		29 29	29¼ 29⅜	700	28½ May 23	35½ Jan. 20	27¼	41½
Do 2d. pref	*21¼ 22½	21½ 21½	*21 22½		*21¼ 22½	22⅜ 22⅝	300	21½ May 28	27 Jan. 12	21	29
Chicago & Alton	....	....	....		....	135 135	323	130 Feb. 20	137¼ Jan. 27	127½	145½
Chicago Burlington & Quincy.	122⅞ 124	122½ 124	122 122½		123 123½	122 122¾	8,598	115⅞ Feb. 27	129⅝ Apr. 14	120⅝	141
Chicago Milwaukee & St. Paul	101⅞ 102⅝	101¼ 102¾	100⅞ 101¼		101¼ 101⅝	101⅞ 103¼	95,150	97⅞ Feb. 20	108½ Jan. 20	96⅜	128¼
Do pref.	119½ 120	*119½ 120½			*118½ 119½	119¾ 119⅞	700	116⅜ Feb. 7	132 Jan. 3	114½	144½
Chicago & Northwestern	129⅜ 130⅜	129⅜ 130⅝	128⅜ 129¼		129½ 130⅛	130⅛ 131⅜	37,415	128⅛ Feb. 2	140⅛ Apr. 14	124	159¾
Do pref.	149½ 149½	148½ 148⅝	147½ 148⅛		148 148⅝	148½ 149¼	3,150	143 Feb. 20	157 Apr. 14	136	175
Chicago Rock Island & Pacific	121¾ 123	122½ 122¾	121¾ 122½		122½ 122⅝	122⅝ 123⅛	2,620	118 Feb. 21	127⅛ Jan. 5	122	140¾
Chicago St. Louis & Pitts. urg	19 19	*19 20½	18½ 18½		18 18	*18 19½	247	18 May 31	22 Apr. 21	.....	.....
Do pref.	55½ 55½	*56 57	*55¾ 56½		55¼ 55¼	*56 57	117	54 Apr. 26	57⅜ May 16		
Chicago St. Paul Minn. & Om.	46 45¼	44⅜ 45¼	44 44¼		44⅜ 44⅝	45 46¼	7,610	41 May 21	55 Jan. 18	29¾	58¼
Do pref.	104 104	103½ 104⅝	103 103		103¾ 103¾	101½ 105	1,605	102½ May 21	113¼ Jan. 5	97½	117
Cincinnati Sand. & Cleveland.	....	....	....		....	40 40	100	38 May 22	49½ Mar. 9	44	62
Cleveland Col. Cinn. & Ind	69¼ 69⅞	....	69 69		69 69	70¼ 71	1,100	67¼ May 17	84 Jan. 5	65½	92⅝
Cleveland & Pittsburg, guar.	....	....	....		....	....	.....	130¾ May 22	142 Jan. 26	134	140
Columbia & Greenville, pref.	66 66	....	66 66		....	....	200	31 Feb. 26	68½ May 9	50	104
Columbus Chic. & Ind. Central	....	*4 5	*4 5½		*4 5	4 4	100	3¾ Jan. 20	7¾ Mar. 5	3⅞	21⅞
Delaware Lackawanna & West.	123¾ 124½	123¼ 124⅜	123⅛ 123⅝		123⅛ 123⅝	123⅞ 125⅛	160,700	118⅛ Feb. 16	131½ Apr. 13	116¼	150¼
Denver & Rio Grande	46⅝ 47¼	46⅝ 47¼	46⅝ 46⅝		46⅝ 47	47 47⅞	24,400	39⅞ Jan. 3	51½ May 3	38¼	74⅞
Dubuque & Sioux City	*82 85	....	....		....	*82 85	.....	82 May 21	92 Mar. 12	82	98½
East Tennessee Va. & Ga.	9 9	8⅞ 9	*8⅞ 9¼		*9 9¼	8⅞ 8⅞	410	8⅛ Feb. 21	1¼ Apr. 13	8	16
Do pref.	18½ 18¾	18⅝ 18¾	18¼ 18¼		18¼ 18¼	18½ 18¾	3,026	14⅝ Feb. 20	23 Apr. 14	15½	26½
Green Bay Winona & St. Paul	9 9	*8¾	*8¾ 9		*8¾ 9	*8½ 9½	200	5 Feb. 9	10⅞ Apr. 12	6	16
Hannibal & St. Joseph	*..... 42	....	*..... 42		*..... 42	*..... 42	.....	38 Mar. 6	46⅛ Jan. 17	42	110
Do pref.	95 95	95 95	95 95		95¼ 95½	*94 96	650	72 Jan. 3	97¾ May 5	72	111¾
Harlem	197 197	197 197	197 197		....	197 197	422	194 Apr. 13	200 Jan. 29	196	208
Houston & Texas Central	*70 75	71 71	70 70		70 70	*68 72	300	70 May 29	82½ Apr. 5	61	92½
Illinois Central	*142½ 143½	142¾ 143	143½ 143½		....	*143 144	505	141⅝ Jan. 3	147⅞ Apr. 11	127¾	150½
Do leased line	....	....	....		....	....	42	77 Feb. 17	81 Jan. 22		
Indiana Bloom'n & Western	27¾ 27¾	27 28	27¾ 27¾		80 80	80⅞ 80⅞	800	25 May 17	35½ Apr. 9	30	49½
Lake Erie & Western	27½ 27½	27¼ 27½	....		*27¼ 28	*28 29	404	26 Feb. 16	33¾ Jan. 18	23½	45
Lake Shore	108¼ 109	108⅛ 109	107¾ 108¼		107⅝ 108⅛	108⅛ 109⅜	24,310	106⅝ Feb. 16	114⅞ Jan. 18	98	120½
Long Island	*68 68½	68¼ 68¼	68¼ 68½		67½ 67½	68½ 69	1,640	60 Jan. 2	69 Apr. 16	49½	65
Louisville & Nashville	48⅜ 49⅝	48⅛ 49¼	48⅜ 48⅝		48½ 48⅞	49 51	32,000	47⅜ May 21	58½ Jan. 20	46½	100⅜
Louisville New Albany & Chic	*..... 55	*..... 54	*..... 54		*..... 54	*..... 54	.....	54⅞ Apr. 17	68 Jan. 5	57	78
Manhattan Elevated	....	*43 45	*43 45		*43 45	*43 45	.....	40 Mar. 21	53⅞ Feb. 9	40	60½
Do 1st pref.	....	*82½ 85	86 86		*82½ 85	*82½ 85	6	81½ Apr. 5	90 Jan. 18	82	98½
Do common	....	*42 44	*42 44		*42 44	*42 44	.....	44½ May 2	53 Feb. 10	40	56
Manhattan Beach Co	....	23 23	....		....	....	100	15 Feb. 21	26½ Mar. 13	15	37
Memphis & Charleston	....	41 42	42 42		42 42	42 42	2,200	36 Feb. 19	55 Jan. 8	42¼	82⅝
Metropolitan Elevated	....	*83½ 85	*83½ 84		83½ 83½	83½ 85	300	76 May 17	85 Jan. 8	77	93
Michigan Central	93 93⅜	92¾ 93⅝	92 92¾		93 93¼	93¼ 94⅝	11,975	90 Feb. 20	100⅛ Jan. 19	77	105
Milwaukee L. Sh. & Western	*..... 13	....	....		*..... 13	*..... 13	.....	14 May 3	18 Jan. 4	13	21
Do pref.	*44 45	44⅝ 44⅝	44 44		44 44	44 44	700	42 Mar. 5	48½ Jan. 20	41⅜	58¼
Minneapolis & St. Louis.	26 26	*25½ 26¾	26¼ 26¼		25½ 26¼	27 27	1,000	22⅞ Feb. 20	30¾ Jan. 18	19	36⅝
Do pref.	54 54	*53 55	*53½ 55		53 53½	54½ 55	800	52 Feb. 20	64½ Jan. 18	50	77
Missouri Kansas & Texas	28⅞ 29¾	28¾ 29½	28½ 28¾		28¼ 28¾	28⅞ 29⅞	15,660	27¼ May 18	34⅞ Jan. 18	26¾	42½
Missouri Pacific	102½ 102⅞	102¼ 103	101¾ 102⅛		101⅞ 102¼	102½ 103⅝	6,758	97¾ Feb. 20	106⅞ Apr. 9	86⅝	112½
Mobile & Ohio	15⅛ 15⅜	15 15	*14 16		*14 16	15 15	400	15 Feb. 16	19½ Jan. 5	12	35¾
Morris & Essex	....	*125¼ 127½	126¼ 127½		127¾ 127¾	*125 127½	141	120 Feb. 15	128 May 11	119¾	128
Nashville Chattanooga & St. L.	54 54	*54 54	*52 55		 55	....	500	50½ May 17	61⅞ Jan. 22	47	87½
New York Central & Hudson.	121½ 122¼	121½ 122⅜	121⅛ 121⅜		121½ 121⅝	121⅞ 122⅝	15,244	120¼ May 18	129⅝ Mar. 10	123⅝	138
New York Chic. & St. Louis.	*10⅜ 11	10½ 10⅝	*10½ 11		10½ 10½	*10¼ 11	210	10 Feb. 2	15½ Jan. 5	10½	17⅜
Do pref.	*23¼ 25	23½ 23¾	*23¼		*23¼	*23¼ 23¾	710	23 Feb. 7	35 Jan. 4	27	37⅝
New York Elevated	....	*90 104	*..... 103		*90 103	*90 104	.....	101 Jan. 13	105 Feb. 16	100	109½
New York Lack. & Western	....	89 89	89¼ 89¼		88 88⅛	88⅛ 88⅛	640	85½ Mar. 1	89½ Mar. 5	.....	.....
New York Lake Erie & West.	34⅞ 35⅝	34¾ 35⅝	34¾ 34⅞		34⅞ 35⅛	35⅛ 35¾	12,925	33⅞ May 18	40⅛ Jan. 18	33¼	43¾
Do pref.	....	....	78 78¼		....	....	200	75 Feb. 19	83 Jan. 5	67	88¼
New York & New England	34¾ 34¾	34¾ 34¾	....		....	....	200	30⅝ May 17	52¼ Jan. 9	45	60¾
New York New Haven & Hart.	....	183 183	....		....	....	129	169 Jan. 1	183 May 28	168	186
New York Ontario & Western.	26⅛ 26⅜	26 26¼	25¼ 26		25¼ 25¼	26 26	2,900	24¾ Mar. 2	29⅝ Apr. 14	20½	31⅞
New York Susq. & Western	....	....	6⅝ 6¾		6¾ 6¾	6¾ 6¾	700	6½ May 18	8⅝ May 10	.....	.....
Norfolk & Western, pref.	41½ 41½	....	....		41 41	*41 43	200	37½ Feb. 26	49¾ Jan. 20	44¼	60
Northern Pacific	49⅝ 50	49⅜ 50¼	49⅛ 49⅝		49⅝ 49⅝	50⅛ 50⅝	23,694	44⅞ Feb. 20	52⅝ Apr. 13	28¾	54⅜
Do pref.	86⅝ 87¼	86¼ 87⅛	86⅛ 86½		86⅝ 86⅞	86⅞ 87⅛	14,158	79⅜ Feb. 20	89⅜ Apr. 11	68¾	100⅝
Ohio Central	10⅞ 10⅞	10½ 11	10¾ 10¾		10⅝ 10⅞	10⅞ 11	1,420	9⅛ Feb. 16	14¾ Apr. 13	11⅝	25⅝
Ohio & Mississippi	*32 32½	....	*32 32¾		32¼ 32¾	....	250	29 Feb. 14	38¾ Apr. 13	27	42
Do pref.	....	....	....		105 105	105½ 105¾	600	96 Feb. 16	108 Apr. 13	90¾	112
Ohio Southern	....	....	....		....	....	.....	10 Feb. 2	14¾ Apr. 24	11	23½
Oregon & Trans-Continental.	81⅞ 82⅞	82⅛ 83⅜	82⅛ 82½		82¼ 82¾	82¾ 83¼	24,110	79 Feb. 20	89 Jan. 19	60	98¾
Peoria Decatur & Evansville.	18⅝ 19	18¼ 19½	*18 19		*18 19	18⅞ 20⅞	2,870	16½ May 22	28 Jan. 18	23	39¾
Philadelphia & Reading	51½ 52⅞	52⅝ 53⅜	52¼ 52⅝		52¼ 54	52⅞ 54	12,500	49⅝ Feb. 20	54½ Jan. 18	46¾	67½
Pittsburg Ft. Wayne & Chic.	131½ 131½	....	....		130 130	....	200	130 May 31	138 Jan. 16	130	139
Rich. & Allegh., st'ck trust ctfs.	....	10 10	10¼ 10¼		10 10⅛	10 10½	1,100	10 Feb. 20	15⅞ Apr. 16	13	40
Richmond & Danville	61 61⅞	61 61¾	61 61		61 61	61 62	2,300	47 Jan. 13	67⅝ May 9	52	250
Richmond & West Point	36¾ 36¾	36⅜ 36⅞	36¼ 36¼		36¼ 36⅜	36¾ 37	4,800	21 Feb. 16	37 May 8	23	263
Rochester & Pittsburg	19½ 21	20¼ 21	20 20⅜		20 20¼	20¾ 21	9,070	16¾ Feb. 16	23 Apr. 4	17½	36⅛
St. Louis Alton & Terre Haute	74 74	73 73	*73 74		*72 73½	73 73	300	48 Jan. 3	74½ May 25	20½	80
Do pref.	*94 95	*94 95½	*93½ 95½		*93½ 95	....	200	87 May 14	103 Apr. 11	53	94½
St. Louis & San Francisco	....	*31¾ 34	34 35		35½ 36¼	34½ 35	1,100	29½ Feb. 24	38¼ May 31	31	46⅞
Do pref.	53½ 53½	54 54	54⅜ 56⅞		57 59¼	57¾ 59	5,600	48 Feb. 23	59¼ May 31	43	68⅛
Do 1st pref.	....	*97 99	98½ 99		99 99	99⅜ 100	530	89 Feb. 28	100½ Jan. 11	79¾	106½
St. Paul & Duluth	38 39	*38½ 40	*38 40		*35 38	38 38	500	35 Feb. 15	40⅞ Jan. 9	26	42¾
Do pref.	*93½ 96	*93¾ 96½	*93½ 96		*95 97	96 96	100	91 Feb. 20	97¼ Jan. 4	68	99¼
St. Paul Minneap. & Manitoba	118¾ 121	119⅜ 121½	119 119½		114½ 118⅝	115½ 117½	18,590	†114½ May 31	169¼ Apr. 16	108½	168¾
Texas & Pacific	35⅞ 37	36 36⅞	35½ 35⅞		36¼ 36¾	37 37⅛	30,550	34½ May 21	43 Jan. 13	34	55
Union Pacific	92⅝ 93½	92¾ 93⅜	92½ 92⅝		92⅞ 93⅜	93⅝ 94⅞	103,005	91¼ Feb. 7	104⅜ Jan. 18	98¼	119⅝
Wabash St. Louis & Pacific	26½ 27¼	26¼ 26⅞	25¾ 26⅛		26⅛ 26⅝	26½ 27⅛	6,500	25½ May 21	36¼ Jan. 18	23⅝	39⅞
Do pref.	41⅜ 42¼	41½ 42	40⅜ 41½		41¼ 42	42 43⅛	31,150	40½ May 17	57⅜ Jan. 18	45⅞	71⅝
MISCELLANEOUS.											
American Tel. & Cable Co.	....	....	67 67		....	67⅞ 67⅞	65	64⅜ Feb. 26	69½ Jan. 15	65	74
Colorado Coal & Iron	33½ 33½	35 35	....		....	34 34½	1,100	28¼ Feb. 7	38⅜ Apr. 16	25	53⅞
Delaware & Hudson Canal	107¾ 108	107½ 108	*107¼ 107¾		107½ 107½	108 108⅞	2,370	103⅜ Feb. 13	112⅝ Apr. 14	102¾	119¾
Homestake Mining Co.	15 15	....	....		....	....	200	15 Mar. 6	19 Jan. 19	15½	19¾
Mutual Union Telegraph	19½ 19½	....	*19 19½		....	19⅛ 19⅛	200	17½ Mar. 27	25 Jan. 11	19⅞	30¼
New York & Texas Land Co.	96 96	*94	*100		*94	*100	60	55 Mar. 13	96 May 26	37	55
Oregon Improvement Co.	78 78	78⅛ 78½	....		....	....	300	78 May 26	91⅝ Mar. 9	.....	.....
Oregon Railway & Nav. Co.	....	....	....		....	....		133 Feb. 20	144¾ Apr. 12	128	163⅛
Pacific Mail	42⅛ 42¼	42½ 43	42 42⅜		42 42	41½ 42	3,815	39 Jan. 25	44⅜ Apr. 9	32¼	48¾
Pullman Palace Car	....	....	*127 128		127 127	127¼ 128⅜	1,000	117 Feb. 24	130 Apr. 30	117	145
Quicksilver Mining	*8 9	*7¾ 8½	*7½ 8½		*8 9½	*7½ 8½	.....	7⅞ May 10	9½ Mar. 3	8	14¼
Do pref.	*38 40	*38 40	*38 40		*38 40	*36 40	.....	37½ Jan. 26	46½ Mar. 6	40	62¼
Standard Consol. Mining	....	....	....		....	....	.....	5½ Feb. 17	7 Apr. 10	4½	19¾
Western Union Telegraph	82 82½	82⅛ 82½	82 82⅜		82 82⅝	82½ 83¼	13,325	79¼ Feb. 5	85½ Mar. 13	76½	93⅝
EXPRESS.											
Adams	*128 130	*128 130	*127 129		....	....					
American	93½ 93½	92½ 93½	93 93		129 129	128½ 129½	50	126½ May 5	135 Jan. 5	133	149½
United States	*56 65	59 60	58 61		94 94	*93 95	177	88 Mar. 16	94 May 31	90	97½
Wells, Fargo & Co.	*124 126	*124 126	*124 125		60 60	*59 60	80	55½ May 17	65½ Jan. 6	62	80¾
COAL AND MINING.					*124 125	*124 125	.....	122 Feb. 19	126 Jan. 8	125	132
Consolidation Coal	....	....	*24 28		....	*24 28	.....	24 May 18	27½ Jan. 19	27½	36⅞
Little Pittsburg Mining	....	....	....		....	....	.....	.....	.....	1¼	2½
Mariposa Land and Mining	....	....	....		....	....	.....	.....	.....	1¼	2½
Maryland Coal	....	....	*11 14		*11 14	....	.....	15 Apr. 1	17 Jan. 15	13	26
New Central Coal	....	....	*10¼ 11		*12 13	*12 13	.....	12½ Mar. 27	14 Jan. 4	13½	23
Ontario Silver Mining	....	25½ 26	25½ 25½		....	....	300	18 Feb. 10	35½ Jan. 6	33	40
Pennsylvania Coal	....	....	....		....	....	.....	270 Feb. 2	270 Feb. 2	240	245
Cameron Coal	....	....	....		....	....	.....	14 Feb. 27	18 Jan. 3	18	37¼
Central Arizona Mining	....	....	....		....	....	.....	⅛ Mar. 26	⅛ Jan. 12	⅛	1⅝
Deadwood Mining	....	....	....		....	....	.....	.....	.....	4	6¾
Excelsior Mining	....	....	....		....	....	.....	.....	.....	¼	2¾
Robinson Mining	....	....	....		....	....	.....	.....	.....	1	4
Silver Cliff Mining	....	....	....		....	....	.....	.....	.....	2	2½
Stormont Mining	....	....	....		....	....	.....	.....	.....	1½	1½

HOLIDAY.

* These are the prices bid and asked; no sale was made at the Board. † Ex-privilege.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained.

Roads.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo	1883.	1882.	1883.	1882.
		$	$	$	$
Ala.Gt.Southern	April	72,625	57,007	324,346	253,197
Atch.Top.& S.Fe	April	1,162,403	1,161,385	4,343,444	4,560,109
Bur.Ced.R.& No	3d wk May	41,612	45,111	987,415	1,004,963
Canad'n Pacific	2d wk May	118,581	44,230	1,294,661	523,721
Central of Ga....	April	194,600	158,712	1,116,300	1,019,617
Central Iowa....	April	100,805	82,041	373,896	361,165
Centra. Pacific.	April	2,035,000	2,054,687	7,269,633	7,584,568
Chesap. & Ohio.	April	279,660	267,454	1,122,871	870,697
Chicago & Alton	3d wk May	161,104	143,082	2,908,726	2,637,431
Chic. Bur. & Q..	March	2,396,584	1,566,217	5,633,285	4,682,351
Chic. & East. Ill	3d wk May	36,272	38,819	608,650	638,398
Chic.& Gr.Trunk	wk May 19	50,971	37,117	1,071,957	788,666
Chic. Mil &St. P.	3d wk May	428,000	366,554	7,970,000	6,957,179
Chic. & Northw.	3d wk May	456,400	421,900	7,791,909	7,714,183
Ch.St.P.Min.&O.	3d wk May	98,200	89,900	1,749,728	1,712,588
Chic. & W. Mich	1st wkMay	28,293	25,929	498,257	497,243
Cin.Ind.St.L.&C.	3 wks May	137,837	131,077	899,112	933,945
CincinnatiSouth	March	.....	.....	565,924	603,210
Clev.Akron& Col	3d wk May	9,926	9,434	189,309	176,708
Col. Hock.V.&T.	1st wkMay	62,239	58,584	.....	.....
Danbury & Nor.	March	15,902	14,419	.....	.....
Denv. & Rio Gr.	3d wk May	119,200	132,500	2,325,900	2,388,999
Denv.& R.Gr.W.	3d wk May	14,500	.....	182,600	.....
Des Mo.& Ft. D.	3d wk May	4,897	5,933	107,872	141,842
Det. Lan. & No.	3d wk May	28,231	28,489	550,036	584,502
Dub. & Sioux C.	3d wk May	22,902	22,821	394,246	424,014
Eastern	3 wks May	190,785	180,881	1,244,469	1,126,443
E.Tenn.Va.&Ga.	3 wks May	192,051	156,262	1,432,499	1,114,506
Eliz. Lex. & B.S	April	54,280	36,246	210,716	123,118
Evansv. & T. H.	3d wk May	13,869	17,497	268,830	289,143
Flint & P. Marq.	3d wk May	50,481	39,489	978,627	836,141
Flor. Cent. & W.	1st wkMay	8,096	7,087	149,341	149,463
Flor. Tr. & Pen.	1st wkMay	10,105	9,228	173,573	156,498
Ft.W. & Denver.	3d wk May	8,850	.....	.....	.....
Georgia	March	148,041	114,257	425,738	350,155
Grand Trunk...	Wk May 19	321,195	301,074	6,426,936	5,844,303
Gr.Bay W.&St.P.	3d wk May	7,493	6,346	146,311	137,950
GulfCol&San.Fe	2 wks May	65,142	37,373	621,915	365,843
Hannibal&St.Jo	3d wk May	48,638	37,484	931,897	734,237
Hous.E.&W.Tex	April	24,884	24,131	98,037	75,922
Hous.& Tex.Cen	March	.....	.....	768,103	575,815
Illinois Cen.(Ill.)	3d wk May	139,700	143,109	2,404,096	2,537,760
Do (Iowa)	3d wk May	41,500	36,559	729,782	724,502
Do So. Div.	3d wk May	72,600	57,338	1,656,213	1,292,290
Ind.Bloom.& W.	3d wk May	59,635	49,432	1,102,661	914,701
K.C.Ft. S. & Gulf	2d wk May	27,791	25,096	.....	.....
K. C. Law. & So.	April	112,000	68,107	415,801	294,543
L. Erie & West'n	3d wk May	21,132	18,998	517,901	497,857
L. R. & Ft.Smith	2 wks May	21,097	11,660	196,839	148,217
L.Rk.M.Riv.&T.	2 wks May	12,995	8,610	141,864	87,231
Long Island....	3d wk May	47,177	44,235	741,216	674,081
Louisv.& Nashv	3d wk May	237,975	216,075	4,923,633	4,594,904
Mar.Hough.& O	April	17,276	33,919	73,478	106,052
Memp. & Charl.	2d wk May	24,269	15,168	444,820	385,967
Mexican Cent..	April	157,980	.....	591,075	.....
Do No.Div	1st wkMay	5,319	.....	80,743	.....
Mexican Nat'l..	2d wk May	17,919	.....	274,997	.....
Mil. L.Sh.& West	3d wk May	19,275	14,000	349,175	316,297
Missouri Pacific	3d wk May	165,129	131,929	3,279,316	2,500,439
Central Br'ch.	3d wk May	24,309	12,551	517,482	306,836
Int. & Gt. No..	3d wk May	56,551	59,853	1,4 8,767	1,134 928
Mo. Kan. & T..	3d wk May	136,664	112,221	2,563,267	2,033,077
St.L.Ir.Mt.& S	3d wk May	124,791	107,467	2,733,514	2,506,463
Tex. & Pacific.	3d wk May	119,873	103,681	2,209,231	1,599,769
Whole System	3d wk May	627,318	527,702	12,711,588	10,981,512
Mobile & Ohio..	April	128,462	141,957	696,746	608,388
Nash.Ch.&St.L.	April	161,435	167,393	760,249	690,456
N.Y.L.E.& West.	March	1,696,969	1,567,633	4,505,454	4,191,388
N. Y.& N. Engl'd	April	268,853	261,014	1,043,728	957,369
N. Y. Susq. & W.	April	78,511	52,152	290,289	189,150
N. Y. Pa. & Ohio	April	463,678	450,755	.....	.....
Norfolk & West.	3 wks May	125,869	110,426	926,030	775,219
Northern Cent..	April	476,330	420,490	1,969,317	1,656,198
Northern Pacific	3d wk May	166,600	139,150	2,500,943	1,755,918
Ohio Central....	3d wk May	2,566	.....	368,904	.....
Ohio Southern..	3d wk May	8,869	8,145	156,903	135,686
Oregon & Cal...	April	67,069	.....	277,359	.....
Oregon Imp. Co.	March	298,132	262,716	771,815	703,849
Oregon R.&N.Co.	April	396,209	379,433	1,454,600	1,482,491
Pennsylvania ...	April	4,061,750	3,855,850	15,892,702	14,448,214
Peo. Dec. & Eve.	3d wk May	13,248	12,195	255,213	293,106
Philadelp.& Erie	April	311,636	277,851	1,235,108	1,042,135
Phila. & Read..	April	1,726,616	1,709,712	6,458,494	6,115,297
Do C. & Iron	April	1,193,002	989,994	4,228,023	3,794,600
Richm.& Danv..	3d wk May	†52,000	†35,500	1,372,428	1,305,456
Ch'l Col.& Aug.	3d wk May	15,960	16,494	320,982	270,377
Columb. & Gr.	3d wk May	†4,833	†5,123	313,698	279,133
Va. Midland..	3d wk May	†18,077	†15,883	515,143	440,357
West No. Car.	3d wk May	†3,860	†1,447	107,598	67,242
St.Johnsb.&L.C.	March	18,147	17,681	49,487	47,110
St. L.Alt.& T.H.	3d wk May	21,813	22,872	536,201	477,709
Do (brchs.)	3d wk May	14,420	16,969	308,324	314,951
St. Louis & Cairo	2d wk May	8,604	6,118	128,934	129,113
St.L.&San Fran	3d wk May	62,007	51,251	1,336,633	1,183,919
St. Paul & Dul.	3d wk May	25,712	18,574	561,573	303,219
St. P. Minn.& M	3d wk May	147,198	196,804	2,892,921	2,455,027
So. Pac.Cal. N.D	February	72,015	68,258	159,034	142,140
Do So. Div.‡	February	279,926	345,925	579,659	666,485
Do Arizona‡	February	161,782	241,318	341,783	457,392
Do N. Mex‡.	February	49,346	22,601	105,920	89,070
Scioto Valley..	April	37,762	41,408	152,599	154,621
South Carolina	April	78,900	78,380	494,923	413,498
Union Pacific...	17 dysMay	1,270,000	1,360,000	9,688,378	10,136,237
Utah Central...	March	101,669	121,026	302,730	360,497
Vicksb'rg& Mer	April	29,80	30,718	163,110	157,212
Wab.St.L.& P..	3d wk May	264,489	266,228	.....	.....
West Jersey	April	76,022	79,363	276,716	246,829
Wisconsin Cent	1 wk Apr	29,510	19,675	.....	.....

† Freight earnings. ‡ Included in Central Pacific earnings above.

Coins.—The following are quotations in gold for various coins:

Sovereigns	$4 82	@$4 86	Silver ½s and ¼s. — 99¾@ par.
Napoleons	3 82	@ 3 87	Five francs — 92 @ — 95
X X Reichmarks.	4 72	@ 4 76	Mexican dollars.. — 85½@ — 86½
X Guilders	3 95	@ 3 99	Do uncommerc'l. — 84½@ — 85¼
Span'h Doubloons.	15 50	@15 65	Peruvian soles.... — 81 @ — 82
Mex. Doubloons..	15 45	@15 60	English silver .... 4 75 @ 4 82
Fine silver bars ..	1 09¾@	1 10¾	Prus. silv. thalers. — 68 @ — 70½
Fine gold bars....	par@¼ prem		U. S. trade dollars — 99¼@ — 99⅝
Dimes & ½ dimes.	— 99⅛@	par	U. S. silver dollars — 99¾@ par.

New York City Banks.—

The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on May 26:

Banks.	Capital.	Average amount of—				
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S	Circulation.
	$	$	$	$	$	$
New York	2,000,000	8 945,000	1,536,000	583,000	8 265,000	495,000
Manhattan Co..	2,050,000	7,302,000	1,014,000	386,000	8,157,000	.....
Merchants	2,000,000	7,200,100	1,001,400	698,900	6,197,700	852,400
Mechanics'.....	2,000,000	7,481,000	695,000	758,000	6 2 3,000	.....
Union	1,200,000	4,162,200	1,314,000	350,000	3,919,900	.....
America	3,000,000	9,806,500	1,28 ,800	490,400	7,174,000	1,100
Phœnix	1,000,000	3,310,000	599,000	157,500	3,001,000	267,000
City	1,000,000	7,677,000	4,187,000	816,000	9,739,800	.....
Tradesmen's.....	1,000,000	3,001,000	310,000	110,000	1,794,000	787,000
Fulton	600,000	1,7 1,200	2 6,700	100,300	1,233,800	.....
Chemical	300,000	12,888,400	3,058,900	557,500	14 259,800	.....
Merch'nts' Exch.	1,000,000	3,205,800	515,100	436,100	2,961,700	281,700
Gallatin Nation'l	1,000,000	4,457,400	555,200	156,800	2,490,900	770,900
Butchers'& Drov.	300,000	1,886,500	467,900	81,000	1,713,900	254,000
Mechanics' & Tr.	200,000	887,000	181,000	90,000	948,000	45 000
Greenwich	200,000	1,013,400	31 500	149,500	980,900	2,000
Leather Man'f'rs	600,000	3,325,000	380,200	287,300	2,57 ,000	594 000
Seventh Ward..	300,000	1,130,100	229 100	130,800	1,183 900	19,000
State of N. York	850,000	4,147,000	407,200	158,300	3,837 900	.....
American Exch .	5,000,000	12,044,000	1,998,000	1,205,000	10,026 000	.....
Commerce	5,000,000	14,597 0 0	4,787,100	1,032,400	11,029,200	1,006 400
Broadway	1,000,000	5,716 400	886,100	162,900	4,251,900	897,400
Mercantile	1,000,000	6,280,400	1,230,100	461,100	6,281 400	701,000
Pacific	422,700	2,218,000	398,200	360,800	2,4 0 700	.....
Republic	1,500,000	4,2 9,300	571,500	406,200	2,930,000	450,000
Chatham	450,000	3,453,300	498,700	450,100	3,705 700	45,000
People's	200,000	1,393,100	70,000	118,300	1,674 300	5,400
North America..	700,000	2,839,200	247,000	20 ,000	2,757,800	.....
Hanover	1,000,000	9 309,500	1,874,400	758 000	10 323 500	90 000
Irving	500,000	3,100,300	396 400	385,600	2,927,100	408 800
Metropolitan	3,000,000	12,50 ,000	2,157,000	781,000	9,8 8,000	2,180 000
Citizens'	600,000	2,425,6 0	401,300	228,000	2,631,500	265 000
Nassau	500,000	2,324 300	248,900	167,000	2,588,400	.....
Market	500,000	2,812 100	5 6,100	107,800	2,39 ,8 0	435,700
St. Nicholas	500,000	2,444,000	273,200	85,600	2,016 0 0	.....
Shoe & Leather..	500,000	2,745 000	589 000	240,000	3,2 5 000	450,000
Corn Exchange..	1,000,000	4,609 200	570 700	203,000	3,654,800	4,000
Continental	1,000,000	5,544,100	1,409,500	297,200	6,274 900	450,000
Oriental	300,000	2,141,600	129,700	310,900	2,100 2 0	.....
Marine	400,000	3,040,000	768,000	221,000	3,653 000	270,000
Importers' & Tr..	1,500,000	18,701,700	4,867,100	510 300	20,0 0 ,300	1,307,700
Park	2,000,000	16 861,000	4,032,700	1,329,500	20,736,3 0	45,000
Wall St. Nation'l	500,000	1,60 ,100	226,400	119,300	1,554,500	.....
North River.	240,000	1,441,000	19,000	262,00	1,500,000	.....
East River	250,000	1,155,600	73,500	137 8 0	923,400	221,000
Fourth National.	3,200,000	15,552,000	4,000,000	1,95 ,0 0	16,475,000	540,000
Central Nat	2,000,000	7,7 6,000	916,000	1,285,000	8 ,61,000	297,000
Second Nation'l	300,000	3,427,000	582 0 0	435,000	4,017 000	89,000
Ninth National..	750,000	5,694,000	1,281,2 0	651,300	5,953,6 0	539,000
First National..	500,000	14,601,0 0	3,2 9,9 0	615,400	15,2 9,0 0	44,900
Third National..	1,000,000	6,283 0 0	716,6 0	869,9 0	5,57 ,0 0	.....
N. Y. Nat. Exch..	300,000	1,4 4,9 0	193,100	144,400	1,150,500	266,500
Bowery National	250,000	1,875,200	211,400	253,400	1,881,600	225,000
N. York County..	200,000	1,552,700	18,100	245,800	1,982 100	180,000
Germ'n Americ'n	75 ,000	2,57 ,500	285,200	93,800	2,195,700	.....
Chase National..	300,000	4,694,700	1,046,7 0	382,600	5 704,8 0	45,000
Fifth Avenue...	100,000	2,100,800	465,100	109,200	2,2 6,9 0	.....
German Exch. ..	200,000	1,6 8,700	48,000	222,000	1,922 500	.....
Germania	200,000	1,741,000	80,100	173 6 0	1,891,100	.....
U. S. Nat.	500,000	5,03 ,400	1,195,400	235,500	5,525,000	448,800
Lincoln Nat.	300,000	1,225,000	181,600	148,700	1,380,400	44 800
Garfield Nat.	200,000	841,700	31,600	147,500	700,400	179,600
Total	61,132,700	316,281,500	62,826,800	23,758,300	309,630,8 0	15,994,400

The deviations from returns of previous week are as follows:

Loans and discounts	Dec $1,516,500	Net deposits	Inc. $2 5 7 300
Specie	Inc. 2,2 7,900	Circulation	Dec. 156,700
Legal tenders	Inc. 1,383,200		

The following are the totals for three weeks:

1883.	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear.
	$	$	$	$	$	$
Mch. 3	327,472,300	55,332,900	18,915,800	303,223,900	16,515,200	780,188,180
" 10	325,189,000	5 ,510,700	17,9 7,000	298,111,400	16,6 9,200	748,514 055
" 17	319,67 ,000	48 551,000	17,081,100	290,81 ,500	16,6 7,400	76 5-8,987
" 24	31 ,879,100	47,997,400	17,025,400	281,911,700	16,356 200	5 9,893,618
" 31	3 0,9 9,700	49,080,800	16,801,800	27 ,944,200	16,574,8 0	598 887 948
Apr. 7	311,0 3,400	5 ,0 2,400	15,9 3,700	280,983,400	16,3 2,000	6 8 257,9 0
" 14	310,2 2,600	54,062,800	17,635,100	284 19,000	16,493,8 0	737 333,446
" 21	320,807,000	53,899,000	18,4 3,5 0	286,674,100	16,494,400	825,770,284
" 28	312,895,000	53,736,8 0	19,339,000	284,922,1 0	16,512,4 0	615, 2,931
May 5	315,507,100	55,769, 00	20,077,600	283,950,000	16,2 3,000	775,087,780
" 12	315,45 ,000	60,023,000	20,8 1,100	303, 97,100	1 ,234,400	731,521,791
" 19	317,828,000	60,558,000	21,9 5,100	307,063,500	16,151,400	803,023,713
" 26	316,28 ,500	62,826,800	23,75 ,300	309,630,800	15,994,400	(87,157,850

Boston Banks.—

Following are the totals of the Boston banks:

1883.	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Clear.
	$	$	$	$	$	$
Jan. 2..	147,583,100	5,664,900	5,283,500	92,792,800	30,704,600	57,795,298
" 8..	148,642,900	6,214,700	5,799,900	93,854,500	30,265,600	82,178,207
" 15	149,478,500	6,352,100	5,504,300	94,0 7,100	29,890,200	72,157,438
" 22..	150,207,00	6,354,100	5,135,300	9 5 6,8 0	29,816,3 0	71,303,871
" 29..	15 ,517,400	7,05 ,900	5,311,800	94,407,800	29,23 ,000	68,837,941
Feb. 5..	151,0 8,600	7,425,7 0	5,263,900	94 686,700	26,768,500	68,939,173
" 12..	150,821,400	6,611,800	4,8 3,600	93,660,200	29,911,300	70,081,277
" 19..	151,511,000	5,952,300	3,943,700	92,414,900	29,867,200	77,042,274
" 26..	150,154,200	4,814,900	3,919,200	88,0 9,800	29,986,800	69,721,965
Mch. 5..	147,75 ,0 0	4,8 9,800	3,771,200	5 ,417,800	30,153,300	70,034,668
" 12..	145,672,100	4,891,300	3,841,800	84,141,900	30,142,200	65,578,167
" 19..	145,980,200	4,905,000	3,563,000	82,345,700	30,154,900	70,077,842
" 26..	143,940,100	5,068,600	3,531,000	80,73 ,300	30,248,300	69,307,217
Apr. 2..	144,779,900	5,133,500	3,752,200	91,661,000	30,475,700	55,3 0,764
" 9..	145,528,800	4,6 5,800	3,383,600	83,790,400	30,10 ,100	70,50 ,476
" 16..	144,295,700	4,554,100	3,258,100	82,176,300	30,079,500	70,918,241
" 23..	142,2 9,300	4,683,000	3,164,100	82,487,400	30,103,300	73 3-8,935
" 30	142,925,600	5,046,900	3,555,200	83,481,400	30,186,200	64,690,013
May 7..	141,560,800	4,947,600	3,728,800	85,183,600	30,265,000	91 092,500
" 14..	144,962,800	4,685,000	3,872,400	85,908,100	30,088,400	70 455,314
" 21..	144,6 2,300	4,610,800	3,865,600	85,897,500	29,870,200	(8 032,857
" 28..	144,410,100	4,7 9,900	4,179,600	85,235,500	29,7 5 900	65,396,715

* Including the item "due to other banks."

Philadelphia Banks.—

The totals of the Philadelphia banks are as follows:

1883.	Loans.	Lawful Money.	Deposits.	Circulation.	Agg. Clear.
	$	$	$	$	$
Jan. 1	71,984,731	18,011,573	64,819,429	9,793,030	43,206,411
" 8	72,353,295	19,879,464	66,122,245	9,797,840	56,663,39
" 15	72,741,784	19,5 3,544	66,782, 52	9,773,750	55,193,96
" 22	73 747,575	20,013,953	67,13 ,951	9,8 3,291	58,629,103
" 29	74,615,037	19,910,922	67,418,238	9,750,478	51,787,302
Feb. 5	74,72 ,578	20,199,710	68,125,769	9,719,541	54,898,049
" 12	75,312,721	19,417,440	68,491,944	9,757,016	50,691,150
" 19	75,545,199	19,106,381	68,865,037	9,781,841	51,302 20
" 26	75,412,655	18,572,149	66,849,080	9,7 7,750	47,581,856
Mch. 5	76,028,691	17,312,425	66, 76,230	9,779,358	62,209,719
" 12	75,69 ,463	17, 62,227	64,9 5,661	9,78 ,2 2	52,1 4,710
" 19	75,473,591	16,706,925	64,4 6,100	9,807,374	55,08 ,444
" 26	74,7 3,337	16,22 ,910	64, 39,185	9,774,050	48,234,123
Apr. 2	74,620,454	15,326,927	62,488,377	9,81 ,351	49,044,219
" 9	74,83 ,680	15,552,778	62,970,557	9,814,408	57,456,449
" 16	75,323,419	18,733,783	64,981,385	9,827,083	50, 2,186
" 23	75,74 ,267	17,170,735	65,899,784	9,828, 41	57,87 ,579
" 30	75, 31,618	17,466,815	66,136,013	9,781,181	48,875,795
May 7	75,292,4 5	18,334,970	66,821,372	9,751,5 1	55 7-0 5 8
" 14	75,053,722	18,763,845	67,2 1,834	9,765,950	49,9 8,183
" 21	75,546,7 6	19,154,680	68,269,894	9,75 ,8 0	50,392,858
" 28	76,118,351	19,893,215	69,514,183	9,735,941	52,185,304

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share. The following abbreviations are often used, viz: "M." for mortgage; "g." for gold; "g'd." for guaranteed; "mort." for mortgage; "conv." for consolidated; "conv.," for convertible; "s. f.," for sinking fund; "l. g.," for land grant.

Quotations in New York are to Thursday; from other cities, to late mail dates.

Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

UNITED STATES BONDS.	Bid.	Ask.
UNITED STATES BONDS.		
5s, 1881, continued at 3½, reg...Q—F	102⅝	.....
4½s, 1891.....reg...Q—M	112⅛	112¼
4½s, 1891.....coup...Q—M	113¼	113⅜
4s, 1907.....reg...Q—J	119⅛	119⅜
4s, 1907.....coup...Q—J	119⅛	119⅜
3s, option U. S.....reg..Q—F.	103⅝	103⅞
6s, Currency, 1895.....reg....J&J	127	.....
6s, Currency, 1896.....reg....J&J	128	.....
6s, Currency, 1897.....reg....J&J	129	.....
6s, Currency, 1898.....reg....J&J	130	.....
6s, Currency, 1899.....reg....J&J	131	.....
STATE SECURITIES.		
Alabama—Class "A," 3 to 5, 1906...	83⅞	84½
do small	84	.....
Class "B," 5s, 1906	102½	.....
Class "C," 4s, 1906	81½	.....
6s, 10-20, 1900	107	.....
Arkansas—6s, funded, 1899..J & J	12½	17½
7s, L. R. & Ft. S. issue, 1900. A & O	45	.....
7s, Memphis & L. R., 1899..A & O	47½	65
7s, L. R. P. B. & N. O., 1900..A & O	.....	50½
7s, Miss. O. & R. Riv., 1900..A & O	43	.....
7s, Ark. Central RR., 1900. A & O	14	.....
7s, Levee of 1871, 1900.....J & J	4	9
California—6s, civil bonds, '93-95.*	106	.....
Connecticut—6s, 1884-5	102¾	.....
Delaware—6s	107	.....
Dist. Col.—Cons. 3-65s, 1924, op. F&A	103¾	110¼
Consol. 3-65s, 1924, reg.....	103¾	110¼
Funding 5s, 1899	113	115
Perm. imp. 6s, guar., 1891...J&J	116½	117
Perm. imp. 7s, 1891.....J&J	120	121½
Wash.—Fund. loan (Cong.) 6s, g., '92	116	117½
Fund. loan (Leg.) 6s, g., 1902 Var	120	121½
Market stock, 7s, 1892	120	.....
Water stock, 7s, 1901	129	133
do 7s, 1903	129	.....
Florida—Consol. gold 6s.....J & J	105	.....
Georgia—6s, 1886.....F & A	102½	.....
7s, new bonds, 1886.....J & J	107	.....
7s, endorsed, 1886	107	.....
7s, gold bonds, 1890 .....Q—J	115	.....
8s, '76, '86.....A & O	106	110
Kansas—7s, long.....J&J	117	.....
Louisiana—New con. 7s, 1914..J&J	64¾	.....
Ex matured coupon	58	59
Maine—6s, 1883.....F&A	108	112
War debts assumed, 6s, '89..A& O	114	.....
Maryland—6s, defense, 1883.. J&J	103⅜	103⅝
6s, exempt, 1887.....J&J	110½	111
6s, Hospital, 1882-87.....J&J	106	111
6s, 1890.....Q—J	107	112
5s, 1880-'90.....Q—J	100	105
Massachusetts—5s, July, 1883.J&J	100	100¼
5s, gold, 1890.....A&O	108	110
5s, gold, 1894-1895.....Var.	112¾	113¼
5s, g., sterling, 1891.....J&J	.....	.....
do do 1894.....M&N	.....	.....
do do 1888.....A&O	.....	.....
Michigan—7s, 1890.....M&N	117	.....
Minnesota—New 4½s.....J & J	100	.....
Missouri—6s, 1886.....J & J	108½	.....
Funding bonds, 1894-95 ....J & J	120	.....
Long bonds, '89-90 ..... J & J	114	.....
Asylum or University, 1892. J & J	115	.....
Hannibal & St. Jo., 1886.....J & J	109	.....
do do 1887.....J & J	109	.....
N. Hampshire—5s, 1892.....J & J	115	.....
War loan, 6s, 1892-1894.....J & J	116	.....
War loan, 6s, 1901-1905.....J & J	126	127
War loan, 6s 1884.....M&S	102	.....
New Jersey—6s, 1897-1902....J&J*	.....	.....
6s, exempt, 1896.....J&J*	.....	.....
New York—6s, gold, reg., '87...J&J	110	.....
6s, gold, coup., 1887 .....J & J	110	.....
6s gold, 1891.....J & J	113	.....
6s, gold, 1892.....A & O	115	.....
6s, gold, 1893.....A & O	117	.....
No. Carolina—6s, old, 1886-'98..J&J	31⅝	33
6s, old.....A & O	31⅝	33
6s, N C. RR., 1883-5.....J & J ¶	155	.....
6s, do .....A & O ¶	155	.....
6s do 7 coupons off .....J&J	130	.....
6s do 7 coupons off ....A&O	130	.....
6s, Funding act of 1866 1900 J&J	10	12
6s, do 1868, 1898 A&O	10	12
6s, new bonds, 1892-8.....J&J	16	.....
6s do .....A & O	16	.....
6s, Chatham RR.....A&O	3½	.....
6s, special tax, class 1, 1898-9 A&O	5	8
6s, do class 2 .....A & O	5	.....
6s, do W'n N. C. RR. A&O	4½	.....
4s, new, cons., 1910.....J & J	79½	80½
4s, new, small.....	79	.....
Ohio 6s, 1886.....J & J	109	.....
Penna.—5s, new, reg., '92-1902 F&A	118	119
6s, 15-25, reg., 1882-'92.....F & A	.....	.....
4s, reg., 1892-1904	.....	.....
4s, reg., 1912.....F & A	117	117½
Rhode Isl'd—6s, 1893-9, coup..J &J	116	.....
South Carolina—6s, Act of March 23, 1869. Non-fundable, 1888..	3½	5
Brown consols.....	104	105
Tennessee—6s, old, 1890-98 ..J & J	40¼	40½
6s, new bonds, 1892-1900 ..J & J	40¼	40½
6s, new series, 1914.....J & J	40	41
Compromise bonds, 3-4-5-6s, 1912	44¼	45
Texas—6s, 1892.....M&S	112	.....
7s, gold, 1892-1910.....M&S	124	.....
7s, gold, 1904.....J&J	130	.....
Vermont—6s, 1890.....J & D	113	115
Virginia—6s, old, 1886-'95....J & J	38	.....
6s, new bonds, 1886-1895...J & J	35	.....
6s, consol., 1905.....J & J	50	.....
6s, consols, 1905, ex-coup.....J&J	35½	.....
6s, consol., 2d series.....	48	.....

CITY SECURITIES.	Bid.	Ask.
Virginia—(Continued)—		
6s, deferred bonds	9½	11
10-40s, new	33	35
Tax-receivable coupons	42	45
CITY SECURITIES.		
Albany, N. Y.—6s, long....Various	100	.....
7s long.....	120	.....
Allegheny, Pa.—5s, op., '83-97.. Var.	100	105
4½s, coup., 1883-1901..... Var.	100	105
4s, coup., 1901..... Var.	100	.....
Allegheny Co., 5s, op., 1913..J&J	108½	109½
4s, riot loan, 5-10s.....	99	100
4s, do 10-20s	99	100
5s, do 5-10s	102	102½
5s, do 10-20s	103	104
Atlanta, Ga.—7s.....	108	112
Do. 8s.....	110	115
Waterworks.....	.....	.....
Augusta, Me.—6s, 1887, mun..F&A	105	106
Augusta, Ga—7s..... Various	108	112
Austin, Texas—10s.....	110	120
Baltimore—6s, City Hall, 1884 Q—J	102	102¼
6s, Pitts. & Con'v. RR., 1886.. J&J	107	108
6s, consol., 1890..... Q—J	115	115¼
6s, Balt. & O. loan, 1890..... Q—J	115	115¼
6s, Park, 1890..... Q—M	115	115¼
6s, bounty, 1893..... M & S	117	120
6s, do exempt, 1893... M & S	117	118½
5s, water, 1894..... J&J	112½	113¼
6s, 1900..... J&J	126	128
6s, West. Md. RR., 1902 .... J&J	129	130
5s, consol, 1885..... Q—J	102	104
6s, Valley RR., 1886..... A & O	107	108
5s, 1916..... M&N	124	124½
4s, 1920..... J&J	111	112
Bangor, Me.—6s, RR., 1890-'94. Var.	112	114
6s, water, 1905..... J&J	120	121
6s, E. & N.A. Railroad, 1894..J&J	114	116
6s, B. & Piscataquis RR., '99. A&O	114	116
Bath, Me.—6s, railroad aid..... Var.	103	103½
5s, 1897, municipal.....	101	102
Belfast, Me.—6s, railroad aid, '98..†	104	104¼
Boston, Mass.—6s, our, long, 1905 Var.	129	130
6s, currency, 1894..... Var.	120	120½
5s, gold, long..... Var.	118¾	119
4½s, 1908..... A&O	110	112
4s, currency, long..... J&J	106	107
Brooklyn, N.Y.—7s, short..... J&J	100	105
7s, Park, long..... J&J	142	.....
7s, Water, long..... J&J	139	143
7s, Bridge, long..... J&J	140	145
6s, Water, long..... J&J	110	.....
6s, Park, long..... J&J	124	.....
6s, Bridge, long.....	126	130
5s, Bridge, long.....	112	117
Kings Co. 7s, 1882-'89.....M & N	102	114
do 6s, 1882-'86.....M & N	101	110
Bufialo, N. Y.—7s, 1895..... Var.	112	.....
7s, water, long..... Var.	116	.....
6s, Park, 1926..... M & S	109	.....
Cambridge, Mass.—5s, 1889....A&O	107	108
6s, 1894-96, water loan.....J&J	120	121
6s, 1904, city bonds.....J&J	127	128
Charleston, S.C.—6s, st'k, '76-98..Q—J	75½	.....
7s, fire loan bonds, 1890....J & J	30	.....
7s, non-tax bonds.....	106	.....
4s, non-taxable.....	76	80
Chelsea, Mass.—6s, '97, water l. F&A	120	122
Chicago, Ill.—7s, 1892-99	118	.....
6s, 1895	110	.....
4½s, 1900.....	106¾	107¼
3-65s, 1902.....	100	102
Cook Co. 7s, 1892	118	119
Cook Co. 5s, 1899.....	108	.....
Cook Co. 4½s, 1900.....	106½	.....
West Chicago 5s, 1899	103	103½
Lincoln Park 7s, 1895.....	106	106½
West Park 7s, 1899.....	.....	112
South Park 6s, 1899.....	105	107
Cincinnati, O.—6s, long..... Var.	118	121
6s, short..... Var.	.....	.....
7-30s, 1902.....	130½	.....
4s..... J&J	102	105
Southern RR. 7-30s, 1906.. J&J	130	131
do 6s, g., 1902.....M&N	119¼	119½
do Cur. 6s, 1909....F&A	119	120
do 8kg. fd. 5s, 1910 M&N	110	111
Cleveland, O.—6s, long..... Various	.....	.....
7s, short..... Var.	.....	.....
5s, long..... Var.	.....	.....
4s long..... Var.	.....	.....
Columbus, Ga.—7s ..... Var.	100	.....
Covington, Ky.—7-30s, long	102	.....
7-30s, short.....	105	110
Water Works.....	115½	116
Dallas, Texas—8s, 1904.....	104	107
10s, 1883-96.....	105	110
Water, 6s, 1900	97½	102½
Detroit, Mich.—7s, long..... Var.	.....	.....
7s, water, long..... Var.	113	117
Elizabeth, N. J.—7s, short.....	42½	45
7s, funded, 1880-1905..... Var.	42½	45
7s, consol., 1885-98..... A & O	42½	45
7s, 1905.....	42½	45
Fall River, Mass.—6s, 1904... F& A	124	125
5s, 1894, gold..... F&A	104	104½
5s, 1909..... F&A	115	115½
Fitchburg, Mass.—6s, '91, W.L.. J&J	113	114
Galveston, Tex.—8s, 1893-1909 M&S	110	110
5s, 1920 ..... J&D	98	102
Galvest'n County, 6s, 1902..M&N	.....	.....
Hartford, Ct.—City 6s, var. dates..(	100	107
Capitol, untax, 6s.....	124	128
Hartford Town 4½s, untax.....	104	106
Houston, Tex.—10s.	35	45
6s, funded	35	45
Haverhill, Mass.—6s, '85-89.. A&O	104	107
In Receivers' Hds.—7-30s '93-99 J & D	.....	.....

CITY SECURITIES.	Bid.	Ask.
Jersey City—6s, water, long, 1895	105	106
7s, water, 1899-1902 .....J & J	110	111
7s, improvement, 1891-'94.. Var.	104	108
7s, Bergen, long ..... J & J	106	107
Hudson County, 6s ..... A&O	105	106
do 7s M&S and J&D	106	107
Bayonne City, 7s, long ..... J&J	109	110
Lawrence, Mass.—6s, 1894 . A&O	119	120
6s, 1900 ..... A&O	123	125
Long Island City, N.Y—Water, 7s '92	.....	95
Louisville, Ky.—7s, long dates. Var.	116	121
7s, short dates..... Var.	106	109
6s, long ..... Var.	110	112
6s, short..... Var.	100½	103½
5s, 1890-1900 ..... M&N	105½	106
Lowell, Mass.—6s, 1890, W. L. M&N	113¼	113½
Lynchburg, Va.—6s..... J & J	104	105
8s..... J & J	125	.....
Lynn, Mass.—6s, 1887..... F&A	105	107
Water loan, 6s, 1894-96..... J&J	119	121
5s, 1905..... M&N	114½	114⅝
Macon, Ga.—7s.....	100	105
Manchester, N.H.—5s, 1883-'85 J&J	100½	102
6s, 1894..... J&J	118	119
6s, 1902..... J&J	121½	123
4s, 1911	103½	104
Memphis, Tenn.—6s, C..... J&J	35	.....
6s, A & B..... J&J	35	.....
6s, gold, fund., 1900 ..... M & N	45	.....
6s, end., M. & C. RR.	70	.....
6s, consols..... J&J	68	72
Milwaukee, Wis.—8s, 1891...J & D	98	.....
7s, 1896-1901..... Var.	115	.....
7s, water, 1902..... J&J	120	.....
Mobile, Ala.—3-4-5s, funded..M&N	57	60
Montgomery, Ala.—New 8s ..J & J	.....	.....
5s, new	75	.....
Nashville, Tenn.—6s, old.....	100	.....
6s, new.....	100	.....
Newark—6s, long..... Var.	112	114
7s, long..... Var.	116	121
7s, water, long..... Var.	121	125
New Bedford, Mass.—6s, 1909. A&O	128	130
5s, 1900, Water Loan ..... A.&O	113	115
N. Brunswick, N. J.—7s, various...	105	107
6s.....	98	102
New Orleans, La.—Premium bonds.	81	83
Consolidated 6s, 1892..... Var.	96	97
Newport—Water bonds 7-30s.....	114½	115
New York City—7s, short	100	114
7s, long.....	135	140
6s, short.....	110	.....
6s, long.....	129	.....
6s, gold (consolidated), 1896-1901	124	.....
5s, long.....	118	.....
4s, long.....	100	105
Newton—6s, 1905, water loan...J&J	128¾	129
5s, 1903, water loan..... J&J	115	117
Norfolk, Va.—6s, reg. stk, '78-85..J&J	103	108
8s, coup., 1890-93..... Var.	115	120
8s, water, 1901..... M & N	127	132
Norwich, Ct.—5s, 1907..... A&O	.....	.....
7s, 1905 ..... J.&J	.....	.....
Orange, N. J.—7s, long.....	115	120
Oswego, N. Y.—7s, 1887-8-9.....	102	.....
Paterson, N. J.—7s, long..... Var.	122	123
6s, long.....	115	116
5s, long.....	103	108
Petersburg, Va.—6s..... J&J	102½	.....
8s..... J&J	118	.....
8s, special tax.....	118	.....
Philadelphia, Pa.—5s, reg..... J&J*	.....	.....
6s, old, reg..... J&J	.....	.....
6s, new, reg., due 1895 & over. J&J	133	134
4s, new.....	.....	.....
Pittsburg, Pa.—4s, coup., 1913..J&J	95	98
5s, reg. and coup., 1913..... J&J	108½	109½
6s, gold, reg ..... Var.	116	117
7s, water reg. & op., '93-'98...A&O.	123	126
7s, street imp., reg, '83-86.... Var.	102	106
Portland, Me.—6s, Mun., 1895. Var.	117	119
6s, railroad aid, 1907 ..... M&S	120	122
Portsmouth, N.H.—6s, '93, RR. J&J	115¾	116
Poughkeepsie, N. Y.—7s, water	.....	.....
Providence, R.I.—5s, g., 1900-5. J & J	115	117
6s, gold, 1900, water loan...J & J	126¾	127
6s, 1885..... M & S	102½	103½
Richmond, Va.—6s..... J&J	114½	115½
8s..... J & J	133½	.....
5s.....	105¾	.....
Rochester, N.Y.—6s ..... Var.	105	.....
7s, water, 1903..... J & J	134	.....
Rockland, Me.—6s, '89-99. RR. F&A	99	100
St. Joseph, Mo.—Comp'mise 4s, 1901	75	77½
St. Louis, Mo.—7s, 1885..... F&A	101	.....
6s, short..... Var.	106	106½
6s, long..... Var.	113	115
5s, long..... Var.	107½	.....
5s, 10-20..... Var.	105	106¼
St. L. Co.—6s, gold, 1905..... A&O	118	.....
Currency, 7s, 1887-'88....Var.	107	.....
St. Paul, Minn.—6s, long	.....	.....
7s, long	.....	.....
8s, 1889-96..... Var.	.....	.....
Salem, Mass.—6s, long, W. L. A&O	124	126
5s, 1904, W. L ..... J&J	114	115
San Francisco—7s, g., 1888-95.. Var.*	104	.....
6s, gold, long	.....	.....
Savannah funded 5s, consols.....	81	83
Somerville, Mass.—5s, 1895...A&O	113	115
6s, 1885..... J&J	103	105
6½s, 1884 ..... A&O	104	105
Springfield, Mass.—6s, 1905..A&O	147	129
7s, 1903, water loan ..... A&O	143	137
Toledo, O.—7-30s, RR., 1909. M & N	.....	.....
8s..... Var.	.....	.....
6s, 1893 to '99..... Var.	.....	.....
Washington, D.C.—See Dist. of Col.		

* Price nominal; no late transactions. † Purchaser also pays accrued interest. ‡ In London. ¶ Coupons on since 1882.

GENERAL QUOTATIONS OF STOCKS AND BONDS—Continued.

For Explanations See Notes at Head of First Page of Quotations.

Railroad Bonds.	Bid.	Ask.
Wilmington, N.C.—6s	95	.....
8s, gold, con. on	104	108
Worcester, Mass.—6s, 1892...A&O	†116¼	116½
5s, 1905...A&O	113	115
4s, 1905...A&O	104	106
Yonkers, N. Y.—Water, 1903	.....	125
RAILROAD BONDS.		
Ala. Cent.—1st M., 6s, 1918....J&J	97	.....
Income 6s, 1918...J&J	.....	70
Ala. Gt. Southern—1st mort., 1908	†111	113
Alb'y & Susq.—1st M., 7s, '88..J&J	111	.....
2d mortgage, 7s, 1885...A&O	104¾	104⅞
Consol. mort., 7s, 1906, guar. A&O	.....	122
Consol. mort., 6s, 1906, guar A&O	.....	.....
Alleghany Cent.—1st M., 6s, 1922	.....	.....
Incomes, 1912	.....	.....
Allegh. Val.—Gen. M., 7 3-10s..J&J	123	123½
East. exten. M., 7s, 1910....A&O	118	.....
Income, 7s, end., 1894.....A&O	40	40½
Atch'n & Neb.—1st, 7s, 1907..M&S	†119	120
Atch. Top. & S.F.—1st, 7s, g., '99.J&J	†118⅜	119
Land grant, 7s, g., 1902.....A&O	†113½	114
Sinking fund, 6s, 1911.....J&D	102	102¼
Guaranteed 7s, 1909 . J&J&A&O	†112	113
5s, 1909 (1st mort.).....	†96	96½
5s, plain bonds, 1920.....	†84⅜	85
4½s, 1920.....A&O	†84⅞	85
Florence & El Dor'do, 1st. 7s. A&O	†103	106
K.C.Topeka&W., 1st M., 7s, g. J&J	†117½	118
do income 7s. A&O	†105	105½
N.Mex. & So. Pac., 1st, 7s, 1909 A&O	†113	114
Pleas't Hill & De Soto, 1st. 7s, 1907	†105½	106½
Pueblo & Ark. V., 1st, 7s, g., 1903	†113⅞	114
Sonora, 1st, 7s 1910, guar.. J&J	103	103¼
Wichita&S.W., 1st, 7s, g., gua..1902	†101	.....
Atlanta & Charlotte Air L.—1st, 7s	108½	109¼
Income, 6s.....	80	82
Atlantic & Pac.—1st 6s, 1910..J&J	99⅞	....
Incomes, 1910.....J&J	34½	35¼
Baltimore & Ohio—6s, 1885..A&O	103¾	104
Sterling, 5s, 1927.....J&D	†107	109
Sterling, 6s, 1895.....M&S	†112	114
Sterling mort., 6s, g., 1902..M&S	†117	119
do 6s, g., 1910. M&N	†119	121
Parkersburg Br., 6s, 1919...A&O	†113½	.....
Balt. & Pot'c—1st, 6s, g., 1911.J&J	†114	116
1st, tunnel, 6s, g., g'd, 1911.A&O	†114	116
Belvidere Del.—1st, 6s, c., 1902.J&D	120	121
2d mort., 6s, 1885.....M&S	103	.....
3d mort., 6s, 1887.....F&A	104	104
Boston & Albany—7s, 1892...F&A	†122½	123
6s, 1895.....J&J	†119	120
Bost. Clint. & F.—1st M.., 6s, '84, J&J	†100⅜	101½
1st M., 7s, 1889-90.....J&J	†112½	115
B. C. F. & N. B., 5s, 1910....J&J	108¾	109
N. Bedford RR., 7s, 1894....J&J	†122	123
Equipment, 6s, 1885.....F&A	†101	102
Framingham & Lowell—1st, 5s, '91	† 97	97½
Bost. Conc. & Mon.—S.F., 6s, '89. J&J	†105⅜	106
Consol. mort., 7s, 1893.....A&O	†113⅜	114
Bost. Hart. & E.—1st, 7s, 1900. J&J	32	33
1st mort., 7s, guar.....J&J	.....	.....
Boston & Lowell—7s, '92.....A&O	†117	117½
6s, 1896.....J&J	†110½	111½
New 5s, 1899.....J&J	†105	105½
Boston & Maine—7s. 1893-94. J&J	†123	123½
Bost. & Providence—7s, 1893. J&J	†123	124
Bost. & Revere B'h—1st, 6s. '97. J&J	†112	112½
Bradford Bord. & K.—1st, 6s, 1932	.....	.....
Bradf. Eld. & Cuba—1st. 6s. 1942 J&J	.....	.....
Bklyn Bath&C. I.—1st, 6s. 1912. F&A	.....	102
Brooklyn Elevated—Bonds.....	30	35
Buff. Brad. & P.—Gen. M. 7s, '96. J&J	100	.....
Buff. N. Y. & Erie—1st. 7s. 1916. J&D	130	133
Buff. N. Y. & Phil.—1st, 6s, g., '96. J&J	.....	.....
2d mortgage, 7s, g.....	.....	.....
Cons. 6s. 1921.....J&J	102	103
Buff. Pittsb. & West.—6s, 1921. A&O	.....	.....
Pitts. Titusv. & B.—7s, 1896..F&A	95	97
Oil Creek, 1st M., 6s, 1912...A&O	106	.....
Union & Titusv., 1st, 7s, 1890. J&J	97½	.....
Warren & Fr'kin, 1st, 7s, '96. F&A	114	.....
Buff. & Southwest.—6s, 1908..J.&J	.....	.....
Bur. C. R. & N.—1st, 5s, new, '06. J&D	101¾	.....
C. Rap. I. F. & N., 1st, 6s. 1920. A&O	.....	106½
Cairo & St. Louis—1st mort.....	.....	.....
Califor. Pac.—1st M., 7s, g., '89. J&J	†104	106
2d M., 6s, g., end C. Pac., '89. J&J	†100	105
3d M. (guar. C. P.), 6s, 1905. J&J	†104	107
do do 3s. 1905. J&J	66	.....
California So.—1st, 6s. 1922...J&J	.....	.....
Camden & Atl.—1st, 7s, g., '93..J&J	119	120
2d mort., 6s, 1904.....A&O	112	.....
Cam. & Bur. Co.—1st M., 6s, '97. F&A	.....	.....
Canada So.—1st M., guar., 1908. J&J	98	98¼
Carolina Cent.—1st, 6s, g., 1920. J&J	.....	.....
do incomes.....	.....	.....
Catawissa—Mort., 7s, 1900...F&A	121	.....
Cedar F. & Min.—1st, 7s, 1907. J&J	111	.....
Cedar R. & Mo.—1st, 7s, '91...F&A	†108¼	108¾
1st mort., 7s, 1916.....M&N	†120	121
Cent. Br. U. Pac., 1sts, 6s, '95. M&N	99½	100½
Fund. coupon 7s, 1895 .....M&N	96	.....
Atch. & Pike's P'k, 1st. 6s, g. M&N	99½	100½
Cent. of Ga.—1st, cons., 7s, '93. J&J	111	113½
Certificates of indebtedness. 6s..	93	95
Cent. Iowa—New 1st., 7s, '99. J&J	108	110
Inc. bonds, "debt certs.", 7s, A&O	.....	.....
Central of N. J.—1st M., 7s, '90. F&A	.....	117
7s, conv, 1902, assented....M&N	111¼	112
Consol. M., 7s, 1899, assented. Q—J	.....	115
Adjustment bonds, 1903.....	104¾	105¼
Income bonds, 1908 .....M&N	97	98
Am. Dk. & Imp. Co., 5s, 1921. J&J	89¼	.....
Leh. & Wilkesb. Coal, inc., '88. M&N	.....	87
Consol., 7s, gold, 1900, ass'd. Q-M	104½	105
Cent. Ohio—1st M., 6s, 1890..M&S	109	109¼
Cent. Pacific—1st, 6s, g., '95-98. J&J	114½	114¾
State Aid, 7s, g., 1884.....J&J	103	.....
S. Joaquin, 1st M., 6s, g. 1900. A&O	110	.....
Cal. & Oregon, 1st. 6s. g., '88. J&J	104½	.....
Cal. & Or. C.P. bonds, 6s, g., '92 J&J	†107	109
Land grant M., 6s, g., 1890. A&O	103	.....

Railroad Bonds.	Bid.	Ask.
Central Pacific—(Continued)—		
West. Pacific, 1st, 6s, g., '99..J&J	110	.....
Charl'te Col. & A.—Cons., 7s, '95. J&J	110	.....
2d mort., 7s, 1910.....J&J	99¼	.....
Cheraw & Darl.—1st M., 8s, '88. A&O	105	.....
2d mort., 7s.....	103	.....
Ches. & Ohio—Pur. money fd., 1898	.....	115
Series A, 1908.....	108¾	.....
6s, gold, series B, int. def. 1908..	91¼	91½
6s, currency, int. deferred. 1918.	50	.....
6s. 1911.....A&O.	.....	.....
Cheshire—6s, 1896-98 .....J&J	†110	110½
Chic. & Alton—1st M., 7s, '93..J&J	119	.....
Sterling mort., 6s, g., 1903..J&J	†117	119
Bds. Kan. C. line, 6s, g., 1903. M&N	113	.....
Miss. Riv. Bridge, 1st., s.f., 6s, 1912	.....	.....
Louis'a & Mo. R., 1st, 7s, 1900 F&A	115	.....
do 2d, 7s, 1900 M&N	.....	.....
St. L. Jacks'v. & C., 1st, 7s. '94. A&O	116	.....
do 1st guar. (564). 7s, '94 A&O	114	.....
do 2d M. (360), 7s, '98..J&J	.....	.....
do 2d guar. (188) 7s, '98. J&J	.....	.....
Chicago & Atlantic—1st mort.....	.....	.....
Chic. B. & Q.—Consol., 7s, 1903 J&J	†128½	130
Bonds, 5s, 1895.....J&D	†100½	101
5s, 1901.....A&O	.....	106
5s, 1919, Iowa Div.....A&O	101¼	.....
4s, 1919, do .....A&O	86¼	.....
4s, Denver Div., 1922.....	84	.....
4s, plain bonds, 1921.....	.....	87
Bur. & Mo. R., 1'd M., 7s, '93. A&O	†116½	116⅜
do Conv. 8s, '94 ser. J&J	†.....	.....
Bur. & Mo. (Neb.), 1st, 6s, 1918. J&J	†113½	113½
do Cons, 6s, non-ex..J&J	†102½	103
do 4s, (Neb.), 1910..J&J	†80	80½
do Neb. RR. 1st, 7s, A&O	†14	115
do Om. & S.W., 1st, 8s, J&D	†122¼	122½
Ill. Grand Tr., 1st. 8s, '90...A&O	112	113
Dixon Pe. & H., 1st, 8s, 1889. J&J	†103⅜	111
Ott. Osw. & Fox R., 8s, 1900. J&J	†123	125
Quincy & Wars'w, 1st, 8s, '90. J&J	†113	114
Chic. & Can. So.—1st, 7s, 1902 A&O	20	26
Chic. C. Dub & Minn.—7s, 1910 J&J	†101⅜	105
Chic. & East Ill.—1st mort. 6s, 1907	100	102⅜
Income bonds, 1907.....	80	.....
Chic. & Gr. Trunk—1st mort., 1900	79	.....
Chic. Pa & Neb.—2d M., 5s, 1883..	†100	100¼
Chic. & Mich. L. Sh.—1st, 8s, '89. M&S	†112	113
Chic. Mil. & St. Paul—		
P. du C. Div., 1st, 8s, 1898. F&A	130½	132
P. D., 2d M., 7 3-10s, 1898..F&A	121	123
St. P. & Chic., 7s, g., 1902....J&J	.....	.....
Mil. & St. P., 2d M., 7s, 1884. A&O	101	.....
La. C., 1st M., 7s, 1893.....J&J	119	120
I. & M., 1st M., 7s, 1897.....J&J	121½	122½
P'a. & Dak., 1st M., 7s, 1899. J&J	.....	.....
Hast. & Dak., 1st M., 7s, 1910. J&J	.....	120½
Chic. & Mil., 1st M., 7s, 1903. J&J	121½	.....
1st mort., consol., 7s, 1905..J&J	122	.....
1st M., I. & D. Ext., 7s, 1908 J&.	122½	.....
1st M., 6s, S'thwest Div. 1909 J&J	108⅜	.....
1st M., 5s, La C. & Dav. 1919 J&J	.....	97
So. Minn. 1st 6s. 1910.....J&J	108	109¾
Chic. & Pac. Div. 6s, 1910.....	112	112¼
do West. Div., 5s, 1921. J&J	90½	.....
Mineral Pt. Div., 5s, 1910...J&J	.....	.....
Chic. & L. Sup. Div., 5s, 1921....	.....	.....
Wis. & Minn. Div., 5s, 1921...J&J	90¾	91¼
Chic. & N.W.—Sink. f., 1st, 7s, '85 F&A	106⅜	.....
Interest mort., 7s, 1883.....M&N	101	.....
Consol. mort., 7s, 1915.....Q—F	130	.....
Exten. mort., 7s, 1885 .....F&A	.....	107
1st mort., 7s, 1885... .....F&A	106⅜	.....
Consol., gold, 7s, op., 1902..J&D	126¼	126¾
do do reg.....	126¼	126⅜
Sinking fund, 6s, 1929 ..... A&O	.....	110
do 5s, 1929.....A&O	100½	101⅜
Escan. & L. Sup., 1st, 6s, 1901. J&J	.....	114
Des M. & Minn's, 1st, 7s, 1907. F&A	.....	.....
Iowa Mid., 1st M., 8s, 1900. A&O	120	.....
Peninsula, 1st, conv., 7s, '98. M&S	120	.....
Chic. & Mil., 1st M., 7s, '98..J&J	122¼	122¾
Mil. & Mad., 1st, 6s, 1905...M.&S.	.....	112
Chic. R. I. & Pac.—6s, 1917, coup. J&J	125½	126¾
6s, 1917, reg.....J&J	125½	126¼
Chic. & S.W., 1st, 7s, guar., '99. M&N	*	.....
Chic. St. L. & N.O.—1st con. 1897, 7s	116	.....
2d mort 6s, 1907.....J&D	115	125
Ten. lien, 7s, 1897.... .....M&N	116	117
5s, 1951, gold.....	106⅝	107½
Miss. Cen., 1st M., 7s, '74-84. M&N	100	.....
do 2d mort., 8s	103	.....
N.O. Jack. & Gt. N., 1st., 8s, '86. J&J	108	111
do 2d M., 8s, '90, ctfs. A&O	115	.....
do 2d mort. debt....A&O	116	.....
Chic. St. L. & Pitt.—1st, 5s, 1932. A&O	.....	122½
Chic. St. P. Min. & Om.—Con. 6s, 1930	109½	109¾
Ch. St. P. & Minn. 1st, 6s, 1918 M&N	.....	114
Land grant, inc., 6s, 1898 M&N	.....	.....
North Wisc., 1st 6s, 1930.....J&J	.....	115
St. Paul & S. City, 1st 6s, 1919. A&O	112¼	113
Chic. & Tomah.—Scrip, 1905.....	†110	112
Cin. & Eastern—1st, 7s, 1896.....	99	100
2d mort., 7s, 1900	100	.....
Consol., gold, 6s, 1912.....	.....	90
Cin. Ham. & Dayt.—2d, 7s, '85 J&J	102	103
Consol. mort., 7s, 1905.....A&O	†122	124½
do 6s, 1905. ....A&O	†109	110½
Cin. H. & I., 1st M., 7s, 1903. J&J	†108	108¼
Cin. I. St. L. & Chic.—Con. 6s, 1920	†100	101
Cin. & Indiana, 1st M., 7s, '92. J&D	†110	113
do 2d M., 7s, '82-87. J&J	†108	109½
Indianapolis C. & L., 7s of '97..	†110	111½
Ind'apolis & Cin., 1st, 7s, '88. A&O	106½	107
Cin. Laf. & Ch.—1st, 7s, g., 1901. M&S	112	115
Cin. Northern.—1st, 6s, gold, 1940.	40	60
Cin. Rich. & Chic.—1st, 7s, '95. J&J	†108	110
Cin. Rich. & F. W.—1st, 7s, g...J&D	†107	110
Cin. Sand'ky & Cl.—6s, 1900..F&A	†101¼	101⅜
7s, 1887 extended.....M&S	†101	103
Consol. mort., 7s, 1890.....J&D	†102	102½
Cin. & Sp.—7s, C.C.C. & I., 1901. A&O	.....	115
7s, guar., L.S. & M.S.. 1901..A&O	.....	.....

Railroad Bonds.	Bid.	Ask.
Clev. Col. C. & I.—1st, 7s, '99. M&N	120½	121⅛
Consol. mort., 7s, 1914.....J&D	...	124½
Bellef. & Ind. M., 7s, 1899...J&J	113	.....
Clev. & Pitts.—4th M., 6s, 1892. J&J	109¾	.....
Consol. S. F., 7s, 1900.....M&N	122	.....
Clev. & M. Val.—1st, 7s, g., '93. F&A	.....	.....
Columbia & Greenv.—1st, 6s, 1916	101¼	105
2d mort., 6s, 1926	81⅜	81½
Columbus Chic. & Ind. Cent.—		
1st consol. mort., 7s, 1908..A&O	150	.....
2d mort., 7s, 1909 .....F&A	.....	.....
Income 7s, 1890.....	.....	.....
Reorgan'n Trust Co. certs.....	110	.....
Chic. & Gt. East., 1st, 7s, 93-'95.	100	.....
Col. & Ind. C., 1st M., 7s, 1904. J&J	*115	.....
do 2d M. 7s, 1904. M&N	*110	.....
Un. & Logansp., 1st, 7s, 1905. A&O	*114	117
T. Logansp. & B., 7s, 1884..F&A	*100	103
Cin. & Chic. A. L., 1886-'90.....	*100	.....
Col. Hock. Val. & Tol.—Consol. 5s	83	84
Col. & Hock. V.—1st M., 7s, '97. A&O	†115	118
do 2d M., 7s, 1892. J&J	†107	109
Col. & Toledo—1st mort. bonds ..	†116	.....
do 2d mort.....	†109	.....
Col. Springf. & C.—1st, 7s, 1901. M&S	.....	.....
Col. & Xenia—1st M., 7s, 1890. M&S	†110	.....
Conn. & Passump.—M., 7s, '93. A&O	†116	116¼
Massawippi, g., 6s, gold, '89 J&J	†103½	104
Conn. Val.—1st M., 7s, 1901...J&J	90	103
Conn. West.—1st M., 7s, 1900. J&J	30	82
Connecting (Phila.)—1st, 6s .. M&S	117	118
Cumberland & Penn.—1st mort.....	.....	.....
2d mort	.....	.....
Cumberl. Val.—1st M., 8s, 1904. A&O	*	.....
Dakota Southern—7s. gold, '94, F&A	195	100
Dayton & Mich.—Consol. 5s....J&J	†101	.....
2d mort., 7s, 1884, now 1st. M&S	†100½	101
3d mort., 7s, 1888, now 2d. A&O	†107	108
Dayt. & West.—1st M., 6s, 1905. J&J	†107	108
1st mort., 7s, 1905 .....J&J	†118	.....
Delaware—Mort., 6s, guar., '95. J&J	.....	.....
Del. & Bound B'k—1st, 7s, 1905 F&A	126	.....
Del. Lack. & W.—Conv. 7s, 1892 J&D	.....	128
Mort. 7s, 1907.....M&S	.....	127¼
Den. & Rio G.—1st, 7s, g., 1900. M&N	110	.....
1st consol. mort., 7s, 1910....J&J	98	98¼
Denv. & R. G. West.—Bonds.....	79½	80
Denv. S.P. & Pac.—1st, 7s, 1905 M&N	95	95
Des M. & Ft. D.—1st, 6s, 1905. J&J	.....	100
1st inc., 6s, 1905	.....	73
Detroit & Bay C.—1st, 8s, 1902. M&N	105	.....
1st M., 8s, end. M. C., 1902. M&N	†113	115
Det. G. Haven & Mil.—Equip. 6s, 1913	†115	117
Con. M., 5% till '84, after 6%..1918	†114	116
Det. L. & North.—1st, 7s, 1907. J&J	†117¾	118
Det. M. ck. & M.—1st. 6s. 1921. A&O	.....	88
Land grant, 7s, 1911.....	.....	73
Income, 1921.....	.....	.....
Dub. & Dak.—1st M., 6s, 1919. J&J	.....	.....
Dub. & S. City—1st, 2d Div., '94. J&J	.....	.....
Dunk. A.V. & P.—1st, 7s, g., 1900 J&D	105	.....
East Penn.—1st M., 7s, 1888..M&S	106	.....
E. Tenn. Va. & Ga.—1st, 7s, 1900. J&J	119¾	.....
1st mort., consol., 5s, 1930 ..J&J	77¼	78
Income, 6s, 1931	36½	37½
Divisional, 5s, 1930..... J&J	94	.....
E. Tenn. & Ga., 1st, 6s, '83-86. J&J	.....	.....
E. Tenn. & Va., end., 6s, 1886. M&N	.....	.....
Eastern, Mass.—6s, g., 1906. .M&S	†113¾	112
Sterling debs., 6s, g., 1906..M&S	†106	109
Eliz. City & Nor.—1st. F. deb., 6s. A&O	.....	82
1st mort., 6s, 1920..... M&S	.....	82
Elizab. Lex. & Big S.—6s, 1902. M&S	.....	95
Elmira & Williamsp.—1st, 7s, 1910. J&.	117	.....
5s, perpetual..... .....A&O	98	100
Erie & Pittsb.—2d, now 1st....J&J	.....	.....
Cons. mort., 7s, 1898 .....J&J	.....	.....
Equipment, 7s, 1890.....A&O	90	.....
Evansv. & Crawf.—1st, 7s, '87. J&J	103	106
Evans. & T.H., 1st con., 6s, 1921, J&J	.....	100½
Evansv. T.H. & Chi.—1st, 7s, g. M&N	101	.....
Fitchburg—5s, 1899.....A&O	†110½	111
5s, 1900-01-02.....A&O	†111	112
6s, 1898..... .....A&O	†117	117½
7s, 1894..... .....A&O	†123	123½
Flint & P. Marq.—M. 6s, 1920. A&O	†109	111
Flint & Holly, 1st, 10s, '88. M&N	107	.....
Holly W. & M.—1st, 8s, 1901. J&J	126	.....
Ft. Madison & N. W., 1st 7s. g., 1905	.....	.....
Ft. W. & Denv. City—1st, 6s, 1921.	.....	75
Frankfort & Kokomo—1st. 7s. 1908	.....	.....
Gal. Har. & S.A.—1st, 6s, g. 1910. F&A	104½	.....
2d mort. 7s. 1905.....J&D	.....	.....
Gal. Hous. & Hen.—1st, 5s, gold. J&J	74	76½
Georgia—7s, 1883-90.....J&J	106	110
6s, 1897 & 1910.....	124	127
Georgia Pacific—1st mort.....	86⅞	87¼
Gr. Rap. & Ind.—1st, l.g., g'd, 7s, g.	115	118
1st M., 7s, l.g., gold, not guar. A&O	†110	.....
Ex land grant, 1st 7s, '99.....	†100	105
Gr. B'y W. & St. P.—1st, 6s, 1911. F.&A	.....	.....
2d, incomes, 1911.....	.....	24
Gulf Col. & S. Fe—1st, 7s, 1909 J&J	113	113½
Hannibal & Nap.—1st, 7s, '88. M&N	.....	.....
Han. & St. Jo.—Conv. 8s, 1885. M&S	105½	107
Con. 6s, 1911..... M&S	110	111
Kans. C. & Cam., 1st, 10s, '92. J&J	†125½	125¾
Housatonic—1st M., 7s, 1885. F&A	.....	.....
Houst. E. & W. Tex.—1st, 7s, 1898.	.....	101
Houst. & Tex. C.—1st., 7s, guar., '91	110	.....
West. Div., 1st, 7s, g., 1891.. J&J	107	.....
Waco & N. W., 1st, 7s, g., 1903. J&J	114	116
Cons. mort., 8s, 1912.....A&O	119	.....
Waco & N., 8s, 1915.....	.....	.....
Gen. mort. 6s, 1921 .....A&O	.....	99
Hunt. & Br. Top—1st, 7s, '90..A&O	115⅜	.....
2d mort., 7s, g., 1895.....F&A	115	.....
Cons 3d M. 5s. 1895 .....A&O	85½	87
Ill. Cent.—1st M. Chic. & Spr. '98 J&J	.....	.....
Middle Div. reg. 5s, 1921	.....	.....
Sterling, S. F., 5s, g., 1903..A&O	105	107
Sterling, gen. M., 6s, g., 1895. A&O	113	115
Sterling, 5s, 1905..... J&D	109	111

* Price nominal; no late transactions. † The purchaser also pays accrued interest. ‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.	Bid.	Ask.
Ind. Bl. & W.—1st, pf., 7s, 1900 J&J	118	.....
1st mort., 4-5-6, 1909 ..... A&O	.....	88
2d mort., 4-5-6, 1909. ..... A&O	70½	72
East. Div., 1st mort.	92½	93
do Income.	.....	46
Income, 1919	35	.....
In'polis D. & Sp'd—1st, 7s, 1906 A&O	101	.....
2d mort., 5s, 1911 ..... J&J	.....	.....
2d mort., income, 1906. ..... J&J	.....	35
Trust Co. cert.	.....	.....
New 1st mort. 6s, funded	65	97½
Ind'polis & St. L.—1st, 7s, 1919. Var.	110	113
Ind'apolis & Vin.—1st, 7s, 1908. F&A	109	.....
2d mort., 6s, g., guar., 1900. M&N	100	.....
Int. & Gt. North.—1st, 6s, 1919. M&N	.....	108¼
Coup. 6s, 1909. ..... M&S	85⅜	86½
2d mort., income, 8s, 1909.	.....	.....
Ionia & Lansing—1st 8s, '89. ..J&J	110	112
Iowa City & West.—1st, 7s, 1909 M&S	.....	.....
I'a Falls & Sioux C.—1st, 7s, '99 A&O	119	119½
Jefferson—Hawl'y Br. 7s, '87. .J&J	103	.....
1st mort., 7s, 1889. ..... J&J	103	105
Jeff. Mad. & Ind.—1st, 7s, 1906. A&O	113	114
2d mort., 7s, 1910. ..... J&J	115	.....
Junction (Phil.)—1st, 4½s, 1907 J&J	.....	.....
2d mort., 6s, 1900. ..... A&O	.....	115½
K.C.Ft.Scott & G.—1st, 7s, 1908 J&D	111½	112
Kansas C. Lawr & So. 1st, 6s. 1909	103	104
K.C.St.Jos.& C.B.—M. 7s, 1907. .J&J	111⅞	112
Kansas & Nebraska—1st mort.	60	75
2d mort	22½	27
Kentucky Centra —6s, 1911. . J&J	.....	.....
Keokuk & Des M.—1st, 5s, guar. A&O	101½	105
L. Erie & West.—1st, 6s, 1919. F&A	99½	100
Income, 7s, 1899	.....	43
Sandusky Div., 6s, 1919 ....F&A	.....	98
do income, 1920.	80	.....
Lake. Bl. & Mun., 1st, 6s, 1919. M&N	97½	99
do . income, 7s, 1899.	37½	.....
Lake Shore & Mich. So.—		
M. So. & N. I., S. F., 1st, 7s, '85. M&N	104	.....
Cleve. & Tol., 1st M., 7s, '85. .J&J	107¼	.....
do 2d M., 7s, 1886. A&O	106¼	107½
Cl. P. & Ash., new 7s, 1892. .A&O	111	.....
Buf. & E., new bds, M., 7s, '98. A&O	.....	123
Buff. & State L., 7s, 1886. ....J&J	.....	.....
Det. Mon. & Tol., 1st, 7s, 1906. ...	.....	.....
Jamest. & Frankl. 1st, 7s, '97. J&J	.....	.....
do 2d M., 7s, '94. J&D	.....	.....
Kalamazoo Al. & Gr. R., 1st, 8s. J&J	.....	.....
Kal. & Schoolcraft, 1st, 8s, '87. J&J	.....	.....
Kal. & Wh. Pigeon, 1st, 7s, '90. J&J	100	.....
Dividend bonds, 7s, 1899. ..A&O	120¼	122½
L. S. & M. S., cons., cp., 1st, 7s. J&J	125	126½
do cons., reg., 1st, 7s, 1900. Q—J	121½	.....
do cons., cp., 2d, 7s, 1903. J&D	122	.....
do cons., reg., 2d, 7s, 1903. J&D	.....	.....
Lawrence—1st mort., 7s, 1895. F&A	.....	.....
Lehigh & Lack.—1st M., 7s, '97. F&A	.....	.....
Lehigh Val.—1st, 6s, coup., '98. J&D	122	.....
1st mort., 6s, reg., 1898. ..... J&D	122	.....
2d mort., 7s, 1910. ..... M&S	133	133¾
Gen. M., s. f., 6s, g., 1923. .... J&D	120¾	.....
Delaro Ld Co. bds, end., 7s, '92 J&J	.....	.....
L. Miami—Renewal 5s, 1912 .M&N	105	106
L. Rock & Ft. S.—1st, l.gr., 7s '95. J&J	92	97
Long Island—1st M., 7s, 1898. M&N	115	.....
1st consol. 5s, 1931. ..... Q—J	97¼	97¾
2d mort. 7s, 1918.	.....	.....
South S de, 1st, 7s, 1887. ....M&S	103	105½
Newtown & Fl., 1st, 7s, 1891.	.....	.....
N. Y. & Rockaway, 7s, 1901. A&O	.....	.....
Smitht'n & Pt. Jeff., 7s, 1901. M&S	.....	.....
L. I. City & Flushing—1st, 6s, 1911	90	.....
do Incomes.	.....	.....
Lou'v. C. & Lex.—1st, 7s, '97 J&J (ex)	115½	116½
2d mort., 7s, 1907. ..... A&O	108	109
Lou. & Nashv.—Con. 1st, 7s, '98 A&O	117	.....
2d mort., 7s, g., 1883. ..... M&N	100	100¼
Cecilian Br., 7s, 1907. .... M&S	102½	.....
Louisville loan, 6s, '86-'87. .A&O	105	106
Leb.-Knoxv. 6s, 1931 .... M&S	100	.....
Louis. Cin. & Lex., 6s. 1931. M&N	100	.....
Mem. & O., st., M., 7s, g., 1901 J&D	120	122
M. & Clarksv., st'g, 6s, g., 1901 F&A	.....	.....
N. O. & Mobile. 1st 6s, 1930. J&J	93½	94
Pensacola Div., 1st, 6s, 1920. M&S	.....	94
St. Louis Div.. 1st, 6s, 1921. M&S	.....	104¼
do 2d., 3s. 1980. M&S	51½	.....
Nash. & Dec., 1st 7s, 1900. ..J&J	115½	.....
E. H. & N., 1st 6s, 1919. ....J&D	100	.....
Gen'l mort., 6s, 1930. .... J&J	92	93
So. & No. Ala., S. F., 6s, 1910 A&O	100	.....
1st mort., sinking fund, 8s.	107	.....
L'sv. N. A. & Chic.—1st, 6s, 1910. J&J	101½	102½
Maine Cent.—Mort. 7s, 1898. ...J&J	121	123
Exten. bonds, 6s, g., 1900. ..A&O	111	113
Cons. 7s, 1912. ..... A&O	121	123
Androscog. & Ken., 6s, 1891. F&A	107	109
Leeds & Farm'gt'n, 6s, 1901. J&J	110	112
Portl'd & Ken., 1st, 6s, '83. .A&O	100	101
do Cons. M., 6s, '95. A&O	111	113
Man. Beach Imp. Im., 7s, 1909, M&S	.....	88
N. Y. & Man. Beach, 1st 7s. '97. J&J	100	125
Marietta & Cin—1st M., 7s. '91 F&A	132⅜	133¼
Sterling, 1st M., 7s, g., 1891. F&A	132½	133¼
2d mort., 7s, 1896 ..... M&N	103½	104½
3d mort., 8s, 1890. ..... J&J	53¼	53½
Scioto & Hock. Val., 1st, 7s. M&N	100	103
Balt. Short L., 1st, 7s, 1900. J&J	105	.....
Marq'tte Ho. & O.—Mar. & O., 8s, '92	115	116
6s, 1908. ..... M&S	100	.....
Mass. Central—1st, 6s, 1893.	120	126
Mem. & L. R'ck—1st mort., 8s, 1907.	93	100
Memphis & Charleston—1st consol.	105	.....
1st, cons., Tenn. lien, 7s, 1915 J&J	112½	106½
Metrop'n Elev.—1st, 6s, 1908. J&J	99¼	99¾
2d 6s, 1899. ..... M&N	83	.....
Mexican Cent.—1st. 7s, 1911 .J&J	69	69¼
Mexican National—1st mort.	47⅜	47⅞
Subsidy bonds	.....	.....
Mich. Cent.—Consol., 7s, 1902 M&N	122¾	123½
Consol. 5s 1902 ..... M&N	103	.....

RAILROAD BONDS.	Bid.	Ask.
Michigan Central—(Continued)—		
1st M. on Air Line, 8s, 1890 J&J	112⅜	113
Air Line, 1st M., 8s, guar. .M&N	111	112
Gd. Riv. V., 1st 8s, guar., '86 J&J	108	100
6s, 1909 ..... M&S	98	.....
5s, coup., 1931 ..... M&S	103	103¼
5s, reg., 1931 ..... M&S	103	.....
Kalamazoo & S. H., 1st, 8s, '90. M&N	111	112
J. L. & Sag. 1st, 8s '85, "wh. bds" J&J	105	106
J. L. & Sag. North Ext., 8s, '90. M&N	107	.....
do Cons. M., 8s, '91. .M&N	114½	115¾
do Ca. 1891 ..... M&S	106	107
Joliet & N. Ind., 1st, 7s (guar. M. C.)	120	125
Michigan & Ohio—1st mort	.....	.....
Midland of N. J.—1st, 6s, 1910, A&O	92	93
4-5-6s, 1910. ..... A&O	9 ⅜	93
Mil. L. S. & W.—1st M., 6s, 1921. M&N	99	100
1st, incomes	.....	.....
Mil. & No.—1st, 6s, 1910 . J&D	98	98½
Minn. & St. L.—1st M., 1927. .J&D	121⅝	....
1st M., Iowa City & W., 1909. J&D	119½	.....
2d mort., 7s, 1891 ..... J&J	100	.....
Southwest. Ext., 1st, 7s, 1910.	113	113¼
Pacific ext., 1st, 6s, 1921	100½	.....
Miss. & Tenn.—1st M., 8s, series "A"	122	.....
8s, series "B" ..... J&J	107	111
Mo. K. & T.—Cons. ass., 1904-6. F&A	.....	108½
Consolidated 6s, 1920 ..... J&D	.....	84⅜
1st, 6s, g., 1899. (U. P. S. Br.) J&J	.....	.....
2d mort., income, 1911. .....A&O	58	.....
General mor gage	....	.....
Booney'e B'ge, 7s, guar, 1906. M&N	....	.....
Han. & C. Mo., 1st 7s, g., '90. M&N	.....	107
Mo. Pac.—1st mort., 6s, gld., '88, F&A	106⅜	108
Consol. 6s, 1920. ....M&N	104	....
2d mort., 7s, 1891. ..... J&J	114½	....
Car. B., 1st mort., 6s, g. '93. .A&O	.....	.....
3d mortgage, 7s, 1906. ..... M&N	114½	117
Income, 7s, 1892. ..... M&S	.....	.....
Mob. & Ala. Gr. Tr.—1st, 7s, g'ld, '95	.....	.....
Mobile & O.—1st pref. debentures..	69	71
2d pref. debentures.	33	45
3d pref. debentures.	.....	36
4th pref. debentures.	.....	30
New mortgage, 6s, 1927.	.....	110
Cairo Extension 6s, 1892. ....J&J	.....	.....
Morg'n's La. & Tex., 1st, 6s, 1920 J&J	.....	.....
Morris & Essex—1st, 7s, 1914 M&N	135	.....
2d mort, 7s, 1891. ..... F&A	114½	.....
Bonds, 7s, 1900. ..... J&J	.....	.....
General mort., 7s, 1901. .....A&O	.....	121¾
Consol. mort., 7s, 1915. .... J&D	135½	....
Nashua & Low.—6s, g., 1893. F&A	111	111½
5s, 1900.	105	106
Nashv. Ch. & St. L.—1st, 7s, 1913 J&J	118	119
2d mort., 6s, 1901. ..... J&J	.....	.....
1st, Tenn. & Pac., 6s, 1917. .J&J	.....	.....
1st, McM. M. W. & A., 6s, 1917. J&J	....	.....
Nashv. & Decat'r.—1st, 7s, 1900. J&J	.....	.....
Natchez Jack. & Col.—1st, 7s, 1910	.....	.....
Nevada Cen.—1st 6s, 1904. ....A&O	.....	.....
Newark & N. Y.—1st, 7s, 1887. J&J	106	.....
New'k S'set & S.—1st. 7s. g. '89. M&N	104	107
Newburg D. & Conn.—Income.	15	18
N'burgh & N.Y.—1st M. 7s, 1888. J&J	102	.....
New Jersey & N. Y.—1st mort	.....	.....
N. J. Southern—1st M., new 6s. J&J	95	97
N. O. Pac.—1st, 6s. gold, 1920. J&J	.....	89
N. Y. & Can.—2 M., 6s, g., 1904. M&N	109	111
N. Y. Central & Hudson—		
Debt cert ext, 5s, 1893. ....M&N	.....	103
Mort., 7s, coup., 1903. .....J&J	131	131½
Mort., 7s, reg., 1903. ..... J&J	.....	131
Sterling mort., 6s, g., 1903. ..J&J	122	124
N. Y. C., 6s, 1887. ..... J&D	107½	108
Hud. R., 2d M., 7s, 1885. ....J&D	107	.....
N. Y. Chic. & St. L.—1st, 6s, 1921. J&D	103⅛	103¼
Equipment bonds.	.....	.....
N. Y. City & No.—Gen'l, 6s, 1910 M&N	47	49
Trust Co. receipts	.....	48
N. Y. Elevated.—1st M., 1906. J&J	118	.....
N. Y. & Greenw'd L.—1st M. inc. 6s	28	.....
2d mortgage income.	7	11
N. Y. & Harlem—7s, coup., 1900. M&N	126	.....
7s, reg., 1900. ..... M&N	126	127½
N. Y. Lac. & W.—1st, 6s, 1921. J&J	116½	.....
N. Y. L. E. & W.—1st, 7s. '97, ext. M&N	.....	124
2d mort. exten., 5s, 1919 ...M&S	108	.....
4th mort. ext., 5s, 1920. ...A&O	106¼	.....
5th mort, 7s, 1888 ..... J&D	110½	.....
1st cons. M., 7s, g., 1920. ....M&S	126	126¾
New 2d cons. 6s, 1969. ..... J&J	9 ⅜	9¾
1st cons. fund coup., 7s, 1920 M&S	125	130
2d cor s. f'd cp., 5s, 1969. .... J&D	95	97
Reorganizat'n 1st lien, 6s, 1908	.....	105
Gold income bonds, 6s, 1977.	78	96
Long Dock mort., 7s, 1893. .J&D	117	119½
N. Y. & N. Eng.—1st M., 7s, 1905 J&J	111¼	111½
1st mort., 6s, 1905 ..... J&J	102⅜	102⅝
N. Y. Pa. & O.—1st inc. ac., 7s, 1905	⅛	49
do prior lien, inc. ac., 5-6s, '95	103	106
2d mort. inc.	⅛	12
3d mort. inc.	⅛	6
L'sed L. rental tr'st'73, Trus. cer. 7s	⅛	20
West. ext. certifs, 8s, 1876. ..J&J	⅛	75
do do 7s, guar. Erie	⅛	75
N. Y. Prov. & B'n—Gen. 7s, 1899 J&J	130	.....
N. Y. Susq. & W.—1st, 6s, 1911. J&J	81	81½
Debentures 6s 1897. ..... F&A	62	.....
N. Y. Tex. & M.—1st, 6s, 1912 A&O	.....	.....
N. Y. West S. & Buf.—5s, 1931. J&J	78⅜	78½
North Penn.—1st M., 6s, 1885. J&J	101	103
2d mort., 7s, 1896 ..... M&N	118	120
Gen. mort., 7s, 1903, reg. ....J&J	124	.....
New loan, 6s, reg., 1905. .... M&S	104½	.....
Norf'k & W.—Gen'l M., 6s, 1931 M&N	91	91¼
Norf'k & Petersb., 2d, 8s, '93. J&J	114	.....
South Side, Va., 1st, 8s, '84-'90. J&J	108	.....
do 2d M., 6s, '84-'90. J&J	102	.....
do 3d M., 6s, '86-'90. J&J	102	.....
Virginia & Tenn., M., 6s, 1884. J&J	101	103
Va. & Tenn., 4th M., 8s, 1900. J&J	124	1.5
North Carolina—M., 6s	100	.....

RAILROAD BONDS.	Bid.	Ask.
Northeast., S. C.—1st M., 8s, '90. M&S	121	.....
2d mort., 8s, 1899 ..... M&S	114	.....
North'n Cent.—2d mort., 6s, 85. J&J	105	105¼
3d mort., 6s, 1900 ..... A&O	117	120
Con. mort., 6s, g., coup., 1900. J&J	117⅝	120
6s, g., reg., 1900 ..... A&O	117	120
Mort. bds., 7s, 1926, series A J&J	98½	99½
do series B	95	97½
Con. mort. stg. 6s, g., 1904 .J&J	116¼	118
Northern, N. J.—1st M., 6s, '88. J&J	100	102
Norw'h & Worc'r.—1st M., 6s '97. J&J	110	118
North. Pac., P. D'O Div.—6s, M&S	.....	.....
Mo. Div. 6s, 1919 ..... M&N	.....	.....
Gen'l l. g., 1st, 6s, 1921. .... J&J	106¼	106⅜
Gen'l l. g., 1st, 6s, reg ..... J&J	106½	.....
Og'd'nsb'g & L. Ch.—1st M. 6s, '98. J&J	104	105½
4. F., 8s, 1890 ..... M&S	102	103
Consol., 6s, 1920	89	91
Income, 1920.	25	28
Ohio Cent.—1st, mort., 6s, 1920, J&J	....	89½
Incomes, 1920	....	30
1st Ter'l Trust, 6s, 1920 .... J&J	.....	.....
Mineral Div., inc. 7s, 1921.	.....	.....
River Div., 1st	62¼	62½
do income	13¼	13⅝
Ohio & Miss.—Cons. S. F. 7s, '98 J&J	117	.....
Cons. mort., 7s, '98. ..... J&J	116½	.....
2d mort., 7s, 1911. ..... A&O	122½	122¾
1st mort., Springf. Div., 1905 M&N	118	119
Ohio Southern—1st 6s, 1921. .J&D	82	85
2d income, 6s, 1921.	.....	28
Ohio & W. Va.—1st, s. f., 7s, 1910 M&N	112	115
Old Colony—6s, 1897. ..... F&A	117½	117⅝
6s, 1895. ..... J&D	116½	117
7s, 1895 ..... M&S	123	123½
Oreg. & Cal.—1st 6s, 1921 ..... J&J	.....	.....
Oregon Short Line—1st mort	100	.....
Oregon & Transcont.—6s, 1922	91⅞	95¼
Osw. & Rome—1st M., 7s, 1915. M&N	122	.....
Panama—Sterl'g M., 7s. g. '97. A&O	111	113
Sinking fund sub., 6s, 1910. M&N	.....	.....
Subsidy bonds, Eng. issue, 6s	105	107
Paris & Dec't'r—1st M., 7s, g., '92. J&J	20	.....
Penna.—Gen. M., 6s, cp., 1910 Q—J	124	125¼
Gen'l mort., 6s, reg., 1910. .A&O	123	124¼
Cons. mort., 6s, reg., 1905. .Q—M	119	120
do 6s, coup., 1905. .J&D	.....	.....
Penn. Co., 6s, reg., 1907 ...Q.—J	107	.....
do 1st M., 4½s, 1921. J&J	96	96½
Penn. & N. Y.—1st. 7s, '96 & 1906. J&D	121	126¼
Pensacola & Atlantic—1st m. M&S	68	74
Peoria Dec. & Ev.—1st. 6s, 1920. J&J	98	.....
Incomes, 1920	.....	60
Evansville Div., 1st 6s, 1920. M&S	.....	100
do income, 1920 ..	.....	80
Peo. & Pekin Un.—1st. 6s, 1921. Q—F	100	102
Perkiomen—1st M., 6s, 1887. .A&O	103	105
Cons. mort. 6s. 1913, sterling ...	95	98
Petersburg—Class A	83¾	89¼
Class B	73⅜	73¾
Phila. & Erie—2d M., 7s, 1888. J&J	113½	.....
Gen. M., guar., 6s, g., 1920. .J&J	119	121
Sunbury & Erie, 1st M., 7s, '97. A&O	125	128
Phila. & Reading—2d, 7s, '93. A&O	117½	118
Debenture, 1893. ..... J&J	68	.....
Consol. M., 7s, 1911, reg. & cp. J&D	123	125
Consol. mort., 6s, 1911. .....J&D	111½	.....
Improvement mort., 6s, 1897	104	106
Gen'l mort., 6s, 1908. ..... J&J	97⅜	98
Convertible, 7s, 1893 ..... J&J	.....	74
Scrip for 6 deferred ½ coupons ..	100	103
Deferred income.	.....	23
Income mort., cons. 7s, '96, J&D	96	97
Coal & I., guar. M., 7s, '92. M&S	.....	81
Phila. Wil. & Balt.—6s, 1892. .A&O	109	111
6s, 1900. ..... A&O	114	114¼
5s, 1910	105	107
Pittsb. Bradf. & B.—1st, 6s 1911 A&O	.....	92
Pittsb. C. & St. L.—1st, 7s, 1900. F&A	122	122½
2d mort., 7s, 1913. ..... A&O	.....	.....
Steubenv. & Ind., 1st., 6s. '84. Var.	100	.....
Pittsb. & Con'llsv.—1st M. 7s, '98. J&J	123	123½
Sterling cons. M., 6s, g., guar. J&J	122	124
Pittsb. Ft. W. & C.—1st, 7s, 1912 Var	136	138
2d mort., 7s, 1912. ..... J&J	....	134
3d mort., 7s, 1912. ..... A&O	128	.....
Equipment, 8s, 1884. ..... M&S	103	106
Pittsb. & West.—1st mort	83	85
Portl'nd & Ogb'g—1st 6s, g., 1900 J&J	106	108
Vt. div., 1st M., 6s, g., 1891. .M&N	20	30
Port Royal & Aug.—1st, 6s, '99 J&J	100	106
Income mort., 6s, 1899 .....J&J	35	50
Ren. & S'toga—1st 7s, 1921 con. M&N	136	.....
1st. 7s, 1921, reg. ..... M&N	136	.....
Richm'd & Alleghany—1st, 7s, 1920	80½	.....
2d mort., 6s, 1916	.....	.....
Rich'd & Danv.—Con., 6s, '90. .M&N	101	103
General mort., 6s, 1915 .... J&J	98	99½
Deben ure, 6s, 1927. ..... A&O	69	69¼
Piedmont Br., 8s, 1888. ....A&O	106½	107
Rich. Fred. & Potomac—6s, ext. J&J	107	.....
Mort, 7s, 1881-90. .. ..J&J	115	118
Rich. & Petersb., 8s, '80-'86. ..A&O	.....	.....
New mort., 7s, 1915 ..... M&N	.....	.....
Richmond York Riv. & Ches., 8s...	110	115
Roch. & Pitts., 1st, 6s. 1921. ..F&A	104½	.....
do income, 1921	45½	48
Rome Wat'n & O.—S. F., 7s, 1891 J&J	104	.....
2d mort., 7s, 1892. ..... J&J	106	.....
Consol., 1st ex. 5s, 1922 ...A&O	68½	69
Income 7s, 1932	.....	39
Rutland—1st M., 6s, 1902. ....M&N	104	95
Equipment, 2d mort., 5s ...F&A	86½	83½
St. Joseph & Pacif.—1st mort	64	70
2d mort	25	30
St. L. Alt. & T. H.—1st M., 7s, '94. J&J	115	.....
2d mort., pref., 7s, 1894 .... F&A	109½	.....
2d income, 7s, 1894. ..... M&N	102	102½
Div. bonds, 1894	.....	80
Bellev. & S. Ill., 1st, S. F. 8s, '96. A&O	.....	122
St. Louis & I. Mt.—1st, 7s, '92. F&A	114½	115½
2d mort., 7s, g., 1897 .... M&N	108	109
1st 7s, inc., pf. int. accumulative	121	....

* Price nominal; no late transactions. † The purchaser also pays accrued interest. ‡ In London.

GENERAL QUOTATIONS OF STOCKS AND BONDS—Continued.

For Explanations See Notes at Head of First Page of Quotations.

Railroad Bonds.	Bid.	Ask.
St. L. & Iron Mt.—(Continued)—		
2d 6s, inc., int. accumulative	118½	.....
Ark. Br. l. gr., M., 7s, g., '95. J&D	109¾	110½
Cairo Ark. & T., 1st, 7s, g., '97. J&D	109	110
Cairo & Ful., 1st, l.g., 7s, g., '91. J&J	109	109½
Gen. con. ry & l. g., 5s, 1931 A&O	75¾	76⅜
St. L. & San F.—2d M., class A, '06 M&N	98	100
2d M., class B, 1906 M&N	97	.....
do class C, 1906 M&N	97	97½
South Pacific.—1st M. 1888 J&J	105	106
Pleas're C. & O. 1st, 6s F&A	.....	.....
Equipment 7s. 1895 J&D	102	.....
General mort., 6s, 1931 J&J	.....	100⅞
St. L. Vand. & T. H.—1st M., 7s, '97. J&J	116	.....
2d mort., 7s, 1898 M&N	.....	.....
2d. 7s, guar., '98 M&N	110	113
St. P. & Duluth—1st, 5s, 1931. F&A	.....	.....
St. P. Minn. & Man.—1st 7s, 1909 J&J	109¾	110½
2d 6s, 1909 A&O	107½	108½
Dak. Ext., 6s. 1910 M&N	108	.....
Minn's U'n, 1st. 6s, 1922 J&J	.....	.....
Sandusky Mansf. & N.—1st, 7s, 1902	114	.....
Savannah Florida & West.—		
At. & Gulf, cons. 7s, 1897 J&J	110	114
1st mortgage, 7s J&J	108	.....
S. Ga. & Fla., 1st M. 7s, 1899, M&N	110	.....
Scioto Val.—1st M., 7s, sink'g fund	100	102
2d mort. J&J	80	.....
Consol. 7s, 1910 J&J	.....	95
Selma Rome & Dalton—1st mort.	.....	.....
2d mort.	.....	.....
Incomes	.....	.....
Shenandoah Val. 1st 7s, 1909. J&J	105	.....
General mort., 6s, 1921 A&O	70	75
Sioux C. & Pac., 1st M., 6s, '98. J&J	97	99
So. Carolina—1st M., 6s, 1920. A&O	102½	.....
2d mort., 6s, 1931 J&J	97⅝	.....
Income 6s, 1931	66½	.....
So. Cen. (N.Y.)—1st mort., 5s	.....	80
So. Pac, Cal.—1st, 6s, g., 1905-12. J&J	104¾	.....
Southwestern (Ga.)—Conv., 7s, 1886	.....	.....
Summit Br.—1st, 7s, 1903 J&J	.....	.....
Sunb. Haz. & W-B.—1st, 5s, 1928 M&N	94	.....
2d mort., 6s, 1938 M&N	29	.....
Susp. B. & Erie Junc.—1st M., 7s	104	106
Syr. Bing. & N. Y.—consol. 7s, '06 A&O	122½	.....
Tex. Cent.—1st, sk. fd., 7s, 1909 M&N	107½	109
1st mort., 7s, 1911 M&N	107	109
Texas & New Orleans—1st, 7s	109	.....
Texas & Pac.—1st, 6s, g. 1905 M&S	105	.....
Consol. mort., 6s, gold, 1905. J&D	94	.....
Inc. and land gr., reg., 1915. July	63⅜	.....
1st (Rio Gr. Div.), 6s, 1930. F&A	82¼	82¼
Texas & St. Louis—1st, 6s, 1910 J&D	.....	80
Land grant, incomes, 1920	.....	30
Mo. & Ark. Div., 1st. 6s	75	76
Tol. Cin. & St. Louis—1st mort.	41	.....
Income	10¼	10⅜
Tol. Del's & B.—1st main, 6s, 1910	45	50
do 1st Dayton div., 6s, 1910	43	.....
do 1st Ter'l trust, 6s. 1910	.....	.....
Income, 6s, 1910, main line	10½	.....
Dayton Div. inc., 6s, 1910	.....	.....
Tonawanda Val. & C.—1st, 6s, 1931	.....	85
United Co's N.J.—Cons., 6s, '94. A&O	.....	.....
Sterling mort., 6s, 1894 M&S	111	113
do 6s, 1901 M&S	118	120
Cam. & Amb., mort., 6s, '89. M&N	108¾	109
Union Pac.—1st, 6s, g., 1896-'99 J&J	114½	.....
Land Grant, 7s, 1887-9 A&O	107¼	108
Sink. F., 8s, 1893 M&S	.....	117
Om. Bridge, sterl. 8s, g., '96. A&O	118	122
Reg. 8s, 1893 M&S	.....	117
Collateral trust, 6s, 1908 J&J	106	.....
do 5s, 1907 J&D	93½	94½
Colorado Cent., 1st, 8s, g., '90. J&D	.....	.....
Denver Pac., 1st M., 7s, g., '99. M&N	.....	.....
Kans. Pac., 1st, 6s, 1895 F&A	110	111
do 1st M., 6s, 1896 J&D	109½	110¼
do 1st, R. & L. G. D'd, '99. M&N	.....	.....
do Inc., No. 11, 7s, 1916. M&S	.....	.....
do Inc., No. 16, 7s, 1916. M&S	.....	.....
do Denv. Div., 6s	106⅝	.....
do 1st cons. M., 6s, 1919 M&N	98¾	100
Atch. Col. & Pac., 1st, 6s, 1905 Q.—F	91	91½
Atch. J. Co. & W., 1st, 6s, 1905. Q.—F	.....	91
Utah Cen.—1st M., 6s, g., 1890. J&J	92½	98
Utah So.—Gen. M. 7s, 1909 J&J	105	.....
Extension, 1st, 7s, 1909 J&J	101	.....
Utica & Bl'k R.—Mort., 7s, '91. J&J	.....	.....
Valley, of Ohio—1st mort	.....	.....
Verm't & Can.—M., 8s	50	.....
Mississquoi, 7s, 1891 J&J	.....	.....
Vermont Cen.—1st M., 7s, '86. M&N	10	12
2d mort., 7s, 1891 J&D	2	4
Income extension 8s M&N	50	.....
Stanstead S. & C., 7s, 1887. J&J	50	.....
Verm't & Mass.—1st M., 6s, '83. J&J	100	100⅛
Conv. 7s, 1885 J&J	130	131
Vicksb. & Mer.—New 1st mort.	96	100
2d mort.	64	66½
3d mort., income	.....	.....
Virginia Midland—1st series, 6s	111	113
2d series, 6s	108	110
3d series, 5-6s	91	95
4th series, 3-4-5s	52	54
5th series, 5s	95½	95¾
Incomes, cumulative	.....	63
Wabash—1st, ext., 7s, '90, ex. F&A	106½	.....
Mort., 7s, 1879-1909 A&O	.....	96
2d mort., 7s, ext. 1893, ex. M&N	98	99
Equipment, 7s, 1883 M&N	.....	.....
General mort., 6s, 1920 J&D	77	78½
Chic. Div., 5s, 1910	.....	81½
Havana Div., 6s, 1910 J&J	.....	85
Tol. P. & West., 1st 7s, 1917 Q	106	107½
do 1st pref. inc., conv.	.....	.....
do 2d pref. inc.	.....	.....
Iowa Div., 6s, 1921 M&S	.....	88
Indianap. Div., 6s, 1921 J&D	.....	.....
Detroit Div., 6s, 1921 J&J	.....	.....
Quincy Mo. & P., 1st, 6s, guar. 1908	90	95
Cairo Div., 5s, 1931 J&J	.....	82⅞

Railroad Stocks.	Bid.	Ask.
Wabash—(Continued)—		
Cons. mort., 7s, 1907, con., ex Q.—F	90	95
1st, St. L. div., 7s, 1889, ex. F&A	99½	101
Gt. West., Ill., 1st, 7s, '88, ex. F&A	106	.....
do 2d, 7s, '93, ex. M&N	98	99
Q'ncy & Tol., 1st, 7s, '90, ex. M&N	.....	.....
Ill. & S. Ia., 1st, 7s, '82,, ex. F&A	.....	.....
St. L. K. C. & N. (r. est. & R.), 7s. M&S	.....	106
do Om. Div., 1st 7s, 1919. A&O	.....	107
do Clar. Br., 6s, 1919.. F&A	.....	97½
do No. Mo., 1st, 1895 J&J	119	120½
do St. Cha's Bridge 6s, 1908	.....	.....
Wab. Fund, 1907—Var. 7s. F&A	.....	.....
do Various 6s F&A	.....	.....
Warren (N.J.)—2d M., 7s, 1900.	.....	.....
W. Jersey & At. 1st M., 6s 1910 M&S	106½	.....
W. Jersey—Debent. 6s, 1883.. M&S	100	.....
1st mort., 6s, 1896 J&J	118	.....
1st mort., 7s, 1899 J&J	122	.....
Consol. mort., 7s, 1909 A&O	112	.....
West'n Ala.—1st M., 8s, '88 A&O	110	113
2d mort., 8s, guar., '90 A&O	111	.....
West. Md.—End., 1st, 6s, 90 J&J	112	114
1st mort., 6s, 1890 J&J	112	114
End., 2d mort., 6s, 1890 J&J	112	114
2d mort., pref., 6s, 1895 J&J	112	113
2d, end. Wash. Co., 6s, 1890 J&J	115	122
3d, end., 6s, 1900 J&J	125	126½
West'n Penn.—1st M., 6s, '93.. A&O	106	.....
Pitts. Br., 1st M., 6s, '96 J&J	108½	.....
Wheeling & L. Erie—1st, 6s, g., 1910	.....	.....
Wilm. Columbia & Augusta, 6s	110⅞	111
Wil. & Weldon—S. F., 7s, g., '96. J&J	123	126
Winona & St. Pet.—1st M., 7s, '87. J&J	108½	110
2d mort., 7s, 1907 M&N	120½	125
Wis. Cent.—1st, 7s, coups. unfund.	80	.....
1st series, new	†81	82
2d series, new	49	49½
Wis. Valley—1st, 7s, 1909 J&J	110	110½
Worc'r & Nashua—5s, '93-'95.. Var.	100	101
Nash. & Roch., guar., 5s, '94. A&O	100	101
RAILROAD STOCKS. Par.		
Ala. Gt. South.—Lim., A., 6s, pref.	193¾	10¼
Lim., B, com	‡4¼	4¾
Ala. N. O. & Pac., &c., pref	‡5¾	6¼
do do def	‡1⅜	2¼
Albany & Susqueh., Guar., 7	100	.....
Allegany Central	100	.....
Allegheny Valley	50	5
Atchison Col. & Pacific	.....	.....
Atchison Topeka & Santa Fe	100	82⅛ 82¼
Atlanta & Charlotte Air Line	.....	68¾ 69
augusta & Savannah, leased	100	.....
Baltimore & Ohio	100	199 202
do 1st pref., 6	100	127 130
Balt. & Ohio, 2d, pref	.....	126 127½
Washington Branch	100	200 .....
Parkersburg Branch	100	8 9½
Boston & Albany	100	182 183
Bost. Con. & Montreal., new	100	25 30
do Pref., 6	100	112 113
Boston Hartford & Erie new		¼ ⅛
do do old		⅛ ⅜
Boston & Lowell	500	99 100
Boston & Maine	100	155 155½
Boston & New York Air L	.....	.....
do do pref	.....	83 83
Boston & Providence	100	164 165
Boston Revere Beach & Lynn	100	110 110½
Brooklyn Elevated, assessm't paid	.....	.....
Brooklyn & Montauk	100	25 .....
do Pref	100	60 65
Buff. N. Y. & Erie, leased	100	.....
Buffalo N. Y. & Philadelphia	.....	§14½ 14⅜
do do pref	.....	§28½ 30
Buffalo & Southwest	100	.....
do Pref	100	.....
Burlington C. Rapids & North	100	81 83
Cairo & St. Louis	.....	.....
Cairo & Vincennes, pref	.....	.....
California Pacific	.....	4 .....
Camden & Atlantic	50	.....
do Pref	50	§..... 45
Canada Southern	100	64¼ 64½
Canadian Pacific	100	61¼ 61⅜
Catawissa	50	§23 24
do 1st pref	50	§..... 58
do 2d pref	50	§57 58
Cedar Falls & Minnesota	100	12 14
Cedar Rapids & Mo	100	101¼ 101¾
do Pref., 7	100	119½ 120
Central of Georgia	100	100 103
Central Iowa	100	.....
do 1st pref	100	35 .....
do 2d pref	100	25 .....
Central of New Jersey	100	78⅞ 79⅛
Central Ohio	50	52 54
do Pref	50	55 58
Central Pacific	100	75 75¼
Charlotte Col. & Aug	100	33 35
Chesapeake & Ohio, common	100	19¼ 20
do 1st pref	100	29 30
do 2d pref	100	21¼ 22½
Cheshire, pref	100	63 64
Chicago & Alton	100	133 135
do Pref., 7	100	140 .....
Chicago & Atlantic		24 .....
Chicago Burlington & Quincy	100	123¼ 123¾
Chicago & Canada Southern		2½ 4½
Chicago & East Illinois		77 82
Chicago & Grand Trunk		....
Chicago Iowa & Nebraska	100	150 150½
Chicago Milwaukee & St. Paul	100	101½ 101⅝
do Pref., 7	100	118½ 119½
Chicago & North Western	100	129½ 129⅞
do Pref., 7	100	148 148½
Chicago Rock Island & Pac	100	122 123
Chic. St. Louis & Pitts	100	18 19
do pref	100	55 57
Chic. St. P. Minn. & Om., com	100	41½ 41¾
do pref	100	103½ 104½
Chicago & West Michigan	100	52 53
Cin. Hamilton & Dayton	100	85 86

Railroad Stocks.	Bid.	Ask.
Cin. Indianap. St. Louis & Chic.	100	75 80
Cincinnati & Milford	100	103 104
Cincinnati N. O. & Tex. Pac	100	75 77
Cin. Sandusky & Cleveland	50	35 40
do Pref., 6.50		48 49
Clev. Col. Cin. & Indianapolis	100	69 70
Clev. & Pittsburgh, guar., 7	50	133 133
Col. Chic. & Indiana Central	100	4¼ 5⅛
do Reorgan. Tr. Co. certs.		....
Columbus & Xenia, guar., 8	50	150 .....
Col. Hock. Val. & Tol	100	....
Columbia & Greenville	100	....
do Pref	100	65⅝ 66⅜
Concord	50	§100 .....
Concord & Portsmouth, guar., 7	100	115 120
Connecticut & Passumpsic	100	86 87
Connecticut River	100	166 167
Connotton Valley	50	§1⅜ 2
Danbury & Norwalk	50	70 73
Dayton & Michigan, guar., 3½	50	56 58
do Pref., guar., 8.50		141 142
Delaware & Bound Brook	100	§134 .....
Delaware Lack. & Western	50	123⅜ 123⅝
Denver & New Orleans		3 .....
Denver & Rio Grande	100	46⅞ 47⅛
Denver & Rio Grande Western		25¾ .....
Des Moines & Fort Dodge		....
do do Pref		....
Det. Lansing & Northern, com	100	80 81
do do Pref	100	112¾ 113
Dubuque & Sioux City	100	82 85
East Tennessee Virginia & Ga.	100	9 9¼
do do Pref.		18¼ 18⅝
Eastern (Mass.)	100	43 43½
Eastern in N. H.	100	90 91
Eel River	100	63 64
Elmira & Williamsport, 5	50	§41 .....
do Pref., 7	50	§57 .....
Erie & Pittsburg, guar., 7	50	90 104
Evansville & Terre Haute	50	....
Fitchburg	100	123½ 124½
Flint & Pere Marquette		21¾ 25¼
do do Pref		101½ 103
Fort Wayne & Jackson		....
do do Pref		....
Fort Worth & Denver C	100	....
Galv. Harrisb. & San Antonio		30 .....
Georgia Railroad & Bank'g Co.	100	147 149
Grand Rapids & Indiana		10 16
Grand River Valley, guar., 5	100	....
Green Bay Winona & St. Paul	100	8½ 9½
do Pref	100	....
Hannibal & St. Joseph	100	 42
do Pref., 7	100	91 96
Harrisburg P. Mt. J. & L., guar., 7.50		....
Houston & Texas Central	100	70 73
Huntingdon & Broad Top	50	§ 14 15
do do Pref	50	§29½ 30
Illinois Central	100	142 142¾
do leased line, 4 p. c.	100	80 80
Indiana Bloomington & West'n	100	27¼ 28½
Indian. Decatur & Sp., com		3 6
do do Pref	100	....
Iowa Falls & Sioux City	100	81¼ 81⅜
Jeff'v. Mad. & Ind'p's; leased	100	 90
Joliet & Chicago, guar., 7	100	135 .....
Kansas City Ft. Scott & Gulf	100	72 75
do do pref	100	121 123
Kentucky Central	100	....
Keokuk & Des Moines	100	....
do Pref	100	....
Lake Erie & Western	100	27 27½
Lake Shore & Mich. So	100	108⅛ 108¼
Lehigh Valley	50	§66 66½
Little Rock & Fort Smith	100	25 .....
Little Miami, leased, 8 guar	50	148¾ .....
Little Schuylkill, leased, 7	50	§..... 60
Long Island	50	68 68½
Louisiana & Mo. Riv., Com	100	....
do Pref., guar.		....
Louisville & Nashville	100	48¾ 49
Louisville New Albany & Chic.	100	 54
Macon & Augusta		....
Maine Central	100	90 95
Manchester & Lawrence	100	160 163
Manhattan Beach Co	100	23 24
Manhattan Railway	100	43 45
do 1st pref		82½ 85
do common		42 44
Marietta & Cincinnati, 1st pref.	50	....
do 2d pref.	50	....
Marq. Houghton & Ont	100	43¾ 44
do pref	100	 105
Massachusetts Central		1½ 2
Memphis & Charleston	25	41½ 43
Metropolitan Elevated	100	83 84
Mexican Central	100	18 18½
Mexican National		9 10
do pref		25 35
Michigan Central	100	92½ 93
Michigan & Ohio		....
do Pref		....
Midland of New Jersey		15 .....
Mil. Lake Shore & West	100	 13
do do Pref	100	43 45
Mine Hill & S. Haven, leased	50	§63 63½
Minneapolis & St. Louis	100	25½ 26¼
do do Pref	100	53 55
Missouri Kansas & Texas	100	28¾ 29
Missouri Pacific	100	102⅛ 102⅜
Mobile & Ohio RR	100	14 16
Morris & Essex, guar., 7	50	126 127½
Nashville, Chat. & St. Louis	25	52 55
Nashua & Lowell	100	147 150
Nashua & Rochester, guar., 3	100	53½ 54
Newburg Dutchess & Conn		....
do do Pref.		....
New Jersey & New York*		....
do pref		....
New Jersey Southern		..... 1⅛
New London Northern, l'sed, 8	100	....
N. O. Mobile & Texas	100	....
N. Y. Central & Hudson River	100	121⅝ 122

* Prices nominal; no late transactions. † Purchaser also pays accrued interest. ‡ In London. § Quotation per share.

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

CANAL BONDS.	Bid.	Ask.
RR. STOCKS. CONTINUED.		
N.Y.Ch &St.L.com.100	10½	11
do Pref..100	23½	.....
N. Y. Elevated....100	90	103
N. Y. & Harlem 50	195	200
do Pref 50	.....	.....
N.Y.Lack.&W..c.5.100	88	89
N.Y.L. Erie& West 100	34⅞	35
do Pref.100	78¼	78¾
N.Y. & N.England.100	32⅜	33
N.Y. N. H.& Hartf.100	180	183
N.Y. Ont. & West .100	25½	25¾
do Pref.	80	87
N. Y. Penn. & Ohio ..	.....	.....
do Pref.	.....	.....
N.Y. Prov. & Bost.100	152	.....
N.Y. Susq. & Western	6¾	6¾
do Pref.	19½	19½
N.Y. West Shore & B.	30	.....
Norf & West,, com 100	10	15
do pref.100	40½	41½
No. Pennsylvania..50	66¾	67
Northern Central...50	56⅜	57½
North'n N. Hamp.100	110	.....
North'n Pac., com.100	49⅝	49¾
do Pref.100	86⅞	86⅞
Norw.& Worcester.100	159½	160
Ogd. & L. Champ.100	25	30
Ohio Central.... ..100	10¼	11
Ohio & Miss. 100	32	32¾
do Pref.100	105⅛	105⅛
Ohio Southern.....100	.....	.....
Old Colony.....100	142	142½
Oregon & Calif....100	†15	17
do Pref...100	†41	43
Oregon Short L ne....	27½	32½
Oregon Trans-Cont	82½	82¾
Oswego & Syr., guar..	125	.....
Panama 100	.....	.....
Paris & Decatur.....	.....	.....
Pennsylvania RR .50	x§57¼	57⅝
Pensacola & Atlantic.	.....	21
Peoria Dec. & Ev..100	18	19
Phila. & Erie 50	§.....	20
Phila. & Reading...50	52⅝	53
do Pref....50	§.....	33
Phila. & Tron., 10, 100	.....	.....
Phila. Wilm.& Balt.50	64	64½
Pitts. Cin. & St. L..50	.....	.....
Pitts. & Con., l'sed.50	10	20
do Pref....	15	.....
Pitts.Ft.W.& C.,guar.7	130	130
do Special.7.100	.....	.....
Pittsburg & Western..	16	18½
Port.Saco &Ports,lsd 6	111¼	111½
Port Royal & Augusta	.....	.....
Ports. Gt.F.& Con.10.	30	33
Prov. & Wore'ster.100	128	130
Rens.& Saratoga...100	.....	.....
Rich. & Al.eg., stock..	8	10
Richmond & Danv.100	60¾	61½
Rich. F. & P., com.100	66½	69
do Guar. 7.100	130	.....
do do 6.....	.....	.....
Richmond & P'b'g.100	77¼	77¾
Rich. & West Point....	36½	37
Richmond York R.&C.	75	85
Rochester & Pitts.100	20⅛	20⅜
Rome W. & Ogd...100	.....	.....
Rutland 100	2¾	3
do Pref., 7..100	17½	18
St. Joseph & Western.	12½	16
St.LouisAlt.& T.H.100	72	73½
do Pref.100	93½	95
Bellev.&S.Ill.,pf.100	.....	.....
St. L. Jack. & Chic.100	.....	.....
do Pref.100	.....	.....
St. Louis & San Fr.100	35½	36
do P.ef. ..100	58½	59
do 1st pref.100	99	99½
St. L. Van. & T. H.....	.....	.....
St. Paul & Duluth.100	35	38
do Pref.100	95	97
St. P.Minn. & Man.100	117	.....
Scioto Valley.....	.....	.....
Seab'd & Roanoke100	100	.....
do Guar..100	105	.....
South Carolina.....100	.....	.....
So. & No. Alabama....	.....	.....
S'west., Ga., g'd, 7.100	.....	.....
Syr. Bing. & N. Y.100	.....	.....
Summit Branch,Pa.50	7	.....
Terre H. & Ind'nap.50	105	110
Texas & Pacific ...100	36⅛	36⅜
Texas & St. Louis.....	10	15
Tol. Can. So. & Det....	.....	.....
Tol. Cin. & St. Louis..	3⅜	3¾
U. N.J. RR &C. Co.100	§192	.....
Union Pacific.... .100	93¼	93⅜
Utah Central.....100	.....	.....
Vt. & Can., leased.100	18	20
Vt.& Mass.,l'sed.6.100	131	131½
Virginia Midland, com	31	.....
do 1st pref.	60	.....
do 2d pref	60	.....
Vicksb. & Meridian ...	4½	6
do pref...	10	.....
Wab. St. L. & Pac.100	26¼	26⅝
do Pref.100	41½	41¾
Warr'n(N.J.),Pa'd,7.50	.....	.....
Wested. & Phila.,pf.50	.....	.....
West Jersey.....50	§	50
West Jersey & Atlantic	§37½	.....
Western Maryland ...	12⅜	13½
Wil. Columbia & Aug..	90	97
Wil.&Weld.,lsd.,7.100	105	112
Wisconsin Central	21½	22
do Pref.	.....	29
Wore'ter&Nashua.100	58	58½
CANAL BONDS.		
Chesap. & Delaware—		
1st mort., 6s, '86 J&J	79	80

MISCELLANEOUS.	Bid.	Ask.
Ches.&O.—6s, '70.Q.J	25	31
Del. Div.—6s, '98 J&J	.....	.....
Del. & H.—7s, '91 J.&J	116½	117
1st ext., 1891..M&N	.....	.....
7s, 1894.....J.&J	103⅜	.....
Coup. 7s, 1894 A&O	116¾	116¾
Reg. 7s, 1894 ..A&O	116	116½
1st Pa.D.ep.,7s,M&S	123	124¾
Del. N.—6s, rg.,'84 Q.J	102	.....
RR. 6s, reg., '97.Q.F	116	.....
Conv 6s,g.rg.'94.M&S	108	.....
ds.,c.,ep.&rg.,'97.J&D	113	113⅜
Cons.M., 1911 7s.J&D	122	124
Morris—Bont loan, '85	.....	.....
New mort.....	.....	.....
Penn.—6s, coup., 1910	87⅜	88
Schuylkill Nav.—		
1st M., 6s, 1897.Q.M	.....	108
2d M., 6s, 1907...J.&J	91	91½
Mort. 6s, cp., '95 J.&J	60	.....
6s, imp., cp., '80 M&N	92	.....
6s,bt&car,1913M.&N	75	.....
7s,bt&car,1915M&N	75	.....
Susq.—6s,cp.,1918J.&J	.....	.....
7s, coup., 1902..J.&J	.....	.....
Union—1st 6s.'83M&N	.....	.....
CANAL STOCKS.		
Cal. & Chi.Can.& Dock	.....	30
do pref.	.....	.....
Del. & Hudson....100	107½	107½
Del. Div. leased, 8..50	.....	.....
Lehigh Navigation..50	§42⅛	42¼
Morris, guar., 4....100	§.....	.....
do pf., guar.10..100	.....	.....
Pennsylvania.....50	§.....	.....
Schuylkill Nav.....50	§	.....
do do pref.50	¶16	16½
Susquehanna.....50	¶12	13
MISC'LLANEOUS BONDS.		
Balt. Gas Light 6s....	90	95
Canton(Balt.)— 6s,g.,	107	110
Mort. 6s,g.,1904 J&J	110	110½
Un. RR.,1st, end.,6s.	117	118
do 2d,end. 6s,g.M&N	105	.....
Col.Coal& Iron—1st.6s	.....	85½
Cov. & Cinn. Br., 6s...	102½	103
Gold & Stock Tel.....	100	102
Iron Steamboat. 1st...	.....	.....
Mariposa—7s,'86	.....	.....
Mutual Union Tel. 6s.	87	87½
Northw. Tel.—7s, 1901	.....	.....
Or. Imp. Company—		
1st, 6s 1910, J.&D ..	95¼	95½
Oreg.R.& N.1st,6s,J&J	110	110¼
Pullm'n Palace Car—		
3d series, 8s,'87F&A	†107	109
4th do 8s,'92F&A	†113½	114
Deb'nt're,7s,'88A&O	†103	105
St.L. Bridge & Tun—		
1st, 7s,g..1929.A&O	†124	126
Sp. Val. W.W.—1st, 6s.	.....	.....
Sterling Iron & Ry.—		
Series B., inc., 1894.	.....	.....
Plain income 6s, '96.	.....	.....
Western Union Tel.—		
7s, r.&c., 1900.M&N	.....	114
Ster'g 6s, 1900.M&S	.....	.....
MISC'LLANEOUS STOCKS.		
Amer. Bell Teleph.100	242	243
Amer. Bank Note Co..	§.....	.....
Aspinwall Land....10	4½	5
Boston Land.....10	6	6¼
Boston Water Power..	3½	3⅝
Brookline (Mass.)L'd5	2½	3
Brush Elec. Light Co..	.....	.....
Canton Co. (Balt.).100	.....	.....
Cov. & Cin. Bridge, pf.	185	.....
Edison Electric Illum.	.....	.....
Edison Electric Light	315	.....
Fuller Electric Light .	.....	.....
do Pref.	.....	.....
Iron Steamboat Co....	36	36
Keeley Motor.....	10	12
Maverick Land.... 10	1	1½
N.E. Mtg.Secur.(Bost.)	84½	85
N. Hampshire Land 25	½	1
N.Y. & Tex.Ld.,Lim. 50	94	130
Land scrip	43½	.....
Oregon Ry.&N.Co.100	138	138
Pacific Mail SS. Co.100	41½	42½
Pullm'n Palace Car100	127	128
St.Louis B'dge,1st pref	91	97
2d pref. certificates.	40	44
St. Louis Tunnel RR..	103	105
St. Louis Transfer Co.	.....	.....
Stand. Water Meter...	.....	.....
Sutro Tunnel.....10	§⅜	⅝
U. S Electric Light...	126½	150
Union RR. St'k Yards.	140	155
EXPRESS ST'CKS		
Adams.....100	127	129
American.....100	93	95
United States.....100	58	61
Wells, Fargo & Co.100	124	125
TELEGRAPH STOCKS.		
American District.100	.....	.....
American Dist (Phila.)	.....	.....
Amer. Tel. & Cable....	67	67
Atlantic & Pacific .25	52	58
Cent. & So. Am. Cable.	102	106
Franklin 100	28	.....
Gold & Stock 25	.....	98
Internation'l Co'n.100	92	99
Mexican.....100	155	175
Mutual Union.....100	19	19½
Northwestern 50	.....	.....
Southern & Atlantic 25	73	82
Western Union....100	82¼	82½

MISCELLANEOUS.	Bid.	Ask.
TRUST Co.'s STOCKS.		
Am. Loan & Trust.100	.....	103
Brooklyn Trust 25	170	.....
Central 100	245	.....
Equitable 100	.....	.....
Farmers' Loan & T...25	400	.....
Mercantile 100	.....	145
Metropolitan 100	124	.....
N. Y. Guar. & Ind..100	200	.....
N. Y. Life & Trust 100	155	.....
Union.....100	310	.....
United States 100	460	.....
SUBSCRIPTIONS, RIGHTS, &c.		
Atl. & Pac.,blks.,5 p.c	117½	119
Bo.N.Y.&P.,subs.,60p.c	.....	.....
C.H.& D.,prel.cert.,gu.	.....	100
Den.& R.G.W.,subs.,ex	.....	.....
Mex. C. blks.,N.O.S.&	.....	.....
Mich. & Ohio, subs.65c	.....	105
N.Y.W.S.&B.,subs.,80c	.....	.....
Ohio C. ex bd & stock	.....	.....
Oregon R.y.& N.,rights	.....	.....
Ont. & West , subs.95c	.....	.....
Ore. Short L. subs.,80c	109	.....
$10,000 blks. ex bds	54½	56
Or.& Trans.,subs.,100	.....	.....
do 80c	.....	.....
Rich. & Al.,subs.,70c	.....	.....
Rich. & D., ex subs.70c	65¼	70
Deben., subs., $2 250	.....	.....
Roch. & Pittsb , subs .	.....	.....
St. Paul rights	.....	.....
Tex.&St. Louis,sub.90c	86½	96½
IMPROVEMT & CONSTR'N COS.		
Am.R'y Imp.,ex b.&stk	43	.....
Cent. N. J. Land Imp	.....	.....
Continental Cons., 85%	42¼	.....
Hud.Riv.Contract..10%	.....	.....
Internat.Imp. Ex., 80%	.....	.....
N. Y. Loan & Imp'mnt	.....	.....
N. Y. & Scranton Cons.	.....	.....
North Riv. Cons., 100%	108½	109½
Oregon Improvement.	78½	78½
Oriental Cons	.....	.....
Tex.& Col. Imp.,...60%	104	.....
do ex bd	12⅛	.....
GAS STOCKS.		
Balt. Consol. Gas.....	38¼	38½
Boston Gaslight....500	800	810
East Boston 25	30⅜	31
South Boston. 100	100½	101
Brookline, Mass.. 100	100	101
Cambridge, Mass..100	134	135
Chelsea, Mass 100	89¼	89¾
Dorchester, Mass..100	98	99
Jamaica Pl'n,Mass100	120	122
Lawrence, Mass...100	125½	126
Lowell.....100	161	162
Lynn, Mass., G. L..100	78	80
Mald. & Melrose....100	96	97
Newton & Wat'n ..100	125	125½
Salem, Mass.....100	89½	90
Fall River.....100	.....	.....
Brooklyn, L. I.....25	107	109
Citizens', Brooklyn.20	77	80
Metropolitan, B'klyn.	84	87
Nassau, Brooklyn ..25	60	65
People's, Brooklyn..10	50	55
Williamsb'g, B'klyn 50	70	.....
Charlest'n,S.C.,Gas.25	.....	20
Chicago G.& Coke.100	145	150
Cincinnati G. & Coke .	185	.....
Hartford, Ct., G. L..25	25	29
Jersey C.& Hobok'n 20	160	165
People's, Jersey C....	.....	80
Louisville G. L.....	145	146
Central of N. Y.....50	85	90
Harlem, N. Y.....50	98	100
Manhattan, N.Y.... 50	233	236
Metropolitan, N.Y.100	187	189
Municipal.....100	180	181
Mutual of N. Y....100	116	117
New York, N.Y....100	120	122
N. Orleans G. L. ...100	83	83⅜
N. Liberties, Phila..25	§.....	.....
Washington, Phila..20	§.....	.....
Portland, Me., G. L.50	60	62
St. Louis G. L.....50	§	2 5
Laclede, St. Louis.100	§.....	.....
Carondelet,St.Louis.50	§	.....
San Francisco G. L. ..	58½	58⅞
Wash'ton City G. L.20	37¼	37⅝
Georgetown G. L....25	36	.....
MANUFACTURING STOCKS.		
Am. Linen (Fall Riv.)	.....	.....
Amory (N. H.). ...100	x121	122
Amoskeag (N.H.) 1000	x2000	2020
Androscog'n (Me.).100	130½	130½
Appleton (Mass.).1000	1340	1360
Atlantic (Mass.)....100	144	146
Barnaby (Fall Riv.) ..	.....	.....
Barnard Mfg. (F. R.)	.....	.....
Bates (Me.) 100	283	284
Boott Cot. (Mass.)1000	1950	1960
Border City Mfg. (F.R.)	.....	.....
Boston Co. (Mass.)1000	x1100	1110
Boston Belting 100	150½	150
Bost. Duck (Mass.)700	.....	.....
Chace (Fall Riv.) .100	.....	.....
Cocheco (N.H.)....500	600	605
Collins Co. (Conn.)..10	11½	12
Continental (Me.) .100	79	80
Crest'n Mills (F. R.)100	.....	.....
Crystal Spr. Bl.(F.R.)	.....	.....
Davol Mills (F. R.)100	.....	.....
Dodge's Axe (Mass)100	121	132
Dwight (Mass.) 100	710	715

MISCELLANEOUS.	Bid.	Ask.
Everett (Mass.) 100	141	142
Fall Riv. Iron W	.....	.....
F. R. Machine Co. 100	.....	.....
F. R. Machine Co. 100	.....	.....
Flint Mills (F. R.) 100	.....	.....
Franklin (Me.) 100	104	104½
Globe Y. Mills (F. R.)100	.....	.....
Granite (F. R.) 100	.....	.....
Great Falls (N. H.)100	170	.....
Hamilton (Mass.) 1000	600	605
Hartford Carpet (Ct.)10	235	240
Hill (Me.) 100	92	94
Holyoke W. Power 1.00	220	225
Jackson (N. H.) 1000	1175	1185
King Philip (F. R.) 100	.....	.....
Lancaster (Me.) 100	545	555
Laurence M'f'g (N.H.)100	600	605
Live Oak Mills (F. R.)	.....	.....
Lawrence (Mass.) 1000	x1 5	1375
Lowell (Mass.) 100	700	715
Lowell Bleachery 200	270	274
Lowell Machine 100	x300	310
Lyman M. (Mass.) 100	100	101
Manchester (N.H.) 100	1234	1244
Mass Cotton 1000	1310	1315
Mechanics' (F. R.) 100	.....	.....
Merchants' (F. R.) 100	.....	.....
Merrimack (Mass.) 1000	1335	1320
Metacomet (F. R.) 100	.....	.....
Middlesex (Mass.) ... 0	223	227
Narragansett (F.R.)100	.....	.....
Nashua (N. H.) 500	645	650
Naumkeag (Mass.)100	127	129
N. E. Glass (Mass.)375	x70	80
Newmarket	170	180
Pacific (Mass.)....1000	1150	1200
Pepperell (Me.) 500	1040	1050
Pocasset (F. R.) 100	.....	.....
Rich. Bord'n(F.R.) 100	.....	.....
Robeson (F. Riv.) 100	.....	.....
Sagamore (F. Riv.) 100	.....	.....
Salmon Falls(N.H.)500	340	345
Sandw.Glass Mass.,80	50½	51
Shove (Fall Riv.) 100	.....	.....
Slade (Fall Riv.) ... 100	.....	.....
Stafford (F. R.) Riv.) 100	.....	.....
Stark Mills (N.H.)1000	x1340	1360
Tecumseh (F. R.) 100	.....	.....
Thorndike Mass.)1000	1000	1050
Tremont & S.(Mass.)100	145	150
Troy C. & W (F.R.) 500	.....	.....
Union C.Mf. (F.R.) 100	200	207
Wamsutta(F. R.) 100	.....	.....
Washm.st'n(Mass.)100	50	50¼
Weed Sew. Mc. (Ct.)25	.....	.....
Weetamoe (F. R.)100	.....	.....
Wilkinson Linen C.)25	.....	.....
York Co. (Me.).....750	975	985
COAL & MISCEL. MINING STOCKS.		
Caribou Con. Min'g 10	.....	.....
Cent.Arizona Min..100	.....	.....
Colorado Coal & I.100	35	35
Consol.Coal of Md..100	24	28
Homestake Min'g.100	15	15
Lehigh & Wilkes.....	.....	.....
Mahoning Coal & RR	.....	.....
Marip'sa L.&M.Co.100	.....	.....
do pref.100	.....	.....
Maryland Coal....100	11	14
New Central Coal	12	13
Ontario Sil. Min'g.100	26	28
Pennsylvania Coal.50	.....	.....
Quicksilver Min'g.100	8	9½
do pref.	38	40
GOLD & SILVER MINING STOCKS (N. Y. & SAN. FRAN.)		
Alice.....	.....	3·25
Alpha Consol G&S.100	.....	.....
Alta Montana.....100	·0.	·04
American Flag 10	.....	.....
Amie 10	·18	.....
Bassick.....100	7·75	8·50
Bechtel	.....	.....
Belle Isle 100	.....	·25
Bodie 100	.....	1·10
Buffalo Gulch.....50	·02	.....
Bullion 100	.....	.....
Bulwer 100	·60	·90
Calaveras 1	.....	.....
Caledonia B. H....100	·75	.....
California 100	·50	.....
Cherokee.....10	·02	.....
Chrysolite 50	1·10	1·15
Chollar 100	.....	.....
Climax 10	·10	.....
Consol. Imperial ...100	·1.	·15
Consol. Pacific 100	.....	.....
Consol. Virginia...100	·80	·93
Crown Point.....100	.....	.....
Dunderberg 10	.....	.....
Dunkin 100	.....	·30
Eureka Consol.... 100	3·25	.....
Father De Smet .. 100	4·50	.....
Findley 1	·08	·09
Gold Placer 25	.....	.....
Gold Stripe	.....	·09
Goodshaw 100	.....	.....
Grand & Curry S .100	.....	.....
Great Eastern..... 1	·01	·03
Green Mountain	.....	·81
Hale & Norcross. .100	1·05	.....
Hibernia	·01	.....
Hortense 10	.....	·11
Justice 5	·07	.....
Independence 100	·2	.....
Iron Silver..... 20	3·25	.....
Lacrosse 10	·10	·14
Leadville Consol....10	·51	·52
Little Chief 10	·17	·20
Little Pittsburg	·75	·80
Mexican G. & Sil.g.100	.....	.....

Price nominal; no late transactions. † Purchaser also pays accrued int. ; In London. § Quotation per share. ¶ Premium.

GENERAL QUOTATIONS OF STOCKS AND BONDS—Concluded.

For Explanations See Notes at Head of First Page of Quotations.

Mining Stocks.	Bid.	Ask.
Moose	10	
Moose Silver		
Mono	100	
Navajo	100	1·45 1·60
Northern Belle		6 6·50
Ophir	10	
Potosi	100	
Rappahanock	1	·07 ·08
Red Elephant	10	·05 ·08
Rising Sun	5	·03
Robinson Consol	50	·82 ·84
Sierra Grande		1·20
Sierra Nevada	100	7·00 9·00
Silver Cliff	50	·17 ·20
South Hite, new	25	·15
South Pacific		·06 ·08
Spring Valley	1	
Standard	100	6·37
Tip Top	100	
Tuscarora	100	
Unadilla		
Union Consol	100	8 10·50
BOSTON MINING STOCKS.§		
Allouez	25	2
Atlantic	25	11 11¼
Brunsw'k Antimony	5	13
Calumet & Hecla	25	233
Catalpa Silver	10	55c. 60c.
Central	25	20 23
Copper Falls	50	·75 1
Dana	25	
Douglas (Me.)	5	1 1⅛
Duncan Silver	20	5c. 10c.
Franklin	25	10 10¼
Harshaw Silver	20	⅛ ⅝
Huron	25	1¼ 1½
Mesnard	25	
Minnesota	25	
National	25	1⅛ 1¼
Osceola	25	21 21½
Pewabic	25	3 3½
Phenix	25	
Quincy	25	43 44
Ridge	25	·70 ·80
Silver Islet	25	3 4
Sullivan (Me.) Silver	10	2 2½
Winthrop	25	
BANK STOCKS.		
BALTIMORE.		
Bank of Baltimore	100	140 145
Bank of Commerce	15	17½ 18
Citizens'	10	17⅓ 18
Com. & Farmers'	100	120 122
Farmers' B'k of Md	30	32 35
Farmers' & Merch	40	51 52½
Farmers'&Planters'	25	43 45
First Nat. of Balt	100	135 137
Franklin	60	106 108
German American		110
Howard	1	10 10¼
Marine	30	36½ 38
Mechanics'	10	12½ 13
Merchants'	100	137 140
National Exch'ge	100	121 124
People's	25	18 20
Second National	100	155 160
Third National	100	109 112
Union	75	84 86
Western	20	30 32
BOSTON.		
Atlantic	100	152½ 153
Atlas	100	127½ 128
Blackstone	100	107 107½
Boston Nat	100	120½ 121
Boylston	100	119½ 120
Broadway	100	100 101
Bunker Hill	100	174 177
Central	100	
City	100	119 120
Columbian	100	129 130
Commerce	100	123½ 124
Commonwealth	100	111¼ 111½
Continental	100	112 112½
Eagle	100	110½ 111
Eliot	100	126¼ 126¾
Exchange	100	126 127
Everett	100	113 113½
Faneuil Hall	100	130 131
First National	100	193 197
First Ward	100	112 114
Fourth National	100	108½ 109
Freemans'	100	118⅜ 119
Globe	100	106½ 107
Hamilton	100	120 121
Hide & Leather	100	115 116
Howard	100	126 127
Lincoln	100	103 104
Manufacturers'	100	99¼ 99⅜
Market	100	100 100½
Market (Brighton)	100	145 146
Massachusetts	250	111½ 112
Maverick	100	222 225
Mechanics' (So. B.)	100	128 1·0
Merchandise	100	99½ 100
Merchants'	100	136 138
Metropolitan	100	115 115½
Monument	100	207½ 208
Mt. Vernon	100	126 128
New England	100	133½ 134½
North	100	132 132½
North America	100	108 110
Old Boston	50	64¼ 64⅜
People's	100	160 162
Redemption	100	131 131½
Republic	100	131 131½
Revere	100	117¼ 117⅜
Rockland	100	134 136
Second Nat	100	153 155
Security	100	183 186
Shawmut	100	118½ 119
Shoe & Leather	100	107½ 108
State	100	125½ 126

Bank Stocks.	Bid.	Ask.
Suffolk	100	119½ 120
Third Nat	100	100 100½
Traders'	100	83 84
Tremont	100	118 118½
Union	100	144 145
Washington	100	131½ 132
Webster	100	109 109½
BROOKLYN.		
Atlantic (State)		175 180
Brooklyn		125 130
First National		255 270
Fulton		130 135
City National		260 280
Commercial		115 120
Long Island		110 115
Manufacturers'		96 100
Mechanics'		200 210
Nassau		195 200
Brooklyn Trust		170 175
CHARLESTON.		
B'k of Chas. (NBA)	100	101
First Nat. Chas	100	155
People's National	100	128
CHICAGO.		
Chicago Nat	100	121
Commercial Nat	100	260
First National	100	170
Hide and Leather		135
Home National	100	60
Merchants' Nat	100	325
Nat. B'k of Illinois	100	145
Northwestern Nat	100	
Union National	100	210 225
Un. Stock Y'ds Nat	100	
CINCINNATI.		
Citizens' National		147
Commercial Bank		130
Exchange Nat. Bank		108 110
First National		243 245
Fourth National		175 1·0
German National		118 120
Merchants' National		136 138
Metropolitan Nat		128 130
Nat. Lat. & Bk. of Com.		200 205
Second National		137 140
Third National		145
Union Nat		126 128
Western German Bank		112
HARTFORD.		
Ætna Nat	100	125 130
American Nat	50	73 75
Charter Oak Nat	100	140 145
City Nat	100	88 91
Connecticut River	50	49 50
Far. & Mech. Nat	100	136 140
First Nat	100	117 120
Hartford Nat	100	182
Mercantile Nat	100	125 130
National Exchange	50	74 77
Phœnix Nat	100	175 180
State	100	108 111
LOUISVILLE.		
Bank of Kentucky	100	150 151
Bank of Louisville	100	87 90
Citizens' National	100	130 131
City Nat	100	130 131
Falls City Tobacco	100	97 98
Farmers' of Ky	100	107 109
Farmers' & Drov	100	108 110
First Nat	100	164 165
German Ins. Co.'s	100	107
German	100	112½ 114
German National	100	135
Kentucky Nat	100	150 151
Louisv. Banking Co.	40	218 220
Masonic	100	130 131
Merchants' Nat	100	140 141
Northern of Ky	100	111
Second Nat	100	105 106
Security	100	149 150
Third National	100	120
Western	100	110
West. Finan. Corp	100	114 115
NEW ORLEANS.		
Canal & Banking	100	133½
Citizens'	100	120 122½
Germania Nat	100	136 139
Hibernia Nat	100	129½ 140
Louisiana Nat	100	125 128
Metropolitan	100	105 108
Mutual Nat	100	125 129
New Orleans Nat	100	193
People's	50	62 63¼
State Nat	100	130 140
Union Nat	100	148 151
NEW YORK.		
America	100	154
American Exch'ge	100	
Broadway	25	‡262
Butchers'& Drovers	25	‡140
Central National	100	‡125 130
Chase National	100	‡185
Chatham	25	140
Chemical	100	‡2005
City	100	‡250
Citizens'	25	
Commerce	100	155
Continental	100	‡123 123½
Corn Exchange	100	
East River	25	‡120
Eleventh Ward	25	
First National	100	800
Fourth National	100	‡127
Fulton	30	120
Fifth Avenue	100	350
Gallatin National	50	‡165
German American	75	99
Germania	100	
Greenwich	25	
Grocers'	30	
Hanover	100	146 150
Importers' & Tr	100	275
Irving	50	140

Bank Stocks.	Bid.	Ask.
Leather Manufts	100	152
Manhattan	50	155
Marine	100	‡150
Market	100	‡140
Mechanics'	25	149
Mechanics' & Tr	25	‡100
Mercantile	100	120
Merchants'	50	130 131
Merchants' Exch'ge	50	100
Metropolitan	100	165
Nassau	100	‡123
New York	100	150
N. Y. Nat. Exch'ge	100	
New York County	100	‡140
Ninth National	100	‡126
North America	70	
North River	50	
Oriental	25	140
Pacific	50	161
Park	100	166
People's	25	150
Phenix	20	101
Republic	100	140
Second National	100	
Seventh Ward	100	125
Shoe & Leather	100	
St. Nicholas	100	
State of N. Y.	100	
Tradesmen's	40	114
Union	50	160
United States Nat		‡145
Wall Street Nat	50	103½ 105
PHILADELPHIA §		
B'k of N. America	100	300
Central National	100	260
City National	50	112
Commercial Nat	50	60
Commonwealth Nat	50	40
Consolidation Nat	30	65
Corn Exchange Nat	50	64
Eighth Nat	100	205
First Nat	100	225
Farmers'&Mech. N	100	139
Girard National	40	85½
Kensington Nat	50	75
Manufacturers' Nat	25	28 28¾
Mechanics' Nat	100	119 125
Merchants' Nat		127
Nat. B'k Commerce	50	54
Nat. B'k Germant'n	50	120
Nat. B'k N. Liberties	50	104
Nat. B'k Republic	100	146
National Security	100	120
Penn National	50	70
People's	100	
Philadelphia Nat	100	225 225½
Second Nat	100	120
Seventh Nat	100	110 112
Sixth Nat	100	115
Southwark Nat	50	125
Spring Garden	100	102¼
22d Ward	50	
Third Nat	100	122
Underground		
Union Nat	50	68
Western Nat	50	96 98½
West Philadelphia	100	120
PORTLAND, ME.		
Cumberland Nat	40	59 60
Canal Nat	100	170 171
Casco Nat	100	167 168
First Nat	100	165 166
Merchants' Nat	75	118 120
National Traders'	100	159 160
RICHMOND, VA.		
City Bank	26	25 27
First Nat	100	135
Merchants' Nat	100	110
Nat. Bk of Virginia	100	92
Planters' Nat	100	120
State Bank of Va	100	105
ST LOUIS.		
B'k of Commerce	100	450
Commercial	100	320
Continental	100	185
Fourth National	100	155
International	100	95
Mechanics'	100	110
Merchants' Nat	100	119
St. Louis National	100	117
Third National	100	95
Valley National	100	100 102
SAN FRANCISCO.		
Bank of California		161½
Clay Street		100 125
First Nat. Gold	100	120
Nat. Gold Bank & Tr. Co		
Pacific		110
FIRE INSUR'CE STOCKS.		
BALTIMORE.		
Associate Firemen's	5	6 8
Baltimore Fire Ins	10	28 30
Firemen's Insur'ce	18	18 19
Howard Fire	5	7⅛ 7⅜
Maryland Fire	10	4½ 4⅝
Merchants' Mutual	50	55
National Fire	10	6⅓ 6⅞
BOSTON.		
American F. & M.	100	140 141
Boston	100	130 140
Boylston	100	112 113
Commonwealth	100	
Dwelling House	100	104 107
Eliot	100	122 125
Firemen's	100	143 145
Franklin	100	50
Manufacturers'	100	94⅜ 95
Mass. Mutual	100	119 120
Mercantile F. & M.	100	x133 135
Neptune F. & M.	100	105 110
North American	100	105 110
Prescott	100	100 105

Insurance Stocks.	Bid.	Ask.
Shoe & Leather	100	79½ 80
Washington	100	146 147
CINCINNATI.		
Amazon (new stock)	20	98 99
Aurora		81 85
Cincinnati	25	150
Citizens'	20	128 130
Commercial	25	190
Eagle	100	100 105
Enterprise	20	50
Eureka	20	170
Firemen's	20	150
Germania	20	112 115
Globe	20	99 100
Merchants' & Manuf	20	158 160
Miami Valley	50	25
National	100	150
Security		112
Union	20	100
Washington	20	128 130
Western	25	153 155
HARTFORD, CONN.		
Ætna Fire	100	232 233
Connecticut	100	122 126
Hartford	100	285 295
National	100	128 132
Orient	100	92 95
Phœnix	100	185 190
Steam Boiler	40	80 85
LONDON		
Commercial Union	25	19 20
Guardian	50	66 68
Imperial Fire	25	143 148
Lancashire F. & L.	25	6 6½
London Ass. Corp.	12½	58 60
Liv. & Lond. & Globe	2	20⅛ 21½
North'n Fire & Life	5	47 49
North Brit. & Mer.	8¾	25 27
Queen Fire & Life	1	2¾ 3
Royal Insurance	3	28 29
NEW ORLEANS.		
Crescent Mutual		116½ 119
Factors' and Traders'		123 124½
Firemen's		79
Germania		119½ 125
Hibernia		117½
Home		40
Hope		100 107
Lafayette		55½ 58
Merchants' Mutual		119½ 120½
Mechanics' & Traders'		121 123½
New Orleans Ins. Ass'n		36 37½
New Orleans Ins. Co		64 65
People's		32
Sun Mutual		129 130
Teutonia		133 136
NEW YORK.		
American	50	145 150
American Exch	100	106 111
Bowery	25	150 160
Broadway	25	170 175
Brooklyn	17	160 165
Citizens'	20	140 150
City	70	110 118
Clinton	100	120 125
Commercial	50	90 96
Continental	100	235 245
Eagle	40	240 250
Empire City	100	70 80
Exchange	30	90 95
Farragut	50	115 125
Firemen's	17	70 80
Firemen's Trust	10	75 80
Frank. & Emp'ium		110 116
German-American	100	190 200
Germania	50	140 145
Globe	50	110 115
Greenwich	25	240 270
Guardian	100	60 63
Hamilton	15	110 115
Hanover	50	130 135
Hoffman	50	75 88
Home	100	140 145
Howard	50	70 75
Importers' & Trad	50	80 90
Irving	100	60 70
Jefferson	30	126 133
Kings Co. (B'klyn)	20	190 200
Knickerbocker	30	75 80
Lafayette (B'klyn)	50	85 92
Lamar	100	65 70
Long Isl'd (B'klyn)	50	110 115
Lorillard	25	55 60
Manuf. & Builders'	100	108 113
Manhattan	100	1 10
Mech. & Traders'	25	115 125
Mechanics' (B'klyn)	50	130 145
Mercantile	50	60 65
Merchants'	50	100 105
Montauk (B'klyn)	50	103 106
Nassau (B'klyn)	50	140 150
National	37½	80 90
New York City		60 65
N. Y. Equitable	35	145 150
New York Fire	100	70 76
Niagara	50	155 165
North River	25	100 108
Pacific	25	160 170
Park	100	110 118
Peter Cooper	20	155 165
People's	50	108 115
Phenix (B'klyn)	5	140 145
Relief	50	60 65
Republic	100	75 85
Rutgers'	100	120 126
Standard	100	100 105
Star	100	67 70
Sterling	100	55 60
Stuyvesant	25	120 125
Tradesmen's	25	65 70
United States	25	125 133
Westchester	10	120 125
Williamsburg City	50	215 225

* Price nominal; no late transactions. ‡ Last price this week. § Quotation per share.

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* CHRONICLE. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Pacific Mail Steamship Company.

(For the year ending April 30, 1883.)

At the annual meeting of this company on May 30, the election for directors resulted in the following choice: Jay Gould, Sidney Dillon, Russell Sage, C. P. Huntington, E. H. Perkins, Jr., Henry Hart, William Remsen, Edward Lauterbach, J. B. Houston. The successful ticket received 161,165 votes, out of 200,000 shares.

The report of Mr. J. B. Houston, the President, says: "The company has experienced a check in its passenger business by the Act of Congress prohibiting the immigration to this country of Chinese laborers. This legislation has caused a falling off of several hundred thousand dollars in our earnings on the Trans-Pacific line. The authorities of British Columbia, however, do not seem averse to the introduction within their borders of these sober and industrious people, and during the last two months the Chinese destined for that country have filled our ships and the profit bids fair to be as great as ever before.

"A quasi state of war still exists between the South American States of Chili and Peru, greatly to the disadvantage of your company, as well as that of all others engaged in commerce with those countries. The work upon the Panama Canal has added somewhat to our freight traffic, and must continue to do so in the future. The development of the Central American and Mexican States proceeds with great rapidity, and offers us a fair field for business, which we are now amply prepared to meet with the new steamers that have been provided in the last two years. All of these ships are now in service, and will enable us to work upon a very much lower rate of expense. These vessels are entirely paid for, and the entire indebtedness of the company paid off, excepting a trifle less than one million of dollars to the Panama Railroad Company. This latter is being reduced at the rate (principal and interest) of twenty thousand dollars a month.

"The net earnings during the year have reached nearly five per cent on the capital stock, which, considering the state of the Chinese passenger business, and the want of tonnage hitherto on the Central American and Mexican lines, should be satisfactory, and give assurance of a greater return in the future. The disposition of these earnings hereafter will be a question for your consideration in the near future."

The earnings and expenses in detail, for three years, were as follows:

EARNINGS.

	1880-81.	1881-82.	1882-83.
Atlantic Line	$745,344	$693,065	$799,767
Panama Line	1,950,507	1,675,777	1,844,462
Victoria Line	80,847	.....	.....
Trans-Pacific Line	973,472	1,058,370	715,732
Australian Line	307,073	334,870	353,200
Austral'n & N. Zea'd subsidies	203,550	208,031	173,980
Cent. Am. & Mexican subsidies	99,416	90,463	102,8.0
British Columbia subsidy	4,222	.....	.....
Hawaiian Government subsidy	3,000	8,000	5,500
Interest and divs. on investm'ts.	12,897	13,663	17,941
Miscellaneous	18,2.5	37,698	27,768
Exchange	4,050	3,876	61,616
Total	$4,402,647	$4,124,713	$4,102,764

EXPENSES.

	1880-81.	1881-82.	1882-83.
Atlantic Line	$156,416	$196,337	$545,854
Panama Line	1,126,258	1,080,897	1,212,144
Victoria Line	82,588	.....	.....
Trans-Pacific Line	538,288	531,487	447,796
Australian Line	349,441	367,292	347,462
Agencies	358,867	350,807	398,710
Extra repairs and expenses	32,524	168,222	129,702
Interest	93,289	83,034	78,764
Miscellaneous	144,033	144,960	30,075
Total	$3,172,705	$3,223,036	$3,190,507
Net earnings	$1,229,942	$901,677	$912,257

The following were the proportionate earnings of the several lines from freight and passengers in 1882-83.

Lines.	*Passengers.*	*Freight.*	*Totals*
Atlantic Line	$128,701	$671,065	$799,76
Panama Line	330,416	1,514,046	1,844,462
Trans-Pacific Line	3 1,702	324,030	715,731
Australian Line	209,695	143,504	353,20.
Total	$1,060,514	$2,652,645	$3,713,160

The following is a statement of the financial condition of the company on April 30, 1881, 1882 and 1883.

CONSTRUCTION ACCOUNT.

	1881.	1882	1883
Cost of steamers	$10,1.0,702	$11,911,158	$12,1.,.59
Real estate and improvements	1,077,912	1,0.9,.18	1,07.,513
Coal supplies, &c	170,807	150,072	383,774
Sundry assets	928,154	513,128	264,347
Profit and loss	8,545,060	7,071,576	7,1.8,895
Total	$21,761,598	$21,684,647	$21,295,288

LIABILITIES.

Capital stock	$20,000,000	$20,0.0,000	$20,000,000
San Francisco—Unpaid bills	17,457	72,1.8	28,920
New York—Unmatured bills	48,956	41,167	65,.00
Panama RR. Co.—Loans	1,400,000	1,212,632	1,013,528
Do. Balance demand note	90,.47	.....	.....
Do. Traffic account	77,301	80,576	76,123
Unclaimed dividends	1,404	1,404	1,404
Coal freights	2,244	27,104	11,470
John Parle & Co. (coal)	5,002	6,084	47,126
Agents' balances	76,516	184,174	.....
Due connecting steamship companies	16,319	20,104	17,460
Passage credits and orders	18,625	28,642	25,009
Panama drafts	745	1,516	1,.00
Miscellaneous	.....	11,093	5,.72
Suspense	4,176	.....	1,503
Total	$21,761,598	$21,684,647	$21,295,288

Central Iowa Railway Company.

(For the year ending December 31, 1882.)

The annual report of Mr. Isaac M. Cate, just issued, supplies the following information:

He says: "Besides the cost of 6,469 tons steel rails contained in the total expenditures of 1881 and 1882, there are embraced for regulating the company's affairs during that period disbursements aggregating $298,733, which were for improvements, enlargements and increased facilities for conducting the business offering, without which the earnings could not increase, but, on the contrary, there was impending danger not only of a suspension of growth, but that the earnings would diminish; for a crisis was reached when the Central must expand or shrink, advance or recede; must provide for larger transactions, or provision would otherwise be made by creating another and a competing line.

In regard to the claims of preferred stock holders, and the holders of income certificates, that they are entitled to the net earnings, Mr. Cate makes the following argument:

"If it should be contended that the rights of all interests in the company were determined at and by the organization, that the management must preserve all as found, and that subsequent necessities, however regular and consistent with the welfare and protection of the enterprise, could not change or affect the real situation, and that the preferential holders are entitled to what is left, not exceeding seven per cent in any one year, after the interest on $3,700,000 of bonds has been paid and the bare price of running the road, divested of all improvements, then the effect would be to leave the road without means of defense or protection, in disregard of the time and circumstances and improved conditions of railway management." * * *

"The ordinary principles of usage plainly refute and forbid the adoption of such a practice. It is a high state of efficiency that will insure regular dividends on the preferred issues."

Pursuant to the plan of building extensions referred to in the report of 1880, over 300 miles of track have been laid, and Peoria, Illinois, reached. "These extensions are in the oldest-settled, most populous and thriving, sections of Iowa and Illinois, with supposed and manifest coal deposits underlying much of the distance, giving to the company the first eastern outlet of its own into a flourishing commercial centre and distributing point in importance to the Central's surroundings, second alone to Chicago; make $15,000 per mile the average funded debt on the old and new line together, and level to $1,000 per mile the annual interest charge, in lieu of $1,365 as it stood upon the old line alone; with arrangements whereby the Central is released from payment of interest during the present year upon bonds issued on the last 125 miles of road built in Iowa, known as Eastern Division, and from interest obligations on the Peoria line denominated Illinois Division, until April 1, 1885. To join the Iowa with the Illinois Division until the Mississippi is permanently bridged, a contract has been made to establish ferry facilities with a capacity to transfer 200 cars a day."

LENGTH OF ROAD DECEMBER 31, 1882.

	Miles.
Main line	190½
Branch lines	100
Eastern Division—(Incomplete Dec. 31, 1882)	124
Illinois Division—(Under construction Dec. 31, 1882)	90
Total	504½

The gross earnings and expenses for the year 1882, compared with the preceding year, were as follows:

EARNINGS.

From—	1882.	1881.
Passengers	$244,624	$218,283
Freight	910,276	735,178
Mail and express	26,603	20,828
Rentals	16,488	17,198
Miscellaneous	11,116	9,879
Total	$1,209,109	$1,001,366
Operating expenses and taxes	675,876	576,759
Net earnings	$533,233	$424,607
Interest on bonds	$277,000	$592,000
Interest on car trust certificates	25,500	.....
Total	$302,500	$239,000
Balance over interest	$230,733	$185,607

CONDENSED BALANCE SHEET, DECEMBER 31, 1882.

Assets.		*Liabilities.*	
Original cost of m. line	$10,053,800	First preferred stock	$907,000
Cost of side tracks	104,684	Second preferred do	1,167,800
Cost of add'l equipm't	217,713	Common do	7,129,900
Cost of steel rails and improvements	708,388	Coupon debt certific'ts	629,000
Cost of branch lines	2,700,000	First mort bds, 7 p.c., on main line	3,700,000
Cost of Eastern Div'n.	3,454,900	First mort. bds., 6 p.c., on branches	1,200,000
Cost of equipment "car trust"	540,000	First mort. bds., 6 p.c., on Eastern Division	1,475,000
Materials and supplies on hand	148,815	Car trust certificates	509,000
Bills and accounts receivable	137,015	Acc'ts & bills payable	362,466
Due from stations	11,449	Income account—	
Cash	71,017	Balance Dec. 31, 1881	846,770
		Balance for 1882	220,847
Grand totals	$18,147,784	Total	$18,147,781

Des Moines & Fort Dodge Railroad.

For the year ending Dec. 31, 1882.)

The report of Mr. Charles E. Whitehead, President, has the following:

"During the year the road has received extensive improvements, greatly increasing its value. The extension has been completed from Tara, near Fort Dodge, running in a northwesterly direction across the Chicago & Northwestern Railroad at Rolf, and intersecting the Chicago Milwaukee & St. Paul Railroad at Ruthven, a distance of 56 3-10 miles, together with the necessary bridges, depots, grain-houses and cattle yards. This work has been done slowly during the last two years, but it has been well done and economically." * * "There has been purchased for the extension the following equipment: Five 30-ton freight engines, one 30-ton switch engine, one hundred coal cars, thirty-six flat cars, nine hand cars, nine rubble cars. To meet the expense of this extension 672 six per cent bonds of this company have been issued, secured by a first mortgage upon the 56 3-10 miles of extension, and upon the above equipment, the additional cost being paid by the company from the proceeds of the sales of its lands, and from other sources.

"A coal track has been built of six and a quarter miles in length, commencing at Angus, on the main line of the road, and extending into the extensive coal lands adjoining. This track enables the company to reach four mines now open, and others will probably be opened on its line, the business from which materially aids the company. This track was laid with second-hand iron and cost $41,286. * * *

"There have been sold by the company during the year 6,735 acres of land, at an average price of $9 45, being an aggregate price of $63,bex, eaving on hand unsold 14,764 acres." * * "The gross earnings of the road fall short by $54,000 what they were during the previous year, caused by the competition of two new roads crossing the line and the general reduction of rates. The corn crop is of greatly diminished amount also, but this we have reason to expect will be better during the next year. The increased rate of the operating expenses is due in a degree to the work on the extension and the hauling of construction materials, which will be omitted the coming year."

COMPARATIVE STATEMENT OF EARNINGS AND EXPENSES FOR THREE YEARS, 1880, 1881 AND 1882.

Earnings from—	1880.	1881.	1882.
Freight	$240,845	$297,715	$239,811
Passengers	73,559	95,660	95,857
Mail	5,336	4,944	5,336
Express	3,454	3,212	3,587
Trackage	1,529	.....	.....
Miscellaneous	.....	.....	2,576
Total	$324,725	$401,532	$347,168
Total operating expenses	$180,804	$228,983	$226,882
Per cent of gross earnings	55 68·100	57 03·100	65 35·100
Net earnings	$143,920	$172,543	$120,286

Boston Concord & Montreal Railroad.

(*For the year ending March* 31, 1883.)

The earnings and expenses in the fiscal year 1882–83 were as follows:

EARNINGS.		EXPENDITURES.	
From passengers	$348,744	Maintenance of way	$160,177
" freight	503,398	Maintenance of motive power	116,221
" mail	19,395	Cost of working road	355,547
" express	11,833	Cost of management	27,904
" miscellaneous	36,822	Miscellaneous	37,800
	$920,195		$697,651
		Net earnings	$222,544

The gross earnings for the year ending March 31, 1882, were $902,906, and the expenses for the same year were $669,157. This statement shows an increase in gross earnings of $17,238, and a decrease in the net earnings of $11,205, the past year. The report says:

"Were it not for the accidents which we were so unfortunate as to suffer at the commencement of the year, our running expenses would have been considerably less, and our net earnings would, without doubt, have shown a material increase over those of the preceding year."

Of the sinking-fund bonds due in 1889, there are outstanding in the hands of other parties, $202,000, on which interest is paid, the trustees holding $306,000, and the corporation holding $116,000 on which no interest is paid.

"The Pemigewasset Valley Railroad has been substantially completed from Plymouth to North Woodstock, and the lease of the same to this road has been executed, and the directors are of the opinion that it will prove to be a valuable feeder for the main line."

Ogdensburg & Lake Champlain R. R. Co.

(*For the fiscal year ending March* 31, 1883.)

The gross earnings increased $32,871 over last year. It is believed by the directors that until the track is all laid with steel rails, and the other property in equally good condition, that the wisest policy to pursue is to improve the property of the company to the full extent of the earnings, less the fixed charges and operating expenses. Therefore, the earnings have been used to improve cars, buildings, road-bed, fences, etc., all of which have been greatly improved. The operating expenses have been considerably increased the past year on account of the scarcity of wood and the necessity of adopting engines for the use of coal.

"The Welland Canal having been deepened sufficient for steamers drawing twelve feet of water, it was deemed best for us to again form our line *via* the canal and lakes, so as to avoid so many times handling freight, and also to give the west bound business much quicker dispatch. It is now our expectation and determination to place goods in Chicago and other western cities, from Boston, equal to the average all-rail time, and by so doing we may expect to largely increase our west bound business." * * *

"We have sold $100,000 of our first consolidated morgage bonds, and our floating debt has been increased during the year $61,000. We would recommend the further sale of bonds as soon as convenient, and reduce or pay our floating debt. About 2,500 tons steel is required to finish our main track, which can now be purchased with comparative small cost, considering the price and the price of old iron rails." * * *

"The Lamoille Valley Extension Railroad Company has completed financial arrangements with W. H. Vanderbilt and Geo. B. Phelps for funds sufficient for the building of their road and bridges from Swanton to Rouse's Point, and when completed will make an unbroken connection for us *via* the St. Johnsbury and Lake Champlain Railroad to Portland and other northern New England points, which will largely increase our business."

A comparative statement of earnings and expenses for the years ending March 31, 1882 and 1883, is given as follows:

	1882.	1883.
Freight	$389,238	$397,817
Passengers	115,449	126,443
Cars	78,120	87,252
Elevating	17,357	21,231
Rents	3,613	4,186
Express	5,000	6,000
Mails	10,498	10,810
	$619,278	$653,720
Less use of foreign cars	9,953	11,524
Total earnings	$609,324	$642,196
Operating expenses	438,469	450,758
Net earnings	$170,855	$191,438

COMPARATIVE FREIGHT MOVEMENT.

	Tons.	*Tons one mile*
1881	312,189	27,517,911
1882	374,039	33,813,061
Increase	61,550	6,295,150

	1881.	1882.	*Increase.*
Bushels grain received	2,271,830	3,796,907	1,525,077

INCOME ACCOUNT 1882–83.

Net earnings	$191,438
O. & L. C. guarantee paid steamers	6,591
Leaving as net income	$184,847
From which has been paid interest, as follows:	
On First Mortgage Bonds	$36,000
" Sinking Fund Bonds	30,580
" Consolidated Mortgage Bonds	88,113
" Floating Debt	29,366
" Redemption of Coupons of old Northern R. R. of N. Y.	235
	$184,594
Balance carried to profit and loss	$251

Allegheny Valley Railroad Company.

(*For the year ending Dec.* 31, 1882.)

The annual report states that during the year the issue of income bonds was increased as follows: Issued to individuals in settlement of floating debt, $6,500; issued to individuals in part payment of interest, $154,500; issued to contributing companies for interest on income bonds held, and for contributions under contract of October 2, 1874, $428,000; total increase, $589,000.

The total amount of income bonds issued to Dec. 31, 1882, on account of suspended debt and interest, and interest thereon, is as follows: To individuals, with contribution memorandum, $3,352,700; to contributing companies, without contribution memorandum, $5,408,000; total, $8,760,700.

The contributions by the Pennsylvania Railroad Company, Philadelphia and Erie Railroad Company, and Northern Central Railway Company, under the traffic contract of October 2, 1874, pertaining to the settlement and funding of the floating debt, which were applied to the payment of interest on income bonds having the contribution memorandum, amounted in 1882 to $71,593, against $66,247 in 1881.

"During the year no charges have been made to capital account. In the operating expenses are included one new engine, three new passenger coaches, the annual one-tenth payment of car trust on 250 freight cars, the re-building of the engine house at South Oil City, and other permanent improvements, aggregating $113,965. The increase in operating expenses is also largely due to the increase in tonnage and passengers hauled, the freight tonnage having increased

13 38-100 per cent, and the freight ton mileage, 20 53-100 per cent.

"A continued reduction in freight rates has been necessary on account of the competition of other lines. The percentage of empty mileage of freight cars continues high—39 72-100 per cent on the River Division, and 46 59-100 per cent on the Low Grade Division.

"There were 2,508 tons of steel rails put in the track during the year, of which 800 tons were used on the River Division and 1,708 tons on the Low Grade Division. The River Division is now fully equipped with steel, and at the close of the year the Low Grade Division had 77 miles, or 70 per cent of its length, in steel.

The earnings, net income, and general balance, for three years, were as follows:

	1880.	1881.	1882.
Total miles operated	250	250	250
EARNINGS AND EXPENSES.			
Passenger	$440,410	$482,060	$522,936
Freight	1,419,814	1,626,892	1,770,387
Mail, express, &c.	59,285	60,835	63,375
Total gross earnings	$1,919,529	$2,169,787	$2,356,698
Operat'g expenses, incl'dg taxes	1,087,226	1,265,144	1,427,456
Net earnings	$832,303	$904,673	$929,242
INCOME ACCOUNT.			
	1880.	1881.	1882.
Net earnings	$832,303	$904,673	$929,242
Disbursements—			
Interest on debt	1,651,835	1,790,360	1,727,401
Miscellaneous	25,846	38,092	42,638
Total disbursements	$1,677,681	$1,828,961	$1,770,039
Balance, deficit*	845,378	924,288	840,797

* In 1880 income bonds and scrip to the amount of $505,519 were issued to meet the d ficit, leaving the balance of deficit for that year $339,859; in 1881, $551,700 of bonds were issued, leaving the balance of deficit in that year $372,588; in 1882 $489,000 in income bonds were issued, leaving the balance of deficit in that year at $251,797. The total to debit of profit and loss Dec. 31, 1882, was $5,932,993.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1880.	1881.	1882.
Assets—	$	$	$
Railroad, buildings, equipment, &c.	24,011,447	24,019,540	24,049,540
Available assets	350,719	411,220	490,918
Unavailable assets	470,339	489,436	514,456
Debit of profit and loss	5,470,851	6,151,942	6,982,993
Total	30,203,356	31,102,138	32,037,887
Liabilities—	$	$	$
Stock, common	2,166,500	2,166,500	2,166,500
Bonds prior to incomes (see SUPP'NT)	17,009,000	16,900,000	16,700,000
Income bonds	7,571,000	8,171,700	8,760,700
Guar. coupons held by Penn. R.R.	2,520,280	2,920,260	3,539,315
Interest accrued	495,109	488,561	421,970
Miscellaneous	450,467	455,114	449,412
Total liabilities	30,203,356	31,102,138	32,037,887

GENERAL INVESTMENT NEWS.

Central of New Jersey.—The report of ex-Gov. Bedle has been published, and is quoted below, with the figures given by him

An injunction against the lease to Philadelphia & Reading was issued at the instance of Joseph W. Burnham, but the suit was compromised and the injunction dissolved. It was stated that security was given to pay these income bondholders (holding about $250,000 of the bonds) all interest which may be proved to be justly due them since May 1, 1878.

The Receiver surrendered the property to the company, and the Philadelphia & Reading Company, as lessee, took possession on May 29. Receiver Little informed the directors that the amount necessary to secure the payment of the floating debt of the road—$2,000,000—had been placed to his credit by the officers of the Philadelphia & Reading road, as required by Chancellor Runyon.

A notice from the New Jersey Central Railroad Company ending the contract with the Pennsylvania Railroad Company, for use of the tracks of the New York & Long Branch Railroad Company, was received by President Roberts of the Pennsylvania road May 23. The contract was made by the Receiver, and the Central Company claims the right to abrogate it; but the Pennsylvania denies this right, and has procured an injunction from the U. S. Circuit Court at Trenton, N. J. Judge Nixon granted an order for a rule to show cause why the prayer of the bill should not be granted, returnable on Monday, June 25. A restraining order was also granted prohibiting the Central or Long Branch roads from interfering with the operation of the road to Long Branch by the Pennsylvania Company.

Messrs. Dow, Jones & Co., financial news agents, issued on May 26 an abstract of the report made by Special Master Bedle to Chancellor Runyon, upon the financial condition of the Central Railroad of New Jersey. The temporary debt, consisting of demand and time loans, amounts to $2,062,000. In addition, there are liabilities for current expenses averaging from $600,000 to $700,000, which have been regularly met and paid, the amount of which is now uncertain. There are also contingent liabilities on account of accidents, contracts, &c., the amount of which cannot be determined. Offsetting the liabilities are unencumbered assets of the nominal value of $4,987,200. Gov. Bedle says: "I estimate these assets, exclusive of $2,353,000 of Lehigh & Wilkesbarre 2d series income bonds, which have now no market value, at $1,500,000, although they are worth more." He recommends that the Receiver should retain control of these unencumbered assets to protect himself until his accounts have been finally adjusted. The Company should also, for further protection, deliver to the Receiver available securities readily salable, of the market value of $2,000,000, subject to sale or other disposition by the Receiver or Court. The character and value of such securities should be determined by the Receiver. The temporary debt should be satisfied within three months from delivery of property to the Company. Other liabilities should be discharged as they mature. The corporation should be ordered to discharge all debts, and hold the Receiver harmless.

JERSEY CENTRAL STATEMENT FOR 1882:

Gross earnings	$[illegible]
Operating expenses	[illegible]
Net earnings	$[illegible]
Interest, rentals and taxes	[illegible]
Surplus	$557,276

STATEMENT FOR JANUARY AND FEBRUARY, 1883:

Gross earn'gs for 2 mos.	$1,514,856	Fixed charges, interest, rentals, &c.	$701,064
Operating expenses	919,778	General expenses	24,077
Net earnings	595,077		
Miscellaneous revenue	34,121		
Total net receipts	629,199		
Deficit	95,942		
	$725,142		$725,142

JERSEY CENTRAL CONDENSED BALANCE SHEET, MAY 7.

Debits.		*Credits.*	
Railroad property	$17,615,153	Funded debt	$15,514,000
Cash and acc'ts rec'ble	1,216,391	Capital stock	18,563,200
Real estate	1,540,719	Floating debt and current obligations	3,146,004
Stock held by Comp'y.	11,757,502		
Bonds " " "	8,620,993	Bonds and mortgages on real estate	188,613
Adv'ces & loans due Co.	1,669,351	Corporate debts	93,414
Equipment	14,763,008	Car trusts	3,101,602
Materials	850,091	Net earnings 1882	597,276
Loans previous to '82	3,184,353		
	$61,207,508		$61,207,508

Central Pacific.—A dispatch from Washington, May 29, in the New York *Times*, says:

"The Secretary of the Interior to-day decided the question which came up on the application of the Central Pacific Railroad Company for patents to certain lands lying opposite to a constructed and accepted part of the road. As the Central Pacific Company has not completed its entire line within the time prescribed by the granting act, the question thus presented to the Secretary is similar to that decided by the United States Supreme Court in the case of Schulenberg against Harriman, in which the court held that the provision for the completion of the road within a certain time was a condition subsequent; that, although the time for building the road had expired, the grant remained unimpaired, and the land did not and could not revert without the intervention of legislative or judicial action, and without such action no effect whatever could be given to the forfeiture clause. The Secretary says that, in view of this decision, which was made more than eight years ago, and has been often re-affirmed, and of the further fact that, although the attention of Congress has been repeatedly called to the effect of the decision and no action has been taken by that body, it must be presumed that Congress intends that the land grant companies shall have the benefit of the decision; that at all events his action as an executive officer must be controlled by the decisions of the Supreme Court, which has declared that under such circumstances the grant must not be treated as forfeited; that he is without discretion or power in the matter, and that there is no course left for the Land Department except to issue patents for lands lying opposite the completed portion of the road. This decision sustains the recent appeal of the Central Pacific Railroad Company from the refusal of the Commissioner of the General Land Office to proceed with the patenting of lands to the Central Pacific Company as the successor of the California & Oregon Railroad Company, of California."

Consolidated Railway of Vermont.—The stockholders of the Consolidated Railroad Company of Vermont held a meeting at St. Albans, and voted to mortgage its property to the amount of $7,000,000 jointly with the Vermont & Canada road, under the plan for reorganization of the Vermont Central and Vermont & Canada roads. The Vermont & Canada stockholders will hold a meeting at Bellows Falls, June 8, to act on the same measures, so far as their interests are concerned.

Denver & New Orleans.—Several of the stockholders of the Denver & New Orleans Construction Company met and appointed a committee to take legal steps toward preventing the sale of the stock and bonds of the Denver & New Orleans Railway Company, which is advertised to take place on June 7 by the Mercantile Trust Company. Messrs. Henry Lewis of Philadelphia, A. E. Goodhardtand D. Felsenheldt constitute the committee.

Fremont Elkhorn & Missouri Valley.—This road is completed and open to Valentine, the average cost from Fremont—over 400 miles—having been but $11,000 per mile, which is the amount of the first mortgage bonds. These bonds, which sell in this market at about 102@103, bear interest at 7 per cent. They are subject to call, and it is contemplated to call and fund them with 6 per cent bonds within a year or two. The road runs through the fertile valley of the Niobrara River.—*Boston Herald.*

Indiana Bloomington & Western.—The statement of this road for 1882 is as follows:

	1882.	1881.	*Increase*
Gross earnings	$2,749,237	$1,825,037	$914,160
Operating expenses	1,787,962	1,103,761	684,201
Net earnings	$952,325	$722,386	$229,959
Miles operated	552	402	152

Miles added in 1882, now included in year's earnings, 140.

Jay Gould—General Grant—Mexico.—A dispatch from the City of Mexico, May 28, says: "The *Official Journal* publishes a contract between the Mexican Government, Jay Gould and General Grant, by the terms of which the Mexican Oriental and the Mexican Southern railroads are consolidated. The Mexican Southern, formerly without a subvention, will receive $6,000 per kilometer constructed. The forfeiture clause is modified in the interest of the railroad company."

The Commercial Times.

COMMERCIAL EPITOME.

Friday Night, June 1, 1883.

Business during the past week has been interrupted by Decoration Day—a close holiday. The weather has become warmer, but is still much of the time rather cool for the season, and in many sections the crops need rain. The threatened strike of the iron-workers at Pittsburg and other points West seems to have been avoided by a settlement. General business assumes between-season aspects, and yet the tone of mercantile circles has undoubtedly improved during the month just closed, and the coming autumn season is looked forward to with much confidence.

The lard market has been on the downward path during the week. The speculation has been small. To-day there was a recovery, as the recent declines brought out liberal purchases for an advance. Pork sells on the spot, but is very slow for the options; to-day mess sold on the spot at $20; family mess $21 50; clear back at $22 50@$22 75. Lard advanced early in the day; then an irregular feeling set in, but later the tone became quite steady; prime western was quoted on the spot at 11·50@11·55c.; refined to the Continent 11·50c.; South America 12c.; for future delivery a larger speculation was reported; June sold at 11·51@11 61c.; July, 11·50@11·63c.; August, 11·50 @11·55c.; October, 11·25c.; closing firm: June, 11·61@11·62c.; July, 11·63c.; August, 11·60c.; September, 11·50@11·55c.; seller year 10·60@10·70c. Bacon was quiet and unchanged at 11c. for long clear. Beef was slow. Beef hams were dull. Butter and cheese have declined, and the tone is weak. Tallow sold at 7 15-16@8c. for prime. Stearine steady at 13¼c. for prime.

An active speculation in coffee has been noted during the week, with prices generally in favor of the "short" interest. Sugars have been quiet and to-day, when the new tariff laws went into effect, the position was very dull and prices entirely nominal; fair refining Cuba under the revised tariff was quoted at 6⅞c.; fair to good 6⅞@7c. Refined has declined in sympathy; cut loaf is now 9⅜@9½c.; crushed, 9⅜@9½c.; powdered, 9⅛@9½c.; granulated, 8⅞c.; standard "A," 8⅜@8½c. Molasses is dull and 50-test is not quoted above 28¾@29c. Rice has had a fair jobbing trade at late figures. Rio coffee declined to 8¾@ 9c. for fair and 9@9½c. for good cargoes; June options sold at 6·90c.; July, 7·15@7c.; August, 7·20@7·10c.; September, 7·30@ 7·25c.; October, 7·40@7·35c.; November, 7 50@7·40c.; December, 7·60@7·55c.; February, 7·75c. Mild grades sold in a small way only; Java quoted 14½@22c.; Maracaibo, 9@14c.

Business in Kentucky tobacco has been unimportant; 70 hhds. have been sold for export and 30 hhds. for home use during the week. Prices, however, are still 5@6½c. for lugs, and 6½@11⅞c. for leaf. Trade in seed leaf has fallen off, but the brokers report a steady tone to prices. The sales for the week have been 1,000 cases, including 300 cases 1882 crop Ohio Little Dutch 13½@14½c.; 200 cases 1882 crop New England 11@19c.; 150 cases 1880-81 crops Pennsylvania 8@16c.; 50 cases 1881 crop New England 14@28c.; 100 cases 1881 crop Ohio 4@8½c., and 100 cases Sundries 4@18c.; also 450 bales Havana 80c.@$1 25, and 200 bales Sumatra $1@$1 50.

Rosins have been quiet and the position is nominal; strained to good strained were quoted at $1 55@$1 65. Spirits turpentine continued to decline in sympathy with the Southern advices, together with the liberal arrivals at this port; Southerns, in yard, sold to-day at 36c. Refined petroleum has advanced in sympathy with the immense speculation in United Certificates; to-day 110-degs. test was quoted at 8c., and 70-degs. test at 8⅛c. Crude certificates sold at $1 20@1 24⅝; the speculation on the two exchanges aggregated fully 8,000,000 bbls. Ingot copper is steady at 16c. for Lake. Hops are dull and weak at 55@62½c. for State, 1882.

Ocean freight room has latterly been quieter, and rates have shown irregularity. To-day the feeling was easy. Grain was taken to Liverpool by steam at 3d.; bacon 15s.; cheese 17s. 6d.@ 25s.; cotton 9-64d.; flour 10s.@12s. 6d.; grain to London by steam quoted at 4½d.; do. to Glasgow by steam taken at 3¾d.; do to Antwerp by steam quoted 4d.; do. to Hamburg by steam to pfennigs; refined petroleum in cases to Algiers 18½c.; do. to the Levant 22@23@24c., latter if Constantinople; do. to Shanghai 35c.; crude in bbls. to Havre 3s. 1½d.; grain by steamer from Philadelphia to Cork for orders 4s.; do. from Baltimore (June) at 4s.6d.

COTTON.

Friday, P. M., June 1, 1883.

The Movement of the Crop, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (June 1) the total receipts have reached 30,426 bales, against 38,539 bales last week, 43,976 bales the previous week and 50,575 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,824,126 bales, against 4,556,889 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,267,237 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	227	974	1,072	710	253	283	3,549
Indianola, &c.	....	....	....	....	....	79	79
New Orleans	1,335	1,692	2,762	1,057	574	1,493	8,913
Mobile	71	76	130	5	237	323	842
Florida	....	....	....	....	23	....	23
Savannah	241	225	315	83	388	486	1,768
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	187	144	64	37	23	316	771
Pt. Royal, &c.	....	....	....	....	105	....	105
Wilmington	6	22	15	1	3	8	55
Moreh'd C., &c	....	....	....	....	175	23	198
Norfolk	838	1,366	802	831	509	1,648	5,994
West Point, &c	....	....	....	....	740	150	890
New York	143	....	....	112	18	398	671
Boston	570	342	123	573	....	596	2,204
Baltimore	....	....	....	....	....	1,346	1,346
Philadelp'a, &c.	355	20	537	....	781	1,325	3,018
Totals this week	3,973	4,861	5,850	3,409	3,859	8,474	30,426

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night, and the same items for the corresponding periods of last years.

Receipts to June 1.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston	3,549	811,837	1,427	424,137	29,239	10,039
Indianola, &c.	79	16,805	7	13,712	.....	.....
New Orleans	8,913	1,628,810	2,318	1,160,874	149,397	87,932
Mobile	842	309,208	841	258,718	14,217	6,336
Florida	23	18,378	[illegible]	27,203	.....	.....
Savannah	1,768	802,454	1,902	718,540	11,208	8,520
Brunsw'k, &c	.....	5,508	.....	6,966	.....	.....
Charleston	771	564,731	1,153	488,101	8,537	9,561
Pt. Royal, &c.	105	24,444	7	24,363	.....	.....
Wilmington	55	126,700	28	134,390	1,613	1,748
M'head C., &c	198	19,214	25	26,507	.....	.....
Norfolk	5,994	786,835	3,246	600,981	29,344	16,109
West Point, &c	890	225,288	1,294	190,707	.....	.....
New York	671	136,765	151	157,452	217,779	262,425
Boston	2,204	182,036	2,536	219,761	5,485	9,095
Baltimore	1,346	60,649	42	19,496	18,471	21,426
Philadelp'a, &c.	3,018	104,524	967	84,981	7,577	9,854
Total	30,426	5,824,186	15,950	4,556,889	493,567	443,045

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	3,628	1,434	2,437	2,086	2,428	1,424
New Orleans.	8,913	2,318	8,062	3,370	1,437	2,655
Mobile	842	841	1,036	511	257	935
Savannah	1,768	1,902	2,994	1,842	380	1,755
Charl'st'n, &c	876	1,160	2,060	1,444	856	513
Wilm'gt'n, &c	253	53	864	95	108	596
Norfolk, &c.	6,881	4,510	6,420	8,085	1,598	2,399
All others	7,262	3,702	8,769	6,241	4,025	2,103
Tot. this w'k.	30,426	15,950	32,642	23,674	11,089	12,380
Since Sept. 1.	5824,186	4556,889	5565,042	4763,116	4400,810	4208,484

Galveston includes Indianola; Charleston includes Port Royal, &c. Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 57,650 bales, of which 45,495 were to Great Britain, 568 to France and 11,587 to the rest of the Continent, while the stocks as made up this evening are now 493,567 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending June 1. Exported to—				From Sept. 1, 1882, to June 1, 1883. Exported to—			
	Great Brit'n.	France	Contin-nent.	Total Week.	Great Britain.	France	Contin-nent.	Total.
Galveston	4,581	.....	3,966	8,498	307,675	39,[illegible]28	159,118	506,121
New Orleans	10,870	.....	1,677	12,547	780,882	277,384	433 826	1,492,070
Mobile	.....	.....	.....	.....	33,840	9,350	1,100	44,290
Florida	.....	.....	.....	.....	.....	....	100	100
Savannah	.....	.....	.....	.....	105,792	25,678	283,008	414,478
Charleston*	.....	.....	.....	.....	131,080	24,775	216,015	371 870
Wilmington	.....	.....	.....	.....	53 172	.....	4,590	57,762
Norfolk†	4,911	.....	1,650	6,561	370 420	.....	29,075	399,495
New York	11,971	568	1,826	14,365	460 003	28,698	148,706	637,467
Boston	6,503	.....	.....	6,503	162 886	.....	448	163,329
Baltimore	3,310	.....	2,468	5,778	161,041	4,718	58,377	224,136
Philadelp'a, &c	3,400	.....	.....	3,400	85,311	.....	3,386	88,697
Total	45,495	568	11,587	57,650	2,632,161	409,889	1,337,764	4,399,818
Total 1881-82	19,575	798	8,848	29 221	2,169,040	341,395	740,153	3,250 488

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 89 Broad Street.

JUNE 1, AT—	On Shipboard, not cleared—for					Leaving Stock
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans....	14,065	6,641	4,179	734	25,919	123,478
Mobile.....	1,000	None.	None.	None	1,000	13,217
Charleston.....	None.	None.	None.	250	250	8,287
Savannah.....	4,500	None.	None.	800	5,300	5,908
Galveston.....	6,469	None.	None.	681	7,150	22,089
Norfolk.....	970	None.	None.	4,862	5,832	21,012
New York.....	2,750	None.	1,100	None.	3,850	213,929
Other ports.....	3,000	None.	700	None.	3,700	29 646
Total 1883	32,754	6,641	6,279	7,327	53,001	440,566
Total 1882.....	26,846	5,886	3,082	1,313	37,127	405 918
Total 1881.....	37,872	15,533	9,748	3,630	66,783	392,235

The speculation in cotton for future delivery at this market the past week has been dull, besides suffering the interruption of a close holiday on Wednesday. The tendency of values has been generally downward, but the declines are mainly for this crop. Foreign accounts have been dull, and crop accounts are much better; but the relative cheapness of options for the next crop cause them to show some degree of steadiness. There has been no great pressure to sell options for this crop, but the "bull" party having apparently left matters to themselves, there is no speculative support to prices. To-day there was a slight recovery, but a dull market. In the last hour, however, the market became active and buoyant, all three summer months selling at about the same figures, and the next crop recovered Thursday's decline. Cotton on the spot has been very dull. Little has been reported except an unimportant demand for home consumption. Quotations were weak on Saturday, and were reduced 1-16c. on Monday and again on Thursday. To-day the market was quiet and unchanged, middling uplands closing at 10¾c.

The total sales for forward delivery for the week are 366.500 bales. For immediate delivery the total sales foot up this week 1,740 bales, including 105 for export, 1,522 for consumption, 113 for speculation and —— in transit. Of the above, — bales were to arrive. The following are the official quotations for each day of the past week.

May 26 to June 1.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tue-
Ordin'y. ₰ lb	7 15/16	7 7/8	7 7/8	8 3/16	8 1/8	8 1/8	8 3/16	8 1/8	8 1/8
Strict Ord..	8 3/8	8 5/16	8 5/16	8 5/8	8 9/16	8 9/16	8 5/8	8 9/16	8 9/16
Good Ord..	9 3/16	9 1/8	9 1/8	9 7/16	9 3/8	9 3/8	9 7/16	9 3/8	9 3/8
Str. G'd Ord	9 7/8	9 13/16	9 13/16	10 1/8	10 1/16	10 1/16	10 1/8	10 1/16	10 1/16
Low Midd'g	10 3/8	10 5/16	10 5/16	10 5/8	10 9/16	10 9/16	10 5/8	10 9/16	10 9/16
Str. L'w Mid	10 11/16	10 5/8	10 5/8	10 15/16	10 7/8	10 7/8	10 15/16	10 7/8	10 7/8
Middling...	10 7/8	10 13/16	10 13/16	11 1/8	11 1/16	11 1/16	11 1/8	11 1/16	11 1/16
Good Mid..	11 1/4	11 3/16	11 3/16	11 3/8	11 7/16	11 7/16	11 1/2	11 7/16	11 7/16
Str. G'd Mid	11 1/2	11 7/16	11 7/16	11 3/4	11 11/16	11 11/16	11 3/4	11 11/16	11 11/16
Midd'g Fair	12	11 15/16	11 15/16	12 1/4	12 3/16	12 3/16	12 1/4	12 3/16	12 3/16
Fair.....	12 3/8	12 11/16	12 11/16	13	12 15/16	12 15/16	13	12 15/16	12 15/16

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. ₰ lb	...	7 13/16	7 13/16	...	8 1/16	8 1/16	...	8 1/16	8 1/16
Strict Ord..	...	8 1/4	8 1/4	...	8 1/2	8 1/2	...	8 1/2	8 1/2
Good Ord..	...	9 1/16	9 1/16	...	9 5/16	9 5/16	...	9 5/16	9 5/16
Str. G'd Ord	...	9 3/4	9 3/4	...	10	10	...	10	10
Low Midd'g	...	10 1/4	10 1/4	...	10 1/2	10 1/2	...	10 1/2	10 1/2
Str. L'w Mid	...	10 9/16	10 9/16	...	10 13/16	10 13/16	...	10 13/16	10 13/16
Middling...	...	10 3/4	10 3/4	...	11	11	...	11	11
Good Mid..	...	11 1/8	11 1/8	...	11 3/8	11 3/8	...	11 3/8	11 3/8
Str. G'd Mid	...	11 3/8	11 3/8	...	11 5/8	11 5/8	...	11 5/8	11 5/8
Midd'g Fair	...	11 7/8	11 7/8	...	12 1/8	12 1/8	...	12 1/8	12 1/8
Fair.....	...	12 5/8	12 5/8	...	12 7/8	12 7/8	...	12 7/8	12 7/8

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary.....₰ lb.	7 3/8	7 5/16	7 5/16	Holi-day.	7 1/4	7 1/4
Strict Good Ordinary.....	8 3/16	8 1/8	8 1/8		8 1/16	8 1/16
Low Middling.....	8 7/8	8 13/16	8 13/16		8 3/4	8 3/4
Middling.....	10	9 15/16	9 15/16		9 7/8	9 7/8

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Export.	Consump.	Specul'tion	Transit.	Total.	Sales.	Deliveries.
Sat..	Dull and easier..	....	64	....	....	64	71,200	300
Mon.	Dull at 1/16 dec..	....	411	....	....	411	79,400	400
Tues.	Dull and easier..	....	584	....	....	584	54,000	900
Wed.	.....	....	Holiday.	....	....	.....	.....	.....
Thurs	Dull at 1/16 dec..	....	10	....	....	105	81,400	1,300
Fri..	Quiet.....	105	358	113	....	576	80,500	600
Total	.....	105	1,522	113	....	1,740	366,500	3,500

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales

DAILY PRICES AND SALES OF FUTURES FOR EACH MOVIE.

Market, Prices and Sales of FUTURES.	Market, Range, and Total Sales.	May.	June.	July.	August.	September.	October.	November.	December.	January	February.	March.	April.
Saturday, May 26— Sales, total..... Prices paid (range) Closing.....	Easier. 71,300 10·12@10·87 Week.	Aver..10·81 400 10·79@10·82 10·77@10·79	Aver..10·83 8,500 10·77@10·87 10·75@10·76	Aver..10·81 18,800 10·75@10·84 10·74@10·75	Aver..10·83 32,800 10·74@10·87 10·73@10·78	Aver..10·83 1,700 10·50@10·55 10·48@10·50	Aver..10·24 1,500 10·22@10·27 10·21—10·22	Aver..10·14 4,000 10·12@10·16 10·12—10·13	Aver..10·17 2,300 10·15@10·19 10·14—10·15	Aver..10·25 200 10·23@— 10·20—10·22	Aver..— — — —	Aver..— — — —	Aver..— — — —
Monday, May 28— Sales, total..... Prices paid (range) Closing.....	Easier. 79,400 10·09@10·79 Dull.	Aver..10·78 1,600 10·76@10·78 10·76—10·77	Aver..10·78 10,900 10·73@10·79 10·76—10·77	Aver..10·72 21,800 10·69@10·71 10·71—10·72	Aver..10·75 28,400 10·72@10·79 10·75—10·76	Aver..10·47 2,300 10·43@10·49 10·47—10·48	Aver..10·26 5,500 10·18@10·23 10·20—10·21	Aver..10·10 2,600 10·09@10·13 10·11—10·12	Aver..10·13 3,100 10·11@10·15 10·12—10·13	Aver..10·20 1,500 10·18@10·22 10·20—10·21	Aver..10·29 1,500 10·29@— — — —	Aver..— — — —	Aver..— — — —
Tuesday, May 29— Sales, total..... Prices paid (range) Closing.....	Dull 84,000 10·12@10·76 Irregular.	Aver..10·74 1,500 10·73@10·75 10·73—10·75	Aver..10·73 4,500 10·74@10·76 10·73—10·76	Aver..10·70 21,200 10·69@10·72 10·71—— —	Aver..10·74 21,600 10·72@10·76 10·74—— —	Aver..10·47 2,700 10·46@10·48 10·47—10·48	Aver..10·20 3,100 10·19@10·21 10·21— —	Aver..10·13 200 10·13@— 10·11—10·13	Aver..10·13 1,700 10·12@10·13 10·13—10·14	Aver..10·21 1,800 10·20@10·21 10·20— —	Aver..10·29 2,500 10·29@10·30 10·29—10·31	Aver..10·39 2,200 10·38@10·40 — — —	Aver..— — — —
Wednesday, May 30— Sales, total..... Prices paid (range) Closing.....	Holiday.....												
Thursday, May 31— Sales, total..... Prices paid (range) Closing.....	Lower. 51,400 10·06@10·74 Steady.	Aver..— — — —	Aver..10·71 8,200 10·70@10·74 10·71— —	Aver..10·68 15,900 10·65@10·70 10·66—10·67	Aver..10·71 31,100 10·67@10·73 10·69—10·70	Aver..10·44 5,700 10·41@10·47 10·43— —	Aver..10·18 6,400 10·15@10·19 10·16— —	Aver..10·09 3,300 10·06@10·11 10·06—10·07	Aver..10·11 6,700 10·08@10·13 10·08—10·09	Aver..10·19 600 10·17@10·20 10·15—10·17	Aver..— — — —	Aver..— — — —	Aver..— — — —
Friday, June 1— Sales, total..... Prices paid (range) Closing.....	Buoyant. 50,300 10·06@10·76 Firm.	Aver..— — — —	Aver..10·71 7,200 10·70@10·76 10·73—10·77	Aver..10·71 18,700 10·68@10·77 10·76—10·77	Aver..10·71 36,600 10·65@10·77 10·76—10·77	Aver..10·44 5,800 10·43@10·49 10·48—10·49	Aver..10·20 2,600 10·16@10·21 10·20—10·21	Aver..10·18 2,600 10·16@10·21 10·21— —	Aver..10·10 2,400 10·08@10·13 10·11—10·12	Aver..10·12 4,200 10·09@10·13 10·13—10·14	Aver..10·23 1,700 10·22@10·25 10·18—10·20	Aver..— — — —	Aver..— — — —
Total sales this week.	366,500	1,500	31,100	97,200	131,100	18,200	22,100	7,300	16,200	5,500	6,200	3,700	3,000
Average price, week.		10·73	10·74	10·70	10·74	10·47	10·20	10·11	10·13	10·20	10·28	10·37	10·47
Sales since Sep. 1, 1882*	21,080,500	2,726,900	2,828,200	1,617,800	2,707,000	193,400	311,000	287,200	104,900	48,800	12,200	12,000	3,000

* Includes sales in September, 1882, for September 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400; September-January for January, 2,070,200; September-February for February, 1,300,200; September-March for March, 1,969,400; September-April for April, 1,714,300.

Transferable Orders—Saturday, 10·80c.; Monday, 10·80c.; Tuesday, 10·80c.; Wednesday, ——c.; Thursday, 10·75c.; Friday, 10·80c.

☞ We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week.

·66 pd. to exch. 300 Dec. for Aug.
·500 June for Aug. even.
·04 pd. to exch. 2,000 July for Aug.
·04 pd. to exch. 400 July for June.
·01 pd. to exch. 100 Aug. for June.
·62 pd. to exch. 1,000 Nov. for Aug.
·02 pd. to exch. 200 July for Aug.
·02 pd. to exch. 400 June for Aug.
·01 pd. to exch. 200 July for Aug.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (June 1), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	978,000	1,032,000	902,000	776,000
Stock at London.....	50,200	63,200	46,000	44,500
Total Great Britain stock	1,028,200	1,095,200	948,000	820,500
Stock at Hamburg.....	3,800	1,800	6,500	3,000
Stock at Bremen.....	51,700	28,500	50,400	45,100
Stock at Amsterdam.....	41,000	16,100	41,600	21,600
Stock at Rotterdam.....	2,500	1,360	5,520	2,430
Stock at Antwerp.....	3,200	2,350	780	1,320
Stock at Havre.....	174,000	139,000	207,000	87,100
Stock at Marseilles.....	7,200	2,950	4,000	4,310
Stock at Barcelona.....	82,000	23,000	33,000	45,700
Stock at Genoa.....	16,000	4,000	4,000	10,000
Stock at Trieste.....	9,900	5,480	6,900	5,100
Total continental stocks...	391,300	224,520	359,700	225,660
Total European stocks...	1,419,500	1,319,720	1,307,700	1,046,160
India cotton afloat for Europe.	383,000	425,000	303,000	342,000
Amer'n cotton afloat for Eur'pe	365,000	176,000	400,000	351,000
Egypt, Brazil, &c., aft for E'r'pe	35,000	36,000	45,000	23,000
Stock in United States ports ..	493,567	443,045	459,018	373,611
Stock in U. S. interior towns..	100,558	81,605	123,342	130,635
United Sts tes exports to-day..	6,000	9,000	6,000	10,000
Total visible supply.....2,802,625	2,490,370	2,644,060	2,276,406	
Of the above, the totals of American and other descriptions are as follows:				
American—				
Liverpool stock.....	730,000	623,000	691,000	527,000
Continental stocks.....	253,000	107,000	253,000	159,000
American afloat for Europe.....	365,000	176,000	400,000	351,000
United States stock.....	493,567	443,045	459,018	373,611
United States interior stocks..	100,558	81,605	123,342	130,635
United States exports to-day..	6,000	9,000	6,000	10,000
Total American.....	1,948,125	1,439,650	1,932,360	1,551,246
East Indian, Brazil, &c.—				
Liverpool stock.....	248,000	409,000	211,000	249,000
London stock.....	50,200	63,200	46,000	44,500
Continental stocks	138,300	117,520	106 7 0	66,660
India afloat for Europe.....	383,000	425,000	303,000	342,000
Egypt, Brazil, &c., afloat..	35,000	36,000	45,000	23,000
Total East India, &c	854,500	1,050 720	711,700	725,160
Total American.....	1,948,125	1,439,650	1,932,360	1,551,246
Total visible supply.....2,802 625	2,490,370	2,644,060	2,276,406	
Price Mid. Upl., Liverpool ..	5¾d	6⅝d.	6 1/16d	6 11/16d.

☞ The imports into Continental ports this week have been 69,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 312,255 bales as compared with the same date of 1882, an *increase* of 158,565 bales as compared with the corresponding date of 1881 and an *increase* of 526,219 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement

Towns.	Movement to June 1, 1883. Receipts. This week.	Receipts. Since Sept. 1, '82.	Shipm'ts. This week.	Stock June 1.	Movement to June 2, 1882. Receipts. This week.	Receipts. Since Sept. 1, '81.	Shipm'ts. This week.	Stock June 2.
Augusta, Ga.....	267	178,164	637	6,623	190	160,995	1,874	6,609
Columbus, Ga.....	167	110,401	860	5,672	47	101,585	103	1,405
Macon, Ga.....	15	57,365	3	2,511	6	59,884	113	1,300
Montgom'ry, Ala.	215	133,519	181	2,403	135	95,782	600	1,949
Selma, Ala.....	2,535	99,102	464	3,102	127	72,638	473	1,579
Memphis, Tenn.	131	44,571	64	25,871	849	333,521	3,939	26,325
Nashville, Tenn.	297	44,500	2	5,001	91	27,902	541	7,021
Dallas, Tex....	60	24,511	4	1,449	12	5,915	23	849
Jefferson, Tex.*	702	101,523	65	1,132	6	31,288	64	500
Shreveport, La.	184	115,680	133	558	235	63,117	208	778
Vicksburg, Miss.	57	39,007	4	153	168	136,187	164	365
Columbus, Miss.	57	44,733	119	1,052	7	27,735	7	92
Eufaula, Ala.....	12	26,361	23	312	59	47,797	39	237
Griffin, Ga.....	181	141,182	416	2,500	5	31,280	17	9,940
Atlanta, Ga.....	315	82,907	371	1,819	162	124,180	1,164	1,399
Rome, Ga.....	315	53,040	315	400	239	92,667	219	300
Charlotte, N. C.	2,960	448,646	6,800	23,857	1,710	31,307	4,193	14,177
St. Louis, Mo....	2,117	355,271	2,611	3,174	1,021	364,799	1,395	1,556
Cincinnati, O....								
Total, old towns.	10,414	2,604,132	20,207	100,558	5,428	2,196,048	15,736	81,605
Newberry, S. C...	71	23,282	71	150	51	15,262	40	286
Raleigh, N. C....	353	50,053	57	1,873	107	59,490	64	1,577
Petersburg, Va...	151	35,525	516	2,669	43	26,100	56	3,776
Louisville, Ky...	509	31,615	483	4,913	39	50,825	29	3,793
Little Rock, Ark.	132	52,533	424	1,361	68	25,237	57	712
Brenham, Tex...	418	34,029	260	526	23	24,821	25	145
Houston, Tex....	2,325	690,110	2,952	3,209	755	394,910	1,441	1,456
Total, new towns	3,989	907,172	5,082	14,111	1,087	575,255	1,712	11,980
Total, all.....	14,403	3,511,304	25,289	114,679	6,515	2,771,303	16,948	93,585

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 9,793 bales, and are to-night 18,953 bales *more* than at the same period last year. The receipts at the same towns have been 4,936 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 741,001 bales *more* than for the same time in 1881-2.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending June 1.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Saturday.	*Monday.*	*Tuesday.*	*Wednesday.*	*Thursday.*	*Friday.*
Galveston....	10¼	10¼	10¼	....	10⅜	10⅜
New Orleans.	10⅜	10⅜	10⅜	10⅜	10⅜	10⅜
Mobile.....	10⅜	10⅜	10⅜	10⅜	10⅜	10⅜
Savannah....	10¼	10⅜	10⅜	10⅜	10⅜	10⅜
Charleston...	10½	10½	10½	....	10¼	10¼
Wilmington..	10¼	10¼	10¼	10¼	10⅜	10
Norfolk.....	10¼	10¼	10¼	....	$10^{3}/_{16}$	$10^{3}/_{16}$
Boston.....	11⅜	11	11	11	11	10⅞
Baltimore...	10¾	10⅝	10⅝	....	10⅝	10⅝
Philadelphia.	11¼	11⅛	11⅛	....	11⅛	11⅛
Augusta.....	10	10	10	....	10	10
Memphis....	10	10	10	10	10	10
St. Louis....	10⅛	10	10	....	10	10
Cincinnati...	10¼	10⅛	10⅛	....	10⅜	10⅜
Louisville....	10¼	10½	10¼	10¼	10⅜	10⅜

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	*Receipts at the Ports.*			*St'k at Interior Towns.*			*Rec'pts from Plant'ns*		
	1881.	1882.	1883.	1881.	1882.	1883	1881.	1882.	1883.
Mch. 16..	108,200	57,451	111,161	320,500	234 393	297,178	109,468	25,874	108,733
" 23.....	93 699	61,916	105,602	309,513	253,618	279,946	83,703	31,141	87,785
" 30.....	78,014	54,634	86,969	294 608	233,182	264,071	63,809	33,599	74,042
Apr. 6	85,896	44,467	78,704	277,35 9	215,944	257,152	68,488	27,229	68,889
" 13.	63,579	33,229	72 035	261,5 9	201,747	239,461	50,828	19,032	55,044
" 20	60,718	29,806	63 527	241,158	180,281	213 029	40,317	8,334	40 035
" 27.....	47,739	33,003	59,344	225 829	157 836	189,806	32 351	11,161	36,021
May 4 ...	45,595	34 422	48,708	215 253	143 327	164,984	34,968	19,911	31,286
" 11	49,150	25,881	50,5 5	199,062	127,693	147,942	28,559	10,184	34,184
" 18	42,415	20,804	43,976	174,8 9	115,435	133,871	22,562	8,669	29,905
" 25.	35,85.	13,891	38,539	147,173	104,018	125,585	9,515	2,564	20,233
June 1.....	32,642	15 950	30,426	130 470	93 585	114,679	21,639	5 517	19,540

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,922,380 bales; in 1881-82 were 4,605,049 bales; in 1880-81 were 5,662,674 bales.

2. That, although the receipts at the out-ports the past week were 30,426 bales, the actual movement from plantations was only 19,540 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 5,517 bales and for 1881 they were 21,639 bales.

AMOUNT OF COTTON IN SIGHT JUNE 1.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to May 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to June 1	5,824,186	4,556,889	5,565,042	4,763,116
Interior stocks on June 1 in excess of September 1.....	98,194	48,160	97,632	125,129
Tot. receipts from plantat'ns	5,922,380	4,605,049	5,662,674	4,883,245
Net overland to May 1.....	599,862	422,630	472,241	510,402
Southern consumpt'n to May 1	275,000	210,000	175,000	150,000
Total in sight June 1.....	6,797,242	5,237,679	6,309,915	5,578,647

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,559,533 bales, as compared with 1880-81 is 487,327 bales and with 1879-80, 1,218,595 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather during the past week has been more favorable, but from some districts there are complaints that rain is needed.

Galveston, Texas.—It has rained splendidly on three days of the week, but, strange to say, not enough yet, and unfortunately it seems to have been confined to the coast district; rain is wanted everywhere. The rainfall reached two inches and fifty-six hundredths. The thermometer has ranged from 69 to 85, averaging 77. During the month of May the rainfall reached six inches and three hundredths.

Indianola, Texas.—We have had fine and very beneficial showers on two days of the week, but more are wanted. The rain extended only a short distance up country. The rainfall reached two inches. Average thermometer 78, highest 86 and lowest 70. Rainfall for the month of May five inches and six hundredths.

Dallas, Texas.—It has been showery on one day of the week, the rainfall reaching twenty-nine hundredths of an inch. The wheat harvest has begun. Corn and cotton would be benefitted by rain, but are not suffering yet. The thermometer has averaged 76, the highest being 95 and the lowest 56.

During the month of May the rainfall reached two inches and five hundredths.

Brenham, Texas.—We have had no rain during the week. It is needed in some sections, but crops generally are doing well. The thermometer has averaged 75, ranging from 57 to 93. Rainfall for the month of May two inches and ninety-five hundredths.

Palestine, Texas.—It has been showery on two days of the week, the rainfall reaching thirty-nine hundredths of an inch. Crops are promising. The thermometer has ranged from 59 to 93, averaging 74. During the month of May the rainfall reached three inches and fifty-seven hundredths.

Huntsville, Texas.—The weather has been warm and dry all of the week. Crops are good, but would be benefitted by rain, especially on sandy lands. Average thermometer 74, highest 93, lowest 56. Rainfall for the month of May two inches and seventy-one hundredths.

Weatherford, Texas.—We have had warm and dry weather during the week. We are needing rain again, though it would interrupt the wheat harvest, which is now in progress. The thermometer has averaged 72, ranging from 50 to 94. The rainfall during the month of May reached three inches and five hundredths.

Belton, Texas.—It has been showery on one day of the week, the rainfall reaching fifty-nine hundredths of an inch. All crops are promising. The wheat harvest is beginning. The thermometer has averaged 75, the highest being 95 and the lowest 54. Rainfall during the month of May two inches and thirty-nine hundredths.

Luling, Texas.—The weather has been warm and dry all of the week. We are suffering dreadfully for rain; cotton may hold out, but corn will be ruined unless rain comes soon. The thermometer has ranged from 59 to 93, averaging 76. During the month of May the rainfall reached seventeen hundredths of an inch.

New Orleans, Louisiana.—It has rained on three days of the week, the rainfall reaching four inches and two hundredths. The thermometer has averaged 67.

Shreveport, Louisiana.—We have had fair weather during the week, with a rainfall of ninety hundredths of an inch. The thermometer has ranged from 58 to 95.

Vicksburg, Mississippi.—We have had rain on one day of the week, but not enough to do much good.

Columbus, Mississippi.—It has rained on two days of the week, the raiufall reaching one inch and eighty-two hundredths, and at the close there is a favorable change in the weather. During the month of May the rainfall reached three inches and ninety-seven hundredths.

Little Rock, Arkansas.—It has been cloudy on three days of the past week, with rain on two days. The rainfall reached sixty-two hundredths of an inch. The thermometer has averaged 67, ranging from 55 to 80. During the month of May we had rain on ten days, and the rainfall reached three inches and ninety-four hundredths. The thermometer averaged 65, and ranged from 46 to 84. Last week it was cloudy on four days, with rain on two days. There was some frost in the northern part of the State, but no material damage resulted to fruit or other crops. The thermometer averaged 65, and ranged from 46 to 81. The previous week it was cloudy on two days, with rain on one day, and the rainfall reached sixty-one hundredths of an inch. The thermometer ranged from53 to 86, and averaged 69.

Memphis, Tennessee.—It has rained on four days of the week, on one of which heavy and on three showery. The rainfall reached three inches and thirty-five hundredths. Crop accounts are more favorable. The thermometer has averaged 70, the highest being 86 and the lowest 56. During the month of May there was rain on thirteen days, and the rainfall reached six inches and fifty-five hundredths. The thermometer ranged from 41 to 87, and averaged 68·5.

Nashville, Tennessee.—It has rained on four days of the week, the rainfall reaching two inches and ninety-one hundredths. Thermometer has ranged from 55 to 82, averaging 69.

Mobile, Alabama.—We have had delightful showers on three days of the week, and it has rained severely on one day, the rainfall reaching seven inches and thirty-six hundredths. The indications are that the rain extended over a wide surface. Crop accounts are more favorable. The frost we have had will make replanting in some districts necessary, but no serious damage has been done. Average thermometer 73, highest 88 and lowest 57. During the month of May the rainfall reached eight inches and fifty-one hundredths.

Montgomery, Alabama.—It has rained on three days of the week, and the remainder of the week has been pleasant. The rainfall reached one inch and ninety-three hundredths. The thermometer has averaged 71, ranging from 55 to 85. Rainfall for the month of May two inches and sixty-two hundredths.

Selma, Alabama.—It has rained on two days of the week, but as the week closes there is a favorable change. The rainfall reached one inch and seventy hundredths. The thermometer has averaged 68, the highest being 80 and the lowest 56.

Madison, Florida.—We have had rain on one day of the week, but not enough to do much good, and damage is feared. Competition for labor is running up the rate of wages. Average thermometer 80, highest 90, lowest 68.

Macon, Georgia.—It has rained severely on one day of the week. We have secured a good stand of cotton, but the plant is backward. The thermometer has ranged from 49 to 83, averaging 75.

Columbus, Georgia.—We have had rain on one day of the week, the rainfall reaching one inch and thirty-five hundredths. The thermometer has averaged 70, ranging from 55 to 86. Rainfall for May three inches and fifty hundredths.

Savannah, Georgia.—It has rained on two days, and the remainder of the week has been pleasant. The rainfall reached one inch and twenty-one hundredths. The days have been warm, but the nights have been cold. Accounts from the interior in reference to the late cold weather are conflicting. The thermometer has ranged from 61 to 86, averaging 75.

Augusta, Georgia.—The weather has been cool and pleasant during the week, with light rains on five days, but not sufficient to benefit the coming crop, which is backward and needing rain very much. The rainfall reached sixty-three hundredths of an inch. The thermometer has averaged 73, the highest being 88 and the lowest 51. During the month of May the rainfall reached two inches and forty-seven hundredths.

Atlanta, Georgia.—We have had rain on one day of the week, the rainfall reaching thirty-eight hundredths of an inch. The weather has been very dry. Average thermometer 69·7, highest 85 and lowest 58.

Charleston, South Carolina.—It has rained on one day of the week, the rainfall reaching three hundredths of an inch. The thermometer has averaged 78, ranging from 61 to 86.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock May 31, 1883, and June 1, 1882.

		May 31, '83.		June 1, '82.	
		Feet.	Inch.	Feet.	Inch.
New Orleans	Below high-water mark	1	6	2	7
Memphis	Above low-water mark.	25	7	31	3
Nashville	Above low-water mark.	11	11	21	5
Shreveport	Above low-water mark.	13	8	24	4
Vicksburg	Above low-water mark.	38	4	41	3

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to May 31.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent	Total.	Great Britain	Continent.	Total.	This Week.	Since Jan. 1.
1883	29,000	34,000	63,000	339,000	656,000	995,000	60,000	1,314,000
1882	23,000	37,000	60,000	630,000	437,000	1,067,000	86,000	1,370,000
1881	8,000	26,000	34,000	297,000	307,000	604,000	89,000	929,000
1880	27,000	42,000	69,000	291,000	383,000	674,000	90,000	901,000

NOTE.—We have deducted from the shipments to Great Britain since Jan. 1, 1883, 9,000 bales as correction of errors.

According to the foregoing, Bombay appears to show a *decrease* compared with last year in the week's receipts of 17,000 bales, and an *increase* in shipments of 3,000 bales, and the shipments since January 1 show a *decrease* of 72,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total
Calcutta—						
1883	500	.....	500	61,500	9,100	70,600
1882	1,600	.....	1,600	94,500	30,300	124,800
Madras—						
1883	.....	.....	.....	4,500	1,000	5,500
1882	1,200	.....	1,200	16,800	2,000	18,800
All others—						
1883	.....	.....	.....	4,000	2,000	6,000
1882	.....	.....	.....	24,000	4,900	28,900
Total all—						
1883	500	.....	500	70,000	12,100	82,100
1882	2,800	.....	2,800	135,300	37,200	172,500

The above totals for the week show that the movement from the ports other than Bombay is 2,300 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883		1882.		1881	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	63,000	995,000	60,000	1,067,000	34,000	604,000
All other p'rts.	500	82,100	2,800	172,500	1,000	168,200
Total	63,500	1,077,100	62,800	1,239,500	35,000	772,200

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, May 31.	1882-83.		1881-82.		1880-81.	
Receipts (cantars*)—						
This week....	2,000		4,000		4,000	
Since Sept. 1	2,249,000		2,828,720		2,756,000	
	This week.	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*	*This week.*	*Since Sept. 1*
Exports (bales)—						
To Liverpool.....	1,000	229,000	2,000	241,200	2,000	232,750
To Continent.....	1,000	84,000	2,500	172,871	.....	139,632
Total Europe.....	2,000	313,000	4,500	414,071	2,000	372,382

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending May 31 were 2,000 cantars and the shipments to all Europe were 2,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is weak, with a declining tendency. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1883.					1882.				
	32s Cop. Twist.		*8¼ lbs. Shirtings.*		*Cott'n Mid. Upl'ds*	*32s Cop. Twist.*		*8¼ lbs. Shirtings.*		*Cott'n Mid. Upl'ds*
	d.	d.	s.	d.	s. d	d	d.	d.	s. d.	d
Mch30	8 3/8 @	9 1/4	5	9 @7	1 1/2	5 9/16	9 7/16 @10 1/8	6	6 @8	0 6 5/8
Apr. 6	8 7/16 @	9 1/4	5	9 @7	1 1/2	5 9/16	9 7/16 @10 1/8	6	6 @8	0 6 5/8
" 13	8 7/16 @	9 1/4	5	9 @7	1 1/2	5 5/8	9 3/8 @10	6	4 1/2 @7	10 1/2 6 11/16
" 20	8 1/2 @	9 1/4	5	9 @7	3	5 5/8	9 3/8 @10	6	4 1/2 @7	9 6 11/16
" 27	8 1/2 @	9 3/8	5	9 @7	3	5 5/8	9 3/8 @10	6	4 1/2 @7	9 6 11/16
May 4	8 9/16 @	9 1/2	5	10 @7	4 1/2	5 3/4	9 3/8 @10	6	4 1/2 @7	9 6 5/8
" 11	8 5/8 @	9 1/2	5	10 @7	4 1/2	5 13/16	9 3/8 @10	6	4 1/2 @7	9 6 5/8
" 18	8 11/16 @	9 5/16	5	10 @7	4 1/2	5 15/16	9 3/8 @10	6	4 1/2 @7	10 1/2 6 5/8
" 25	8 3/4 @	9 1/2	5	10 @7	4 1/2	5 7/8	9 3/8 @10	6	4 1/2 @7	10 1/2 6 5/8
June 1	8 11/16 @	9 1/4	5	9 @7	3	5 3/4	9 3/8 @10	6	4 1/2 @7	1 1/2 6 5/8

NEW YORK COTTON EXCHANGE—THE ANNUAL MEETING.—The New York Cotton Exchange held its annual meeting on Tuesday last, May 29, Mr. M. B. Fielding presiding. The report of the Board of Managers, which was read by Secretary Moore, contained the following:

NEW YORK, May 29, 1883.

To the Members of the New York Cotton Exchange:

GENTLEMEN—In accordance with the requirements of Article 1, Section 61, of the By-laws, the Board of Managers beg to submit this, the thirteenth, annual report of the affairs of the Exchange for the year ending May 29, 1883.

The unprecedented large yield of the cotton crop of 1882-3, coupled with the inactivity which has more or less prevailed during the past year in almost every branch of trade and finance, have undeniably exerted their depressing influence on the cotton trade.

While, also, the said causes have contributed to a reduced volume of business, particularly in transactions for future delivery, the Board of Managers find ample cause of congratulation in so far as by due caution and conservatism on the part of the members and by the absence of injurious convulsions inseparable from unrestrained speculation and violent fluctuations, the disasters, as compared with previous years, have been very unimportant, and a satisfactory degree of general prosperity prevails among the members of the organization.

The sales of actual cotton recorded during the year show a total of 506,123 bales, as against 513,975 last year and 561,016 two years ago.

The analyzed distribution and comparisons of the said total are as follows:

	1883. Bales	1882 Bales.	1881. Bales.
For export	119,903	115,195	143,262
For spinning	146,213	138,733	151,961
On speculation	28,507	38,328	12,133
In transit	21,900	14,819	3,160
Delivered on contract	137,600	154,900	198,500
Estimated shipments direct to spinners	52,000	52,000	52,000
Total	506,123	513,975	561,016

The handling of spot cotton, as far as coming under the jurisdiction of the Warehouse and Delivery Committee, continues to give satisfaction.

By petition, however, of several members of the Exchange, addressed to the Board of Managers, asking for an improvement on the present system of inspecting and classing cotton tendered on contract, and suggesting the branding of cotton so delivered, the subject was brought forward and discussed before a general meeting of the members of the Exchange, with the result of causing the appointment of a special committee to consider and report on the feasibility of the plan proposed.

The said committee has submitted to the Board of Managers a majority and minority report, both of which have been printed for distribution among the members of the Exchange, in order that this important subject may be thoroughly studied and discussed before any definite action be taken.

The transactions for the year in contracts for future delivery foot up 25,967,100, against 32,768,000 in 1882 and 26,721,800 in 1881.

* * * * * * *

The Treasurer's report showed receipts for the year, including balance on hand May 24, 1882 ($7,607 95), of $55,088 47, disbursements $40,600 37, leaving balance in treasury May 25, 1883, $14,488 10.

With regard to the new building, the Building Committee, to whom the Board of Managers had delegated full power, reported that they had held twenty-nine meetings; that they had purchased the site bounded by Beaver, William and Pearl streets at a cost of $405,193 96 for site expenses and for cancelling leases; that their total receipts have been $472,147 57, and that they now have on hand $63,168 13. This balance, together with the old site, forms the nucleus of the fund which is to pay for the new building, which is estimated to cost $500,000.

CONDITION OF COTTON.—Our exchanges furnish the following interesting items showing the condition of cotton up to May 26:

North Carolina.—Our exchanges of May 24 and 26 from the vicinity of Charlotte, North Carolina, state that the frost on the night of May 22 was heavy in those sections, and that the farmers report damage to corn and cotton.

South Carolina.—Correspondents of the Charleston *News and Courier* write as follows:

Abbeville, Abbeville Co., May 23.—"Since Monday it has been quite cold, and fires and winter clothing are in demand. This weather is very unfavorable to the cotton crop. It is being chopped out."

Greeneville, Greeneville Co., May 23.—"A destructive frost, doing its greatest damage on the lowlands, occurred in this locality last night, and, so far as can be learned, it extended over this entire section of country. The cotton crop suffers worst. * * * * It is impossible so early after the disaster to estimate the percentage of damage done. Many farmers regard the injury to cotton as the only damage sufficiently great to take account of. The weather has moderated considerably to-day, although it is still quite cool. The thermometer marks 52 degrees at 6 o'clock to-night, against 48 degrees at the same hour yesterday. Reports from all sections of Greenville County, from Laurens and Pickens Counties and places along the Columbia & Greenville Railroad all agree as to the extent of the damage."

Orangeburg, Orangeburg Co., May 24.—"In conversation with some of our farmers I have heard very general complaint of damage to cotton by the recent cold weather and the prolonged drought of the past six weeks."

Georgia.—Mr. T. F. Howel's circular dated Rome, May 25, has the following:

"During the recent 'cold snap,' the thermometer registered a few degrees lower on the 23d inst. than it has for many years past so late in the season. A light frost is reported from many sections, but we know of no instance in which cotton was killed. The plant shows plainly the effect of cold weather and looks rather 'puny,' but we think a few days of warm weather will bring it out. We have been needing rain, but gentle showers are falling with indications of plenty. The crop is getting a late start, very favorable weather will be necessary for its full development. Labor is abundant, and so far cultivation has been thorough."

Washington, Wilkes Co., May 28.—The correspondent of the Augusta *Chronicle* says: "A refreshing and much needed shower fell in this county Saturday evening, which will greatly revive vegetation and counteract the injurious effects of the protracted drought. The cold wave of last week was keenly felt in this latitude, and the thermometer was lower than we have ever known it at this season. A slight frost was reported from various sections of the county, but fortunately was too slight to do much harm. Cotton has suffered more than any product we grow, and several weeks of sunshine will be required to impart the needed vigor and vitality."

The Macon *Telegraph and Messenger*, under date of May 27, published 65 responses to inquiries sent out by it with reference to the effect of the late cold weather, referred to in some of above extracts. In remarking editorially with regard to the result of its investigations, it says:

"To obtain the truth respecting what we believed were exaggerated rumors in regard to the effect of the recent cold weather, we have endeavored to gather and condense the opinions of the leading farmers in different sections of the State. From a perusal of the replies, we gather that while cotton has been retarded, it has not been killed, and with warm weather will soon regain what it lost."

Louisiana.—New Orleans *Times-Democrat* correspondents write as follows:

Farmerville, Union Parish, May 26.—"Crop reports from the country are very favorable, notwithstanding the late cold snap. The weather is clear and pleasant."

Livingston Parish, May 22.—"Crops in Livingston are reported as doing exceedingly well. Twenty per cent more corn will be made this year than last, while there will be a falling off of 20 per cent in cotton. The weather is favorable to the farming interests."

Shreveport, Caddo Parish, May 25.—"The recent protracted cold weather has resulted in great injury to the growing corn and cotton crops and given the planters a black eye. The weather still continues too cool for the season."

Other Louisiana papers speak as follows:

Natchitoches Parish.—"The *Vindicator* says crops in Natchitoches parish were somewhat retarded by the cold weather of last week, but as the corn and cotton are pretty well advanced, it is thought they were not seriously injured."

St Landry Parish.—The Washington *Argus* says the crops of St. Landry were somewhat retarded by the late cold snap, but farmers are by no means despondent. The cotton, corn and cane crops, though somewhat backward, have been well worked, and a short period of favorable weather will put them in good condition."

Texas.—Correspondents of the Galveston *Daily News* write:

Alleyton, Colorado Co., May 22.—"Crops in this section are very fine, but rain is needed very badly and farmers are becoming very uneasy."

Columbia, Brazoria Co., May 22.—"Rains have been seasonable and the crop prospects were never better."

Moscow, Polk Co., May 25.—"Crops fine and promising; no rain needed yet."

Navasota, Grimes Co., May 25.—"The weather is warm and sultry again, with clouds and indications of rain soon, though it is not needed only in limited spaces. The late cool weather has not materially injured the crop, although frost was reported in the Brazos bottom fields last Tuesday morning. The constant winds have rapidly dried the ground, but the crops are growing very well. A feeling of cheerfulness prevails; business is fair. Some cotton comes in every day, and there is very little sickness."

Rockdale, Milan Co., May 23.—"It is estimated that the damage to growing crops by the recent cold weather will not exceed 5 per cent, and in the event of rain within the next week abundant crops may be expected from this section."

Arkansas.—A special to the New Orleans *Times-Democrat* from Little Rock, May 24, has the following regarding crops in Southwestern Arkansas:

"An agent representing a number of agricultural firms, who has been traveling extensively through the State, especially the Southwestern portions of it, reports the prospects of the growing crops as being most flattering. One promising feature he spoke of was the quantity of corn planted and its condition. Much as he had traveled through the State in other years he says he has never seen the corn look so well as at this period of the year. The cotton, too, has a good stand and a good color, and if nothing happens to them these two crops will yield most bountifully."

JUTE BUTTS, BAGGING, &C.—Bagging has been taken rather slowly for the past week, and the market is quiet. The only transactions we hear of are of a jobbing character. Buyers continue to hold off, and, though there has been some talk of advancing prices, it has not had much effect on trad

There have been sales of 1,000 rolls various grades at 9c. for 1½ lbs, 9½c for 1¾ lbs, 10¼c. for 2 lbs. and 11c. for standard grades. Butts have been in rather better request, and we hear of some 3,000 bales being taken. There is a steady feeling among sellers, and paper grades are held at 1⅞@2c., while for bagging qualities 2⅛@2⅜c are the figures.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows.

Monthly Receipts.	*Year Beginning September 1.*					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,84-	98,491
October..	930,384	853,195	968,318	888,492	689,2-1	578,583
Novemb'r	1,094,6-7	974,044	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,661	900,119
January .	752,827	487,727	571,70-	647,140	618,727	689,610
February.	595,59-	291,992	572,728	447,918	566,824	472,034
March...	492,772	257,099	476,38-	261,913	303,955	340,525
April	284,519	147,595	284,246	158,025	167,459	197,965
May.....	185,523	113,573	190,054	110,006	84,299	96,314
Totalyear	5,815,712	4,551,808	5,549,41	4,748,873	4,392,277	4,196,104
Per'tage of tot. port receipts May 31..	96·43		94·47	94·91	98·78	96 55

This statement shows that up to May 31 the receipts at the ports this year were 1,263,904 bales more than in 1881-82 and 266,302 bales more than at the same time in 1880-81. By adding to the above totals to May 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. Ap. 30	4,630,189	4,438,235	5,359,356	4,638,867	4,307,97-	4,099,790
May. 1....	6,631	5,284	8.	3,391	2,575	4,145
" 2....	5,531	6,013	11,062	8.	6,454	2,707
" 3....	7,363	3,235	7,496	4,642	2,455	7,161
" 4....	10,953	3,916	7,317	4,633	8.	2,032
" 5....	7,434	9,482	4,854	4,696	4,854	8.
" 6....	8.	3,759	6,798	4,017	3,936	5,164
" 7....	8,237	8.	6,174	4,282	2,726	4,062
" 8....	9,368	5,102	8.	4,368	2,439	3,851
" 9....	8,156	5,841	10,882	8.	2,621	4,257
" 10....	6,419	3,176	8,079	7,189	1,953	4,836
" 11....	10,931	2,125	5,541	2,430	8.	2,925
" 12 ...	4,076	5,875	7,036	4,197	3,998	8.
" 13....	8.	9,501	11,438	3,573	4,211	4,324
" 14....	7,905	8.	5,214	2,890	3,161	3,390
" 15....	7,414	3,887	8.	3,150	1,771	3,619
" 16....	6,083	4,913	9,043	8.	4,803	3,232
" 17....	5,058	3,402	8,681	6,630	2,718	2,607
" 18....	13,446	2,061	6,311	3,368	8.	2,703
" 19....	5,290	4,055	5,199	5,658	4,074	8.
" 20....	8.	1,727	7,965	2,612	4,097	4,140
" 21....	6,621	8.	7,026	5,096	2,759	2,696
" 22....	7,027	2,914	8.	2,784	1,541	2,915
" 23....	5,160	2,522	10,770	8.	1,484	2,129
" 24....	3,696	1,663	5,583	5,911	2,733	5,149
" 25....	10,745	1,447	6,644	1,990	8.	3,058
" 26....	3,973	3,708	5,068	4,913	3,918	8.
" 27....	8.	9,557	6,592	2,643	3,259	4,072
" 28....	4,861	8.	5,492	5,514	2,918	2,800
" 29 ...	5,850	2,490	8.	2,592	1,907	3,192
" 30....	3,408	2,778	5,157	8.	3,283	2,553
" 31....	3,859	3,137	8,640	6,830	2,556	2,545
Tot. My 31	5,815,712	4,551,808	5,549,410	4,748,873	4,392,277	4,196,104
June 1....	8,474	2,361	5,376	2,691	8.	2,269
Total.....	5,824,186	4,554,169	5,554,786	4,751,567	4,392,277	4,198,373
Percentage of tot l port rec'pts June 1.	96·48	94·56	95·00	98·78		96·61

This statement shows that the receipts since Sept. 1 up to-night are now 1,270,017 bales more than they were to the same day of the month in 1882 and 269,400 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to June 1 in each of the years named.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 46,194 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Adriatic, 1,728....Arizona, 1,934....Bohmia, 1,183....Furnessia, 2,214....Germanic, 1,772 .. Spain, 2,131....Tuales, (additional) 1,009	11,971
To Havre, per steamer France, 568	568
To Bremen, per steamers Hohenzollern, 478....Neckar, 518....Werra, 350	1,376
To Hamburg, per steamer California, 50	50
To Antwerp, per steamer Rhynland, 100	100
To Copenhagen, per steamer Island, 200	200
To Barcelona, per steamer Alesia, 100	100
NEW ORLEANS—To Liverpool, per steamers Buenaventura, 3,700....Commander, 1,980....Manuelo, 4,844	10,570
To Rotterdam, per bark Bangalia, 2,458	2,458
To Vera Cruz per Steam schooner E. O Slattery, 100	100
CHARLESTON—To Bremen, per bark Columbia, 1,714 Upland	1,714
SAVANNAH—To Liverpool, per bark Cyclone, 2,677 Upland and 1 Sea Island	2,678
TEXAS—To Havre, per bark Leviathan, 1,234	1,234
WILMINGTON—To Liverpool, per bark Ankatosor, 1,576	1,576
NORFOLK—To Liverpool, per ship Forest Rights, 1,246	1,246
BALTIMORE—To Liverpool, per steamers Caribbean, 1,512....Thuringen, 1,233	3,745
To Bremen, per steamer Weser, 1,952	1,952
BOSTON—To Liverpool, per steamers Aleppo, 396....Bavarian, 708....Istrian, 401	1,506
PHILADELPHIA—To Liverpool, per steamers British Crown, 2,600	2,600
To Antwerp, per steamer Zeeland, 300	300
Total	46,194

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	*Havre.*	*Bremen & Hamburg.*	*Antwerp.*	*Reval.*	*Barcelona.*	*Vera Cruz.*	*Total.*
New York..	11,971	568	1,426	100	.....	100	.....	14,165
N. Orleans.	10,570	.....	.....	.....	2,458	.....	100	13,128
Charleston.	.....	.....	1,714	.....	.....	.....	.....	1,714
Savannah..	2,678	.....	.....	.....	.....	.....	.....	2,678
Texas	.....	1,234	.....	.....	.....	.....	.....	1,234
Wilmington	1,576	.....	.....	.....	.....	.....	.....	1,576
Norfolk	1,246	.....	.....	.....	.....	.....	.....	1,246
Baltimore..	3,745	.....	1,952	.....	.....	.....	.....	5,697
Boston.....	1,506	.....	.....	.....	.....	.....	.....	1,506
Philadelp'a	2,600	.....	.....	300	.....	.....	.....	2,900
Total ...	35,982	1,802	5,092	400	2,458	100	100	46 194

Included in the above totals from New York are 200 bales to Copenhagen.

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Liverpool—May 26—Steamer Chillan, 4,530.
NEW ORLEANS—For Liverpool—May 25—Steamer Statesman, 2,921.... May 26—Steamer Milanese, 4,500.
For Genoa—May 29—Bark Elias, 1,677.
NORFOLK—For Liverpool—May 29—Bark Isabel, 4,910.
For Reval—May 31—Bark Michael, 1,650.
BOSTON—For Liverpool—May 23—Steamers Batavia, 1,297; Missouri, 3,023.... May 25—Steamers Norseman, 453; Tarifa, 1,332....May 26—Steamer Iberian, 392.
BALTIMORE—For Liverpool—May 24—Steamer Serra, 1,710....May 29—Steamer Hibernian, 1,600.
PHILADELPHIA—For Liverpool—May 25—Steamer Indiana, 1,600. .. May 29—Steamer Ohio, 1,800.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

NORTHAMPTON, ship, from New Orleans, May 18, for Liverpool, struck on Marquesas Keys, Fla., night of May 24, and bilged. On the 27th wreckers were at work saving the cargo, which included 1,380 bales cotton. The vessel will probably be a total wreck.

Cotton freights the past week have been as follows:

	Satur.	*Mon.*	*Tues.*	*Wednes.*	*Thurs.*	*Fri.*
Liverpool, steam *d.*	9-64@7-32	9-64@7-32	9-64@7-32	Holiday	9-64@7-32	9-64@7-32
Do sail...*d.*	9-64@13-64	9-64@13-64	9-64@13-64		9-64@13-64	9-64@13-64
Havre, steam.....*c.*	3-8	3-8*	3-8*		3-8*	3-8*
Do sail.. .....*c.*	....	....	....		....	....
Bremen, steam. .*c.*	15-32*	15-32*	15-32*		15-32*	15-32*
Do sail.....*c.*	....	....	....		....	....
Hamburg, steam.*d.*	3-16@1-4	3-16@1-4*	3-16@1-4*		3-16@1-4	3-16@1-4*
Do sail...*d.*	...	....	....		....	....
Amst'd'm, steam.*c.*	1-2	1-2	1-2		1-2	1-2
Do sail...*d.*	....	...	....		....	....
Baltic. steam ...*d.*	9-32@5-16*	9-32@5-16*	9-32@5-16*		9-32@5-16*	9-32@5-16*
Do sail.....*c.*	....	....	....		....	....
Barcelona, steam.*c.*	11-16*	11-16*	11-16*		11-16*	11-16*
Genoa, steam ...*d.*	5-8*	5-8*	5-8*		5-8*	5-8*

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	May 11.	*May 18.*	*May 25*	*June 1.*
Sales of the week.....bales.	60,000	44,000	40,000	45,000
Of which exporters took	5,100	99[illegible]	2,300	1,630
Of which speculators took..	4,000	2,200	2,100	1,320
Sales American	45,000	33,000	30,500	33,000
Actual export.....	4,200	5,800	6,900	5,400
Forwarded.....	19,500	14,000	17,500	20,500
Total stock—Estimated.....	914,000	960,000	961,000	978,000
Of which American—Estim'd	677,000	722,000	723,000	730,000
Total import of the week.....	56,000	106,000	61,000	84,000
Of which American.....	36,000	90,000	47,000	55,000
Amount afloat.....	313,000	289,000	295,000	278,000
Of which American.....	193,000	135,000	136,000	110,000

The tone of the Liverpool market for spots and futures each day of the week ending June 1, and the daily closing prices of spot cotton, have been as follows.

Spot.	*Saturday*	*Monday.*	*Tuesday.*	*Wednes.*	*Thursd'y*	*Friday.*
Market, 12:30 P.M.	Very dull.	Mod. inq. freely supplied.	Dull and easier.	Dull and easier.	Mod. inq. freely supplied	Easier.
Mid Upl'ds	5 13-16	5 13-16	5 13-16	5¾	5¾	5¾
Mid. Orl'ns	5 15-16	5 15-16	5 15-16	5 7-8	5 7-8	5 7-8
Sales	5,000	8,000	6,000	7,000	8,000	7,000
Spec. & exp.	500	1,000	1,000	1,000	1,000	500
Futures.						
Market, 2:30 P.M.	Firm.	Dull.	Barely steady.	——	Quiet.	Dull.
Market, 4 P. M.	Easy.	Steady.	Easy.	Quiet.	Steady.	Barely steady

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d. and 6 03 means 6 3-64d.*

	Sat., May 26.				Mon., May 28.				Tues., May 29.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
May.....	....	....	....	....	....	....	..	....	..	....	....	....
May-June..	5 53	5 54	5 53	5 54	5 52	5 52	5 52	5 52	5 51	5 51	5 51	5 51
June-July..	5 52	5 55	5 52	5 54	5 52	5 52	5 52	5 52	5 52	5 52	5 52	5 52
July-Aug...	5 56	5 58	5 56	5 58	5 56	5 56	5 56	5 56	5 55	5 56	5 55	5 55
Aug.-Sept..	5 59	5 62	5 59	5 61	5 59	5 59	5 59	5 59	5 59	5 59	5 58	5 58
Sept.-Oct...	5 55	5 57	5 55	5 57	5 55	5 55	5 54	5 54	5 54	5 54	5 54	5 51
Oct.-Nov....	5 47	5 49	5 47	5 49	....	....	....	...	....	....	....	....
Nov.-Dec...	....	....	....	....	5 45	5 45	5 45	5 45	....	....	....	....
Dec.-Jan....	....	....	....	....	....	....	....	....	....	....	..	....

	Wednes., May 30.				Thurs., May 31.				Fri., June 1.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
May.....	5 50	5 50	5 50	5 50	....	....	....	....	....	....	....	....
May-June..	5 51	5 51	5 50	5 50	...	....	....	....	....	....	....	....
June-July..	5 51	5 51	5 50	5 50	5 50	5 51	5 50	5 51	5 50	5 50	5 49	5 50
July-Aug...	5 55	5 55	5 54	5 54	5 54	5 55	5 54	5 55	5 54	5 54	5 53	5 54
Aug.-Sept..	5 58	5 58	5 57	5 57	5 57	5 58	5 57	5 58	5 58	5 58	5 57	5 57
Sept.-Oct....	5 54	5 54	5 51	5 52	5 52	5 52	5 52	5 52	5 52	5 52	5 51	5 51
Oct.-Nov....	5 46	5 46	5 45	5 45	5 45	5 46	5 45	5 46	5 45	5 45	5 44	5 44
Nov.-Dec..	5 44	5 44	5 43	5 43	5 43	5 43	5 43	5 43	5 43	5 43	5 42	5 42
Dec.-Jan...	....	....	....	....	....	....	....	....	....	....	...	....

BREADSTUFFS.

FRIDAY, P. M., June 1, 1883.

The flour market has been moderately active, and prices are well supported, showing, in some cases, a slight improvement. Supplies are light of all grades. With the approach of warm weather, much of the stock is apt to become sour or unsound, and of course sells at irregular prices. To-day the market was very strong.

The wheat market was excited by an active speculation early in the week, and prices made some further advances for the leading grades. The reports of damage to the crop by fly and unseasonable weather were reiterated with so much persistency that there was some covering of contracts at higher prices. On Tuesday, on the eve of a close holiday, the transactions were reported to aggregate 12,000,000 bushels. On Thursday this phase of business fell off one-half; better weather from the West weakened values, but at a slight decline there was a very good business for export. To-day unfavorable crop accounts were again current, and speculative values were higher, and local millers were moderate buyers; but export business was at a standstill. Prices of No. 2 red winter at the last call were: June, $1 22⅞@1 23; July, $1 25⅛; August, $1 27; September, $1 28⅝@1 25¾; October, $1 30⅜, or slightly below the best prices of the morning.

Indian corn has not changed much, but the tendency was slightly upward. Supplies of sound corn are moderate. Considerable portions of the receipts from the South as well as the West are out of order, and the demand, though not active, is very steady, absorbing readily the daily offerings. The weather has been rather too cool and dry for the progress of the growing crop in middle latitudes. Yesterday Southern white sold in quantities at 56@60c. for unsound in store and 68½ for prime afloat. To-day there was a slight improvement. No. 2 mixed for future delivery at the last call, 65¾@66c. for June, 66⅝@67c. for July, 67¼@68c. for August and 69⅛c. for September.

Rye has been less active, but prices are well maintained. Barley is nominal.

Oats have materially declined for both spots and futures, and the business is only moderate at the reduction. Supplies have been free, and crop prospects are very fair. To-day the market recovered a part of the recent decline, and especially for choice white; No. 2 mixed for future delivery sold at 45½@46c. for June, 46½@47c. for July, 43c. for August and 40c. for September.

The following are closing quotations:

			FLOUR.			
No. 2 spring	$ bbl.	$2 60@	3 50	Patents, winter	$6 00@	7 25
No. 2 winter		3 10@	3 75	City shipping extras.	5 40@	6 10
Superfine		3 75@	4 25	Southern bakers' and family brands	5 60@	6 75
Spring wheat extras		4 25@	4 65	South'n ship'g extras.	4 50@	5 25
do bakers'		5 00@	7 25	Rye flour, superfine	3 40@	3 85
Wis. & Minn. rye mix.		5 00@	5 75	Corn meal—		
Minn. clear and str't		5 60@	6 75	Western, &c	3 15@	3 50
Winter shipp'g extras.		4 20@	4 75	Brandywine, &c	3 45@	3 55
Patents, spring		6 50@	7 50			
			GRAIN.			
Wheat—				Corn—		
Spring, per bush.		@		Yellow Southern	65 @	71
Spring No. 2		@		White Western	60 @	66
Red winter, No. 2	1 24	@1 25		Rye—Western	73 @	74
Red winter	1 05	@1 26		State & Canada	77 @	78
White	1 09	@1 26		Oats—Mixed	44 @	46½
White No. 1	1 15	@1 17		White	50½ @	60
Corn—West. mixed	50	@ 66½		No. 2 mixed	46 @	
West. mix. No. 2	65½	@ 66¾		No. 2 white	52 @	52½
White Southern	57	@ 69		Barley nominal.		

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending May 26 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48 lbs	Bush.56 lbs
Chicago	43,511	107,715	617,076	553,379	50,128	94,901
Milwaukee	69,088	127,762	39,957	49,690	57,448	11,936
Toledo	1,960	121,016	135,227	3,714	500	3,119
Detroit	767	42,478	13,910	3,159	5,100	.....
Cleveland	2,227	36,350	23,000	18,000	3,750	500
St. Louis	25,652	152,990	594,009	173,317	4,333	1,913
Peoria	916	10,950	126,000	287,300	14,400	24,500
Duluth	.....	.....	.....	.....	.....	.....
Tot. wk. '83	144,121	599,267	1,549,260	1,088,589	135,679	136,929
Same wk. '82	142,627	727,810	2,722,118	722,639	109,112	44,320
Same wk. '81	226,087	1,195,771	2,776,946	1,630,497	93,253	27,287
Since Aug. 1—						
1882	8,009,594	68,366,928	77,235,934	43,174,740	14,988,448	4,159,564
1881	6,628,734	37,664,763	94,748,436	31,261,946	11,772,219	3,607,779
1880	7,283,187	69,257,067	97,762,853	36,213,962	11,470,092	3,176,628

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to May 26, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	3,796,926	2,946,057	3,496,964	2,136,003
Wheat.....bush.	11,465,071	8,805,595	18,335,650	16,627,801
Corn	40,569,843	30,379,132	30,281,647	41,803,672
Oats	17,280,847	12,002,471	11,813,423	8,797,092
Barley	4,410,317	1,980,152	1,909,116	1,500,753
Rye	1,318,348	1,161,591	969,228	814,783
Total grain	75,044,426	54,328,941	63,309,064	69,544,101

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week May 26.	1882. Week May 27.	1881. Week May 28.	1880. Week May 29.
Flour.....bbls.	80,677	48,715	146,341	75,808
Wheat.....bush.	177,951	283,020	290,445	84,133
Corn	370,850	273,763	742,168	482,318
Oats	791,837	633,883	842,952	959,915
Barley	37,571	47,407	43,717	34,444
Rye	44,882	38,573	38,911	44,301
Total	1,422,991	1,231,646	1,958,493	1,605,114

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, obls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
May 26	145,637	862,939	2,331,230	888,554	37,571	44,882
May 19	148,435	519,817	2,560,813	959,190	55,124	123,733
May 12	140,886	450,974	1,899,830	853,181	112,549	82,188
May 5	175,473	1,775,226	3,742,676	1,609,576	107,674	338,122
Tot., 4 w.	650,411	3,608,956	10,534,599	4,313,501	312,918	588,925
4 w'ks 82	657,822	2,594,310	5,782,664	2,064,979	171,513	323,333

The receipts of flour and grain at the seaboard ports for the week ended May 26 follow:

At—	Flour, obls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	106,039	1,101,254	612,736	480,900	1,100	335,662
Boston	80,257	34,300	292,409	95,200	2,000	500
Portland	650	.....	4,800	800	.....	.....
Montreal	18,463	145,490	378,805	2,785	1,750	45,039
Philadelphia	18,746	51,800	299,100	101,150	600	.....
Baltimore	12,979	215,100	365,773	25,654	.....	2,100
New Orleans	14,338	.....	175,687	20,350	.....	.....
Total week	251,472	1,547,953	2,129,310	726,849	5,450	383,301
Cor. week '82	215,110	810,213	917,423	492,271	18,516	43,212

The total receipts at the same ports for the period from Dec. 25, 1882, to May 26, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	5,836,647	4,581,923	5,393,570	3,597,481
Wheat.....bush.	19,674,389	11,449,403	30,370,017	25,104,080
Corn	37,737,703	15,812,832	37,890,758	54,505,635
Oats	10,155,050	9,426,424	9,066,935	8,974,480
Barley	2,117,142	2,256,858	1,994,228	1,574,858
Rye	1,169,275	519,316	818,917	674,275
Total grain	70,853,559	39,464,843	80,140,155	90,833,358

The exports from the several seaboard ports for week ending May 26, 1883, are shown in the annexed statement:

Exports from—	Flour	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	58,082	217,606	624,709	4,308	221,350	2,074
Boston...	29,557	80,813	113,136	32	.....	.....
Portland.	.....	.....	.....	.....	.....	.....
Montreal.	12,454	274,316	.....	.....	.....	99,052
Philadel..	2,506	109,812	336,144	.....	.....	.....
Baltim're	1,937	156,426	257,693	.....	.....	.....
N.Orl'ns.	1,544	.....	398,133	.....	.....	.....
Total w'k.	106,074	788,973	1,729,815	4,340	221,350	101,126
Same time 1882..	120,501	837,670	255,024	20,567	110,091	139,006

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, May 26.	1882. Week, May 27.	1883. Week, May 26.	1882. Week, May 27.	1883. Week, May 26.	1882. Week, May 27.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. King.	52,036	72,051	607,756	309,260	1,575,345	246,942
Contin'nt	1,811	8,256	155,791	468,210	136,359	.....
S. & C. Am	8,211	19,512	425	200	9,828	8
W. Indies	22,933	13,307	1,001	.....	6,488	74
Brit. Col'n's	19,528	7,252	.....	.....	.....	8,000
Oth.c'nt's	1,495	93	24,200	.....	1,795	.....
Total...	106,074	120,501	788,973	837,670	1,729,815	255,024

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to May 26.	1881-82. Sept. 1 to May 27.	1882-83. Sept. 1 to May 26.	1881-82. Sept. 1 to May 27.	1882-83. Sept. 1 to May 26.	1881-82. Sept. 1 to May 27.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	4,946,767	2,459,057	31,621,727	25,033,370	26,125,023	18,808,969
Continent...	394,641	175,154	24,329,246	10,758,522	4,887,286	4,241,978
S. & C. Am...	527,168	525,358	119,977	6,847	313,998	382,132
West Indies.	685,464	506 425	64 354	35,279	311,865	508.013
Brit. Col'nies	453,654	403 730	15,606	45	82,485	123,540
Oth. countr's	33,937	27,402	227,406	242,934	119,307	76,736
Total. ...	7,041,631	4,097,126	56,278,316	36,076,997	31,789,964	24,141,398

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, May 26, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	3,028 068	498,519	666 249	1,489	82,793
Do. afloat (est.)	622,000	260,000	260,000	.....	213,000
Albany	2,350	200	20 000	.....	3.000
Buffalo.....	369.000	477,000	72 000	37.000	34 000
Chicago..	5,807,051	3,257 359	564.218	32.247	718.007
Milwaukee	1,472,864	9,468	5,267	161,718	41.848
Duluth (est.).. ...	1,313,792	.....	.....	.....	.....
Toledo.....	1,170,893	539,436	46.852	.....	20,014
Detroit	959,298	27,141	24.364	650	.....
Oswego.....	123.500	73.500	1,000	105.000	131. 00
St Louis.....	695,725	1,584,846	50,477	13,463	50,421
Cincinnati, 19....	67,859	41.150	39.011	.....	.....
Boston.....	51,803	126.661	229,403	1,995	120.056
Toronto.....	331,452	500	.....	64.454	19
Montreal	245,899	61,006	38 169	33,413	47.703
Philadelphia	382.169	163.257	190 407	.....	.....
Peoria	5.130	126.661	229.403	1,995	120.056
Indianapolis.....	233 100	82.700	49,100	.....	14.300
Kansas City.....	160.689	182 660	15,340	210	25,388
Baltimore	899,001	510,385	.....	.....	.....
Down Mississippi.	.....	114,219	28.518	.....	.....
On rail.....	341.272	566,847	999.783	55.768	62.826
On lake.....	6 4,939	3,570,823	189 983	178	13.300
On canal.....	1,169,000	1,168,000	383.000	31,000	188,000
Tot. May 26, '83.	20.146.864	13,442,241	4,102.574	540,580	1.896.231
Tot. May 19, '83.	20,546 587	14,685,858	3.871,243	790.570	1,734,269
Tot. May 27, '82.	9,427,798	9,294,180	2.264.975	130,607	1,017.931
Tot. May 28, '81.	14,909,921	9.832,828	4.589,330	513 092	327.327
Tot. May 29, '80.	20,394,104	15,784.336	2,730,496	487,244	365.591

THE DRY GOODS TRADE.

FRIDAY, P. M., June 1, 1883

The dry goods market has been tame and uninteresting the past week, business having been interrupted to some extent by the intervention of a legal holiday. The demand at first hands was strictly moderate, and chiefly of a hand-to-mouth character—as usual between seasons. There was a little more inquiry for a few kinds of fall goods by Western and Southwestern jobbers, but the somewhat unsettled condition of the market has rendered them exceedingly cautious, and operations in anticipation of future wants were conducted upon a most conservative basis. The jobbing trade has been devoid of animation as regards transactions with buyers on the spot, but the order demand was of fair aggregate proportions—retailers in most parts of the country having apparently made a very fair distribution of seasonable goods during the week.

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week aggregated 3,994 packages, of which 1,451 were shipped to Africa, 1,299 to China, 510 to Great Britain, 137 to Venezuela, 119 to U. S. of Colombia, 95 to Hamburg, 70 to Brazil, &c. The market has ruled quiet, and its main features are unchanged. Brown and bleached goods were in light demand, but fairly steady in price, and there was a moderate movement in wide sheetings and satteens on account of back orders. Cotton flannels continued fairly active, orders for future delivery having been placed to a considerable amount by wholesale buyers. Colored cottons were mostly quiet, and prices are very unsatisfactory to manufacturers. Print cloths have participated in the general quiet, and prices are a fraction lower, say 3⅝c. to 3 11-16c., less 1 per cent, for 64x64s, and 3½c. asked for 56x60s. Prints and ginghams were dull in first hands, and quiet with jobbers.

DOMESTIC WOOLEN GOODS.—The market for clothing woolens has continued very quiet, transactions having been chiefly restricted to making deliveries in execution of former orders. The wholesale clothing trade has shown little or no improvement, and clothiers are still so heavily overstocked that they manifest a disinclination to increase their liabilities at present. Fancy cassimeres were dull in first hands, and no new business of importance was done in worsteds or overcoatings. Cloakings were rather more sought for, but sales were light in the aggregate. Satinets continued slow, and there was a sluggish and irregular demand for Kentucky jeans. In flannels and blankets there was no movement of importance, but stocks are in pretty good shape and a freer demand is expected shortly. Dress goods and shawls were lightly dealt in; carpets were slow of sale; and there was only a moderate business in hosiery and knit underwear.

FOREIGN DRY GOODS.—Business has continued dull with importers (as usual at this stage of the season), and the jobbing trade was only moderate. Some fair sales of plain silks were made for future delivery, but the general demand was exceedingly light, as was the case with dress goods. Velvets and velveteens are meeting with a fair share of attention, and fabrics of this class are likely to be extensively used the coming season, judging by the large orders already placed at the sources of supply in Europe. Linens, white goods, laces and embroideries were slow of sale, and hosiery ruled quiet in demand.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending May 31, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.											
	Week Ending June 1, 1882.		Since Jan 1, 1882.		Week Ending May 31, 1883.		Since Jan. 1, 1883.		WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.			
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—												
Wool	634	$ 239 610	21,177	$ 9,320,859	500	$ 165,634	18,271	$ 7,750,606	184	72,995	6,850	2,632,374
Cotton	904	295 739	37,500	12,199,991	1,000	265,201	32,549	11,106,299	Wool	31,615	6,388	1,901,747
Silk	995	651,784	49,1	20,236,246	425	235,487	17,018	10,555,719	Cotton	74,255	3,351	2,564,959
Flax	884	164,539	23,747	6,859,644	326	57,867	9,252	3,514,440	Silk	39,121	11,255	1,800,124
Miscellaneous	608	101,405	38,859	4,427,350	256	29,950	85,342	3,553,281	Flax	2,836	2,836	1,306,137
Total	4,025	1,453,987	178,898	49,404,679	4,549	1,063,994	158,690	39,080,032	Miscellaneous	22,100	22,100	1,306,137
Total	3,446	242,196	100,813	10,528,331	1,635	279,690	115,847	13,815,366	Total	242,196	72,995	9,320,859
Ent'd for consumpt.	4,025	1,453,987	178,898	49,404,679	4,549	1,063,994	158,690	39,080,032	Total on market...	7,471	1,698,183	279,711	59,933,010	6,184	1,343,684	274,537	52,904,806
Total at the port...	5,676	1,886,715	279,711	59,933,010	6,689	1,747,798	281,941	54,778,742				
Manufactures of—												
Wool	311	120,448	7,763	3,142,326	80	282,123	12,301	4,815,346				
Cotton	318	81,733	6,873	2,013,442	325	6-,369	9,844	2,561,086				
Silk	190	138,952	3,449	2,508,105	425	235,487	6,512	4,427,318				
Flax	486	75,166	9,920	1,792,756	326	57,867	9,252	1,743,717				
Miscellaneous	346	16,439	58,798	1,163,134	256	29,950	85,342	1,741,473				
Total	1,651	432,728	86,803	10,617,763	2,140	683,804	122,241	18,689,710				
Ent'd for consumpt.	4,025	1,453,987	178,898	49,401,679	4,549	1,063,994	158,690	39,080,032				
Total at the port...	5,676	1,886,715	265,701	60,022,442	6,689	1,747,798	281,941	54,778,742				

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C. F. BENZEL, President. } STATE BANK. { C. T. WALKER, Cashier.
{ Incorporated 1875. }

German Bank,

LITTLE ROCK, ARKANSAS.

Capital (Paid in) - - - - - $75,000

Surplus, - - - - - - - - - - 25,000

Prompt attention given to all business in our line.

N. Y. CORRESPONDENTS.—Donnell, Lawson & Co and the Metropolitan National Bank.

Western Bankers.

The First National Bank.

GRAND RAPIDS, MICH., Feb. 24, 1883.

The First National Bank, of Grand Rapids, located at Grand Rapids, in the State of Michigan, is closing up its affairs, its corporate existence having expired on February 24, 1883. All note holders and other creditors of said association are therefore hereby notified to present the notes and other claims against the association for payment.

HARVEY J. HOLLISTER, Cashier.

The Old National Bank

OF GRAND RAPIDS, MICH.

Capital Limit, - - - - - $1,500,000

Capital Paid in, - - - - 400,000

Referring to the foregoing the officers and directors of the OLD NATIONAL BANK OF GRAND RAPIDS, beg leave to announce that on Monday, February 26 inst., they will continue the business of banking in all its branches, at the same place of business, as successor of the First National Bank of Grand Rapids.

As substantially the same management will continue in the new organization, with equal capital (which will be speedily doubled) it is hoped the generous confidence and patronage so long bestowed upon its predecessor, will be continued to the present institution.

S. L. WITHEY, President.
H. J. HOLLISTER, Cashier.

N. W. Harris & Co.,

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ASSETS, $95,000 000.

Insurance.

OFFICE OF THE

ATLANTIC

Mutual Insurance Co.,

NEW YORK, January 25, 1883.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1882:

Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$4,412,693 58
Premiums on Policies not marked off 1st January, 1882	1,516,844 85
Total Marine Premiums	$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90
Losses paid during the same period	$2,013,767 35
Returns of Premiums and Expenses	$823,304 50

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,974,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
Premium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

TRUSTEES:

J. D. Jones,	Horace Gray,
Charles Dennis,	Edmund W. Corlies,
W. H. H. Moore,	John Elliott,
Lewis Curtis,	Adolph Lemoyne
Charles H. Russell,	Robt. B. Minturn,
James Low,	Charles H. Marshall,
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Josiah O. Low,	William Bryce,
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Thomas F. Youngs,	Horace K. Thurber,
C. A. Hand,	William Degroot,
John D. Hewlett,	John L. Riker,
William H. Webb,	N. Denton Smith,
Charles P. Burdett.	

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CHARLES DENNIS, Vice President.

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PRICE OF PASSAGE—(Including wine): To Havre—First cabin, $100 and $80; second cabin, $60; steerage, $26—including wine, bedding and utensils. Return tickets at very reduced rates. Checks on Banque Transatlantique, Havre and Paris, in amounts to suit.

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Reserve for Unearned Premiums	2,116,832 00
Reserve for Unpaid Losses and Claims	317,596 01
Net Surplus	1,774,061 06
Cash Assets, January 1, 1883	$7,208,489 07

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

ÆTNA
Insurance Company
OF HARTFORD.

Assets January 1, 1883	$9,054,610 58
Liabilities for unpaid losses and re-insurance fund	1,961,428 46
Capital	4,000,000 00
NET SURPLUS	$3,193,182 12

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VOL. 36. NEW YORK, JUNE 9, 1883. NO. 937.

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SPECIAL ATTENTION GIVEN TO THE NEGOTIATION OF

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DEALERS IN

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All classes of Railway and Mining Stocks bought and sold on Commission.

Private Telegraph Wires to Philadelphia, Wilmington, Baltimore, Washington, Boston, Bridgeport and New Haven.

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Hatch & Foote,

BANKERS, No. 12 Wall Street, N. Y.

We make U. S. Bonds and Investment Securities a specialty, execute orders in STOCKS and BONDS for cash or carry the same on margin. We transact a general BANKING business and ALLOW INTEREST on DEPOSITS. Branch Offices, connected by private wire, Norwich, Conn., Gloucester, Mass., and 131 Devonshire Street, Boston, Mass.

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Member of New York Stock Exchange.

Stocks and bonds bought and sold on commission for cash or on approved margin. Collections made throughout United States.

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NEW YORK.

Stocks and Bonds bought and sold on Commission.

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STOCKS, BONDS, GRAIN AND PROVISIONS bought and sold in New York and Chicago markets.

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Commission Stock Brokers,
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JOHN S. JAMES, Member N. Y. Stock Exch.
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E. C. HUMBERT, Member N. Y. Stock Exch. JOHN J. C. HUMBERT.

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STOCKS AND INVESTMENT SECURITIES
TIME LOANS NEGOTIATED.

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Brokers in Railroad Stocks and Bonds,
GOVERNMENTS & FOREIGN EXCHANGE,

CHAS. K. RANDALL, Member N. Y. Stock Exchange. OTTO C. WEIRUM

W. H. Goadby & Co.,

BANKERS AND BROKERS,
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New York.

Wm. P. Humbert & Co.,

BANKERS AND BROKERS,
No. 7 Nassau Street, New York.

WM. P. HUMBERT, Member N.Y. Stock Exch'ge, Member N.Y. Produce Exch'ge. EDWARD S. BENEDICT.

William Pollock,

MEMBER NEW YORK STOCK EXCHANGE,
BANKER AND BROKER,
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Buys and sells on commission, or carries on margin, all securities dealt in at the New York Stock Exchange

W. E. PEARL. DYER PEARL, Member N.Y. Stock Exch.

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Stocks and bonds bought and sold on commission. Interest allowed on deposits subject to sight draft. Letters of inquiry cheerfully answered.

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Hatch & Kendall,

No. 31 WALL STREET,
BANKERS AND BROKERS,
Refer to Messrs. FISK & HATCH.

A. M. Kidder & Co.

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Transact a General Banking Business, including the purchase and sale of STOCKS and BONDS for cash or on margin.

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COLLINS, BOUDEN & JENKINS,

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Purchase and sell on Commission GOVERNMENT and RAILROAD BONDS and STOCKS, and all classes of Securities dealt in at the NEW YORK STOCK EXCHANGE, or all reputable Securities bought and sold in the OPEN MARKET. LOANS and COMMERCIAL PAPER negotiated. Interest paid on DEPOSITS, subject to check.

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Up-Town Office (Connected by Private Wire), Grand Union Hotel, opp. 42d St. Depot,
NEW YORK.

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Orders executed on the London and European market.

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Organized under the State Laws of New York.
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S. G. NELSON ... . Cashier

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JOS. SEEP,	N. MEHLEN,
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CAPITAL, - - - - - - - - - $300,000.
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This bank has superior facilities for making collections on all accessible points in the United States, Canada and Europe. Liberal terms extended to accounts of bankers and merchants.

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PAID-UP CAPITAL, £1,000,000.
UNDIVIDED PROFITS (including Guarantee and Reserve Funds), £479,378.

Letters of Credit and Drafts issued on the 110 branches of the Bank in the Colonies of Queensland, New South Wales, Victoria, South Australia, Tasmania and New Zealand. Bills discounted or sent for Collection. Telegraphic Transfers made. Deposits received in London at Interest for fixed periods on terms which may be ascertained at the Bank.

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Solicit accounts and agencies of Banks, Railways, Corporations, firms and individuals, upon favorable terms; also orders for the purchase and sale of Bonds, Shares, &c., &c., on Commission on the Stock Exchange.

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Paid-Up Capital, 12,000,000 Guilders ($4,800,000 Gold.)

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Agencies in Batavia, Soerabaya and Samarang.
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Issue Commercial credits, make advances on shipments of staple merchandise, and transact other business of a financial character in connection with the trade with the Dutch East Indies.

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28 STATE STREET, BOSTON.

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AND
COMMISSION MERCHANTS,
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THE

Anglo-Californian Bank

(LIMITED).

LONDON, Head Office, 3 Angel Court.
SAN FRANCISCO Office, 422 California, St.
NEW YORK Agents, J. & W. Seligman & Co.
BOSTON Correspond'ts, Massachusetts N. Bk.

Authorized Capital, - - - $6,000,000
Paid-up Capital, - - - - - 1,500,000
Reserve Fund, - - - - - - 350,000

Transact a general banking business. Issue Commercial credits and Bills of Exchange, available in all parts of the world. Collections and orders for Bonds, Stocks, etc., executed upon the most favorable terms.

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P. N. LILIENTHAL, Cashier.

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BANKING CORPORATION.

CAPITAL (paid-up)..... $5,625,000
RESERVE FUND..... 2,900,000

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The Corporation grant Drafts, issue Letters of Credit for use of Travelers, and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon Manila, Hong Kong, Foochow, Amoy, Ningpo, Shanghai, Hankow, Yokohama, Hiogo, San Francisco and London.

A. M. TOWNSEND, Agent, 47 William St

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Imperial Bank of Canada.

CAPITAL (paid up), - - - $1,300,000
RESERVE, - - - - - - - $460,000
H. S. HOWLAND, Pres't. D. R. WILKIE, Cashier
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Promptest attention paid to collections payable in any part of Canada.
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Prompt attention given to Collection of Commercial Bills and Canadian Funds on all points in Canada; American and Sterling Exchange, and Stocks, Bonds, etc., bought and sold.
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Canadian Bankers.

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Buy and sell Sterling Exchange and Cable Transfers. Issue demand drafts on Scotland and Ireland, also on Canada, British Columbia, Portland, Oregon San Francisco and Chicago.

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HEAD OFFICE, MONTREAL.
GEORGE HAGUE, General Manager.
J. H. PLUMMER, Assistant General Manager.
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NEW YORK—The Bank of New York, N.B.A.

The New York Agency buys and sells Sterling Exchange, Cable Transfers, issues Credits available in all parts of the world, makes collections in Canada and elsewhere, and issues Drafts payable at any of the offices of the bank in Canada. Every description of foreign banking business undertaken.

New York Agency, No. 61 Wall Street.

HENRY HAGUE, JOHN B. HARRIS, JR., } Agents.

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CAPITAL, - - - $12,000,000, Gold.
SURPLUS, - - - $5,750,000, Gold.

C. F. SMITHERS, President.
W. J. BUCHANAN, General Manager.

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Nos. 59 & 61 WALL STREET.

WALTER WATSON, ALEX'R LANG, } Agents.

Buy and sell Sterling Exchange, Francs and Cable Transfers; grant Commercial and Travelers' Credits, available in any part of the world; issue drafts on and make collections in, Chicago and throughout the Dominion of Canada.

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Dealers in Municipal, State and Railroad Bonds.

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Buy and sell Government, State, Municipal and Railroad Bonds and Stocks. Investments for Savings Banks a specialty. Correspondence solicited.

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BANKERS AND BROKERS,
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INVESTMENT and SOUTHERN SECURITIES a specialty.
Correspondence solicited and information furnished.
N. Y. Correspondents—McKim Brothers & Co.

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THE CITY BANK OF HOUSTON,
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Houston, Texas.

We give special attention to collections on all accessible points.
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B. F. WEEMS, Cashier. BENJ. A. BOTTS, Pres't.

Southern Bankers.

Thos. P. Miller & Co.,

BANKERS,

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Special attention paid to collections, with prompt remittances at current rates of exchange on day of payment. Buy and sell State of Alabama and City of Mobile Bonds.

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MERCHANTS' NATIONAL BANK,

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Collections made on all Southern points on best terms; prompt returns.

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BANKERS AND COMMISSION MERCHANTS.

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Virginia Bonds funded under the Funding Act passed by the last Legislature, for ½ per cent commission. New North Carolina 6 per cent bonds, secured by lien on the State's stock in the North Carolina Railroad, for sale.

WM. C. COURTNEY, Pres. ERNEST H. PRINGLE, Cash

BANK OF CHARLESTON,

NATIONAL BANKING ASSOCIATION,

CHARLESTON, S. C.

SPECIAL ATTENTION GIVEN TO COLLECTIONS.

Western Bankers.

The First National Bank.

GRAND RAPIDS, MICH., Feb. 24, 1883.

The First National Bank, of Grand Rapids, located at Grand Rapids, in the State of Michigan, is closing up its affairs, its corporate existence, having expired on Feoruary 24, 1883. All note holders and other creditors of said association are therefore hereby notified to present the notes and other claims against the association for payment.

HARVEY J. HOLLISTER, Cashier.

The Old National Bank

OF GRAND RAPIDS, MICH.

Capital Limit, - - - - - $1,500,000
Capital Paid in, - - - - 400,000

Referring to the foregoing the officers and directors of the OLD NATIONAL BANK OF GRAND RAPIDS, beg leave to announce that on Monday, February 26 inst., they will continue the business of banking in all its branches, at the same place of business, as successor of the First National Bank of Grand Rapids.

As substantially the same management will continue in the new organization, with equal capital (which will be speedily doubled) it is hoped the generous confidence and patronage so long bestowed upon its predecessor, will be continued to the present institution.

S. L. WITHEY, President.
H. J. HOLLISTER, Cashier.

N. W. Harris & Co.,

INVESTMENT BANKERS,

No. 176 DEARBORN STREET,

CHICAGO, ILL.

BONDS, State, County, City, Town, School and Car Trust Bought and Sold.

The funding of entire issues receives special attention. Write us if you wish to buy or sell.

Montana National Bank,

HELENA, M. T.

UNITED STATES DEPOSITORY.

Capital, - - - - - - - - $250,000

C. A. BROADWATER, Pres't. A. G. CLARKE, V.-Pres't.
E. SHARPE, Cashier.

THOS. M. THORNTON. WM. W. THORNTON, Cash

W. F. THORNTON & SON,

(Established 1859.)

BANKERS AND BROKERS,

SHELBYVILLE, ILLINOIS.

Collections made in Shelby and adjoining Counties and Proceeds remitted on Day of Payment.

REFERENCES—National Bank of Commerce, New York. Union National Bank, Cincinnati. Third National Bank, St. Louis. Traders' Bank, Chicago. Indiana Banking Company, Indianapolis.

ESTABLISHED 1871.

P. F. KELEHER & CO.,

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Dealers in Western Securities.

Defaulted Bonds of Missouri Kansas and Illinois Specialty. Good Investment Securities, paying 4½ to 10 per cent, for sale.

References in New York, by permission, Clark Dodge & Co., 51 Wall St.; Hatch & Foote, 12 Wall St. References in St. Louis, Banks generally.

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United States Trust Co.

OF NEW YORK,

No. 49 WALL STREET.

CAPITAL AND SURPLUS, $5,000,000

This company is a legal depository for moneys paid into court, and is authorized to act as guardian or receiver of estates.

INTEREST ALLOWED ON DEPOSITS, which may be made at any time, and withdrawn after five days' notice, and will be entitled to interest for the whole time they may remain with the company.

Executors, administrators, or trustees of estates, and females unaccustomed to the transaction of business, as well as religious and benevolent institutions, will find this company a convenient depository for money.

JOHN A. STEWART, President.
WILLIAM H. MACY, Vice-President.

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Thomas Slocomb,	W. W. Phelps,	J. B. Williams,
Charles E. Bill,	D. Willis James,	Anson P. Stokes,
Wilson G. Hunt,	John J. Astor,	Chas. H. Russell,
Wm H. Macy,	John A. Stewart,	Robt. B. Minturn
John J. Cisco,	S. M. Buckingham	Geo. H. Warren,
Clinton Gilbert,	H. E. Lawrence,	George Bliss,
Daniel D. Lord,	Isaac N. Phelps,	John C. Brown,
George T. Adee,	Erastus Corning,	William Libbey,
Samuel Sloan,	S. B. Chittenden.	

JAMES S. CLARK, Second Vice-President.
HENRY L. THORNELL, Secretary.
LOUIS G. HAMPTON, Assistant Secretary

The Brooklyn Trust Co.

Cor. of Montague & Clinton sts., Brooklyn, N. Y.

This Company is authorized by special charter to act as receiver, trustee, guardian, executor, or administrator.

It can act as agent in the sale or management of real estate, collect interest or dividends, receive registry and transfer books, or make purchase and sale of Government and other securities.

Religious and charitable institutions, and persons unaccustomed to the transaction of business, will find this Company a safe and convenient depository for money. CHAS. R. MARVIN, Vice-President.

TRUSTEES:

John P. Rolfe,	Chas. R. Marvin,	Henry K. Sheldon,
E. F. Knowlton,	Josiah O. Low,	John T. Martin,
H. E. Pierrepont,	Alex. McCue,	Edm'd W. Corlies
Alex. M. White,	A. A. Low,	Fred. Cromwell,
Henry Sanger,	Mich'l Chauncey,	C. D. Wood.

WM. H. MALE, Secretary.
JAS. R. CURRAN, Assistant Secretary.

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PAID UP CAPITAL, $1,000,000.

Designated as a legal Depository by order of Supreme Court. Receive deposits of money on interest act as fiscal or transfer agent, or trustee for corporations and accept and execute any legal trusts from persons or corporations on as favorable terms as other similar companies.

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FREDERIC D. TAPPEN, Vice-President
WALTER J. BRITTIN, Secretary.

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MANHATTAN

Safe Deposit & Storage Co

346 & 348 Broadway,

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Receives for safe-keeping, UNDER GUARANTEE, Bonds, Deeds, Wills and other valuable papers; Silverware, Jewelry, Paintings, Silk Goods, Old Business Accounts, &c.

Safes to rent from $10 to $200 per year.

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OF

The National Park Bank

OF NEW YORK.

214 & 216 BROADWAY.

ENTRANCE THROUGH THE BANK.

Bankers' Safe Deposit Co

UNITED BANK BUILDING,

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OF MOST APPROVED CONSTRUCTION FOR

Bankers, Brokers, Merchants, &c.

DEPOSIT YOUR SECURITIES

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Under the National Bank of the State of New York.

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C. F. SENZEL, President. | STATE BANK, (Incorporated 1875.) | C. T. WALKER Cashier.

German Bank,

LITTLE ROCK, ARKANSAS.

Capital (Paid in) - - - - - $75,000
Surplus, - - - - - - - - - - 25,000

Prompt attention given to all business in our line. N. Y. CORRESPONDENTS.—Donnell, Lawson & Co and the Metropolitan National Bank.

Investments.

REED & HURLBUT,

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FIRST-CLASS

Investment Bonds.

Geo. K. Sistare's Sons,

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DEALERS IN

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Buy and Sell on Commission, for cash or on margin, all securities dealt in at the New York Stock Exchange.

Interest allowed on daily balances.

All deposits subject to check at sight.

Particular attention to orders by mail or telegraph.

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The Board of Directors have ordered a distribution to be made on July 2, 1883, to the shareholders of this company in the full paid stock (of $100 per share) of the Chicago St. Louis & New Orleans Railroad Company, in the proportion of 17 shares of the same to each 100 shares of Illinois Central Railroad stock, as registered at the close of business on June 15 next.

No fractions will be issued, nor will the right to the same be transferred.

Settlement for fractions will be made by payment therefor in cash at the rate of $80 per share for C. St. L. & N. O. RR. stock.

The Stock Transfer Books of the Illinois Central RR. Company will be closed from and after June 15 until the morning of July 5.

L. V. F. RANDOLPH,
New York, Feb. 21, 1883. Treasurer.

Financial.

City Bonds For Sale.

I am authorized by the City Council of the City of Stockton, California, to sell $365,000 of its coupon bonds, viz.:

195 bonds of $1,000 each, numbered consecutively from 1 to 195, bearing interest at 5 per cent per annum, and to run for 20 years from July 2, 1883. Principal and interest payable in gold coin. Interest payable semi-annually on January and July 1st of each year. The city reserves the right to pay 10 of said bonds each year, commencing with the lowest-numbered bonds. $195,000.

120 bonds of $1,000 each, numbered consecutively from 1 to 120, and conditions in every other respect the same as the foregoing bonds, except that the city reserves the right to pay 6 of said bonds each year, commencing with lowest-numbered bonds $120,000.

50 bonds of $1,000 each, numbered consecutively from 1 to 50, and conditions in every other respect the same as the foregoing bonds, except that the city reserves the right to pay 3 of said bonds each year commencing with the lowest-numbered bonds. $50,000.

Bids will be received for the above-described bonds in any sum of $1,000 and upwards, but no bid will be received below par, money to be placed in Stockton free of costs to the city.

The city reserves the right to reject any and all bids.

Bids can be made for any specific-numbered bond, and in this manner purchasers can select their investment to run for such time as they may desire

Bids will be received up to June 25, 1883, and bonds awarded July 1, 1883. Parties whose bids are accepted will be notified at once and immediately thereupon they must deposit in the Stockton National Bank the value of the bonds bid for, whereupon their bonds will be forwarded to them by express or delivered to them or their agents properly authorized to receive them.

The total indebtedness of the city of Stockton is $386 000, and the present issue of bonds is to refund $365,000 of this old indebtedness at a lower rate of interest. Stockton has a population of 12,000, and assessed valuation of property of $6,000,000.

The city is at the head of navigation and the vast resources of the great San Joaquin Valley are tributary to it and insure in the future its present rapid growth and prosperity. Bids must be marked "Bid for City Bonds," and addressed to

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To provide means of payment for these Shares, the CHICAGO & NORTHWESTERN RAILWAY COMPANY has made an issue of **$10,000,000** 5 PER CENT Bonds to mature in 1915, the Bonds to have the benefits of a Sinking Fund, by which **$200,000** of the Bonds are to be purchased and canceled each year, from and after 1884, whenever the bonds can be purchased at or below **105** PER CENT and accrued interest in any one year; the Bonds are furthermore secured by the obligation on the part of the CHICAGO & NORTHWESTERN RAILWAY COMPANY that no increased mortgage debt, excepting for the enlargement, improvement or extension of the Company's property, shall be created or issued, without making provision to give to the holders of the Bonds of this issue equal security with any additional Bonds secured on the same property *which provision virtually reserves for the Debenture Bonds mortgage security upon the entire existing property of the Chicago & Northwestern Railway Company.* The Trust agreement further provides that in case of any default for a period of six months the Trustee shall, at the request of the majority of the holders declare the principal of all Bonds at once due, and is authorized to enforce its payment against the Company.

The total mileage operated by the Company at the end of the last fiscal year, May 31, 1882, was 3,278, and after the payment of the fixed charges of every nature, including interest on the entire bonded debt of $64,218,000, rentals, &c., its net earnings were $5,378,075 14; dividends at the rate of 7 per cent on the Common Stock of $15,117,600, and 8 per cent on the Preferred Stock of $22,200,000, are being paid by the Company, and for the first eleven months of the current fiscal year the gross earnings show an increase of $539 000.

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HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 36. SATURDAY, JUNE 9, 1883. NO. 937.

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The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE *is published in New York every Saturday morning.*

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GOVERNMENT REVENUE AND BOND CALLS.

There is no financial question affecting so great interests about which so little is clearly understood, as the Government's surplus revenue. To be sure, the Treasury Department publishes full monthly statements, and in them gives many useful statistics, but the figures are so involved through the fictions of book-keeping, that very few gain from them any definite idea of the actual change the Government balance is undergoing. It may be growing larger month by month, or it may be growing smaller, and yet one unfamiliar with the mode of keeping the accounts, will draw a conclusion the opposite of the truth. As for instance, from October 1882 to February 1883, among the cash items or assets were included all bonds paid prior to the maturity of the call, and consequently the apparent balance was just so much greater than the actual balance. This was good book-keeping, but it misled the average reader, for when all the calls were matured and all these paid bonds were marked off, it was suddenly seen that instead of a balance of 140 millions, as the monthly report stated it, the Government was only carrying about 120 millions.

We call attention to this now, because from the little items we see published from time to time, the public appears to be again in danger of being led astray by the current figures. In fact, there seems to be a general concurrence in the idea that Government revenues are very small, its disbursements very large, its balance hardly sustained and bond calls never likely to be resumed. And yet, up to this time, no such conclusions are warranted. Of course, we all know that the revenues have fallen off, but to no greater extent than was anticipated. In our last article on this subject (CHRONICLE April 7, page 378,) we summed up this feature of the question by estimating that the "net "loss in the revenue this fiscal year compared with the "fiscal year ending with July 1, 1882, would be at least "8¼ millions, and bring the actual total receipts down to "say $395,000,000 against $403,525,250 last year." Judging from the statement up to June 1st, it looks as if the loss was to be no greater than we at that time stated it, and in fact as if the actual figures were coming out marvellously near our estimate. To illustrate this, we give the following, showing the Government receipts from all sources in May and since July 1st for the two years, leaving therefore only one month more to be added.

Government Receipts from—	1882-83.		1881-82.	
	For May.	*Since July 1.*	*For May.*	*Since July 1.*
	$	$	$	$
Customs.....	13,587,112 33	192,932,936 37	18,197,754 23	202,880,069 00
Internal revenue.....	15,980,298 36	133,710,902 94	15,504,310 31	133,322,582 43
Miscellaneous sources	1,922,182 82	30,728,054 21	2,426,016 91	31,342,681 66
To'al receipts.....	31,439,593 51	363,371,413 52	36,128,081 48	370,545,353 19

The reader will see from the foregoing that if the June revenue equals the actual given above for May, the total for the year will only be $200,000 short of our estimate of 395 millions. Hence it appears that there is nothing which was unanticipated in the current falling off in the receipts.

Nor is there any unfavorable change which was unexpected in the disbursements; that is to say, the disbursements have been no larger than our estimate, in fact they have thus far been even less. Hence the impression that bond calls have ceased because the net revenue has not been sufficient, or that their suspension now furnishes reason for anticipating no calls next year, is evidently erroneous, quite the contrary conclusion being the correct one. The simple truth is, that instead of making bond calls, the Government is engaged accumulating surplus, and is doing so, as we shall show, much faster than is generally supposed. This new policy the Secretary has probably adopted because previously he had reduced his balance below the level of the months prior to this fiscal year, and because the changes in the tax laws, the remainder of which go into operation on the first of July, introduce some uncertainty as to the volume of the revenue after that date. In view of those facts, a suspension of bond calls seems very proper; but it should be remembered that the accumulation of surplus is

still in progress, and is already amply sufficient to provide for another call had not the plan of carrying a very much larger balance been adopted.

We think, however, that the extent to which this change of policy has been carried, and the consequent accumulations in the Treasury during late months, will probably surprise most readers who have not investigated the matter. In the first place, even the stated balance has largely increased. On the first of January it had been reduced—less called bonds redeemed but not matured—to 111½ millions. On June 1st it had grown to 129½ millions, or an addition of 18 millions during the five months, besides paying off about 23 million dollars—we have not now the precise figures*—on account of bonds called and matured since January 1st.

But, in addition to this accumulation, there are items in the Treasury statement which, before striking the balance for each month, are set down as liabilities, though they are in no sense liabilities, one of which since the first of January has been enormously increased. We refer to the balances placed to the credit of disbursing officers, or, as the item is called in the Treasury statement, "Disbursing "officers' balances." The sum in each monthly exhibit placed opposite that head is a matter of book-keeping purely, and is as much a part of the Government balance as the so-called "balance" itself. The Government owes the departments nothing at all; and to the ordinary mind a more simple plan would seem to be to let the general balance include this "Disbursing officers' balances," thus displaying in one total the entire amount held by the Treasury for all purposes. But still, the present mode of keeping the accounts has long been pursued.

Now it will be readily seen that if the amount of disbursing officers' balances were constant—that is always the same, or even nearly so, as it formerly was—this book-keeping arrangement would be unimportant; but just as soon as that item begins to vary from month to month, an element of uncertainty or mystery as to the surplus revenue is introduced, which the reader can solve only through an investigation or a comparison with previous returns. As we have already stated, there has been since the first of January just such an increase in progress. We are not raising any inquiry now with regard to the reason why this has been done—it is the simple fact we have to deal with at present. And for the purpose of showing how unusually large the sum has become, we give the following statement of the item in question, taken from each Treasury statement since January, 1879.

BALANCES TO THE CREDIT OF DISBURSING OFFICERS.

	1879.	1880.	1881.	1882.	1883.
Jan. 1	$.....	$22,240,727	$19,884,964	$22,521,325	$25,567,490
Feb. 1	14,973,135	19,634,888	19,910,149	22,157,086	22,934,123
Mar. 1	15,194,052	21,051,561	18,966,122	24,726,551	26,927,860
April 1	16,097,674	19,168,577	20,552,063	24,207,044	23,021,435
May 1	14,637,216	17,863,337	19,417,744	21,137,645	31,273,902
June 1	18,028,258	15,616,622	20,030,294	23,010,160	40,050,142
July 1	18,243,445	17,554,619	18,330,378	26,768,013	.....
Aug. 1	20,769,820	19,598,946	21,283,338	26,104,350	.....
Sept. 1	22,871,244	22,257,020	23,971,652	27,870,629	.....
Oct. 1	25,784,260	21,849,909	22 278,303	27,324,855	.....
Nov. 1	20,776,646	22,769,917	23,023,874	26,995,313	.....
Dec. 1	19,419,170	20,084,624	23,953,443	30,506,469	.....

These figures show an addition to this single item since the first of January of 14½ millions, and further, they show that the item is now largely in excess of any previous year. The important point, however, is that the above 14½ millions and the 18 millions in the general balance before mentioned, together with the 23 millions paid since January 1st on account of called bonds, being a total of 55½ millions, has all of it been accumulated since the first of January—that is, represents the surplus revenue since January 1st, or more than 11 millions a month.

Do these figures lend any support to the idea that we are to have no more bond calls? Are they not rather an indication that such calls are not likely to be delayed long after the opening of the new fiscal year?

* The last call for 15 millions, issued January 31, and about 8 millions under other calls which had not matured January 1st.

THE FINANCIAL SITUATION.

With continued warm, forcing weather, the agricultural question has this week passed beyond the power of speculative circles. A temperature among the nineties, with occasional showers, are evidently not conditions favorable for the growth of skeptical views respecting crop development. It is still likely that the harvest will be late, but though late, there is every reason, according to the present outlook, for believing that it will be abundant.

Recently the weather in Europe, and especially in Great Britain, has also been very favorable, while the continued flow of grain from miscellaneous sources to England and the Continent—the amount of wheat reported afloat on the 7th inst. being still 21 million bushels—has further helped to make the prospect gloomy for our breadstuffs speculators. No result, therefore, but harm to ourselves can come from ignoring the fact, so patent now, that a shortage of wheat in Europe this summer is not among the probabilities. Accumulations in their leading markets are already so large and America has just at present so much competition in foreign markets in the matter of new supplies, that it is impossible for our operators to control prices. And with the prospect of good crops here this season, and a much better yield of wheat abroad than was thought possible a few weeks since, there seems every reason for free shipments from our present large and increasing visible supply.

The speculation in grain and the check it has given to the export of breadstuffs is really the basis for the strong market and higher rates for exchange which have ruled here of late. We are aware that the special strength of the past week has been attributed to manipulation by stock operators. It is very possible that some such movement has aggravated the situation, for the trade balance is so small that every new inquiry, however slight, must be quickly felt. In fact, the condition of our foreign trade at present would probably send gold abroad were it not that we are so near the period when the movement of our new crops will begin. Hence even now bills known as "futures" are being offered on the market, drawn in the expectation of covering them with produce sixty days hence or of a renewal if they cannot so soon be covered at a profit. Such negotiations are, however, not yet freely entered into, the high rates of money in London and low rates here checking the movement. But unless there should be further disturbance in European money markets, it is thought probable that after the middle of this month, these "future" bills will become much more abundant, being drawn in anticipation of cotton exports. If this should prove to be the case, such offerings it is likely will give a downward tendency to the market for sterling, and then should our wheat and corn also begin to move again, the present condition may be quickly reversed.

In Wall Street circles a feeling of greater confidence has been very apparent. The truth is, all business interests have felt the influence of the more seasonable weather and the improving crop prospects. Railroad earnings, which we have compiled and reviewed for another month in a subsequent column, show very good results and indicate that even now the distribution of merchandise and

passenger traffic is large. The great complaint in the commercial markets has been that prices were not remunerative. Only a little addition to the demand, however, of which there seems at present to be good promise, will rectify this. In fact there is this week a decidedly more cheerful feeling in all departments of business; labor troubles also seem to be subsiding and the industrial out look everywhere improving.

It is no surprise, therefore, that the stock market should show more buoyancy and strength than it has for a long time, and this was the more natural as there were many special causes operating in the same direction. The upward movement seemed to be inaugurated last Saturday by a start in Central New Jersey, in which there was a large uncovered short interest, the stock having been freely sold by speculators in the expectation that it would decline when the lease to the Reading had been consummated. The price however was steadily pushed upward until the leading shorts were induced to cover. The next decided movement was in Chicago Milwaukee & St. Paul. It was understood that an issue of 30,000 shares of new stock would be made and speculators for a decline felt assured that on the announcement of the issue, the property would be unfavorably influenced. Accordingly they made heavy sales of it and found to their chagrin that they were on the wrong side of the market. The movement in Central New Jersey, Reading and St. Paul naturally stimulated a rise in the general list and the advance was aided by the favorable conditions of weather, &c., which we have already mentioned. By Wednesday the speculators for a decline appear to have become thoroughly alarmed, and in seeking to cover they gave the market another impetus which carried it rapidly upward. On Thursday and Friday the Northern Pacifics rose on a report that a dividend of 3 per cent on the preferred stock would shortly be declared. Union Pacific was favorably affected by the decision of the First Comptroller of the Treasury and other influences referred to below. Western Union was advanced by a rumor that arrangements had at last been made for listing the stock in London, and also that a large block of it had been sent out for delivery to a recent purchaser. The Wabashes and other Southwesterns rose by reason of a covering of shorts and increased earnings.

With regard to the Union Pacific, as already stated, the rise had for its basis several facts. In the first place, it is reported that the company is making good progress in funding its floating debt, so that in the near future its ordinary operations may no longer be hampered by the disability always entailed by obligations of that sort. In the second place, the dividend declared last week is accepted as evidence of the company's continued prosperity. In the third place there was the decision of the First Comptroller of the Treasury, as stated above, he having decided this week that on railroads not subsidized by the Government, whether controlled by roads so subsidized or not, full and not half compensation must be paid by the United States for service rendered the Government. As a large proportion of the Union Pacific's total mileage is non-subsidized, this decision is of great importance to the company, though the amount involved in the particular case reviewed was only about $2,000. Finally, fresh encouragement was derived from the company's statement of earnings and expenses for April. We referred last week to the heavy gains that had been made in net earnings in the first quarter of the year, despite a reduction in gross earnings, but the return for April gives us the figures for one month later, and emphasizes the favorable character of all of this year's exhibits. We find that there was in April a gain of $65,235 in gross and $62,826 in net earnings, and that the total gain in net for the four months now aggregates $630,723. As the net earnings last year were $3,363,756, this is equivalent to a gain of pretty nearly 20 per cent, which must certainly be denominated as a very satisfactory ratio of increase. A noteworthy feature in the April return is that the corrected gross earnings for that month exhibit a small increase instead of a decrease of $162,000, as the earlier statement of approximate figures made it appear.

The new stock issue of the St. Paul, if current rumor is to be believed, has all of it been taken by President Mitchell in payment of money loaned by him to the company. If that proves to be so, this three millions stock wipes out a corresponding amount of floating debt, and the company's position in this respect must be greatly improved. In our article of March 17 we showed the net floating debt to be $4,479,536, without allowing in this for the stock of fuel and materials on hand, and after having added on $2,650,000 for interest due the 1st of January on the company's debt. If now three millions of this should be cancelled, the floating debt remaining would be scarcely more than nominal in amount—somewhat less even than the amount of fuel and materials on hand.

In view of all the facts we have cited above, it seems that the upward movement of the stock market this week has been due to a diversity of causes, some general in their bearing, such as the weather and improving business outlook, others special, relating to particular properties, and others wholly speculative, the work simply of manipulators inducing the covering of short contracts and the temporary conversion of operators for a decline to the opposite side of the market. How far outsiders have taken part it would be difficult to say, and yet there seems but little evidence of their having purchased stocks to any considerable extent. In fact, after so many disappointments, it is not to be expected that non-professionals will take hold largely until they are assured that prices are to be maintained, and their confidence in the stability of the market is restored. As London is not likely very soon to take back the stocks it has lately sold here, and may further feed this market if there is any considerable rise, the condition there is closely watched, and may have an important bearing on the course of prices here. The following, showing relative prices in London and New York of leading stocks and bonds, indicates how closely London is following our market.

	June 4.		June 5.		June 6.		June 7.		June 8.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S.4s,c.	119·43	119½	119·31	119¾	119·56	119⅝	119·56	119⅝	119·56	119⅝
U.S.4½s.	103·28	103¼	103·03	103¼	103·03	103¼	103·03	103¼	103·03	103¼
Erie.....	35·07	36½	35·73	35⅝	35·85	35⅞	35·07	36⅛	35·22	36⅜
2d con.	96·18	95⅝	96·18	96	95·04	96	96·43	96	96·43	96⅜
Ill. Cent.	145·89	145	145·89	145	144·89	145⅛	144·89	145¼	144·89	145
N. Y. C..	123·84	123⅜	123·10	123⅞	123·35	123¼	123·10	123	123·35	123⅝
Reading	27·37†	55½	27·77†	56	28·14†	56½	28·88†	58	29·03†	57¾
Ont. W'n	26·55	26⅝	26·06	26¾	26·18	26⅝	26·43	26¾	26·43	26¾
St. Paul.	103·52	103⅝	103·28	103⅝	104·26	103⅞	103·28	104¾	104·26	104⅛
Exch'ge, cables.	4·80½		4·80½		4·80½		4·80½		4·80½	

*Expressed in their New York equivalent.

†Reading on basis of $50, par value.

Money continues to rule easy at the Stock Exchange, the supply being fully equal to the inquiry. The Treasury has not been disbursing liberally, the largest payments being for pensions, but the interior movement continues to favor us. The New York Clearing-House banks, according to returns collected by us, have received from and shipped to the interior gold and currency as follows the past week.

Week Ending June 8, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency	$2,036,000	$290,000	Gain. $1,746,000
Gold	17,000	.....	Gain. 17,000
Total gold and legal tenders	$2,053,000	$290,000	Gain. $1,763,000

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement our City banks have lost $103,100 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total gain to the New York Clearing-House banks of gold and currency for the week covered by the bank statement to be issued to-day.

Week Ending June 8, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	$2,053,000	$290,000	Gain. $1,763,000
Sub-Treasury operations, net	.....	103,100	Loss. 103,100
Total gold and legal tenders	$2,053,000	$393,100	Gain. $1,659,900

The Bank of England reports a gain of £329,000 bullion for the week, and an increase of ½ of 1 per cent in the proportion of reserve to liabilities. The Bank of France shows an increase of 1,200,000 francs gold and a decrease of 825,000 francs silver for the week, and the Bank of Germany since the last report gained 5,246,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	June 7, 1883.		June 8, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England	20,826,894	.....	23,141,908	.....
Bank of France	40,402,422	41,978,577	37,774,210	46,317,509
Bank of Germany	8,054,075	24,162,225	7,353,500	22,060,500
Total this week	69,283,391	66,140,802	68,269,618	68,378,009
Total previous week	68,840,462	65,977,486	67,704,438	68,173,034

The Assay Office paid out $200,159 through the Sub-Treasury for domestic bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
June 1...	$888,353 67	$22,000	$77,000	$557,000	$233,000
" 2...	319,818 10	12,000	5,000	223,000	80,000
" 4...	556,996 75	16,000	32,000	363,000	146,000
" 5...	455,724 81	14,000	32,000	294,000	115,000
" 6...	390,357 37	14,000	28,000	240,000	108,000
" 7...	307,582 82	14,000	11,000	229,000	54,000
Total	$2,918,833 52	$92,000	$185,000	1,906,000	$736,000

RAILROAD EARNINGS IN MAY, AND FROM JANUARY 1 TO MAY 31.

Railroad earnings still tend upward, though of course the percentage of increase is no longer so large as it was. May, however, makes a somewhat better record than April, in this respect; but the heaviest gains come this time from the Southwest and the South, rather than from the Northwest. Our table contains fifty-nine roads, and of these thirteen record a decrease (with two exceptions, small in amount) and forty-six an increase; the net increase on the fifty-nine roads being nearly 2 million dollars, and the ratio of gain 9 1-3 per cent, against 8 per cent in April, and 17 per cent in March.

It is to be said in explanation of the large gain in the last mentioned month that there was in March an unusually heavy grain movement, which was not the case in May. On the contrary, the grain movement in May this year was in the aggregate but a trifle above that for the same month in 1882, when the total was materially less than in the corresponding period of 1881. In cotton, however, the shipments to market continued very heavy, besides which there appears to have been in the South a pretty active general business, as a direct result of the larger cotton movement. From what we can learn general business also keeps up well in other sections of the country, though, except in isolated instances, it is of only ordinary proportions. Passenger traffic, the best guide to our industrial condition, continues very active and growing. The following table contains May earnings and mileage of all roads from which we have been able to obtain reports.

GROSS EARNINGS AND MILEAGE IN MAY.

Name of road.	Gross Earnings.			Mileage.	
	1883.	1882.	Increase or Decrease.	1883.	1882.
	$	$	$		
Burl. Ced. Rap. & No*	131,847	124,098	+7,749	690	620
Canadian Pacific	554,600	197,317	+357,283	1,551	591
Central Iowa	110,391	84,417	+25,977	244	244
Central Pacific	2,099,000	2,342,298	−243,298	2,972	3,006
Chicago & Alton	630,097	559,577	+70,520	847	847
Chic. & Eastern Ill.	127,511	146,779	−19,268	240	240
Chic. & Gr. Trunk†	220,487	148,357	+72,130	335	335
Chic. Milw. & St. Paul.	2,034,000	1,627,931	+406,069	4,528	4,260
Chicago & Northwest.	2,122,698	2,110,947	+11,751	3,580	3,285
Chic. St. P. Minn. & O.	446,746	402,882	+43,864	1,150	1,042
Cin. Ind. St. L. & Ch*	137,837	131,077	+6,760	363	363
Cleve. Ak. & Col	44,251	43,255	+996	144	144
Denv. & Rio Grande.	549,900	606,400	−56,500	1,281	1,062
Des Moines & Ft. D.*	14,178	15,954	−1,776	138	87
Detroit Lans'g & No*	82,009	82,540	−531	225	225
Eastern*	190,785	180,881	+9,904	283	283
East Tenn. Va. & Ga.	278,837	231,146	+47,691	1,100	900
Evansv. & T. Haute*	41,780	43,896	−2,116	146	125
Flint & Pere Marq.	229,664	175,113	+54,551	355	345
Grand Trunk of Can.†	1,280,198	1,196,914	+93,284	2,322	2,225
Gr. Bay Win. & St. P.	35,699	30,289	+5,410	225	219
Hannibal & St. Jos.	194,394	165,630	+28,764	292	292
Illinois Central (Ill.)	509,200	518,653	−9,453	928	919
Do (Iowa lines)	161,283	143,054	+18,229	402	402
Do (South. Div.)	276,733	229,621	+47,112	578	578
Ind. Bloom. & West.	234,151	182,555	+51,596	684	544
Kan. City Ft. S. & Gulf*	84,333	71,192	+13,141	388	362
Lake Erie & Western.	98,981	94,484	+4,497	385	385
Little Rock & Ft. S.	42,200	30,679	+11,521	168	168
Little Rk. M. R. & Tex.	28,516	19,732	+8,784	170	154
Long Island	201,776	180,714	+21,062	328	328
Louisville & Nashv.	1,050,615	958,130	+92,485	2,071	2,028
Memphis & Char'ton.	86,388	74,007	+12,381	330	330
Milw. L. Sh. & West.	84,805	63,938	+20,867	326	276
Missouri Pacific.	719,501	560,907	+158,594	1,025	592
Central Branch.	117,375	57,902	+59,473	388	388
Intern'l & Gt. No.	266,412	262,111	+4,301	825	775
Mo. Kan. & Texas.	575,685	420,333	+95,352	1,308	1,230
St. L. Iron Mt. & So.	558,788	519,120	+39,668	816	723
Texas & Pacific.	496,678	421,219	+75,459	1,389	1,138
Mobile & Ohio.	143,294	134,377	+8,917	528	528
N. Y. & New Engl'nd.	290,951	289,722	+1,229	394	394
Norfolk & Western.	194,261	185,323	+8,938	428	428
Northern Pacific	775,600	616,231	+159,369	1,701	972
Ohio Central	102,870	82,855	+20,015	212	212
Ohio Southern	30,302	30,832	−530	128	128
Peo'ia Dec. & Evansv.*	37,829	38,533	−704	254	254
Rich. & Danville*	§163,600	§124,200	+39,400	757	757
Char. Col. & Aug.*	§19,258	§18,325	+933	337	303
Columbia & Gr'v'*	§15,914	§15,959	−45	294	294
Virginia Midland*	§54,965	§46,846	+8,119	353	353
West. No. Carolina*	§12,018	§5,510	+6,508	190	165
St. L. A. & T. H. main line*	68,207	68,616	−409	195	195
Do do (branches).	59,627	70,947	−11,320	121	121
St. Louis & Cairo.	38,096	28,643	+9,453	116	116
St. Louis & San Fran.	296,756	253,419	+43,337	725	661
St. Paul & Duluth.	101,732	83,582	+18,150	209	194
St. Paul Minn. & Man.	727,499	858,902	−131,403	1,250	912
Wab. St. Louis & Pac	1,213,946	1,204,864	+9,082	3,518	3,348
Total	21,497,057	19,663,735	+1,833,322	47,260	42,730

* Three weeks only of May in each year.
† For the four weeks ended May 26.
§ Freight earnings.

In point of increase the Chicago, Milwaukee & St. Paul heads the list, with an increase of over $406,000 (but little less than in April), or 25 per cent, on mileage increased less than 10 per cent. In this respect, however, it stands almost alone among Northwestern roads, most of these lagging behind April in their gains, and certainly occupying as a whole a position inferior to that of a month ago. Thus the Burlington Cedar Rapids & Northern has a gain of only $7,749 for the three weeks of May, against pretty nearly $40,000 for April, and the Chicago & Northwest a gain of only $11,000, against over $74,000 in April, while the St. Paul Minneapolis & Manitoba has a decrease of no less than $131,000 for May, though in April it had an increase of over $241,000. Some of the minor roads—like the St. Paul & Duluth and the Central Iowa—make very good reports, but their gains, of course, are not very large in amount. In reference to the Manitoba road it should be said that the earnings last year in May were nothing less than extra-

ordinary. We commented upon them at the time, and called attention to the fact that the business of the road was being swelled to great proportions by the large immigration into the district which it traverses, and by the activity and expansion in all branches of trade which this immigration brought with it. To show the bearing of this on the present year's earnings, it is only necessary to state that the gain in May, 1882, was $476,261, or 124 (!) per cent, and that, though the earnings of May, 1883, are $131,000 below those of that year, they are $345,000 above those of 1881.

As to the small gain again recorded by the Chicago & Northwestern road, as compared to the very large gain made by the St. Paul, it is not very difficult to offer a few explanations. In the first place, the St. Paul has, as said a month ago, a much larger mileage than the Northwest, a good part of which is only just beginning to be developed; in the second place, the Northwest in May last year had a heavier gain—$231,000, against only $90,000 on the St. Paul; in the third place, the St. Paul, having extended its line to Omaha last year, is now getting some of the Omaha business, so that the Northwest's percentage of the same is no longer so large as it was; and, finally, the Northwest appears to be suffering some loss of earnings from a falling off (under a decreased demand for the product) in the mineral traffic from Northern Michigan, in which falling off the St. Paul does not participate, since it does not run into that region. The Northwest, as our readers know, penetrates the Northern peninsula of Michigan by means of its Peninsula Division, and thus secures for itself the transportation of some of the ore taken from the Michigan mines. The falling off is perhaps not very important in amount of traffic, but as the Northwest presumably gets a long haul on it, the effect on earnings is quickly felt.

Excepting the Northwest and the Manitoba, none of the Northwestern roads recorded any very large gains in May a year ago, so that there must be some common reason why there is not a more marked improvement this year. Looking at the grain movement we find at least one unfavorable influence. It will be remembered that in our review for April we showed that although in the aggregate the grain movement was smaller than in April, 1882, at the Northwestern points it was large and heavier than a year ago, the falling off being entirely at other points. In May quite the reverse is true, and though St. Louis, Toledo and Peoria exhibit enlarged totals, Chicago falls materially behind 1882. This will appear from the following table of the receipts of flour and grain at the principal lake and river ports for the four weeks ended May 26, in 1883 and 1882.

RECEIPTS OF FLOUR AND GRAIN FOR FOUR WEEKS ENDED MAY 26.

	Flour, bbls.	*Wheat, bush.*	*Corn, bush.*	*Oats, bush.*	*Barley, bush.*	*Rye, bush.*
Chicago—						
1883	198,493	492,190	2,783,474	2,189,423	297,661	277,969
1882	164,782	159,492	5,176,207	1,479,951	233,913	62,312
Milw'kee—						
1883	292,705	623,911	161,027	234,748	254,782	62,311
1882	250,807	292,865	180,180	172,117	142,140	30,018
St. Louis—						
1883	103,899	518,237	1,648,960	571,409	73,199	15,627
1882	116,753	517,568	1,228,890	442,459	50,207	7,788
Toledo—						
1883	6,460	549,344	658,917	50,623	1,400	14,558
1882	2,575	741,431	330,501	60,871	5,550	705
Detroit—						
1883	10,538	238,316	57,304	50,031	30,193	32
1882	12,331	231,816	154,894	77,725	33,436	535
Cleve'd—						
1883	11,245	109,871	97,600	64,700	10,085	1,000
1882	9,359	38,437	41,303	115,301	7,500	450
Peoria—						
1883	6,841	28,150	379,200	1,018,450	48,000	82,200
1882	6,070	19,025	576,100	395,450	55,750	75,950
Duluth—						
1883	.....	200,790	.....	.....	.....	.....
1882	8,100	135,284	.....	.....	.....	.....
Total of all						
1883	630,181	2,760,809	5,789,482	4,179,434	715,320	453,697
1882	570,777	2,135,918	7,688,075	2,743,874	528,496	177,761
1881	658,289	3,598,041	9,014,451	4,895,874	352,244	106,795

This table shows that the total receipts of all kinds of grain (not counting flour) aggregate 13,898,742 bushels this year, against 13,274,124 bushels last year, and 17,967,405 bushels in 1881. Thus while the movement was somewhat larger than in 1882, it was considerably smaller than in 1881. Particularly noteworthy, however, is the movement at Chicago—Chicago being the great Northwestern market. Here we find that while all the items of small grain record an increase, corn shows a very heavy decrease, so that the total receipts of grain foot up only 6,040,717 bushels this year, against 7,111,875 bushels in the same period of 1882. Going back one year further, to 1881, we get total receipts still larger—namely, 7,446,748 bushels. Compared with that year, though, the falling off is not alone in corn, but in wheat and oats as well, and flour, too, shows a decrease, barley and rye exhibiting a slight gain. With a diminishing grain movement, not only last year, but again this year, it is not surprising that Northwestern roads (or at least those chiefly affected by that movement) made only relatively small additions to their May earnings in both 1882 and 1883. On the other hand, St. Louis, Toledo and Peoria all have larger grain receipts than a year ago, though even here we find a movement fully one-third less than in 1881. This will be apparent from the following table of the receipts of grain at each of these points, their total, the receipts at Chicago, and the grand aggregate of the receipts at all the lake and river ports of the West.

RECEIPTS OF GRAIN FOUR WEEKS OF MAY.

	1883.	1882.	1881.
	Bushels.	*Bushels.*	*Bushels.*
St. Louis	2,827,432	2,246,912	3,433,125
Toledo	1,274,842	1,139,061	2,504,873
Peoria	1,556,000	1,122,275	2,568,035
Total	5,658,274	4,508,248	8,496,033
Chicago	6,040,717	7,111,875	7,446,748
All points	13,898,742	13,274,124	17,967,405

With the improvement on last year that is here shown to have taken place at St. Louis and Peoria, we need not be surprised to find the roads carrying to those points recording handsome gains. Take, for instance, the Missouri Pacific running to St. Louis. Last year this road had a decrease somewhat less than $30,000. This year this is not only made good, but largely improved upon, for the increase over 1882 aggregates $158,594. Indeed, not only the Missouri Pacific, but all the roads in the Southwest, show very large gains on last year, which is particularly noteworthy from the fact that it is precisely these same Southwestern roads (barring only one or two exceptions) that made quite liberal gains in May, 1882. On the Gould Southwestern system the gain this year reaches the large aggregate of $432,848, and of the roads embraced in it we see that the Texas & Pacific has a gain of $75,459, after having made a gain last year of as much as $139,435, the Kansas & Texas a gain of $95,352 on a gain of $86,589 in 1882, and the Iron Mountain a gain of $39,668 on $40,045 gained last year. But the increase is not confined to these roads. Others in the same section do fully as well. The Gulf Colorado & Santa Fe, for instance, makes a very good showing, as does also the St. Louis & San Francisco, and at the northern end even the Wabash has an increase again, having been aided no doubt by the gain in the grain receipts at St. Louis and Toledo. With some of the Southwestern roads the large cotton movement this year must also have been a favoring influence, and to Southern roads it certainly was an influence of very great importance. It will be interesting therefore to see just how this movement com-

pares at individual ports, and we give below the receipts of cotton at all the Southern outports in May this year and last.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN MAY, 1883 AND 1882.

	1883.	1882.	Difference.
Galveston.....bales.	26,084	13,296	Inc.... 12,788
Indianola, &c.....	434	107	Inc.... 327
New Orleans.....	49,257	13,053	Inc.... 36,204
Mobile.....	4,578	4,931	Dec.... 353
Florida.....	148	132	Inc.... 16
Savannah.....	13,183	13,038	Inc.... 145
Brunswick, &c.....	...	‖	Dec.... ‖
Charleston.....	8,305	7,464	Inc.... 841
Port Royal, &c.....	687	292	Inc.... 395
Wilmington.....	1,569	1,303	Inc.... 266
Morehead City, &c....	472	274	Inc.... 198
Norfolk.....	31,969	17,786	Inc.... 14,183
West Point, &c.....	7,906	4,771	Inc.... 3,135
Total.....	144,592	76,449	Inc.... 68,143

The total receipts, it will be seen, are nearly double those of 1882, and they are also about 5,000 bales larger than in 1881. With two exceptions, every port has larger receipts than a year ago, but it is noticeable that Mobile and some of the South Atlantic ports—notably Savannah and Charleston—fall considerably below their totals for 1881. On the other hand, Galveston, New Orleans and Norfolk, particularly the first and last, have quite marked gains. But aside from a larger cotton movement, it is evident (from the gains in earnings which they report) that Southern roads must also have had a larger volume of miscellaneous traffic. In one of the earlier months of the year, in comparing the earnings of different roads for a series of years past, we had occasion to remark upon the small gains recorded by Southern lines as a rule, at a time when Western roads were making such gigantic strides forward. The same remark certainly will not apply to the month of May, for not only have the leading Southern lines improved upon their earnings of last year, but they have done this in the face of earnings last year which were considerably above those of 1881. Take the Louisville & Nashville, for instance. In May, 1882, this company made a gain of no less than $129,000; yet this year we find a further gain of $92,485. Or take the East Tennessee, whose growth is slower—in May last year this road reported earnings $23,000 larger than in 1881, and this year it reports earnings enlarged $47,000 more. On the Richmond & Danville system we have not the figures for 1881, but the earnings compare well with last year, on all except the South Carolina lines, which show on the Columbia & Greenville a small loss and on the Charlotte Columbia & Augusta but a small gain.

For the first five months of the year our table makes a pretty satisfactory exhibit, fifty-eight roads reporting an aggregate increase of $9,413,173, or about 11 per cent on the earnings of 1882. The number of roads showing a decrease keeps diminishing, while, on the other hand, among those having an increase, the gain is mounting to very large figures indeed. In this particular, first position must be assigned the Chicago Milwaukee & St. Paul, whose increase for the five months aggregates as much as $1,149,262. After the St. Paul comes the Missouri Pacific, with $856,244 increase, and then various roads in the extreme Northwest, the South, and the Southwest. Following is our usual table, giving full particulars.

GROSS EARNINGS FROM JANUARY 1 TO MAY 31.

Name of Road.	1883.	1882.	Increase.	Decrease.
	$	$	$	$
Burl. Cedar Rap. & No*..	987,415	1,004,963	.....	17,548
Canadian Pacific.....	1,637,502	648,845	988,657	.....
Central Iowa.....	484,290	445,522	38,768	.....
Central Pacific.....	9,372,166	9,926,866	.....	554,700
Chicago & Alton.....	3,105,543	2,816,864	288,679	.....
Chic. & Eastern Illinois.	643,866	679,757	.....	35,891
Chicago & Gr. Trunk....	1,119,979	824,175	295,804	.....
Chicago Milw. & St. Paul	8,667,000	7,517,798	1,149,202	.....
Chicago & Northwest....	8,629,907	8,571,730	58,177	.....
Chic.St.P.Minn.&Omaha.	1,899,074	1,853,970	45,104	.....
Cin. Ind. St. L. & Chic..	899,112	933,945	.....	34,833
Cleve. Ak. & Col.....	203,886	192,290	11,596	.....
Denver & Rio Grande....	2,496,900	2,580,499	.....	83,599
Des Moines & Ft. Dodge*	107,872	141,842	.....	33,970
Detroit Lansing & No*..	550,036	584,552	.....	34,516
Eastern*.....	1,244,469	1,126,449	118,020	.....
East Tenn. Va. & Ga....	1,519,285	1,189,390	329,895	.....
Evansv. & T. Haute*....	268,830	289,143	.....	20,313
Flint & Pere Marquette..	1,052,337	891,927	160,410	.....
Grand Tr. of Canada†...	6,745,284	6,182,645	562,639	.....
Green Bay Win. & St. P..	157,695	149,330	8,365	.....
Hannibal & St. Joseph...	1,001,637	787,403	214,234	.....
Ill. Central (Ill. line)....	2,546,538	2,666,189	.....	119,651
Do (Ia. leased lines).	775,022	765,777	9,245	.....
Southern Division.....	1,726,876	1,349,830	377,046	.....
Indiana Bloom. & West..	1,169,938	964,569	205,369	.....
Lake Erie & Western.....	551,573	530,481	21,092	.....
Little Rock & Fort Smith	217,942	167,236	50,706	.....
Little Rk. M. R. & Tex...	157,385	98,323	59,062	.....
Long Island.....	793,295	721,851	71,444	.....
Louisville & Nashville...	5,272,944	4,905,409	367,535	.....
Memphis & Charleston...	484,970	426,889	58,081	.....
Milw. L. Shore & West'n.	378,050	337,975	40,075	.....
Missouri Pacific.....	3,536,135	2,679,891	856,244	.....
Central Branch.....	569,735	326,782	242,953	.....
Int. & Gt. North.....	1,496,519	1,229,174	267,345	.....
Mo. Kansas & Texas..	2,761,101	2,191,422	569,679	.....
St. L. Iron Mt. & So....	2,923,841	2,701,603	222,238	.....
Texas & Pacific.....	2,380,328	1,735,935	644,393	.....
Mobile & Ohio.....	840,040	742,765	97,275	.....
N. Y. & New England..	1,334,675	1,247,091	87,588	.....
Norfolk & Western.....	994,422	850,116	144,306	.....
Northern Pacific.....	2,721,343	1,954,699	766,644	.....
Ohio Central.....	396,700	375,140	21,560	.....
Ohio Southern.....	164,572	144,214	20,358	.....
Oregon Railway & Nav..	1,882,200	1,894,704	.....	12,504
Peoria Dec.& Evansville*	255,214	293,106	.....	37,892
Richmond & Danville*..	§1,372,428	§1,305,456	66,972	.....
Charl. Col. & Aug.*....	§320,982	§270,877	50,105	.....
Col. & Greenville*.....	§313,698	§279,133	34,565	.....
Virginia Midland*.....	§515,143	§440,357	74,786	.....
West. Nor. Carolina*...	§107,598	§67,242	40,356	.....
St.L.A.& T. H. main line*	536,201	477,709	58,492	.....
Do do (branches)..	328,531	337,287	.....	8,756
St. Louis & Cairo.....	148,953	143,999	4,954	.....
St. Louis & S. Francisco .	1,437,055	1,272,623	164,432	.....
St. Paul & Duluth.....	399,707	330,899	68,808	.....
St. Paul Minn. & Man....	3,148,704	2,774,616	374,088	.....
Total.....	97,754,447	88,341,274	10,407,346	994,173
Net increase.....			9,413,173	.....

* Includes three weeks only of May in each year.
† January 1 to May 26.
§ Freight earnings only in May.

Net earnings (which are to hand to the end of April) are almost uniformly favorable if we include the first four months of the year, but when we take April alone the gains are not so general, and usually less pronounced too. The Atchison Topeka & Santa Fe statement, however, for April, is signally favorable, for with an increase of only $1,700 in gross, net have increased $280,518, reducing operating expenses to less than 50 per cent of earnings. On the other hand, the Chicago Burlington & Quincy augmented its gross earnings $293,291, and yet was compelled to absorb the whole of it and $50,174 more in increased operating expenses; for the four months, though, the road is $828,481 ahead of 1882 in net. The Union Pacific further increased its net in April, and is now $650,728 in advance of 1882. The Louisville & Nashville has a small decrease, and the Nashville Chattanooga & St. Louis also records a decrease, but the Norfolk & Western and the Richmond & Danville lines submit better results than a year ago. The Philadelphia & Reading's April exhibit must be characterized as very good for both the Railroad Company and the Coal & Iron Company. The Pennsylvania's figures we have already commented on in a previous issue. In the following table will be found all roads that are willing to furnish reports for publication.

GROSS AND NET EARNINGS TO LATEST DATES.

Name.	April.			Jan. 1 to April 30	
	Gross Earnings	Operating Expenses.	Net Earnings	Gross Earnings	Net Earnings
	$	$	$	$	$
Atch. Top. & Santa Fe..1883	1,186,086	528,584	657,502	4 847,126	2,036,842
Do do 1882	1,164,385	807,351	356,984	4,500,108	1,436,364
Kan. City Law. & So..1883	112,068	60,942	51,726	445,859	218,776
Do do 1882	68,107	40,596	27,511	294 548	194,610
Burl. Cedar Rap. & No. 1883	218,252	144,031	74,221	855,568	215,567
Do do 1882	178,394	137,081	41,223	880,865	307,844
Central of Georgia.... .1883	194,600	233,542	def38,942	1,116,800	291,254
Do do 1882	158,712	170,384	def11,672	1,019,617	114,256
Chic. Burl. & Quincy...1883	1,824,130	1,166,612	657,518	7,457,415	3,555,103
Do do 1882	1,530,839	823,147	707,692	6,218,190	2,726,022
Des Moines & Ft. D....1883	23,183	17,243	5 940	93,694	21,252
Do do 1882	25,616	18,889	6,727	125,888	51,109
Houst. E. & W. Texas..1883	24,884	9,493	15,391	98,037	59,393
Do do 1882	24,131	....	.....	75,922	.....
Louisv. & Nashv.....1883	947,450	598,578	348,872	4,222,329	1,526,599
Do do 1882	953,603	589,692	363,911	3,947,279	1,588,009
Nash. Chat. & St. Louis 1883	161,435	105,152	56,283	769,249	321,026
Do do 1882	167,343	89,779	77 614	690 476	297 523

NAME.		April. Gross Earnings.	Operating Expenses.	Net Earnings.	Jan. 1 to April 30. Gross Earnings.	Net Earnings.
Norfolk & Western	1883	$[illegible]	$[illegible]	$81,227	$[illegible]	$[illegible]
Do do	1882	171,763	101,880	69,884	694,763	2[illegible]
Northern Central	1883	476,345	281,741	194,604	1,959,317	687,241
Do do	1882	420,180	267,380	153,110	1,950,198	4[illegible]
Oregon & California	1883	67,060	58,800	8,263	257,350	42,011
Do do	1882	.....	.....	.....	.....	.....
Oregon Improvem't Co.	1883	312,901	193,796	119,105	1,094,716	291,716
Do do	1882	258,074	170,804	87,874	982,527	208,551
Penn. (all lines east of Pitts. & Erie)	1883	4,061,750	2,593,919	1,467,831	15,892,702	5,791,016
Do do	1882	3,855,850	2,536,549	1,319,311	14,448,214	4,859,000
Phila. & Erie	1883	311,036	197,890	113,746	1,235,108	415,228
Do do	1882	277,851	188,062	89,789	1,042,145	3[illegible],424
Philadelp'a & Reading	1883	1,720,010	971,188	735,428	6,458,464	2,747,600
Do do	1882	1,709,712	1,020,038	689,074	6,113,237	2,280,600
Phila. & Read. C. & Iron	1883	1,193,002	1,131,002	62,000	4,228,923	67,270
Do do	1882	989,964	961,763	28,201	3,701,600	108,705
Richmond & Danville	1883	267,400	159,389	108,010	1,208,828	583,251
Do do	1882	246,139	210,716	55,424	1,181,258	347,418
Char. Col. & Augusta	1883	52,954	33,029	19,925	301,724	158,083
Do do	1882	48,203	39,579	8,624	252,554	71,540
Columb. & Greenv'le	1883	43,092	35,731	7,35[illegible]	297,805	130,776
Do do	1882	42,158	49,113	def. 6,955	203,180	70,572
Virginia Midland	1883	125,825	77,392	48,463	460,178	170,506
Do do	1882	110,835	73,086	37,749	393,511	108,471
West. Nor. Carolina	1883	21,766	16,060	5,706	95,580	32,211
Do do	1882	16,194	15,006	1,188	61,732	def. 3,660
Union Pacific	1883	2,435,844	1,334,605	1,101,239	8,654,991	4,014,484
Do do	1882	2,309,609	1,33[illegible],196	1,088,413	8,788,842	3,363,756
Utah Central	1883	91,250	45,596	48,654	396,980	205,644
Do do	1882	130,185	47,537	82,948	490,982	292,809
West Jersey	1883	78,922	56,992	19,930	278,748	90,277
Do do	1882	69,963	42,690	27,273	246,429	101,737

NAME.		May. Gross Earnings.	Operating Expenses.	Net Earnings.	Jan. 1 to May 31. Gross Earnings.	Net Earnings.
		$	$	$	$	$
Oregon R'y & Nav. Co.	1883	427,600	213,800	213,800	1,882,200	854,900
Do do	1882	412,213	210,448	201,765	1,894,704	840,815

COTTON CONSUMPTION AND OVERLAND MOVEMENT TO JUNE 1.

We are able to-day to bring down our overland statement to June 1. The figures now cover the first nine months of the season.

OVERLAND MOVEMENT TO JUNE 1, 1883.

Rail shipments during May show a pretty active movement. In *gross*, the months' figures, however, are less than in 1881, though larger than in 1882 (being 74,635 bales this year against 58,248 bales in 1882 and 81,515 bales in 1881); but the *net* total is larger than for the same month of any other year in our record, being 13,933 bales in excess of May 1882, and 1,064 bales in excess of May 1881. The total *net* since September 1 now reaches 627,317 bales this season, against 443,152 bales last season and 498,632 bales the previous season. The details for the nine months of these three years are as follows:

OVERLAND FROM SEPTEMBER 1 TO JUNE 1.

	1882-83.	1881-82.	1880-81.
Since September 1, shipped—			
From St. Louis	428,432	359,859	364,669
Over Illinois Central	21,992	5,289	38,193
Over Cairo & Vincennes	193,046	149,405	110,753
Over the Mississippi River, above St. L.	110,598	99,819	137,520
Over Evansville & Terre Haute	27,643	14,929	24,387
Over Jeffersonville Mad. & Indianapolis	51,185	96,399	79,170
Over Ohio & Mississippi Branch	58,732	22,390	39,834
Over Louisville Cincinnati & Lexington	50,390	99,080	38,297
Receipts at Cincinnati by Ohio River	44,778	54,362	53,509
Receipts at Cincinnati by Cin. South'rn	71,346	126,132	74,929
Over other routes	83,051	12,416	27,965
Shipped to mills, not included above	10,263	15,936	13,062
Total gross overland	1,153,446	1,056,016	1,002,290
Deduct—			
Receipts overland at N.Y., Boston, &c.	480,309	480,621	427,108
Shipments between (or South from) Western interior towns	15,029	5,532	11,124
Shipments inland (not otherwise deducted) from—			
Galveston	50	14,478	817
New Orleans	37	15,272	2,162
Mobile	26,005	80,369	45,514
Savannah	1,480	1,433	1,190
Charleston	.....	.....	.....
North Carolina ports	754	5,287	5,736
Virginia ports	2,465	9,370	9,987
Total to be deducted	526,129	612,864	503,658
Leaving total net overland*	627,317	443,152	498,632

* This total includes shipments to Canada by rail, which since Sept. 1, 1882, amount to 35,784 bales.

RECEIPTS, EXPORTS AND SPINNERS TAKINGS.

May also records a further increase in the receipts at the ports, the total now being 1,263,904 bales larger than for the same months of 1881–82, and 266,302 bales greater than in 1880–81, and within 58,378 bales of the total port receipts during the latter season. Galveston has now reached the position of the second cotton port of the country, her increase in receipts thus far this season being about 91½ per cent against an increase at New Orleans of 40 per cent and Norfolk 31 per cent. The exports to foreign ports during the month reach 290,501 bales, against 203,622 bales in May last season, and 272,124 bales in the previous season; the excess for the nine months over 1881–82 is 1,154,914 bales, and over 1880–81, 261,436 bales. The movement direct to the Continent compares very favorably with each of the two past seasons. Port stocks on June 1 were 37,264 bales greater, and interior stocks about 21,000 bales in excess of last season. The receipts, exports and stocks, presented in our usual form, are as follows.

Movement from Sept. 1, 1882 to June 1, 1883.	*Receipts since Sept. 1, 1882.*	*Receipts since Sept. 1, 1881.*	EXPORTS SINCE SEPT. 1, 1882, TO— *Great Britain**	*France.*	*Continent.*	*Total.*	*Stocks June 1.*
Galveston	811,554	423,834	307,075	80,328	156,118	593,521	32,264
Indianola, &c.	16,720	13,705	.....	.....	.....	...	.....
New Orleans	1,627,317	1,160,325	780,882	277,302	433,826	1,492,070	146,514
Mobile	308,885	258,208	33,840	9,350	1,190	44,380	14,064
Florida	18,378	27,197	.....	.....	100	100	.....
Savannah	[illegible]	717,822	105,792	[illegible]	288,924	414,478	11,063
Brunswick, &c.	5,508	6,936	.....	.....	.....	.....	.....
Charleston	564,415	487,745	190,781	24,775	213,025	368,581	8,279
Port Royal, &c.	24,444	24,363	299	.....	[illegible]	3,289	.....
Wilmington	124,692	134,390	53,172	.....	4,500	57,792	1,989
Moreh'd C., &c.	19,191	26,503	.....	.....	.....	.....	.....
Norfolk	785,187	599,560	341,236	.....	28,985	370,221	28,197
West Point, &c.	225,138	190,629	29,184	.....	.....	29,184	.....
New York	136,367	157,426	460,063	28,608	148,706	637,107	216,893
Boston	181,440	218,836	102,886	.....	443	103,329	5,485
Baltimore	59,303	19,454	161,059	4,718	58,377	224,153	19,915
Philadelphia, &c.	103,199	84,905	82,311	.....	3,386	85,697	9,756
Total 1882-83	5,815,712	.....	2,649,179	409,889	1,337,074	4,396,142	494,189
Total 1881-82	.....	4,551,808	2,164,265	341,295	736,208	3,241,828	456,925
Total 1880-81	.....	5,549,410	2,550,161	508,067	1,077,078	4,135,306	491,841

* Great Britain exports include to the Channel.

Using the facts disclosed by the foregoing statements, we shall find that the portion of the crop which has reached a market through the outports and overland, and the Southern consumption since September 1 this year and the two previous years, is as follows.

	1882-83.	1881-82.	1880-81.
Receipts at the ports to June 1.....bales.	5,815,712	4,551,808	5,549,410
Net shipments overland during same time	627,317	443,152	498,632
Total receipts.....bales.	6,443,029	4,994,960	6,048,042
Southern consumption since September 1.	300,000	224,000	190,000
Total to June 1.....bales.	6,743,029	5,218,960	6,238,042

The increase in the amount of cotton marketed during the first nine crop months of 1882–83 is thus seen to be 1,524,069 bales over 1881-82 and 504,987 bales over 1880-81. To determine the portion which has gone into the hands of Northern spinners during the same period, we have prepared the following.

Total receipts to June 1, 1883, as above.....bales.		6,743,029
Stock on hand commencement of year (Sept. 1, 1882)—		
At Northern ports	98,892	
At Southern ports	21,830	—120,722
At Providence, &c., Northern interior markets	3,510	— 124,232
Total supply to June 1, 1883		6,867,261
Of this supply there has been exported to foreign ports since Sept. 1, 1882	4,396,742	
Less foreign cotton included	3,894	—4,392,848
Sent to Canada direct from West		35,784
Burnt North and South		1,401
Stock on hand end of month (June 1, 1883)—		
At Northern ports.....bales	251,894	
At Southern ports	242,295	—494,189
At Providence, &c., Northern interior markets	15,198	—4,939,420
Total takings by spinners since September 1, 1882		1,927,841
Taken by Southern spinners		300,000
Taken by Northern spinners since September 1, 1882		1,627,841
Taken by Northern spinners same time in 1881-82		1,475,045
Increase in takings by Northern spinners this year..bales.		152,796

The above indicates that Northern spinners had up to June 1 taken 1,627,841 bales, an increase over the corresponding period of 1881-82 of 152,796 bales, and an increase over the same months of 1880-81 of 75,911 bales.

AMOUNT OF CROP NOW IN SIGHT.

In the foregoing we have the number of bales which have already been marketed this year and the two previous seasons. An additional fact of interest is the total of the crop which was in sight on June 1, compared with a year ago. We reach that point by adding to the above the stock remaining at that date at the interior towns, less stock held by them at the beginning of the season. In this manner we find the result for the three years on June 1 to be as follows.

	1882-83.	1881-82.	1880-81.
Total marketed, as above....bales.	6,743,029	5,218,960	6,238,042
Interior stocks in excess of Sept. 1	98,200	52,000	101,000
Total in sight.....bales.	6,841,229	5,270,960	6,339,042

This indicates that the increased movement up to this date of the present year is 1,570,269 bales as compared with 1881–82, and 502,187 bales as compared with 1880–81.

WEIGHT OF BALES.

To furnish a more exact measure of the receipts up to June 1, we give below our usual table of the weight of bales. We give for comparison the figures for the same time in the two previous seasons.

	Nine Months ending June 1, 1883.			Same per'd in 1881-82.	Same per'd in 1880-81
	Number of Bales.	Weight in Pounds.	Average Weight.	Average Weight.	Average Weight.
Texas	828,280	429,256,110	518·25	504·37	511·55
Louisiana	1,627,317	785,668,648	482·80	467·03	481·36
Alabama	308,885	155,369,155	503·00	494·00	503·00
Georgia*	825,854	398,557,140	482·60	471·63	480·00
South Carolina	588,859	278,194,657	472·43	462·76	471·03
Virginia	1,010,325	480,379,228	475·47	470·19	473·28
North Carolina	145,883	68,662,752	470·67	468·76	469·68
Tennessee, &c.	1,407,626	703,813,000	500·00	477·00	500·00
Total	6,743,029	3,299,900,690	489 38	474·46	486·80

* Including Florida.

It will be noticed that the movement up to June 1 shows an increase in the average weight as compared with the same periods of the last two years, the average this year being 489·38 lbs. per bale, against 474·46 lbs. per bale for the same time in 1881-82 and 486·80 in 1880-81.

We have shown in a previous table that the amount in sight to the present time is 1,570,269 bales greater than last season. We might add to this that the average weight of bales shows an increase of over 3 per cent this year or about 170,000 bales, which would bring the excess this season up to 1,740,000 bales of the same average weight as last season.

THE COTTON GOODS TRADE IN MAY.

Trade has been quiet in the principal markets throughout the month, the demand in the regular way having been light and unimportant. Some large sales of brown sheetings and colored cottons were, however, made by agents at a concession from nominal holding rates (in order to enable them to close their semi-annual accounts with the mills) and about 1,800 cases of tickings were disposed of through the New York auction rooms at low prices. Fair orders were also placed for cotton flannels for future delivery, but bleached goods and most descriptions of colored cottons were very quiet. Print cloths were in moderate demand, and prices advanced ten points about the middle of the month, but there was a subsequent reaction, and the market closed steady at three points above opening quotations.

May.	1883.			1882.			1881.		
	Cott'n low middling.	Printing cloths, 64x64	Sheetings, standard.	Cott'n low middling.	Printing cloths, 64x64	Sheetings, standard.	Cott'n low middling.	Printing cloths, 64x64	Sheetings, standard.
1	10	3·59	8	11 13/16	3·91	8 1/4	.....	..S...	.....
2	10	3·59	8	11 13/16	3·91	8 1/4	9 7/8	3 3/4	8
3	10 1/8	3·59	8	11 13/16	3·94	8 1/4	9 13/16	3 3/4	8
4	10 1/4	3·59	8	11 13/16	3·91	8 1/4	9 13/16	3 3/4	8
5	10 1/2	3·63	8	11 13/16	3·92	8 1/4	9 13/16	3 3/4	8
6	.....	..S...	.....	11 13/16	3·92	8 1/4	9 13/16	3 3/4	8
7	10 3/8	3·63	8	.....	..S...	.....	9 13/16	3 3/4	8
8	10 1/2	3·69	8	11 15/16	3·92	8 1/4	.....	..S...	.....
9	10 1/2	3·69	8	11 7/8	3·92	8 1/4	9 3/4	3 3/4	8
10	10 7/16	3·69	8	11 7/8	3·92	8 1/4	9 11/16	3 3/4	8
11	10 7/16	3·69	8	11 7/8	3·92	8 1/4	9 11/16	3 3/4	8
12	10 1/2	3·69	8	11 7/8	3·92	8 1/4	9 11/16	3 11/16	8
13	.....	..S...	.....	11 7/8	3·92	8 1/4	9 3/4	3 11/16	8
14	10 5/8	3·69	8	.....	..S...	.....	9 3/4	3 11/16	8
15	10 9/16	3·69	8	11 7/8	3·90	8 1/4	.....	..S...	.....
16	10 1/2	3·69	8	11 7/8	3·90	8 1/2	9 13/16	3 11/16	8
17	10 1/2	3·69	8	11 13/16	3·90	8 1/2	9 15/16	3 3/4	8
18	10 1/2	3·69	8	11 13/16	3·88	8 1/4	9 13/16	3 13/16	8
19	10 7/16	3·69	8	11 13/16	3·88	8 1/4	9 7/8	3 7/8	8
20	.....	..S...	.....	11 15/16	3·88	8 1/4	9 15/16	3 7/8	8
21	10 7/16	3·69	8	.....	..S...	.....	10	3 7/8	8
22	10 1/2	3·69	8	11 11/16	3·88	8 1/4	.....	..S...	.....
23	10 1/2	3·69	8	11 11/16	3·88	8 1/4	10	3 7/8	8
24	10 7/16	3·64	8	11 11/16	3·86	8 1/4	10	3 7/8	8
25	10 3/8	3·62	8	11 11/16	3·84	8 1/4	10	3 7/8	8
26	10 3/8	3·62	8	11 11/16	3·84	8 1/4	10 3/16	3 15/16	8
27	.....	..S...	.....	11 11/16	3·84	8 1/4	10 3/16	4	8
28	10 5/16	3·62	8	....	..S...	.....	10 1/4	4	8
29	10 5/16	3·62	8	....	Holidays.		.....	..S...	.....
30	.....	..Holiday..		....			.....	..Holiday..	
31	10 1/4	3·62	8	11 5/8	3·82	8 1/4	10 1/4	4	8

The above prices are—For cotton, low middling upland at New York for printing cloths, manufacturers' prices; for sheetings, agents' prices which are subject to an average discount of 5 per cent.

THE DEBT STATEMENT FOR MAY, 1883.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of May, 1883:

INTEREST-BEARING DEBT

Character of Issue.	Authorizing Act.	When Payable.	Interest Periods.	Amount Outstanding. Registered.	Amount Outstanding. Coupon.
5s of 1881*.	'70 and '71	May 1, '81	Q.-F.	$33,154,050	$.....
3s of 1882..	July 12,'82	At option,	Q.-A.	303,132,900	.....
4½s of 1891	'70 and '71	Sept. 1, '91	Q.-M	191,733,150	58,266,850
4s of 1907..	'70 and '71	July 1,1907	Q.-J.	576,740,250	160,843,750
				$1,104,760,450	$219,110,600
4s, ref. ctfs.	Feb. 26,'79	.....	.....	$358,000	
3s,navy p.fd	July 23,'68	.....	.....	14,000,000	
Aggregate of interest-bearing debt....				$1,338,229,050	

* Continued at 3½ per cent.

On the foregoing issues there is a total of $1,701,453 interest over-due and not yet called for. The total current accrued interest to date is $8,761,645.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

There is a total of over-due debt yet outstanding, which has never been presented for payment, of $8,938,475 principal and $379,330 interest. Of this interest, $228,011 is on the principal of called bonds, which principal is as follows: 5-20s of 1862, $359,750; do 1864, $50,400; do 1865, $61,250; consols of 1865, $347,300; do 1867, $751,300; do 1868, $184,550; 10-40s of 1864, $263,450; funded loan of 1881, $427,400; 3's certs., $5,000; 6s of 1861, continued at 3½ per cent, $840,500; 6s of 1863, continued at 3½ per cent, $548,500; 5s of 1881, continued at 3½, $3,864,450.

DEBT BEARING NO INTEREST.

Character of Issue.	Authorizing Act.		Amount.
Old demand notes	July 17, '61; Feb. 12, '62		$59,010
Legal-tender notes	Feb. 25, '62; July 11, 62; Mar. 3, '63		346,681,016
Certificates of deposit	June 8, '72		11,805,000
Gold certificates	March 3, '63; July 12, '82		83,460,940
Silver certificates	February 28, '78		80,033,331
Fractional currency	July 17, '62; Mar. 3, '63; June 30, '64	$15,379,532	
Less amt. est'd lost or destr'yed, act J'e 21,'79		8,375,934	7,003,598
Aggregate of debt bearing no interest			$529,042,895
Unclaimed Pacific Railroad interest			4,619

RECAPITULATION.

	Amount Outstanding.	Interest.
Interest-bearing debt—		
Bonds at 5 per cent, continued at 3½	$33,154,050	
Bonds at 4½ per cent	250,000,000	
Bonds at 4 per cent	737,584,100	
Bonds at 3 per cent	303,132,900	
Refunding certificates	358,000	
Navy pension fund	14,000,000	
Total interest-bearing debt	$1,338,229,050	$10,463,099
Debt on which int. has ceas'd since mat'rity	8,938,475	379,330
Debt bearing no interest—		
Old demand and legal-tender notes	346,740,026	
Certificates of deposit	11,805,000	
Gold and silver certificates	163,494,271	
Fractional currency	7,003,598	
Total debt bearing no interest	$529,042,895	.....
Unclaimed Pacific Railroad interest	.....	4,619
Total	$1,876,210,421	$10,847,050
Total debt, principal and interest, to date	.....	$1,887,057,471
Total cash in Treasury	.....	317,868,062
Debt, less cash in Treasury, June 1, 1883	.....	$1,569,189,408
Debt, less cash in Treasury, May 1, 1883	.....	1,574,079,885
Decrease of debt during the past month	.....	$4,890,476
Decrease of debt since June 30, 1882	.....	$119,735,[illegible]

CURRENT LIABILITIES—	
Interest due and unpaid	$1,701,453
Debt on which interest has ceased	879,475
Interest thereon	379,530
Gold and silver certificates	163,441,271
U. S. notes held for redemption of certificates of deposit	11,805,000
Cash balance available June 1, 1883	131,540,531
Total	$317,868,062
AVAILABLE ASSETS—	
Cash in the Treasury	$317,868,062

BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES.

INTEREST PAYABLE BY THE UNITED STATES.

Character of Issue.	*Amount outstanding.*	*Interest paid by U. S.*	*Interest repaid by transportat'n*	*Balance of interest paid by U. S.*
Central Pacific	$25,885,120	$22,676,061	$4,590,516	$17,437,182
Kansas Pacific	6,303,000	5,940,243	2,969,049	2,971,193
Union Pacific	27,236,512	24,140,755	8,932,309	15,208,115
Central Br. U. P.	1,600,000	1,501,808	152,157	1,312,724
Western Pacific	1,970,560	1,609,132	9,367	1,599,765
Sioux City & Pac.	1,628,320	1,415,447	121,336	1,294,111
Total	$61,623,512	$57,283,388	$16,774,766	$39,853,122

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds in the denominations of $1,000, $5,000 and $10,000; bear 6 per cent interest in currency, payable January 1 and July 1, and mature 30 years from their date.

UNITED STATES TREASURY STATEMENT.

The following statement, from the office of the Treasurer, was issued last week. It is based upon the actual returns from Assistant Treasurers, depositaries and superintendents in mints and assay offices:

LIABILITIES, JUNE 1, 1883.

Post-office Department account		$7,624,669 48
Disbursing officers balances		40,050,191 54
Fund for redemption of notes of national banks "failed," "in liquidation," and "reducing circulation"		37,691,570 60
Undistributed assets of failed national banks		344,447 61
Five per cent fund for redemption of nat'l bank notes		14,065,885 10
Fund for redemption of national bank gold notes		268,974 00
Currency and minor-coin redemption account		8,743 07
Fractional silver-coin redemption account		97,418 85
Interest account, Pacific Railroads and L. & P. Canal Co		3,840 00
Treasurer U.S., agent for paying interest on D. C. bonds		76,320 39
Treasurer's transfer checks and drafts outstanding		6,208,999 06
Treasurer's general account—		
Interest due and unpaid	$4,518,573 80	
Matured bonds and interest	602,537 90	
Called bonds and interest	7,932,260 80	
Old debt	783,007 38	
Gold certificates	83,460,940 00	
Silver certificates	80,033,331 00	
Certificates of deposit	11,805,000 00	
Balance, including bullion fund	129,427,121 77	
Total Treasurer's general account	$318,562,772 65	
Less unavailable funds	694,710 31	317,868,062 34
		$424,309,022 04

ASSETS, JUNE 1, 1883.

Gold coin	$136,134,115 58
Gold bullion	57,175,927 42
Standard silver dollars	108,898,977 00
Fractional silver coin	28,303,196 20
Silver bullion	4,157,217 76
Gold certificates	23,863,000 00
Silver certificates	8,305,940 00
United States notes	33,471,824 57
National bank notes	8,361,570 77
National bank gold notes	.....
Fractional currency	5,860 63
Deposits held by national bank depositaries	14,641,538 84
Minor coin	557,325 15
New York and San Francisco exchange	180,000 00
One and two-year notes, &c	125 50
Redeemed certificates of deposit, June 8, 1872	15,000 00
Quarterly interest checks and coin coupons paid	96,214 15
United States bonds and interest	.....
Interest on District of Columbia bonds	118 47
Speaker's certificates	135,070 00
Pacific Railroad interest paid	.....
	$424,309,022 04

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—May 26.			*EXCHANGE ON LONDON.*		
On—	*Time.*	*Rate.*	*Latest Date.*	*Time.*	*Rate.*
Amsterdam	3 mos.	12·4¾ @12·5	May 26	Short.	12·09
Amster'am	Short.	12·1½ @12·2½	.....	.....	.....
Antwerp	3 mos.	25·50 @25·55	May 26	Short.	25·27½
Hamburg	"	20·68 @20·72	May 26	"	25·50
Berlin	"	20·68 @20·72	May 26	"	25·50
Frankfort	"	20·68 @20·72	May 26	"	25·50
Copenhagen	"	18·44 @18·48	.....	.....	.....
St. Petersb'g	"	23½ @23⅜	May 26	Short.	.....
Paris	Short.	25·23⅜ @25·28¾	May 26	Checks	25·27½
Paris	3 mos.	25·43¾ @25·53¾	May 26	3 mos.	25·28½
Vienna	"	12·13⅜ @12·16¼	May 26	Short.	12·00
Madrid	"	463/16@461/16	.....	.....	.....
Genoa	"	25·50 @25·57½	May 26	Short.	25·25
Lisbon	"	517/8@52	.....	.....	.....
New York	....	.....	May 26	Short.	4·84½
Alexandria	....	.....	May 23	3 mos.	97
Bombay	60 d'ys	1s. 7 1/16d.	May 26	tel. trsf.	1s. 7 5/16d.
Calcutta	"	1s. 7 1/16d.	May 26	"	1s. 7 5/16d.
Hong Kong	....	.....	May 26	4 mos.	3s. 7 3/8d.
Shanghai	....	.....	May 26	"	3s. 0 5/8d.

[From our own correspondent.]

LONDON, Saturday, May 26, 1883.

The past week has been one of considerable anxiety, but no additional failures on the Stock Exchange have taken place. Still, as the fortnightly settlement will be commenced on Monday, the markets have, in consequence, been in a state of suspense. In fact, at times there has been quite a despondent feeling—a condition which has more than usual significance, as not only is there no reason for believing in dearer money, but, on the contrary, there is now a tendency toward ultimate ease. Furthermore, the weather at present is simply grand. We have had for several days past almost uninterrupted sunshine, and the crops have been making rapid progress. To-day a most welcome rain is falling, from which all the later-sown crops may be expected to derive substantial benefit.

In spite, however, of these favorable features, there is no general confidence, as several Stock Exchange failures are anticipated, while the difficulties in trade, judging from the more frequent suspensions which have been recently announced, are rather increasing than diminishing. It is now very certain that a cautious policy will be pursued in every department of business until something definite is known as to the actual position. In the meantime, rumor is busy with its suggestions of evil, although many good judges are of the opinion that the next accounts will be arranged satisfactorily and without important failures. Under such circumstances, however, the multitude seem to think it is wiser to watch events than to take any new ventures or even to buy for investment. The stock markets, therefore, which have been for a long time past in a dangerously inflated condition, have broken down. That process must have results adverse to many who speculate, but an improved state of affairs will ultimately arise out of the operation, and then the public will be inclined to come forward and buy, even if the terms obtainable are less favorable than they are to-day.

A very encouraging feature is that the return of the Bank of England is more favorable than had been anticipated. Some critics have asserted that the statement is a bad one; but such criticisms assume that the part of a month should, and can, be crowded into a few days. If the rate of progress during the next few weeks is in proportion to that which has been made of late, the Bank of England will soon be in a satisfactory condition. It is quite true that the proportion of reserve to liabilities is only 35·11 per cent, against 32 32 per cent last week and 44⅞ per cent last year. But the more favorable feature is the evidence these figures give that the influence of the 4 per cent Bank rate is now being felt, and, as the exchanges are favorable to us, gold may be expected to gradually accumulate. If a fault has been committed, it is undoubtedly the dilatory action of the authorities in raising their minimum quotation from 3 to 4 per cent. The delay of a week in making a necessary change is sometimes disastrous, and it is more than likely that the position of affairs on this occasion would have been less unfavorable had an earlier movement been agreed to. The London money market is now decidedly higher than the average of the Continental rates, and the exchanges are expected, therefore, to remain in our favor. Much money, however, is wanted here for Stock Exchange purposes; but the supply of bills in the discount market is small, without prospect of immediate increase.

The increase of £273,084 of bullion in Bank is owing to the return of coin from Scotch circulation, and of money circulated during the Whitsun holiday, making the total stock now amount to £20,130,894, against £23,385,099 last year. The note circulation has been diminished by £320,510, and the increase in the total reserve is therefore £593,594. The reserve is now £10,413,659, against £13,324,924 in 1882. Loans and discounts have been repaid to the Bank to the amount of £1,281,391; but the market has been drawn upon heavily, as "other deposits" show a falling off of £1,368,868. As there are many who are in want of money, the dividends due in July on the National Funds are already being anticipated, and this is a sign that the official minimum is not likely to fall below 4 per cent for a time at least.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

London	Bank Rate.	Open Market Rates. Bank Bills. Three Months	Four Months	Six Months	Trade Bills. Three Months	Four Months	Six Months	Interest Allowed for Deposits by Joint Stock Banks.	Disc't H'ses. At Call.	7 to 14 Days.
April 20	3	2⅞@—	2⅞@—	2⅞@3	3 @3¼	3 @3¼	3¼@3½	2	2	2¼
" 27	3	2⅞@3	2⅞@3	2⅞@3	3 @3¼	3 @3¼	3 @3½	2	2	2¼
May 4	3	3 @—	3⅛@—	3⅛@3⅜	3¼@3½	3¼@3½	3¼@3½	2	2	2¼
" 11	4	3⅜@—	3⅜@4	4 @4½	4 @4½	4¼@4½	4½@5	3	3	3¼-3½
" 18	4	3⅜@3¾	3⅜@3¾	3⅜@3⅞	4 @4½	4¼@4½	4¼@4¾	3	3	3¼-3½
" 25	4	3⅜@—	3⅜@—	3⅜@3¾	3½@4¼	4 @4½	4 @4½	3	3	3¼-3½

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883. £	1882. £	1881. £	1880. £
Circulation	25,467,235	25,910,175	26,334,075	26,750,615
Public deposits	7,388,493	6,123,861	7,125,297	7,421,429
Other deposits	23,080,969	23,644,934	25,415,856	25,517,047
Governm't securities	13,834,917	13,474,213	15,876,203	15,689,832
Other securities	23,091,637	20,873,132	19,179,726	19,403,295
Res've of notes & coin	10,413,659	13,324,924	15,368,849	15,787,685
Coin and bullion in both departments	20,130,894	23,385,099	29,952,924	27,538,300
Proportion of reserve to liabilities	35·11	44⅜	47	47½
Bank rate	4p. c.	3 p. c.	2½ p. c.	3 p. c.
Consols	102	102⅛	102⅛d.	99⅜
Eng. wheat, av. price	43s. 4d.	47s.	44s. 2d.	44s. 8d.
Mid. Upland cotton	5⅞ d.	6⅝d.	3 15/16d.	6 11/16d.
No. 40 Mule twist	9⅜d.	10¼d.	9⅜d.	11¾d.
Clear'g-house return	97,212,000	95,148,000	97,413,000	84,791,000

The Bank rates of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows. It will be noticed that in Paris the open market rate is off a fraction again.

Rates of Interest at	May 24. Bank Rate.	May 24. Open Market	May 17. Bank Rate.	May 17. Open Market	May 10. Bank Rate.	May 10. Open Market	May 3. Bank Rate.	May 3. Open Market
Paris	3	2¼	3	2⅛	3	2⅝	3	2¾
Berlin	4	2⅝	4	2⅝	4	2⅝	4	2¾
Frankfort	—	2¾	—	2¾	—	2¾	—	2¾
Hamburg	—	2¾	—	2⅝	—	2¾	—	2⅞
Amsterdam	4	3¾	4	3¾	4	3⅞	4½	4
Brussels	3½	3½	3½	3½	3½	3½	3½	3½
Madrid	5	4¾	5	4¾	4½	4½	4½	4½
Vienna	4	3½	4	3½	4	3¾	4	3¾
St. Petersburg	6	5½	6	5½	6	5¼	6	5¼

In reference to the state of the bullion market during the week, Messrs. Pixley & Abell observe:

Gold—The demand for export has now ceased and the imports, which for the past week have been very small, have been sent into the Bank, the amount so disposed of being £54,000.

Silver—The market has been very steady since our last and the price has only varied 1-16d. per oz. At the close of last week the arrivals from Buenos Ayres and the West Indies were sold at 50 1-16d., and in the early part of this, 50½d. was obtained for the bars that came by the Pacific steamer. The rate to-day seems quiet, and the nearest quotation we can give is 50⅛d. per oz. We have received since our last £28,000 from the Pacific and £11,970 from New York. The Para has taken £33,000 to the West Indies, and the P. & O. steamer £103,000 to India.

Mexican Dollars—Without arrivals of any consequence, the market has been without alteration in price. The Pekin has taken £111,420 to the Straits and China; these dollars arrived last week.

The quotations for bullion are reported as below:

	Price of Gold. May 24. s.	d.	May 17. s.	d.		Price of Silver. May 24. d.	May 17. d.
Bar gold, fine...oz.	77	9	77	10	Bar silver, fine..oz.	50⅛	50 1-16
Bar gold, contain'g 20 dwts. silver..oz.	77	10½	77	11½	Bar silver, containing 5 grs. gold.oz.	50⅛	50 7-16
Span. doubloons.oz.	73	10	73	10	Cake silver.....oz.	54½	54 1-16
S.Am.doubloons.oz.	73	8½	73	8½	Mexican dols...oz.	49	49
U.S. gold coin...oz.	76	3½	76	3½	Chilian dollars..oz.	.....	.....
Ger. gold coin...oz.	.....		.....				

Short loans during the week have been largely in demand, and, owing to the settlement on the Stock Exchange next week, the inquiry is now strong.

As stated above, we have had another week of brilliantly warm weather, and vegetation has made further considerable progress. The prospect is regarded as more than usually satisfactory, and it has been improved to-day, owing to the steady rain which is falling. It is impossible for the weather to be more favorable to the crops than it is now; and although they are backward they will not, in all probability, be much behind, should the weather continue so genial as it is now. The trade for cereal produce has, in consequence, been dull, and the quotations have been with difficulty supported.

The sales of home-grown wheat, barley and oats in the 150 principal markets of England and Wales during the first thirty-eight weeks of the season, together with the average prices realized, are shown in the following statement:

SALES.

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....qrs.	1,993,542	1,623,511	1,376,308	1,888,018
Barley	1,937,207	1,623,090	1,175,114	1,375,366
Oats	251,840	203,940	157,535	141,326

AVERAGE PRICES FOR THE SEASON (per qr.).

	1882-3. s.	d.	1881-2. s.	d.	1880-1. s.	d.	1879-80. s.	d.
Wheat	41	5	46	6	42	11	46	7
Barley	33	7	32	3	32	10	36	1
Oats	21	1	21	1	24	1	22	7

Converting wheat per quarter into cwts., the totals for the whole Kingdom for thirty-eight weeks, are as follows: Wheat, 1882-3, 34,554,800 cwt.; do. 1881-2, 28,141,000 cwt.; do. 1880-1, 23,856,000 cwt.; 1879-80, 32,059,000 cwt.

The following figures show the extent of the imports of cereal produce into the United Kingdom during the first thirty-eight weeks of the season, compared with the corresponding period in the three previous years:

IMPORTS.

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....cwt.	47,234,474	43,592,550	42,226,510	44,067,416
Barley	13,414,509	10,437,290	9,549,910	11,459,002
Oats	10,610,909	10,510,149	6,745,172	10,076,624
Peas	1,589,714	1,432,372	1,614,355	1,496,479
Beans	1,967,798	1,301,055	1,810,210	1,946,479
Indian corn	14,878,813	15,842,627	25,066,904	20,162,364
Flour	13,015,211	6,883,275	9,740,741	7,675,257

SUPPLIES AVAILABLE FOR CONSUMPTION—38 WEEKS.

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat..cwt.	47,234,474	43,592,550	42,226,510	44,067,416
Imports of flour	13,015,211	6,883,275	9,740,741	7,675,257
Sales of home-grown produce	34,554,800	28,141,000	23,856,000	18,961,000
Total	94,804,485	78,616,825	75,823,251	70,703,673
Av'ge price of English wheat for season..qrs.	41s. 5d.	46s. 6d.	42s. 11d.	46s. 7d.
Visible supply of wheat in the U. S.	bush. 21,000,000	10,200,000	16,300,000	20,400,000
Supply of wheat & flour afloat to U.K.....qrs.	2,428,000	2,743,000	2,296,000	.....

The following quantities of wheat, flour and Indian corn are estimated to be afloat to the United Kingdom at the present time compared with previous years:

	At present.	Last week.	1882.	1881.
Wheat.....qrs.	2,176,000	2,210,000	2,228,000	20,40,000
Flour	210,000	218,000	234,000	169,000
Indian corn	245,000	194,000	260,000	496,000

Annexed is a return showing the extent of the exports of British and Irish produce and manufactures, and of foreign and colonial wool, to the United States during the month of April, and during the four months ended April 30, compared with last year:

	In April. 1882.	1883.	In Four Months. 1882.	1883.
Alkali.....cwt.	313,654	243,386	1,052,452	1,134,100
Apparel and slops.....£	3,190	5,696	15,193	17,434
Bags and sacks.....doz.	69,151	49,152	251,922	218,479
Beer and ale.....bbls.	2,620	2,925	9,989	11,009
Cotton piece goods...yds.	5,276,300	4,139,700	36,420,300	24,052,900
Earthenw. & porcelain..£	77,169	96,967	263,945	319,177
Haberdashery and millinery.....£	28,130	31,705	211,548	180,228
Hardware & cutlery..£	33,901	35,453	168,121	142,969
Iron—Pig.....tons.	47,326	23,247	154,951	86,927
Bar, &c.....tons.	1,441	1,487	10,081	4,962
Railroad.....tons.	16,360	4,518	89,965	21,098
Hoops, sheets, boiler & armor plates...tons.	1,904	2,638	8,874	4,015
Tin plates & sheets..tns	14,499	18,187	64,976	65,239
Cast and wrought..tns	562	717	2,457	2,138
Old for remanuft..tons.	11,210	8,228	40,972	17,936
Steel, unwrought.....	14,474	3,891	66,706	15,305
Jute yarn.....lbs.	626,000	480,900	3,037,500	2,546,800
Jute piece goods...yds.	6,934,600	10,257,100	30,068,900	38,104,000
Lead—Pig, &c.....tons.	11	16	412	235
Linen piece goods...yds.	6,665,800	5,064,300	39,191,300	32,159,100
Machinery—Steam engines.....£	17,189	4,300	53,121	19 240
Other kinds.....£	37,817	49,113	172,723	168,550
Paper—Writing or printing & envelopes.cwt.	1,463	1,008	3,537	4,459
Other kinds except paper hangings...cwt.	511	464	5,090	2,088
Salt.....tons.	17,488	11,289	81,373	75,081
Silk broadstuffs.....yds.	40,860	19,227	200,332	113,423
Other articles of silk only.....£	5,535	3,311	29,037	16,989
Mixed with other materials.....£	15,781	16,429	104,254	56,922
Spirits—British...galls.	6,017	3,433	24,174	32,383
Stationery, other than paper.....£	6,862	5,181	31,243	22,504
Tin—Unwrought...cwt.	706	661	2,323	2,370
Wool—British.....lbs.	293,700	1,059,800	1,497,100	3,255,600
Colonial & foreign..lbs.	1,658,263	1,679,585	6,840,990	10,538,567
Woolen fabrics.....yds.	195,000	106,500	2,218,800	2,203,800
Worsted fabrics.....yds.	2,063,400	1,942,600	11,867,900	11,190,300
Carpets, not being rugs.....yds.	82,400	50,500	514,400	392,300

The exports of British and Irish produce to British North America during the same periods were as follows:

	In April. 1882.	1883.	In Four Months. 1882.	1883.
Apparel and slops.....£	17,079	14,914	60,275	66,366
Cotton piece goods..yds.	4,170,600	2,515,100	24,588,200	22,043,700
Earthenw. & porcelain..£	9,701	12,281	21,597	30,228
Haberdashery and millinery.....£	84,977	82,539	437,122	409,248
Hardware & cutlery..£	24,880	22,410	67,559	67,207
Iron—pig.....tons.	3,656	2,583	5,615	4,473
Bar, &c.....tons.	3,765	2,014	8,772	6,121
Railroad.....tons.	3,847	5,239	4,954	16,067
Hoops, sheets and boiler plates...tons.	432	835	1,723	2,786
Cast and wrought..tns	897	990	2,352	3,068
Linen piece goods..yds.	408,400	393,200	2,323,700	2,556,300
Seed oil.....galls.	51,006	67,100	131,067	333,700
Salt.....tons.	17,018	19,692	25,529	29,583
Silk broad stuffs.....yds	24,580	5,410	136,607	146,941
Spirits—British...galls.	23,540	37,330	52,319	73,433
Stationery, other than paper.....£	6,005	4,713	13,747	11,697
Sugar—and candy..cwt.	6,442	6,782	11,931	15,159
Woolen fabrics.....yds.	381,500	567,900	2,350,800	3,183,800
Worsted fabrics....yds.	322,900	311,800	3,063,000	2,794,500
Carpets, not being rugs.....yds.	205,800	161,100	853,000	996,800

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending June 8:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	50 1/8	50 1/8	50 1/8	50 1/8	50 1/8	50 1/16
Consols for money.....	100 11/16	100 11/16	100 11/16	100 3/8	100 5/16	100 5/16
Consols for account.....	101 1/16	101 1/16	100 11/16	100 3/8	100 5/16	100 5/16
Fr'ch rentes (in Paris) fr.	80 15	79 85	79 90	79 75	79 55	79 25
U. S. 5s ext'n'd into 3 1/2s	105 1/8	105 1/2	105 1/4	105 1/4	105 1/4	105 1/4
U. S. 4 1/2s of 1891.....	114 1/2	114 1/2	114 1/4	115	115	115
U. S. 4s of 1907.....	121 1/8	121 1/2	121 1/8	122 1/8	122 1/8	122 1/8
Chic. Mil. & St. Paul	105 1/2	106	105	106	106 3/4	106 1/2
Erie, common stock.....	36 1/8	36 3/4	36 1/2	36 3/4	36 7/8	36 7/8
Illinois Central.....	147 1/4	148 1/4	147 3/4	147 3/8	148 1/4	148
N. Y. Ontario & West'n.	27	27	26 5/8	26 7/8	27 1/4	27 1/4
Pennsylvania.....	59 5/8	60 1/8	60	60 1/8	60 1/4	60 1/8
Philadelphia & Reading.	27 7/8	28 1/2	28 3/8	28 3/4	29 1/2	29 1/4
New York Central.....	126	126 1/4	125 3/4	126 1/4	126	.....

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State)..100 lb.	12 0	12 0	12 0	12 0	12 8	12 0
Wheat, No. 1, wh. "	8 9	8 9	8 9	8 9	8 0	8 8
Spring, No. 2, n. "	9 4	9 4	9 4	9 4	9 4	9 4
Winter, West., n "	9 0	9 0	9 0	9 0	9 0	9 0
Cal., No. 1 ..... "	9 4	9 4	9 3	9 3	9 3	9 3
Cal., No. 2. .... "	9 0	9 0	8 11	8 11	8 11	8 11
Corn, mix., West. "	5 6 1/2	5 6 1/2	5 6	5 6	5 6	5 5
Pork, West. mess..₱ bbl.	84 0	84 0	84 0	84 0	84 0	84 0
Bacon, long clear, new..	52 0	52 0	52 0	52 0	52 0	52 0
Beef, pr. mess, new, ₱tc.	89 0	87 0	87 0	87 0	87 0	87 0
Lard, prime West. ₱ cwt.	58 3	58 0	57 6	57 9	57 6	57 6
Cheese, Am. finest	63 0	63 0	62 0	62 0	62 0	62 0

Commercial and Miscellaneous News

NATIONAL BANKS.—The following national banks have lately been organized:

2,961—The First National Bank of Montezuma, Iowa. Capital, $50,000 John Hall, President; George W. Kierulff, Cashier.

2,962—The First National Bank of Idaho Springs, Col. Capital, $50,000. Henry Plummer, President; Geo. E. McClelland, Cashier.

2,963—The Aurora National Bank, Ind. Capital, $100,000. Francis Wymond, President; Alex. B. Pattison, Cashier.

2,964—The First National Bank of Fullerton, Neb. Capital, $50,000. Chauncey Wiltse, President; Brad. D. Slaughter, Cashier.

2,965—The First Nat onal Bank of Homer, Ill. Capital, $50,000. Solomon Plant, President; Emanuel I. Fisher, Cashier.

,966—The Puget Sound National Bank of Seattle, Washington Territ'y. Capital, $50,000. Bailey Gatzert, President; J. Furth, Cashier.

2,967—The Front Royal National Bank, Virginia. Capital, $50,000. Giles Cook, Jr., President; James H. French, Cashier.

2,968—The Farmers' National Bank of Owenton, Ky. Capital, $60,000. J. Holbrook, President; Jo. C. Revill, Cashier.

The First National Bank of West Greenville is changed to the First National Bank of Greenville, Pa.

COINAGE BY UNITED STATES MINTS.—The following statement, kindly furnished us by the Director of the Mint, shows the coinage executed at the Mints of the United States during the month of May, and for the five months:

Denomination.	Month of May.		Five months of 1883.	
	Pieces.	Value.	Pieces.	Value.
		$		$
Double eagles.....	107,750	2,155,000	419,990	8,399,800
Eagles.....	.....	.....	116,940	1,169,400
Half eagles.....	.....	.....	145,440	727,200
Three dollars.....	.....	.....	40	120
Quarter eagles.....	.....	.....	40	100
Dollars.....	2,600	2,600	3,810	3,810
Total gold.....	110,350	2,157,600	686,290	10,300,460
Standard dollars....	2,350,000	2,350,000	11,950,619	11,950,619
Half dollars.....	.....	.....	619	309
Quarter dollars.....	.....	.....	613	155
Dimes.....	530,000	53,000	2,554,619	255,462
Total silver.....	2,880,000	2,403,000	14,506,476	12,206,545
Five cents.....	2,580,000	129,000	11,506,438	575,322
Three cents.....	.....	.....	3,919	118
One cent.....	3,160,000	31,600	14,663,919	146,839
Total minor.....	5,740,000	160,600	26,194,276	722,279
Total coinage.....	8,730,350	4,721,200	41,387,042	23,229.28

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were $8,502,838, against $5,956,552 the preceding week and $8,230,171 two weeks previous. The exports for the week ended June 5 amounted to $6,445,921, against $5,896,051 last week and $6,373,889 two weeks previous. The following are the imports at New York for the week ending (for dry goods) May 31 and for the week ending (for general merchandise) June 1; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$1,304,539	$801,302	$1,886,715	$1,747,798
Gen'l mer'dise..	6,012,156	3,653,712	8,262,274	6,755,040
Total.....	$7,316,695	$4,455,215	$10,148,989	$8,502,838
Since Jan. 1.				
Dry goods	$57,496,420	$47,907,372	$60,022,442	$54,778,742
Gen'l mer'dise..	161,565,245	133,849,273	159,461,432	138,814,607
Total 22 weeks	$219,061,665	$181,756,645	$219,483,874	$193,593,349

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending June 5, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882	1883.
For the week...	$9,240,630	$6,617,107	$6,504,682	$6,445,921
Prev. reported..	150,702,125	155,644,854	128,530,993	144,719,641
Total 22 weeks	$159,913,055	$162,261,961	$135,064,675	$151,165,562

The following table shows the exports and imports of specie at the port of New York for the week ending June 2, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	$	$7,600	$.....	$1,955,779
France.....	.....	.....	.....	104,250
Germany	.....	.....	.....	2,000,000
West Indies	.....	.....	3,316	503,774
Mexico.....	.....	.....	1,444	11,175
South America.....	.....	81,365	518	102,201
All other countries.....	.....	81,785	.....	18,203
Total 1883.....	$.....	$170,750	$5,278	$4,781,371
Total 1882.....	270,500	23,852,958	9,874	5,220,213
Total 1881.....	7,559	178,197	14,061	28,008,467
Silver.				
Great Britain	$154,000	$5,841,82[illegible]	$.....	$.....
France.....	.....	307,364	.....	.....
German.....	.....	.....	.....	246,240
West Indies	.....	36,318	6,153	150,205
Mexico.....	.....	.....	4,233	1,187,288
South America.....	.....	520	12,992	67,715
All other countries.....	.....	3,744	.....	4,080
Total 1883.....	$154,000	$6,189,768	$23,378	$1,955,528
Total 1882	232,200	4,994,592	22,238	1,212,806
Total 1881.....	174,300	4,698,069	53,178	1,265,507

Of the above imports for the week in 1883, $2,365 were American gold coin and $5,826 American silver coin.

Chicago Mil. & St. Paul.—It was announced at the New York Stock Exchange that this company had resolved to issue 30,000 shares ($3,000,000) of additional common stock. The new stock will be transferable on the company's books within thirty days. The amount of common stock now outstanding is $27,904,261. The amount of preferred stock of this company, given in exchange for convertible bonds from April 16 to 25, was $93,500, which makes the total amount of preferred stock $16,540,983.

St. Paul Minneapolis & Manitoba.—Application has been made to the New York Stock Exchange by the St. Paul Minneapolis & Manitoba Company for the listing of $10,574,000 of the consolidated bonds of that company. The amount of these bonds authorized is $50,000,000, and of the remaining $39,426,000 there are reserved to cover previous issues $19,426,000, leaving $20,000,000 to be issued on additional road, as built or acquired, at $15,000 per mile.

—A new map of Minnesota and another of the Territory of Dakota have just been issued by Messrs. Warner & Foote, Minneapolis, Minn. These maps cover a section of the country the rapid growth of which is simply marvelous, and where map making is an operation requiring about as much activity and enterprise as any business in the community. The maps are handsomely executed on a large scale, and are well worth the attention of all persons interested in that part of the country.

—Attention is called to the card of Messrs. Narr & Gerlach in our advertising columns. This is a large and growing firm in the city of Philadelphia. Their office is connected by telegraph wires with the principal places in Pennsylvania, and with Messrs. Prince & Whitely in New York. The house deals in foreign exchange, having correspondents in London, Paris Frankfort, Vienna and Stuttgart.

—The card of Messrs. Buttrick & Elliman, stock and bond brokers, will be found in the CHRONICLE to-day. This firm has moved from No. 37 to No. 18 Wall Street, and in addition to ordinary Stock Exchange business, they will give special attention to investment orders in the purchase of bonds.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son.

Shares.		*Shares.*	
60	Nat. Butchs' & Drovs' Bk.	157 1/4	16 City Bank 278
25	People's Bank, N. Y	151	26 Gt. West. (Marine) Ins Co 72
123	Union National Bank....	165 1/2	10 6th Avenue RR. Co 251 1/2
132	Mechanics' Natl. Bank...	152 1/2	50 Howard Fire Ins. Co 70 1/2
35	Corn Exch. Natl. Bank..	174	200 People's Gas-L. Co. of Elm 15 1/2
15	1st Nat. Bk. of Stamf'd, Con.	162 1/2	7 N. Y. Consol. Co., Ins. $17 paid.
25	Grocers' Bank ..... for $8		800 Centrl. Am. Transit Co. 1/2 1/8
78	Pennsylvania Coal Co....	274	21 N. J. & N. Y. RR. Com. 2 1/2
6	Union Ferry Co	173	*Bonds.*
10	American Screw Co. $275 pr sh.		$6,918 73 Settled Spanish Indemnity, issued by U. S. Treasury, 1st Pay't 60
5	Bradf. Eld. & Cuba RR Co	11	$20,000 Cons. Coal Co. 6s conv. bonds, due 1897 103
80	Manhattan Bank	155 1/4	
10	Fourth National Bank....	129 1/2	
25	Bowery National Bank..	161 1/4	
30	American Exch. Nat. Bk.	127 3/4	

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DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Buff. N. Y. & Phila. pref. (quar)..	1½	June 25	June 16 to June 24
Missouri Pacific (quar).....	1¾	July 2	June 18 to July 2
N. Y. & Harlem.....	4	July 2	June 16 to July 2
N. Y. Cent. & Hudson Riv. (quar)	2	July 16	June 16 to July 19

NEW YORK, FRIDAY, JUNE 8, 1883—5 P. M.

The Money Market and Financial Situation.—The improvement in the general mercantile and industrial situation in the last week has been more in the subsiding of apprehensions of the future than in any actual changes in business conditions, or in the volume of trade. Ten days ago there was a general feeling of distrust, on account of apprehensions of disastrous strikes and important failures, and a disorganization of the iron industry. The crisis, however, seems to have been passed. Some furnaces have been blown out, the mill-owners declaring that they cannot afford to manufacture for present prices, and at least one important failure—the Graf ton Iron Company—has occurred; but aside from these incidents the situation in this branch of trade is more hopefully regarded. The diminished production of iron, both from the mines and the mills, will probably soon permit the consumptive demand to overtake the supply, and thus at least maintain prices, if not soon advance them. If the iron industry is—as is often claimed—an index of the general state of industry and trade, it may be that the most unfavorable aspect of the situation has been passed, and that any change is likely to be in the line of improvement.

The general crop prospect has certainly improved, notwithstanding that the latest reports from Indiana, Illinois and Ohio confirm the damage to the winter wheat crop. But the reports from the spring wheat region of the Northwest, and from the further-west winter wheat States, are of the most flattering character, and there is scarcely room to doubt that the general crop will be at least a good average. Speculation in various lines has increased lately, and the transactions in grain and petroleum have been on a large scale in the last week. The speculation in grain has maintained prices at figures which still operate against a free export movement, though wheat has declined during the week in view of the improving crop prospects.

In the general monetary situation the features are only those usual at this season of the year. The domestic exchanges are generally in favor of New York, and the accumulation of funds here had given the banks of New York a surplus reserve of $9,071,650 on last Saturday, against $3,951,100 on the corresponding date of last year. The accumulation of so large a surplus reserve this year was, however, about a month later than last year, when it was $10,895,600 on April 29th, and from that point declined to $3,951,100 by June 2d. The cause of this more tardy accumulation of money in the banks here was believed to be due to the fact that the volume of products in the country to be moved this year was larger than last year, and therefore the money was retained in the interior longer. With the increase of money here, speculation has been revived; last week the banks increased their loans $1,294,300, the larger part of which was probably for speculative purposes. Following this was an advance in the stock market of from 2 to 4 per cent in the last week, and an increased activity in the speculation in grain and petroleum. Rates for money have been nominally no lower than they were in the previous week, but the supply of funds has been abundant at 2 to 3 per cent for call loans on stocks and 4 to 5 per cent per annum on the same collaterals for time loans running from 4 to 8 months.

The sterling exchange market has been very quiet, the amount of business being small for the reason that the transactions in American securities on foreign account, as also the exports of our domestic products, have been small. Diminished imports of dry goods and general merchandise have also made a light mercantile demand for exchange.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

	1883. June 2	Differences fr'm previous week.	1882. June 3.	1881. June 4.
Loans and dis.	$317,575,800	Inc. $1,291,300	$313,373,300	$341,091,900
Specie.....	62,251,500	Dec. 575,300	53,692,900	76,052,100
Circulation...	16,021,300	Inc. 26,900	18,637,200	19,263,300
Net deposits.	310,929,400	Inc. 1,293,600	298,657,600	339,548,600
Legal tenders	24,552,500	Inc. 794,200	24,922,600	18,325,300
Legal reserve.	$77,732,350	Inc. $324,650	$74,664,400	$84,887,150
Reserve held.	86,804,000	Inc. 218,900	78,615,500	94,377,400
Surplus.....	$9,071,650	Dec. $105,750	$3,951,100	$9,490,250

The Bank of England has been gaining in its reserve. The last weekly statement on June 7 showed in increase of £329,000, and a proportionate increase of reserve, from 35¼ per cent of its liabilities to 35¾ per cent. At the statement on June 2 the gain was £367,000, and on May 26th, £273,000. The weekly statement of the Bank of France showed a gain of 1,200,000 francs in gold and a loss of 825,000 francs in silver.

Exchange.—The business in sterling in the last few days has been very light, and rates have been nominally unchanged, though there have been some indications of attempts to manipulate the market. On Wednesday the Canadian banks advanced the posted rates ½ cent on the £, but the other leading drawers did not follow. The posted rates on Friday were 4 86 and 4 89½. Actual rates were as follows: Sixty days, $4 85½@4 85¾; demand, $4 88½@4 88¾; cables, $4 89½@4 89¾, and commercial bills 4 83½@4 84½.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

June 8.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 85¼@4 86	4 88½@4 89½
Prime commercial.....	4 84½@4 85	4 87½@4 88
Documentary commercial.....	4 84 @4 84½	4 87 @4 87½
Paris (francs).....	5 19⅜@5 17½	5 16⅞@5 15
Amsterdam (guilders).....	40 @ 40¼	40¼@ 40½
Frankfort or Bremen (reichmarks).....	94⅝@ 95⅛	95⅛@ 95⅜

United States Bonds.—Government bonds have been firmer this week, and advanced ⅜ to ⅝.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	June 2.	June 4	June 5.	June 6.	June 7.	June 8.
5s, continued at 3½..	Q.-Feb.	*103	*103¼	*103¼	*103¼	*103¼	*103¼
4½s, 1891.....reg.	Q.-Mar.	112⅜	112⅝	*112¾	*112¾	*112¾	113
4½s, 1891..... coup.	Q.-Mar.	112⅜	*112½	*112¾	*112¾	*112¾	113
4s, 1907.....reg.	Q.-Jan.	*118¼	118⅝	118¾	*118¾	*118¾	*118⅝
4s, 1907..... coup.	Q.-Jan.	119⅜	*119½	119¾	119¾	119⅞	*119⅝
3s, option U. S....reg.	Q.-Feb.	*103½	*103½	*103½	103½	*103⅜	103½
6s, cur'cy, 1895..reg.	J. & J.	*125	*126	*125	*125	*125	*127
6s, cur'cy, 1896..reg.	J. & J.	*126	*127	*126	*126	*126	*128
6s, cur'cy, 1897..reg.	J. & J.	*127	*129	*127	*127	*127	*129
6s, cur'cy, 1898..reg.	J. & J.	*128	*130	*128	*128	*128	*130
6s, cur'cy, 1899..reg.	J. & J.	*129	*132	*129	*129	*129	*131

* This is the price bid at the morning board; no *sale* was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
June 2..	949,420 70	1,592,609 26	113,171,596 43	7,802,582 40
" 4..	1,182,235 94	1,370,629 94	113,119,099 78	7,666,685 05
" 5..	1,147,074 76	807,262 88	113,162,019 44	7,963,577 27
" 6..	1,110,316 88	1,242,221 73	113,120,481 30	7,873,210 56
" 7..	917,790 65	936,549 03	112,985,090 05	7,989,343 33
" 8..	1,108,326 31	1,274,794 29	112,867,956 37	7,940,509 03
Total....	6,415,165 24	7,224,067 13	.....	.....

State and Railroad Bonds.—The railroad bond market has been strong, but only moderately active, during the week. The most business has been done in the West Shore bonds and the Atlantic & Pacific incomes. The former have ranged pretty steadily from 78¼ to 79. The latter since last Friday have fluctuated between 36⅝ and 34, and close at 35¼. Among the other railroad issues, Canada Southern 1sts have advanced 1¾, Chesapeake & Ohio 6s 1⅜, Fort Worth & Denver City firsts 1⅝, Texas & Pacific (Rio Grande Division) 1½, Iron Mountain 5s ⅞ per cent, and Kansas & Texas general mortgages 1⅜ per cent. There has been comparatively little done in railroad bonds on foreign account.

State bonds have been very dull but firm.

Railroad and Miscellaneous Stocks.—There has been an almost continuously advancing market for stocks during the week. Several circumstances combined early in the week to advance particular stocks, and these, together with improving crop reports and the settlement of the labor troubles at the West, have imparted a stronger tone to the market. The special features referred to were, the favorable decision of Judge Lawrence, the First Comptroller of the U.S. Treasury, in the matter of the Union Pacific Co.'s claim for payment in cash for mail and military services on its non-subsidized branch lines; also the expectations of profitable results from the lease of the Jersey Central to the Reading, etc., etc. The general advance in stocks has ranged from 1 to 6 per cent, the most important being as follows, viz.: Union Pacific 3⅛, Long Island 6, Alton & Terre Haute 8, C. C. C. & I. 5, Northwestern 2⅝, St. Paul & Manitoba 3¾, Reading 3¾, Western Union 2¾, Rock Island 2¾, Lackawanna 2¾, Jersey Central 4¾, Missouri Pacific 2½, Burlington & Quincy 2, Central Pacific ⅝, Canada Pacific 1¼, Canada Southern and Lake Shore ⅞, Northern Pacific preferred 1⅛ and Texas & Pacific 1⅛ per cent.

The Chicago & Northwest. Company gave notice to the Stock Exchange to-day of its intention to issue, after thirty days, 97,651 shares of common stock—86,842 shares for Chicago Milwaukee & Northwestern stock and 10,809 shares for Elgin & State Line stock—both held in the treasury of the Chic. & Northwestern Company.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING JUNE 8, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, June 2.	Monday, June 4.	Tuesday, June 5.	Wednesday, June 6.	Thursday, June 7.	Friday, June 8.	Sales of the Week (Shares).	Range Since Jan. 1 1883. Lowest.	Highest.	Per Cent 1882. Low	High
RAILROADS.											
Boston & N. Y. Air Line, pref.	82½ 82½	....	....	....	....	....	300	78 Mar 23	84½ May 1	60	82½
Burlington Cedar Rap. & No.	....	....	81 81	....	....	82 82	50	80 Mar. 14	84 Jan. 5	67	82½
Canadian Pacific	61½ 61⅞	61¼ 61¼	61¼ 61¼	61½ 61⅞	61¼ 63¼	62¼ 63½	36,385	54½ Feb. 23	65¾ May 1	.....	.....
Canada Southern	66 67	65¾ 66¾	65¾ 66¼	66¼ 67	66¼ 67¾	66¼ 67¼	14,000	63¼ May 21	73¾ Jan. 19	44	77
Central of New Jersey	81⅜ 83	82⅝ 84⅜	84 85¼	85⅝ 86⅜	86 86⅞	83⅝ 86⅜	150,747	64⅝ Jan. 8	86⅜ June 7	.....	87½
Central Pacific	76⅛ 76¾	75⅞ 76¼	75 76	76 77⅜	76¼ 77½	76⅜ 77½	51,929	71¼ May 22	79¼ Jan. 20	44	77
Chesapeake & Ohio	20⅜ 20⅝	20¼ 20¼	20¼ 20¼	*19¾	20¼ 20¼	20¼ 20¼	670	19¾ May 22	23½ Jan. 20	11	27
Do 1st pref	30 30	30¼ 30¼	*30 31	*30	*30 31	*30 31	300	28¾ May 22	33½ Jan. 20	17	37
Do 2d. pref	*21½ 24	*22⅜ 24½	21½ 24	*22	*22 24	*22 24	.....	21 May 22	27 Jan. 22	11	41½
Chicago & Alton	133½ 133½	*134 135	*134 135	134 134	*134 135	135⅜ 135⅜	192	130 Feb. 20	147 Jan. 22	120	140
Chicago Burlington & Quincy	123 123⅞	122¼ 123	122½ 123	123½ 124¼	124 124¼	124¼ 124¾	10,885	115½ Feb. 20	129¾ Apr. 11	105½	115½
Chicago Milwaukee & St. Paul	103⅛ 103⅞	102⅜ 103⅝	102½ 103⅞	103¾ 104⅞	104 105¼	104¼ 105	192,661	97¾ Feb. 20	108¾ Jan. 20	90	104½
Do pref.	*120 120½	119½ 119½	119½ 119½	120¼ 120½	120 121	120¼ 120¾	1,750	116½ Feb. 7	122 Jan. 9	114½	120¾
Chicago & Northwestern	131¼ 132¼	131¾ 132⅝	131 131⅞	131¼ 132⅝	132 133¾	132⅝ 133¼	62,357	128½ Feb. 7	139½ Apr. 12	124	134½
Do pref	149½ 149¾	149¼ 149¾	148½ 148½	149¼ 149⅞	150 150¼	150¼ 152¼	2,649	143 Feb. 20	157 Apr. 13	140	150¾
Chicago Rock Island & Pacific	123¼ 124	123 123½	123½ 124	124¼ 125⅜	125 125⅝	125⅝ 127	8,021	118 Feb. 21	127¼ Jan. 2	122	140½
Chicago St. Louis & Pittsburg	19¾ 19¾	18½ 19	*18½ 19½	18¼ 18¼	*18 19	*18¼ 19½	437	18 May 11	32 Apr. 21	.....	.....
Do pref.	56 56	*55 56	*55½ 56	*55 57	*55 56½	55½ 55¾	300	54 Apr. 26	77½ May 16	.....	.....
Chicago St. Paul Minn. & Om.	46 47⅛	45¾ 46⅝	45 46	45½ 46	46 47¼	46⅝ 47⅝	11,150	41 May 21	55 Jan. 18	29½	58½
Do pref.	104⅞ 106⅛	105 105⅞	104 104	....	105 105½	105 106	10,350	102½ May 21	113¼ Jan. 2	97½	117
Cincinnati Sand. & Cleveland.	41 42	....	....	....	....	....	200	38 May 22	49½ Mar. 9	44	52
Cleveland Col. Cinn. & Ind	71¼ 71½	72½ 72½	71 71	71½ 74¼	74¾ 75½	75 75½	2,800	67¼ May 17	84 Jan. 2	65	82½
Cleveland & Pittsburg, guar.	129½ 129½	....	131 131	....	....	133 133	140	129½ June 2	142 Jan 28	111	140
Columbia & Greenville, pref.	....	....	65 65	....	....	....	100	31 Feb. 26	68½ May 9	50	101
Columbus Chic. & Ind. Central	*3 5	*4 5	*3½ 4¾	*4 5	*4 5	*4 5	.....	3¼ Jan. 20	7⅜ Mar. 5	3⅜	21⅝
Delaware Lackawanna & West.	125⅝ 127⅛	125⅝ 126⅞	125¼ 126⅝	126¼ 126⅜	126½ 127¾	126¾ 128¼	428,450	118¼ Feb. 16	131⅝ Apr. 13	116	150½
Denver & Rio Grande	47½ 48	46¾ 47⅝	46⅝ 46¾	46¾ 47¼	46⅜ 47⅝	46⅜ 47¼	55,300	39⅞ Jan. 2	51⅝ May 3	33¾	74⅜
Dubuque & Sioux City	....	....	81½ 81½	....	....	....	23	81½ June 7	92 Mar. 12	82	96¾
East Tennessee Va. & Ga.	8⅞ 9⅜	*9¼ 9¾	9⅛ 9¼	9¼ 9⅞	9⅝ 10	9⅝ 9¾	6,971	8¼ Feb. 21	11¾ Apr. 11	8	16
Do pref.	18¾ 19	18¾ 18¾	18½ 18½	18¾ 18¾	18¼ 19½	19 19¼	7,300	13¾ Feb. 20	23 Apr. 14	15½	26⅞
Green Bay Winona & St. Paul	*8½ 9½	....	9 9¾	*8½ 9½	9½ 10	10 10¼	1,800	5 Feb. 9	10⅞ Apr. 12	6	16
Hannibal & St. Joseph	*..... 42	*..... 42	*..... 42	*..... 42	*..... 42	*..... 42	.....	38 Mar. 6	46¾ Jan. 17	45	110
Do pref.	*..... 96	*94 96	*..... 95½	*..... 96	*..... 96	*..... 95½	.....	72 Jan. 3	97¾ May 5	72	111¼
Harlem	195 200	....	198 198	198 198	....	....	200	194 Apr. 13	200 Jan. 29	196	208
Houston & Texas Central	*..... 73	*70 73	*68 73	*69 71	72½ 72½	*71 75½	100	70 May 29	82½ Apr. 5	61	92½
Illinois Central	145 145½	144⅞ 145	*144¾ 145	145⅛ 145⅝	145¼ 145½	145 145¾	5,033	141⅝ Jan. 3	147⅝ Apr. 11	127¾	150½
Do leased line	....	....	....	....	....	....	.....	77 Feb. 17	81 Jan. 22	.....	.....
Indiana Bloom'n & Western	29½ 30	29½ 29½	*29 30	29¼ 30¼	30½ 31½	31 32	4,750	23 May 17	35½ Apr. 9	30	49½
Lake Erie & Western	29⅜ 29½	28¾ 29¼	28⅜ 28½	29 29	29¼ 29½	30 30½	1,500	26 Feb. 16	33¼ Jan. 18	23½	45
Lake Shore	109⅜ 110⅛	109⅜ 110	108⅞ 109½	109 109¾	109⅝ 111	110 110¼	52,175	106⅝ Feb. 16	114⅞ Jan. 18	98	120⅛
Long Island	69 69⅞	69½ 70	69¾ 69¾	70 70	70½ 73	73 75½	9,515	60 Jan. 2	75½ June 8	40½	65
Louisville & Nashville	50⅝ 51⅜	49½ 51⅛	49 50	49⅞ 50⅞	50½ 51⅞	50⅝ 51⅜	71,935	47⅜ May 21	58¼ Jan. 20	46½	100¼
Louisville New Albany & Chic	*..... 54	*50 54	*..... 54	*50 54	50 52	 54	300	50 June 7	68 Jan. 5	57	78
Manhattan Elevated	*43 45	*43 45	44 44	*43½ 45	*43 45	*43 45	200	40 Mar. 21	53⅞ Feb. 9	40	60½
Do 1st pref.	*82½ 85	*82½ 85	*82½ 85	*82½ 85	82½ 82½	*83 85	100	81½ Apr. 5	90 Jan. 18	82	98½
Do common	*42 44	*42 44	*42 44	*42 44	*42 44	*42 44	.....	44½ May 2	53 Feb. 10	40	50
Manhattan Beach Co.	23 23	23 23½	*23	23½ 23½	24 26	25 25⅞	2,850	15 Feb. 21	26½ Mar. 15	15	37
Memphis & Charleston	43 43½	44 45	44 44	44 45	44 44	43 43	5,034	36 Feb. 19	55 Jan. 8	32½	82½
Metropolitan Elevated	85½ 85½	*85 86	*86 93	*87	*87	*87 90	100	76 May 17	85½ June 2	77	93
Michigan Central	95 96	95¼ 96⅛	95⅛ 95¾	95⅞ 96¾	96¼ 97⅛	95½ 96⅝	27,960	90 Feb. 20	100⅛ Jan. 19	77	105
Milwaukee L. Sh. & Western	*..... 13	....	....	....	....	 13	.....	14 May 3	18 Jan. 4	13	21
Do pref.	45 45¼	45 45	45 45¼	....	44½ 46	45⅝ 45⅝	700	42 Mar. 5	48⅝ Jan. 20	41⅜	58¼
Minneapolis & St. Louis.	*27¼ 28	*27 28	26⅝ 26⅝	*27 28	27¼ 27½	27¾ 28	1,100	22⅞ Feb. 20	30⅜ Jan. 18	19	36¾
Do pref.	55¾ 56	56 56	*54 56	56½ 56½	57 57	57¼ 58	1,300	52 Feb. 20	68⅝ Jan. 18	59	77
Missouri Kansas & Texas	30 30⅝	29½ 30⅛	29½ 30	30⅛ 30½	30½ 31¼	30⅛ 31	28,630	27⅜ May 18	34⅞ Jan. 18	26⅜	42½
Missouri Pacific	103½ 104⅜	103⅝ 104¼	103½ 104	104⅛ 104⅝	104¾ 105⅜	105⅛ 105⅞	19,830	97¾ Feb. 20	106⅞ Apr. 9	86⅝	112½
Mobile & Ohio	*14 16	*15½ 16	*15½ 16	16 16	*14½ 18	*15 17	200	15 Feb. 16	19½ Jan. 5	12	35¾
Morris & Essex	127½ 127½	....	*126½ 128	....	*125½ 128	128 128	682	120 Feb. 15	128 May 17	119½	128
Nashville Chattanooga & St. L.	54½ 55	54 54	*54 56	....	....	55 55	1,200	50½ May 17	64⅞ Jan. 22	47	87½
New York Central & Hudson.	122⅝ 123¾	122⅝ 123¾	122⅜ 123	122⅜ 123⅝	123 123⅞	123⅜ 123⅞	44,922	120¼ May 18	129⅜ Mar. 10	123⅝	138
New York Chic. & St. Louis.	10½ 11	10¾ 11	10⅛ 10⅜	10½ 10½	10⅝ 11	10⅜ 12	4,645	10 Feb. 21	15⅞ Jan. 6	10⅛	17⅜
Do pref.	24½ 24⅝	23¾ 23¾	*23½ 25	*24 25	24¼ 25¼	25½ 27½	2,725	23 Feb. 7	35 Jan. 4	27	37⅜
New York Elevated	*90 104	*90 104	*90 104	*90 101	*90 104	....	.....	101 Jan. 13	105 Feb. 16	100	109¼
New York Lack. & Western	88 88	....	89¼ 89¼	89¼ 89¼	89 89	....	335	85½ Mar. 1	89½ Mar. 5	.....	.....
New York Lake Erie & West.	35⅞ 37	35⅝ 36¼	35½ 35¾	35¾ 36⅛	36⅛ 36⅝	36⅛ 36⅝	56,836	33⅞ May 18	40⅞ Jan. 18	33¼	43¾
Do pref.	80 80	....	....	....	....	....	1,100	75 Feb. 19	83 Jan. 5	67	84¼
New York & New England.	34⅝ 34¾	35 35	34 34⅜	33¾ 35	36 36¼	35½ 35½	4,050	30⅝ May 17	52¼ Jan. 9	45	60½
New York New Haven & Hart.	....	182 182	183 183	183 183	....	....	26	169 Jan. 16	183 May 28	168	186
New York Ontario & Western.	26¼ 26⅞	26¼ 26⅝	26¼ 26½	26½ 26¾	26⅝ 27¼	26¾ 27½	11,350	24⅜ Mar. 2	29⅝ Apr. 14	20½	31⅞
New York Susq. & Western.	6¾ 6⅞	7 7	7¼ 7½	7½ 7½	7½ 8	8 8	4,402	6½ May 18	8⅝ May 10	.....	.....
Do pref.	18 18	....	19½ 19¾	19⅞ 19⅞	19⅞ 20	20 20	900	18 June 2	21¾ May 10	.....	.....
Norfolk & Western, pref.	42⅞ 42⅞	*42 43	*43 45	....	42 42	*42 43	225	37½ Feb. 26	49¾ Jan. 20	44¼	60
Northern Pacific	50½ 50⅞	50 50¾	50¼ 50¾	50⅝ 51	51 52⅛	51⅜ 51⅞	32,232	44⅞ Feb. 20	57½ Apr. 13	28¾	64⅜
Do pref.	87⅝ 88⅛	87⅛ 88⅜	87¼ 88	88 88⅜	88¼ 89⅝	88⅞ 89½	39,923	79⅜ Feb. 20	89¾ June 7	66¾	100⅜
Ohio Central	11 11½	11⅛ 11½	11⅜ 11½	11⅜ 11⅝	11⅜ 11⅞	11⅝ 11⅞	3,576	9½ Feb. 16	14¼ Apr. 13	11⅝	25⅜
Ohio & Mississippi	*41½ 43	....	....	34¼ 35	34½ 34⅞	33⅝ 34½	2,000	29 Feb. 14	36¾ Apr. 13	27	42
Do pref.	....	....	....	....	....	....	.....	96 Feb. 16	108 Apr. 13	90¾	112
Ohio Southern	12¾ 12¾	....	....	....	12⅝ 13½	13¼ 13¼	1,400	10 Feb. 2	14¾ Apr. 24	11	23½
Oregon & Trans-Continental.	83⅝ 84⅜	83⅜ 84⅜	83½ 84⅜	84¼ 85⅛	84¾ 86	85 85¾	62,220	79 Feb. 20	89 Jan. 19	60	95¾
Peoria Decatur & Evansville.	20⅞ 21¼	20¾ 21	20½ 20⅞	21 21¼	21½ 22⅞	22½ 22⅞	6,710	16½ May 22	28 Jan. 18	23	39¾
Philadelphia & Reading	54 55½	55 57	55½ 56⅜	56½ 58¼	57½ 58½	57 58¼	186,100	49⅝ Feb. 20	58¾ Jan. 18	46¾	67½
Pittsburg Ft. Wayne & Chic.	....	131 132	*130 132	....	131 131	....	76	130 May 31	138 Jan. 16	130	139
Rich. & Allegh., st'ck trust ctfs.	10 10¾	10 10	....	10⅜ 10⅜	10½ 10½	10½ 10½	850	10 Feb. 20	15½ Apr. 16	13	40
Richmond & Danville	63 64⅜	63½ 64	63 63	62 62½	63 63	63½ 64	5,700	47 Jan. 13	67⅝ May 9	52	250
Richmond & West Point	37⅝ 39	37¾ 38⅜	37¼ 37¼	36 36¾	36¼ 37	37 37	6,800	21 Feb. 16	39 June 2	23	263
Rochester & Pittsburg	20¾ 21¼	20⅜ 21	20⅜ 20¾	20½ 21	20½ 21	20½ 21¾	25,550	16¾ Feb. 16	24 Apr. 4	17½	36½
St. Louis Alton & Terre Haute	74½ 76	76 76	74½ 75	77½ 79	79 81	80 81	4,100	48 Jan. 3	81 June 7	20½	50
Do pref.	*93 95	....	94¾ 95	95¼ 95½	96¾ 96¾	96¾ 97¼	1,400	87 May 14	103 Apr. 11	55	94½
St. Louis & San Francisco	*35 36	*34½ 35½	*34 35½	*34 36	*33 35	*33 35	.....	29½ Feb. 28	36¼ May 31	31	46⅞
Do pref.	59 59½	57 58¾	57¼ 57¾	57½ 57½	57½ 57¾	*57 58	1,775	48 Feb. 23	58½ June 2	43	66½
Do 1st pref.	*99¾ 100	*99 100	*99 100	99¼ 99½	*99 99¼	*99 99½	100	89 Feb. 28	100½ Jan. 11	79¾	106½
St. Paul & Duluth	*38 39	*38 40	*38 40	*37 38	38 38	*37 38½	100	35 Feb. 15	40¾ Jan. 9	26	42¾
Do pref.	*96½ 98	*96½ 98	96¾ 96¾	*96 98	*95 97	96½ 96¾	300	91 Feb. 20	97½ Jan. 4	68	99¼
St. Paul Minneap. & Manitoba	118 119½	119½ 121½	119¾ 120⅞	120¼ 121½	120½ 121⅝	120¼ 121	6,000	114⅝ May 31	169½ Apr. 16	103¾	136½
Texas & Pacific	37¼ 37⅞	36¾ 37½	36⅝ 37½	37⅜ 38½	38⅝ 39¼	38¾ 39½	63,445	34⅛ May 21	43 Jan. 18	34	55
Union Pacific	95⅛ 96⅜	95¼ 96½	95⅛ 96¼	96¼ 97¼	97⅜ 98⅜	96¼ 98½	197,408	91¼ Feb. 7	104¾ Jan. 18	94¼	110½
Wabash St. Louis & Pacific.	27 27¾	26¾ 27⅜	26¾ 27⅛	27¼ 27¾	27⅝ 28¼	27¾ 28¼	15,595	25½ May 21	36¼ Jan. 18	24⅝	50⅞
Do pref.	42⅞ 44	42¾ 43¾	42⅝ 43	43¼ 44	43¾ 45½	44 44¾	14,285	40½ May 17	57½ Jan. 18	45⅞	71⅝
MISCELLANEOUS.											
American Tel. & Cable Co.	67¾ 67¾	67⅜ 67⅜	67⅝ 67⅝	67¾ 67¾	67⅝ 67⅝	66⅞ 67½	580	64⅜ Feb. 26	69½ Jan. 15	65	74
Colorado Coal & Iron	34½ 35	33¾ 34¾	33¾ 33¾	33¾ 34	33 33¾	34 35¾	5,500	28¼ Feb. 7	44⅝ Apr. 16	25	58⅞
Delaware & Hudson Canal	109 109⅞	109 109	....	109¾ 109½	109⅜ 109¾	109¾ 109¾	2,110	103⅝ Feb. 13	112⅝ Apr. 14	102½	119¾
Mutual Union Telegraph	....	19⅛ 19¾	19⅛ 19⅛	*19½ 20	19 19¼	20 20	640	17½ Mar 27	25 Jan 17	19⅜	30¼
New York & Texas Land Co.	....	*100 125	*95	*100 114	*100 120	....	.....	55 Mar. 13	98 May 26	37	55
Oregon Improvement Co.	81 81	....	82 82	82½ 83	84 84	85 85	810	78 May 26	91⅝ Mar. 5	.....	.....
Oregon Railway & Nav. Co.	....	139 139½	140 141	141½ 145	145 146	148 148⅜	3,627	132 Feb. 20	159½ June 8	128	161⅝
Pacific Mail	42 42½	42 42¼	41⅜ 41⅜	41⅝ 42	41⅜ 41⅞	41½ 42	3,800	39 Jan. 25	44¾ Apr. 9	32½	48¾
Pullman Palace Car	128⅜ 129	128¾ 128¾	128 128	128¼ 128¾	128¾ 128¾	128⅝ 129¼	3,588	117 Feb. 23	130 Apr. 30	117	145
Quicksilver Mining	*7½ 8½	*7½ 8½	8 8	*7½ 9	*7½ 8½	*7½ 8½	100	7⅜ May 10	9½ Mar. 8	8	14¼
Do pref.	*36 40	*36 39	*36 40	*36 39	*36 40	*36 40	.....	37½ Jan. 26	46½ Mar. 9	40	62¼
Standard Consol. Mining	....	7 7	7 7	....	....	x6½ 6½	510	5½ Feb. 17	7 Apr. 10	4½	19¾
Western Union Telegraph	83¼ 84¼	83 84⅛	83¼ 83¾	83⅝ 84⅜	84⅛ 87	86 86⅞	88,020	79¼ Feb. 5	87 June 7	76½	93⅝
EXPRESS.											
Adams	*128 130	*128 130	129¼ 129¼	*128 130	*129 130	*129 130	10	126½ May 5	135 Jan 5	133	149½
American	91 91	*93 94	91 91	*92½ 93½	91 91	91 91	78	88 Mar. 26	94 May 31	90	97½
United States	*58 62	*58 62	60 60	*57 60	60 60	*60 62	75	55½ May 17	65½ Jan 6	62	80½
Wells, Fargo & Co.	*124 126	*124 125	*124 126	125 125	*124 125	*124 126	15	122 Feb. 19	126 Jan. 8	125	132
COAL AND MINING.											
Consolidation Coal	*24 28	....	*24 26	*24 26	*24 26	....	.....	24 May 18	27⅝ Jan. 19	27⅛	36⅞
Homestake Mining Co.	....	....	....	15½ 15½	....	15½ 15½	150	15 Mar. 6	19 Jan. 19	15⅞	19¾
Little Pittsburg Mining	....	....	....	....	....	....	.....	.....	.....	1¼	2½
Mariposa Land and Mining	....	....	....	....	....	....	.....	.....	.....	1¼	2½
Maryland Coal	*11 15	....	*11 14	*11 15	*11 15	*11 15	.....	15 Apr 14	17 Jan 15	14	26
New Central Coal	*12 13	....	*11 13	*11 13	*11 13	*11 13	.....	12½ Mar. 27	14 Jan 4	11½	23
Ontario Silver Mining	....	....	....	....	....	....	.....	18 Feb. 19	25½ Jan 8	33	40
Pennsylvania Coal	....	....	....	....	....	....	.....	270 Feb. 2	270 Feb. 2	240	245
Cameron Coal	....	....	....	....	....	....	.....	14 Feb. 27	18 Jan 3	18	37½
Central Arizona Mining	....	....	....	....	....	....	.....	⅛ Mar 26	⅛ Jan 12	⅛	1½
Deadwood Mining	....	....	....	....	....	....	.....	.....	.....	4	6¾
Excelsior Mining	....	....	....	....	....	....	.....	.....	.....	⅛	⅜
Robinson Mining	....	....	....	....	....	....	.....	.....	.....	1	4
Silver Cliff Mining	....	....	....	....	....	....	.....	.....	.....	2	2½
Stormont Mining	....	....	....	....	....	....	.....	.....	.....	1½	1½

* These are the prices bid and asked; no sale was made at the Board. † Ex-privilege. ‡ Lowest price is ex dividend.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama—		
Class A, 3 to 5, 1906	83⅞	84½
Class A, 3 to 5, small	.....	.....
Class B, 5s, 1906	103	.....
Class C, 4s, 1906	84½	87
6s, 10-20s, 1900	110	.....
Arkansas—		
6s, funded, 1899-1900	10	17
7s, L. Rock & Ft. S. 188.	49	.....
7s, Memp. & L. Rock RR	50	.....
7s, L. R. P.B. & N.O. RR	48	51
7s, Miss. O. & R. R. RR.	48	.....
7s, Arkansas Cent. RR.	16	.....
Connecticut—6s, 1883-4	102½	.....
Georgia—6s, 1886	104	.....
7s, new, 1886	107	.....
7s, endorsed, 1886	107	.....
7s, gold, 1890	115	.....
Louisiana—		
7s, consol., 1914	65⅝	66½
7s, small	60	.....
Louisiana—Continued—		
Ex-matured coupon	59	60
Michigan—		
7s, 1890	117	.....
Missouri—		
6s, due 1883	102½	.....
6s, due 1886	108½	.....
6s, due 1887	109½	.....
6s, due 1888	111	.....
6s, due 1889 or 1890	113	.....
Asyl'm or Univ., due '92	115	.....
Funding, 1894-95	121	.....
Hannibal & St. Jo., '86	109	.....
Do do '87	109½	.....
New York—		
6s, gold, reg., 1887	110	.....
6s, gold, coup., 1887	110	.....
6s, loan, 1891	113	.....
6s, loan, 1892	115	.....
6s, loan, 1893	117	.....
N. Carolina—6s, old, J. & J.	31½	22¾
6s, old, A. & O.	31½	33
N. Carolina—Continued—		
No Carolina RR., J. & J†	155	.....
Do A. & O.†	155	.....
Do 7 coup's off, J. & J.	130	.....
Do 7 coup's off, A. & O.	130	.....
Funding act, 1866-1900	10	12
Do 1868-1898	10	12
New bonds, J. & J., '92-8	16	.....
Do A. & O.	16	.....
Chatham RR.	3½	.....
Special tax, class 1, '98-9	5	7
Do class 2	5	7
Do to W. N. C. RR.	4½	6
Do Western RR.	4½	6
Do Wil. C. & Ru. R.	4½	6½
Do W'n. & Tar R.	4	.....
Consol. 4s, 1910	79½	80½
Small	78	.....
Ohio—		
6s, 1886	109	.....
Rhode Island—		
6s, coupon, 1893-99	116	.....
South Carolina—		
6s, Act Mar. 23, 1869	3½	5
non-fundable, 1888		
Brown consol'n 6s, 1893	104½	106
Tennessee—6s, old, 1892-8	39	41
6s, new, 1892-8-1900	39	.....
6s, new series, 1914	39½	.....
C'mp'mise, 3-4-5-6s, 1912	44¾	45½
Virginia—6s, old	36	45
6s, new, 1866	36	.....
6s, new, 1867	36	.....
6s, consol. bonds	50	.....
6s, ex-matured coupon	36½	.....
6s, consol., 2d series	48	.....
6s, deferred	9½	12
District of Columbia—		
3-65s, 1924	.....	.....
Small bonds	.....	.....
Registered	.....	.....
Funding 5s, 1899	.....	.....
Do small	.....	.....
Do registered	.....	.....

RAILROAD BONDS.

Railroad Bonds. (Stock Exchange Prices.)		
Ala. Central—1st, 6s, 1918	.....	.....
Alleg'y Cen.—1st, 6s, 1922	.....	.....
Atch. T. & S. Fe—4½, 1920	.....	.....
Sinking fund, 6s, 1911	.....	.....
Atl. & Pac.—1st, 6s, 1910	100¼	100¾
Balt. & O.—1st, 6s, Prk. Br.	114	.....
Bost. Hartf. & E.—1st, 7s	*34½	.....
Guaranteed	.....	.....
Bur. C. Rap. & No.—1st, 5s	99½	100
Minn. & St. L.—1st, 7s, gu	.....	.....
Iowa C. & West.—1st, 7s	*	113½
C. Rap. Ia F. & N.—1st, 6s	106½	.....
1st, 5s, 1921	.....	.....
Buf. N. Y. & Phil.—1st, 6s	.....	103
Central Iowa—1st, 7s, '99	108	.....
Chat. Col. & Aug.—1st, 7s	*110	.....
Ches. & Ohio—Pur. m'y fd.	.....	115
6s, gold, series A, 1908	110	.....
6s, gold, series B, 1908	91¾	.....
6s, currency, 1918	51⅛	51¼
Mortgage 6s, 1911	.....	.....
Chicago & Alton—1st, 7s	120	.....
Sinking fund, 6s, 1903	113	115
La. & Mo. Riv.—1st, 7s	117	118
2d, 7s, 1900	.....	.....
St. L. Jack. & Chic.—1st	117	.....
1st, guar. (564), 7s, '94	.....	.....
2d (360), 7s, 1898	.....	.....
2d, guar. (188), 7s, '98	.....	.....
Miss. R. Br'ge—1st, s.f. 6s	.....	.....
C. B. & Q.—Consol. 7s, 1903	129	.....
5s, sinking fund, 1901	*103	.....
Ia. Div.—S. F., 5s, 1919	102	.....
S. F., 4s, 1919	87	.....
Denver Div.—4s, 1922	*85½	86½
4s, 1921	.....	80½
C. R. I. & P.—6s, cp., 1917	126½	126⅝
6s, reg., 1917	*125½	126½
Keo. & Des M.—1st, 5s	105	.....
Central of N. J.—1st, '90	116½	117
1st consol. assented, '99	114¾	115
Conv., assented, 7s, 1902	113⅝	114
Adjustment, 7s, 1903	.....	105
Leh. & W. B.—Con. g'd, 4s	102¾	103
Am. D'k & Imp.—5s, 1921	*	93
C. M. & St. P.—1st, 8s, P. D.	132	134
2d, 7 3-10, P. D., 1898	121	.....
1st, 7s, $ g., R. D., 1902	126	.....
1st, La C. Div., 7s, 1893	120	120½
1st, I. & M., 7s, 1897	121½	.....
1st, I. & D., 7s, 1899	121¾	122½
1st, C. & M., 7s, 1903	*125	.....
Consol. 7s, 1905	123	124
2d, 7s, 1884	100½	.....
1st, 7s, I. & D. Ext., 1908	*123	.....
S. W. Div., 1st, 6s, 1909	108¾	109¼
1st, 5s, La C. & Dav., 1919	95½	96
1st, S. Minn. Div. 6s, 1910	108⅞	109¼
1st, H. & D., 7s, 1910	.....	123
Ch. & Pac. Div., 6s, 1910	*112	112¼
1st, Chic. & P. W., 5s, 1921	.....	96½
Min'l Pt. Div., 5s, 1910	91¼	.....
C. & L. Sup. Div., 5s, 1921	.....	.....
Wis. & Min. D., 5s, 1921	91¾	93
C. & N'west.—S. fd., 7s, '85	106	.....
Interest bonds, 7s, 1883	101	.....
Consol. bonds, 7s, 1915	131	132
Extens'n bonds, 7s, '85	*105½	.....
1st, 7s, 1885	106	.....
Coupon, gold, 7s, 1902	122½	122¾
Reg., gold, 7s, 1902	.....	122¼
Sinking fund, 6s, 1929	111	.....
Sinking fund, reg.	.....	111
Sinking fund, 5s, 1929	101⅝	102
Sinking fund, reg.	101¾	.....
Escan'a & L. S.—1st, 6s	*	114
Des M. & Minn'—1st, 7s	.....	.....
Iowa Midland—1st, 8s	125	.....
Peninsula—1st, conv. 7s	*120	.....
Chicago & Mil.—1st, 7s	122½	122⅝
Win. & St. P.—1st, 7s, '87	108½	.....
2d, 7s, 1907	*120½	.....
Mil. & Mad.—1st, 6s, 1905	.....	113
C. C. C. & Ind's—1st, 7s, s.f.	120½	121¾
Consol. 7s, 1914	.....	121
C. St. P. M. & O.—Consol., 6s	107¼	107½
C. St. P. & M.—1st, 6s, 1918	.....	115
N. Wis.—1st, 6s, 1930	.....	.....
St. P. & S. C.—1st, 6s, 1919	.....	114½
Chic. & E. Ill.—1st, s.f., cur.	96½	99
Chic. St. L. & P.—1st, con 5s	*	105
1st, con., 5s, reg., 1932	.....	.....
Col. & Green.—1st, 6s, 1916	100	.....
2d, 6s, 1926	.....	.....
Col. H. Val. & Tol.—1st, 5s	83	83¾
Del. L. & W.—7s, conv., '92	115	.....
Mortgage 7s, 1907	*	126¾
Syr. Bing. & N. Y.—1st, 7s	124	.....
Morris & Essex.—1st, 7s	134¾	.....
2d, 7s, 1891	115	115
Bonds, 7s, 1900	.....	.....
7s of 1871, 1901	.....	.....
1st, consol., guar., 7s	122½	120
N. Y. Lack. & W.—1st, 6s	117	117½
Del. & H.—1st, 7s, 1884	104	104½
7s, 1891	*116½	117½
1st, ext., 7s, 1891	112	118
Comp., 7s, 1894	117	117½
Reg., 7s, 1894	116⅞	.....
Del. & H.—Continued—		
1st, Pa. Div., cp., 7s, 1917	124½	.....
Pa. Div., reg., 7s, 1917	125	.....
Alb. & Susq.—1st, 7s	111½	.....
2d, 7s, 1885	104½	104¾
1st, cons., guar. 7s, 1906	*	122½
1st cons., 6s, 1906	110	113
Rens. & Sar.—1st, coup.	136	.....
1st, reg., 1921	136	.....
Denv. & Rio Gr.—1st, 1900	110½	.....
1st consol., 7s, 1910	97½	98½
Denv. So. P. & Pac.—1st, 7s	.....	95
Det. Mac. & Marq.—1st, 6s	.....	88
Land grant, 3½s, S. A.	*	75
E. T. Va. & G.—1st, 7s, 1900	120	.....
1st, cons., 5s, 1930	78¼	78½
Divisional 5s, 1930	94	100
Eliz. C. & N.—S. f., deb. c. 6s	*	82
1st, 6s, 1920	.....	82
Eliz. Lex. & Big S.—6s	.....	95
Erie—1st, extended, 7s	122	124
2d, extended, 5s, 1919	108⅝	108¾
4th, extended, 5s, 1920	107½	108½
5th, 7s, 1888	107	.....
1st cons., gold, 7s, 1920	126½	127
1st cons., fd. coup., 7s	.....	.....
Reorg., 1st lien, 6s, 1908	*	106½
Long Dock b'ds, 7s, '93	115	117
Buff. N. Y. & E.—1st, 1916	127	.....
N. Y. L. E. & W.—New 2d 6	95½	96½
Buf. & S. W.—M. 6s, 1908	.....	.....
Ev. & T. H.—1st, cons., 6s	.....	101
Fl't & P. M'rq.—M. 6s, 1920	109	.....
Gal. Har. & S. Ant.—1st, 6s	104½	106
2d, 7s, 1905	.....	.....
Mex. & Pac.—1st, 5s	.....	.....
2d, 6s, 1931	.....	.....
Gr'n Bay W. & S. P.—1st, 6s	83	.....
Gulf Col. & S. Fe—7s, 1909	112⅞	113⅛
Han. & St. Jos.—8s, conv.	106	107
Consol. 6s, 1911	110	111¾
Hous. & T. C.—1st, M. L., 7s	111½	.....
1st, West. Div., 7s	107¾	108¼
1st, Waco & N., 7s	114	116
2d consol., main line, 8s	*119	.....
2d, Waco & No., 8s, 1915	.....	.....
General, 6s, 1921	.....	98¾
Hous. E. & W. Tex.—1st, 7s	*	94¾
Ill. Cent.—Sp. Div.—Cp. 5s	*	115
Middle Div.—Reg., 5s	*108	.....
C. St. L. & N. O.—Ten. l., 7s	117	.....
1st consol., 7s, 1897	117	.....
2d, 7s, 1907	*	120
Gold, 5s, 1951	*107⅜	107½
2d Div., 7s, 1894	.....	.....
Ced. F. & Minn.—1st, 7s	112	.....
Ind. Bl. & W.—1st pref. 7s	118	.....
1st, 4-5-6s, 1909	*	87
2d, 4-5-6s, 1909	*69½	.....
East'n Div., 6s, 1921	89½	.....
Indianap. D. & Spr.—1st, 7s	101	.....
2d, 5s, 1911	.....	.....
Int. & Gt. No.—1st, 6s, gold	108	109
Coupon, 6s, 1909	84	88
Kent'ky Cen.—M., 6s, 1911	.....	.....
Lake Shore & Mich. So.—		
Mich. S. & N. I.—S. fd., 7s	104¼	.....
Cleve. & Tol.—Sink. fd.	107¼	.....
New bonds, 7s, 1886	106	.....
Cleve. P. & Ash.—7s	111¼	.....
Buff. & Erie—New bds.	119	.....
Kal. & W. Pigeon—1st	.....	.....
Det. M. & T.—1st, 7s, 1906	.....	.....
Lake Shore—Div. bonds	120	122
Consol., coup., 1st, 7s	127	.....
Consol., reg., 1st, 7s	125	.....
Consol., coup., 2d, 7s	118½	119½
Consol., reg., 2d, 7s	.....	.....
Long Isl. R.—1st, 7s, 1898	.....	.....
1st consol., 5s, 1931	98	.....
Louisv. & N.—Cons. 7s, '98	115¾	118
2d, 7s, gold, 1883	100½	101½
Cecilian Br'ch—7s, 1907	102	.....
N. O. & Mob.—1st, 6s 1930	93	94½
E. H. & N.—1st, 6s, 1919	98	.....
General, 6s, 1930	89	90
Pensac'la Div.—6s, 1920	*	93
St. L. Div.—1st, 6s, 1921	100	.....
2d, 3s, 1980	*	53⅝
Nashv. & Dec.—1st, 7s	.....	116
S. & N. Ala.—S. f., 6s, 1910	.....	.....
Leban'n-Knox—6s, 1931	100	.....
Louisv. C. & L.—6s, 1931	100	.....
L. Erie & W.—1st, 6s, 1919	99½	100
Sandusky Div.—6s, 1919	.....	98
Laf. Bl. & M.—1st, 6s, 1919	99½	.....
Louisv. N. Alb. & C.—1st, 6s	101½	103
Manhat. B'ch Co.—7s, 1909	*	85
N. Y. & M. B'h—1st, 7s, '97	.....	125
Marietta & Cin.—1st, 7s, 1st, sterling	.....	.....
Metr'p'lit'n El.—1st, 1908	100	100
2d, 6s, 1899	.....	84⅞
Mex. Cen.—1st, 7s, 1911	*69	.....
Mich. Cent.—Con. 7s, 1902	*123	123½
Consolidated 5s, 1902	.....	102¾
6s, 1909	.....	.....
Coupon, 5s, 1931	*	103
Registered, 5s, 1931	.....	.....
Jack. Lan. & Sag.—6s, '91	.....	.....
Mil. & No.—1st, 6s, 1910	.....	96½
Mil. L. S. & W.—1st, 6s, 1921	100	101
Minn. & St. L.—1st, 7s, 1927	119	.....
Iowa Ext.—1st, 7s, 1909	117	.....
2d, 7s, 1891	*100	.....
S'thw. Ext.—1st, 7s, 1910	103½	109¾
Pac. Ext.—1st, 6s, 1921	100½	100¾
Mo. K. & T.—Gen., 6s, 1920	81½	82¼
Cons. 7s, 1904-5-6	108	109
Cons. 2d, income, 1911	60	.....
H. & Cent. Mo.—1st, '90	104	107
Mobile & Ohio.—New, 6s.	106	107½
Collat. Trust, 6s, 1892	.....	.....
Morgan's La. & T.—1st, 6s	.....	.....
Nash. Chat. & St. L.—1st, 7s	118½	.....
2d, 6s, 1901	.....	.....
N. Y. Central—6s, 1887	107⅝	108¼
Deb. certs, extd. 5s	103	103½
N. Y. C. & H.—1st, cp., 7s	131½	.....
1st, reg., 1903	131	.....
Huds. R.—7s, 2d, s.f., '85	107½	108
Can. So.—1st, int. g'ar. 5s	99¾	99⅞
Harlem—1st, 7s, coup.	*127	128
1st, 7s, reg., 1900	*127	128
N. Y. Elev'd—1st, 7s, 1906	118⅜	.....
N. Y. Pa. & O.—Pr. l'n. 6s, '95	.....	.....
N. Y. C. & N.—Gen., 6s, 1910	.....	49
Trust Co., receipts	.....	48½
N. Y. & New Eng.—1st, 7s	.....	.....
1st, 6s, 1905	.....	.....
N. Y. C. & St. L.—1st, 6s, 1921	101¾	102
N. Y. W. Sh. & Buf.—Cp. 5s	78½	78⅝
N. Y. Susq. & W.—1st, 6s	83⅞	84½
Debenture, 6s, 1897	64	.....
Midland of N. J.—1st, 6s	94	94¼
Nevada Cent.—1st, 6s	.....	.....
N. Pac.—G. l. g., 1st, cp. 6s	106½	.....
Registered, 6s, 1921	*106¼	.....
N. O. Pac.—1st, 6s, g., 1920	88½	89
Norf. & W.—G'l, 6s, 1931	101½	101⅝
Ohio & Miss.—Consol. s. f.	.....	119
Consolidated 7s, 1898	.....	119
2d consolidated 7s, 1911	*122½	123
1st, Springfield Div., 7s	118¾	.....
Ohio Central—1st, 6s, 1920	.....	90
1st Ter'l Tr., 6s, 1920	*85	86
1st Min'l Div., 6s, 1921	.....	.....
Ohio So.—1st, 6s, 1921	82¾	83
Oreg'n & Cal.—1st, 6s, 1921	.....	.....
Or. & Trans'l—6s, 32-1922	95½	95¾
Oreg. Imp. Co.—1st, 6s	91¼	93
Panama—S. f., sub. 6s, 1910	.....	.....
Peoria Dec. & Ev.—1st, 6s	98	.....
Evans. Div., 1st, 6s, 1920	*95	101
Peoria & Pek. U'n—1st, 6s	*100	101
Pac. RRs.—Cen. P.—G., 6s	115½	.....
San Joaquin Branch	109⅜	.....
Cal. & Oregon—1st, 6s	105	.....
State Aid bds., 7s, '84	103½	.....
Land grant bonds, 6s	104½	105½
West. Pac.—Bonds, 6s	111	.....
So. Pac. of Cal.—1st, 6s	105	105¼
Union Pacific—1st, 6s	115¼	.....
Land grants, 7s, '87-9	109	.....
Sinking funds, 8s, '93	117	.....
Registered 8s, 1893	.....	116⅞
Collateral Trust, 6s	106	.....
do 5s, 1907	93	.....
Kans. Pac.—1st, 6s, '95	*109	.....
1st, 6s, 1896	*106¾	107
Den. Div., 6s, as'd, '99	107	107½
1st consol., 6s, 1919	99½	100
C. Br. U. P.—F. c., 7s, '95	*100	.....
At. C. & P.—1st, 6s, 1905	*91	.....
At. J. Co. & W.—1st, 6s	*91	.....
Oreg. Short L.—1st, 6s	99½	100
Ut. So.—Gen., 7s, 1909	105	.....
Exten., 1st, 7s, 1909	101½	.....
Mo. Pac.—1st, cons., 6s	.....	104¾
3d, 7s, 1906	116	117
Pacific of Mo.—1st, 6s	107	.....
2d, 7s, 1891	114½	115¾
St. L. & S. F.—2d, 6s, cl. A	98	100
3-6s, class C, 1906	97	99
3-6s, class B, 1906	97	98
1st, 6s, Peirce C. & O.	.....	.....
Equipment, 7s, 1895	96½	.....
Gen. mort., 6s, 1931	.....	100⅞
So. Pac. of Mo.—1st	105¼	105⅜
Tex. & Pac.—1st, 6s, 1905	105	.....
Consol., 6s, 1905	92⅜	.....
Income & Ld. gr., reg.	65	65⅜
1st, Rio G. Div., 6s, 1930	83⅞	84
Pennsylvania RR.—		
Pa. Co's gu. r. 4½s, 1st c.	.....	96½
Registered, 1921	*96	96
Pitt. C. & St. L.—1st, c. 7s	.....	.....
1st, reg., 7s, 1900	.....	122½
2d, 7s, 1913	*	122½
Pitts. Ft. W. & Ch.—1st	138	140
2d, 7s, 1912	134½	.....
3d, 7s, 1912	130	.....
Clev. & Pitts.—Cons. s. f.	123	125
4th, sink. fd., 6s, 1892	109½	.....
Col. C. & I. C.—1st, consol.	.....	.....
2d consol., 7s, 1909	.....	.....
2d, Tr'st Co. ctfs., ass'd	.....	.....
2d, Tr'st Co. ctfs., ass'd	.....	.....
1st, Tr't Co. ctfs. suppl.	.....	.....
St. L. V. & T. H.—1st, g., 7s	.....	.....
2d, 7s, 1898	.....	.....
2d, guar., 7s, 1898	.....	.....
Pitts. B. & B.—1st, 6s, 1911	*	92
Rome W. & Og.—Con. 1st,	70⅛	70½
Roch. & Pitt.—1st, 6s, 1921	*	108½
Rich. & Al.—1st, 7s, 1920	*80	.....
Rich. & Danv.—Cons. g., 6s	99	99¼
Debenture 6s, 1927	69½	69⅝
Atl. & Ch.—1st, p., 7s, '97	.....	.....
Incomes, 1900	.....	.....
Scioto Val.—1st, cons., 7s	.....	94½
St. L. & Iron Mt.—1st, 7s	115½	116
2d, 7s, 1897	107½	108
Arkansas Br.—1st, 7s	107	.....
Cairo & Fulton—1st, 7s	109¾	110
Cairo Ark. & T.—1st, 7s	106¾	107
Gen. Ry & l. gr., 5s, 1931	76⅞	77
St. L. Alton & T. H.—1st	*115	.....
2d, pref., 7s, 1894	109½	.....
2d, income, 7s, 1894	102	104
Bellev. & S. Ill.—1st, 8s	*	122
St. P. Minn. & Man.—1st, 7s	110	110¼
2d, 6s, 1909	.....	109
Dakota Ext.—6s, 1910	108½	.....
Min's Un.—1st, 6s, 1922	.....	.....
St. P. & Dul.—1st, 5s, 1931	.....	.....
So. Car. Ry.—1st, 6s, 1920	103½	103⅞
2d, 6s, 1931	97½	.....
Tex. Cen.—1st, s.f., 7s, 1909	108½	110
1st mort., 7s, 1911	108½	110
Tol. Del. & Bur.—Main, 6s	*49	.....
1st, Dayt. Div., 6s, 1910	.....	.....
1st, Ter'l trust, 6s, 1910	.....	.....
Va. Mid.—M. inc., 6s, 1927	61	62
Wab. St. L. & P.—Gen'l, 6s	*75	75½
Chic. Div.—5s, 1910	80¾	82
Hav. Div.—6s, 1910	*	85
Tol. P. & W.—1st, 7s, 1917	106½	.....
Iowa Div.—6s, 1921	*88	.....
Ind'polis Div.—6s, 1921	.....	.....
Detroit Div.—6s, 1921	.....	.....
Cairo Div.—5s, 1931	*	82⅞
Wabash—M., 7s, 1909	.....	.....
Tol. & W.—1st, ext., 7s	107½	.....
1st, St. L. Div., 7s, '89	100	.....
2d, ext., 7s, 1893	98¾	99
Equip. b'ds, 7s, 1883	*	80
Consol. conv., 7s, 1907	*90	95
Gt. West.—1st, 7s, '88	106½	107½
2d, 7s, 1893	98¾	.....
Q. & T.—1st, 7s, 1890	100	.....
Han. & Naples—1st, 7s	.....	.....
Ill. & So. Ia.—1st Ex., 6s	.....	.....
St. L. K. C. & N.—R. e. 7s	106¼	.....
Om. Div.—1st, 7s	108½	.....
Clar'da Br.—6s, 1919	85	.....
St. Chas. Br.—1st, 6s	.....	.....
No. Missouri—1st, 7s	119½	121
West. Un. Tel.—1900, cp.	113½	114
1900, reg.	113	.....
N. W. Telegraph—7s, 1904	.....	.....
Mut. Un. T.—S. F., 6s, 1911	.....	89
Spring Val. W. W.—1st, 6s	.....	.....
Oregon RR. & N.—1st, 6s	109¾	109⅞

INCOME BONDS.

(Interest payable if earned.)		
Ala. Cent.—Inc. 6s, 1918	.....	.....
Alleg'y Cent.—Inc., 1912	.....	.....
Atl. & Pac.—Inc., 1910	.....	35¼
Central of N. J.—1908	100½	104
Col. C. & I. C.—Inc. 7s, '90	.....	.....
Reorga'n Tr'st Co. Cert.	*70	80
Cent. Ia.—Coup. debt ctfs.	.....	.....
Ch. St. P. & M.—L. g. inc., 6s	.....	.....
Chic. & E. Ill.—Inc., 1907	.....	.....
Des M. & Ft. D.—1st, inc., 6s	.....	.....
Det. Mac. & Marq.—Inc.	.....	.....
E. T. V. & Ga.—Inc., 6s, 1931	37¼	37¾
El. C. & No.—2d, inc., 1970	.....	.....
G. Bay W. & St. P.—2d, inc.	*	25
Ind. Bl. & W.—Inc., 1919	.....	.....
Consol., Inc., 6s, 1921	.....	45
Ind's Dec. & Spr'd—2d inc	*30	.....
Trust Co. certificates	.....	.....
Leh. & Wilkesb. Coal—'88	81	85
Lake E. & W.—Inc. 7s, '99	40½	46
Sand'ky Div.—Inc., 1920	30	35
Laf. Bl. & Mun.—Inc. 7s, '99	39	.....
Mil. L. S. & W.—Incomes	80½	81
Mob. & O.—1st prf. deben.	70	75
2d pref. debentures	.....	45
3d pref. debentures	.....	.....
4th pref. debentures	.....	.....
N. Y. Lake E. & W.—Inc. 6s	65	.....
N. Y. P. & O.—1st inc. ac., 7s	.....	.....
Ohio Cent.—Income, 1920	.....	30
Min'l Div.—Inc. 7s, 1921	.....	.....
Ohio So.—2d inc., 6s, 1921	.....	26
Ogdens. & L. C.—Inc., 1920	.....	.....
Small	.....	.....
Peoria D. & Ev.—Inc., 1920	60	65
Evans. Div.—Inc., 1920	.....	60
Peoria & Pek. Un.—Inc., 6s	.....	.....
Roch. & Pitts.—Inc., 1921	45¼	45½
Rome W. & Og.—Inc., 7s	35	42
So. Car. Ry.—Inc., 6s, 1931	68	.....
St. L. & I. M.—1st, 7s, pr. l. a	.....	.....
2d, 6s, int. accum'lative	.....	.....
St. g'l. & Ry.—Ser. B., inc. '94	.....	.....
Plain incomes, 6s, 1896	*	37
Sterling Mt. Ry.—Inc., '95	.....	.....
St. L. A. & T. H.—Div. bds	79⅞	80
Tol. Del. & B.—Inc., 6s, 1910	10	.....
Dayton Div.—6s, 1910	.....	.....
Tex. & St. L.—L. g., inc. 1920	.....	.....

* No price Friday—these are latest quotations made this week.

† Coupons on since 1869.

New York Local Securities.

Bank Stock List.

COMPANIES. Marked (thus *) are not National.	Par.	PRICE. Bid.	Ask.
America*	100	156½	160
Amer. Exchange	100	127	127½
Broadway	25	263	.....
Butchers' & Drov's'	25	140	.....
Central	100	127	130
Chase	100	185	.....
Chatham	25	140	.....
Chemical	100	.....	.....
Citizens'	25	.....	.....
City	100	150	.....
Commerce	100	157	160
Continental	100	123	125
Corn Exchange*	100	170	.....
East River	25	.....	.....
Eleventh Ward*	25	.....	.....
Fifth	100	.....	.....
Fifth Avenue*	100	350	.....
First	100	800	.....
Fourth	100	130	.....
Fulton	30	120	.....
Gallatin	50	164	.....
Garfield	100	110	.....
German American*	75	.....	99½
German Exchange*	100	.....	.....
Germania*	100	.....	.....
Greenwich*	25	.....	.....
Hanover	100	146	.....
Imp. & Traders'	100	275	.....
Irving	50	140	.....
Leather Manuf'rs'	100	161	.....
Manhattan*	50	150	.....
Marine	100	.....	.....
Market	100	140	.....
Mechanics'	25	149½	.....
Mechanics' & Trads'	25	100	110
Mercantile	100	117	.....
Merc'hants'	50	130¾	131½
Merchants' Exch	50	.....	100
Metropolis*	100	.....	.....
Metropolitan	100	171	180
Murray Hill*	100	.....	.....
Nassau*	100	.....	.....
New York	100	150	.....
New York County	100	130	.....
N. Y. Nat. Exch	100	.....	.....
Ninth	100	126	.....
North America*	70	.....	.....
North River*	30	.....	.....
Oriental*	25	.....	.....
Pacific*	50	166	.....
Park	100	166	170
People's*	25	140	.....
Phenix	20	101½	.....
Produce*	50	.....	.....
Republic	100	.....	140
St. Nicholas*	100	.....	.....
Seventh Ward	100	.....	125
Second	100	.....	.....
Shoe & Leather	100	.....	.....
State of New York*	100	.....	140
Third	100	.....	.....
Tradesmen's	40	.....	115
Union	50	164	.....
United States	100	.....	.....
Wall Street	50	102	105
West Side*	100	.....	.....

Insurance Stock List.

[Prices by L. S. Bailey, 7 Pine St.]

COMPANIES.	Par.	PRICE. Bid.	Ask.
American	50	145	150
Amer. Exchange	100	107	111
Bowery	25	150	160
Broadway	25	170	175
Brooklyn	17	160	167
Citizens'	20	140	150
City	70	113	120
Clinton	100	120	125
Commercial	50	90	97
Continental	100	240	250
Eagle	40	240	250
Empire City	100	70	80
Exchange	30	85	100
Farragut	50	117	125
Firemen's	17	75	80
Firemen's Trust	10	75	80
Franklin & Emp.	100	110	115
German-American	100	190	198
Germania	50	140	145
Globe	50	110	120
Greenwich	25	240	280
Guardian	100	60	65
Hamilton	15	110	115
Hanover	50	132	137
Hoffman	50	75	85
Home	100	140	145
Howard	50	65	70
Importers' & Trad's'	50	85	90
Irving	100	60	70
Jefferson	30	125	130
Kings C'nty (Bkn.)	20	190	200
Knickerbocker	40	75	80
Lamar	100	65	70
Long Isl'd (B'klyn)	50	110	112½
Lorillard	25	55	60
Manufac. & Build.	100	110	115
Manhattan	100	1	5
Mech. & Traders'	25	115	120
Mechanics' (Bklyn)	50	130	140
Mercantile	50	60	65
Merchants'	50	100	107
Montauk (Bklyn.)	50	105	108
Nassau (Bklyn.)	50	135	150
National	37½	85	92
N. Y. Equitable	35	145	150
N. Y. Fire	100	70	75
N. Y. & Boston	100	1	5
New York City	100	60	65
Niagara	50	155	165
North River	25	103	108
Pacific	25	160	167
Park	100	110	117
Peter Cooper	20	155	165
People's	50	110	117
Phenix	50	140	143
Relief	50	58	65
Republic	100	75	85
Rutgers'	25	120	125
Standard	50	100	105
Star	100	65	70
Sterling	100	55	60
Stuyvesant	25	120	128
Tradesmen's	25	65	70
United States	25	127	132
Westchester	10	120	126
Williamsburg City	50	215	225

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date.	Bid.	Ask.
Brooklyn Gas-Light	25	2,000,000	Var's	5	May, '83	107	109
Citizens' Gas-L. (Bklyn)	20	1,200,000	Var's	3	Jan., '83	77	80
Bonds	1,000	315,000	A. & O.	3½	April, '83	105	110
Harlem	50	1,850,000	F. & A.	3	Feb. '83	98	100
Jersey City & Hoboken	20	750,000	J. & J.	7½	Jan., '83	155	165
Manhattan	50	4,000,000	J. & J.	5	June, '83	232	236
Metropolitan	100	2,500,000	M. & S.	6	May, '83	187	189
Bonds	500	750,000	F. & A.	3	.....	105	110
Mutual (N. Y.)	100	3,500,000	Quar.	2½	April, '83	116	117
Bonds	1,000	1,500,000	M. & N.	6	1982	104	106
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '82	60	65
Scrip	Var's	700,000	M. & N.	3½	May, '83	90	95
New York	100	4,000,000	M. & N.	5	May, '83	121	123
People's (Bklyn.)	10	1,000,000	J. & J.	3½	Jan., '76	45	50
Bonds	1,000	375,000	M. & N.	3½	May, '83	106	110
Bonds	Var's	125,000	Var's	3	April, '83	90	95
Central of New York	50	406,000	F. & A.	3	Feb., '83	80	90
Williamsburg	50	1,000,000	Quar.	1½	Feb., '82	70	75
Bonds	1,000	1,000,000	A. & O.	3	April, '83	105	110
Metropolitan (Bklyn.)	100	1,000,000	M. & N.	3	Jan., '83	84	86
Municipal	100	3,000,000	.....	5	April, '83	185	190
Bonds	.....	750,000	M. & N.	6	1888	106	110
Fulton Municipal	100	3,000,000	.....	.....	.....	67	71
Bonds	.....	300,000	J. & J.	6	.....	102	104

[Quotations by H. L. GRANT, Broker, 145 Broadway.]

Br'cker St. & Fult. F.—Stk	100	900,000	J. & J.	¾	Jan., '83	23	26
1st mort.	1,000	694,000	J. & J.	7	July, 1900	108	112½
Br'dway & 7th Av.—St'k.	100	2,100,000	Q.—J.	2	April, '83	145	148½
1st mort.	1,000	1,500,000	J. & D.	7	June, '84	102	103
Brooklyn City—Stock	10	2,000,000	Q.—F.	3½	May, '83	210	216
1st mort.	1,000	300,000	M. & N.	7	.....	102	110
Br'dway (Bkln.)—Stock	100	200,000	Q.—J.	3	April, '83	190	200
Bklyn. Crosstown—Stock	100	400,000	Q.—J.	2	April, '83	150	.....
1st mort. bonds	1,000	300,000	Q.—J.	7	1888	105	112
Bushw'k Av. (Bklyn)—St'k.	100	500,000	J. & J.	2½	April, '83	150	.....
Cent. Pk. N. & E. Riv.—Stk	100	1,800,000	Q.—J.	2	April, '83	144	148
Consol. mort. bonds	1,000	1,200,000	J. & D.	7	Dec., 1902	115	117
Christ'ph'r & 10th St—Stk	100	650,000	F. & A.	2½	Feb., '83	110	115
Bonds	1,000	250,000	J. & J.	7	1898	106	.....
Dry Dk. E. B. & Bat'y—Stk	100	1,200,000	Q.—F.	4	May, '83	215	260
1st mort., consol.	500&c.	900,000	J. & D.	7	June, '93	114	117
Eighth Av.—Stock	100	1,000,000	Q.—J.	3	April, '83	240	.....
1st mort.	1,000	1,000,000	J. & J.	7	June, '84	100	110
42d & Gr'nd St. F'ry—Stk	100	748,000	M. & N.	6	May, '83	225	.....
1st mort.	1,000	236,000	A. & O.	7	April, '93	110	115
Central Crosstown—Stk.	100	600,000	.....	.....	.....	100	110
1st mort.	1,000	200,000	M. & N.	7	Nov., 1904	103	108
Houst. W. St. & P. F'y—Stk	100	250,000	.....	.....	.....	90	.....
1st mort.	500	500,000	J. & J.	7	July, '94	110	112½
Second Av.—Stock	100	1,199,500	J. & J.	5	Jan., '83	188	195
3d mort.	1,000	150,000	A. & O.	7	April, '85	103	.....
Consol.	1,000	1,050,000	M. & N.	7	Nov., '98	107	108
Sixth Av.—Stock	100	750,000	M. & N.	5	Mch, '83	240	250
1st mort.	1,000	500,000	J. & J.	7	July, '90	110	115
Third Av.—Stock	100	2,000,000	Q.—F.	5	May, '83	225	.....
1st mort.	1,000	2,000,000	J. & J.	7	July, '90	110	113
Twenty-third St.—Stock	100	600,000	F. & A.	4	Feb., '83	160	167½
1st mort.	1,000	250,000	M. & N.	7	May, '93	113	114

*This column shows last dividend on *stocks*, but date of maturity of *bonds*.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES	Bid	Ask
BOSTON.		
Atch. & Topeka—1st, 7s	119	119½
Land grant, 7s	.....	.....
Atlantic & Pacific—6s	97	97½
Income	35	35½
Boston & Maine—7s	.....	.....
Boston & Albany—7s	.....	.....
6s	.....	.....
Boston & Lowell—7s	.....	.....
6s	.....	.....
Boston & Providence—7s	.....	.....
Burl. & Mo.—1st, gr., 7s	116	.....
Nebraska, 6s	.....	.....
Nebraska, 6s	102½	113
Nebraska, 4s	.....	.....
Chic. Burl. & Q.—D. E. &	84½	84¾
Conn. & Passumpsic—7s	.....	.....
Connotton Valley—6s	23	.....
7s	22½	.....
California Southern—6s	.....	.....
East'n, Mass.—6s, new	.....	110½
Fort Scott & Gulf—7s	112½	.....
K. City Lawr. & So.—6s	103	.....
K. City St. Jo. & C. B.—7s	.....	.....
Little R. & Ft. S.—7s, 1st	89½	90
Mass. Central—6s	.....	.....
Mexican Central—7s	69¾	70
N. Y. & N. England—6s	103½	104
7s	112½	.....
N. Mexico & So. Pac.—7s	113½	114½
Ogdensb. & L. Ch.—Con 6s	.....	.....
Income	.....	.....
Old Colony—7s	.....	.....
6s	.....	.....
Pueblo & Ark. Val.—7s	113½	.....
Rutland—6s, 1st	.....	.....
Sonora—7s	103	.....
T. Clin. & St. L.—1st, 6s	.....	.....
Income	.....	.....
Dayton Division	.....	.....
Main line	.....	.....
STOCKS.		
Atchison & Topeka	83¾	83⅞
Boston & Albany	*178½	179
Boston & Lowell	190	.....
Boston & Maine	157	.....
Boston & Providence	264	.....
Cheshire, preferred	62	.....
Chic. & West Michigan	.....	.....
Cinn. Sandusky & Cleve.	21⅝	.....
Concord	.....	.....
Connecticut River	167	.....
Conn. & Passumpsic	.....	80
Connotton Valley	2¼	.....
Eastern, Mass.	.....	.....
Eastern, New Hampsh.	.....	.....
Fitchburg	126	127
Flint & Pere Marquette	29	29½
Preferred	*106	106½
Fort Scott & Gulf—Pref.	121	.....
Common	.....	.....
Iowa Falls & Sioux City	.....	81½
Little Rock & Ft. Smith	26	.....
Maine Central	92	.....
Manchester & Lawrence	.....	.....
Marq. Houghton & Onton.	46⅛	46½
Preferred	.....	.....
Nashua & Lowell	.....	.....
N. Y. & New England	35⅝	36
Northern of N. Hampsh.	110	.....
Norwich & Worcester	.....	.....
Ogdensb. & L. Champlain	.....	.....
Old Colony	142½	143
Portland Saco & Portsm.	111	112
Pullman Palace Car	129	.....
Rutland—Preferred	19	.....
Revere Beach & Lynn	112½	.....
Tol. Cinn. & St. Louis	3¾	3½
Verm't & Massachusetts	131	.....
Worcester & Nashua	59	.....
Wisconsin Central	22½	.....
Preferred	.....	.....
PHILADELPHIA.		
RAILROAD STOCKS.		
Allegheny Valley	.....	.....
Buffalo Pittsb. & West'n	14½	15
Preferred	28¾	29¼
Camden & Atlantic	.....	.....
Preferred	.....	.....
Catawissa	.....	.....
1st preferred	.....	58
2d preferred	.....	57
Delaware & Bound Brook	134	.....
East Pennsylvania	.....	.....
Elmira & Williamsport	41	.....
Preferred	57	.....
Har. P. Mt Joy & Lanc'r	.....	.....
Huntingd'n & Broad Top	15½	16¼
Preferred	29	.....
Lehigh Valley	.....	.....
Preferred	.....	.....
Little Schuylkill	60	.....
Minehill & Sch. Haven	63½	63½
Nesquehoning Valley	52	53
Norfolk & West'n—Com.	.....	.....
Preferred	.....	.....
Northern Central	.....	.....
North Pennsylvania	.....	.....
Pennsylvania	.....	.....
Allotments	.....	.....
Philadelphia & Erie	18½	22
Phila. Ger. & Norristown	.....	.....
Phila. Newtown & N.Y.	.....	.....
Phila. & Reading	28⅞	29
Phila. & Trenton	.....	.....
Phila. Wilm. & Balt	.....	.....
Pittsb Cin. & St L.—Com.	.....	.....
St. Paul & Duluth—Com.	.....	.....
Preferred	.....	.....
United N. J. Companies	192	193
West Chester—Cons. pref.	.....	.....
West Jersey	.....	50
West Jersey & Atlantic	37½	40
CANAL STOCKS.		
Lehigh Navigation	45⅝	45¾
Pennsylvania	.....	.....
Schuylkill Navigation	.....	.....
Preferred	16	.....
RAILROAD BONDS.		
Allegh. Val.—7 3-10s, '96	.....	123½
7s, E. ext., 1910	.....	.....
Inc. 7s, end., coup., '94	.....	40
Belvidr Del.—1st, 6s, 1902	.....	.....
2d, 6s, 1885	103	.....
3d, 6s, 1887	105	.....
Buff. N. & Phil.—1st, 6s	.....	.....
2d, 7s, 1908	.....	.....
Cons. 6s, 1921	.....	.....
1st, Pr. 6s, 1922	.....	.....
Buff. Pitts. & W.—Gen. 6s	.....	.....

SECURITIES	Bid	Ask
Cam. & Amboy—6s, c. & r.	.....	.....
Mort., 6s, 1896	107	.....
6s & 5s, 1st, 7s, c., 1894	110	.....
2d, 6s, 1894	.....	.....
Cons., 6s	107	.....
Cam. & L. Co., 6s, '97	.....	.....
Cin. & Sp.—1st, 6s	.....	.....
Cin. M. 1st, 6s	.....	.....
New, 7s, reg. & coup.	122	.....
Chester V.—7s, 1st, Dec.	.....	.....
Connecting 6s, op. 1900	117	.....
Cur. mort. 6s, 1897	.....	.....
Delaware—6s, 1st	.....	.....
Del. & Bound B.—1st, 6s	127½	128
Land Dam—1st, 7s	.....	.....
Leased & Arm.—7s	.....	.....
L. & S.—1st, 6s, c. & r.	117	.....
2d, 6s	.....	.....
3s, perpetual	.....	100
Harrisb. g.—1st, 6s, 1896	.....	.....
H. & P. R.—1st, 7s, g., 1900	.....	.....
Cons. 5s, 1897	86	87
Ithaca & A.—1st, 7s, 1916	.....	.....
Junction—1st, 6s, 1882	.....	.....
2d, 6s, 1900	.....	.....
Leh. V.—1st, con. & R., 6s	.....	135½
2d, 7s, reg., 1910	.....	.....
Cons. 6s, c. & r., 1923	.....	127
N. O. Pac.—1st, 6s, 1920	85½	90
No. Penn.—1st, 6s, op., '85	104½	.....
2d, 7s, op. 1900	118	.....
Gen., 7s, reg., 1903	124	.....
Gen., 7s, op., 1903	.....	.....
Debenture 6s, reg.	104½	.....
Norfolk & West.—Gen. 6s	.....	.....
Oil City & Clar.—1st, 6s	.....	.....
Oil Creek—1st, 6s, comp.	.....	.....
Pennsylv.—Gen., 6s, reg.	124½	.....
Gen., 6s, cp., 1910	.....	135
Cons., 6s, reg., 1905	.....	120
Cons., 6s, comp., 1905	.....	.....
Cons., 5s, reg., 1919	106	.....
Pa. & N. Y. C.—7s, 1896	.....	.....
7, 1906	126	.....
Perkiomen—1st, 6s, op., 87	.....	.....
Phil. & Erie—2d, 7s, op., '88	113	.....
Cons., 6s, 1920	.....	.....
Cons., 5s, 1920	.....	103½
Phila. Newt. & N. Y.—1st	.....	.....
Phil. & R.—1st, 6s, 1910	.....	.....
2d, 7s, comp., 1893	.....	.....
Cons., 7s, reg., 1911	123	.....
Cons., 7s, comp., 1911	.....	.....
Cons., 6s, g., L.R.C. 1911	.....	.....
Imp., 6s, g., comp., 1897	.....	.....
Gen., 6s, g., comp., 1908	.....	98¼
Gen., 7s, comp., 1908	.....	.....
Income, 7s, comp., 1898	93½	.....
Cons. 5s, 1st ser., c., 1937	.....	.....
Cons. 5s, 2d ser., c., 1911	.....	94
Conv. Adj. Scrip, '77-'83	85	87
Debenture comp., 1893-4	.....	.....
Deb. comp. off, 1893	68	.....
Scrip, 1882	116	117
Conv., 7s, R. C., 1893	.....	.....
Conv. 7s, comp. off, 1893	.....	76
Conv. 7s, cp. off, Jan., '85	.....	.....
Phil. Wil. & Balt.—1st, cp.	.....	94
Phila. Cin. & St. L.—7s, reg.	.....	.....
Phila. Titus. & B.—7s, cp.	.....	97
Rich. & Dan.—Consol. 6s	.....	.....
Shamokin V. & Phila.—7s	102	.....
Sunbury & Erie—1st, 7s	125	126
Sunb. Haz. & W.—1st, 5s	.....	94
2d, 6s, 1938	.....	80
Syr. Gen. & Corn.—1st, 7s	.....	.....
Union & Titusv.—1st, 7s	90	.....
United N. J. Cos.—6s, 94	.....	.....
Cons. 6s, gold, 1901	.....	.....
Cons. 6s, gold, 1905	.....	.....
Gen., 4s, old, 1944	.....	95½
Warren & F.—1st, 7s, 96	111	.....
West Chester—Cons. 7s	.....	.....
W. Jersey—1st, 6s, cp., '96	116	.....
1st, 7s, 1899	.....	.....
Cons. 6s, 1909	112	.....
W. Jersey & Atl.—1st, 6s, C.	106	.....
Western Penn.—6s, comp.	.....	.....
6s, P. B., 1896	108	.....
Gen., 7s, comp., 1901	.....	.....
CANAL BONDS.		
Ches. & Del.—1st 6s, 1886	80	89
Lehigh Nav.—6s, reg., '84	102	.....
Mort. ER., reg., 1897	113	116
Cons., 7s, reg., 1911	121½	122½
Greenw'd R. R., 7s, reg.	.....	.....
Morris—Boat Loan, reg., '85	.....	.....
Pennsylv.—6s, cp., 1910	.....	88
Schuylk. Nav.—1st, 6s, reg.	.....	107
2d, 6s, reg., 1907	91½	.....
BALTIMORE.		
RAILROAD STOCKS.	Par	
Baltimore & Ohio	100	198 199
1st pref	100	.....
2d pref	100	.....
Parkersburg Br	50	8½ 10
Northern Central	50	.....
Northern Central	50	5½
Western Maryland	50	12 14
Central Ohio—Com	50	51½ .....
Preferred	.....	.....
Pittsburg & Connellsv.	.....	.....
RAILROAD BONDS.		
Atlanta & Charl.—1st	.....	108½ 109
2d	.....	.....
Balt. & Ohio—6s, '85, A & O	103½	103¾
Clarl., Col. & Aug.—1st	104½	111
2d	.....	.....
Columbia & Greenv.—1st	104½	105
2ds	81	84½
N. W. Va.—2d, guar., J. & J.	70	.....
Pittsb. & Con.—6s, 1st, J. & J.	121	.....
So. Central—6s, '85, J. & J.	103	.....
6s, 1900, A. & O.	.....	117
6s, gold, 1900, J. & J.	.....	120
Cen. Ohio—6s, 1st, M. & S.	102½	.....
W. Md.—6s, 1st, g., J. & J.	.....	.....
1st, 1890, J. & J.	115½	116½
2d, guar., J. & J.	.....	.....
2d, pref.	110	.....
2d guar. by W. Co., J. & J.	110	.....
6s, 3d guar., J. & J.	125½	126
Mar. & Cin.—7s, 1st, P. & A.	120	121
2d, M. & N.	105	107½
8s, 3d, J. & J.	524	534
Rich. & Dan.—Cons. 6s	.....	100
Upton R.R.—1st, gua. J. & J.	117	.....
Canton endorsed	.....	.....
Virginia & Tenn.—6s	102	102½
8s	125	34
W. B. & Weldon—Gold, 7s	.....	30
W. Con. & Ang.—6s	108	.....

*Ex-dividend. †Per share. ‡In default.) Ex rights.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained.

Roads.	Latest Earnings Reported. Week or Mo	1883.	1882.	Jan. 1 to Latest Date. 1883.	1882.
		$	$	$	$
Ala.Gt.Southern	April	72,625	57,007	324,346	253,197
Atch.Top.& S.Fe	April	1,166,086	1,164,335	4,347,126	4,500,108
Bur.Ced.R.&No	3d wk May	41,612	45,111	987,415	1,004,963
Canad'n Pacific	4th wk M'y	204,000	74,000	1,637,502	648,845
Central of Ga...	April	194,600	158,712	1,116,300	1,019,617
Central Iowa...	May	110,394	84,417	484,290	445,522
Central Pacific	May	2,099,000	2,342,298	9,372,166	9,926,866
Chesap. & Ohio	April	279,660	267,454	1,122,871	870,697
Chicago & Alton	4th wk M'y	181,698	179,433	3,105,543	2,816,864
Chic. Bur. & Q..	April	1,824,136	1,530,839	7,457,415	6,213,190
Chic. & East. Ill	4th wk M'y	35,216	41,359	643,866	679,757
Chic.& Gr.Trunk	wk May 26	48,022	35,509	1,119,979	824,175
Chic. Mil &St. P.	4th wk M'y	697,000	560,619	8,667,000	7,517,798
Chic. & Northw.	4th wk M'y	837,672	857,472	8,629,907	8,571,730
Ch.St.P.Min.&O.	4th wk M'y	149,025	141,213	1,899,074	1,853,970
Chic. & W. Mich	1st wkMay	28,293	25,929	498,257	497,243
Cin.Ind.St.L.&C	3 wks May	137,837	131,077	899,112	933,945
Cincinnati South	March	.....	.....	565,924	603,210
Clev.Akron& Col	4th wk M'y	14,577	15,582	203,886	192,290
Col. Hock.V.&T	1st wkMay	62,239	58,584	.....	.....
Danbury & Nor.	March	15,903	14,419	.....	.....
Denv. & Rio Gr	4th wk M'y	171,000	191,600	2,496,900	2,580,499
Denv.& R.Gr.W.	4th wk M'y	29,500	.....	212,100	.....
Des Mo.& Ft. D.	3d wk May	4,897	5,933	107,872	141,842
Det. Lan. & No..	3d wk May	28,231	28,489	550,036	584,552
Dub. & Sioux C.	3d wk May	22,902	22,821	394,246	424,014
Eastern	3 wks May	190,785	180,881	1,244,469	1,126,449
E.Tenn Va.&Ga	May	278,837	231,146	1,519,285	1,189,390
Eliz. Lex. & B.S	April	54,280	36,240	210,716	123,118
Evansv. & T. H.	3d wk May	13,869	17,497	268,830	289,143
Flint & P. Marq.	4th wk M'y	73,710	56,810	1,052,337	891,927
Flor. Cent. & W.	1st wkMay	8,096	7,087	148,341	149,463
Flor. Tr. & Pen.	1st wkMay	10,105	9,228	173,573	156,498
Ft.W. & Denver.	3d wk May	8,850	.....	.....	.....
Georgia.....	March	148,041	114,257	425,738	350,155
Grand Trunk...	Wk May 26	318,348	298,337	6,745,284	6,182,645
Gr.Bay W.&St.P.	4th wk M'y	11,384	11,380	157,695	149,330
GulfCol&San.Fe	2 wks May	65,142	37,373	621,915	365,848
Hannibal&St.Jo	4th wk M'y	59,610	53,166	1,001,637	787,403
Hous.E.&W.Tex	April	24,884	24,131	98,037	75,922
Hous.& Tex.Cen	March	.....	.....	768,103	575,815
Illinois Cen.(Ill.)	4th wk M'y	142,426	144,759	2,546,538	2,666,189
Do (Iowa)	4th wk M'y	45,240	37,987	775,022	765,777
Do So. Div.	4th wk M'y	70,682	57,406	1,726,876	1,349,930
Ind.Bloom.& W.	4th wk M'y	67,277	49,906	1,169,938	964,569
K.C.Ft.S. & Gulf	3d wk May	30,539	22,333	.....	.....
K. C. Law. & So.	April	112,068	68,107	445,869	294,543
L. Erie & West'n	4th wk M'y	33,673	32,623	551,573	530,481
L. R. & Ft.Smith	May	42,200	30,679	217,942	167,236
L.Rk.M.Riv.&T.	May	28,516	19,732	157,385	98,323
Long Island....	4th wk M'y	52,079	47,770	793,295	721,851
Louisa. & Mo. R.	March	59,800	37,500	.....	.....
Louisv.& Nashv.	4th wk M'y	342,990	310,505	5,272,944	4,905,409
Mar.Hough.& O	April	17,276	33,919	73,479	106,052
Memp. & Charl.	May	86,388	74,007	484,970	426,889
Mexican Cent..	2d wk May	36,123	.....	656,768	.....
Do No.Div	3d wk May	5,132	.....	92,214	.....
Mexican Nat'l..	3d wk May	16,918	.....	291,915	.....
Mil.L.Sh.& West	4th wk M'y	28,875	21,678	378,050	337,975
Missouri Pacific.	4th wk M'y	256,789	179,452	3,536,135	2,679,891
Central Br'ch.	4th wk M'y	52,273	19,946	569,735	326,782
Int. & Gt. No..	4th wk M'y	87,752	94,246	1,496,519	1,229,174
Mo. Kan. & T..	4th wk M'y	197,834	158,345	2,761,101	2,191,422
St.L.Ir.Mt.&S	4th wk M'y	190,327	195,140	2,923,841	2,701,603
Tex. & Pacific.	4th wk M'y	171,097	136,166	2,380,328	1,735,935
Whole System	4th wk M'y	956,072	783,294	13,667,659	10,864,896
Mobile & Ohio..	May	143,294	134,377	840,040	742,765
Nash.Ch.&St.L	April	161,435	167,393	760,249	690,456
N.Y.L.E.& West.	March	1,696,969	1,567,633	4,505,454	4,191,388
N. Y.& N. Engl'd	May	290,951	289,722	1,334,679	1,247,091
N. Y. Susq. & W.	April	78,511	52,152	290,289	189,150
N. Y. Pa. & Ohio	April	463,678	450,555	.....	.....
Norfolk & West.	May	194,261	185,323	994,422	850,116
Northern Cent..	April	476,335	420,490	1,969,317	1,656,198
Northern Pacific	4th wk M'y	220,400	198,781	2,721,343	1,954,699
Ohio Central....	4th wk M'y	27,796	.....	396,700	375,140
Ohio Southern..	4th wk M'y	7,669	8,528	164,572	144,214
Oregon & Cal...	April	67,069	.....	277,359	.....
Oregon Imp. Co.	April	312,901	258,678	1,084,716	962,527
Oregon R.&N.Co	May	427,600	412,213	1,882,200	1,894,704
Pennsylvania ..	April	4,061,750	3,855,850	15,892,702	14,448,214
Peo. Dec. & Eve.	3d wk May	13,248	12,195	255,214	293,106
Philadelp.& Erie	April	311,636	277,851	1,235,108	1,042,135
Phila. & Read..	April	1,726,616	1,709,712	6,458,494	6,113,297
Do C. & Iron	April	1,193,002	989,994	4,228,023	3,794,600
Richm.& Danv..	3d wk May	†52,000	†35,500	1,372,428	1,305,456
Ch'l Col.&Aug.	3d wk May	†5,966	†6,494	320,982	270,877
Columb. & Gr.	3d wk May	†4,833	†5,123	313,698	279,133
Va. Midland..	3d wk May	†18,077	†15,883	515,143	440,357
West No. Car.	3d wk May	†3,860	†1,447	107,598	67,242
St.Johnsb.&L.C.	March	18,147	17,681	49,487	47,110
St. L.Alt. & T.H.	3d wk May	21,813	22,872	536,201	477,709
Do (brchs.)	4th wk M'y	19,790	22,335	328,531	337,287
St. Louis & Cairo	4th wk M'y	10,116	7,192	148,953	143,999
St.L.&San Fran.	4th wk M'y	100,423	88,704	1,437,057	1,272,623
St. Paul & Dul..	4th wk M'y	38,134	27,861	399,707	330,891
St. P. Minn.& M.	4th wk M'y	255,785	319,589	3,148,704	2,774,616
So. Pac.Cal. N.D	February..	72,045	68,258	159,034	142,140
Do So. Div.	February..	279,926	345,925	579,659	666,485
Do Arizona	Febr ary..	161,782	241,318	341,783	457,392
Do N. Mex	February..	49,346	22,601	105,920	89,070
Scioto Valley...	April	37,762	41,408	152,599	154,621
South Carolina.	April	78,956	78,380	494,923	443,498
Union Pacific...	17 daysMay	1,270,000	1,360,000	9,924,991	10,143,842
Utah Central ..	April	94,250	130,485	396,980	490,982
Vicksb'rg& Mer	April	29,80	30,718	169,410	157,212
Wab.St.L.& P..	4th wk M'y	411,872	383,738	.....	.....
West Jersey	April	76,022	69,963	276,746	246,429
Wisconsin Cent	April	124,686	.....	.....	.....

† Freight earnings. ‡ Included in Central Pacific earnings above.

Coins.—The following are quotations in gold for various coins:

Sovereigns	$4 82 @$4 86	Silver ½s and ¼s	— 99⅞ @ par.
Napoleons	3 82 @ 3 87	Five francs	— 92 @ — 95
X X Reichmarks	4 72 @ 4 76	Mexican dollars	— 85½ @ — 86½
X Guilders	3 95 @ 3 99	Do uncommerc'l	— 84½ @ — 85¼
Span'h Doubloons	15 50 @15 65	Peruvian soles	— 81 @ — 82
Mex. Doubloons	15 45 @15 60	English silver	4 75 @ 4 82
Fine silver bars	1 09⅜ @ 1 10½	Prus. silv. thalers	— 68 @ — 70½
Fine gold bars	par @ ¼ prem	U. S. trade dollars	— 99¼ @ — 99⅝
Dimes & ½ dimes	— 99⅛ @ par	U. S. silver dollars	— 99⅜ @ par.

New York City Banks.

The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on June 2:

Banks.	Capital.	Average amount of— Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
	$	$	$	$	$	$
New York	2,000,000	9 012,000	1,192,000	634,000	8,178,000	495,000
Manhattan Co	2,850,000	7,365 000	2,7 4,000	283,000	6,8 6,000	.....
Merchants	2,000,000	7,157 200	8 7,600	646,000	6,121,000	352,400
Mechanics'	2,000,000	7,2 6,000	818,000	848,000	6,110,000	.....
Union	1,200,000	4 2 8,200	6 0,800	420,100	3,521,200	.....
America	3,000,000	9,722,300	1,156,700	482,500	7,028,300	1,100
Phoenix	1,000,000	3,247,000	459,000	1 9,500	2,708,000	267,000
City	1,000,000	7,558,500	5,110,700	868,000	10 5 0 600	.....
Tradesmen's	1,000,000	3,002,400	3 0 000	107,200	1,702,100	796,300
Fulton	600,600	1,625,800	314,100	145,600	1,320,400	.....
Chemical	300,000	13,053,800	4,640,300	549 500	14 63 9 00	.....
Merch'nts' Exch.	1,000,000	3,1 1,400	397,700	444 400	2,814,400	281,700
Gallatin Nation'l	1,000,000	4 322,400	6 5,3 0	141 500	2,459 900	785,700
Butchers'&Drov.	300,000	1,9 9,900	484,900	68,200	1,5 5,800	256,200
Mechanics' & Tr.	200,000	959,000	15 ,000	135,000	1,003,000	45,000
Greenwich	200,000	1,005,600	6 ,300	14 ,600	1 02,800	2,000
Leather Man'f'rs	600,000	3,3 6,200	372,500	286,800	2,58 ,300	584,000
Seventh Ward	300,000	1,1 6,800	1 7,900	135,700	1,287,300	19,000
State of N. York	200,000	4,228,400	284,100	161,300	3,8 7,200	.....
American Exch	5,000,000	12,067,000	1,490,000	1,281,000	9,843,000	.....
Commerce	5,000,000	15,534,900	2 485,400	1,053,000	10,312,000	1,001,400
Broadway	1,000,000	5,707,400	1,250,300	293,700	4 419,100	900,000
Mercantile	1,000,000	6,477,000	1,1 3,600	526,900	6,5 0,300	701,000
Pacific	422,700	2,178,200	505,900	264,300	2,0 8,000	.....
Republic	1,500,000	4,273,000	447,500	438,900	2,881,200	450,000
Chatham	450,000	3,473,500	697,200	575,300	3,749,800	45,000
People's	200,000	1,376,700	1 2,700	126,400	1,666 2 0	5,400
North America	700,000	2,705,100	543,000	222,000	2,903 3 0	.....
Hanover	1,000,000	9,509,300	1,892,700	822,100	10,597,500	90,000
Irving	500,000	3,049,400	365,500	347,200	2,886,600	404,200
Metropolitan	3,000,000	12,612,000	1,873,000	881,000	9,406,000	2,180,000
Citizens'	600,000	2 368,0 0	483,100	231,000	2 595,900	285,100
Nassau	500,000	2,2 1,100	197,100	213,100	2,512,500	.....
Market	500,000	2,815,400	603,600	10 ,300	2 386,100	432,500
St. Nicholas	500,000	2,449,700	231,900	4 ,700	1,974,300	.....
Shoe & Leather	500,000	2,721,000	644,000	235,000	3,298,000	450,000
Corn Exchange	1,000,000	4,674,100	568,600	2 2,000	3,69 ,000	4,700
Continental	1,000,000	5,791,100	1,4 2,600	310,900	6 488,800	450,000
Oriental	300,000	2,1 7,400	110,300	309,500	2,105,100	.....
Marine	400,000	3,189,000	651,000	241,000	3 690,000	270,000
Importers' & Tr.	1,500,000	18,771,000	5,733,200	579,400	22,0 0,700	1,307,700
Park	2,000,000	17,358,500	4,279,200	1,454,000	21,298,800	45,000
Wall St. Nation'l	500,000	1,501,200	242,300	114,900	1,535,900	.....
North River	240,000	1,447,000	23,000	251,000	1,455,000	.....
East River	250,000	1,122,700	113,800	124 2 0	905,800	224,800
Fourth National	3,200,000	15,527,000	3,868,000	1,168,000	16,445,000	540,000
Central Nat	2,000,000	7,800,000	1,047,000	1,446,000	8,729,000	297,000
Second Nation'l	300,000	3,305,000	5 9,000	510,000	3 51,000	89,000
Ninth National	750,000	5,558,800	1,311,100	677,500	5,934,600	569,800
First National	500,000	14,187,000	3,9 0,600	695,100	14,832,000	44,900
Third National	1,000,000	5,301,100	500,7 0	737,000	5,2 5,300	.....
N. Y. Nat. Exch	300,000	1,401,200	124,600	135,400	1,070,100	269,300
Bowery National	250,000	1,570,100	241,800	218,000	1,831,100	2 5,000
N. York County	200,000	1,535,100	19,100	216,000	1,899,800	180,000
Germ'n Americ'n	75 ,000	2,584,100	208,700	82,300	2 275,500	.....
Chase National	3 0,000	4,5 0,100	1,198,900	404,000	5 723,5 0	45,000
Fifth Avenue	100,000	2,141,700	461,900	81,900	2 222,700	.....
German Exch	200,000	1,671,700	48,000	192,000	1,980,100	.....
Germania	200,000	1,775,000	98,600	2 0,100	1,914,400	.....
U. S. Nat	500,000	5,142,000	952,800	250,300	5 373,200	450,000
Lincoln Nat	300,000	1,231,800	166,400	157,400	1,299,600	5 ,000
Garfield Nat	200,000	873,700	19,400	141,700	705,400	180,000
Total	61,162,700	317,575,800	62,251,500	24,552,500	310,929,4 0	16,021,300

The deviations from returns of previous week are as follows:

Loans and discounts	Inc. $1,291,300	Net deposits	Inc. $1 298 600
Specie	Dec. 575,300	Circulation	Inc. 26,900
Legal tenders	Inc. 794 200		

The following are the totals for three weeks:

	Loans.	Specie.	L. Tenders.	Dep'sits.	Circulation.	Agg. Clear
1883.	$	$	$	$	$	$
May 19	317,828,000	60,558,900	21,975,100	307,093,500	16,151,100	803,023,713
" 26	316,281,500	62,826,800	23,758,300	308,880,800	15,994,400	687,157,550
June 2	317,575,800	62,251,500	24,552,500	310,929,400	16,021,300	556,236,224

Boston Banks.—Following are the totals of the Boston banks:

	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Clear.
1883.	$	$	$	$	$	$
May 21	144,622,300	4,610,800	3,865,600	85,897,500	29,870,200	68,032,857
" 28	144,416,100	4,7 9,900	4,178,600	85,235,500	29,895,900	65,306,715
June 4	144,518,300	4,891,300	4,245,000	86,730,000	29,595,500	61,390,906

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

	Loans.	Lawful Money.	Deposits.	Circulation.	Agg. Clear.
1883.	$	$	$	$	$
May 21	75,566,706	19,154,980	68,269,898	9,755,800	56,392,858
" 28	76,118,351	19,893,215	69,514,188	9,785,941	52,185,804
June 4	76,054,159	20,598,619	71,027,644	9,751,894	49,241,389

Unlisted Securities.—Following are quoted at 38 New Street:

	Bid.	Asked.
Am. Railw'y Imp.Co—		
Ex bonds and stock.	43	46
Atl. & Pac.—6s, 1st	....	....
Incomes	....	....
Blocks 35 per cent	120½	121
Cent. Branch	....	....
Incomes do	....	....
Am. Elec. Light	....	....
Bost.H.& E.—New st'k	....	....
Old	⅛	½
Buff. N. Y. & Ph.,new	29½	31
Preferred, new	58½	59½
Brush El.Lt.Par'nt Co.	....	....
Chic & Atl.—Stk	20	....
do Beneficiary stk	18	....
1st mort	92½	....
Contin'l Cons.—85 p.c.	48	55
Den.& R.G.R'y—Cons.	95	97½
Denver Rio G. & West	25½	30
1st mort	78½	79
Denver & N. Orleans	....	....
Subsidy scrip	....	....
Edison Elec. Light	310	320
Gn. Pac. R'y., 1st m	87⅛	87½
Gal. Houst. & Hen	....	....
Gal. Har. & S. Ant	....	....
I. B. & W. inc. bds	35	43
Ind. Dec. & Springf	....	....
L.& N.col.trust bds '82	80	85
Keely Motor	8	11
Mahoning Coal & RR.	....	....
Mexican Bonds—3 p.c.	....	....
Mexican Nat	8	....
Preferred	....	....
1st mort	47½	48
Mich.&O.—Subs.65 p.c	....	....
M.U.St'k Trust Certs	18	20
M. K. & T. inc scrip	44	46
Missouri Pac.,Cowdry Certfs	....	....

	Bid.	Asked.
N.Y.W.Sh.&Buff.—Stk	....	....
del.wh.iss.on old sub	....	....
58	77¾	78½
North Pac. div. bonds	92⅜	92½
No.Riv.Const.—100p.c	108	110
Newb. D'tch & Conn—		
Incomes	....	....
Ohio C.—Riv. Div. 1st.	61½	....
Incomes	13¼	....
Oregon Sh. Line delivered when issued	26	33
Subs. 80 p. c	110	....
Subs. ex-bd. & stk	55	56
Pensac. & Atl	....	24
1st mort	....	74
Pitts. & Western.	....	18
1st mort	....	....
Rich.& D.Ext. subs.70%	67	....
St. Jo. & West	....	....
Kans. & Neb., 1st	....	....
do do 2d	....	....
Sel.,R.& D.st'k,st'mp'd	....	....
do 2d do do '82	....	....
Tex.&Col.Imp.—60 p.c	....	....
ex-bd	13	....
T. x. & St. L.	10	....
1st mort.,M.&A.div.	76	77
ex-bonds	15	....
bonds in Texas	....	....
gra't&inc.bds in Tex	....	....
U. S. Elec. Light	1 8	150
Vicksb'g & Meridian	4	6
Pref	....	....
1st mort	95½	99½
2d mort	....	....
Wisconsin Central	....	....
pref	....	....
1st mort 1st pref	....	....
1st mort	....	....
2d mort	....	....

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* CHRONICLE. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Canada Southern Railway.

(For the year ending December 31, 1882.)

The annual report says that the number of miles of road operated in 1882 was the same as in 1881—403·64, of which 229·20 miles are main line (International Bridge to Amherstburg, Ontario), and 174·44 miles are branches and tributary roads. The main line, the Toledo Canada Southern & Detroit Railway, the road of the Canada Southern Bridge Company and 15 miles of the Erie & Niagara Railway, are laid with steel rails—a total of 303·73 miles.

The amount charged to construction account during 1882 was $548,592, the details of which are as follows: Essex Centre and Windsor Branch, $442,141; new buildings, $1,704; new bridges, $41,134; new sidings, $34,130; new telegraph, $8,977; new water stations and reservoirs, $4,000; new fences and crossings, $7,064; new tools, land and all other purposes, $9,439—total for 1882, $548,592; in 1881, $76,227; 1880, $127,746; 1879, $310,128; 1878, $85,011—total for five years, $1,147,707.

Nothing was charged to equipment account in 1882. The locomotive equipment remains the same as at the close of 1881. The passenger equipment shows an increase of six over the number given in last report, being for four new second class coaches and two new express cars, built in company's shops and charged in operating expenses. Freight equipment shows an increase of thirty-one, being for two new stock and twenty-nine new gondola cars, built in St. Thomas shops.

Mr. W. H. Vanderbilt, the President, says in his report:

"The unfavorable conditions which so seriously affected the business of 1881 continued, with little modification, through the first half of 1882; but the settlement of the trunk line difficulties was felt during the later months of the year in a larger business and at better rates. This favorable condition still continues with every prospect of permanency, and promises very satisfactory results for the ensuing year.

"During the year covered by this report, two very important measures have been adopted, which promise the most favorable results to all interested in the property. First, it was decided to make the principal western terminus of the road at Windsor, opposite Detroit, and there to make direct connection, by ferry, with the Michigan Central RR.; and, secondly, an agreement was entered into with the Michigan Central RR. Co. for a term of twenty-one years, whereby that company is to operate this company's lines in connection with its own, making practically one road or system of roads from the Niagara River to Chicago and the other western points reached by the Michigan Central, the gross earnings of the whole system to be applied first to the payment of the operating expenses and the fixed charges of both companies, and the net surplus to be then divided in the proportion of two-thirds to the Michigan Central and one-third to the Canada Southern. In order to make the desired connection at Detroit, it became necessary to build about fifteen miles of main line, from Essex Centre to Windsor, and to provide extensive terminal facilities at the latter point; but in view of the fact that the distance to Detroit would thus be reduced about fifteen miles, and that this connection would be a necessity if the arrangement then contemplated with the Michigan Central should be perfected, it was thought best to undertake the work at once and to push it forward as rapidly as possible. The agreement with the Michigan Central Railroad Company, to which the shareholders of this company gave their consent at the special meeting in November last, also requires that this company shall acquire the control of a bridge over the Niagara River, to give it an independent connection with the New York Central and other roads on the American side, and that it shall make other extensive improvements and additions to its property, in order to accommodate the largely increased volume of traffic which is expected to be thrown upon it."

The following comparative statistics have been compiled for the CHRONICLE.

ROAD AND EQUIPMENT.

	1880.	1881.	1882.
Total miles operated	404	404	404
Locomotives	89	89	89
Passenger, mail and express cars.	61	61	67
Freight cars	2,652	2,638	2,667

OPERATIONS AND FISCAL RESULTS.

Operations—	1880.	1881.	1882.
Passengers carried	468,640	569,094	617,598
Passenger mileage	31,549,22	40,917,987	46,602,[illegible]0
Rate per passenger per mile	2·97 cts.	1·746 cts.	1·924 cts.
Freight (tons) moved	2,052,945	2,273,241	2,128,540
Freight (tons) miles	454,190,333	437,965,507	443,212,549
Average rate per ton per mile	0·643 cts.	0·531 cts.	0·552 cts.

Earnings—	1880	1881	1882
Passenger	[illegible]	[illegible]	[illegible]
Freight	2,[illegible]	2,[illegible]	[illegible]
Mail, express, &c	[illegible]	[illegible]	[illegible]
Total gross earnings	$1,705,679	$1,[illegible]	$1,[illegible]
Operating Expenses—			
Maintenance of way, &c	$[illegible]	$[illegible]	$[illegible]
Maintenance of equipment	[illegible]	[illegible]	[illegible]
Transportation expenses	1,[illegible]	1,[illegible]	1,[illegible]
Taxes	[illegible]	[illegible]	[illegible]
Miscellaneous	[illegible]	[illegible]	[illegible]
Total (including taxes)	$[illegible]	$[illegible]	$[illegible]
Net earnings	$1,[illegible]	$[illegible]	$[illegible]
P. c. of operat'g exp'ses to earn'gs.	64·04	79·41	76·01

INCOME ACCOUNT.

Receipts—	1880	1881	1882
Net earnings	$1,[illegible]	$[illegible]	$[illegible]
Other receipts	[illegible]	[illegible]	[illegible]
Total income	$1,377,240	$[illegible]	$[illegible]
Disbursements—			
Interest on debt	$407,800	$678,625	$679,231
Discharge of balances, old lines	[illegible]	[illegible]	[illegible]
Dividends	(2½)375,000	[illegible]	[illegible]
Miscellaneous	36,301	88,651	[illegible]
Total disbursements	$1,242,387	$767,276	$[illegible]
Balance	Sur 134,853	Def. 60,704	Sur 151,500

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets.	1880.	1881.	1882
Railroad, buildings, equipm't, &c.	$23,904,892	$23,941,110	$24,[illegible]
Stocks owned, cost	1,647,293	1,637,[illegible]	[illegible]
Bonds owned, cost	3,300,032	3,310,[illegible]	[illegible]
Bills and accounts receivable	202,305	220,[illegible]	[illegible]
Materials, fuel, &c	397,087	270,[illegible]	[illegible]
Cash on hand	545,028	473,[illegible]	[illegible]
Uncollected bal. & fr'ght charges.	508,146	286,[illegible]	[illegible]
Total	$30,554,773	$30,180,031	$30,925,975
Liabilities.			
Stock, common	$15,000,000	$15,000,000	$15,000,000
Funded debt, (see SUPPLEMENT)	13,760,789	13,768,038	[illegible]
Bills and accounts payable	795,022	704,213	[illegible]
Coupons payable	208,603	353,038	357,019
Dividends No. 1	375,000	.....	.....
Income account	415,359	354,652	506,152
Total liabilities	$30,554,773	$30,180,031	$30,925,975

*Stocks owned as follows: Canada Southern Bridge Co., $150,000; Toledo Can. So. & Detroit R'y Co., $858,000; Erie & Niagara R'y Co., $100,000; Mich. Midland & Canada RR. Co., $204,125; N. Y. Central Sleeping Car Co., $28,878; International Bridge Co., $100.

†First mortgage bonds owned as follows: Canada Southern Bridge Co., $990,000; Toledo Canada So. & Detroit R'y Co., $1,500,537; Erie & Niagara R'y CO., $600,000; Mich. Midland & Canada RR. Co., $257,495.

Milwaukee Lake Shore & Western.

(For the year ending December 31, 1882.)

The annual report of the Milwaukee Lake Shore & Western Railway Company for the year ending Dec. 31, 1882, is completed and will be submitted to the stockholders at the annual meeting, to be held Wednesday, June 13, next. The total number of miles of road operated Dec. 31 was 326, of which all but 4 miles, running from Milwaukee to Lake Shore Junction and leased from the Chicago & Northwestern Company, is its own property. President Rhinelander calls attention to the fact that since Jan. 1, 1883, the Milwaukee Lake Shore & Western Railway Company has been consolidated with the Vieux Desert & Lake Superior Railroad Company, a corporation organized under the laws of Michigan. This was done so that a road in Michigan could be constructed and operated as an extension of the Wisconsin road by one and the same corporation. The consolidated company bears the same name as the old Wisconsin corporation, and its organization and powers are substantially the same, except that it is authorized to construct and operate a road in Michigan, and its authorized common capital stock is $5,000,000.

A general exhibit for the year makes the following showing in comparison with 1881:

Earnings.	1882.	1881.
Freight	$[illegible]	$[illegible]
Passenger	275,624	[illegible]
Mail	14,022	12,807
Express	[illegible]	[illegible]
Miscellaneous	16,389	10,134
	906,318	[illegible]
Other receipts	[illegible]	[illegible]
Total receipts	909,207	637,485
Operating expenses and taxes	578,044	423,070
Net receipts	331,[illegible]	214,485
Interest on funded debt	[illegible]	[illegible]
Surplus	132,792	61,419
Interest on income bonds	30,000	.....
Balance	$102,792	

IMPROVEMENT EXPENDITURES

The company's expenditures for construction, improvement and equipment in 1882 were as follows:

New bridges, buildings, stations, etc	$[illegible]
New equipment	[illegible]
Expended on Northern Division	[illegible]
Expended on Wolf River Division	[illegible]
Expended on Pelican Division	[illegible]
Total	$1,113,778

Payments during the year on account of the Vieux Desert & Lake Superior Railway have amounted to $11,337. A total amount of $20,578 has been paid on this railway, and a total amount of $105,416 has been expended on improvements at Ledyard.

GENERAL BALANCE SHEET DEC. 31, 1882.

Assets.

Cost of road and equipment	$11,080,545
Capital stock preferred—in trust	35,749
Material and fuel on hand	104,122
Real estate	13,004
Cash in Milwaukee	35,159
Cash in New York	31,275
Due from United States Government	3,428
Due from American Express Company	788
Due from agents	25,420
Due from Vieux Desert & Lake Superior RR. Co.	20,578
Total	$11,350,072

Liabilities.

Capital stock	$6,000,000
Consolidated first mortgage bonds	3,615,000
Northern division bonds	199,000
Income bonds	500,000
Equipment bonds	170,000
Accrued interest on bonds	49,472
Railroad equipment notes	14,756
Due Gordon Norrie, Treasurer	45,118
Unpaid labor uncalled for	16,001
December pay-roll	46,150
Current vouchers	46,205
Due RR. companies and various persons—balance of acc'ts	363
Due for steel rails	63,343
Loans payable in Milwaukee	50,000
Loans payable in New York	60,000
Due for equipment	51,952
Income account	422,707
Total	$11,350,072

Concord Railroad.

(*For the year ending March* 31, 1883.)

The annual report says that during eleven months of the year the road was operated in connection with the Boston & Lowell Railroad, under a joint business contract, for which time a percentage of certain joint receipts and expenditures was apportioned to each road, making the gross amount of each for this road appear somewhat more than it otherwise would have been. The net receipts of the Concord road were not, however, materially changed thereby, and the result of the operation of the road for the year has been favorable, as will appear by the following statement of receipts and expenditures:

RECEIPTS.

	1882-3.	1881-2.
Local passengers	$397,319	$338,030
Through passengers	104,120	100,875
Local freight	414,470	399,733
Through freight	315,695	299,553
Rents	15,876	12,005
Express	22,445	18,107
Mails	11,938	11,721
Miscellaneous receipts	36,013	78,391
Total gross receipts	$1,317,879	$1,258,419
Expenditures	887,562	787,211
Net receipts	$430,317	$471,208

	1882-3.
Net receipts	$430,317
From which has been paid—	
Taxes on capital stock	33,798
Manchester & Lawrence Railroad	58,688
Manchester & Keene Railroad	39,308
Rent Concord & Portsmouth Railroad	25,000
Rent Suncook Valley Railroad	14,775
Rent Nashua Acton & Boston Railroad	11,100
Improvements at Concord	10,069
Reserved for future improvements at Concord	28,000
Reserved for through line freight cars and passenger cars	50,000
Passenger equipment, Boston & Montreal express line	9,195
	$279,934
Leaving a balance of	$150,383
From which two dividends of 5 per cent each have been paid	150,000
Leaving amount carried to contingent fund	$383

"There were included in the receipts for the previous year $48,455 for old rails sold, and the income of that year for earnings was apparently increased by this amount. There is included in the expenses herein the amount of $73,807, which has been paid as this road's proportion of the new locomotives and cars purchased during the last year.

"The business connection with the Boston & Lowell Railroad, referred to in last year's report, has been annulled, this corporation having received notice from the Boston & Lowell Railroad that a continuance of the same would be unsatisfactory to that company."

Northern Railroad (N. H.)

(*For the year ending March* 31, 1883.)

The report says: "A comparison of the results of the business for the past year with that of the former year shows quite an increase in the gross receipts, with a comparatively small increase in the amount of expenses. The net income is consequently materially larger than that for the preceding year, caused principally by a reduction of expenses, which is largely attributed to the laying of the main line of road with steel rails, which not only reduces the expense of repairs of track, but also that of rolling-stock generally. * * *

"The indebtedness of the corporation consists of coupon notes amounting to $97,000, due Jan. 1, 1884, and the guaranty by this corporation of bonds of the Concord & Claremont, N. H., Railroad to the amount of $500,000, of which this corporation owns $200,500. It also continues to purchase the semi-annual interest coupons on one hundred thousand dollars of bonds of the Peterborough & Hillsborough Railroad, amounting to $6,500 per annum."

EARNINGS AND EXPENSES.

From—	1882-3.	1881-2.
Passengers	$178,167	173,824
Merchandise	379,538	329,059
Express	7,500	7,500
Mails	15,111	14,691
Rents	3,310	3,330
	$583,627	528,404
Expenses and taxes	416,077	405,675
Net	$167,550	$122,729

INCOME ACCOUNT FOR 1882-83.

The balance of income per last report was		$150,820
The net earnings for 1882-83	$167,550	
Balance of interest account	58,493	
		$226,043
		$376,864
Paid dividend of Dec. 1, 1882	$89,919	
Dividend of June 1, 1883	89,919	
		179,838
Leaving balance of income account		$197,026

Manchester & Lawrence Railroad.

(*For the year ending March* 31, 1883.)

The thirty-fifth annual report of the directors of this road gives the following balance sheet as of March 31, 1883:

Assets.		*Liabilities.*	
Construction	$1,000,000	Capital stock	$1,000,000
Telegraph	4,770	Dividends unpaid	7,409
Hookset branch	18,000	Interest	5,234
New car acc't, Vt. Cent.	17,383	Dividend, May 1, 1883	50,000
Concord M. & L. RR.	32,000	Income and expenses	115,827
420 2/5 sh. Suncook V. RR.	42,040		
37 sh. Mt. Wash'n RR.	3,700		
Notes	9,000		
Cash	51,608		
Total	$1,178,471	Total	$1,178,471

Receipts and expenses of the year were as follows:

Gross earnings	$180,498
Operating expenses	80,242
Net earnings	$100,255
From which dividends have been paid	100,000
Leaving a balance of	$255

The report from the assistant superintendent shows that there was a "decrease from the business of last year, caused by the freight destined to Lawrence being transported via the Boston & Lowell Railroad under the contract for the joint operation of the Concord and Boston & Lowell roads. The termination of these contracts will restore the business to the road and probably increase the amount." * * *

"No change has occurred in the relations of this road with the Concord Railroad. The negotiations for a final adjustment of the various matters growing out of their operations, about which differences of opinion have arisen, have been practically suspended during the existence of the contract of the Concord with the Boston & Lowell Railroad for the joint operation of those roads. The termination of that arrangement has enabled the directors to resume their efforts for a full settlement, which they hope to see speedily accomplished."

Colorado Coal & Iron Company.

(*For the year ending December* 31, 1882.)

From the report of Gen. W. J. Palmer, President, the following is condensed:

"The year 1882 has witnessed the progress and completion of many works of great importance in Colorado which bear upon the future prosperity of this Company. The Denver & Rio Grande Railway system has been completed to Silverton, thus opening up the riches of the San Juan country for the smelters; the extensions to the northwest have been pushed to Dillon on the Blue River and to Red Cliff on the Eagle River, while the Utah Extension has been built to points where the Lake City and Ouray ores can be reached, and is now completed through to Salt Lake." * * * *

"During the year the price of coke was reduced in the belief that it would cause an increased consumption which would in the end yield greater profit. The results have justified this expectation. The total output of coal for the year 1882 was 512,363 tons, against 350,944 tons in 1881, an increase of over 45 per cent. The shipments of coke for the year were 90,256 tons, against 47,640 tons in 1881, an increase of over 90 per cent. The steel works at Bessemer were put in operation on April 12th, 1882, and the first steel rail made west of the Missouri River was rolled on that day. During last year 20,993 gross tons of steel ingots and 16,265 gross tons of steel rails were made. The puddle mill and nail works were put in operation in August and September respectively, and during the year produced 1,411 gross tons of muck bar and 16,103 kegs of nails. The spike mill was also put in operation during the year and produced 5,720 kegs (100 lbs. each) of railroad track spikes. The blast furnace has been kept in operation during the whole year, and yielded a product of 23,719 net tons of pig iron, a very good showing for that size furnace. The foundry and machine shop were kept busy on repair and construction work for the Company, no outside work being done.

"The sales of real estate during the year amounted to $82,105. While the volume of sales has fallen off somewhat, prices have been well maintained and the prospect for the future is encouraging. The Denver rolling mill has been kept in constant operation during the year, though not run to its full capacity. It produced 3,934 net tons of merchant bar iron, mine rails and splice bars during the year. The iron mines at Placer, Hot Springs, Calumet and Grape Creek have been operated during the year, and shipped a total of 53,065 net tons of ore.

In the income account, "the items constituting the net deduction of $138,112 were expenditures incident to the negotiation of the securities of the Company for the purpose of redeeming the old Central Colorado Improvement Company mortgage bonds, the principal of which fell due during the year, and are therefore expenses peculiar to that year, and which will not enter into the expense account of future years, so that the legitimate net earnings for the year were $346,173, after paying interest on all the outstanding bonds of the Company.

"In addition to the above, the sales of real estate were: Cash received, $58,617; on time notes bearing interest, $23,488—total, $82,105.

"Commencing January 1st, 1882, the plan was adopted of charging, as an operating expense, a royalty on every ton of iron ore and coal mined by the Company from its own lands, and on every ton of coke made, and these royalties were credited to the proper capital accounts, lands or improvements, as the case might be, thus reducing the amount at which such lands or improvements stand on the books of the Company. The amount so charged and credited during the year was $83,687; and while this is undoubtedly the proper course to pursue, it should be borne in mind, when making comparisons with previous years, that had the books been kept in the same way as in those years, the net surplus for the year 1882, after paying interest on bonds, would have been $429,861 instead of $346,173.

"The amount expended for construction and equipment during the year was as follows: Coal department (for mine improvements), $31,951; coke department (for new ovens at El Moro and Crested Butte), $27,462; iron and steel department, $632,922; iron mines' department, $29,491; real estate department, $57,224; general department, $168—total, $779,222. * *

"Arrangements were made in the early part of the year to take up and cancel the remaining outstanding bonds of the Central Colorado Improvement Company. To do this it was necessary that the Company should sell some of the Colorado Coal & Iron Company or Denver & Rio Grande Railway consolidated bonds held by it. Owing to the weak condition of the stock market this was only possible by making large discounts on the selling price of the bonds. This will explain the heavy items of 'discount on securities sold,' and 'interest, discount and exchange,' which appear in the financial statement. This old mortgage has now, however, been finally disposed of, and enough securities sold to wipe out the large items of 'bills payable' and 'accounts payable' which appear on the balance sheet, so that the Company is now entirely free from floating debt and has only the $3,500,000 of Colorado Coal & Iron Company bonds, the total authorized issue, outstanding as a lien on its property."

STATEMENT OF OPERATIONS FOR THE YEAR 1882.

Tonnage of Production and Sales.

Products.	On hand, Jan. 1, '82. Tons.	Production. Tons.	Sales. Tons.	On hand, Dec. 31, '82. Tons
Coal	.....	512,863	512,363	.....
Coke	108	93,194	90,256	3,046
Pig iron	4,367	23,719	27,795	291
Merchant bar	428	3,934	3,727	635
Castings	22	2,624	2,637	9
Muck iron	.....	1,411	868	543
Nails	.....	805	642	163
Spikes	.....	286	280	6
Steel rails	.....	16,265	16,193	72
Iron ore	.....	.....	53,065	.....

The production of iron ore and quantity on hand at mines at beginning and end of year are not given, for the reason that weights are only taken when ore is shipped, in order to save expense of handling and re-weighing.

STATEMENT OF EARNINGS AND EXPENSES.

	Earnings.	Expenses.	Net.
Coal department	$979,358	$847,396	$131,961
Coke department	421,173	316,210	104,963
Iron and steel department	2,492,932	2,318,498	174,433
Iron mines department	167,097	167,097	.....
Real estate department	40,484	16,533	23,950
Gen. dept.—Miscel. earngs., &c.	10,476	.....	10,476
Totals	$4,111,522	$3,665,736	$445,785
Add premiums on bonds sold		$25,620	
" interest and dividends from investments		63,791	
" sundry old accts. credited to profit and loss.		1,413—	90,825
			$536,610
Less premiums on bonds purchased		$50	
" discount on securities sold		31,144	
" " on Col. Coal & Iron Co. bonds sold.		38,491	
" interest on all bonds outstanding		163,403	
" interest, discount and exchange		93,983	
" sundry old accts. charged to profit and loss.		1,476—	328,549
Net surplus for year 1882			$208,061

In the real estate department the earnings are wholly from rentals of houses, lands, &c., containing no receipts from land sales, and the expenses are the general operating expenses of this department, including maintenance and repairs of houses, buildings, &c., irrigation, tree planting and care of same, &c.

Sales of property for the year have been as follows:

	Amount of sales.	Cash received.	Balance on time.
119 South Pueblo town lots	$52,100	$35,102	$16,998
3 houses at South Pueblo	8,490	2,000	6,490
3 Canyon City town lots	650	650	.....
20 77-100 acres near Canyon City	6,175	6,175	.....
An undivided ⅓ int. in 80 acres near Canyon City	750	750	.....
17 68-100 acres from Nolan Grant	13,940	13,940	.....
Totals	$82,105	$58,617	$23,488

GENERAL INVESTMENT NEWS.

Atlantic & Pacific.—It is reported that an agreement has been entered into by a N. Y. syndicate to take 100,000 shares from the company at 15, with an option on another 100,000 at 20. It is supposed that, on completion of the trade, the money will be used to liquidate in part the floating obligation of the Atlantic & Pacific Company to the Atchison and the St. Louis & San Francisco companies. The Atlantic & Pacific was completed to the Colorado River May 30. The bridge will be completed in a few days.

Central of New Jersey.—The securities deposited with Receiver Little to secure the $2,000,000 of floating debt of the Jersey Central consisted of $1,000,000 first series new consolidated bonds of the Reading Company and $2,000,000 of the second series. He certified that the market value of these bonds was "upwards of $2,000,000."

At a conference between President Gowen, of the Philadelphia & Reading Railroad, President Little, of the Central Railroad of New Jersey, and holders of the income bonds of the latter company, an agreement was reached for the settlement of the back interest on the bonds. It was agreed that the bondholders should receive in settlement of their claim for back interest 10½ per cent in scrip bearing 6 per cent interest, and convertible after 1885 into stock of the company; that the company should waive its right of redemption before the maturity of the bonds in 1908, and make them also convertible after 1885 into stock, and that the bonds should be entitled, hereafter, to 6 per cent instead of 7 per cent interest. The payments under this agreement are guaranteed by the Philadelphia & Reading Railroad in accordance with the provisions of the lease of the Jersey Central.

Chicago & Northwestern.—A dispatch from Chicago, June 7, said: "At a meeting of the directors of the Chicago & Northwestern Railway, in session here, the following directors were re-elected: Sidney Dillon, D. O. Mills, John M. Burke, M. Hugbitt and N. R. Fairbank, the latter being elected in place of David Dows, who declines re-election. Total number of votes cast, 324,782. Articles of consolidation were unanimously adopted with the Chicago Milwaukee & Northwestern Railway and the Elgin & State Line Railroad Company, which were formerly proprietary lines. The board declared a dividend of 3½ per cent on common stock and a quarterly dividend of 2 per cent on preferred stock, payable June 28. The transfer books close June 15 and open June 30."

Chicago Rock Island & Pacific.—At the annual meeting of the stockholders, held in Chicago, June 6, there were represented 351,424 shares, out of a total stock vote of 419,800. The following directors were elected for three years: A. G. Dulman, Benjamin Brewster, R. P. Flower and George G. Wright. The new board of directors assembled for re-organization and to elect officers for the ensuing year. Mr. Hugh Riddle was re-nominated for the position of President, but peremptorily declined a re-election, and Mr. R. R. Cable, the Vice-President and General Manager of the road, was elected as his successor. The following Executive Committee was elected: Hugh Riddle, chairman; David Dows, F. H. Tows, R. P. Flower and R. R. Cable.

Chic. St. Paul Minneapolis & Omaha.—The following notice was sent to the Stock Exchange:

To the President of the New York Stock Exchange.—Notice is hereby given that the Chicago St. Paul Minneapolis & Omaha RR Co will issue at its convenience, after thirty days from date, an additional amount of capital stock at the rate of $10,000 per mile of preferred stock and $15,000 per mile of common stock, as authorized by its articles of consolidation, for construction of 50 43-100 miles of new railroad—viz., 40 45-100 miles from the Superior Branch line in Wisconsin, 10 miles of Bayfield line in Wisconsin, upon which lines consolidated bonds of the company were recently issued and listed. Amount preferred stock will be 5,013 shares, amounting to $504,300, and common stock, 7,564 shares, amounting to $756,400.

M. L. SYKES, Vice-President and Treasurer.

Elizabeth City Debt.—A final conference between the citizens and John Davidson, Chairman of the Bondholders' Committee, was held June 1. There was a long discussion of the city debt question. The fifty-cent plan, on which nearly $1,000,000 have been exchanged, was rejected by the bondholders. The ultimatum of the meeting was a suggestion of a plan of settlement, levying 3 per cent taxes on the present valuation of Elizabeth property, 1 per cent to be paid bondholders as interest, 1 per cent for city expenses, and the rest for State and county, the bonds to be refunded at their face value, with accrued interest, and to run 40 years. It is not certain that this will be accepted.

New York West Shore & Buffalo.—On June 4 this important railroad was opened for passenger traffic between Jersey City and Newburg. By an arrangement with the Pennsylvania Railroad that company's depot at Jersey City is used for the arrival and departure of trains. It is also contemplated to run through trains between Saratoga and Long Branch by way of the Pennsylvania line, after the West Shore Road is opened to Saratoga. The officers of the company expect to open the line to Albany and Saratoga by July 1. The principal stations and the distances between Albany and Jersey City are as follows:

	Miles.		Miles.		Miles.
Albany	N. Y.	Hampton	77·9	Tappan	122·2
Cedar Hill	8·2	Newburg	83·8	W Nyack	N J 123·6
Cooyman's Junc.	13·1	Cornwall	89·0	Schrawenburgh	128·5
New Baltimore	16·4	Crow's Nest	91·8	W. Englewood	131·2
Coxsackie	21·3	West Point	92·9	Teaneck	132·1
West Athens	26·6	Cranstons	94·8	E. Hackensack	135·3
Catskill	31·3	Ft. Montgomery	98·4	Ridgefield Park	134·7
Smith's Landing	37·9	Iona Island	100·2	Union Ferry	140·4
Saugerties	42·2	Tomkins Cove	101·5	Jersey C. P.R.R.	141·3
Mount Marion	45·5	Haverstraw	103·0	N. Y., Desbrosses Street	.....
Kingston	53·1	Congers	115·8	N. Y., Cortlandt Street	.....
Esopus	60·8	Valley Cottage	115·6	B'klyn, by Bridge	.....
West Park	63·2	Nyack Turnpike	117·0	Annex boat	.....
Highland	68·9	Rockland Park	118·4		
Milton	73·1	Blauvelt Ave	119·1		
Marlboro	76·5	Orangeburgh	120·4		

Pennsylvania Railroad.—At Harrisburg, June 1, the organization of the Pennsylvania Schuylkill Valley RR. Company was completed by the filing at the State Department of articles of merger and consolidation between the Philadelphia Norristown & Phœnixville, the Phœnixville Pottstown & Reading and the Phœnixville & West Chester RR. companies. The road will extend from Philadelphia to Reading, and is controlled by the Pennsylvania RR. Company. The new company's capital is $4,500,000.

Phila. & Reading—Lehigh Coal & Nav. Co.—The agreement between the Lehigh Coal & Navigation Co. and the Philadelphia & Reading Railroad Co., in reference to the lease of the Lehigh & Susquehanna Railroad, has been signed by the parties in interest, though the full details are not yet made public. It is claimed by purchasers of Jersey Central stock that this agreement is beneficial to them, as it provides for the development of the Lehigh & Wilkesbarre coal lands, which will insure a steady increase of receipts for the coal business of the road. The different accounts of the arrangement agree that the 33 per cent guarantee is not to fall below the rental paid last year, which was $1,445,190, and which, allowing for the increased net profits on Lehigh coal, will be sufficient to pay fixed charges and 8 per cent dividends hereafter. A maximum limit was also agreed upon, the particulars of which have not yet transpired.

Rome Watertown & Ogdensburg.—At Watertown, June 6, at the annual meeting of the stockholders, the following directors were elected: Charles Parsons, Clarence S. Day, Lucius Lyon, Charles Parsons, Jr., J. Y. A. Johnson, Edwin Parsons, William Lummis and Walter Ferguson, of New York; George B. Phelps and Talcott H. Camp, of Watertown; John S. Farlow, of Boston; William M. White of Utica, and Josiah Lassell, of Williamsburg. Mr. Charles Parsons, of New York, has become a large owner of the stock of the road. The new board of directors elected the following officers: President, Charles Parsons; Vice-President, Clarence S. Day; Secretary and Treasurer, J. A. Lawyer; executive committee, Charles Parsons, Clarence S. Day, John S. Farlow, T. H. Camp, W. M. White, Charles Parsons, jr., and William Lummis. Only three of the present directors were members of the former board: Talcott H. Camp, of Watertown; William M. White, of Canaseraga, and John S. Farlow, of Boston. By this change of management the road is removed from the control of the Delaware Lackawanna & Western Railroad.

—The General Term of the Superior and Supreme courts have decided that the dividend on the income bonds of this company was properly declared by the board of directors.

Toledo Cincinnati & St. Louis.—The first meeting of the stockholders of the consolidated company took place in Toledo May 30, with a representation of 235,000 shares, of which the Cincinnati party voted 41,000, Mr. Netter voting over $2,225,000 par value. Messrs. Albert Netter, of Cincinnati, C. A. King, of Toledo, and W. R. Patton, of Illinois, were elected directors in place of Eastern men retiring, so that the directory now stands: C. A. King, Toledo; A. Netter, Cincinnati; E. B. Phillips, Boston; H. D. Hyde, Boston; J. McNab, Connecticut; W. D. Hobbs, Boston; D. H. Darling, Boston; S. C. Blanchard, Boston; W. R. Patton, Charleston, Ill; G. C. Moses, Boston; Geo. Wm. Ballou, Boston; Chas. H. Pierce, Boston; Willard White, New York. The stockholders then adopted a code of by-laws and adjourned.

In the afternoon the board organized by the election of the following officers: E. B. Phillips, President; Willard White, Vice-President; E. E. Dwight, General Manager; Herbert Steward, Secretary and Treasurer.

Union Pacific.—Judge Lawrence, First Controller of the Treasury in Washington, has given an opinion in the matter of the right of the Utah & Northern Railway Company to payment for services rendered in carrying mails for the United States. He holds as follows:

1. The act of March 3, 1873, as carried into section 5,260 of the Revised Statues, gives no right to any officer of the Government to withhold from a railway company which did not receive aid in subsidy bonds of the United States the payment in compensation earned by it in carrying mails, even though such company is "controlled" by a bond subsidized railway company.

2. Neither the so-called Thurman act of May 6, 1878, nor the act of March 3, 1879, gives any authority to withhold such compensation from a railway company which received no aid in subsidy bonds of the United States.

3. The statutes relating to the bond-subsidized Pacific Railway companies do not repeal or in any manner interfere with the statutes giving jurisdiction to accounting officers of the Treasury Department.

4. The Utah & Northern Railway Company is entitled to payment from the United States for its services in carrying the mails of the United States in pursuance of the regulations of the Post Office Department.

This decision is in favor of the Pacific Railroad companies in the long-pending controversy as to their right to receive payment in cash for transportation services to the Government on the leased or otherwise non-subsidized portions of their respective lines.

Vermont & Mass.—This company's issue of $1,000,000 new 5 per cent bonds, guaranteed by the Fitchburg Co., lessee, has been taken by that enterprising corporation the Maverick Nat'l Bank of Boston, at 110. Of this issue $550,000 will be used to pay off the old bonds maturing on July 1, the balance to re-pay the lessee for advances made for additional tracks and other improvements.

The Commercial Times.

COMMERCIAL EPITOME.

Friday Night, June 8, 1883.

The weather during the past week has been summer-like and very warm, greatly to the benefit of the crops in nearly all sections. The spring season for business is brought to a close with rather unsatisfactory results; but a good fall trade is anticipated from the reduction in taxation, good yields of agricultural products, and a lower range of values for nearly all staples.

The following is a statement of the stocks of leading articles of domestic and foreign merchandise at dates given:

	1883. *May* 1.	1883. *June* 1.	1882. *June* 1.
Pork.....bbls.	30,350	26,735	39,791
Beef.....tcs. and bbls.	1,152	1,118	1,519
Lard.....tcs.	24,918	23,907	35,209
Tobacco, domestic.....hhds.	15,087	17,596	30,414
Tobacco, foreign.....bales.	40,054	47,633	43,333
Coffee, Rio.....bags.	57,085	58,065	72,564
Coffee, other.....bags.	14,200	34,400	64,885
Coffee, Java, &c.....mats.	36,680	26,900	118,512
Sugar.....hhds.	59,381	66,816	54,716
Sugar.....boxes.	5,159	111	8,808
Sugar.....bags, &c.	582,375	515,000	436,796
Molasses, foreign.....hhds.	3,031	11,783	7,174
Molasses, domestic.....bbls.	3,500	3,000	4,000
Hides.....No.	172,600	145,200	205,000
Cotton.....bales.	235,695	214,906	262,528
Rosin.....bbls	19,077	26,074	27,071
Spirits turpentine.....bbls.	1,780	1,318	1,159
Tar.....bbls.	2,002	1,406	845
Rice, E. I.....bags.	27,000	33,800	16,590
Rice, domestic.....bbls. and tcs.	2,100	1,725	2,150
Linseed.....bags.	35,000	35,000	121,500
Saltpetre.....bags.	12,400	10,400	11,500
Jute.....bales	3,000	2,500	2,200
Jute butts.....bales.	72,000	80,000	42,100
Manila hemp.....bales.	49,000	46,600	50,195
Sisal hemp.....bales.	32,490	33,580	2,000

The speculation in lard has not been important, and the drift of prices has been downward. To-day there was a small improvement which was not warranted by the movement. Pork has been very dull and the tone is manifestly weak. To-day mess sold on the spot at $19 90, and choice was held at $20 50. Lard was quoted on the spot at 11·45@11·50c. for prime Western; refined for the Continent sold at 11·30c.; for future delivery June sold at 11·40c.; July, 11·40@11·42c.; August, 11·28@11·32c.; September, 11·40c.; October, 11c.; closing dull; June, 11·40c.; July, 11·40@11·41c.; August, 11·30c.; September, 11·20c.; October, 11c.; seller year, 10·40@10·45c. Bacon was quiet at 10¾c. for long clear. Beef hams were steady at $25 50 @$26 50. Beef was dull and easy at $23 for city extra India mess. Tallow was quiet at 7⅞@8c. for prime. Cheese is weak.

Rio coffee has advanced to 9½c. for fair cargoes on the spot, and, though importers have sold little, the trade in second-hand lots has been more important; options have latterly become quite active at advancing prices; No. 7 sold to-day to the extent of 67,250 bags, closing at 7·60@7·65c. for June, 7·70@7·75c. for July, 7·75@7·80c. for August, 7·85@7·90c. for September, 7·95 @8c. for October, 8·05@8·10c. for November and 8·15@8·20c. for December; mild grades have sold more freely at firmer prices. Tea has shown no marked change at auction; at private sale green has been firm, with a good demand, and Oolong, by reason of an advance in China, is quite firm; new Japan has been sold at prices rather under the opening figures of last season, the quality being less desirable. Rice has been in brisk demand and firm. Molasses has declined to 28c. for 50-test refining Cuba. Raw sugar has been quiet on the spot at 6⅞c. for fair refining, though a fair trade in cargoes to arrive has been done on the basis of cost and freight; refined closes less active and depressed after showing an advance early in the week; crushed, 9½c; powdered, 9¼@9½c.; granulated, 8⅞@ 9c.; standard "A," 8½c.

In Kentucky tobacco trade has slightly improved, and the sales for the week embrace 74 hhds. for export and 139 hhds. for home use. Prices may be quoted steady at 5@7c. for lugs and 7½@10½c for leaf. Seed leaf has been more active, and a steady tone is noti ed; sales embrace 4,700 cases, including 1,300 cases Pennsylvania crop of 1882, 500 of which were for export at 12½@20c.; 1,700 cases Wisconsin Havana seed crop of 1882, 8½@13c., 1,200 cases of which were for export; 400 cases 1881 crop Pennsylvania 8@14c.; 400 cases 1882 crop State Havana seed, private terms, &c., &c.

Naval stores have been very weak until near the close of the week, when higher advices from the South stimulated the market here. Spirits turpentine closed at 38¼c. in yard, and common to good strained rosin $1 60@$1 65. Refined petroleum has declined to 7¾c. for 110, and 7⅞c. for 70-degrees test. The speculation in crude certificates has been large, and to-day the feeling was quite irregular; the market opened at $1 16¾, advanced to $1 17⅜, dropped to $1 15 and closed at $1 15½@ $1 15⅝; sales on the two Exchanges 4,920,000 bbls. Ingot copper has shown a slight weakness; 200,000 lbs. Lake were sold at 15⅞@16c. The Thomas Company have declared a decline of $2 per ton on American pig iron, owing to the accumulated stocks and small demands; No. 1 is now quoted at $20@$22. Steel rails are slow at $37@$38 at the mills. Linseed oil in demand and steady at 55@56c. for city, 54c. for Western and 59@ 60c. for Calcutta. Lard oil 90@93c. Crude Menhaden 43@46c.; crude cotton-seed 42@45c.

COTTON.

FRIDAY, P. M., June 8, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (June 8) the total receipts have reached 25,456 bales, against 30,426 bales last week, 38,539 bales the previous week and 43,976 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,847,583 bales, against 4,572,513 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,275,070 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total
Galveston	891	479	493	1,006	1,514	824	5,207
Indianola, &c.	....	....	....	....	....	54	54
New Orleans	699	1,853	2,446	1,163	432	748	7,341
Mobile	....	101	109	287	36	25	558
Florida	....	....	....	....	....	28	28
Savannah	533	444	155	361	323	136	1,952
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	41	76	33	153	34	159	496
Pt. Royal, &c.	....	....	....	....	....	58	58
Wilmington	14	67	5	16	10	65	177
Moreh'd C., &c	....	....	....	....	....	150	150
Norfolk	535	695	861	536	757	676	4,060
West Point, &c	....	....	....	....	....	849	849
New York	22	99	80	5	....	....	206
Boston	550	249	738	573	483	213	2,808
Baltimore	....	....	....	....	....	1,167	1,167
Philadelp'a, &c.	272	64	....	....	....	9	345
Totals this week	3,557	4,127	4,920	4,100	3,589	5,163	25,456

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night and the same items for the corresponding periods of last years.

Receipts to June 8.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston	5,207	817,044	690	424,827	23,980	10,131
Indianola, &c.	54	16,859	3	13,715	.....	.....
New Orleans	7,341	1,636,151	2,018	1,162,892	129,268	86,777
Mobile	558	309,766	933	259,651	12,463	5,578
Florida	28	18,406	3	27,206	.....	.....
Savannah	1,952	804,406	1,534	720,074	5,346	7,647
Brunsw'k, &c	.....	5,508	10	7,026	.....	.....
Charleston	496	*563,168	1,126	489,227	†4,829	6,634
Pt. Royal, &c.	58	24,502	20	24,383	.....	15
Wilmington	177	126,877	105	134,495	1,649	1,561
M'head C., &c	150	19,364	7	26,514	.....	.....
Norfolk	4,060	790,895	2,696	603,677	29,337	16,793
West Point, &c	849	226,137	146	190,853	.....	.....
New York	206	136,971	1,145	158,597	214,283	243,834
Boston	2,808	184,844	2,358	222,119	6,140	9,100
Baltimore	1,167	61,816	628	20,124	17,281	23,530
Philadelp'a, &c.	345	104,869	2,152	87,133	6,752	11,090
Total	25,456	5,347,583	15,624	4,572,513	451,578	422,690

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.
* 2,052 bales deducted as correction of previous receipts.
† Actual count.

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	5,261	693	1,851	560	685	1,518
New Orleans.	7,341	2,018	8,290	3,579	938	2,146
Mobile	558	933	887	824	165	866
Savannah	1,952	1,534	3,012	1,344	765	2,068
Charl'st'n, &c	554	1,146	1,247	1,318	257	453
Wilm'gt'n, &c	327	112	487	33	163	276
Norfolk, &c.	4,909	2,542	4,314	5,017	629	2,006
All others	4,554	6,346	9,344	5,905	3,010	1,898
Tot. this w'k.	25,456	15,624	29,432	18,580	6,612	11,231
Since Sept. 1.	5847,583	4572,513	5594,474	4781,696	4407,422	4219,715

The exports for the week ending this evening reach a total of 54,087 bales, of which 41,416 were to Great Britain, 8,173 to France and 4,498 to the rest of the Continent, while the stocks as made up this evening are now 451,578 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending June 8. Exported to—				From Sept. 1, 1882, to June 8, 1883. Exported to—			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	4,475	.....	.....	4,475	312,145	39,224	159,119	510,591
New Orleans	14,197	7,993	2,280	24,470	795,079	285,355	438,106	1,518,540
Mobile	1,000	.....	.....	1,000	34,840	9,350	1,100	45,290
Florida	.....	.....	.....	.....	.....	.....	100	100
Savannah	4,520	.....	.....	4,520	110,312	25,678	283,008	418,998
Charleston*	.....	.....	.....	.....	131,080	24,775	216,015	371,870
Wilmington	.....	.....	.....	.....	53,172	.....	4,500	57,672
Norfolk†	.....	.....	.....	.....	350,420	.....	28,985	379,405
New York	10,177	75	1,349	11,601	470,240	28,773	150,055	649,068
Boston	1,706	.....	.....	1,706	161,590	.....	443	165,033
Baltimore	2,546	100	869	3,520	183,604	4,828	59,246	227,678
Philadelp'a, &c	2,800	.....	.....	2,800	85,111	.....	3,386	88,497
Total	41,416	8,173	4,498	54,087	2,630,550	418,063	1,342,172	4,430,829
Total 1881-82	24,701	5,302	4,314	34,317	2,163,741	340,597	744,467	3,284,805

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 89 Broad Street.

JUNE 8, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain	France	Other Foreign	Coast-wise.	Total	
New Orleans	16,479	42	27	None.	16,548	112,720
Mobile	None.	None.	None.	None.	None.	12,463
Charleston	None.	None.	100	200	300	4,529
Savannah	None.	None.	None.	300	300	5,046
Galveston	2,335	None.	853	853	3,041	20,149
Norfolk	1,641	None.	None.	5,700	7,341	22,436
New York	2,500	None.	700	None.	3,200	211,083
Other ports	2,000	None.	500	None.	2,500	20,522
Total 1883	24,955	42	2,210	6,853	34,070	417,508
Total 1882	22,417	3,734	3,713	905	30,769	391,921
Total 1881	38,819	8,492	9,820	2,014	59,145	368,105

The advance in cotton for future delivery at this market at the date of our last was followed by a steady decline throughout Saturday, Monday and Tuesday, continuing down to near the close of Wednesday, when some re-action set in. The depression was caused by the greatly improved crop accounts and dull Liverpool advices. The re-action was the effect of a demand to cover contracts, encouraged somewhat by conjectures that the forthcoming Bureau report will be unfavorable. Still, the recovery in values made but little progress, and the feature of Thursday was a smart decline in options for the next crop. To-day, under weak accounts from Liverpool and Manchester and continued favorable crop accounts, there was a fresh decline for all deliveries, but the close was steady, with a moderate demand to cover contracts. Cotton on the spot has been quiet. A large business was reported for export on Wednesday, but transactions have been small, and mainly for home consumption. Quotations were reduced ⅛c. on Tuesday. To-day the market was dull and weak, but without quotable decline, middling uplands closing nominal at 10⅝c.

The total sales for forward delivery for the week are 370,500 bales. For immediate delivery the total sales foot up this week 3,553 bales, including 2,500 for export, 1,053 for consumption, —— for speculation and —— in transit. Of the above, — bales were to arrive. The following are the official quotations for each day of the past week.

June 2 to June 8.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tues
Ordin'y.	7 13/16	7 13/16	7 11/16	8 1/16	8 1/16	7 15/16	8 1/16	8 1/16	7 15/16
Strict Ord.	8 1/4	8 1/4	8 3/16	8 1/2	8 1/2	8 3/8	8 1/2	8 1/2	8 3/8
Good Ord.	9 1/16	9 1/16	8 15/16	9 5/16	9 5/16	9 3/16	9 5/16	9 5/16	9 3/16
Str. G'd Ord	9 3/4	9 3/4	9 5/8	10	10	9 7/8	10	10	9 7/8
Low Midd'g	10 1/4	10 1/4	10 1/8	10 1/2	10 1/2	10 3/8	10 1/2	10 1/2	10 3/8
Str. L'w Mid	10 5/16	10 5/16	10 7/16	10 3/16	10 13/16	10 11/16	10 13/16	10 13/16	10 11/16
Middling	10 3/4	10 3/4	10 5/8	11	11	10 7/8	11	11	10 7/8
Good Mid.	11 1/8	11 1/8	11	11 3/8	11 3/8	11 1/4	11 3/8	11 3/8	11 1/4
Str. G'd Mid	11 3/4	11 3/8	11 1/4	11 5/8	11 5/8	11 1/2	11 5/8	11 5/8	11 1/2
Midd'g Fair	11 7/8	11 7/8	11 3/4	12 1/8	12 1/8	12	12 1/8	12 1/8	12
Fair	12 5/8	12 5/8	12 1/2	12 7/8	12 7/8	12 3/4	12 7/8	12 7/8	12 3/4

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y.	7 11/16	7 11/16	7 11/16	7 15/16	7 15/16	7 15/16	7 15/16	7 15/16	7 15/16
Strict Ord.	8 1/8	8 1/8	8 1/8	8 3/8	8 3/8	8 3/8	8 3/8	8 3/8	8 3/8
Good Ord.	8 15/16	8 15/16	8 15/16	9 3/16	9 3/16	9 3/16	9 3/16	9 3/16	9 3/16
Str. G'd Ord	9 5/8	9 5/8	9 5/8	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8
Low Midd'g	10 1/8	10 1/8	10 1/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Str. L'w Mid	10 7/16	10 7/16	10 7/16	10 11/16	10 11/16	10 11/16	10 11/16	10 11/16	10 11/16
Middling	10 5/8	10 5/8	10 5/8	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8
Good Mid.	11	11	11	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4
Str. G'd Mid	11 1/4	11 1/4	11 1/4	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Midd'g Fair	11 3/4	11 3/4	11 3/4	12	12	12	12	12	12
Fair	12 1/2	12 1/2	12 1/2	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary	7 1/4	7 1/4	7 1/8	7 1/4	7 1/8	7 1/8
Strict Good Ordinary	8 1/16	8 1/16	7 15/16	7 15/16	7 15/16	7 15/16
Low Middling	8 3/4	8 3/4	8 5/8	8 3/4	8 5/8	8 5/8
Middling	9 7/8	9 7/8	9 3/4	9 3/4	9 3/4	9 3/4

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Export.	Consump.	Specu'n	Transit.	Total	Sales	Deliveries.
Sat.	Dull and nominal	.....	82	.....	.....	82	18,200	400
Mon	Nominal	.....	255	.....	.....	255	370	1,500
Tues.	Dull at 1/16 dec.	.....	220	.....	.....	220	1,100	500
Wed.	Easy	2,500	112	.....	.....	2,612	75,200	700
Thurs.	Quiet	.....	242	.....	.....	242	68,100	700
Fri.	Weak	.....	142	.....	.....	142	71,000	800
Total		2,500	1,053	...	...	3,553	370,000	4,600

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MOVE.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	June.	July.	August.	September.	October.	November.	December.	January	February.	March.	April.	May.
Saturday, June 2—	Dull.	Aver. 10·74	Aver. 10·73	Aver. 10·74	Aver. 10·47	Aver. 10·19	Aver. 10·10	Aver. ———	Aver. 10·18	Aver. ———	Aver. ———	Aver. ———	Aver. ———
Sales, total	48,200	11,600	23,100	3,500	3,000	1,500	—	—	—	—	—	—
Prices paid (range)	10·10@10·77	10·72@10·75	10·72@10·77	10·46—10·48	10·18@10·20	10·10@10·11	— @ —	10·17@10·20	10·28—10·29	— @ —	— @ —	— @ —
Closing	10·73—10·74	10·73—10·74	10·75—10·76	10·48@10·49	10·19—10·20	10·10—10·11	— @ —	10·18—10·19	— @ —	— @ —	— @ —	— @ —
Monday, June 4—	Lower.	Aver. 10·73	Aver. 10·71	Aver. 10·73	Aver. 10·47	Aver. 10·19	Aver. 10·11	Aver. 10·09	Aver. ———	Aver. 10·27	Aver. ———	Aver. ———	Aver. ———
Sales, total	38,500	5,600	7,100	18,900	3,900	500	1,100	1,000	10 27	100	10·39	—	—
Prices paid (range)	10·06@10·77	10·69@10·75	10·68@10·73	10·44@10·49	10·16@10·20	10·06@10·12	10·08@10·11	— @ —	10·24—10·26	10·39@10·40	— @ —	— @ —	— @ —
Closing	Dull.	10·69— —	10·68—10·69	10·71— —	10·45— —	10·15—10·16	10·06—10·07	10·07—10·09	10·14—10·16	— @ —	— @ —	— @ —	— @ —
Tuesday, June 5—	Lower.	Aver. 10·61	Aver. 10·63	Aver. 10·67	Aver. 10·43	Aver. 10·13	Aver. 10·06	Aver. ———	Aver. 10·14	Aver. 10·23	Aver. 10·35	Aver. 10·44	Aver. ———
Sales, total	62,300	7,800	9,900	30,500	4,900	2,200	1,300	2,600	1,900	100	1,000	100	—
Prices paid (range)	10·04@10·69	10·62@10·65	10·62@10·68	10·65@10·69	10·11@10·14	10·04@10·05	10·05@10·06	10·12@10·14	10·23@10·24	10·35@ —	— @ —	10·44@ —	— @ —
Closing	Steady.	10·63—10·64	10·62—10·63	10·65—10·66	10·41—10·42	10·12—10·13	10·03—10·04	10·05—10·06	10·12—10·13	10·22—10·24	— @ —	— @ —	— @ —
Wednesd'y, June 6—	Easier.	Aver. 10·60	Aver. 10·60	Aver. 10·63	Aver. 10·39	Aver. 10·11	Aver. 10·01	Aver. 10·09	Aver. ———	Aver. ———	Aver. ———	Aver. ———	Aver. ———
Sales, total	75,200	10,000	15,300	26,700	5,900	4,300	7,800	2,400	1,800	—	—	—	—
Prices paid (range)	9·99@10·66	10·58@10·63	10·60@10·66	10·37@10·42	10·08@10·13	9·99@10·04	10·01@10·12	10·01@10·05	10·12— —	— @ —	— @ —	10·40@ —	1,000
Closing	Steady.	10·61—10·62	10·61—10·62	10·64—10·65	10·40—10·41	10·10—10·11	10·01—10·02	10·03—10·04	10·10—10·11	10·20—10·22	— @ —	— @ —	— @ —
Thursday, June 7—	Variable.	Aver. 10·63	Aver. 10·63	Aver. 10·66	Aver. 10·40	Aver. 10·11	Aver. 10·01	Aver. 10·07	Aver. 10·07	Aver. 10·22	Aver. ———	Aver. ———	Aver. ———
Sales, total	68,400	2,900	16,700	30,400	2,800	5,700	6,000	9·0	2,600	400	—	—	—
Prices paid (range)	9·97@10·69	10·60@10·64	10·66@10·68	10·63@10·69	10·38@10·44	10·07@10·13	9·97@10·04	9·99@10·04	10·06@10·10	10 19@10·23	— @ —	— @ —	— @ —
Closing	Lower.	10·59— —	10·60— —	10·63—10·64	10·37—10·38	10·07—10·08	9·96— 9·97	9·98— 9·99	10·05—10·06	10·14—10·16	— @ —	— @ —	— @ —
Friday, June 8—	Lower.	Aver. 10·56	Aver. 10·56	Aver. 10·60	Aver. 10·33	Aver. 10·04	Aver. 9·93	Aver. 9·93	Aver. 10·02	Aver. 10·09	Aver. 10·21	Aver. 10·30	Aver. 10·45
Sales, total	7,900	3,300	8,400	23,100	7,600	5,900	6,300	5,600	400	200	1,500	1,600	1,000
Prices paid (range)	9·92@10 62	10·54@10·57	10·54@10·58	10·38@10·62	10·32@10·35	10·02@10·05	9·92@ 9·95	10·00@10·05	10·09@ —	10·21—10·23	— @ —	— @ —	— @ —
Closing	Steady.	10·57— —	10·57—10·58	10·61—10·62	10·33—10·34	10·01— —	9·93— 9·94	9·94— 9·95	10·02—10·03	10·11@10·13	— @ —	— @ —	— @ —
Total sales this week.	370,500	34,600	69,000	162,700	28,600	21,600	24,200	14,000	10·10	1,600	1,500	1,600	1,000
Average price, week.	10·65	10·64	10·67	10·42	10·13	10·03	10·03	10·03	10·20	10·38	10·43		
Sales since Sep. 1, 1882.	2,862,800	1,686,800	2,869,700	222,000	533,500	311,400	118,900	59 500	13,200	13,300	4,600	1,000	

* Includes sales in September, 1882, for September, 500,200; September-October for October, 815,600; September-November for November, 731,000; September-December for December, 1,097,400; September, January for January, 2,070,200; September-February for February, 1,300,200; September-March for March, 1,969,400; September-April for April, 1,713,300; September-May for May, 2,726,800.

Transferable Orders—Saturday, 10·75c.; Monday, 10 70c.; Tuesday, 10·65c.; Wednesday, 10·65c; Thursday, 10·60c.; Friday, 10·60c.

Short Notices for June—Saturday, 10·69c.; Wednesday, 10·60c.

☞ We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week.

·00 June for July even.
·02 pd. to exch. 500 June for Aug.
·02 pd. to exch. 300 July for Aug.
·03 pd. to exch. 700 June for Aug.
·01 pd. to exch. 100 Nov. for Aug.
·05 pd. to exch. 100 June for Aug.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (June 8), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880
Stock at Liverpool.....bales.	984,000	998,000	904,000	797,000
Stock at London.....	52,300	71,500	48,400	51,100
Total Great Britain stock	1,036.300	1,069,500	952,400	848,100
Stock at Hamburg.....	3,900	2,000	6,000	3,000
Stock at Bremen.....	51,500	28,400	50,100	45,300
Stock at Amsterdam.....	41,000	16,100	43,100	21,200
Stock at Rotterdam.....	2,500	1,360	5,520	2,550
Stock at Antwerp.....	5,300	2,350	780	1,320
Stock at Havre.....	169,000	137,000	205,000	81,000
Stock at Marseilles.....	8 700	2,880	4,000	5,330
Stock at Barcelona.....	87,000	22,000	40,100	47,800
Stock at Genoa.....	16,000	6,000	4,500	15,000
Stock at Trieste.....	9,900	5,618	6,700	5,600
Total continental stocks...	394,800	223,708	365,500	228,100
Total European stocks...	1,431,100	1,293,208	1,318,200	1,076,200
India cotton afloat for Europe.	338,000	392,000	286,000	311,000
Amer'n cotton afloat for Eur'pe	286,000	177,000	375,000	338,000
Egypt, Brazil, &c., afl't for E'r'pe	29,000	32,000	35,000	24,000
Stock in United States ports ..	451,578	422,690	427.284	340,016
Stock in U. S. interior towns..	93,118	72,116	98,428	115,038
United States exports to-day..	17,000	12,000	8,200	7,000
Total visible supply.....	2,645.796	2,401,014	2,548,112	2,211,254
Of the above, the totals of American and other descriptions are as follows:				
American—				
Liverpool stock.....	740,000	606.000	684,000	528.000
Continental stocks.....	255,000	105.000	238,000	160,000
American afloat for Europe....	286,000	177.000	375.000	338,000
United States stock.....	451,578	422,690	427.284	340.016
United States interior stocks..	93.118	72,116	98.428	115.038
United States exports to-day..	17,000	12,000	8,200	7,000
Total American.....	1,842,696	1,394,806	1,830,912	1,488 054
East Indian, Brazil, &c.—				
Liverpool stock.....	244,000	392,000	220,000	269,000
London stock.....	52 300	71,500	48,400	51,100
Continental stocks	139,800	118,708	127.8 0	68.100
India afloat for Europe.....	338,000	392,000	286,000	311,000
Egypt, Brazil, &c., afloat..	29,000	32,000	35.000	24,000
Total East India, &c	803,100	1,006,208	717,200	723,200
Total American.....	1,842,696	1,394,806	1,830,912	1,488,054
Total visible supply.....	2,645.796	2,401,014	2,548,112	2,211.254
Price Mid. Upl., Liverpool ...	5 3/4d.	6 3/4d.	6 3/16d.	6 13/16d.

☞ The imports into Continental ports this week have been 52,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 244,782 bales as compared with the same date of 1882, an *increase* of 97,684 bales as compared with the corresponding date of 1881 and an *increase* of 434,542 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement

Towns.	Movement to June 8, 1883. Receipts. This week.	Receipts. Since Sept. 1, '82.	Shipments. This week.	Shipments. Since Sept. 1, '82.	Stock June 8.	Movement to June 9, 1882. Receipts. This week.	Receipts. Since Sept. 1, '81.	Shipments. This week.	Shipments. Since Sept. 1, '81.	Stock June 9.
Augusta, Ga.....	127	178,291	356	6,707	153	161,148	293	6,469		
Columbus, Ga.....	123	110,527	769	5,026	48	101,643	97	1,367		
Macon, Ga.....	26	57,391	12	2,525	104	59,983	147	1,363		
Montgom'y, Ala.	168	133,657	234	1,937	59	95,841	497	1,521		
Selma, Ala.....	56	99,188	654	2,334	223	72,861	530	1,272		
Memphis, Tenn.	1,008	504,654	2,529	24,350	477	333,998	6,562	20,240		
Nashville, Tenn.	57	44,623	186	4,872	38	55,640	969	6,690		
Dallas, Tex.....	124	44,624	350	1,223	11	27,921	20	80		
Jefferson, Tex..	145	24,556	45	110	4	11,552	178	320		
Shreveport, La.	7 8	102,291	1,414	3,486	254	63,371	253	779		
Vicksburg, Miss.	238	115,918	253	543	50	136,237	75	330		
Columbus, Miss.	25	39,041	32	134	5	27,740	23	74		
Eufaula, Ala ..	19	44,758	137	947	10	47,807	294	443		
Griffin, Ga.....	193	26,380	259	332		31,283	115	221		
Atlanta, Ga.....	141	83,018	480	1,480		92,693	916	9,291		
Rome, Ga.....	192	53,232	192	400		31,515	403	1,022		
(Charlotte, N. C.		431,486	4,942	21,785		369,016	158	350		
St. Louis, Mo....	2,440	359,096	4,406	2,593		370,275	1,963	13,731		
Cincinnati, O....	3,825						4,916	2,116		
Total, old towns	10,039	2814,171	17,479	93,118	1,156	8,820	2,204,866	18,309	72,116	
Newberry, S. C..	14	23,296	14	150	79	15,341	79	286		
Raleigh, N. C...	97	50,150	267	1,683	225	59,494	300	1,502		
Petersburg, Va..	69	55,589	579	1,536	22	26,122	366	3,432		
Louisville, Ky..	214	31,889	435	4,752	156	39,982	240	3,709		
Little Rock, Ark.	207	52,710	899	669	25	25,262	50	692		
Brenham, Tex..	207	31,236	180	553	15	24,336	30	137		
Houston, Tex...	2,065	692,173	1,832	3,442	634	395,344	763	1,527		
Total, new towns	12,942	3,524,246	21,695	105,926	9,976	12,781,447	20,167	83,394		

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 7,449 bales, and are to-night 21,702

bales *more* than at the same period last year. The receipts at the same towns have been 1,219 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 742,799 bales *more* than for the same time in 1881-2.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending June 8.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	*Mon.*	*Tues.*	*Wednes.*	*Thurs.*	*Fri.*
Galveston ...	10 1/8	10 1/8	10 1/8	10 1/4	10 1/8	10 1/8
New Orleans.	10 1/8	10 1/8	10 1/8	10 1/16	10	10
Mobile	10 1/8	10 1/8	10 1/8	10	10	10
Savannah....	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10
Charleston...	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10
Wilmington..	10	10	10	10	10	10
Norfolk	10 3/16	10 3/16	10 1/8	10 1/8	10 1/8	10 1/8
Boston	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8
Baltimore ..	10 5/8	10 5/8	10 1/2	10 1/2	10 1/8	10 1/8
Philadelphia.	11 1/8	11 1/8	11 1/8	11	11	11
Augusta	10	10	10	10	10	10
Memph'is	10	10	10	10	10	10
St. Louis.....	10	10	10	10	10	10
Cincinnati ...	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Louisville....	10 1/8	10 1/8	10 1/8	10	10	10

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	*Receipts at the Ports.*			*St'k at Interior Towns.*			*Rec'pts from Plant'ns*		
	1881.	1882.	1883.	1881.	1882.	1883	1881.	1882.	1883.
Mch. 23.. ...	93 690	61,916	105,062	309,513	253,618	279,946	52,703	31,141	87,336
" 30.....	78,514	51,695	86,969	294 608	233,182	264,871	38,609	33,709	74,042
Apr. 6.....	85,696	44,467	78,708	277,350	215,944	257,152	18,438	27, 29	68,889
" 13.	68,579	33,229	72,935	261,399	201,747	239,461	50,823	19,032	55,244
" 20	60,718	29,800	66 527	241,168	189,281	213 029	40,917	8,334	40 096
" 27.....	47,729	33,606	59,244	225 820	157 836	189,806	32 851	11,161	36,021
May 4.	45,535	34 423	48,761	215,253	143,327	164,383	24,968	19,914	23,333
" 11.....	49,150	25,881	50,515	198,662	127,630	147,942	28,559	10,184	34,134
" 18	42,415	20,864	43,976	174,8 9	115,435	133,871	22,562	8,669	29,905
" 25.....	33,851	13,981	38,539	147,173	104,018	125,565	9,515	2,564	30,233
June 1.....	32,642	15,950	30,426	136 470	93,585	114,679	21,839	5,517	19,540
" 8.....	39,432	15,621	25,456	109,380	85,394	105,976	2,342	5,433	16,703

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,937,024 bales; in 1881-82 were 4,610,482 bales; in 1880-81 were 5,665,016 bales.

2. That, although the receipts at the out-ports the past week were 25,456 bales, the actual movement from plantations was only 16,703 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 5,433 bales and for 1881 they were 2,342 bales.

AMOUNT OF COTTON IN SIGHT JUNE 8.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to June 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to June 8	5,847,583	4,572,513	5,594,474	4,781,696
Interior stocks on June 8 in excess of September 1.....	89,441	37,969	70,542	108,766
Tot. receipts from plantat'ns	5,937,024	4,610,482	5,665,016	4,890,462
Net overland to June 1	627,317	443,152	498,632	560,838
Southern consumpt'n to June 1	300,000	224,000	190,000	160,000
Total in sight June 8.....	6,864,341	5,279,634	6,353,648	5,611,300

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,583,707 bales, as compared with 1880-81 is 510,693 bales and with 1879-80, 1,253,041 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather has in general been very favorable for crop purposes during the week. There have been beneficial rains and fine growing weather in most sections. Blooms are reported in the Southern half of Texas.

Galveston, Texas.—We have had showers on four days of the week, the rainfall reaching thirty-four hundredths of an inch. Most sections of the State have had beneficial rains this week, but generally there has not been enough; more rain will be needed everywhere within a week. Crops are promising, but the out-turn depends altogether upon timely rains. Blooms are reported throughout the southern half of the State. Average thermometer 77, highest 88 and lowest 68.

Indianola, Texas.—It has been showery on three days of the week, the rainfall reaching fifty hundredths of an inch. Cotton is doing well enough, but corn needs more rain. The thermometer has averaged 79, the highest being 89 and the lowest 69.

Dallas, Texas.—It has rained splendidly on three days of the week, though interrupting the wheat harvest. The rainfall reached three inches and six hundredths. Crops are very promising. The thermometer has averaged 79, ranging from 65 to 93.

Brenham, Texas.—We have had showers on four days of the week the rainfall reaching eighty-nine hundredths of an inch. Crops are exceedingly good, but will need more rain, especially on sandy lands. The thermometer has ranged from 65 to 95, averaging 80.

Palestine, Texas.—We have had delightful showers on three days of the week, which, from the indications, must have extended over a wide surface. The rainfall reached four inches and sixty-six hundredths Crops could not be more promising than they now are. Average thermometer 77, highest 90 and lowest 64.

Huntsville, Texas.—Delightful showers have visited this section on three days of the week, the rainfall reaching three inches and thirteen hundredths. Crops are excellent and farmers are greatly encouraged. The thermometer has averaged 78, the highest being 94 and the lowest 62.

Weatherford, Texas.—We have had a splendid shower on one day of the week, the rainfall reaching one inch and fifty hundredths. Crops are unquestionably good; wheat is turning out better than expected. The increase in cotton acreage is about ten per cent. The thermometer has averaged 71, ranging from 50 to 91.

Belton, Texas.—It has been showery on two days of the week, the rainfall reaching eighty hundredths of an inch. The crop promise is first-class; wheat harvest, now progressing, will be nearly up to average. The thermometer has ranged from 66 to 94, averaging 80.

Luling, Texas.—We have had rain on one day of the week, but not enough to do much good. The rainfall reached fifty hundredths of an inch. We need more rain badly; early corn is injured beyond recovery; late corn looks well, but it and cotton both need rain badly. Farmers are becoming very nervous about the prospect. Average thermometer 82, highest 99 and lowest 67.

New Orleans, Louisiana.—We have had rain on six days of the week, the rainfall reaching one inch and eighty-three hundredths. The thermometer has avaraged 72.

Shreveport, Louisiana.—The weather has been cloudy during the week with heavy rains, the rainfall reaching four inches and forty hundredths. The thermometer has ranged from 64 to 89.

Vicksburg, Mississippi.—It has rained on four days of the week. The crop is developing promisingly; crop accounts are more favorable.

Columbus, Mississippi.—We have had rain on two days of the week, and the remainder of the week has been cloudy. The rainfall reached one inch and forty-one hundredths. Average thermometer 78, highest 96 and lowest 57.

Little Rock, Arkansas.—We have had rain on five days and it has been clear on two days of the week. The rainfall reached two inches and twenty-seven hundredths. So much rain is preventing the proper working of crops, which otherwise are in good condition. The thermometer has averaged 69, the highest being 82 and the lowest 61.

Memphis, Tennessee.—We have had light showers on five days of the week, the rainfall reaching thirty-eight hundredths of an inch. Since the close of May we have had fine, growing weather, and crop prospects are now encouraging. The thermometer has averaged 74, ranging from 57 to 90.

Nashville, Tennessee.—It has rained on five days of the week, the rainfall reaching one inch. The thermometer has ranged from 55 to 87, averaging 74.

Mobile, Alabama.—We have had delightful showers on two days of the week, and the indications are that they extended over a wide surface. The rainfall reached thirty-nine hundredths of an inch. The crop is developing promisingly. Average thermometer 79; highest 91; lowest 70.

Montgomery, Alabama.—It has rained constantly on four days of the week, the rainfall reaching one inch and three hundredths. The crop is developing promisingly, and the fields are clear of weeds. The thermometer has averaged 75.

Selma, Alabama.—It has rained on one day of the week, and the remainder of the week has been pleasant. The rainfall reached fifty hundredths of an inch. The thermometer has averaged 74, ranging from 60 to 83.

Madison, Florida.—It has rained on four days of the week. We have secured a good stand of cotton, and the plant looks strong and healthy. Crop accounts are more favorable, and good progress is being made in clearing the fields of weeds. The thermometer has ranged from 75 to 90, averaging 82.

Macon, Georgia.—We have had rain on two days of the week, which was beneficial. The fields are clear of weeds and the cotton plant looks strong and healthy. Average thermometer 76; highest 87; lowest 62.

Columbus, Georgia.—It has rained on three days of the week, the rainfall reaching one inch and seventy-one hundredths. The thermometer has averaged 80, the highest being 92 and the lowest 70.

Savannah, Georgia.—It has rained on four days, and the balance of the week has been pleasant. The rainfall reached fifty hundredths of an inch. The thermometer has averaged 77, ranging from 65 to 88.

Augusta, Georgia.—The weather has been warm and sultry with general rain on two days, which was very beneficial to crops. The rainfall reached one inch and fifty-five hundredths. Cotton is fully two weeks behind; stands are poor, but the fields are clear of weeds. With good seasons from this time forward, more favorable developments are looked for. The thermometer has ranged from 64 to 91, averaging 77.

Atlanta, Georgia.—Telegram not received.

Charleston, South Carolina.—It has rained on two days of

the week, the rainfall reaching seventy hundredths of an inch. The thermometer has averaged 76, the highest being 85 and the lowest 64.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock June 7, 1883, and June 8, 1882.

		June 7, '83.		June 8, '82.	
		Feet.	Inch.	Feet.	Inch.
New Orleans	Below high-water mark	1	8	2	0
Memphis	Above low-water mark.	25	11	32	4
Nashville	Above low-water mark.	11	5	13	7
Shreveport	Above low-water mark.	14	9	19	5
Vicksburg	Above low-water mark.	38	10	41	5

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

India Cotton Movement from all Ports.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to June 7.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent	Total.	Great Britain	Continent.	Total.	This Week.	Since Jan. 1
1883	2,000	23,000	25,000	341,000	679,000	1,020,000	71,000	1,415,000
1882	18,000	26,000	44,000	648,000	463,000	1,111,000	63,000	1,433,000
1881	10,000	14,000	24,000	217,000	411,000	628,000	46,000	975,000
1880	3,000	18,000	26,000	299,000	401,000	700,000	13,000	944,000

According to the foregoing, Bombay appears to show an *increase* compared with last year in the week's receipts of 8,000 bales, and an *increase* in shipments of 19,000 bales, and the shipments since January 1 show a *decrease* of 91,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total
Calcutta—						
1883	1,000	.....	1,000	62,500	9,100	71,600
1882	1,600	1,200	2,800	96,100	31,500	127,600
Madras—						
1883	.....	.....	.....	4,500	1,000	5,500
1882	.....	.....	.....	16,800	2,000	18,800
All others—						
1883	.....	.....	.....	4,000	2,000	6,000
1882	.....	1,000	1,000	24,000	5,900	29,900
Total all—						
1883	1,000	.....	1,000	71,000	12,100	83,100
1882	1,600	2,200	3,800	136,900	39,400	176,300

The above totals for the week show that the movement from the ports other than Bombay is 2,800 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	25,000	1,020,000	44,000	1,111,000	24,000	628,000
All other p'rts.	1,000	83,100	3,800	176,300	.....	168,200
Total	26,000	1,103,100	47,800	1,287,300	24,000	796,200

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

Alexandria Receipts and Shipments. Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, June 7.	1882-83.		1881-82.		1880-81.	
Receipts (cantars*)—						
This week		2,000		3,000		1,500
Since Sept. 1		2,251,000		2,831,720		2,757,500
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1
Exports (bales)—						
To Liverpool	1,000	230,000	1,500	242,700	1,250	234,000
To Continent	1,000	85,000	2,000	174,871	.....	139,632
Total Europe	2,000	315,000	3,500	417,571	1,250	373,632

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending June 7 were 2,000 cantars and the shipments to all Europe were 2,000 bales.

Manchester Market.—Our report received from Manchester to-night states that the market is dull, with a declining tendency. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1883.					1882.				
	32s Cop. Twist.		8¼ lbs. Shirtings.		Cott'n Mid. Upl'ds	32s Cop. Twist.		8¼ lbs. Shirtings.		Cott'n Mid. Upl'ds
	d. d.		s. d.	s. d.	d.	d. d.		s. d.	s. d.	d.
Apr. 6	8 7/16 @	9¼	5 9	@7 1½	5 9/16	9 7/16	@10 1/8	6 6	@8 0	6 5/8
" 13	8 7/16 @	9¼	5 9	@7 1½	5 5/8	9 3/8	@10	6 4½	@7 10½	6 11/16
" 20	8 ½ @	9¼	5 9	@7 3	5 5/8	9 3/8	@10	6 4½	@7 9	6 11/16
" 27	8 ½ @	9 3/8	5 9	@7 3	5 5/8	9 3/8	@10	6 4½	@7 9	6 11/16
May 4	8 9/16 @	9½	5 10	@7 4½	5 3/4	9 3/8	@10	6 4½	@7 9	6 5/8
" 11	8 5/8 @	9½	5 10	@7 4½	5 13/16	9 3/8	@10	6 4½	@7 9	6 5/8
" 18	8 11/16	@9 5/8	5 10	@7 4½	5 15/16	9 3/8	@10	6 4½	@7 10½	6 5/8
" 25	8 3/4 @	9½	5 10	@7 4½	5 7/8	9 3/8	@10	6 4½	@7 10½	6 5/8
June 1	8 11/16	@ 9¼	5 9	@7 3	5 3/4	9 3/8	@10	6 4½	@7 10½	6 5/8
" 8	8 5/8 @	9 3/8	5 9	@7 1½	5 3/4	9½	@10 1/8	6 6	@8 0	6 3/4

European Cotton Consumption to June 1.—We have received by cable to-day Mr. Ellison's cotton figures brought down to June 1. The revised totals for last year have also been received, and we give them for comparison. The takings by spinners, in *actual* bales and pounds, have been as follows.

From Oct. 1 to June 1.	Great Britain.	Continent.	Total.
For 1882-3.			
Takings by spinners...bales	2,476,000	2,527,000	5,003,000
Average weight of bales....	440	426	433
Takings in pounds	1,089,440,000	1,076,502,000	2,165,942,000
For 1881-2.			
Takings by spinners...bales	2,431,420	2,102,300	4,533,720
Average weight of bales....	433	425	429
Takings in pounds.....	1,052,804,860	893,477,500	1,946,282,360

According to the above, the average weight of the deliveries in Great Britain is 440 pounds per bale to June 1, against 433 pounds per bale during the same time last season. The Continental deliveries average 426 pounds, against 425 pounds last year, and for the whole of Europe the deliveries average 433 pounds per bale, against 429 pounds during the same period last season. In the following table we give the stock held by the mills, their takings and their consumption, each month since October 1, all reduced to bales of 400 pounds each for this season and last season. It is a very convenient and useful summary.

Oct. 1 to June 1. Bales of 400 lbs. each. 000s omitted.	1882-3.			1881-2.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Spinners' stock Oct 1.	82,	139,	221,	25,	240,	265,
Takings in October...	233,	149,	382,	336,	133,	469,
Total supply.....	315,	288,	603,	361,	373,	734,
Consump. Oct., 4 wks.	288,	252,	540,	280,	232,	512,
Spinners' stock Nov. 1	27,	36,	63,	81,	141,	222,
Takings in November.	387,	320,	707,	438,	362,	800,
Total supply.....	414,	356,	770,	519,	503,	1,022,
Consump. Nov., 5 wks.	360,	315,	675,	350,	290,	640,
Spinners' stock Dec. 1	54,	41,	95,	169,	213,	382,
Takings in December.	301,	397,	698,	263,	253,	516,
Total supply.....	355,	438,	793,	432,	466,	898,
Consump. Dec., 4 wks.	283,	252,	540,	280,	232,	512,
Spinners' stock Jan. 1	67,	186,	253,	152,	234,	386,
Takings in January..	389,	342,	731,	261,	253,	514,
Total supply.....	456,	528,	984,	413,	487,	900,
Consump. Jan., 4 wks.	288,	252,	540,	280,	232,	512,
Spinners' stock Feb. 1	168,	276,	444,	133,	255,	388,
Takings in February.	444,	398,	842,	361,	302,	663,
Total supply.....	612,	674,	1,286,	494,	557,	1,051,
Consump. Feb., 5 wks.	360,	315,	675,	350,	290,	640,
Spinners' stock Mar. 1	252,	359,	611,	144,	267,	411,
Takings in March.....	286,	265,	551,	340,	277,	617,
Total supply.....	538,	624,	1,162,	484,	544,	1,028,
Consump. Mar., 4 wks.	288,	252,	540,	280.	232,	512,
Spinners' stock Apr. 1	250,	372,	622,	204,	312,	516,
Takings in April	336,	351,	687,	261,	270,	531,
Total supply.....	586,	723,	1,309,	465,	582,	1,047,
Consump. April, 4 wks	288,	252,	540,	280,	262,	542,
Spinners' stock May 1	298,	471,	769,	185,	320,	505,
Takings in May.....	348,	469,	817,	372,	384,	756,
Total supply.....	646,	940,	1,586,	557,	704,	1,261,
Consump. May, 5 wks	360,	315,	675,	350,	295,	645,
Spinners' stock June 1	286,	625,	911,	207,	409,	616,

A more striking comparison with last year is reached by bringing together the above totals and adding the average weekly consumption up to the present time for the two seasons.

Oct. 1 to June 1. Bales of 400 lbs. each. 000s omitted.	1882-3. Great Britain	Continent.	Total.	1881-2. Great Britain	Continent.	Total.
Spinners' stock Oct. 1.	82,	139,	221,	25,	240,	265,
Takings to June 1	2,724,	2,691,	5,415,	2,632,	2,234,	4,866,
Supply.....	2,806,	2,830,	5,636,	2,657,	2,474,	5,131,
Consumpt'n 35 weeks	2,520,	2,205,	4,725,	2,450,	2,065,	4,515,
Spinners' stock June 1	286,	625,	911,	207,	409,	616.
Weekly Consumption. 000s omitted.						
In October.....	72,0	63,0	135,0	70.0	58,0	128,0
In November..... ..	72,0	63,0	135,0	70,0	58,0	128,0
In December.....	72,0	63,0	135,0	70,0	58,0	128,0
In January	72,0	63,0	135,0	70,0	58,0	128,0
In February.....	72,0	63,0	135,0	70,0	58,0	128,0
In March.....	72,0	63,0	135,0	70,0	58,0	128,0
In April....	72,0	63,0	135,0	70,0	59,0	129,0
In May.....	72,0	63,0	135,0	70,0	59,0	129,0

The foregoing shows that the weekly consumption in Europe is 135,000 bales of 400 pounds each, against 129,000 bales of the same weight at the corresponding time last year.

Mr. Ellison again revises the Continental consumption by adding 1,000 bales of 400 pounds each per week for the whole season.

NEW YORK COTTON EXCHANGE—ANNUAL ELECTION.—The annual election for officers of the New York Cotton Exchange was held on Monday, June 4. There were several tickets in the field, and in consequence there was considerable scratching. The officers elected were as follows: President, M. B. Fielding; Vice-President, Siegfried Gruner; Treasurer, Walter T. Miller. Board of Managers—Mayer Lehman, James F. Wenman, Geo. E. Moore, K. M. Murchison, James Swann, J. H. Hollis, P. A. Fachiri, Thomas Scott, G. C. Hopkins, J. M. White, Jr., W. V. King, Wm. H. Woods, H. M. LeCount, E. R. Robertson and J. P. Billups. Trustees Gratuity Fund—Emanuel Lehman, Nicholas Gwynn and B S. Clark. Inspectors of Election—J. A. Boylan, A. G. Munn, Jr., W. W. Hill, Jr.

The Board of Managers met Thursday afternoon, June 7, Mr. M. B. Fielding presiding, and re-elected Mr. George E. Moore Secretary and Mr. Powers Superintendent. Messrs. Thomas Scott, James Swann, P. A. Fachiri, James F. Wenman and Mayer Lehman were appointed a committee to arrange standing committees, after which the Board adjourned until Monday.

OVERLAND MOVEMENT TO JUNE 1.—In our editorial columns will be found our overland movement, receipts, exports and spinners' takings to June 1.

JUTE BUTTS, BAGGING, &c.—Bagging is firmly held by dealers, and no disposition is shown to force goods on the market, as with the present demand it would be hard to place any quantity except at a figure that would not be accepted. The demand for small parcels has been good, however, and in the aggregate considerable stock is being worked off. At the close the asking figures are 9¼c. for 1½ lbs., 9¼c. for 1¼ lbs., 10½c. for 2 lbs. and 11¼c. for standard grades Butts have been in steady jobbing demand, and sales are reported of 1,000 bales of various grades at full rates, with holders quoting 1⅞@3c. for paper grades and 2@2⅜c. for bagging quality. The stock on hand here and in Boston is 75,000 bales, which with the quantity on the way as reported to May 31st makes up a total visible supply of 261,186 bales.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows.

Monthly Receipts.	Year Beginning September 1. 1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,848	98,491
October..	980,584	853,195	968,318	888,492	689,264	578,533
Novemb'r	1,094,607	974,043	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,484	893,664	900,119
January .	752,827	487,727	571,701	647,140	618,727	689,610
February.	595,598	291,992	572,728	447,918	566,824	472,054
March...	492,772	257,099	476,582	264,913	303,955	340,525
April	284,519	147,595	284,246	158,025	167,459	197,965
May.....	185,523	113,573	190,054	110,006	84,299	96,314
Total year	5,815,712	4,551,808	5,549,410	4,748,873	4,392,277	4,196,104
Per'tage of tot. port receipts May 31..	96·43	94·47	94·91	98·78	96·55	

This statement shows that up to May 31 the receipts at the ports this year were 1,263,904 bales more than in 1881-82 and 266,302 bales more than at the same time in 1880-81. By adding to the above totals to May 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80	1878-79	1877-78.
Tot. May 31	5,815,712	4,551,808	5,549,410	4,748,873	4,392,277	4,196,104
June 1....	8,474	2,361	5,370	2,691	8	2,269
" 2....	*1,198	2,720	3,905	3,791	2,042	[illegible]
" 3....	[illegible]	2,401	6,351	3,249	2,044	2,359
" 4....	4,127	8.	5,842	4,56	1,996	2,306
" 5....	4,920	2,656	8.	2,316	1,041	1,243
" 6....	4,100	3,327	4,790	8.	1,557	1,704
" 7....	3,589	2,245	6,129	5,049	[illegible]	2,400
" 8....	5,163	2,002	3,306	2,691	[illegible]	1,401
Total....	5,847,583	4,569,520	5,585,109	4,773,172	4,401,613	4,209,285
Percentage of total port rec'pts June 8.	96·80	95·03	93·43	98·97	96·37	

* 2,059 bales deducted as correction of previous receipts.

This statement shows that the receipts since Sept. 1 up to to-night are now 1,278,063 bales more than they were to the same day of the month in 1882 and 262,474 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to June 8 in each of the years named.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 54,854 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Abyssinia, 1,709 ... City of Berlin, 1,695....Nevada, 1,852....Pavonia, 3,905 ....The Queen, 626.....	9,677
To Hull, per steamer Marengo, 500	500
To Havre, per steamer Labrador, 75.....	75
To Bremen, per steamers Main, 300....Oder, 847.....	1,147
To Hamburg, per steamer Suevia, 100.....	100
To Amsterdam, per steamer Zaandam, 100.....	100
To Antwerp, per steamer Pennland, 2.....	2
NEW ORLEANS—To Liverpool, per steamers Milanese, 4,500 ... Statesman, 2,921....per bark Peter Young, 3,400	10,821
To Genoa, per bark Elos, 1,477	1,477
TEXAS—To Liverpool, per steamer Chilian, 4,530.....	4,530
To Bremen, per barks Fornjot, 1,666 ...Gutenburg, 2,300...	3,966
NORFOLK—To Liverpool, per bark Isabel, 4,911.....	4,911
To Reval, per bark Michael, 1,650.....	1,650
BALTIMORE—To Liverpool, per steamers Hiberman, 1,817.... Serra, 1,710.....	3,527
To Bremen, per steamer Strassburg, 2,465.....	2,465
BOSTON—To Liverpool, per steamers Batavia, 1,297 ... Iberian, 392.... Missouri, 3,029....Norseman, 453....Tarifa, 1,332	6,503
PHILADELPHIA—To Liverpool, per steamers Indiana, 1,600.... Ohio, 1,800.....	3,400
Total.....	54,854

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Hull.	Havre.	Bremen & Hamburg.	Amst'dam & Antwerp.	Reval.	Genoa.	Total.
New York..	9,677	500	75	1,247	102	.....	.....	11,601
N. Orleans.	10,821	.....	.....	.....	.....	.....	1,677	12,498
Texas	4,530	.....	.....	3,966	.....	.....	.....	8,496
Norfolk	4,911	.....	.....	.....	.....	1,650	.....	6,561
Baltimore..	3,327	.....	.....	2,468	.....	.....	.....	5,795
Boston.....	6,503	.....	.....	.....	.....	.....	.....	6,503
Philadelp'a	3,400	.....	.....	.....	.....	.....	.....	3,400
Total ...	43,169	500	75	7,681	102	1,650	1,677	54,854

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Liverpool—June 2—Bark Herbert, 4,170.
NEW ORLEANS—For Liverpool—June 1—Bark Lea, 978....June 2—Steamer Counsellor, 3,940.
For Havre—June 2—Steamers Clayperon, 1,336; Paris, 2,604.... June 4—Ship Scotia, 4,053.
For Bremen—June 4—Ship Friedrich, 473.
For Antwerp—June 2—Steamer Paris, 100.
For Reval—June 6—Bark Flora, 1,707.
MOBILE—For Liverpool—June 6—Bark Carl Max, 1,000.
SAVANNAH—For Liverpool—June 2—Ship Success, 4,520.
BOSTON—For Liverpool—June 1—Steamer Samaria, 1,131....June 5—Steamer Palestine, ——.
BALTIMORE—For Liverpool—June 6—Steamer Oranmore, 2,546.
For Havre—June 1—Steamer Alexander Bixio, 105.
PHILADELPHIA—For Liverpool—June 1—Steamer Lord Gough, 2,900.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

SOUTH SHORE, schooner, Whittemore, from Galveston with 1,250 bales cotton for Saco, Maine, grounded on Little Bahama Bank May 21, but got off without assistance and put into Nassau, 24th, as before stated, leaking badly. [illegible] ors ordered cargo to be discharged, which was being done 8th.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	9/64@7/32	9/64@7/32	9/64@7/32	9/64@7/32	9/64@7/32	9/64@7/32
Do sail...d.	9/64@13/64	9/64@13/64	9/64@13/64	9/64@13/64	9/64@13/64	9/64@13/64
Havre, steam.....c.	3/8*	3/8*	3/8*	3/8*	3/8*	3/8*
Do sail.. ....c.	....	....	....	....	....	....
Bremen, steam. .c.	15/32*	15/32*	15/32*	15/32*	15/32*	15/32*
Do sail..... c.	....	....	....	....	....	....
Hamburg, steam.d.	3/16@1/4	3/16@1/4	3/16@1/4	3/16@1/4	3/16@1/4	3/16@1/4*
Do sail...d.	....	....	....	....	....	....
Amst'd'm, steam.c.	1/2	1/2	1/2	1/2	1/2	1/2
Do sail...d.	....	....	....	....	....	....
Baltic, steam....d.	9/32@5/16*	9/32@5/16*	9/32@5/16*	9/32@5/16*	9/32@5/16*	9/32@5/16*
Do sail.....c.	....	....	....	....	....	....
Barcelona, steam.c.	11/16*	11/16*	11/16*	11/16*	11/16*	11/16*
Genoa, steam ...d.	5/8*	5/8*	5/8*	5/8*	5/8	5/8*

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	May 18.	May 25	June 1.	June 8.
Sales of the week.....bales.	44,000	40,000	45 00	38,000
Of which exporters took	99.	2,300	1,630	1,420
Of which speculators took..	2,200	2,100	1,820	530
Sales American	33,000	30,500	33,000	28,500
Actual export.....	5,800	6,900	5,400	4,000
Forwarded.....	14,000	17,500	20,500	17,500
Total stock—Estimated.....	960,000	961,000	978,000	984,000
Of which American—Estim'd	722,000	723,000	730,000	740,000
Total import of the week.....	106,000	61,000	84,000	67,000
Of which American.....	90,000	47,000	55,000	54,000
Amount afloat.....	289,000	295,000	275,000	260,000
Of which American.....	135,000	136,000	110,000	99,000

The tone of the Liverpool market for spots and futures each day of the week ending June 8, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y	Friday.
Market, 12:30 P.M.	Dull.	Dull.	Easier.	Mod. inq. freely supplied.	Quiet.	Dull and easier.
Mid Upl'ds	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4
Mid. Orl'ns	5 7/8	5 7/8	5 7/8	5 7/8	5 7/8	5 7/8
Sales.....	6,000	8,000	6,000	8,000	8,000	6,000
Spec.& exp.	500	1,000	500	1,000	1,000	500
Futures.						
Market, 12:30 P.M.	Steady.	Steady.	Dull.	Dull.	Quiet.	Flat.
Market, 4 P. M.	Easier.	Quiet.	Barely steady	Quiet.	Steady.	Dull.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d. and 6 03 means 6 3-64d.*

	Sat., June 2.				Mon., June 4.				Tues., June 5.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
June.....	....	....	...	....	5 50	5 50	5 50	5 50	..	....	....	....
June-July..	5 51	5 51	5 50	5 50	5 50	5 50	5 50	5 50	5 49	5 49	5 49	5 49
July-Aug...	5 55	5 55	5 54	5 54	5 55	5 55	5 54	5 54	5 53	5 53	5 53	5 53
Aug.-Sept..	5 59	5 59	5 58	5 58	5 58	5 58	5 58	5 58	5 57	5 57	5 56	5 56
Sept.-Oct..	5 53	5 53	5 53	5 53	5 53	5 54	5 53	5 53	5 52	5 52	5 52	5 52
Oct.-Nov....	...	...	....	....	5 46	5 46	5.46	5 46	....	....	....	....
Nov.-Dec...	5 44	5 44	5 44	5 44	5 44	5 44	5 44	5 44	5 43	5 43	5 43	5 43
Dec.-Jan....	....	....	....	....	....	....	...	....	....	....	....	....

	Wednes., June 6.				Thurs., June 7.				Fri., June 8.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
June.....	....	.	..	....	5 46	5 46	5 46	5 46	5 44	5 44	5 44	5 44
June-July..	5 48	5 48	5 47	5 47	5 46	5 46	5 46	5 46	5 45	5 45	5 44	5 44
July-Aug..	5 52	5 52	5 51	5 51	5 51	5 51	5 50	5 51	5 50	5 50	5 49	5 49
Aug.-Sept..	5 56	5 56	5 55	5 55	5 55	5 55	5 54	5 55	5 54	5 54	5 53	5 53
Sept.-Oct...	5 51	5 51	5 50	5 50	5 50	5 50	5 50	5 50	5 49	5 49	5 49	5 49
Oct.-Nov....	5 45	5 45	5 45	5 45	5 44	5 44	5 44	5 44	5 43	5 43	5 43	5 43
Nov.-Dec..	5 42	5 42	5 42	5 42	5 42	5 42	5 42	5 42	5 41	5 41	5 40	5 40
Dec.-Jan...	...	...	...	....	....	....	....	...	....	....	...	....

BREADSTUFFS.

FRIDAY, P. M., June 8, 1883.

Flour has latterly been quiet, and, owing to this fact and a declining wheat market, prices have been depressed. The higher grades of spring and winter patents are the best sustained, for the reason that they are in moderate supply. Winter ground flour, as usual at this time of the year, is pressed for sale. To-day the market was quiet but about steady for the commoner brands that are most available for export, though the higher grades were to a great extent nominal.

Wheat has been fairly active on speculation and for export. Prices have fallen about two cents per bushel, mainly owing to a decline at the West, where improved crop prospects are reported in Minnesota, Wisconsin, Kansas, Michigan, Iowa, Nebraska and Dakota. There has been considerable covering of shorts both here and in Chicago, at the lower prices. To-day the market here declined ¼@½c. at the opening, but later recovered and advanced as much. No. 2 red sold at $1 20¾@$1 21¼ for June, $1 22½@$1 23¼ for July, $1 24½@$1 25⅜ for August, $1 26½@$1 27⅜ for September and $1 28½@$1 29¼ for October.

Indian corn has sold quite freely at times for export, but the speculation has not gone beyond a fair aggregate. Prices for options have declined from 1 to 2 cents per bushel, the greater decline being on the later deliveries. This decline is largely due to sympathy with the wheat market, though larger receipts and lower prices at Chicago, not to mention the encouraging weather at the West, have had no slight effect. To-day the market was irregular, opening weak but re-acting later and advancing ¼@¾c. No. 2 mixed was quoted at 65½@65⅝c. for June, and sales were made at 65¾@66⅜c. for July and 66⅜@67c. for August.

Rye has been firmer and quiet. Barley is neglected. Oats have been fairly active, and though at one time depressed, have within a day or two re-acted and advanced slightly. There has been a disposition latterly to cover contracts, both here and in Chicago, and large transactions at the latter market gave prices more strength. No. 2 mixed sold here at 46¾@47¼c. for July, 42¼@42½c. for August, and 39¾@40c. for September.

The following are closing quotations:

FLOUR.

No. 2 spring...$ bbl.	$2 50	@ 3 25	Patents, winter..... ..	$5 75	@ 7 25
No. 2 winter	3 00	@ 3 65	City shipping extras.	5 40	@ 6 10
Superfine.....	3 50	@ 4 25	Southern bakers' and family brands	5 60	@ 6 65
Spring wheat extras..	4 25	@ 4 75	South'n ship'g extras.	4 50	@ 5 15
do bakers'.....	5 00	@ 7 25	Rye flour, superfine..	3.35	@ 3 85
Wis. & Minn. rye mix.	5 00	@ 5 60	Corn meal—		
Minn. clear and stra't	5 50	@ 6 50	Western, &c.....	3 00	@ 3 45
Winter shipp'g extras.	4 00	@ 4 50	Brandywine, &c....	3 45	@ 3 60
Patents, spring.....	6 25	@ 7 50			

GRAIN.

Wheat—			Corn—		
Spring, per bush.	.....$		Yellow Southern.	65	@ 70
Spring No. 2.....	.....@		White Western...	60	@ 66
Red winter, No. 2	1 22¾	@1 24	Rye—Western	72	@ 74
Red winter	1 05	@1 25	State & Canada..	73	@ 77
White.....	95	@1 25	Oats—Mixed.....	45½	@ 48
White No. 1.....	1 15	@1 16	White.....	48	@ 50
Corn—West. mixed	55	@ 68	No. 2 mixed.	46	@ .....
West. mix. No. 2.	65½	@ 67½	No. 2 white.....	51	@ .....
White Southern..	57	@ 69	Barley nominal.		

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending June 2 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48 lbs	Bush.56 lbs
Chicago.....	43,876	156,300	1,582,085	953,371	59,272	80,841
Milwaukee..	57,154	224,447	115,410	60,200	47,100	16,288
Toledo.....	1,755	126,444	160,657	6,455	3,500	1,720
Detroit	4,693	47,024	17,301	8,314	3,525	260
Cleveland....	1,682	42,952	22,800	24,300	3,500	.....
St. Louis	23,824	101,557	455,985	139,381	1,851	1,012
Peoria.	860	5,050	87,500	166,473	10,200	7,559
Duluth	.....	43,653	.....	.....	.....	... ..
Tot. wk. '83	133,844	746,827	2,441,768	1,361,496	129,008	108,571
Same wk. '82	157,128	641,116	2,346,232	738,779	74,707	42,906
Same wk. '81	170,238	1,8 8,504	3,969,632	2,180,902	82,133	44,093
Since Aug. 1—						
1882.....	8,143,438	69,113,755	79,677,702	44,586,236	15,117,456	4,262,165
1881.....	6,785,912	98,307,879	97,094,608	32,000,725	11,846,926	3,650,987
1880.....	7,458,420	71,345,571	101,732,185	38,794,954	11,552,225	3,210,631

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to June 2, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour... ....bbls.	3,940,951	3,102,122	3,653,157	2,278,398
Wheat ..... bush.	12,290,318	9,183,195	19,481,431	19,179,550
Corn.....	42,775,518	31,965,651	33,119,471	45,617,319
Oats.....	18,336,581	12,556,305	12,723,986	9,662,798
Barley	4,437,880	1,997,485	1,932,661	1,523,153
Rye	1,359,515	1,194,129	988,235	850,423
Total grain	79,199,762	56,896,765	68,245,784	76,833 243

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week June 2.	1882. Week June 3.	1881. Week June 4.	1880. Week June 5.
Flour... .....bbls.	68,433	47,314	85,925	88,198
Wheat.. .....bush.	133,752	163,011	146,183	153,925
Corn....	383,443	359,879	711,489	668,043
Oats....	897,684	520,922	638,433	804,197
Barley.....	27,313	17,383	23,545	22,400
Rye.....	41,167	32,538	19,007	35,610
Total.....	1,483,559	1,093,683	1,538,657	1,684 205

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush
June 2...144,028		825,247	2,205,675	1,055,734	27,513	41,167
May 26...145,637		862,939	2,331,280	888,554	37,571	44,882
May 19...148,435		519,817	2,560,813	959,190	55,124	123,733
May 12...140,866		450,974	1,899,830	856,181	112,549	82,188
Tot. 4 w...	618,966	2,658,977	8,997,598	3,759,659	232,757	291,970
4 wks 82..	580,605	2,479,922	5,173,736	2,222,391	149,281	336,693

The receipts of flour and grain at the seab oard ports for the week ended June 2 follow:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush
New York	90,521	790,970	564,941	409,700	.....	59,268
Boston	61,855	13,000	201,714	105,456	5,800	.....
Portland	685	.....	4,800	2,300	.....	.....
Montreal	27,432	344,014	155,440	26,661	11,157	1,202
Philadelphia	22,344	46,600	227,320	51,100	600	.....
Baltimore	13,456	225,700	338,912	31,106	.....	2,500
New Orleans	11,106	.....	220,266	28,130	.....	.....
Total week	227,409	1,420,284	1,712,393	658,793	17,557	62,970
Cor. week '82	210,871	989,962	898,151	996,839	3,000	134,750

The exports from the several seaboard ports for week ending June 2, 1883, are shown in the annexed statement:

Exports from—	Flour	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	39,164	373,842	392,183	957	156,390	678
Boston	33,111	43,739	172,753	.....	.....	.....
Portland	.....	.....	.....	.....	.....	.....
Montreal	4,164	234,155	186,713	.....	31,642	75,254
Philadel	6,893	.....	36,731	.....	.....	.....
Baltim're	1,770	130,292	233,076	160	.....	.....
N.Orl'ns	862	.....	143 188	.....	.....	.....
Total w'k	86,264	802,048	1,164,646	1,117	188,232	75,932
Same time 1882	80,091	494,574	238,443	26,819	14,430	154,771

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, June 2.	1882. Week, June 3.	1883. Week, June 2.	1882. Week, June 3.	1883. Week, June 2.	1882. Week, June 3.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. King.	57,753	45,209	515,613	354,833	867,535	189,967
Contin'nt	1,510	875	285,750	129,726	284,766	12,153
S.& C.Am	2,126	7,397	.....	.....	2,495	6,920
W. Indies	12,222	16,422	493	.....	3,140	29,403
Brit. Col's	12,054	10,098	162	15	3,484	.....
Oth.c'nt's	599	.....	.....	.....	3,226	.....
Total...	86,264	80,091	802,048	484,574	1,164,646	238,443

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to June 2.	1881-82. Sept. 1 to June 3.	1882-83. Sept. 1 to June 2.	1881-82. Sept. 1 to June 3.	1882-83. Sept. 1 to June 2.	1881-82. Sept. 1 to June 3.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	5,004,520	2,504,266	32,137,370	25,388,203	26,992,558	18,998,936
Continent	396,151	176,029	24,514,996	10,889,248	5,122,052	4,254,181
S. & C. Am	529,294	532,753	119,977	6,847	316,493	389,052
West Indies	697,686	522,847	64 847	35,279	315,005	537,416
Brit. Col'nies	465,708	413 828	15,768	60	85,969	123,540
Oth. countr's	34,536	27,402	227,406	242,934	122,533	76,786
Total.	7,127,895	4,177,127	57,080,364	36,561,571	32,954,610	24,379,911

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, June 2, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	3,738,073	447,116	683,050	1,489	126,035
Do. afloat (est.)	170,000	384,000	352,000	.....	73,000
Albany	28,000	7,000	17,000	.....	3,500
Buffalo	537,483	589,856	65,796	27,519	32,707
Chicago	5,839,867	3,229,328	483,877	37,160	776,266
Milwaukee	1,627,977	19,615	9,432	156,883	50,207
Duluth	949,103	.....	.....	.....	.....
Toledo	1,103,971	585,133	56,124	.....	13,938
Detroit	829,947	21,031	14,534	.....	.....
Oswego	83,000	85,000	1,000	81,000	131,773
St. Louis	693,604	1,771,777	72,793	13,463	49,901
Cincinnati	65,627	41,474	25,563	13,540	97,539
Boston	5,861	229,998	153,548	2,646	636
Toronto	330,489	500	1,000	69,817	19
Montreal	335,945	61,006	30,564	32,513	65,883
Philadelphia	425,707	237,160	198 255	.....	.....
Peoria	6,410	106,104	209,036	2,275	108,274
Indianapolis	217,900	109,300	40,800	.....	14,300
Kansas City	139,101	151,451	12,786	.....	25,048
Baltimore	1,019,691	474,224	.....	.....	.....
Down Mississippi	5,166	103,335	32,496	.....	.....
On rail	171,281	630,677	1,161,640	40,037	56,128
On lake	811,612	3,323,458	190,279	.....	.....
On canal	1,119,000	1,165,000	172,000	32,000	116,000
Tot. June 2, '83.	20,284,815	13,793,546	3,988,573	520,347	1,741,274
Tot. May 26, '83.	20,146,864	13,442,341	4,102,574	540,580	1,896,231
Tot. June 3, '82.	9,547,679	9,915,011	2,052,103	92,474	986,718
Tot. June 4, '81.	16,238,025	10,501,456	5,200,553	351,058	1287,506
Tot. June 5, '80.	19,580,257	16,407,730	2,911,805	436,558	301,486

THE DRY GOODS TRADE.

FRIDAY, P. M., June 8, 1883.

The situation in the dry goods trade has not undergone any material change the past week. Business continued very quiet in commission and jobbing circles, but not more so than is usually the case at this stage of the season, and a somewhat better feeling has prevailed in regard to the future, because of encouraging reports about the growing crops. Under the influence of warm weather, the retail trade has at length started up briskly, and jobbers have consequently experienced a slightly improved demand for small re-assortments through the medium of mail and telegraphic orders, but there were comparatively few buyers in the market; hence the volume of business done by jobbers was only moderate. The condition of the woolen goods market continues unsatisfactory, and another large offering will be made at auction next week, on which occasion 10,000 pieces ¾ and 6-4 cassimeres, etc., will be sold *without* reserve to the highest bidders.

DOMESTIC COTTON GOODS.—The exports of domestics for the week were 1,940 packages, including 1,504 to Great Britain, 161 to Chili, 74 to Hayti, &c. As a whole the market has been very quiet, but some fair-sized "round lots" of plain and colored cottons were taken by interior jobbers, who are making shipments by cheap water routes, and converters were rather more liberal in their operations. Prices of the best brown and bleached goods remain fairly steady, but colored cottons are unsettled; and so unprofitable has been the manufacture of these fabrics that several mills have been compelled to pass their usual semi-annual dividends. Print cloths have been dull, and quotations have receded to 3 5/16c. for 64x64s and 3 1-16c. for 56x60s, with more sellers than buyers at these figures. Prints and ginghams were lightly dealt in by package buyers, and the jobbing trade was only moderate.

DOMESTIC WOOLEN GOODS.—There was a slight tendency towards improvement in the demand for men's-wear woolens in the early part of the week, which was subsequently checked by the announcement of the coming auction sale referred to above. There was a fair movement in fancy cassimeres and worsteds on account of back orders, and a moderate amount of new business was done in the former fabrics, although buyers exhibited great caution in their operations. Overcoatings continued dull, and sales of cloakings were comparatively light. Kentucky jeans were quiet as a rule, but very fair transactions were reported in exceptional cases. Satinets have shown very little animation, but stocks are in pretty good shape, and prices are fairly steady. Many mills making men's-wear woolens have already curtailed production because of the unsatisfactory state of the market (mainly caused by over-production), and many others are expected to shut down for a time before the close of the present month. Flannels and blankets have met with rather more attention, but actual business has thus far been moderate.

FOREIGN DRY GOODS.—The general demand for foreign goods has been light and unimportant. Dress fabrics specially adapted for summer wear were taken in small lots to a fair amount, but silks and velvets were mostly quiet in first hands. Linens continued slow of sale, but specialties in white goods, as dotted Swisses, &c., met with fair sales, and Spanish laces were fairly active in some quarters.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending June 7, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.					
	Week Ending June 8, 1882.		Since Jan. 1, 1882.		Week Ending June 7, 1883.	Since Jan. 1, 1883.
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—		$		$		$
Wool	474	182,715	21,651	9,503,574	203	95,823
Cotton	643	240,944	38,893	12,710,088	575	169,173
Silk	717	423,598	24,164	10,711,324	221	128,743
Flax	470	146,270	39,659	7,701,914	4,810	164,022
Miscellaneous	704	93,678	58,023	4,523,084	209	24,051
Total	3,302	1,089,205	182,390	50,493,884	6,020	571,812
Manufactures of—						
Wool	141	61,277	6,994	2,913,651	284	107,022
Cotton	108	25,150	6,496	1,920,887	205	61,364
Silk	101	58,671	3,153	2,621,630	94	53,091
Flax	252	42,278	11,907	1,942,402	139	28,155
Miscellaneous	451	17,547	73,420	1,323,691	959	15,405
Total	1,059	202,923	101,872	10,731,251	1,581	265,050
Total on market	4,361	1,292,128	284,162	61,225,138	7,601	836,862
Ent'd forconsumpt.	3,302	1,089,205	182,290	50,493,884	6,020	571,812
Total at the port	4,135	1,349,639	269,836	61,372,021	10,753	790,761
	ENTERED FOR WAREHOUSE DURING SAME PERIOD.					
Manufactures of—						
Wool	224	98,188	7,997	3,240,514	143	52,503
Cotton	137	33,469	7,030	2,046,911	94	22,266
Silk	157	79,080	3,586	2,385,185	127	51,553
Flax	162	39,321	10,482	1,832,077	325	35,685
Miscellaneous	63	10,376	58,861	1,173,510	4,044	56,942
Total	743	260,434	87,546	10,878,197	4,733	218,949
Ent'd forconsumpt.	3,302	1,089,205	182,290	50,493,884	6,020	571,812
Total	4,045	1,349,639	269,836	61,372,081	10,753	790,761
	WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.					
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	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—		$		$		$

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Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$4,412,693 58
Premiums on Policies not marked off 1st January, 1882	1,516,844 85
Total Marine Premiums	$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90
Losses paid during the same period	$2,013,767 35
Returns of Premiums and Expenses	$823,304 50

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,974,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
Premium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

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Reserve for Unpaid Losses and Claims	317,598 01
Net Surplus	1,774,061 06
Cash Assets, January 1, 1883	$7,208,489 07

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ÆTNA
Insurance Company
OF HARTFORD.

Assets January 1, 1883	$9,054,610 58
Liabilities for unpaid losses and re-insurance fund	1,961,428 46
Capital	4,000,000 00
NET SURPLUS	$3,193,182 12

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VOL. 36. NEW YORK, JUNE 16, 1883. NO. 918.

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S. G. NELSON..... Cashier

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This bank has superior facilities for making collections on all accessible points in the United States, Canada and Europe. Liberal terms extended to accounts of bankers and merchants.

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Foreign Bankers.

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PAID-UP CAPITAL, £1,200,000.
UNDIVIDED PROFITS including Guarantee and Reserve Funds, £470,456.

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Solicit accounts and agencies of Banks, Railways, Corporations, firms and individuals, upon favorable terms; also orders for the purchase and sale of Bonds, Shares, &c., &c., on Commission on the Stock Exchange.

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COMMISSION MERCHANTS,
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(LIMITED).

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SAN FRANCISCO Office, 422 California, St.
NEW YORK Agents, J. & W. Seligman & Co.
BOSTON Correspond'ts, Massachusetts N. Bk.

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Paid-up Capital, - - - - 1,500,000
Reserve Fund, - - - - - - 350,000

Transact a general banking business. Issue Commercial credits and Bills of Exchange, available in all parts of the world. Collections and orders for Bonds, Stocks, etc., executed upon the most favorable terms.

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BANKING CORPORATION.

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RESERVE FUND..... 2,900,000

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The Corporation grant Drafts, issue Letters of Credit for use of Travelers, and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon Manila, Hong Kong, Foochow, Amoy, Ningpo, Shanghai, Hankow, Yokohama, Hiogo, San Francisco and London.

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Imperial Bank of Canada.

CAPITAL (paid up), - - - $1,300,000
RESERVE, - - - - - - - $460,000

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Dealers in Municipal, State and Railroad Bonds.

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GRAND RAPIDS, MICH., Feb. 24, 1883.

The First National Bank, of Grand Rapids, located at Grand Rapids, in the State of Michigan, is closing up its affairs, its corporate existence, having expired on February 24, 1883. All note holders and other creditors of said association are therefore hereby notified to present the notes and other claims against the association for payment.

HARVEY J. HOLLISTER, Cashier.

The Old National Bank

OF GRAND RAPIDS, MICH.

Capital Limit, - - - - - $1,500,000
Capital Paid in, - - - - 400,000

Referring to the foregoing the officers and directors of the OLD NATIONAL BANK OF GRAND RAPIDS, beg leave to announce that on Monday, February 26 inst., they will continue the business of banking in all its branches, at the same place of business, as successor of the First National Bank of Grand Rapids.

As substantially the same management will continue in the new organization, with equal capital (which will be speedily doubled) it is hoped the generous confidence and patronage so long bestowed upon its predecessor, will be continued to the present institution.

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H. J. HOLLISTER, Cashier.

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Grand Rapids & Ind Guar. Land Grant 1st 7s, 1899
Ohio & West Virginia (Hocking Valley) 1st, 7s, 1910
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Columbus Ohio 4s, due 1901.
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The Board of Directors have ordered a distribution to be made on July 2, 1883, to the shareholders of this company in the full paid stock (of $100 per share) of the Chicago St. Louis & New Orleans Railroad Company, in the proportion of 17 shares of the same to each 100 shares of Illinois Central Railroad stock, as registered at the close of business on June 15 next.

No fractions will be issued, nor will the right to the same be transferred.

Settlement for fractions will be made by payment therefor in cash at the rate of $80 per share for C. St. L. & N. O. RR. stock.

The Stock Transfer Books of the Illinois Central RR. Company will be closed from and after June 15 until the morning of July 5.

L. V. F. RANDOLPH,
New York, Feb. 21, 1883. Treasurer.

WESTERN UNION TELEGRAPH COMPANY, NEW YORK, June 13, 1883.

DIVIDEND No. 64.

The Board of Directors have declared a quarterly dividend of One and Three-fourths per cent upon the capital stock of this Company, from the net earnings of the three months ending June 30th inst., payable at the office of the Treasurer on and after the 16th day of July next, and on removal of legal restraint prohibiting such payment, to shareholders of record on the 30th day of June instant.

The transfer books will be closed in New York and in London at 3 o'clock on the afternoon of June 30th inst., and opened on the morning of the 17th of July next.

R. H. ROCHESTER, Treasurer.

ST. PAUL & NORTHERN PACIFIC RAILWAY COMPANY.—A semi-annual dividend of THREE PER CENT on the capital stock of this company will be paid at the banking house of Winslow, Lanier & Co., 26 Nassau Street, New York City, on and after July 14, to stockholders of record June 30, 1883.

The transfer books will be closed from June 30 to July 16, both inclusive.

By order of the Board,
GEO. S. JONES, Treasurer.

HOMESTAKE MINING COMPANY,

MILLS BUILDING, NEW YORK, June 12, 1883.

DIVIDEND NO. 58.

The regular Monthly Dividend of Forty Cents per share has been declared for May, payable at the office of the transfer agents, Lounsbery & Haggin, Mills Building, 15 Broad Street, on the 25th inst.

Transfer books close on the 20th inst.

LOUNSBERY & HAGGIN, Transfer Agents.

Financial.

City Bonds For Sale.

I am authorized by the City Council of the City of Stockton, California, to sell $365,000 of its coupon bonds, viz.:

195 bonds of $1,000 each, numbered consecutively from 1 to 195, bearing interest at 5 per cent per annum, and to run for 20 years from July 2, 1883. Principal and interest payable in gold coin. Interest payable semi-annually on January and July 1st of each year. The city reserves the right to pay 10 of said bonds each year, commencing with the lowest-numbered bonds. $195,000.

120 bonds of $1,000 each, numbered consecutively from 1 to 120, and conditions in every other respect the same as the foregoing bonds, except that the city reserves the right to pay 6 of said bonds each year, commencing with lowest-numbered bonds $120,000.

50 bonds of $1,000 each, numbered consecutively from 1 to 50, and conditions in every other respect the same as the foregoing bonds, except that the city reserves the right to pay 3 of said bonds each year commencing with the lowest-numbered bonds. $50,000.

Bids will be received for the above-described bonds in any sum of $1,000 and upwards, but no bid will be received below par, money to be placed in Stockton free of costs to the city.

The city reserves the right to reject any and all bids.

Bids can be made for any specific-numbered bond, and in this manner purchasers can select their investment to run for such time as they may desire.

Bids will be received up to June 25, 1883, and bonds awarded July 1, 1883. Parties whose bids are accepted will be notified at once and immediately thereupon they must deposit in the Stockton National Bank the value of the bonds bid for, whereupon their bonds will be forwarded to them by express or delivered to them or their agents properly authorized to receive them.

The total indebtedness of the city of Stockton is $380 000, and the present issue of bonds is to refund $365,000 of this old indebtedness at a lower rate of interest. Stockton has a population of 12,000, and assessed valuation of property of $6,000,000.

The city is at the head of navigation and the vast resources of the great San Joaquin Valley are tributary to it and insure in the future its present rapid growth and prosperity. Bids must be marked "Bid for City Bonds," and addressed to

R. W. TULLY, Mayor,
Stockton, California.

We have advanced the price of UNION PACIFIC RAILWAY COMPANY Trust Five Per Cent Gold Bonds, due 1907, Coupons June and December, to 94 1-2 and Interest, at which rate we offer a limited amount.

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THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 36. SATURDAY, JUNE 16, 1883. NO. 938.

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The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE *is published in New York every Saturday morning.*

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THE FINANCIAL SITUATION.

The general situation has shown no actual change the past week, and yet the very unfavorable report issued by the Agricultural Department respecting the acreage and condition of spring and winter wheat, has tended to check, in some degree, the more hopeful feeling which was developing in commercial circles. If it were not that the public, outside of interested speculative classes, refuses to accept that report as correctly foreshadowing the result, its influence would have been quite depressing. The average opinion among ordinary observers is, that with the exception of the lateness of the season (not necessarily a harmful condition) the weather this spring has in no particular been unfavorable to a healthy though slow development.

Of course, the plants that were winter-killed cannot recover under any conditions of weather. The Department in its May report puts the loss to winter wheat, in that and other ways, at 77 million bushels; and now, in its June report, further lowers the condition 8 points; so that, if we grant its May estimate is correct, the yield, according to the June outlook, will fall 100 millions below last year's production. Besides that, the Department takes a far less favorable view of spring wheat than was anticipated, putting the addition on account of increased acreage at only about 10 million bushels, which would leave the net loss to crop this year, according to this authority, at 90 million bushels. It is to be said that since June 1st, the date of the report, the weather has generally been hot and forcing; and further, that the newspapers in the Southwestern States, and in the spring wheat districts, and in California, and the reports coming in from along the lines of our Northwestern railroads, give a far more favorable exhibit, for their own sections, than the Agricultural Department figures indicate.

It is a little remarkable and perhaps suggestive, that this Government report has been followed by a decline in wheat, a rise in stocks and a report from Chicago of larger orders for currency from the wheat districts of the Northwest than have been received for some time back—the latter evidently for the purpose of marketing the remnant of the old crop, something that would not now be done, it would seem, if the new harvest in the aggregate held out so poor a promise. In the meantime, the weather in Great Britain and in most sections of the Continent continues almost perfect for the development of the wheat plant, and the deficiency which seemed probable there a few months or weeks back, is now turned into a hope of a fair to good crop almost everywhere, while the amount afloat for Europe has increased during the week 760,000 bushels, reaching on the 14th instant 21,640,000 bushels. With surroundings giving so little encouragement for holding the staple back, we are exporting wheat only in a very limited way, and our visible supply has again increased.

Foreign exchange, under such circumstances as these, and with the Bank of England rate still 4 per cent, cannot fail to rule strong. In fact, rates at which sight bills and cables are sold have been advanced this week a fraction in obedience to a demand slightly in excess of the supply. The special demand was reported to have come chiefly from bankers who were remitting for securities which had recently arrived from Europe. It would not be a surprise to see now at any time a shipment of gold made; such a movement, in the present condition of our trade balance, could be forced at any moment by the speculators in the stock market, and it would have been done before this had they not feared that the higher rates would lead to large sales of "futures," which in turn would depress the exchange market and make their venture work against themselves. It is not, however, thought at all likely, in view of the nearer approach of the period for large shipments of grain and cotton, that there can be any very considerable efflux of gold.

If the Bank of England rate should decline, the situation of the market for sterling would change very materially. For this reason it is a favorable indication that the proportion of reserve to liabilities has been increased 4 per cent this week. The Bank gained in bullion £569,000, of which £272,000 came from foreign sources and the remainder,

£297,000, from domestic sources. Since the 16th of May the Bank has gained £1,538,001, and the proportion of reserve to liabilities has increased during the same interval 7⅛ per cent, all being the result of the rise in the rate of interest to 4 per cent on the 9th of May. Nothing has saved this country from also contributing materially to the Bank's bullion except our very small imports. We publish in another column to-day the foreign trade of New York for the full month of May, which shows that our exports were in May nearly a million dollars less than in April, but that our imports were also half a million less, and were nearly 9 millions less than in May last year. From the present outlook the exports in June will aggregate even less than for May. There can be therefore no surprise at the continued sensitive condition of the exchange market.

The stock market has generally been active and higher this week. On Monday, however, there was a combination of unfavorable rumors and facts that bore hard on the operators for a rise and left at the close an unsettled feeling. First came the announcement, commented upon in another column, of an important change in the passenger service of the Michigan Central and Canada Southern roads. This it was argued was detrimental to the Grand Trunk and would lead to differences, disputes and a war. Next was the rumor of cutting of rates by the Delaware Lackawanna & Western, magnified by the speculators for a decline into large proportions and into a general freight disagreement and contest among the trunk-line roads, all to end in positive chaos. It was on this day likewise that the market first received the unfavorable crop report of the Agricultural Department. That of course was claimed as a very adverse influence affecting earnings during all of the coming year. Finally in the afternoon came the announcement of the suspension of a firm of brokers. This latter fact, the last straw as it were, seemed to unsettle the tone and prices somewhat, though the latter had previously withstood all the other adverse influences and rumors.

The supply of these adverse rumors and facts appears, however, to have been about exhausted on Monday. Since then the influences have generally borne a favorable character. Prominent among them were the increased earnings, especially of some of the South western roads, the opening of a transfer agency in London for Western Union, the probable admission of the Delaware Lackawanna & Western into the trunk line pool, thus averting the rumored freight war, the announcement of the extension of Erie to Chicago to be opened on the 17th inst., the acquisition of the Lehigh Valley by the Pennsylvania, and the favorable weather for the crops and good reports respecting them. These and other similar influences, aided by the oversold condition of many stocks, enabled the cliques to put up prices more or less daily. There is not much more evidence than last week of purchases by non-professionals, and yet commission houses report an improving inquiry for stocks.

The point referred to above in favor of Erie is an event of public interest. As is well known, that road formerly used the Lake Shore as an outlet to Chicago, and when ordered off the Lake Shore made arrangements with the Pittsburg Fort Wayne & Chicago. Now it will be independent of either. Of course that should strengthen its position. The new road runs from Chicago to Marion, Ohio, connects at the latter place with the New York Pennsylvania & Ohio (former Atlantic & Great Western), which takes it to Salamanca, New York, and there meets the Erie. There is probably nothing new in this to the reader, as he has been informed from time to time of the progress making, but the event, as stated, is interesting as marking the consummation of a long-cherished plan of the present managers of Erie. This project, however, is only one of many connections which have lately been perfected. Only a short time ago the New York Pennsylvania & Ohio, which gave evidences of kicking over the traces, was secured beyond peradventure by a lease; the Cincinnati Hamilton & Dayton was acquired in 1882; the coal traffic has been enlarged and extended till it is one of the heaviest sources of revenue to the company; and ere long the Erie will have an entrance into the large manufacturing city of Pittsburg. All these are evidences of progress. The company's statement of earnings for April, however, issued yesterday, is unfavorable, showing as it does a loss of over $200,000 in net earnings. Still, for the seven months of its fiscal year, the earnings are $93,805 ahead of the same period in 1881–2.

It is announced this week that the Indiana Bloomington & Western road has been reinstated in its privileges in the Trunk-Line pool. It will be remembered that some time ago one of its agents was reported as cutting rates, and consequently Commissioner Fink debarred the road for a certain time from enjoying the usual connections with the pool lines. That time having expired, it again resumes its full privileges. It is not believed that the road suffered much, if any, from the restrictions imposed upon it, but it is reassuring in the interests of peace and harmony to know that the difficulty has been settled. The Indiana Bloomington & Western, it should not be forgotten, is growing into quite an important system. It has recently been reported that the company's managers were anxious to secure the Cleveland Akron & Columbus, from Columbus to Hudson, Ohio, and though there may be little truth in the report there can be no doubt that the company's lines have undergone considerable development within the last few years. Originally possessing only a road from Indianapolis to Peoria, it leased the Cincinnati Sandusky & Cleveland, from Sandusky on Lake Erie to Springfield, and from thence to Columbus, Ohio; then acquired the Indianapolis Decatur & Springfield, from Indianapolis, Ind., to Decatur, Illinois, and last year built a connecting road of 140 miles between Springfield and Indianapolis. There is also talk of building an extension to St. Louis from Decatur, Ill. As it now exists, the road runs from Lake Erie (Sandusky) through Springfield and Indianapolis to Peoria, through the same points to Decatur, and also from Columbus to the same termini, while the ownership of the Ohio Southern in the Corbin interest virtually carries the road to within a short distance of the Ohio River near West Virginia.

The following, exhibiting relative prices of bonds and stocks in London and New York at the opening each day, will indicate that the foreign market is still closely following our own.

	June 11.		June 12.		June 13.		June 14.		June 15.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S.4s,c.	119·56	119⅞	119·80	119⅞	119·56	119⅞	119·56	119⅝	118·70‡	119¾
U.S.3½s.	102·91	103⅛	103·02	103⅜	103·02	103⅜	103·02	103⅜	103·02	103⅜
Erie.....	36·95	37⅛	36·90	37	37·11	37⅛	38·09	38⅛	38·52	38⅜
2d con.	96·43	96⅛	96·53	96	96·53	96	97·02	96⅝	97·51	96⅝
Ill. Cent.	145·87	145⅝	145·28	145¼	145·53	145⅜	147·00	148	134·01§	147⅝
N. Y. C.	123·84	124⅛	123·48	123⅝	123·48	123⅛	124·46	124⅞	122·74‡	124⅝
Readin.	29·49‡	50⅛	30·38‡	50¼	29·52‡	50	30·35	50⅛	30·13‡	50⅜
Ont.W'n	27·16	27¼	26·95	27	27·07	27	27·44	27⅛	27·80	28¼
St. Paul.	104·26	104⅝	1 4 87	104⅜	103·88	103⅝	105 10	105¼	106·32	106
Exch'ge cable.	4·80½		4·90		4·90		4·90		4·90	

* Expressed in their New York equivalent.
† Reading on basis of $50, par value. ‡ Ex dividend.
§ Ex dividend and leased line stock.

Money remains easy, notwithstanding the advance in the stock market. Advices from Chicago reported larger

country orders for currency than had been received for a month, the inquiry coming from the wheat districts of the Northwest and the corn and cattle sections of Iowa. This shows a pretty active employment for money at that centre, and that may serve to check any further movement of funds hither. The New York Clearing-House banks, according to returns collected by us, have received from and shipped to the interior gold and currency as follows the past week.

Week Ending June 15, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency	$2,001,000	$ 411,000	Gain. $1,670,000
Gold	18,000	4,000	Gain. 14,000
Total gold and legal tenders	$2,019,000	$345,000	Gain $1,674,000

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement our City banks have lost $1,555,494 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total gain to the New York Clearing-House banks of gold and currency for the week covered by the bank statement to be issued to-day.

Week Ending June 15, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	$2,019,000	$345,000	Gain. $1,674,000
Sub-Treasury operations, net	.....	1,555,494	Loss. 1,555,494
Total gold and legal tenders	$2,019,000	$1,900,494	Gain. $118,506

The Bank of England, as already stated, reports a gain of £569,000 bullion for the week, of which £272,000 came from foreign—probably from the Continent—and the balance from domestic sources. A further gain of £27,000 was reported on balance on Thursday and Friday. The Bank of France reports a decrease of 3,400,000 francs gold and of 675,000 francs silver for the week, and the Bank of Germany since the last return shows a loss of 1,036,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	June 14, 1883.		June 15, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England	21,395,811	.....	23,640,700	.....
Bank of France	40,266,233	41,951,575	37,900,296	46,306,225
Bank of Germany	8,041,125	24,123,375	7,393,500	22,180,500
Total this week	69,703,169	66,074,950	68,934,496	68,486,725
Total previous week	69,283,391	66,140,802	68,269,618	68,378,009

The Assay Office paid out $84,644 through the Sub-Treasury for domestic bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
June 8...	$250,479 74	$16,000	$16,000	$136,000	$53,000
" 9...	271,945 11	9,000	23,000	172,000	67,000
" 11...	536,471 57	15,000	24,000	428,000	70,000
" 12...	555,346 73	17,000	41,000	417,000	79,000
" 13...	548,389 64	20,000	52,000	299,000	177,000
" 14...	407,173 95	15,000	26,000	285,000	81,000
Total.	$2,569,806 74	$122,000	$182,000	1,737,000	$527,000

MICHIGAN CENTRAL & THE GRAND TRUNK.

There appears to be some misconception as to the meaning of the announcement that the Michigan Central has withdrawn its through passenger service from the Great Western of Canada and will hereafter give it exclusively to the Canada Southern. The prevailing inclination seems to be to regard it as something entirely unlooked for and uncalled for, and consistent only with the idea of an intention on the part of the Vanderbilt people to force an open rupture with the Canadian roads. As we understand the facts, they do not appear to favor any such conclusions.

In the first place, it should be remembered that the present event is only the natural outgrowth of certain antecedent events, which have been publicly proclaimed to the world, and further that if either party to the controversy is to be charged with aggressiveness, our neighbors on the north, rather than our own people, must be regarded as the the aggressors. An alliance between the Canada Southern and the Michigan Central became an absolute necessity, when, last year, the Grand Trunk and the Great Western determined upon amalgamation. Consolidation, as nearly as may be, was the only course open to either the Canada Southern or the Michigan Central after that, in order to best protect their mutual interests, for with the Grand Trunk having a line all the way from Chicago to Buffalo, what could the Michigan Central do as a competitor if cut off at the Canadian border, or what could the Canada Southern do as such if cut off at the United States border. Single and alone these two roads were weak and defenseless; united they occupy a position as strong as that of their opponent. Thus when the Grand Trunk virtually deprived the Great Western of its independence by making it a part of its own system, it forced upon the American-owned lines the policy which was subsequently pursued—namely, consolidation; and with that consolidation and the formation of a through line from Buffalo to Chicago under one management, the use of the Canada Southern end alone (instead of it and the Great Western of Canada as formerly), followed as a matter of course.

But it may be claimed that the Canada Southern and the Michigan Central have for a long time been under substantially the same ownership, and yet the parties in control never gave the former the whole of the Michigan Central's traffic. Why, then, should the change be made now? There were evident reasons for the former policy, and there seem to be good reasons also for the change. It is just about five years since the Vanderbilts obtained possession of the two roads. Both were acquired simultaneously. In fact, the acquisition of one made the acquisition of the other a necessity, for even at that time the amalgamation of the Great Western and the Grand Trunk was among the possibilities, and with either the Michigan Central or the Canada Southern in adverse hands the other would have been of comparatively little use. Yet, when Mr. Vanderbilt did secure both roads, he did not deprive the Great Western of its proportion of the Michigan Central through traffic. There was talk, indeed, even then of building the Essex Cut-Off (the same that has now been built) and giving the Canada Southern the whole of the traffic; but if there really was any intention of adopting that policy it must have been soon abandoned, for only a little time afterwards we hear of the appointment of Mr. Thomas A. Scott as arbitrator, to decide what percentage of the through business between Detroit and Buffalo was to go to the Canada Southern and what to the Great Western, and his decision that the former should have 40 per cent and the latter 60 per cent on passenger business and 45 and 55 per cent respectively on freight business. Some dissatisfaction was expressed at this decision by the Canada Southern people, but it was accepted, and we believe the percentages have never since been changed. With the Michigan Central delivering *all* its traffic to the Canada Southern, instead of dividing it with the Great Western, the Canada Southern's percentage of this pool business between Detroit and Buffalo would no doubt have been much larger, and the question recurs, why did Mr. Vanderbilt content himself with such a small portion of the business for his road.

In answer, it should be remembered that to have made the Canada Southern equal to doing the whole of the business would have required the outlay of large sums of money. In the first place the Essex Cut-Off would have had to be built, otherwise the only way of reaching Detroit was by way of the exceedingly roundabout route via Slocum Junction, Trenton and Wyandotte. But, besides that, the road had not the necessary motive power or equipment, nor the tracks, nor the terminal facilities, nor other accommodations necessary. What the cost of these would be is seen in the late authorization of a second mortgage for 6 million dollars for precisely these purposes. Of course this money might have been raised at that time instead of at this, but evidently it was deemed inexpedient in view of the benefits resulting from friendly relations with the Great Western. The Great Western had long been a thorn in the side of the Grand Trunk, while the latter was anything but a friendly rival of the Vanderbilt lines east. If the Grand Trunk chose it could cut rates on competitive business to the seaboard, and the Vanderbilt and other United States lines were powerless to do anything except retaliate. This course on its part was comparatively safe, therefore; for as it lay in Canada, it could not be attacked there; and, furthermore, its route being circuitous, unless it did offer some inducement in the way of rates it was not likely to gain any of the business. With the Great Western operating against it, however, the case was different. That road could and did compete for the Grand Trunk's *local* traffic. The two systems intersected and crossed each other at various points, and the rivalry between them was sharp and active. No doubt Mr. Vanderbilt saw that the road might be made a powerful weapon in his own hands against the old foe, and concluded to use it to that end, the Canada Southern not being available for the purpose, since its business was mainly through traffic, and it could offer but little opposition to the Grand Trunk on local traffic. Thus being a natural rival of the Grand Trunk, Mr. Vanderbilt had but to continue to give the Great Western its old percentage of the through business to enlist the road on his side; and if the Grand Trunk thereafter sought to cut on that business, the Great Western had it within its power to make havoc on the local business. Here, then, was a lever that could be used with considerable force against the Grand Trunk.

Now all this is changed. The Grand Trunk and the Great Western are no longer rivals—they have united their destinies and formed one system. Mr. Vanderbilt no longer has any interest in giving the Great Western a portion of the traffic. In fact, by doing so he would be strengthening a powerful rival, while gaining nothing in return. It is the veriest bosh to talk of the Grand Trunk's taking umbrage at his proposal to keep the business on his own lines exclusively. The gentlemen controlling the Grand Trunk system did not go into the consolidation scheme with the Great Western blindly. They carefully weighed all the advantages and all the disadvantages resulting from such an arrangement, and having decided in its favor are prepared to stand by the consequences. One of these consequences they probably distinctly foresaw would be the loss by the Great Western of the Michigan Central's through traffic, or at least a great part of it. No doubt they concluded that the gain on local business, arising from harmonious arrangements with the Great Western, would more than offset the loss on through business. And this view would seem to be confirmed by the announcement, made on the authority of the General Manager of the Grand Trunk and telegraphed here day before yesterday, that the relations of the Grand Trunk and the New York Central were perfectly satisfactory, and that there was no disturbance and no cause for any.

Consequently, we do not credit the reports of dissatisfaction on the part of the Grand Trunk with the action of the Michigan Central. Even if there were not all the reasons cited above against the probability of such rumors, there would seem reason to doubt them from the fact that that they come at a rather late day. The Essex Cut Off has been completed for some time, and this was built for the express purpose of binding the Michigan Central and Canada Southern more closely together. Then the merger of the two roads has also been an established fact for months. Further, the consolidation agreement has been public quite a while, and the terms of this provide not only for the issue of six million dollars bonds, the better to equip and provide the road with the needed facilities, but also that the Michigan Central shall "as far as practicable, "and as is to the interest of both parties, send over the "roads and branches of the Canada Company all railway "traffic, the route or direction of which it can control, and "which is destined for points which can be reached by the "roads of the Canada Company and its connections." Finally, the change now has reference only to passenger traffic. The freight traffic, which is of course of much greater consequence, has not been shared with the Great Western any time this year, we understand.

Nor do we believe that the Grand Trunk Company—whether it feels dissatisfied or not with Mr. Vanderbilt's new arrangement—will undertake to inaugurate another railroad war. English directors are more amenable to the interests of their stockholders than American directors, and Englishmen have lost too much money through American railroad wars to lend encouragement to any heedless action looking to that end. To be sure, Mr. Vanderbilt is reported to have said this week that the Grand Trunk always cuts rates, but allowance must be made for the fact that whenever in the hands of an interviewer, Mr. Vanderbilt appears to delight in mildly caustic flings at his antagonists. Besides, another reason for disbelieving in a railroad war at the moment is the fact that the Lackawanna is stated to have agreed to report its traffic figures to the Pool Commissioner, notwithstanding that it is not yet a member of the pool; and also to maintain rates. The Grand Trunk, too, is not a member of the pool, we believe, but is understood to have assented to the last pool agreement, and bound itself to maintain the pool tariff. With the Lackawanna underbidding the other lines and using the Grand Trunk as a Western outlet, the latter might perhaps unwittingly be drawn into a conflict. With the Lackawanna disposed to maintain rates, that danger at least is averted.

EGYPT—THE DAIRA AND DOMAIN LANDS.

Among the many points of interest connected with the work of reconstruction in Egypt, one of the latest revealed and certainly not the least important, is the proposal to sell the lands which formerly belonged to Ismail Pasha. Interest attaches to these lands from their vast bulk, from the manner in which some of them were acquired, and from the relations which they have sustained to all outside interference before, during and since the war.

When Ismail Pasha ascended the throne he was the owner of 15,000 acres of land—or a little more—most of which he had inherited from his father. With his advent to power he, of course, came into possession of the property of the Daira, the lands connected with the office

of Viceroy. It had been the custom of all previous occupants of the vice-regal chair to identify their personal interests with those of the State. Ismail took a different course. His increased power and wealth he used for the purpose of building up an immense private fortune for himself and family. The Daira estates he could neither increase nor diminish; but at the end of fifteen years, by means legitimate and by means illegitimate, the 15,000 acres of private property had swelled to 950,000 acres. There were some fifty-one separate estates, ranging in size from 1,000 to 100,000 acres. These different estates were for the most part in the lower country where the land is most valuable, and were connected by 200 miles of railroad. There were eleven principal stations, at each of which was built a factory, costing from $750,000 to $1,000,000. According to a reasonably fair calculation, the material imported for railroad purposes must have cost at least one million sterling, and the railroads and factories included must have exceeded in cost the sum of three millions sterling. These eleven principal stations, with their sugar factories and their connecting railroad system, represent only about one-fourth of the land formerly owned by Ismail Pasha. There were some six or seven more sugar estates, and there were numerous cotton estates in the Delta.

The Daira estates and the acquired property were managed separately. The latter had been distributed for the most part as they were acquired among the members of the Khedivial family; and as they represented different interests there had grown up in connection with them a number of minor Dairas or public offices. Latterly, however, for the sake of greater convenience, these minor offices were amalgamated under the title of the Domains. Over the Daira lands the Khedive had complete control, although he could not alienate them; and at an early stage he had raised loans upon them, the liabilities amounting, on the eve of the first crash which commanded outside interference, to over eight millions sterling. This debt was at first amalgamated with that of the State; but by the Goschen-Joubert arrangement it was made a separate debt with a special mortgage; and by special stipulation the estates of the Daira were put under the management of two foreign controllers—an Englishman and a Frenchman. It was different with the Domains. Not being directly connected with the treasury, and being held by various members of the Khedivial family, they were not directly or immediately affected by the financial embarrassments. In 1878, however, this exceptional situation ceased to exist. The crisis had led to the famous Commission of Inquiry. Ismail was called upon to make a complete and unqualified surrender of all the properties of the Khedivial family. He willingly enough surrendered the mortgaged lands of the Daira, and some 300,000 acres of the Domains; but he refused to make a complete surrender, and it was only under fear of deposition that he yielded. The whole of the lands in 1880, when Ismail had given place to his son Tewfik, were in the hands of creditors and under the management of two foreign controllers.

It was naturally enough expected that the lands, under the new management, would be remunerative. They were about the best in Egypt; and it was calculated that if they yielded even half of the average revenue there would be sufficient to pay the interest and to leave a balance for the two sinking funds. Experience, however, has not justified the expectation. The administration of the Domains met its obligations for the first fourteen months of its existence (October 1, 1878, to December 31, 1879). Since then it has fallen short. It was expected to pay in all, including the land revenue, the interest on the loan, and a fixed sum for the sinking fund, £717,500. For the last three years the amount has only reached £480,000; so that the annual average deficit has been about £237,000. The Daira has had better luck, mainly, perhaps, because it had a more favorable start, but this year the deficit will be heavy. It is unnecessary here to inquire into the cause or causes of failure. It is generally admitted that the principal causes are two fold—ignorance of the science of farming on the part of the controllers or administrators, and irresponsibility on the part of the actual managers of the estates. It is also generally admitted that to be made to pay the farms must be greatly reduced in size. At present they average from 20,000 to 40,000 acres.

With regard to the Domain lands, there are two proposals. One is to reduce the farms, let them to the neighboring landlords or to the peasants, or to any persons who will give competent security. The other is to sell and liquidate at once. Experiments have been successfully made on the former plan; but the second finds most favor. The difficulty seems to point to the scarcity of probable buyers. One banker, however, has promised to find purchasers, on condition that all sales whether negotiated by him or not shall yield to him a commission of 2 per cent; and a local bank, the Credit Foncier, has undertaken to advance, when desired, 60 per cent of the purchase money, on the security of the property, and at the rate of 1 per cent above the rate at which it can procure money in Europe. If this plan should succeed with the Domains, it will be resorted to in the case of the property of the Daira. Carried out the plan would extinguish the debt on both the Domains and the Daira; but it would leave the foreign debt as it is. It seems to be doubtful whether native capital will be able to provide the 40 per cent necessary to make up the price of the lands. The experiment will be watched with interest, as it promises to be an important step towards the liberation of Egypt from her burdens, and giving her a chance to live. The subdivision and redistribution of the estates ought to be a great good in itself.

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—June 2			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12·41¼ @12·51¼	June 2	Short.	12·11
Amsterdam	Short.	12·2 @12·3	.....	....	.....
Rotterdam	3 mos.	12·1⅜ @12·5¼	June 2	Short.	12·11
Antwerp	"	25·50 @25·55	June 2	"	25·31½
Hamburg	"	20·68 @20·72	June 2	"	25·50
Berlin	"	20·68 @20·72	June 2	"	25·50
Frankfort	"	20·68 @20·72	June 2	"	25·50
Copenhagen	"	18·14 @18·48	.....	....	.....
St. Petersb'g	"	23½ @23⅝	.....	....	.....
Paris	Short.	25·25 @25·30	June 2	Checks	25·28½
Paris	3 mos.	25·45 @25·50	June 2	3 mos.	25·30
Marseilles	"	25·45 @25·50	June 2	"	25·30
Vienna	"	12·13⅜ @12·16¼	June 2	Short.	12·00
Trieste	"	12·13⅜ @12·16¼	June 2	Short.	12·00
Madrid	"	46 3/16 @46 1/16	June 2	Short.	.....
Genoa	"	25·52½ @25·57½	June 2	Short.	25·25
Lisbon	"	51 15/16 @51 13/16	.....	....	.....
Alexandria	....	.....	May 31	3 mos.	97·60
New York	....	.....	June 2	Short.	4·84½
Bombay	60 d'ys	1s. 7 15/16d.	June 2	tel. trsf.	1s. 7½d.
Calcutta	....	1s 7 15/16d.	June 2	tel. trsf.	1s. 7½d.
Hong Kong	....	.....	June 2	4 mos.	3s. 7·8d.
Shanghai	....	.....	June 2	"	5s. 0½d.

[From our own correspondent.]

LONDON, Saturday, June 2, 1883.

Aided greatly by brilliant weather and by a growing ease in the money market, the difficulties of the week just concluded have been arranged, and only one small failure on the Stock Exchange has taken place. It is understood that some opportune assistance was rendered to those firms which were in temporary need of it. It cannot be said, however, that the Stock

markets have been in any degree active. On the contrary, considering how fine is the weather and how free the money market seems to be from disturbance, the business is surprisingly quiet. Of course, this shows that there is no such complete restoration of confidence as induces the general public to take an active part in Stock Exchange business. It would not, however, be correct to attribute this disinclination entirely to a want of confidence. The return given below shows that the commitments to new undertakings this year have been very heavy, and that large payments have to be made. The public's capital cannot be in two places at the same time, and for some months past new undertakings and loans have been more tempting than the older classes of securities. Some loans have been advertised this week, but two of them have for their object the redemption of older securities yielding a higher rate of interest. This is satisfactory to the shareholders interested in them, as it clearly indicates that some who borrow can come into the market with improved credit.

The Bank of England return does not show any material increase of relative strength, the proportion of reserve to liabilities having risen from 35·11 per cent to 35·26 per cent. At this period last year it was 40·75 per cent. The principal feature in the return is an increase of £366,917 in the supply of bullion, due chiefly to the reflux of gold coin from Scotland. The total is now £20,497,811, against £23,154,704 last year. The reserve shows an increase of £319,112, it being £10,732,771 against £12,573,824 in 1882.

A prominent feature in the money market during the week has been a demand for short loans, caused chiefly by the two settlements on the Stock Exchange—viz, in shares and foreign stocks on Monday, Tuesday and Wednesday and in consols yesterday. As much as 4 per cent has been paid, but now that the settlements have been completed the market has become easier, and the quotation has receded to 3½ per cent. The discount market has exhibited no special feature. The supply of mercantile paper remains about the same in quantity and amount.

London	Bank Rate.	Open Market Rates. Bank Bills. Three Months	Bank Bills. Four Months	Bank Bills. Six Months	Trade Bills. Three Months	Trade Bills. Four Months	Trade Bills. Six Months	Interest Allowed for Deposits by Joint Stock Banks.	Disc't H'ses. At Call.	Disc't H'ses. 7 to 14 Days.
Apr. 27	3	2⅞@3	2⅞@3	2⅞@3	3 @3¼	3 @3¼	3 @3¼	2	2	2¼
May 4	3	3 @ —	3⅛@ —	3⅛@3⅜	3¼@3½	3¼@3½	3¼@3½	2	2	2¼
" 11	4	3⅞@ —	3⅞@4	4 @4½	4 @4½	4¼@4½	4½@5	3	3	3¼-3½
" 18	4	3⅝@3¾	3⅝@3¾	3¾@3¾	4 @4½	4¼@4½	4¼@4¾	3	3	3¾-3½
" 25	4	3½@ —	3⅝@ —	3⅝@3¾	3¾@4¼	4 @4½	4 @4½	3	3	3¾-3½
June 1	4	3¼@3½	3½@ —	3½@3⅝	3¾@4¼	4 @4½	4 @4½	3	3	3¼-3½

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
	£	£	£	£
Circulation	25,515,040	26,330,880	26,761,795	27,051,150
Public deposits	7,356,165	5,741,023	7,056,216	8,288,676
Other deposits	22,917,638	22,468,401	26,350,070	25,250,309
Governm't securities	13,834,979	13,474,213	15,876,151	15,694,812
Other securities	23,509,757	22,468,401	19,184,775	20,082,527
Res've of notes & coin	10,732,771	12,573,824	14,908,140	15,648,376
Coin and bullion in both departments	20,497,811	23,154,704	25,919,935	26,473,350
Proportion of reserve to liabilities	35·26	40¾	45¾	46¼
Bank rate	4p. c.	3 p. c.	2½ p. c.	3 p. c.
Consols	102	100⅜	102⅛	98⅛
Eng. wheat, av. price	43s. 7d.	48s. 1d.	41s. 1d.	44s. 11d.
Mid. Upland cotton	5⅞ d.	6 9/16d.	5 13/16d.	6 11/16d.
No. 40 Mule twist	10d.	10¼d.	9⅞ d.	11¾d.
Clear'g-house return	128,039,000	126,100,000	169,541,000	126,939,000

The Bank rates of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows. It will be noticed that in Hamburg Amsterdam, Brussels and Madrid the open market rates are lower. At Paris the monthly settlement has commenced, and has been attended with an upward movement in the open market.

Rates of Interest at	May 31. Bank Rate.	May 31. Open Market	May 24. Bank Rate.	May 24. Open Market	May 17. Bank Rate.	May 17. Open Market	May 10. Bank Rate.	May 10. Open Market
Paris	3	2⅜	3	2¼	3	2⅛	3	2⅛
Berlin	4	2¾	4	2⅝	4	2⅞	4	2⅜
Frankfort	—	2¾	—	2¾	—	2¾	—	2⅞
Hamburg	—	2⅜	—	2¾	—	2⅜	—	2¾
Amsterdam	4	3⅛	4	3¼	4	3¼	4	3⅜
Brussels	3½	3	3½	3½	3½	3½	3½	3½
Madrid	5	4½	5	4¾	5	4¾	4½	4¼
Vienna	4	3½	4	3½	4	3½	4	3¾
St. Petersburg	6	5½	6	5½	6	5½	6	5¼

In reference to the state of the bullion market during the week, Messrs. Pixley & Abell observe:

Gold—Although there have been some small orders for the East, the demand has not been sufficiently active to absorb all the arrivals, and the Bank has therefore received since our last £151,000, which has come to hand from Australia and the Continent; 83,000 sovereigns, also from Australia, have been sent in. We have received since our last £66,000 from Central America, £3,500 from Brazil, £38,700 from West Indies, £125,120 from Australia. Total, £233,320. The Peshawur takes £22,000 to Bombay.

Silver—The market keeps steady, the fluctuation having been only 1-16d. per oz. The arrivals have been unimportant. The amount brought by the West India steamers has been sold at 50⅛d. per oz. standard. We have received from New York £53,520; from West Indies, £19,800; Brazils, £3,700; total, £117,020. The P. & O. steamer takes £15,000 to Bombay.

Mexican Dollars—The arrivals of the week have been about £74,300, chiefly by the West India steamers Solent and Don; they are not yet disposed of. The price has been unchanged at 49d. per oz., but the market is very quiet.

The quotations for bullion are reported as below:

	Price of Gold. May 31. s.	d.	May 24. s.	d.		Price of Silver. May 31. d.	May 24. d.
Bar gold, fine....oz.	77	9	77	9	Bar silver, fine..oz.	50⅛	50⅛
Bar gold, containing 20 dwts. silver..oz.	77	10½	77	10½	Bar silver, containing 5 grs. gold.oz.	50⅛	50⅛
Span. doubloons.oz.	73	10	73	10	Cake silver.....oz.	54⅛	54⅛
S.Am.doubloons.oz.	73	8½	73	8½	Mexican dols...oz	49	49
U. S. gold coin...oz.	76	3½	76	3½	Chilian dollars..oz.	.....	.....
Ger. gold coin...oz.	.....		.....				

The London & Westminster Bank announces that it is authorized to receive subscriptions for the unsubscribed capital of the Wellington & Manawater Railway Co., limited, of New Zealand. The entire nominal capital is £500,000 in £5 shares, and £400,000 in 5 per cent mortgage debentures, making £900,000. The amount now offered is £199,080 in 39,816 shares.

Messrs. C. J. Hambro & Son invite applications to a new Swedish 4 per cent loan for £1,100,000, at the price of £98 10s. per £100 stock. Applications will also be entertained in Paris and Hamburg. The loan is part of the third issue of £2,200,000 authorized by the Swedish Government on the 18th of March, 1880. This loan will not augment the Swedish debt, as the proceeds are to be applied to the redemption of 5 per cent bonds of the loan of 1868, amounting to £1,093,690. The bonds will be drawn and paid off at par within 50 years from 1880.

The Texas Land & Mortgage Co., limited, whose total capital is to be £500,000, invite subscriptions to one half of that amount in £10 shares. The usual business of a land and mortgage company will be transacted.

After last Saturday's rain—which, however, only extended to the eastern and southeastern districts—the weather has been brilliant, and vegetation has been making rapid and healthy progress. At the present rate the harvest will not be so much in arrear, but the season is still late. The prospects for the crops is more satisfactory than it has been for some seasons past. The yield of fruit is expected to be large and of good quality. Hops promise well, and, owing to the high prices which have been current during the season, it is understood that a larger area of land is under cultivation. This will not, however, add to this year's production, but will augment the supply in future years. The wheat plant is now looking strong and healthy, and there is prospect of a fair yield of good quality. Other cereals, as well as beans and peas, promise well; but for these later-sown crops some showers of rain would be beneficial.

Fine weather and ample supplies from abroad have caused the wheat trade to rule extremely quiet, but there has been no material change in prices. English wheat is reaching market in good condition, and as the quality is very satisfactory, a steady consumptive sale is experienced for it. There is no speculation in the trade, and as long as the weather remains fine, there is no reason for expecting any change from the present condition of things.

The large imports of wheat—and especially of flour—during the current season, and the augmented deliveries of home-grown produce without any corresponding increase in the stocks, have, for some time past, been an enigma which has not yet been very satisfactorily solved. It will be seen by the usual returns that the quantity of wheat and flour derived from home and foreign sources during the first 39 weeks of the season has amounted to 97,667,874 cwt., which compares with 80,063,690 cwt. in the corresponding period of last season. The increase is, therefore, 17,690,000 cwt. But the stocks of foreign produce at the outports have not increased in a corresponding ratio, and the trade is, therefore, driven to the conclusion that the consumption of bread has been materially augmented. There are reasons for believing that this is the case. Many articles of consumption have been high in price for some months past, and the working classes have, in many cases, been compelled to fall back upon bread in order to subsist.

The following quantities of wheat, flour and Indian corn are estimated to be afloat to the United Kingdom at the present time compared with previous years:

	At present.	Last week.	1882.	1881.
Wheat.....qrs.	2,115,000	2,176,000	2,144,000	1,956,000
Flour	225,000	210,000	246,000	145,000
Indian corn.....	435,500	215,500	290,000	508,000

A friend who has ridden through some of the principal agricultural districts gives me the following memorandum: Wheat, oats and hops looking remarkably well; barley, beans and peas patchy; require rain.

The following figures show the extent of the imports of cereal produce into the United Kingdom during the first thirty-nine weeks of the season, compared with the corresponding period in the three previous years:

IMPORTS.

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....cwt.	48,749,689	44,346,603	43,048,179	44,789,637
Barley	13,000,276	10,708,968	9,620,481	11,507,217
Oats.....	10,926,268	10,862,103	6,956,292	10,236,106
Peas.....	1,664,484	1,440,252	1,700,894	1,590,664
Beans.....	2,044,149	1,352,577	1,843,598	2,011,557
Indian corn.....	15,458,124	16,420,855	25,752,532	21,976,253
Flour.....	13,182,385	7,085,587	9,928,568	7,805,445

SUPPLIES OF WHEAT AVAILABLE FOR CONSUMPTION—39 WEEKS.

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat.cwt.	48,749,689	44,346,603	43,048,179	44,789,637
Imports of flour.....	13,182,385	7,085,587	9,928,568	7,805,445
Sales of home-grown produce.....	35,735,800	28,631,500	24,393,550	19,263,500
Total.....	97,667,874	80,063,690	77,370,297	71,858,582
Av'ge price of English wheat for season..qrs.	41s. 6d.	46s. 6d.	43s. 0d.	46s. 7d.
Visible supply of wheat in the U. S.... bush.	20,500,000	9,900,000	16,600,000	19,600,000
Supply of wheat & flour afloat to U.K....qrs.	2,386,000	2,463,000	2,209,000	.....

The sales of home-grown wheat, barley and oats in the 150 principal markets of England and Wales during the first thirty-nine weeks of the season, together with the average prices realized, are shown in the following statement:

SALES.

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....qrs.	2,059,762	1,651,816	1,407,320	1,111,354
Barley.....	1,939,724	1,627,530	1,176,775	1,375,905
Oats.....	256,409	208,709	159,043	142,018

AVERAGE PRICES FOR THE SEASON (per qr.).

	1882-3.	1881-2.	1880-1.	1879-80.
	s. d.	s. d.	s. d.	s. d.
Wheat.....	41 6	46 6	43 0	46 7
Barley.....	33 7	32 2	32 10	36 0
Oats.....	21 2	21 2	24 1	22 7

Converting the supplies of wheat into cwts., the totals for the Kingdom for the season are as follows: 1882-83, 35,735,800 cwt.; 1881-82, 28,631,400 cwt.; 1880-81, 24,393,550 cwt.; 1879-80, 19,263,500.

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending June 15:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	50 1/16	50 1/16	50 1/16	50 1/8	50 1/8	50 3/16
Consols for money.....	100 1/4	100 1/4	100 7/16	100 3/8	100 9/16	100 9/16
Consols for account.....	100 3/8	100 1/2	100 11/16	100 3/8	100 13/16	100 13/16
Fr'ch rentes (in Paris) fr.	79·10	79·27½	79·15	79·32½	79·47½	79 65
U. S. 5s ext'n'd into 3½s	105¼	105⅛	105⅛	105⅛	105⅛	105⅛
U. S. 4½s of 1891.....	115	115	115	115	115	115
U. S. 4s of 1907.....	122¼	122⅛	122	122	122	122
Chic. Mil. & St. Paul	106½	106½	106½	106¾	107⅜	108¼
Erie, common stock.....	37	37¼	37¼	38⅜	38⅞	39⅜
Illinois Central.....	148¼	148½	148¼	148½	150¾	136¾
N. Y. Ontario & West'n.	27⅜	27⅝	27½	27⅝	28⅛	28¾
Pennsylvania.....	60⅛	60⅜	60¾	60⅜	61¼	61¾
Philadelphia & Reading.	29⅜	30⅛	30¼	30¼	31	31¼
New York Central.....	126¼	126½	126¼	126¼	127¼	x127¼

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State)..100 lb.	12 0	12 0	12 0	12 0	12 0	12 0
Wheat, No. 1, wh. "	8 8	8 8	8 8	8 8	8 8	8 8
Spring, No. 2, n. "	9 0	9 0	9 0	9 0	9 0	9 0
Winter, West., n "	9 0	9 0	9 0	9 0	8 11½	8 11½
Cal., No. 1 ..... "	9 3	9 3	9 3	9 3	9 3	9 3
Cal., No. 2..... "	8 11	8 11	8 11	8 11	8 11	8 11
Corn, mix., West. "	5 5	5 5	5 5	5 5	5 4	5 3½
Pork, West. mess..₰ bbl.	84 0	84 0	84 0	83 0	83 0	83 0
Bacon, long clear, new..	52 0	51 6	50 6	50 0	50 0	50 0
Beef, pr. mess, new, ₰tc.	87 0	87 0	87 0	87 0	86 0	86 0
Lard, prime West. ₰ cwt.	57 6	57 6	57 6	57 6	57 6	57 6
Cheese, Am. finest.....	62 0	62 0	62 0	61 0	61 0	61 0

x Ex scrip dividend.

Commercial and Miscellaneous News

FOREIGN TRADE OF NEW YORK—MONTHLY STATEMENT.—In addition to the foregoing tables, made up from weekly returns, we give the following figures for the full months, also issued by our New York Custom House. The first statement covers the total imports of merchandise.

IMPORTS INTO NEW YORK.

Months.	1883. Dry Goods.	1883. General Merchandise.	1883. Total.	1882. Dry Goods.	1882. General Merchandise.	1882. Total.
	$	$	$	$	$	$
January....	13,345,312	27,915,300	41,260,612	12,321,440	29,515,834	41,872,274
February ..	13,730,717	26,749,910	40,479,727	16,604,077	25,336,583	41,990,660
March	12,323,374	29,854,387	42,182,761	11,597,678	31,241,634	45,839,312
April	7,918,030	29,142,398	37,060,434	9,874,527	33,520,451	43,394,978
May	7,428,303	29,213,457	36,639,760	7,733,005	37,649,218	45,382,223
Total....	54,778,743	142,874,552	197,653,294	58,135,727	160,383,720	218,519,447

EXPORTS FROM NEW YORK.

Months.	Total Merchandise. 1881.	Total Merchandise. 1882.
	$	$
January.....	28,801,982	27,881,911
February	24,424,365	25,735,057
March	32,064,641	25,572,481
April	28,101,471	25,794,311
May	27,697,665	25,435,170
Total ..	141,752,071	130,286,282

CUSTOMS RECEIPTS

Months.	At New York. 1881	At New York. 1882
	$	$
January . .	12,571,858	13,857,516
February	12,101,[illegible]	13,[illegible]
March	12,[illegible]	13,[illegible]
April	9,[illegible]	11,[illegible]
May	8,[illegible]	11,[illegible]
Total...	54,547,[illegible]	64,[illegible]

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were $7,033,370, against $8,592,838 the preceding week and $5,955,552 two weeks previous. The exports for the week ended June 12 amounted to $5,988,727, against $6,445,921 last week and $5,895,051 two weeks previous. The following are the imports at New York for the week ending (for dry goods) June 7 and for the week ending (for general merchandise) June 8; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$1,691,339	$1,393,750	$1,349,639	$790,761
Gen'l mer'dise..	10,253,876	7,713,802	6,362,479	6,242,609
Total.....	$11,945,215	$9,207,552	$7,712,118	$7,033,370
Since Jan. 1.				
Dry goods	$50,187,759	$49,501,122	$61,372,031	$55,569,503
Gen'l mer'dise..	171,819,121	141,563,075	165,823,911	145,057,216
Total 23 weeks	$231,006,880	$191,064,197	$227,195,942	$200,626,719

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending June 12, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week...	$10,802,522	$8,018,581	$5,302,476	$5,988,727
Prev. reported..	159,943,055	162,291,961	135,064,675	151,156,482
Total 23 weeks	$170,745,577	$170,310,542	$140,367,151	$157,145,209

The following table shows the exports and imports of specie at the port of New York for the week ending June 9, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports. Week.	Exports. Since Jan. 1.	Imports. Week.	Imports. Since Jan. 1.
Great Britain	$	$7,600	$.....	$1,955,779
France.....	.....	.....	.....	104,220
Germany	.....	.....	.....	2,066,007
West Indies	.....	.....	2,603	506,581
Mexico.....	.....	.....	.....	11,135
South America.....	.....	81,365	12,990	115,226
All other countries.....	.....	81,785	.....	18,236
Total 1883.....	$.....	$170,750	$15,593	$4,777,184
Total 1882.....	2,274,150	26,127,108	20,483	549,781
Total 1881.....	17,166	195,353	14,121	28,112,588
Silver.				
Great Britain	$97,100	$5,938,922	$.....	$.....
France.....	.....	397,361	.....	.....
German	.....	.....	.....	246,230
West Indies	2,723	39,041	4,186	154,481
Mexico.....	.....	.....	7,056	1,194,291
South America.....	.....	520	4,309	72,051
All other countries.....	.....	3,711	650	4,730
Total 1883.....	$99,823	$6,289,591	$16,201	$1,971,789
Total 1882	252,301	5,243,893	45,183	1,257,569
Total 1881.....	252,434	4,950,593	70,576	1,436,173

Of the above imports for the week in 1883, $12,790 were American gold coin and $7,001 American silver coin. Of the exports during the same time $500 were American silver coin.

—The Homestake Mining Company has declared its usual dividend of $50,000 (for May), payable at the office of the transfer agents, Messrs. Lounsberry & Haggin.

—Messrs Blake Bros. & Co. have advanced (as will be seen by a notice in our columns) the Union Pacific Railway Company's 5 per cent gold bonds, due 1907, to 94½ and interest.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son.

Shares.

20 N. Y. Life and Trust Co..476
9 Bank of America 156¾
31 Bowery Fire Ins. Co.....166
45 Standard Fire Ins. Co.....104
15 Lamar Ins. Co..... 75
3 Am. Screw Co...$285½ pr. sh.
40 Penn Steel Co ...$3 per share.
150 Miller Farm Oil Co.....for $1
200 Titus Petroleum Co.....for $13
6 Union Ferry Co.....156
10 Williamsburg City Fire Ins. Co., $50 each.....220½

Shares.

27 Yonkers Gas-Light Co.... 33
4 Home Ins. Co..... 148
150 Central Copper Mining Company .....$17 per share
200 Standard Electric Light Co. of N. Y .....for $500
50 Silver Islet Con. Mining & Land Co .....$3 per share

Bonds.

$500 Penn Steel Co. 7s 100
$5,000 Fla. Cent. & West. RR. Gen. Mort. 5s..... 60

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Central RR. & Bank. Co.	$4	July 1	June 7 to — —
Chic. & Northwest pref. (quar.)	2	June 28	June 16 to June 29
Do Do common	3½	June 28	June 16 to June 29
Ch. St. P. Min. & Om. pref. (quar)	1¾	July 20	July 1 to July 23
Fitchburg	$3	July 1	June 12 to — —
Flint & Pere Marquette, pref.	3½	July 16	June 24 to July 16
Lehigh Valley (quar.)	2	July 16	June 19 to — —
Northern Central	4	July 16	
Norwich & Worcester	$5	July 10	July 1 to — —
Phila. Wil. & Balt.	4	July 1	
St. Paul & No. Pacific	3	July 14	June 30 to July 16
Miscellaneous			
Western Union Tel. (quar.)	1¾	July 16	July 1 to July 16

NEW YORK, FRIDAY, JUNE 15, 1883—5 P. M.

The Money Market and Financial Situation.—The general mercantile situation has changed but little the past week. In the dry goods jobbing trade there is only a moderate business in the Eastern cities, though there has been a rather larger volume of business at the West, and the Western merchants report sales good and collections satisfactory. The iron trade, though somewhat improved from a week ago, is still depressed; and it is noted that steel rails are selling at the lowest prices ever reached and many other varieties of iron are also at nearly the lowest figures for many years.

The June report of the United States Agricultural Department on the condition of the winter wheat crop is even less favorable than had been expected, but many well informed persons refuse to accept its figures as representing correctly the condition of the crop, and on the other hand the reports on spring wheat, especially in the Northwest, continue very good. The prospect for a large corn crop is also very favorably regarded at this date.

Speculation in grain and in petroleum has been less active, and prices of grain have declined in view of the better growing weather and the improved crop prospects based thereon, despite the adverse report of the Bureau.

The financial situation remains almost unchanged, except in the one feature of increased confidence in regard to the general aspects of trade and industry for the future, and though this may seem a somewhat vague and general expression, it is a well recognized fact that capital is less distrustful than a few weeks ago, and more disposed to take hold of new enterprises. At this time a year ago it was apparent that in many branches of trade and industry—notably in the iron, leather and dry goods lines—the outlook was not particularly encouraging. It is believed that all these have now passed through the worst stages of depression, and that the effects of the readjustments of credits and values in each are gradually disappearing.

The money markets of this country continue abundantly supplied with funds at low rates of interest, and though there has been no change in rates of discount for mercantile paper the past week, there is increased willingness on the part of the banks to make liberal discounts. The expansion of $3,560,800 in the loans of the New York banks, according to their statement of averages last week, was, however, believed to have been made largely for speculative purposes in the stock market, and the correctness of this presumption has been sustained by a large advance in prices of stocks during the week. The banks are still in a position to increase their loans several millions and yet be in stronger position than at the corresponding time last year, as the surplus reserve on June 10 was $9,069,175, against $5,135,325 at the corresponding time in 1882.

The Bank of England continues to gain in specie, the gain for the week to June 14 being £569,000 and the reserve having increased from 35¾ last week to 39¾ per cent of its liabilities this week. The total gain of the Bank since May 17th has been £1,538,000, and the percentage of reserve has been increased to 39¾ per cent from 32⅜ per cent since then. The Bank of France in the week to June 14 lost 3,400,000 francs in gold and 675,000 francs in silver, and the net result of the last three weeks shows a loss of 7,017,500 francs in gold and silver, the greater part (namely 5,625,000 francs) being in gold.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

	1883. June 9	Differ'nces fr'm previous week.	1882. June 10.	1881. June 11.
Loans and dis	$321,136,600	Inc. $3,560,800	$313,427,500	$347,494,900
Specie	61,550,900	Dec. 700,600	54,374,900	76,902,800
Circulation	15,941,800	Dec. 79,500	18,592,100	19,236,100
Net deposits	315,290,900	Inc. 4,361,500	300,635,900	345,643,200
Legal tenders	26,341,000	Inc. 1,788,500	25,919,400	18,313,300
Legal reserve	$78,822,725	Inc. $1,090,375	$75,158,975	$86,410,800
Reserve held	87,891,900	Inc. 1,087,900	80,294,300	95,216,100
Surplus	$9,069,175	Dec. $2,475	$5,135,325	$8,805,300

Exchange.—The market for sterling has been very quiet with no change in rates during the week. At one time in the last week, as also at one time in the previous week, the Canadian banks advanced their posted rates ½ cent, to $4 86½ and $4 90, but the other leading drawers did not follow and the attempted advance was a failure. The exports of cotton and breadstuffs are only fairly liberal, but the imports are small. The movement of securities is very light and it would be difficult to say if it is for or against this country; but whichever way it is, the balance is very small. The posted rates on Friday were $4 86@$4 89½. Actual rates were as follows, viz.: Sixty days, $4 85¼@4 85¾; demand, $4 88⅛@4 88¾; cables, $4 89½@4 89¾; and for commercial bills $4 83½@$4 84½.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

June 15.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 85¼@4 86	4 88½@4 89½
Prime commercial	4 84½@4 85	4 87½@4 88
Documentary commercial	4 84 @4 84½	4 87 @4 87½
Paris (francs)	5 19⅜@5 17½	5 16⅞@5 15
Amsterdam (guilders)	40 @ 40¼	40¼@ 40½
Frankfort or Bremen (reichmarks)	94⅝@ 95⅛	95⅛@ 95⅜

United States Bonds.—The government bond market has again shown great firmness, with a further fractional advance in some of the issues. Otherwise the market is devoid of feature.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	June 9.	June 11.	June 12.	June 13.	June 14.	June 15.
5s, continued at 3½	Q.-Feb.	*103¼	*103⅜	*103⅜	*103⅜	*103⅜	*103⅜
4½s, 1891	reg. Q.-Mar.	113	112⅞	112⅞	*112⅞	*112⅞	*112¾
4½s, 1891	coup. Q.-Mar.	113	*112⅞	112⅞	*112⅞	112⅞	*112¾
4s, 1907	reg. Q.-Jan.	*118⅝	*118⅞	*118⅞	*118⅞	118⅞	*118⅞
4s, 1907	coup. Q.-Jan.	120	119⅞	*119⅞	119⅞	*119⅞	119⅞
3s, option U. S.	reg. Q.-Feb.	103⅝	103½	10..⅝	103⅝	*103½	103¾
6s, cur'cy, 1895	reg. J. & J.	*127	*127	*125	*127	*127	*127
6s, cur'cy, 1896	reg. J. & J.	*128	*125	*129	*128	*128	*128
6s, cur'cy, 1897	reg. J. & J.	*129	*129	*130	*129	*129	*129
6s, cur'cy, 1898	reg. J. & J.	*130	*130	*131	*130	*130	*130
6s, cur'cy, 1899	reg. J. & J.	*131	*131	*132	*131	*131	*131

* This is the price bid at the morning board; no *sale* was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances. Coin.	Balances. Currency.
	$	$	$	$
June 9	879,784 57	825,011 45	112,852,112 87	8,011,125 69
" 11	1,384,678 75	1,848,023 00	112,507,390 70	7,8 2,503 57
" 12	1,150,033 13	903,672 84	112,635,816 13	8,011,038 43
" 13	1,299,248 21	1,234,701 15	112,715,347 84	7,996,053 78
" 14	1,969,532 76	801,389 14	113,709,355 69	8,162,189 55
" 15	1,524,965 05	1,362,550 54	114,179,037 72	7,863,922 03
Total	8,208,242 47	*6,982,748 12		

* Above payments include $309,000 gold certificates taken out of cash

State and Railroad Bonds.—The market for railroad bonds has been moderately active, and prices, where changed at all, have advanced. Foreign investors continue to take moderate amounts of the best railway bonds, but the demand from that quarter is not so large as several weeks ago. Such as it is, however, it represents the total of investments of foreign capital in American securities, as there are no purchases (or scarcely any) of railway stocks for foreign account. The largest business during the week has been in the West Shore bonds, at prices ranging from 78⅝ a week ago to 80⅜ on Friday, June 15. Texas & Pacific (Rio Grande Division) 6s have sold pretty largely at 84 and up to 85½ on Friday, closing at 85⅛. There have been some important changes in prices of other issues, though on a small amount of business, namely, Lehigh & Wilkesbarre consols, which advanced from 103 to 105½, Louisville & Nashville bonds from 89¼ to 91½, Rome Watertown & Ogdensburg 5s from 70 to 74, and re-acted to 72¾; Alton & Terre Haute dividend bonds advanced to 81. The most notable advance has been in Wabash general mortgage 6s, from 75½ a week ago to 79 on Friday, June 15. This advance is said to be part of the operations of Mr. Gould in the general advancing of the Wabash securities.

There has been very little change in State bonds, though the general demand for interest-paying investments has produced an advance in some of the better class of these bonds. On last Saturday there was an advance of 5 per cent in the Little Rock & Fort Smith Railroad aid bonds. The pending suit to test the validity of these issues by the State does not seem to have affected the prices of the bonds this week.

Railroad and Miscellaneous Stocks.—There has been an advancing market for railway stocks during the week since last Friday. The highest prices of last week were nearly all made on Friday, the 8th, and comparing the closing prices on that day with those of Friday, the 15th, there was an advance as follows, viz.: Canada Southern, 1¼; Delaware Lackawanna & Western, 1¼; Erie, 1⅞; Illinois Central, 1⅜; Lake Shore, 2¾; Louisville & Nashville, 2⅞; Michigan Central, 2; Manhattan, 4⅞, and the new common Manhattan, 7; New York Central, 1; Jersey Central, 1½; Northwestern, 1⅞ on common and 2½ on preferred; Northern Pacific, 1½ on common and preferred respectively; Oregon Navigation, 3½; Oregon & Trans-Continental, ¾; Reading, 2¼; St. Paul, 1; Manitoba, 2⅞; Wabash, 3⅜ on common and 3 on preferred; and Western Union, 1½ per cent. Other stocks than the above named have shared only to a limited extent in the advance, though it is apparent that with improving crop prospects, the subsidence of apprehensions about a war in the trunk line pool, and the ease in the money market, the disposition to speculate on the bull side has increased. This disposition is, however, as yet confined to a limited public in this country, while foreigners, as said above, are buying scarcely any stocks.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING JUNE 15, AND SINCE JAN. 1, 1883.

STOCKS.	Saturday, June 9.	Monday, June 11.	Tuesday, June 12.	Wednesday, June 13.	Thursday, June 14.	Friday, June 15.	Sales of the Week (Shares)	Range Since Jan. 1, 1883: Lowest.	Highest.	For Full Year 1882. Low.	High
RAILROADS.											
Burlington Cedar Rap. & No.	....	82½ 82½	....	....	....	....	12	80 Mar. 28	83 Jan. 5	67	85⅛
Canadian Pacific	62½ 63	62⅝ 63¼	62¾ 63	62⅞ 63⅝	63⅛ 63½	63⅝ 63⅞	10,685	58½ Feb. 23	63½ May 3	.....	.....
Canada Southern	66¾ 67⅜	66⅜ 67⅝	66⅝ 67¼	67 67⅜	67½ 68⅜	67⅞ 68⅝	14,355	64¼ May 21	71⅝ Jan. 19	44	73
Central of New Jersey	85⅞ 87	86⅛ 87¼	86¾ 88⅛	87¾ 88⅝	88⅛ 88⅞	87½ 89	97,012	78¼ Jan. 8	89 June 13	63½	97½
Central Pacific	76⅞ 77½	76½ 77¼	76 77	76¾ 77	75¾ 77¼	75⅝ 76⅝	53,005	71¼ May 22	88 Jan. 6	82⅝	97½
Chesapeake & Ohio	*20¼ 20¾	20½ 20⅝	*20½ 20¾	*20¼ 20¾	20⅝ 20⅝	*20¼ 20¾	400	19⅝ May 21	24½ Jan 20	19½	27
Do 1st pref	*30 31	30⅞ 31	30½ 30½	30½ 30⅝	*30⅝ 31½	31 31	680	28½ May 22	35½ Jan 20	27¼	41½
Do 2d. pref	*22½ 24	21¾ 21¾	21¾ 21¾	*22½ 24	23½ 24½	23¼ 23½	618	21½ May 22	27 Jan 20	21	29
Chicago & Alton	136 136	136 136	*135 136	135½ 135½	135 135	*135 136½	207	130 Feb. 20	137½ Jan. 22	127½	145½
Chicago Burlington & Quincy	124⅞ 125⅞	124½ 125½	125 125½	125 126⅜	125½ 126¾	125½ 125¾	13,612	115⅜ Feb. 20	129⅝ Apr 14	109½	142
Chicago Milwaukee & St. Paul	104⅜ 105¼	104⅛ 104⅝	103⅞ 104¾	103⅞ 105	105 106¼	105⅝ 106¼	125,445	97⅝ Feb. 20	108⅝ Jan. 20	86½	123¼
Do pref.	120¾ 120⅞	121 121	120 120¾	120 120¼	120½ 120⅞	120¼ 120¾	3,110	116⅜ Feb. 7	122 Jan 9	111½	114
Chicago & Northwestern	133⅞ 134½	133⅞ 134⅝	133⅜ 134⅜	134 135⅜	135 137⅜	135⅛ 136¾	41,045	128⅛ Feb. 2	140⅛ Apr 13	124	150⅜
Do pref	151½ 152	151⅜ 151¾	151½ 151¾	152 152½	153¼ 153¾	153¼ 153¾	2,220	143 Feb 20	157 Apr 13	138	175
Chicago Rock Island & Pacific	125½ 126	125¾ 125¾	125⅝ 125½	125½ 126	126 126¾	126 126⅛	3,410	118 Feb 21	127⅛ Jan. 5	122	140¼
Chicago St. Louis & Pittsburg	*18½ 19½	*18¾ 19¾	*18½ 19	....	19 19	....	200	18 May 31	22 Apr. 21	.....	.....
Do pref.	56 56	56 56	56¼ 56¼	....	....	57 57	412	51 Apr. 26	57¾ May 16	.....	.....
Chicago St. Paul Minn. & Om.	46½ 47¼	46½ 46⅝	46¼ 47	47⅛ 47⅜	47⅞ 48	47 47¼	4,200	44 May 21	55 Jan. 18	39½	58½
Do pref.	105 105¾	105¼ 105¼	105¼ 105½	105¾ 105⅞	106 106¼	106½ 106¾	3,000	102½ May 21	113¾ Jan. 5	97½	117
Cincinnati Sand. & Cleveland.	44 45	....	43 43	....	....	....	600	38 May 22	49½ Mar. 9	44	62
Cleveland Col. Cinn. & Ind	75¾ 76½	76½ 77¼	76½ 77	77 77¼	77¼ 77⅜	77 77	3,236	67½ May 17	84 Jan 5	67½	92¾
Cleveland & Pittsburg, guar.	....	133 133	130 130	133½ 133½	....	*133 135	235	120½ June 2	142 Jan 20	123	140
Columbia & Greenville, pref.	....	65 66	....	....	....	....	200	31 Feb. 26	68½ May 9	50	104
Columbus Chic. & Ind. Central	*4 5	*4 5	4 4	....	4 4¼	....	50	3¼ Jan. 29	7¾ Mar. 5	3⅝	7⅞
Delaware Lackawanna & West.	128 128⅞	127⅜ 128⅜	127½ 128½	128¼ 129⅝	128¼ 130	129 129⅝	264,608	118⅝ Feb. 16	141½ Apr 13	114⅛	150¼
Denver & Rio Grande	47⅜ 48½	46½ 47¼	46⅞ 47¼	47⅛ 48	46¾ 48⅛	47 47⅛	37,500	39⅞ Jan. 2	51⅜ May 3	34⅜	74⅜
Dubuque & Sioux City	....	....	....	....	*82½ 85	*82 85	.....	81½ June 5	92 Mar. 12	82	96½
East Tennessee Va. & Ga.	9⅝ 9⅞	9¾ 9¾	9⅞ 9⅞	9⅛ 9⅝	*9¼ 9¼	9½ 9½	1,095	8½ Feb. 21	1¼ Apr 13	8	16
Do pref.	19 19	19 19	18½ 18¾	19 19⅝	19 19¼	18¾ 19	4,500	14⅝ Feb. 20	23 Apr. 14	15½	26½
Green Bay Winona & St. Paul	*10 10⅛	*9 10	9½ 10	10 10⅛	10 10⅛	*9 10	800	5 Feb. 9	10⅞ Apr. 12	6	16
Hannibal & St. Joseph	*..... 42	*..... 42	*..... 42	*..... 42	*..... 42	*..... 42	.....	38 Mar. 6	46¼ Jan 17	45	110
Do pref.	*..... 95½	*..... 95½	*..... 94	93½ 94	*..... 95	*..... 95	200	72 Jan. 3	97¾ May 5	72	111¼
Harlem	*196 200	....	199 199	*197 200	*197 199	*197 200	178	194 Apr. 13	200 Jan 29	196	208
Houston & Texas Central	72½ 72½	*70 74	*70 73	....	*70 75	72¼ 72¼	200	70 May 29	82⅝ Apr. 5	61	92½
Illinois Central	145¾ 145⅞	145 145⅝	145¼ 145¼	145¾ 147⅛	147¼ 148	147 147½	4,255	141⅝ Jan. 3	148 June 14	127¾	150½
Do leased line	....	....	....	....	....	....	.....	77 Feb. 17	81 Jan. 27	.....	.....
Indiana Bloom'n & Western	32 32	31½ 32	31⅜ 31½	32 32	32 32	32 32	2,300	25 May 17	35½ Apr. 9	30	49½
Lake Erie & Western	....	29 29	29½ 29½	30½ 30¾	30⅜ 31	30⅝ 30¾	2,150	26 Feb. 16	34¼ Jan. 18	23½	45
Lake Shore	110½ 111⅜	110 111⅛	110⅜ 110⅞	110⅜ 112¼	112¼ 112⅞	112⅞ 113⅜	57,710	106⅝ Feb. 16	114⅞ Jan. 18	98	120⅛
Long Island	74½ 75	*74½ 75	74 74½	74 74⅛	74¼ 74¾	74¼ 74½	4,185	60 Jan. 2	75⅝ June 8	49½	67
Louisville & Nashville	51 51⅞	50¾ 51½	51 52⅜	51⅞ 54⅛	53½ 54⅝	53⅜ 54¼	110,715	47⅜ May 21	58½ Jan. 20	46½	100¾
Louisville New Albany & Chic	50 51	50 50	50 50	*47½ 50	....	....	625	50 June 7	68 Jan. 5	57	78
Manhattan Elevated	*43 45	*43 45	44 44	43¾ 43¾	45 45	46⅜ 48⅞	500	40 Mar. 21	53⅞ Feb. 9	40	60⅛
Do 1st pref.	*83	*84 90	*84 110	*84 88	....	*85 90	.....	81½ Apr. 5	90 Jan. 18	82	98½
Do common	*42 44	*43 44	*42 44	*42 44	*44 45	50 50	200	44½ May 2	53 Feb. 10	40	56
Manhattan Beach Co.	25½ 25⅞	25⅞ 27¾	26¾ 27½	27½ 28	27¾ 27¾	27⅝ 28	4,135	15 Feb. 21	28 June 13	15	37
Memphis & Charleston	42¼ 42¼	42½ 42½	....	42¼ 43	....	....	600	36 Feb. 19	55 Jan. 4	42¼	82⅜
Metropolitan Elevated	*87 90	90 90	*88 90	*90 95	*90 92	90 90	500	76 May 17	90 June 11	77	93
Michigan Central	96½ 97½	96⅞ 97⅜	97 97¼	97 98¼	98 98⅜	98⅜ 99	22,576	90 Feb. 20	100⅜ Jan. 19	77	105
Milwaukee L. Sh. & Western	....	10 10	....	*..... 10½	*10 10½	*10⅞	100	10 June 11	18 Jan 4	15	21
Do pref.	*45½ 46	46 46	46 46	*45¾ 46⅜	46½ 46¼	46 46½	1,100	42 Mar. 5	48½ Jan. 20	41¾	58¼
Minneapolis & St. Louis	28¼ 28¼	*28 29	*27½ 28	28⅛ 28¼	28 28	28⅛ 28¾	1,006	22⅞ Feb. 20	30¾ Jan. 18	19	36¾
Do pref.	*57 58	58 58	57½ 57½	*57¼ 58¼	58½ 58⅝	58 58	800	52 Feb. 20	68½ Jan. 18	59	77
Missouri Kansas & Texas	30⅝ 31	30⅛ 31	30⅛ 30⅝	31 31⅝	31⅝ 32	31½ 31⅞	26,172	27½ May 18	34⅝ Jan. 18	20⅜	42½
Missouri Pacific	105¼ 105⅞	105⅛ 105½	105⅜ 105⅝	105½ 105⅞	106 106½	106 106½	16,700	97¾ Feb. 26	106⅞ Apr. 9	89⅜	112½
Mobile & Ohio	*15 17	*16 17	*16 17	16 16	*14 17	*16 17	200	15 Feb. 16	19½ Jan. 5	12	35¼
Morris & Essex	*127 129	129¼ 129¼	*x123½ 125½	*123 125½	*123 125½	*124	40	120 Feb. 15	129 June 11	119¼	128
Nashville Chattanooga & St. L.	....	 56	57 57	57 58½	58½ 59	*58¾ 59¼	4,200	50½ May 17	64⅝ Jan. 22	47	81½
New York Central & Hudson.	121 124⅜	123⅝ 124⅛	123⅝ 123⅞	123⅜ 124⅝	124½ 125	‡122⅝ 125	36,435	120¼ May 18	129⅞ Mar. 10	125⅜	138
New York Chic. & St. Louis	11⅜ 12¼	11⅞ 11⅞	11¾ 11¾	11⅝ 11¾	11¾ 11⅞	12 12	2,520	10 Feb. 2	15½ Jan. 5	10½	17¾
Do pref.	26¾ 27¼	24½ 24½	25 25	25 25	25 26	25½ 26	1,600	23 Feb. 7	35 Jan. 4	27	37⅞
New York Elevated	....	....	*98 108	*95 108	*96 105	*98 108	.....	101 Jan. 13	105 Feb. 16	100	109½
New York Lack. & Western	89 89	....	88 88	87¾ 87¾	88½ 89	*88¼	490	85½ Mar. 1	89½ Mar. 5	.....	.....
New York Lake Erie & West.	36⅜ 37¾	36⅞ 37½	36⅞ 37½	37⅛ 38	38⅛ 38¾	38⅛ 38⅝	130,220	33⅞ May 18	40⅝ Jan. 18	33¾	43¼
Do pref.	80 81	80½ 80¾	....	....	80¾ 81¼	....	5,281	75 Feb. 19	83 Jan. 5	67	88¼
New York & New England	35½ 35½	....	....	....	35½ 35½	....	300	30⅝ May 17	52¼ Jan. 9	45	60½
New York New Haven & Hart	*182 183	....	....	....	*x177 178	*177 178	.....	169 Jan. 16	183 May 28	168	186
New York Ontario & Western	26⅞ 27⅝	26¾ 27¼	26⅞ 27¼	27 27¾	27⅝ 28¾	27½ 28¼	42,409	24¾ Mar. 2	29⅞ Apr. 14	20½	31⅞
New York Susq. & Western	8 8	8 8	8 8	7¾ 7¾	7¾ 7⅞	7¾ 8	350	6½ May 18	8⅝ May 10	.....	.....
Do pref.	20 20¼	20¼ 20½	*20¼ 21	20 20	20 20	20¼ 20½	1,330	18 June 2	21¼ May 10	.....	.....
Norfolk & Western, pref.	*42 43	42½ 42⅞	42½ 42½	42½ 42½	42⅜ 42¾	43 43	700	37½ Feb. 26	49¼ Jan. 20	41¼	60
Northern Pacific	51⅜ 51⅞	51⅜ 51¾	51⅝ 52⅜	52⅛ 52½	52⅜ 53⅛	52⅝ 53⅛	39,281	44⅞ Feb. 20	53⅛ June 14	38¼	51⅞
Do pref.	88⅞ 89⅜	88⅞ 89½	89⅛ 90⅛	89⅜ 90⅛	90 90⅝	90 90½	47,913	79⅜ Feb. 20	90⅜ June 14	69⅞	100⅜
Ohio Central	11¾ 11⅞	11¾ 11⅞	11¼ 11⅝	11½ 11¾	11⅜ 11⅝	11⅜ 11⅞	2,872	9⅛ Feb. 16	14¼ Apr. 13	11⅝	27⅜
Ohio & Mississippi	33⅜ 35¼	34 35¼	35¼ 36¼	35 36	35¼ 35⅞	35⅛ 36¼	13,846	28 Feb. 14	36¼ Apr. 13	27	42
Do pref.	107 107	110¼ 110¼	111½ 111½	112½ 112½	....	....	325	96 Feb. 16	112½ June 13	90¾	112
Ohio Southern	13½ 13⅞	13⅝ 13¾	13¾ 13⅞	....	....	....	2,000	10 Feb. 2	14¾ Apr. 24	11	23½
Oregon & Trans-Continental	85⅛ 85⅞	85¼ 86¼	85⅞ 86½	86⅛ 86⅛	86¼ 86⅞	86⅛ 86¼	49,600	79 Feb. 20	89 Jan. 19	60	93¾
Peoria Decatur & Evansville	21¾ 22¾	22 22	21⅝ 22	22 22¼	22 22¼	22 22	2,100	16½ May 22	28 Jan 18	23	32½
Philadelphia & Reading	58 60	59¼ 60⅛	58¾ 59¾	59 60¼	60⅛ 60¼	60 61⅜	266,558	49⅝ Feb. 20	61¼ June 15	46¼	67½
Pittsburg Ft. Wayne & Chic.	....	....	*131 132½	....	*131 132½	132 132	20	130 May 31	138 Jan. 16	130	139
Rich. & Allegh., st'ck trust ctfs.	10⅝ 10¾	....	10¼ 10¼	10 10	10⅜ 10⅜	....	500	10 Feb. 20	15½ Apr. 5	13	40
Richmond & Danville	*62½ 64	63¾ 64	*63 64	63½ 63½	63⅞ 64¼	64 64½	1,950	47 Jan. 13	67⅝ May 9	52	250
Richmond & West Point	36¾ 36¾	36 36	36 36	36 36¾	37⅛ 37⅝	36½ 37⅝	5,115	21 Feb. 16	39 June 2	23	263
Rochester & Pittsburg	20½ 21⅝	20½ 21	20¼ 21	20¼ 21¼	20¾ 20½	20 20⅝	27,750	16⅜ Feb. 16	23 Apr. 4	17½	36½
St. Louis Alton & Terre Haute	83 83	83 83	....	80 81½	82¼ 84¾	*83 84½	2,330	48 Jan. 3	84⅜ June 14	20½	50
Do pref.	97½ 97½	....	....	97 97	97 97½	97 97	900	87 May 14	103 Apr. 11	55	94½
St. Louis & San Francisco	*34 35	*34 35	34½ 34½	*33½ 34½	*34 35	*34 35	150	29½ Feb. 28	36¾ May 31	31	46⅞
Do pref.	57⅞ 58¼	58 58	58 58	*57 58	58 58	57½ 58¼	600	48 Feb. 26	59½ June 2	43	66½
Do 1st pref.	*99 99½	99 99	99½ 99½	*99¼ 100	*99½ 100	*99½ 100	233	89 Feb. 28	100½ Jan. 11	79¾	100½
St. Paul & Duluth	*37 38½	35 36	*36½ 38	*36 38	*36 38	*36 40	400	35 Feb. 15	40⅝ Jan. 9	29	42¼
Do pref.	*96½ 98	....	*96 98	*96 98	96⅞ 96⅞	*96½ 98	277	91 Feb. 20	97½ Jan. 4	88	99¼
St. Paul Minneap. & Manitoba	121 121	121⅞ 124	122 123¾	123½ 124	123½ 124	123⅞ 124	6,035	114½ May 31	169¾ Apr. 16	108½	166½
Texas & Pacific	38⅜ 39	37⅞ 39	38 38⅝	38¼ 39¼	39¼ 39¾	39 39¾	54,428	34½ May 21	45 Jan. 18	34	55
Texas & St. Louis	21 22¼	23 23	23 23⅝	23½ 25¼	26 27⅜	....	7,055	18 May 8	27⅜ June 14	15	31
Union Pacific	96 97⅜	95⅞ 97	95⅞ 97	96⅜ 97	96 97	95½ 96⅜	118,480	91¼ Feb. 7	101¾ Jan. 18	98¼	119¾
Wabash St. Louis & Pacific	28⅛ 28½	27¾ 28¼	27¾ 28½	28⅝ 28⅞	28⅝ 29⅜	29¼ 31¾	82,790	25½ May 21	36¾ Jan. 18	23⅝	39⅞
Do pref.	44½ 45	43⅝ 44½	43⅞ 44½	44½ 45⅞	45⅛ 46	45⅜ 46½	53,305	40½ May 17	57½ Jan. 18	45⅝	71⅝
MISCELLANEOUS.											
American Tel. & Cable Co.	67⅜ 67⅜	67¾ 67¾	67¾ 67¾	68⅛ 68⅛	68 68	69⅝ 69⅝	445	64⅜ Feb. 26	69⅝ June 15	65	74
Colorado Coal & Iron	34 34½	33½ 33¾	33¾ 34¼	33½ 34	33⅛ 34	....	2,615	28¼ Feb. 7	34⅜ Apr. 16	25	53⅞
Delaware & Hudson Canal	109⅞ 110⅜	109⅞ 110⅜	109½ 110¼	....	110 110⅛	110⅛ 110⅜	2,097	105⅜ Feb. 13	112¾ Apr. 14	102¼	119¾
Mutual Union Telegraph	*19 20	....	19¼ 19¼	19¾ 19⅞	*19⅞ 20¼	20 20	600	17½ Mar. 27	25 Jan. 17	19⅝	30¼
New York & Texas Land Co.	....	....	*102½ 115	....	110 110	110 110	263	55 Mar. 13	110 June 14	37	55
Oregon Improvement Co.	82 82	....	85½ 85½	....	85½ 86	85½ 85½	410	78 May 26	91½ Mar. 5	.....	.....
Oregon Railway & Nav. Co.	146½ 146½	147¼ 147½	146¼ 148¾	148½ 148½	148 150	150 150	2,595	132 Feb. 20	150 June 14	128	168⅜
Pacific Mail	41¾ 42½	42¼ 43½	42¾ 43⅜	42¾ 43	42⅝ 43¼	42¾ 43	24,820	39 Jan. 25	44¾ Apr. 9	32¼	48¾
Pullman Palace Car	129¼ 131½	131 131½	131 131⅞	131½ 131	133¾ 134	133¾ 134	10,864	117 Feb. 24	134 June 13	117	145
Quicksilver Mining	*7½ 8½	*7½ 9½	*7¼	....	7½ 7½	....	50	7½ June 14	9½ Mar. 3	8	11¼
Do pref.	*36 39	*37 40	37½ 37½	....	*36 40	....	100	37½ Jan. 26	46½ Mar. 6	40	62¼
Standard Consol. Mining	....	....	25 25¾	....	....	....	.....	5½ Feb. 17	7 Apr. 10	4½	13¾
Western Union Telegraph	86 86½	85½ 86	85¼ 86⅞	86¾ 88	87⅜ 88¼	87½ 87⅞	104,449	79¼ Feb. 5	88¼ June 14	76	93⅝
EXPRESS.											
Adams	*129½ 130	129½ 130	*129 130	*129 131	*127 130	129½ 129½	100	126½ May 5	135 Jan. 5	133	149½
American	93½ 94¼	x92 92	*90 92	90 90	*88 90	*89 90	281	88 Mar. 16	94¼ June 9	90	97½
United States	*60 65	*60 65	*59 63	*60 65	62 62	*62 65	30	55½ May 17	65½ Jan. 6	62	80¾
Wells, Fargo & Co.	*124½ 126	125¼ 125¼	*125 126	*125 126	*123 126	*125 127	50	122 Feb. 19	126 Jan. 8	125	132
COAL AND MINING.											
Consolidation Coal	....	....	*24 25	....	*..... 27	*24 25	.....	24 May 18	27⅜ Jan. 18	27½	36⅞
Homestake Mining Co.	....	....	....	....	....	16 16	200	15 Mar. 6	19 Jan. 19	15⅝	19¾
Little Pittsburg Mining	....	....	....	....	....	....	.....	.....	.....	1⅛	2¼
Mariposa Land and Mining	....	....	....	....	....	....	.....	.....	.....	1¼	2½
Maryland Coal	*11 15	15 15	*12 16	*12 16	....	....	150	15 Apr. 13	17 Jan. 15	13	26
New Central Coal	*11 13	*11 13	*11 13	....	....	....	.....	12½ Mar. 27	14 Jan. 4	13½	23
Ontario Silver Mining	....	25 25¾	....	....	....	25 25	400	18 Feb. 10	35½ Jan. 8	33	40
Pennsylvania Coal	....	....	*275	280¼ 280¼	....	....	100	270 Feb. 2	280¼ June 13	240	245
Cameron Coal	....	....	....	....	....	....	.....	14 Feb. 27	18 Jan. 3	18	37½
Central Arizona Mining	¼ ¼	....	....	....	....	....	50	¼ Mar. 26	½ Jan. 12	½	1⅜
Deadwood Mining	....	....	....	....	....	....	.....	.....	.....	4	6¾
Excelsior Mining	....	....	....	....	....	....	.....	.....	.....	¼	2⅞
Robinson Mining	....	....	....	....	....	....	.....	.....	.....	1	4
Silver Cliff Mining	....	....	....	....	....	....	.....	.....	.....	2	2¾
Stormont Mining	....	....	....	....	....	....	.....	.....	.....	1½	1½

* These are the prices bid and asked; no sale was made at the Board. † Ex-privilege. ‡ Lowest price is ex-dividend.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama–		
Class A, 3 to 5, 1906	83⅞	84⅜
Class A, 3 to 5, small	85	
Class B, 5s, 1906	102	
Class C, 4s, 1906	84½	
6s, 10-20s, 1900	113	
Arkansas –		
6s, funded, 1899-1900	10	15
7s, L. Rock & Ft. S. RR.	51	
7s, Memp. & L. Rock RR	50	
7s, L. R. P. B. & N. O. RR	48	50
7s, Miss. O. & R. R. RR.	47	50
7s, Arkansas Cent. RR.	20	22
Connecticut 6s, 1883-4	102¾	
Georgia 6s, 1886	104	
7s, new, 1886	107	
7s, endorsed, 1886	107	107¾
7s, old, 1890	116½	117
Louisiana –		
7s, consol., 1914	65	65¾
7s, small	60	
Louisiana–Continued–		
Ex-matured coupon	58½	59½
Michigan –		
7s, 1890	116	
Missouri –		
6s, due 1883	102½	
6s, due 1886	109½	110½
6s, due 1887	110½	
6s, due 1888	112¾	
6s, due 1889 or 1890	113	
Asylum or Univ., due '92	115	
Funding, 1894-95	120	
Hannibal & St. Jo., '86	109	
Do do '87	109	
New York –		
6s, gold, reg., 1887	110	
6s, gold, coup., 1887	110	
6s, loan, 1891	113	
6s, loan, 1892	115	
6s, loan, 1893	117	
N. Carolina–6s, old, J. & J.	30	33
6s, old, A. & O.	30	22¾
N. Carolina–Continued–		
No Carolina RR., J. & J†	155	
Do A. & O †	155	
Do 7 coup's off, J. & J.	130	
Do 7 coup's off, A. & O.	130	
Funding act, 1866-1900	10	12
Do 1868-1898	10	12
New bonds, J. & J., '92-8	16	
Do A. & O.	16	
Chatham RR	3½	6
Special tax, class 1, '98-9	5	6
Do class 2	5	6
Do to W. N. C. RR.	4½	
Do Western RR.	4½	
Do Wil. C. & Ru. R.	4½	6
Do W'n. & Tar R.	4½	
Consol. 4s, 1910	79¾	80½
Small	78	
Ohio–		
6s, 1886	109	
Rhode Island–		
6s, coupon, 1893-99	116	
South Carolina–		
6s, Act Mar. 23, 1869	3½	5
non-fundable, 1888-9		
Brown consol'n 6s, 1893	104¼	106
Tennessee 6s, old, 1892-8	39½	41
6s, new, 1892-8-1900	39½	
6s, new series, 1914	39	40⅝
Cmp'mise, 3-4-5-6s, 1912	44¼	44⅞
Virginia–6s, old	38	
6s, new, 1866	38	
6s, new, 1867	38	
6s, consol. bonds	60	
6s, ex-matured coupon	40	41
6s, consol., 2d series	42	
6s, deferred	9	10
District of Columbia–		
3-65s, 1924		
Small bonds		
Registered		
Funding 5s, 1899		
Do small		
Do registered		

RAILROAD BONDS.

Railroad Bonds. (Stock Exchange Prices.)		
Ala. Central–1st, 6s, 1918		
Alleg'y Cen.–1st, 6s, 1922		
Atch. T. & S. Fe–4s, 1920		
Sinking fund, 6s, 1911		
Atl. & Pac.–1st, 6s, 1910		100⅞
Balt. & O.–1st, 6s, Pk. Br.	114¼	
Bost. Hartf. & E.–1st, 7s		
Guaranteed		
Bur. C. Rap. & No.–1st, 5s	99½	99¾
Minn. & St. L.–1st, 7s, gu.		
Iowa C. & West.–1st, 7s		
C. Rap. Ia F. & N.–1st, 6s	*106½	109
1st, 5s, 1921		
Buf. N. Y. & Phil.–1st, 6s		102¼
Central Iowa–1st, 7s, '99	*	110
Char. Col. & Aug.–1st, 7s		
Ches & Ohio–Pur. m'y fd.	*	114½
6s, gold, series A, 1908	108½	
6s, gold, series B, 1908	91¾	92¼
6s, currency, 1918	51¼	51½
Mortgage 6s, 1911		
Chicago & Alton–1st, 7s	*122	124
Sinking fund, 6s, 1903	*113	115½
La. & Mo. Riv.–1st, 7s		118
2d, 7s, 1900		
St. L. Jack. & Chic.–1st	*117½	119
1st, guar. (564), 7s, '94		
2d (360), 7s, 1898		
2d, guar. (188), 7s, '98		
Miss. R. Br'ge–1st, s. f. 6s		
C. B. & Q.–Consol. 7s, 1903		131
6s, sinking fund, 1901		
Ia. Div.–S. F. 5s, 1919	*101¼	
S. F. 4s, 1919	87	
Denver Div.–4s, 1922	*86	
4s, 1921		80⅜
C. R. I. & P.–6s, cp., 1917	126¼	
6s, reg., 1917	126¼	
Keo. & Des M.–1st, 5s	105	
Central of N. J.–1st, '90		117
1st consol. assented, '99	115	115¼
Conv., assented, 7s, 1902	113½	114½
Adjustment, 7s, 1903		104⅞
Leh. & W. B.–Con. g'd. 4s	105	
Am. D'k & Imp.–5s, 1921		93
C. M. & St. P.–1st, 8s, P. D.	131½	132½
2d, 7 3-10, P. D., 1898	121½	
1st, 7s, $ g., R. D., 1902	126½	
1st, La C. Div., 7s, 1893	120½	121
1st, I. & M., 7s, 1897	122½	
1st, I. & D., 7s, 1899	121½	
1st, C. & M., 7s, 1903	*125	
Consol. 7s, 1905	124	124¾
2d, 7s, 1884		101
1st, 7s, I. & D. Ext., 1908		124½
S. W. Div., 1st, 6s, 1909	108½	109½
1st, 5s, La C. & Dav., 1919	96	97
1st, S. Minn. Div. 6s, 1910	109	109⅞
1st, H. & D., 7s, 1910	119	120
Ch. & Pac. Div., 6s, 1910	113	113½
1st, Chic. & P. W., 5s, 1921	96¾	97⅜
Min'l Pt. Div., 5s, 1910	93	
C. & L. Sup. Div., 5s, 1921		
Wis. & Min. D., 5s, 1921	92	93
C. & N'west.–S. fd., 7s, '85	106	
Interest bonds, 7s, 1883	101¼	102
Consol. bonds, 7s, 1915	131¾	
Extens'n bonds, 7s, '85	*105½	
1st, 7s, 1885	106	
Coupon, gold, 7s, 1902	123	123¼
Reg., gold, 7s, 1902	*122¾	
Sinking fund, 6s, 1929	111	
Sinking fund, reg	*	111
Sinking fund, 5s, 1929		102⅜
Sinking fund, reg	*	103¼
Sinking f'd, deb. 5s, 1933	98¾	
Sinking fund, reg	*	
Escan'a & L. S.–1st, 6s	*	114
Des M. & Min's–1st, 7s		
Iowa Midland–1st, 8s	*125	
Peninsula–1st, conv. 7s	*129	
Chicago & Mil.–1st, 7s	*123	
Win. & St. P.–1st, 7s, '87	108½	
2d, 7s, 1907	120	
Mil. & Mad.–1st, 6s, 1905	*110	112
C. C. C. & Ind's–1st, 7s, s. f.	120½	121½
Consol. 7s, 1914	121	
C. St. P. M. & O.–Consol., 6s	107⅜	107¼
C. St. P. & M.–1st, 6s, 1918	114	
N. Wis.–1st, 6s, 1930		
St. P. & S. C.–1st, 6s, 1919		113½
Chic. & E. Ill.–1st, s. f., cur.	*97	
Chic. St. L. & P.–1st, con 5s		
1st, con., 5s, reg., 1932		
Chic. & Green.–1st, 6s, 1916	*102	
2d, 6s, 1926		
Col. H. Val. & Tol.–1st, 5s	83⅜	83½
Del. L. & W.–7s, conv., '92	112	115
Mortgage 7s, 1907	*125	
Syr. Bing. & N. Y.–1st, 7s	*125	
Morris & Essex.–1st, 7s	134½	
2d, 7s, 1891	114¼	115
Bonds, 7s, 1900	*115	
7s of 1871, 1901	120	122
1st, consol., guar., 7s	*121¾	
N. Y. Lack. & W.–1st, 6s	117½	118
Del. & H.–1st, 7s, 1884	104⅜	104½
7s, 1891		117½
1st, ext., 7s, 1891		115
Del. & H.–Continued–		
Comp., 7s, 1894		117¾
R. g., 7s, 1894		
1st, Pa. Div., cp., 7s, 1917		125½
Pa. Div., reg., 7s, 1917	125	
Alb. & Susq.–1st, 7s	113¾	
2d, 7s, 1885	104¼	104¾
1st, cons., guar. 7s, 1906	*121½	
1st cons., 6s, 1906	*110	113
Rens. & Sar.–1st, coup.	133½	
1st; reg., 1921	136	
Denv. & Rio Gr.–1st, 1900	110½	111⅜
1st consol., 7s, 1910	97	97
Denv. So. P. & Pac.–1st, 7s	*	95
Den. & Rio G. West.–1st, 6s	79¾	80¼
Det. Mac. & Marq.–1st, 6s	*	88
Land grant, 3½s, S. A	*	75
E. T. Va. & G.–1st, 7s, 1900	120	
1st, cons., 5s, 1930	78⅜	78½
Divisional 5s, 1930	*94	
Eliz. C. & N.–S. f., deb. c. 6s		82
1st, 6s, 1920	*	82
Eliz. Lex. & Big S.–6s	94	95
Erie–1st, extended, 7s	122	
2d, extended, 5s, 1919	*109	
4th, extended, 5s, 1920	106¼	
5th, 7s, 1888	107	
1st cons., gold, 7s, 1920	127⅜	128
1st cons., fd. coup., 7s	*	106½
Reorg., 1st lien, 6s, 1908	*	106½
Long Dock b'ds, 7s, '93	*113½	
Buff. N. Y. & E.–1st, 1916	*127	
N. Y. L. E. & W.–New 2d 6	95½	97
Buf. & S. W.–M. 6s, 1908	*100	110
Ev. & T. H.–1st, cons., 6s	100½	
Fl't & P. M'rq.–M. 6s, 1920	*109	
Gal. Har. & S. Ant.–1st, 6s	105½	106
2d, 7s, 1905		
Mex. & Pac.–1st, 5s		
2d, 6s, 1931		
Gr'n Bay W. & S. P.–1st, 6s	82	
Gulf Col. & S. Fe–7s, 1909	113	113½
Han. & St. Jos.–8s, conv.	106	107
Consol. 6s, 1911	110	111
Hous. & T. C.–1st, M. L., 7s	111	112
1st, West. Div., 7s	107¾	
1st, Waco & N., 7s	114	116
2d consol., main line, 8s	120	
2d, Waco & No., 8s, 1915		
General, 6s, 1921		99
Hous. E. & W. Tex.–1st, 7s		
Ill. Cent.–Sp. Div.–Cp. 6s	*110	115
Middle Div.–Reg., 5s	*108	
C. St. L. & N. O.–Ten. l., 7s	115½	
1st consol., 7s, 1897	*117	117⅜
2d, 7s, 1907	110	120
Gold, 5s, 1951	x94¾	106
2d Div., 7s, 1894		
Ced. F. & Minn.–1st, 7s	112	
Ind. Bl. & W.–1st pr. f. 7s	118	
1st, 4-5-6s, 1909	*	87½
2d, 4-5-6s, 1909	67	
East'n Div.–6s, 1921	99	
Indianap. D. & Spr.–1st, 7s	*100	
2d, 5s, 1911	*	86½
Int. & Gt. No.–1st, 6s, gold	108	108½
Coupon, 6s, 1909		86½
Kent'ky Cen.–M., 6s, 1911		
L. Sh're-M. S. & N. I., s. f., 7s	104	
Cleve. & Tol.–Sink. fd.	*107	107¾
New bonds, 7s, 1886		103
Cleve. P. & Ash.–7s	*111½	
Buff. & Erie–New bds	120	123
Kal. & W. Pigeon–1st		
Det. M. & T.–1st, 7s, 1906		
Lake Shore–Div. bonds	120	123
Consol., coup., 1st, 7s	127	
Consol., reg., 1st, 7s	125	
Consol., coup., 2d, 7s	119¾	120
Consol., reg., 2d, 7s	119½	
Long Isl. R.–1st, 7s, 1898	115	
1st consol., 5s, 1931	100	
Louisv. & N.–Cons. 7s, '98	116	118
2d, 7s, gold, 1883	100¾	
Cecilian Br'ch–7s, 1907	104	
N. O. & Mob.–1st, 6s, 1930	95	
E. H. & N.–1st, 6s, 1919	95½	
General, 6s, 1930	92	92
Pensac'la Div.–6s, 1920	*	91
St. L. Div.–1st, 6s, 1921	100½	105
2d, 3s, 1980		
Nashv. & Dec.–1st, 7s	*116	118
S. & N. Ala.–S. f., 6s, 1910		
Leban'n-Knox–6s, 1931	100	
Louisv. C. & L.–6s, 1931	100	
L. Erie & W.–1st, 6s, 1915	99½	
Sandusky Div.–6s, 1919		98
Laf. Bl. & M.–1st, 6s, 1919	99½	
Louisv. N. Alb. & C.–1st, 6s	101½	
Manhat. B'ch Co.–7s, 1909	*	83
N. Y. & M. B'h–1st, 7s, '97		125
Marietta & Cin.–1st, 7s		
1st, sterling		
Metr'p'lit'n El.–1st, 1908	100½	101
2d, 6s, 1899	83	84
Mex. Cen.–1st, 7s, 1911	*72	
Mich. Cent.–Con. 7s, 1902	123½	124½
Consolidated 5s, 1902	102	
6s, 1909		
Coupon, 5s, 1931		102½
Registered, 5s, 1931		
Jack. Lan. & Sag.–6s, '91		
Mil. & No.–1st, 6s, 1910		95
Mil. L. S. & W.–1st, 6s, 1921	101	102
Minn. & St. L.–1st, 7s, 1927	120	120½
Iowa Ext.–1st, 7s, 1909	117	
2d, 7s, 1891	103	
S'thw. Ext.–1st, 7s, 1910	109½	109⅜
Pac. Ext.–1st, 6s, 1921	100½	100¾
Mo. K. & T.–Gen., 6s, 1920	82⅜	83¼
Cons. 7s, 1904-5-6	109	109¾
Cons. 2d, income, 1911	53	60¼
H. & Cent. Mo.–1st, '90	104	106½
Mobile & Ohio.–New, 6s		
Collat. Trust, 6s, 1892		
Morgan's La. & T.–1st, 6s		
Nash. Chat. & St. L.–1st, 7s	*117⅜	
2d, 6s, 1901		
N. Y. Central–6s, 1887	x105	105⅛
Deb. certs, extd. 5s	103¼	103½
N. Y. C. & H.–1st, cp., 7s	131¾	
1st, reg., 1903	*131	132
Huds. R.–7s, 2d, s. f., '85	*107½	
Can. So.–1st, int. g'ar. 5s	100¼	100⅜
Harlem–1st, 7s, coup.	126	128
1st, 7s, reg., 1900	*	128
N. Y. Elev'd–1st, 7s, 1906	118¾	
N. Y. Pa. & O.–Pr. l'n. 6s, '95		
N. Y. C. & N.–Gen., 6s, 1910	*50	52
Trust Co., receipts	*49½	
N. Y. & New Eng.–1st, 7s		
1st, 6s, 1905		
N. Y. C. & St. L.–1st, 6s, 1921	101¾	102
N. Y. W. Sh. & Buff.–Cp. 5s	80⅛	80¼
N. Y. Susq. & W.–1st, 6s	84½	84⅔
Debenture, 6s, 1897	65	
Midland of N. J.–1st, 6s	94½	95½
Nevada Cent.–1st, 6s		100
N. Pac.–G. l. g., 1st, cp. 6s	107	107¼
Registered, 6s, 1921		107¾
N. O. Pac.–1st, 6s, g., 1920		89⅞
Norf. & W.–G'l, 6s, 1931	101	101¾
Ohio & Miss.–Consol. s. f.	119½	120½
Consolidated 7s, 1898	*118	
2d consolidated 7s, 1911	120	123
1st, Springfield Div., 7s	118¾	120½
Ohio Central–1st, 6s, 1920	84½	88¾
1st Ter'l Tr., 6s, 1920	85	86
1st Min'l Div., 6s, 1921		
Ohio So.–1st, 6s, 1921	80⅛	82
Oreg'n & Cal.–1st, 6s, 1921		
Or. & Trans'l–6s, '82-1922	96	96½
Oreg. Imp. Co.–1st, 6s	91¾	92
Panama–S. f., sub. 6s, 1910		
Peoria Dec. & Ev.–1st, 6s	101	104
Evans. Div., 1st, 6s, 1920		101
Peoria & Pek. Un'n–1st, 6s	*	101
Pac. R'ds.–Cen. P.–G., 6s		116⅛
San Joaquin Branch	*109⅝	
Cal. & Oregon–1st, 6s	*105	
State Aid bds., 7s, '84	*103½	105
Land grant bonds, 6s	*	106
West. Pac.–Bonds, 6s	111⅞	112
So. Pac. of Cal.–1st, 6s	105	105½
Union Pacific–1st, 6s	115⅞	116¼
Land grants, 7s, '87-9	111	112
Sinking funds, 8s, '93	117⅜	
Registered 8s, 1893	*117	
Collateral Trust, 6s	*106	
do 5s, 1907	*91	91¾
Kans. Pac.–1st, 6s, '95		111
1st, 6s, 1896	*106½	107
Den. Div., 6s, as'd, '99	107⅛	
1st consol., 6s, 1919	100	101
C. Br. U. P.–F. c., 7s, '95		
At. C. & P.–1st, 6s, 1905	92½	93
At. J. Co. & W.–1st, 6s	*	92
Oreg. Short L.–1st, 6s	100	101
Ut. So.–Gen., 7s, 1909	104	106
Exten., 1st, 7s, 1909	101	
Mo. Pac.–1st, cons., 6s	104	104½
3d, 7s, 1906		116½
Pacific of Mo.–1st, 6s	107⅜	108
2d, 7s, 1891	114½	
St. L. & S. F.–2d, 6s, cl. A	99	
3-6s, class C, 1906	98	98½
3-6s, class B., 1906	98	
1st, 6s, Peirce C. & O.		
Equipment, 7s, 1895	*96	
Gen. mort., 6s, 1931		100⅞
So. Pac. of Mo.–1st	105½	106
Tex. & Pac.–1st, 6s, 1905	105½	
Consol., 6s, 1905		94
Income & Ld. gr., reg.	65	65
1st, Rio G. Div., 6s, 1930	85⅛	85¼
Pennsylvania RR.–		
Pa. Co's gu. 4½s, 1st c.	*96	
Registered, 1921		
Pitt. C. & St. L.–1st, c. 7s	*117	122½
2d, 7s, 1913		
Pitts. Ft. W. & Ch.–1st	*137	140
2d, 7s, 1912	*134	136
3d, 7s, 1912	128	
Clev. & Pitts.–Cons. s. f.	123	124½
4th, sink. fd., 6s, 1892	*109½	
Col. C. & I. C.–1st, consol.	*150	
2d consol., 7s, 1909		
1st, Tr'st Co. ctfs., ass'd	*120	
2d, Tr'st Co. ctfs., ass'd		
1st, Tr't Co. ctfs. suppl.		
St. L. V. & T. H.–1st, g., 7s		
2d, 7s, 1898		
2d, guar., 7s, 1898		
Pitts. B. & B.–1st, 6s, 1911	*	92
Rome W. & Og.–Con. 1st	72	75
Roch. & Pitt.–1st, 6s, 1921		106½
Rich. & Al.–1st, 7s, 1920	70	78
Rich. & Danv.–Cons. g., 6s	99	99¼
Debenture 6s, 1927	69¼	69⅝
Atl. & Ch.–1st, p., 7s, '97		
Incomes, 1900		91½
Scioto Val.–1st, cons., 7s		
St. L. & Iron Mt.–1st, 7s	115¼	
2d, 7s, 1897	107½	108
Arkansas Br.–1st, 7s	107⅜	
Cairo & Fulton–1st, 7s	110	
Cairo Ark. & T.–1st, 7s	106¼	106¾
Gen. r'y & l. gr., 5s, 1931	76¼	77
St. L. Alton & T. H.–1st		
2d, pref., 7s, 1894	111	
2d, income, 7s, 1894	104¼	105
Bellev. & S. Ill.–1st, 8s		122
St. P. Minn. & Man.–1st, 7s	110	110½
2d, 6s, 1909	108¾	109
Dakota Ext.–6s, 1910		107½
Min's Un.–1st, 6s, 1922		
St. P. & Dul.–1st, 5s, 1931		
So. Car. Ry.–1st, 6s, 1920	103⅜	104½
2d, 6s, 1931		101
Tex. Cen.–1st, s. f., 7s, 1909	107½	108⅜
1st mort., 7s, 1911	107½	108½
Tol. Del. & Bur.–Main. 6s	*50	52
1st, Dayt. Div., 6s, 1910		
1st, Ter'l trust, 6s, 1910		
Va. Mid.–M. inc., 6s, 1927	62½	63
Wab. St. L. & P.–Gen'l, 6s	76½	77
Chic. Div.–5s, 1910	*82	83
Hav. Div.–6s, 1910	*	85
Tol. P. & W.–1st, 7s, 1917	106¾	
Iowa Div.–6s, 1921	*88	
Ind'polis Div.–6s, 1921		
Detroit Div.–6s, 1921		
Calro Div.–5s, 1931	*	82⅞
Wabash–M., 7s, 1909		100
Tol. & W.–1st, ext., 7s	107	110
1st, St. L. Div., 7s, '89	101¼	102⅞
2d, ext., 7s, 1893	99	99¾
Equip. b'ds, 7s, 1883		
Consol. conv., 7s, 1907	93	97½
Gt. West.–1st, 7s, '88	107	
2d, 7s, 1893	99½	
Q. & T.–1st, 7s, 1890		101
Han. & Naples–1st, 7s		
Ill. & So. Ia.–1st Ex., 6s	*	100
St. L. K. C. & N.–Re. 7s	106⅛	107
Om. Div.–1st, 7s	109½	
Clar'da Br.–6s, 1919	85	
St. Chas. Br.–1st, 6s	80	100
No. Missouri–1st, 7s	121	
West. Un. Tel.–1900, cp.	114	114½
1900, reg	113	114
N. W. Telegraph–7s, 1904		
Mut. Un. T.–S. F., 6s, 1911	89	89⅞
Spring Val. W. W.–1st, 6s		
Oregon RR. & N.–1st, 6s		110¼
INCOME BONDS.		
(Interest payable if earned.)		
Ala. Cent.–Inc. 6s, 1918		
Alleg'y Cent.–Inc., 1912		
Atl. & Pac.–Inc., 1910	34	35
Central of N. J.–1908	96	100½
Col. C. & I. C.–Inc. 7s, '90		
Reorg'n Tr'st Co. Cert.	*70	75
Cent. Ia.–Coup. debt ctfs.	*55	
Ch. St. P. & M.–L. g. inc., 6s		
Chic. & E. Ill.–Inc., 1907		
Des M. & Ft. D.–1st, inc., 6s		
Det. Mac. & Marq.–Inc.		
E. T. V. & Ga.–Inc., 6s, 1931		37½
El. C. & No.–2d, inc., 1970		
G. Bay W. & St. P.–2d, inc.		27
Ind. Bl. & W.–Inc., 1919		
Consol., inc., 6s, 1921	45	47
Ind's Dec. & Spr'd–2d inc	*30	
Trust Co. certificates		
Leh. & Wilkesb. Coal–'88	81	83
Lake E. & W.–Inc. 7s, '99	40⅝	44⅞
Sand'ky Div.–Inc., 1920		
Laf. Bl. & Mun.–Inc. 7s, '99	40½	
Mil. L. S. & W.–Incomes		81
Mob. & O.–1st prf. deben.		70
2d pref. debentures		45
3d pref. debentures		
4th pref. debentures		
N. Y. Lake E. & W.–Inc. 6s	*65	
N. Y. P. & O.–1st inc. ac., 7s	*	59
Ohio Cent.–Income, 1920	27	30
Min'l Div.–Inc. 7s, 1921		
Ohio So.–2d inc., 6s, 1921	25	28½
Ogdens. & L. C.–Inc., 1920		
Peoria D. & Ev.–Inc., 1920		60
Evans. Div.–Inc., 1920		60
Peoria & Pek. Un.–Inc., 6s		
Roch. & Pitts.–Inc, 1921	45½	46
Rome W. & Og.–Inc., 7s	40½	42
So. Car. Ry.–Inc., 6s, 1931	69	
St. L. & I. M.–1st, 7s, pr. l. a	121	
2d, 6s, int. accum'lative	118	
St. G. I. & Ry.–Ser. B., inc. '94		
Plain incomes, 6s, 1896	*	37
Sterling Mt. Ry.–Inc., '95		
St. L. A. & T. H.–Div. bds		81⅞
Tol. Del. & B.–Inc., 6s, 1910		20
Dayton Div.–6s, 1910		
Tex. & St. L.–L. g., inc. 1920		

* No price Friday—these are latest quotations made this week.

† Coupons on since 1869.

New York Local Securities.

Bank Stock List.

COMPANIES. Marked thus (*) are not National.	Par.	PRICE. Bid.	Ask.
America*	100	157½	59
Amer. Exchange	100	127½	130
Broadway	25	263	....
Butchers' & Drov's'	25	....	....
Central	100	128	130
Chase	100	185	....
Chatham	25	140	....
Chemical	100	2610	....
Citizens'	25	....	....
City	100	230	....
Commerce	100	158	160
Continental	100	123	125
Corn Exchange*	100	160	....
East River	25	140	....
Eleventh Ward*	25	....	....
Fifth	100	....	....
Fifth Avenue*	100	350	....
First	100	800	....
Fourth	100	304½	....
Fulton	30	....	....
Gallatin	50	160	....
Garfield	100	110	....
German American*	75	95	99½
German Exchange*	100	....	....
Germania*	100	125	....
Greenwich*	25	....	....
Hanover	100	149½	....
Imp. & Traders'	100	275	....
Irving	50	140	....
Leather Manuf'rs'	100	161	....
Manhattan*	50	152	155
Marine	100	150	....
Market	100	140	....
Mechanics'	25	149½	152
Mechanics' & Trads'	25	100	110
Mercantile	100	117	....
Merchants'	50	131	....
Merchants' Exch	50	....	100
Metropolis*	100	....	....
Metropolitan	100	171½	175
Murray Hill*	100	....	....
Nassau*	100	122½	....
New York	100	150	....
New York County	100	140	....
N. Y. Nat. Exch.	100	....	....
Ninth	100	126	....
North America*	70	....	....
North River*	30	....	....
Oriental*	25	140	....
Pacific*	50	167	....
Park	100	....	....
People's*	25	140	....
Phenix	20	....	....
Produce*	50	....	....
Republic	100	130	....
St. Nicholas*	100	130	....
Seventh Ward	100	100	....
Second	100	....	....
Shoe & Leather	100	125	....
State of New York*	100	....	130
Third	100	....	....
Tradesmen's	40	....	116
Union	50	165½	....
United States	100	....	....
Wall Street	50	103½	104½
West Side*	100	....	....

Insurance Stock List.

[Prices by E. S. Bailey, 7 Pine St.]

COMPANIES.	Par.	PRICE. Bid.	Ask.
American	50	145	150
Amer. Exchange	100	107	111
Bowery	25	160	166
Broadway	25	170	175
Brooklyn	17	160	167
Citizens'	20	140	150
City	70	114	120
Clinton	100	120	125
Commercial	50	90	97
Continental	100	245	250
Eagle	40	240	250
Empire City	100	70	80
Exchange	30	85	100
Farragut	50	117	122
Firemen's	17	75	80
Firemen's Trust	10	70	80
Franklin & Emp.	100	110	116
German-American	100	190	198
Germania	50	140	145
Globe	50	110	120
Greenwich	25	250	280
Guardian	100	60	65
Hamilton	15	115	120
Hanover	50	105	110
Hoffman	50	75	85
Home	100	140	145
Howard	50	65	70
Importers' & Trad's'	50	85	90
Irving	100	60	70
Jefferson	30	125	130
Kings C'nty (Bkn.)	20	190	200
Knickerbocker	40	75	80
Lamar	100	65	70
Long Isl'd (B'klyn)	50	110	122½
Lorillard	25	55	60
Manufac. & Build.	100	110	115
Manhattan	100	1	5
Mech. & Trade's'	25	115	120
Mechanics' (Bklyn)	50	130	140
Mercantile	50	60	65
Merchants'	50	100	107
Montauk (Bklyn.)	50	105	108
Nassau (Bklyn.)	50	135	150
National	37½	85	92
N. Y. Equitable	35	145	150
N. Y. Fire	100	70	75
N. Y. & Boston	100	4	6
New York City	100	5	10
Niagara	50	155	165
North River	25	103	108
Pacific	25	160	167
Park	100	110	117
Peter Cooper	20	155	165
People's	50	110	117
Phenix	50	142	145
Relief	50	58	65
Republic	100	75	85
Rutgers'	25	120	125
Standard	50	100	105
Star	100	65	70
Sterling	100	55	60
Stuyvesant	25	120	128
Tradesmen's	25	65	70
United States	25	127	132
Westchester	10	120	126
Williamsburg City	50	215	225

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date. *	Bid.	Ask.
Brooklyn Gas-Light	25	2,000,000	Var's	5	May, '83	105	108
Citizens' Gas-L. (Bklyn)	20	1,200,000	Var's	3	Jan., '83	77	80
Bonds	1,000	315,000	A. & O.	3½	April, '83	105	110
Harlem	50	1,850,000	F. & A	3	Feb. '83	99	101
Jersey City & Hoboken	20	750,000	J. & J.	7½	Jan., '83	155	165
Manhattan	50	4,000,000	J. & J.	5	June, '83	233	236
Metropolitan	100	2,500,000	M. & S.	6	May, '83	187	189
Bonds	500	750,000	F. & A.	3		105	110
Mutual (N. Y.)	100	3,500,000	Quar.	2½	April, '83	117	118
Bonds	1,000	1,500,000	M. & N.	6	1982	104	106
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '82	60	65
Scrip	Var's	700,000	M. & N.	3½	May, '83	90	95
New York	100	4,000,000	M. & N.	5	May, '83	121	123
People's (Bklyn.)	10	1,000,000	J. & J.	3½	Jan., '76	45	50
Bonds	1,000	375,000	M. & N.	3½	May, '83	106	110
Bonds	Var's	125,000	Var's	3	April, '83	90	95
Central of New York	50	466,000	F. & A.	3	Feb., '83	85	90
Williamsburg	50	1,000,000	Quar.	1½	Feb., '82	70	75
Bonds	1,000	1,000,000	A. & O.	3	April, '83	105	110
Metropolitan (Bklyn.)	100	1,000,000	M. & N.	3	Jan., '83	84	86
Municipal	100	3,000,000		5	April, '83	189	190
Bonds		750,000	M. & N.	6	1888	106	110
Fulton Municipal	100	3,000,000				67	71
Bonds		300,000	J. & J.	6		102	104

[Quotations by H. L. GRANT, Broker, 145 Broadway.]

Bl'cker St. & Fult. F.—Stk	100	900,000	J. & J.	¾	Jan., '83	23	26
1st mort.	1,000	694,000	J. & J.	7	July, 1900	108	112½
Br'dway & 7th Av.—St'k	100	2,100,000	Q.—J.	2	April, '83	146	149
1st mort.	1,000	1,500,000	J. & D.	7	June, '84	102	103
Brooklyn City—Stock	10	2,000,000	Q.—F.	3½	May, '83	210	216
1st mort.	1,000	300,000	M. & N.	7		102	110
Br'dway (Bkln.)—Stock	100	200,000	Q.—J.	3	April, '83	190	200
Bklyn. Crosstown—Stock	100	400,000	Q.—J.	2	April, '83	150	....
1st mort. bonds	1,000	300,000	Q.—J.	7	1888	105	112
Bushw'k Av. (Bkln)—St'k	100	500,000	J. & J.	2½	April, '83	150	....
Cent. Pk. N. & E. Riv.—Stk	100	1,800,000	Q.—J.	2	April, '83	144	148
Consol. mort. bonds	1,000	1,200,000	J. & D.	7	Dec., 1902	115	117
Christ'ph'r & 10th St—Stk	100	650,000	F. & A.	2½	Feb., '83	110	115
Bonds	1,000	250,000	J. & J.	7	1898	108	....
Dry Dk. E. B. & Bat'y—Stk	100	1,200,000	Q.—F.	4	May, '83	255	270
1st mort., consol.	500 &c.	900,000	J. & D.	7	June, '93	114	117
Eighth Av.—Stock	100	1,000,000	Q.—J.	3	April, '83	240	....
1st mort.	1,000	03,000	J. & J.	7	June, '84	100	110
42d & Gr'nd St. F'ry—Stk	100	748,000	M. & N.	6	May, '83	225	....
1st mort.	1,000	236,000	A. & O.	7	April, '93	110	115
Central Crosstown—Stk.	100	600,000				105	110
1st mort.	1,000	200,000	M. & N.	7	Nov., 1904	103	108
Houst. W. St. & P. Fy—Stk	100	250,000				90	....
1st mort.	500	500,000	J. & J.	7	July, '94	110	112½
Second Av.—Stock	100	1,199,500	J. & J.	5	Jan., '83	195	200
3d mort.	1,000	150,000	A. & O.	7	April, '85	103	....
Consol.	1,000	1,050,000	M. & N.	7	Nov., '88	107	108
Sixth Av.—Stock	100	750,000	M. & N.	5	Mch, '83	240	250
1st mort.	1,000	500,000	J. & J.	7	July, '90	110	115
Third Av.—Stock	100	2,000,000	Q.—F.	3	May, '83	225	....
1st mort.	1,000	2,000,000	J. & J.	7	July, '90	110	113
Twenty-third St.—Stock	100	600,000	F. & A.	4	Feb., '83	165	170
1st mort.	1,000	250,000	M. & N.	7	May, '93	110	113

* This column shows last dividend on *stock*, but date of maturity of *bonds*.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.	Bid.	Ask.
BOSTON.		
Atch & Topeka—1st, 7s	1	11½
Land grant, 7s	1	
Atlantic & Pacific—6s	97½	
Income	24	
Boston & Maine—7s	....	....
Boston & Albany—7s	....	....
6s	....	....
Boston & Lowell—7s	....	....
6s	....	....
Boston & Providence—7s	....	....
Burl. & Mo.—1st, 6s, 1918	116	....
Nebraska 6s	....	112
Nebraska, 6s	103	....
Nebraska, 1s	80½	....
Chic. Burl. & Q.—Deb. 5s	81½	81½
Conn. & Passumpsic—7s	28½	....
Connecticut Valley—6s	....	....
7s	....	....
California Southern—6s	....	....
Eastern, Mass.—6s, new	110	110½
Fort Scott & Gulf—7s	112½	....
K. City Lawr. & So.—7s	103½	....
K. City St. Jo & C. B.—7s	....	112
Little R. & Ft. S.—7s, 1st	....	90
Mass. Central—6s	....	....
Mexican Central—7s	69½	70
N. Y. & N. England—6s	104½	....
7s	112½	....
N. Mexico & So. Pac.—7s	113½	....
Ogdensb'g & L.Ch. Con 6s	....	....
Income	22	25
Old Colony—7s	....	....
6s	....	....
Pueblo & Ark. Val.—7s	114	....
Rutland—6s, 1st	....	94
Sonora—7s	103	105½
T. Clm. & St. L.—1st, 6s	....	....
Income	12	....
Dayton Division	....	....
Main line	....	....
STOCKS.		
Atchison & Topeka	84½	84½
Boston & Albany	*180	....
Boston & Lowell	....	....
Boston & Maine	159	....
Boston & Providence	*64½	....
Cheshire, preferred	62	....
Chic. & West Michigan	50	....
Clun. Sandusky & Cleve.	21	....
Concord	....	....
Connecticut River	....	....
Conn. & Passumpsic	84	....
Connecticut Valley	3	....
Eastern, Mass.	42	....
Eastern, New Hampsh.	....	....
Fitchburg	*127½	128
Flint & Pere Marquette	....	27
Preferred	....	106
Fort Scott & Gulf—Pref.	121	....
Common	....	....
Iowa Falls & Sioux City	81	82
Little Rock & Ft. Smith	....	39
Maine Central	90	91
Manchester & Lawrence	....	....
Marq. Hought'n & Ontonagon	48½	49
Preferred	102	....
Nashua & Lowell	....	....
N. Y. & New England	35½	35⅝
Northern of N. Hampsh.	110	....
Norwich & Worcester	....	....
Ogdensb. & L. Champlain	....	....
Old Colony	....	141
Portland Saco & Portsm.	112	....
Pullman Palace Car	134½	135
Rutland—Preferred	20½	....
Revere Beach & Lynn	....	....
Tol. Clnn. & St. Louis	3¾	3⅞
Verm't & Massachusetts	....	....
Worcester & Nashua	60	....
Wisconsin Central	23	....
Preferred	....	31
PHILADELPHIA.		
RAILROAD STOCKS. †		
Allegheny Valley	....	....
Buffalo N.Y. & Phil.	14⅜	14⅝
Preferred	28½	....
Camden & Atlantic	....	....
Preferred	....	45
Catawissa	24	25
1st preferred	....	57
2d preferred	....	....
Delaware & Bound Brook	134	....
East Pennsylvania	....	....
Elmira & Williamsport	41	....
Preferred	57	....
Har. P. Mt. Joy & Lanc'r	....	18
Huntingd'n & Broad Top	....	....
Preferred	....	....
Lehigh Valley	67⅜	67⅝
Preferred	....	....
Little Schuylkill	60	....
Minehill & Sch. Haven	63½	64
Nesquehoning Valley	52	....
Norfolk & West'n—Com.	....	....
Preferred	....	....
Northern Central	58	....
North Pennsylvania	....	....
Pennsylvania	60	60⅛
Allotments	....	....
Philadelphia & Erie	18	20
Phila. Ger. & Norristown	103½	....
Phila. Newtown & N.Y.	....	....
Phila. & Reading	30⅜	30½
Phila. & Trenton	....	....
Phila. Wilm. & Balt.	64	....
Pittsb. Clin. & St. L.—Com.	....	....
St. Paul & Duluth—Com.	37	....
Preferred	....	....
United N. J. Companies	192	....
West Chester—Cons. pref.	....	....
West Jersey	....	50
West Jersey & Atlantic	37½	40
CANAL STOCKS.		
Lehigh Navigation	45⅜	45⅝
Pennsylvania	....	....
Schuylkill Navigation	....	....
Preferred	16¼	16¾
RAILROAD BONDS.		
Allegh. Val.—7 3-10s, '96	....	123½
7s, E. ext., 1910	....	....
Inc. 7s. end., coup., '94	38	40¼
Belvid'e Del.—1st, 6s, 1902	....	....
2d, 6s, 1885	103	....
3d, 6s, 1887	105	....
Buff. N.Y. & Phil.—1st, 6s	....	....
2d, 7s, 1908	....	....
Cons. 6s, 1921	....	....
1st, Tr. 6s, 1922	....	....
Buff. Pitts. & W.—Gen. 6s	....	....
Cam. & Amb.—6s, c., '89	....	....
Mort. 6s, 1900	100	....
Camd. & Atl.—1st, 7s, c., '95	114	....
'85 6s, 1904	....	....
Cons. 6s, c.	107	....
Cam. & Burl. Co.—6s '87	....	....
Catawissa—1st, 7s, con. c.	....	....
Cons. M., 6s, 1902	....	....
New 7s, reg. & coup.	132	....
Cent. R. of N. J.—7s, 1902	....	....
Consol. 7s, cp., 1899-1911	117	....
Cent. Pacific—6s, 1895	....	....
Del. & Bound Br.—1st, 7s	127	....
Del. Lack. & W.—7s, 1907	....	....
Leased Lines, 7s, 1903	105½	....
Morris & Essex—1st, 7s, 1900	117	....
2d, 7s, 1891	....	109
7s, perpetual	....	....
Harrisb'g—6s, 1883	....	....
H. & B. T.—1st, 7s, c., 1896	....	....
2d, 7s, 1896	....	....
Leh. V.—1st, 6s, C. & R., '98	120	....
2d, 7s, reg., 1910	....	135
Cons. 6s, c. & R., 1923	....	120½
N. C. Pac.—1st, 6s, 1910	....	....
No. Penn.—1st, 6s, cp., '85	101½	....
2d, 7s, cp. 1896	118	....
Gen., 7s, reg., 1903	124	....
Gen., 7s, cp., 1903	....	....
Debentures, 6s, reg.	105½	....
Norfolk & West.—Gen. 6s	....	....
Oil City & Duke—1st, 6s	....	....
Oil Creek—1st, 6s, coup.	105	....
Pennsylv.—Gen., 6s, reg.	....	....
Gen., 6s, cp., 1910	....	....
Cons., 6s, reg., 1905	120	....
Cons., 6s, coup., 1905	....	....
Cons., 5s, reg., 1919	....	107
Pa. & N. Y. C.—7s, 1896	121	....
7, 1906	126½	....
Perkiomen—1st, 6s, cp. '87	....	104
Phil. & Erie—2d 7s, cp., '88	113½	....
Cons., 6s, 1920	....	....
Cons., 5s, 1920	102¾	103
Phila. Newt. & N.Y.—1st	....	....
Phil. & R.—1st, 6s, 1910	....	....
2d, 7s, coup., 1893	117	....
Cons., 7s, reg., 1911	123	....
Cons., 7s, coup., 1911	....	....
Cons., 6s, g., 1.R.C.1911	....	....
Imp., 6s, g., coup., 1897	....	....
Gen., 6s, g., coup., 1908	99¼	99½
Gen., 7s, coup., 1908	104½	105
Income, 7s, coup., 1896	93½	....
Cons. 5s, 1st ser., c., 1922	....	....
Cons. 5s, 2d ser., c., 1933	65¼	....
Conv. Adj. Scrip, '85-'88	58	....
Debenture coup., 1893	70	....
Deb. coup. off, 1893	....	....
Scrip, 1882	117½	....
Conv., 7s, R. C., 1893	....	....
Conv 7s, coup off, 1893	77½	....
Conv. 7s, cp. off, Jan., '86	61	....
Phil. Wil. & Balt.—4s, tr. ct	94	....
Pitts. Cin. & St. L.—7s, reg	....	122½
Pitts. Titus. & B.—7s, cp	96¼	97
Rich. & Dan.—Cons. int. 6s	....	....
Shamokin V. & Potts.—7s	132	....
Sunbury & Erie—1st, 7s	125	126
Sunb. Haz. & W.—1st, 5s	....	94
2d, 6s, 1938	....	30
Syr. Gen. & Corn.—1st, 7s	....	....
Union & Titusv.—1st, 7s	99	100
United N. J.—Cons. 6s, '94	....	....
Cons. 6s, gold, 1901	....	....
Cons. 6s, gold, 1908	....	....
Gen., 4s, old, 1923	96	....
Warren & F.—1st, 7s, '96	....	....
West Chester—Cons. 7s	115	....
W. Jersey—1st, 6s, cp., '96	....	116½
1st, 7s, 1899	....	....
Cons. 6s, 1909	112	....
W. Jersey & Atl.—1st, 6s, C.	107	....
Western Penn.—6s, coup.	....	....
6s, P. B., 1896	103	....
Gen., 7s, coup., 1901	....	....
CANAL BONDS.		
Ches. & Del.—1st, 6s, 1886	80	82
Lehigh Nav.—6s, reg., '84	102	102½
Mort. RR., reg., 1897	....	116
Cons., 7s, reg., 1911	....	123
Greenw'd Tr., 7s, reg.	....	....
Morris—Boat Loan rg., '85	....	....
Pennsylv.—6s, cp., 1910	87½	88
Schuylk. Nav.—1st, 6s, rg.	....	107
2d, 6s, reg., 1907	92	....
BALTIMORE.		
RAIL R'D STOCKS. Par		
Baltimore & Ohio	100	198	199
1st pref.		129	....
2d pref.		127	....
Parkersburg Br.	50	8½	11
Northern Central	50	58	58½
Western Maryland	50	....	14
Central Ohio—Com	50	....	52½
Pittsburg & Connellsville		....	....
RAILROAD BONDS.			
Atlanta & Charl.—1st		109¼	....
Inc.		....	....
Balt. & Ohio—6s, '85, A. & O		103½	104
Charl. Col. & Aug.—1st		104½	111
2d		98½	99½
Columbia & Greenv.—1st		101½	104½
2ds		81½	82½
N. W. Va.—3d, guar., J. & J.		....	....
Pittsb. & Connellsville—7s, J. & J		123	....
No. Central—6s, '85, J. & J.		104½	....
6s, 1900, A. & O		117	....
6s, gold, 1900, J. & J.		118½	....
Cen. Ohio—6s, 1st, M. & S.		109½	....
W. Md.—6s, 1st, g., J. & J.		113	....
1st, 1890, J. & J.		....	....
2d, guar., J. & J.		....	....
2d, pref.		113½	....
2d, guar. by W. Co., J. & J.		....	....
6s, 3d, guar., J. & J		....	....
Mar. & Cin.—7s, '91, F. & A.		133½	134
2d	M. & N	104½	104½
8s, 3d, J. & J		53	53½
Richm. & Danv.—Gold, 6s		99½	99¾
Union RR.—1st, gua. J. & J		118	....
Canton endorsed		....	....
Virginia & Tenn.—6s		102½	....
8s		125½	....
Wil. & Weldon—Gold, 7s		....	126
Wilm. C. & Aug.—6s		108½	109½

* Ex-dividend. † Per share. ‡ In default. § Ex-rights.

RAILROAD EARNINGS.

Roads.	Latest Earnings Reported. Week or Mo	1883.	1882.	Jan. 1 to Latest Date. 1883.	1882.
		$	$	$	$
Ala.Gt.Southern	May	77,781	54,853	402,127	308,050
Atch.Top.& S.Fe	May	1,163,792	1,183,761	5,510,918	5,683,869
Bur.Ced.R.&No.	4th wk M'y	76,824	75,179	1,064,240	1,030,143
Canad'n Pacific	1st wk J'ne	130,000	52,000	1,767,502	700,845
Central of Ga..	April	194,600	138,712	1,116,300	1,019,617
Central Iowa...	May	110,394	84,417	484,290	445,522
Central Pacific	May	2,099,000	2,342,298	9,387,479	9,926,866
Chesap. & Ohio.	May	337,922	257,040	1,460,793	1,127,737
Chicago & Alton	1st wk J'ne	161,426	156,319	3,266,969	2,973,183
Chic. Bur. & Q..	April	1,824,136	1,530,839	7,457,415	6,213,190
Chic. & East. Ill	1st wk J'ne	38,593	36,542	682,459	716,299
Chic.& Gr.Trunk	wk June 2.	52,589	37,897	1,172,568	862,072
Chic. Mil.&St. P.	1st wk J'ne	451,000	402,787	9,118,000	7,920,585
Chic. & Northw.	1st wk J'ne	491,034	467,047	9,120,941	9,038,777
Ch.St.P.Min.&O.	1st wk J'ne	96,183	88,796	1,905,257	1,942,766
Chic. & W. Mich	3d wk May	32,570	27,073	.....	.....
Cin.Ind.St.L.&C.	3 wks May	137,837	131,077	899,112	933,945
Cincinnati South	May	208,208	208,210	.....	.....
Cin.Wash.& Balt	2d wk May	26,779	24,323	610,26-	529,347
Clev.Akron& Col	1st wk J'ne	10,609	9,617	214,495	201,907
Col. Hock.V.&T.	1st wk May	62,239	58,584	.....	.....
Danbury & Nor.	March	15,90.	14,419	.....	.....
Denv. & Rio Gr	1st wk J'ne	124,700	134,20-	2,621,600	2,714,699
Denv.& R.Gr.W.	1st wk J'ne	20,200	.....	232,300	.....
Des Mo.& Ft. D	1st wk J'ne	5,129	4,764	118,867	155,442
Det. Lan. & No..	4th wk M'y	46,765	52,036	596,795	636,588
Dub. & Sioux C	1st wk J'ne	23,481	21,972	442,638	460,939
Eastern	3 wks May	190,785	180,881	1,244,469	1,126,449
E.Tenn.Va.&Ga	1st wk J'ne	60,435	46,028	1,587,505	1,235,396
Eliz. Lex. & B.S	May	57,714	38,951	268,430	162,069
Evansv. & T. H	3d wk May	13,868	17,497	268,830	289,143
Flint & P. Marq.	1st wk J'ne	52,294	35,536	1,104,629	924,948
Flor. Cent. & W.	1st wk May	8,096	7,087	148,341	149,463
Flor. Tr. & Pen.	1st wk May	10,105	9,228	173,573	156,498
Ft.W. & Denver	1st wk J'ne	8,900	.....	.....	.....
Georgia	March	148,041	114,257	425,738	350,155
Grand Trunk...	Wk June 2.	331,528	308,730	7,076,812	6,491,375
Gr.Bay W.&St.P.	1st wk J'ne	8,153	7,919	166,148	157,249
Gulf Col&San. Fe	May	140,771	78,561	697,544	407,039
Hannibal&St.Jo	1st wk J'ne	38,564	36,282	1,040,201	823,685
Hous.E.&W.Tex.	May	25,775	23,057	123,812	98,979
Hous.& Tex.Cen	March	.....	.....	768,103	575,815
Illinois Cen.(Ill.)	1st wk J'ne	133,000	129,257	2,654,946	2,795,446
Do (Iowa)	1st wk J'ne	42,600	35,460	815,549	801,237
Do So. Div.	1st wk J'ne	57,100	51,632	1,779,547	1,401,462
Ind.Bloom.& W.	1st wk J'ne	59,470	50,343	1,229,408	1,014,912
K.C.Ft. S. & Gulf	4th wk M'y	51,191	36,374	742,238	619,721
K. C. Law. & So.	May	132,849	73,367	578,718	367,910
L. Erie & West'n	1st wk J'ne	23,378	23,878	574,951	554,359
L. R. & Ft.Smith	May	42,200	30,679	217,942	167,236
L.Rk.M.Riv.& T.	May	28,516	19,732	157,385	98,323
Long Island	1st wk J'ne	62,572	59,098	855,867	780,949
Louisa. & Mo. R.	March	59,842	37,539	156,810	111,213
Louisv.& Nashv.	1st wk J'ne	230,370	207,980	5,503,314	5,113,369
Mar.Hough.& O.	May	81,845	178,229	156,898	283,803
Memp. & Charl.	1st wk J'ne	17,862	18,910	502,832	445,799
Mexican Cent..	3d wk May	31,163	.....	687,931	.....
Do No.Div	4th wk M'y	7,727	.....	99,940	.....
Mexican Nat'l..	4th wk M'y	24,241	.....	316,156	.....
Mil. L.Sh.& West	1st wk J'ne	18,580	15,020	396,630	352,995
Minn.& St. Louis	April	135,868	100,619	496,026	445,632
Missouri Pacific	1st wk J'ne	153,548	116,047	3,689,683	2,795,938
Central Br'ch.	1st wk J'ne	21,824	12,176	594,559	338,958
Int. & Gt. No..	1st wk J'ne	57,313	56,615	1,553,832	1,285,789
Mo. Kan. & T..	1st wk J'ne	131,588	106,109	2,892,689	2,297,531
St.L.Ir.Mt.& S.	1st wk J'ne	122,443	126,038	3,046,284	2,827,641
Tex. & Pacific.	1st wk J'ne	91,648	87,260	2,474,976	1,823,195
Whole System	1st wk J'ne	584,363	504,246	14,252,022	11,389,052
Mobile & Ohio..	May	143,294	134,377	840,739	742,765
Nash.Ch & St.L.	May	171,079	154,163	931,328	814,619
N.Y.L.E.& West	April	1,548,474	1,670,743	6,053,928	5,862,131
N. Y.& N. Engl'd	May	290,951	289,722	1,334,679	1,247,091
N. Y. Susq. & W.	April	78,511	52,152	290,289	189,150
N. Y. Pa. & Ohio	April	463,678	450,555	.....	.....
Norfolk & West.	1st wk J'ne	41,416	36,627	1,035,838	886,743
Northern Cent..	April	476,335	420,490	1,969,317	1,656,198
Northern Pacific	1st wk J'ne	200,400	164,411	2,887,458	2,119,110
Ohio Central....	1st wk J'ne	22,772	.....	419,472	.....
Ohio Southern..	1st wk J'ne	8,116	6,913	172,688	151,127
Oregon & Cal...	April	67,069	.....	277,359	.....
Oregon Imp. Co.	April	312,901	258,678	1,084,716	962,527
Oregon R.&N.Co	May	427,600	412,213	1,882,200	1,894,704
Pennsylvania ...	April	4,661,750	3,855,850	15,892,702	14,448,214
Peo. Dec. & Eve.	1st wk J'ne	10,239	13,395	287,639	323,493
Philadelp.& Erie	April	311,636	277,851	1,235,108	1,042,135
Phila. & Read..	April	1,726,616	1,709,712	6,458,494	6,113,297
Do C. & Iron	April	1,193,002	989,994	4,228,023	3,794,600
Richm.& Danv..	1st wk J'ne	†45,700	†37,900	.....	.....
Ch'l Col.& Aug.	3d wk May	†5,960	†6,494	320,982	270,877
Columb. & Gr.	3d wk May	†4,833	†5,123	313,698	279,133
Va. Midland..	3d wk May	†18,077	†15,883	515,143	440,357
West No. Car.	3d wk May	†3,860	†1,417	107,598	67,242
St.Johnsb.&L.C.	March	18,147	17,681	49,487	47,110
St. L.Alt. & T.H.	1st wk J'ne	19,512	22,865	588,986	534,881
Do (brchs.)	1st wk J'ne	9,550	12,461	338,081	349,748
St.Louis & Cairo	4th wk M'y	10,116	7,192	148,953	143,999
St.L.&San Fran.	1st wk J'ne	58,190	53,024	1,495,245	1,325,647
St. Paul & Dul..	1st wk J'ne	27,918	20,678	427,625	351,577
St. P. Minn.& M.	1st wk J'ne	189,814	201,682	3,338,518	2,976,298
So. Pac.Cal. N.D	February..	72,015	68,258	159,034	142,140
Do So. Div.	February..	279,926	345,925	579,659	666,485
Do Arizona	February..	161,782	241,318	341,783	457,392
Do N. Mex	February..	49,346	22,601	105,920	89,070
Scioto Valley..	April	37,762	41,408	152,599	154,621
South Carolina	April	78,950	78,380	494,923	443,498
Tol. Cin. & St. L	May	83,000	.....	.....	.....
Union Pacific...	9 dys June	661,000	651,000	.....	.....
Utah Central...	April	91,250	130,485	396,980	490,982
Vicksb'rg& Mer.	May	35,690	30,832	205,100	188,044
Wab.St.L.& P...	1st wk J'ne	292,865	288,801	.....	.....
West Jersey	April	76,022	69,963	276,746	246,429
Wisconsin Cent	May	115,100	.....	.....	.....

† Freight earnings. ‡ Included in Central Pacific earnings above.

Coins.—The following are quotations in gold for various coins:

Sovereigns	$4 84 @$4 88	Silver ¼s and ½s.	— 99¾@ par.
Napoleons	3 84 @ 3 89	Five francs	— 92 @ — 95
X X Reichmarks.	4 74 @ 4 76	Mexican dollars..	— 85½@ — 86½
X Guilders	3 95 @ 3 99	Do uncommerc'l.	— 84½@ — 85¼
Span'h Doubloons.	15 50 @15 65	Peruvian soles	— 80½@ — 81½
Mex. Doubloons.	15 45 @15 60	English silver	4 75 @ 4 82
Fine silver bars	1 09¾@ 1 10½	Prus. silv. thalers.	— 68 @ — 70½
Fine gold bars	par@¼ prem.	U. S. trade dollars	— 99¼@ — 99⅝
Dimes & ½ dimes.	— 99⅝@ par	U. S. silver dollars	— 99¾@ par.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on June 9:

Banks.	Capital.	Average amount of— Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
	$	$	$	$	$	$
New York	2,000,000	9,412,000	1,403,000	678,000	8,778,000	495,000
Manhattan Co	2,050,000	7,419,500	974,300	379,100	5,995,200	.....
Merchants	2,000,000	6,996,700	1,245,100	708,600	6,466,300	352,400
Mechanics'	2,000,000	7,114,000	793,000	814,000	5,917,000	.....
Union	1,200,000	4,250,000	634,500	373,700	3,458,300	.....
America	3,000,000	9,236,200	1,980,300	493,600	7,332,100	1,100
Phœnix	1,000,000	3,201,000	659,000	205,500	2,971,000	267,600
City	1,000,000	7,351,000	4,027,900	375,000	9,325,600	.....
Tradesmen's	1,000,000	3,077,500	885,600	95,500	1,908,000	799,100
Fulton	600,000	1,541,000	390,600	188,300	1,282,900	.....
Chemical	300,000	13,583,700	3,558,800	606,800	13,760,600	.....
Merch'nts' Exch.	1,000,000	3,206,700	844,300	471,500	2,834,400	281,700
Gallatin Nation'l	1,000,000	4,336,400	722,200	138,000	2,564,300	783,500
Butchers'&Drov.	300,000	1,884,700	481,500	70,600	1,156,500	253,900
Mechanics' & Tr.	200,000	1,003,000	147,000	87,000	1,040,000	45,000
Greenwich	200,000	1,015,900	36,500	156,700	978,700	2,600
Leather Man'f'rs	600,000	3,313,300	497,000	282,900	2,624,700	581,900
Seventh Ward	300,000	1,208,700	210,600	130,300	1,236,500	19,000
State of N. York	800,000	4,141,300	406,700	171,400	3,883,800	.....
American Exch	5,000,000	11,541,000	1,507,000	1,322,000	9,600,000	.....
Commerce	5,000,000	14,912,700	4,913,600	1,183,300	12,194,600	1,003,600
Broadway	1,000,000	6,220,500	660,400	200,800	4,549,000	900,000
Mercantile	1,000,000	6,441,000	1,073,600	621,400	6,453,200	701,000
Pacific	422,700	2,361,800	756,400	217,400	2,935,800	.....
Republic	1,500,000	4,301,500	502,300	427,300	2,940,500	450,300
Chatham	450,000	3,405,700	632,900	339,300	3,729,800	45,000
People's	200,000	1,395,400	127,200	126,700	1,670,600	5,400
North America	700,000	2,890,100	552,000	234,000	3,110,500	.....
Hanover	1,000,000	9,430,200	1,884,300	788,200	10,428,000	90,000
Irving	500,000	2,990,000	372,800	358,600	2,793,500	406,800
Metropolitan	3,000,000	12,731,000	2,696,000	505,000	10,218,000	2,162,000
Citizens'	600,000	2,495,200	450,400	226,200	2,712,800	267,500
Nassau	500,000	2,322,700	208,900	216,100	2,594,500	.....
Market	500,000	2,822,800	513,200	94,400	2,287,900	432,500
St. Nicholas	500,000	2,474,900	224,900	43,600	1,988,500	.....
Shoe & Leather	500,000	2,911,000	693,000	208,000	3,525,000	450,000
Corn Exchange	1,000,000	4,696,000	457,000	203,000	3,607,700	4,000
Continental	1,000,000	6,258,600	1,312,700	288,600	6,826,000	450,000
Oriental	300,000	2,100,000	116,000	335,000	2,082,800	.....
Marine	400,000	3,227,000	741,000	237,000	3,798,000	270,000
Importers' & Tr.	1,500,000	10,059,500	5,311,000	596,500	21,749,000	1,302,300
Park	2,000,000	18,470,100	3,877,000	1,601,800	22,320,100	45,000
Wall St. Nation'l	500,000	1,668,000	247,500	117,400	1,597,200	.....
North River	240,000	1,468,000	20,000	232,000	1,441,000	.....
East River	250,000	1,102,900	93,700	124,500	932,700	228,800
Fourth National	3,200,000	15,809,800	1,174,300	2,779,000	15,664,500	539,500
Central Nat	2,000,000	7,888,000	645,000	1,425,000	8,374,000	267,000
Second Nation'l	300,000	3,452,000	732,000	370,000	4,197,000	43,600
Ninth National	750,000	5,590,600	1,380,700	724,800	6,057,700	567,200
First National	1,500,000	14,707,000	3,218,400	760,000	15,317,400	44,900
Third National	1,000,000	5,267,100	1,403,600	802,500	6,210,200	.....
N. Y. Nat. Exch.	300,000	1,404,500	127,700	143,200	1,080,000	267,000
Bowery National	250,000	1,858,400	207,600	254,500	1,840,000	225,000
N. York County	200,000	1,542,900	18,800	501,700	1,972,900	180,000
Germ'n Americ'n	750,000	2,737,900	410,700	92,600	2,296,400	.....
Chase National	300,000	4,321,200	1,425,500	402,400	5,880,000	45,000
Fifth Avenue	100,000	2,153,200	480,500	70,800	2,251,500	.....
German Exch.	200,000	1,725,100	50,000	128,000	1,988,700	.....
Germania	200,000	1,504,600	98,900	195,000	1,983,200	.....
U. S. Nat	500,000	5,358,800	1,161,900	240,000	5,757,700	443,505
Lincoln Nat	300,000	1,258,900	220,100	152,200	1,342,000	45,000
Garfield Nat.	200,000	869,400	25,600	137,700	712,900	180,000
Total	61,162,700	321,138,300	61,550,900	26,341,090	315,290,900	15,941,800

The deviations from returns of previous week are as follows:

Loans and discounts	Inc.	$3,500,800	Net deposits ... Inc.	$4,361,500
Specie	Dec.	700,600	Circulation	Dec.	79,500
Legal tenders	Inc.	1,788,500	

The following are the totals for three weeks:

	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear
1883.	$	$	$	$	$	$
May 26	316,281,500	62,826,800	23,758,300	309,830,800	15,994,400	687,157,850
June 2	317,575,800	62,251,500	24,552,500	310,939,400	16,021,300	556,236,224
" 9	321,136,800	61,550,900	26,341,000	315,290,900	15,941,800	748,551,840

Boston Banks.—Following are the totals of the Boston banks:

	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Clear.
1883.	$	$	$	$	$	$
June 4	144,518,300	4,891,300	4,215,900	86,730,000	29,595,500	61,390,906
" 11	144,800,400	4,676,000	4,371,900	87,134,500	29,428,600	70,088,338

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

	Loans.	Lawful Money.	Deposits.	Circulation.	Agg. Clear.
1883.	$	$	$	$	$
May 21	75,566,706	19,154,680	68,269,898	9,755,800	50,302,858
" 28	76,118,351	18,893,215	69,514,188	9,735,941	52,185,304
June 4	76,054,159	20,598,619	71,027,644	9,751,894	49,241,389
" 11	76,961,127	20,665,642	71,192,525	9,784,158	5 7,754,984

Unlisted Securities.—Following are quoted at 38 New Street:

	Bid.	Asked.
Am. Railw'y Imp.Co—		
Ex bonds and stock.	....	....
Atl. & Pac.—6s, 1st....	....	....
Incomes	....	....
Blocks 35 per cent..	118	120
Cent. Branch	....	....
Incomes do	....	....
Am. Elec. Light	....	....
Bost.H.& E.—New st'k	⅜	½
Old	⅛	⅜
Buff. N. Y. & Ph.,new	....	....
Preferred, new	....	....
Brush El.Lt.Par'nt Co.	....	....
Chic & Atl.—Stk..	19	....
do Beneficiary stk..	....	....
1st mort	....	....
Contin'l Cons.—85p.c.	....	....
Den.& R.G.R'y—Cons.	....	95½
Denver Rio. G. & West	27	31
1st mort.	79	80¼
Denver & N. Orleans.	....	....
Subsidy scrip	....	....
Edison Elec. Light	317	....
Ga. Pac. R'y., 1st m..	....	....
Gal. Houst. & Hen...	....	....
Gal. Har. & S. Ant..	....	....
I. B. & W. inc. bds.	....	....
Ind. Dec. & Springf...	....	....
L.& N.col.trust bds '82	81	82½
Keely Motor	9	13
Mahoning Coal & RR.	....	....
Mexican Bonds—3 p.c.	....	....
Mexican. Nat.	85⅜	9⅛
Preferred	28½	31
1st mort.	50	50¾
Mich.&O.—Subs.75 p.c	....	105
M.U.St'k Trust Certs..	18	20
M. K. & T. inc scrip.	44½	46
Missouri Pac.,Cowdry Certfs	....	....

	Bid.	Asked.
N.Y.W.Sh.&Buff.—Stk		
dcl.wh.iss.on old sub	30	....
5s	....	80
North Pac. div. bonds.	92⅞	93
No. Riv.Const.—100p.c	108½	110
Newb. D'tch & Conn—		
Incomes	....	....
Ohio C.—Riv. Div. 1st.	59½	59⅞
Incomes	11	12¾
Oregon Sh. Line deliv-		
ered when issued	....	....
Subs. 80 p. c	....	....
Subs. ex-bd. & stk	....	50
Pensac. & Atl.	....	24
1st mort	70½	74
Pitts. & Western.	....	19
1st mort	79	....
Rich.&D.Ext. subs.70%	....	....
Roch.&Pitts. cons.,1st	90½	93⅞
St. Jo. & West	13⅝	....
St. Jo. & Pacific 1st.	74	80
do do 2d..	27⅞	35
Kans. & Neb., 1st...	73	....
do do 2d...	25½	27
Sel.,R.&D.st'k,st'mp'd	....	....
do 2d do do '82	....	....
Tex.&Col.Imp.—60p.c	....	....
ex-bd	13	....
Tex. & St. L.	22¾	23½
1st mort.,M.&A.div.	....	78
Incomes	23⅝	....
Subs	99¼	....
ex-bonds	16½	18½
bonds in Texas	....	79½
gra'tx'inc.bds in Tex	24	27½
U. S. Elec. Light	118	130
Vicksb'g & Meridian..	5	....
Pref	11	....
1st mort	98¾	99¾
2d mort	....	....

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* CHRONICLE. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Indiana Bloomington & Western Railway Company.
(For the year ending Dec. 31, 1882.)

The annual report for 1882, just issued, has the following:

"In addition to the mileage operated in 1881, we operated during the year the Indianapolis Decatur & Springfield Railway, extending from Indianapolis to Decatur. Owing to the delays resulting from long-continued unfavorable weather, the completion of our new line from Indianapolis to Springfield, Ohio, connecting our lines west of Indianapolis with our leased lines in Ohio, with the necessary side tracks, station-houses, water and coaling stations, &c., was prevented until nearly the close of the year." * * * "The business on the new line is growing rapidly, and we find ourselves able to run fast through solid trains over the entire system, making prompt connections, and in the possession of a large and increasing traffic fully equal to all just estimates. While the business on all other divisions shows a satisfactory increase, the earnings of the Indianapolis Decatur & Springfield division fell off considerably from the earnings reported by that company for the previous year. During the first half of the year this lease proved a considerable loss, but in the last six months the earnings largely increased, so that at the end of the year the net deficit from the lease amounted to $52,102." * * * "In addition to ordinary operating expenses there are included in the subjoined statements of operating expenses very large extraordinary expenditures ($257,090) incurred in completing the plans adopted and carried forward in 1881 for the general improvement of the road and equipment."

Large expenditures were also incurred for new work, including the acquisition of increased terminal facilities, the construction of side tracks, new docks, &c. These expenditures being for absolute additions to the property, are carried to account of construction and equipment.

At the close of the year 1881 401 miles were in operation, but the Ohio Div., 190 miles, was acquired in May, 1881, and the earnings given below include that division for the eight months only. In January, 1882, the Indianapolis Decatur & Springfield (152 miles) became a part of this road, and during the year the new line (142 miles) was opened, though not ready for through business till near the close of the year.

The earnings and income for two years were as follows:

	1881.	1882.
Miles owned	202	344
Miles leased and controlled	199	352
Total operated	401	696
Earnings—	$	$
Passenger	592,565	924,725
Freight	1,049,784	1,554,616
Mail, express, &c.	183,717	260,886
Total gross earnings	1,826,066	2,740,227
Operating expenses—	$	$
Maintenance of way, &c.	333,224	481,948
Maintenance of equipment	190,665	360,726
Transportation expenses	341,816	595,133
Traffic expenses	155,698	232,837
Taxes	31,173	63,073
General	82,298	113,957
Total	1,134,874	1,851,574
Net earnings	691,192	888,653

INCOME ACCOUNT

	1881.	1882.
Receipts—	$	$
Net earnings	691,192	888,653
Disbursements—		
Rentals paid	253,276	575,770
Interest on debt	196,119	327,738
Miscellaneous	30,306	28,156
Total disbursements	479,701	931,964
Balance	sur. 211,491	def 43,311

GENERAL BALANCE DEC. 31, 1882.

Assets.	
Cash in hands of Treasurer	$99,673
Cash in hands of fiscal agents for interest	72,620
Amount due from agents, cash in transit	39,659
Supplies on hand for current use	280,544
Balances due from other railroad companies & individuals	62,482
Amount due from United States Government	15,958
Construction, equipment and other improvements during the year	617,266
Cost of property	23,902,516
Total assets	$25,090,718
Liabilities—	
Current vouchers, pay-rolls and rentals not due	$387,674
Accrued interest not due	158,637
Temporary loans and bills payable	324,160
Common stock	10,000,000
Bonded debt	13,637,300
Balance to credit income account	582,647
Total liabilities	$25,090,718

Pennsylvania Company.
(For the year ending December 31, 1882.

The statistics below are made up from advance sheets of the annual report of this company, which operates the roads of the Pennsylvania system west of Pittsburg and Erie. The income account of the Pennsylvania Company for 1880, 1881 and 1882 was as follows:

	1880.	1881.	1882.
Net earnings Union Line, Bur. Co. and for rents, real estate, and equipt.	$818,725	$762,307	$804,967
Profits from operating leased roads—			
Pittsburg Fort Wayne & Chicago	1,580,515	1,718,681	1,977,196
New Castle & Beaver Valley	71,[illegible]	[illegible]	[illegible]
Dayton [illegible]	[illegible]	7,024	[illegible]
Cleveland & Pittsburg	30[illegible]	[illegible]	[illegible]
Received from investments	577,607	1,040,[illegible]	[illegible]
Total revenue	$3,401,149	$4,071,508	$4,290,827
Deduct—			
Expenses Proprietary Dep. and interest on bonds	$603,790	$761,747	$702,726
Loss in operating leased roads—			
Erie & Pittsburg	242,819	233,521	207,671
Massillon & Cleveland	[illegible]	21,011	[illegible]
Indianapolis & Vincennes	148,593	[illegible]	180,[illegible]
Cash advanced to Cin. Rich. & Ft. W.	24,384	[illegible]	.....
Do Pittsb. Cin. & St.L.	.....	200,000	.....
Total expenses, interest, &c.	$1,024,952	$1,268,525	$1,122,048
Net income	$2,376,187	$2,[illegible]	$1,[illegible]
Deduct dividends on stock	480,000	1,000,000	800,000
Balance surplus for the year	$1,896,187	$1,806,183	$1,067,883

The total balance to income account at the close of 1882 is thus stated:

Balance for 1882 as above	$1,067,883
By balance to credit of this account, Dec. 31, 1881	4,230,[illegible]
By balance realized in settlement of old accounts	59,737
Total	$5,357,759
To amount carried to reserve fund for account sinking funds leased roads	197,575
To balance to credit of this account Dec. 31, 1882	$5,160,184

New York & Greenwood Lake RR. Co.
(For the year ending Dec. 31, 1882.)

Mr. Abram S. Hewitt, President of this road, makes a report for 1882, from which the following is condensed:

"For the first time in its history, the receipts have been sufficient to defray the expenditures for operating the road. The gross revenue from traffic amounted to $175,100, being an increase over the year 1881 of $20,743, equal to about 13 per cent. The cost of maintaining and operating the road, exclusive of taxes, interest and losses on Watchung RR., amounted to $154,688, being a decrease of expenses, as compared with 1881, of $43,671. The surplus amounted to $20,411, as contrasted with a loss of $44,003 in 1881, showing a net improvement of $64,415 on the business of the year. It will be observed with satisfaction that while the gross earnings have increased, the expenses have been diminished, resulting largely from the expenditures heretofore made for filling trestles and re-building bridges.

"The loss incurred in operating the road in 1879, 1880 and 1881, including taxes and interest on floating debt, amounted in the aggregate to $149,281. It is now $152,936, showing that the actual loss on the operations of the year 1882 amounted to $3,655, against a deficit of $82,237 in 1881. In addition to this deficiency, arising out of the traffic operations, there has been charged to construction since the road came into our possession the sum of $60,698, of which $9,214 was expended in 1882.

"During the present year about four miles of track will be relaid with steel rails, making about one-half the entire length of the road thus re-laid, and insuring what has heretofore been doubtful—the continued operation of the road." * * *

"No further advances of money can be expected from the New York Lake Erie & Western RR. Company and from Cooper & Hewitt. It is only by means of the advances heretofore made by these parties that the road has at length reached a position where it may reasonably be expected to be self-sustaining." * * *

"The Watchung RR. (the branch to Orange) has furnished a business more than equal to the increase of passenger traffic during the last year. This branch is operated at a loss, but not greater than the additional receipts contributed to our road, and it is therefore deemed best to continue its operation, in the hope that it may ultimately be extended to a connection with the New Jersey Central RR., which would make it a valuable feeder to our line. * * *

"As at present situated, our road must continue to look for the increase of its business to the local development along the line, which is proceeding slowly but surely, and which will, in the end, enable us to earn interest on the first mortgage bonds, to be provided we shall be able, as now appears to be probable, to get from our current traffic sufficient earnings for the payment of future taxes and the renewal of the bridges and rails."

The principal items of floating debt Dec. 31, 1882, were advances of New York Lake Erie & Western RR., $101,629; advances of Cooper & Hewitt, $10,197; New Jersey State taxes unpaid, $24,130.

COMPARATIVE STATEMENT, PROFIT AND LOSS, 1881 AND 1882.

	1881.	1882.	*Increase.*	*Decrease.*
Earnings	$154,356	$175,100	$20,743	.....
Working expenses	198,360	154,688	.....	$43,671
Net loss	$44,003	$	$	.....
Net earnings	.....	20,411	64,415	.....
	$44,003	$20,411	$64,415	.....

Debits—	1881.	1882.	Inc.	Dec.
Interest	$[illegible],847	$11,546	$3,699	.....
Unpaid taxes, State of N. J.	18,180	5,950	.....	$12,230
Less operating Watchung RR..	12,205	6,570	.....	5,635
Total debits	$38,233	$21,067	.....	$14,166
Deficit	$82,237	$3,655	.....	$78,581

GENERAL INVESTMENT NEWS.

Atlantic & Pacific.—The financial article of the Boston *Transcript* says:

"It appears that Mr. Huntington is one of the largest purchasers of the Atlantic & Pacific stock recently disposed of by the company, and that, when the purchase of the entire 200,000 shares has been perfected, Mr. Huntington will have about $6,000,000 invested in the Atlantic & Pacific property. We understand that the so-called 'treasury' stock sold by the Atlantic & Pacific Railroad Company is borrowed from the trustees, who have held most of the capital in trust for the owners, the Atchison Topeka & Santa Fe Railroad Company and the St. Louis & San Francisco Railroad Company. This was accomplished by a three-fourths vote of the directors of each of the three companies in interest. The capital stock of the Atlantic & Pacific Railroad Company is $79,700,300, of which $51,302,600 was held by the trustees, $4,000 by the directors for qualification purposes, $3,300,000 is reserved to be issued upon the block subscriptions now outstanding, and the remaining $5,000,000, with the exception of a few shares, is in the treasury, but as the property of the Atchison and 'Frisco companies. The $20,000,000 sold is borrowed from the trustees as stated above, but their control of the property is not impaired, as they still have a majority by holding $31,300,000, or, with the other $5,000,000 properly belonging in their possession, $36,300,000."

If the foregoing statement is correct, it is an interesting one, and it is quoted in the Chronicle entirely on the authority of the *Transcript*.

Carolina Central.—At Raleigh, N. C., June 7, in the United States Circuit Court, argument was finished in the case of Mrs. Virginia B. Matthews, against the Seaboard Railroad Company, to recover possession of the Carolina Central Railroad, which is now under the management of the Seaboard road. The plaintiffs alleged that the control of the Carolina Central Railroad had been secured by fraud, and that the road is now being wrecked virtually by the defendants. The defence alleged that the subordination of the Carolina Central to the Seaboard system had not injured the former, that the transfer and control were legal, and that there had been no violation of trust. Judges Bond and Seymour took the papers in the case, and reserved their decision. The case will probably go up on appeal to the United States Supreme Court.

Chicago Saginaw & Canada—Detroit Lansing & Northern.—The Detroit Lansing & Northern Railroad has just issued the following circular:

Office of the Detroit Lansing & Northern RR. Co.,
26 Sears Building, Boston, June 12, 1883.

The Chicago Saginaw & Canada Railroad was purchased in the interest of this company at its foreclosure sale, May 10, 1883, for the sum of $400,000. The road requires an expenditure of from $50,000 to $100,000 to put it in good condition. It is the connecting link of this road on the east with the Saginaw Valley & St. Louis Railroad Company, a distance of 23 miles, and, crossing the Detroit Lansing & Northern road, runs westerly, in the direction of Howard City, to Lakeview, a distance of 13 miles, its total length being 36 miles. A new company has been formed, under the name of the Saginaw & Western Railroad Company with power under its articles of association and mortgage to issue bonds and stock, respectively, to an amount not exceeding $15,000 per mile. These bonds are to be dated July 2, 1883 (the first day of July being Sunday), to have 30 years to run from July 1, 1883, and are to bear interest at the rate of 6 per cent per annum, payable semi-annually, January 1 and July 1. They are to have the guarantee indorsed upon them of the Detroit Lansing & Northern Railroad Company, both as to principal and interest; and payment of same is still further secured by a lease of the road by the Detroit Lansing & Northern Railroad Company.

It is proposed to issue at once $132,000 of these bonds, of $1,000 denomination, and to offer them to the holders of the stock of the Detroit Lansing & Northern Railroad Company upon the following terms: Each holder of one hundred shares of either common or preferred stock (or both), of record at close of business June 19, to have the right, until June 28, at 3 o'clock P. M., to subscribe at 97½ per cent for $1,000 first mortgage, thirty years, 6 per cent bond of the Saginaw and Western Railroad Company, payment in full for said bonds to be made July 2, 1883. Engraved bonds—now in course of preparation—will be issued as soon as ready. A negotiable receipt will be given for payments, exchangeable for said bonds. Any part of the subscription hereby offered not taken on or before June 28, 1883, at 3 o'clock P. M., will be disposed of by the Treasurer.

By order of the board of directors.

Charles Merriam, Treasurer.

Counotton Valley.—Of this company now in default on its coupons the Boston *Herald* says: "The sentiment of the directors seems to be to wait until the Cleveland extension is built, next month, before taking any action regarding the deferred coupons. The completion of this extension will be a sort of milestone in the history of the company, and furnish a convenient opportunity for making an inventory of assets and liabilities. A telegram announces everything working well on the extension, and that work is in progress at the only point where delay was feared. All the money required for this work and the equipment purchased early in the year, about $420,000, has at last been subscribed. The company had to buy more land in Cleveland than was actually needed, in order to secure what was necessary. This extension is expected to be of great benefit."

Consolidated Vermont.—A special meeting of the stockholders of the Vermont & Canada Railroad was held June 8. The plan of reorganization already assented to by the directors was ratified, and resolutions authorizing a mortgage of its property to secure the notes or bonds of the Consolidated Railroad of Vermont of the amount of $7,000,000 were passed. It was also voted to release all back rents due under its lease to the Vermont Central Railroad, dated in 1849. This was the final action required to assure the completion of the new company's organization.

Delaware Maryland & Virginia.—Under this name the Junction & Breakwater, the Breakwater & Frankford and the Worcester companies have been consolidated into one corporation. The consolidated road extends from Harrington, Del., to Lewes, 40 miles; from Lewes to Rehoboth Beach, 6 miles, and from Georgetown, Del., to Franklin City, Va., 56 miles, the company owning 102 miles in all. It is controlled by the Old Dominion Steamship Co. of New York.—*Railroad Gazette.*

Denver & Rio Grande Western.—Organized under the laws of the Territory of Utah, July 21, 1881. From the company's application to the Stock Exchange the following is condensed:

Capital stock in shares of $100 each. Amount authorized, $18,000,000.

The first mortgage bonds are issued and to be issued to the extent of $16,000 average per mile, under a deed of trust dated August 1, 1881, to Louis H. Meyer, of the City of New York, Trustee. Interest at the rate of not exceeding 7 per cent per annum. The bonds are numbered from 1 upwards, and are of the denomination of $1,000 each, and are not obligatory until authenticated by the trustee, as provided in the trust deed.

An additional or co-trustee under said deed of trust, Mr. Edward Lewis, of the City of Philadelphia, Pa., was appointed November 27, 1882.

Bonds Nos. 1 to 6,300 inclusive are authenticated by Louis H. Meyer, Trustee, and bonds from 6,301 upwards have been, and will be, authenticated by both of the trustees herein named, or their successors or the survivor.

There are under construction 469 miles of road, of which there are now completed 366 1-10 miles, as follows:

From Salt Lake City to the border of the State of Colorado, where connection is made with the Denver and Rio Grande Railway	274·20 miles.
From Salt Lake City to Ogden, where connection is made with the Central Pacific Railway	36·45 miles.
Branch to Bingham Canyon	16·25 miles.
Branch up Little Cottonwood	18·20 miles.
Branch to Pleasant Valley Coal Mines	21·00 miles.
Total number of miles completed	366·1-10

Grading is mostly completed on the extension from junction, near Green River, westward through the Wasatch mountains to Salina, and also in important passes elsewhere on the company's system of railway.

The trust deed provided for the issue of not to exceed $10,000,000, in bonds of $1,000 each, dated September 1, 1881, payable thirty years after date, bearing 6 per cent interest, payable March 1 and September 1; principal and interest payable in New York in gold coin.

Of the above-mentioned 6 per cent bonds there have been issued $6,900,000, on account of mileage completed and under construction.

The Denver & Rio Grande Railway Company has agreed to lease the now-completed road, and so much more as will make in all 469 miles, at a rental of 40 per cent of the gross earnings, and has guaranteed the Western Company's bonds to the extent of $7,500,000; the bonds so guaranteed being numbered from No. 1 upwards.

The earnings on 155 miles of road operated by the company since August 1, 1882, were as follows:

August 1 to December 31, 1882, gross	$170,918
August 1 to December 31, 1882, net	105,138
January 1 to March 31, 1883, gross, on same mileage as operated in 1882	79,483
The gross earnings for month of April on 285 miles operated were	55,000

The line between Salt Lake City and the Colorado border, where connection is made with the road of the Denver & Rio Grande Railway Co., was completed and opened for business in the early part of the month of April; but the full benefit of the traffic was scarcely realized until the last week of that month, when the earnings reached $2,850 per day, on 325 miles of operated road, being at the rate of $3,200 per mile per annum, 40 per cent whereof amounts to $1,280 per mile. The completion of the line to Ogden opens up a connection with the Central Pacific Railway for through traffic between Chicago, Kansas City, the Eastern States, via Denver and Pueblo, with the Pacific Coast.

Officers—President, Wm. J. Palmer; Vice-President, George A. Lowe; Secretary, Wm. Wagner; Treasurer, Wm. M. Spackman. Directors—Wm. J. Palmer, Geo. A. Lowe, Wm. A. Bell, John T. Lynch, Henry Wood.

Galveston Houston & Henderson Railroad of 1882.—This corporation, reorganized under the General Laws of the State of Texas, on the first day of December, 1882, under the charter granted by the State of Texas in February, 1858, to the Galveston Houston & Henderson Railroad Company, made application to have its purchase money first mortgage bonds and the shares of its capital stock placed upon the regular list of the New York Stock Exchange.

Total amount of issue of bonds	$2,000,000
2,000 bonds of $1,000 each, Nos. 1 to 2,000 inclusive; dated April 1, 1883, payable April 1, 1913; rate of interest 5 per cent per annum, payable semi-annually on April 1 and October 1. Trustee the Mercantile Trust Co. of N. Y.	
Amount of capital stock (10,000 shares of $100 each)	$1,000,000

The statement of the company says:

"The principal and interest of the bonds are guaranteed by the International & Great Northern Railroad Company, endorsed thereon, which company has leased the Galveston Houston & Henderson Railway for a period of ninety-nine years.

"This company became the owner by purchase from Messrs. Jay Gould and Russell Sage of all the property, rights, privileges and franchises of the Galveston Houston & Henderson Railroad Company of 1871 (reorganized after judicial sale in that year) acquired by them, the said Gould and Sage, at a judicial sale held in pursuance of a decree entered in the Circuit Court of the United States for the Eastern District of Texas at Galveston, which proceedings were had in a suit of foreclosure of a mortgage wherein the said Jay Gould and Russell Sage were plaintiffs and the Galveston Houston & Henderson Railroad Company of 1871 and others were defendants. Of the $1,500,000 mortgage bonds of G. H. & H. Co. of 1871, $1,443,000 have been exchanged for bonds of the new company, and are held by Mercantile Trust Company, trustee of the new mortgage." The railway thus acquired consists of a line completed and in operation, extending from the City of Galveston, Texas, to the City of Houston, being a distance of about 50 miles. Track is laid with 28½ miles of steel and 21½ miles of iron rails. The company has no floating debt. Officers—President, W. H. Harding; Secretary and Treasurer, D. S. H. Smith.

Directors—Jay Gould, Russell Sage, New York City; W. P. Ballinger, W. H. Harding, Allen McCoy, Galveston, Texas; Jas. A. Baker, F. A. Rice, Houston, Texas.

The bonds were admitted to the "Free List," but the stock is not yet admitted.

Gulf Colorado & Santa Fe—Texas & St. Louis.—Officials of the freight department of the Gulf Colorado & Santa Fe Railway announce that by July 1 their road will be prepared to carry freight to and from St. Louis. The transfer to the Texas & St. Louis Road will be made without breaking bulk.

Jersey Shore Pine Creek & Buffalo—Shamokin Sunbury & Lewisburg.—The Jersey Shore Pine Creek & Buffalo Railroad in Pennsylvania, connecting the Philadelphia & Reading lines with the N. Y. Central at Geneva & Lyons, has been finished. The line runs up Pine Creek, to connect with the Corning Cowanesque & Antrim, which is owned and operated by the Fall Brook Coal Company, in which Mr. Vanderbilt has a large interest. The line begins on the south at Newberry, three miles and a half north of the Williamsport station of the Catawissa Road, and it runs northerly about 75 miles to Stokesdale Junction, where connection is made with the Corning Cowanesque & Antrim. Track is finished on the Shamokin Sunbury & Lewisburg road. The new line starts from Shamokin, Pa., crosses the Susquehanna at Sunbury, and follows the West Branch to West Milton on the Catawissa Branch. It is 31 miles long, and has been built as a short cut for coal and other traffic.

Nashville Chattanooga & St. Louis.—The following official statement of earnings and income is made for the month of May and for the eleven months of the fiscal year from July 1 to May 31:

MAY.

	1883. Gross earnings.	1883. Net earnings.	1882. Gross earnings.	1882. Net earnings.
Main Stem	$151,331	$66,551	$135,527	$54,363
Lebanon Branch	5,583	4,017	4,561	2,720
McMinnville Branch	3,723	1,935	5,369	3,219
Fayetteville Branch	4,549	2,489	3,141	989
Centrev. Br., nar. gauge	2,719	Loss 344	2,756	1,567
D. R. Val. RR., nar. gauge	3,174	1,310	2,779	631
Total	$171,079	$75,958	$154,163	$63,489
Interest and taxes		54,167		53,284
Balance net income		$21,791		$10,205

ELEVEN MONTHS ENDING MAY 31.

	1882-1883. Gross earnings.	1882-1883. Net earnings.	1881-1882. Gross earnings.	1881-1882. Net earnings.
Main Stem	$1,882,683	$806,650	$1,763,706	$723,971
Lebanon Branch	67,570	48,538	57,843	38,235
McMinnville Branch	41,544	19,669	40,621	12,810
Fayetteville Branch	56,972	33,271	33,910	10,752
Centrev. Br., nar. g'e.	27,284	2,434	13,333	40
D. R. Val. RR., nar. g'e.	36,809	14,318	28,455	Loss 1,738
Total	$2,112,862	$924,900	$1,937,878	$782,070
Interest and taxes		596,811		581,807
Balance net income		$328,089		$200,263

New Hampshire Railroads.—A dispatch from Concord, N. H., June 11, said: The Concord, the Manchester & Lawrence, the Northern, the Concord & Claremont, the Boston Concord & Montreal, the Boston & Maine, and the Eastern Railroad Companies have agreed to support the bill for a general railroad law to be introduced in the present session of the legislature providing for the lease and consolidation of the existing lines in New Hampshire, and also for the construction of others under certain restrictions. The effect of this agreement will be a long and probably bitter legislative controversy.

New York Lake Erie & Western.—The following statement of earnings and expenses is for the month of April, 1882, and 1883, and from October to April 30, inclusive:

MONTH OF APRIL.

	1882.	1883.	
Gross earnings	$1,670,743	$1,548,474	Dec. $122,269
Working expenses	1,001,725	1,079,503	Inc. 77,778
Net earnings	$669,018	$468,971	Dec. $200,047

OCTOBER TO APRIL, INCLUSIVE.

	1881-82.	1882-83.	
Gross earnings	$10,963,673	$11,383,165	Inc. $419,492
Working expenses	7,700,842	8,026,528	Inc. 325,687
Net earnings	$3,262,831	$3,356,637	Inc. $93,805

New York Stock Exchange—New Securities.—The Governors of the New York Stock Exchange have admitted to dealings at the Board the following securities:

Chicago & Northwestern Railway Company.—$10,000,000 sinking fund debenture 5 per cent bonds, due May 1, 1933. These bonds contain a provision that the railroad company will purchase and cancel $200,000 of the issue from and after May, 1888, in each year in which it can purchase the same at a rate not exceeding 105 and accrued interest. They also provide that no increased mortgage debt, excepting for the enlargement, improvement or extension of the company's property, shall be created without making provision to give these bonds equal security with any additional bonds secured on the same property.

St. Paul Minneapolis & Manitoba Railway Company.—$10,574,000 consolidated 6 per cent gold bonds due July 1, 1933.

Missouri Kansas & Texas Railway Company.—An additional $580,000 of general consolidated mortgage 6 per cent bonds.

Texas Central Railway Company.—An additional $750,000 of first mortgage 7 per cent bonds, due May 1, 1911.

Denver Rio Grande & Western Railway Company.—$5,857,000 first mortgage 6 per cent bonds, due Sept. 1, 1911. The application for the listing of $7,500,000 capital stock was laid over.

Galveston Houston & Henderson Railroad Company.—$2,000,000 first mortgage 5 per cent bonds, due April 1, 1933. The bonds were put on the "Free List," and the application for the listing of $1,000,000 capital stock was laid over.

Northern Pacific.—This road was on June 9 within three miles of Helena, the capital of Montana, a distance from St. Paul of 1,149 miles. From the western end the track was completed to a point within eighteen miles of Missoula, a distance of 614 miles from Portland, Ore., leaving a gap of 144 miles.

Ohio & Mississippi.—The monthly report for May was filed in the United States Circuit Court by Receiver John M. Douglass, as follows:

RECEIPTS.

	1883
Cash on hand May 1	$9,417
Received from station agents	121,011
Received from conductors	10,513
Received from individuals, railroads, &c	47,554
Received from American Express Co.	660
Total	$578,555

DISBURSEMENTS.

Vouchers subsequent to Nov. 17, 1876	$238,631
Remitted to New York to pay coupons	70,000
Pay-rolls	150,019
Arrearages	863
Cash on hand June 1	79,039
Total	$578,555

Pittsburg & Lake Erie—Pittsburg McKeesport & Youghiougheny.—The Pittsburg *Post* recently reported that special meetings of the stockholders of the Pittsburg & Lake Erie and Pittsburg McKeesport & Youghiougheny Railroad companies were held in that city. The object of the meeting on the part of the Pittsburg McKeesport & Youghiougheny road was to increase the present capital stock about $750,000 and to consider a proposition to consolidate with the other named road. The stock was increased, but the subject under consideration was postponed until the next regular meeting. The capital of the Pittsburg McKeesport & Youghiougheny is $3,000,000 each of stocks and bonds. Of this $2,225,000 each of stocks and bonds had been issued and the stockholders voted an issue of $750,000 more of each, and thus completed the total issue. The meeting of the Pittsburg & Lake Erie stockholders was held for the purpose of voting on a proposition to join the Lake Shore & Michigan Southern Railroad Company in guaranteeing stocks and bonds to the amount of $1,545,000 in building the Pittsburg McKeesport & Youghiougheny Railroad. It was so decided upon.

Rochester & Pittsburg.—Officers of the Rochester & Pittsburg Railroad Company announce that the issue of $600,000 of second mortgage bonds was authorized for the purpose of paying for land for terminal facilities in Buffalo. The entire issue of the new bonds was sold at 92½ and interest.

St. Joseph & Western.—The *World* reports that at the annual meeting of the St. Joseph & Western Railway at Elwood, Kansas, the following statement was submitted:

	1882.	1881.
Total earnings	$809,318	$759,593
Total expenses	797,661	725,363
Surplus	$11,651	$34,363
Add surplus 1881	34,263	
Other receipts, 1881	270	
Total surplus		$46,184
Less construction expenses, 1881-'82		35,841
Balance from 1881-'82		$10,343
Balance from 1880		5,651
Surplus December 31 1882		$15,997
Unfunded debt December 31, 1882		158,077
Funded debt December 31, 1882		6,575,060
Stock debt December 31, 1882		4,100,000

St. Paul & Northern Pacific.—This is the title of the railroad formerly known as the Western Railroad of Minnesota. It extends from Brainerd, on the line of the Northern Pacific RR., to Sauk Rapids, on the line of the St. Paul Minneapolis & Manitoba RR., about 60½ miles, has been leased to the Northern Pacific Railroad Company since May 1, 1878, and has constituted, with the use of about 75 miles of the Manitoba road, the line by which the Northern Pacific Railroad reached the cities of Minneapolis and St. Paul. The *Evening Post* says: "An arrangement has been made with the Manitoba road, by which the St. Paul & Northern Pacific Railroad is now constructing a parallel line from Sauk Rapids to Minneapolis, thereby creating a double-track railroad, one-half owned by each company, but both tracks to be used in common. The St. Paul & Northern Pacific Railroad will be extended as a double-track line from Minneapolis to St. Paul. For some time past negotiations have been conducted with secrecy for the purchase of the real estate desired in those cities for the contemplated right of way and terminal facilities." * * "The Northern Pacific Railroad Company leases all this property, and practically owns it through a deposit of the entire capital stock in trust, thereby perpetually securing to its system the independence and the facilities of this important terminal road, over which will pass the bulk of the business to and from the region served by the Northern Pacific Railroad."

Schuylkill & Lehigh.—A meeting of the stockholders of the Schuylkill & Lehigh Railroad Company will be held in Reading June 16, at which the issue of a new mortgage of $1,000,000 will

be approved. It is understood that part of the loan will be applied to the redemption of the $600,000 outstanding mortgage, and the remainder to improvement of the road. The line is operated under lease by the Philadelphia & Reading Railroad Company, which has the controlling interest in its stock.

Texas & St. Louis.—This narrow gauge road is about finished from Bird's Pt. opposite Cairo to Gatesville, Texas. Rumors were recently set afloat that interest due in July would be passed by the company, and the President, Mr. J. W. Paramore, gave a contradiction of these reports in the following replies to a reporter of the St. Louis *Globe-Democrat*.

"For how much is the Texas & St. Louis bonded?"

"For $12,500 per mile—authorized but not all issued. This is first mortgage on the road-bed and rolling stock."

"And the land grant and income bonds?"

"Are a first mortgage on the land grant of 10,240 acres per mile of completed road—amount authorized, $12,500 to the mile—not all issued. These bonds are also a second mortgage on the road-bed and rolling stock."

"How much stock is issued?"

"Twelve thousand five hundred dollars per mile authorized; about $10,000 per mile issued."

"Are you in default for any interest?"

"The interest on the first mortgage bonds is due June and December. The June interest has just been paid."

"Have you any 'construction' or 'improvement' bonds?"

"None."

Western Union Telegraph.—The quarterly report for the quarter ending June 30, 1883, with partial returns for May and the business for June estimated, makes the following exhibit compared with the actual figures for the corresponding quarter of 1882:

QUARTER ENDING JUNE 30.

	1882.		1883.	
Net revenues		$1,675,692		$1,725,000
Deduct—Int. on bonds	$107,211		$106,700	
Sinking fund	20,000	127,211	20,000	126,700
Net earnings per quarter		$1,548,481		$1,598,300
Dividends, 1½ in 1882 and 1¾ in '83		1,199,772		1,399,750
Surplus for quarter		$348,709		$198,550
Add surplus April 1		1,315,531		3,545,242
Surplus June 30		$1,664,240		$3,743,792

The report says: "The lease of the lines of the Mutual Union Co. took effect February 15, 1883, but an injunction to restrain its operation was in force for nearly three months, thus preventing the company during that period from securing the benefits of consolidation in the matter of expenses."

The following resolutions were adopted:

Resolved, That a dividend of one and three quarters per cent on the capital stock of this company be hereby declared payable on and after July 16, and on removal of legal restraint prohibiting such payment, to stockholders of record at the close of the transfer books on the 30th of June instant.

Resolved, That the books of transfer of the capital stock of the company be closed in New York and London at three o'clock in the afternoon of the 30th of June, instant, and be re-opened on the morning of the 17th of July next.

Mr. John Jacob Astor was elected a director in place of Amasa Stone, deceased, and Mr. John T. Terry elected member of the executive committee, in place of E. D. Morgan, deceased.

Wisconsin Central.—The forthcoming annual report shows the following revenue account for the year ending Dec. 31, 1882:

GROSS EARNINGS.

Wisconsin Central Railroad		$1,015,535
Milwaukee & Northern Railroad		333,681
Chicago Milwaukee & St. Paul Railroad	$23,905	
	2,909—	26,814
Milwaukee & Lake Winnebago Railroad		12,455
Total		$1,388,490
Balance		547
		$1,389,037

EXPENSES.

Operating expenses	$882,902
Taxes	9,677
Rentals (including railroads and rolling stocks)	243,443
Settlement with Milwaukee & Northern Railroad	13,650
Amount charged to railroad for new work and equipment	126,586
Amount expended in settlement of claims incurred in operation prior to Jan. 3, 1879	301
Interest paid on bonded debt	112,476
	$1,389,037

The earnings of the Wisconsin & Minnesota Railway, 1882, the Central's line from Abbotsford to Eau Claire, were as follows:

Passengers	$97,626
Freight	145,093
Mail and express	2,797
Other sources	8,142
Total	$253,659
Rentals of leased lines	$18,500
Interest on funded debt	56,700

The following mileage statement is made:

	Miles.
The line of road operated by the Trustees extends from Menasha and from Portage to Ashland via Stevens' Point, with a total mileage, exclusive of leased lines, and including branches of	337·02
The leased lines are the Packwaukee & Montello Railroad, extending from Packwaukee to Montello, a distance of	7·20
The Milwaukee & Lake Winnebago Railroad and the Chicago, Milwaukee & St. Paul Railway, from Milwaukee via Schleisingerville to Neenah, a distance of	96·20
Total railroad operated during the year 1882	440·42

The Commercial Times.

COMMERCIAL EPITOME.

Friday Night, June 15, 1883.

The weather in most sections has continued favorable during the week, and as it is giving a great impulse to the growth of vegetation, crop prospects are improving to such an extent as to have a wide effect upon values. We have, however, entered upon the dull season in mercantile circles, and the stagnation is so great in some branches of trade as to cause complaint; but the autumn trade is looked forward to with much confidence, when the full effect of abundant supplies, low prices, reduced taxation, cheap money and political tranquility may be felt.

There has been a good speculation in lard, and at times the fluctuations were important. The advantage had been about evenly divided until the close when those interested in lower prices came to the front. Pork is without speculative interest and for export the trade is very slow. To-day prime Western lard was sold on the spot at 11·40@11·42½c., closing at the inside price; refined to the Continent quoted at 11c. and for South America 11·75c.; for future delivery Western sold for June at 11·32@11·35c.; July, 11·13@11·21c.; August, 10·85@10·92c.; September, 10·73@10·84c.; October, 10·65@10 70c.; closing weak and unsettled; June, 11·20c.; July, 11 05c; August, 10·74c.; September, 10·64c.; October, 10·54c.; year, 10·05c. Mess Pork was dull and easy at $19@19 25. Bacon continued to decline and long clear was quoted at 10¼@10⅜c. Beef hams were quiet at $25@$26 for Western. City extra India mess beef easy and dull at $21@$23. Tallow sold at 7⅞@8c. for prime Stearine was quiet at 12¼@13c. for prime; oleomargarine, 10⅛@10¼c. Butter has remained steady while cheese has declined; good to fine State factory 10¼@11¼c.

Rio coffee has been quiet, and though at one time firm, closes dull and nominal at 9¼c. for fair; options have at times been active but latterly trade has fallen off; prices have declined materially and No. 7 sold to-day at 7·25c. for June; 7·35c. for July and August; 7·45c. for Sept.; 7·50c. for Oct.; 7·65c. for Nov.; and 7 70c. for Dec.; mild grades have been about steady and Maracaibo has sold freely. Spices have been dull and nearly nominal. Tea has shown no marked change and has been quiet. Foreign fruits have been fairly active and steady for green but dull and rather weak for dried. Rice has been firm and domestic has been active; foreign duty paid has been quiet, as what foreign is wanted is purchased in bond to be held till the reduction of ¼c. per pound in the duty goes into effect—July 1st. Molasses has declined to 26c. for 50 degrees test boiling Cuba and during the week a fair business has been done; grocery grades have shown little change. Raw sugar has been quiet and entirely nominal at 6⅞c. for fair refining; 96 degrees test centrifugal has sold at 7¾c. to a small extent. Refined sugar has been quiet, and closes weaker at 9⅜@9½c. for crushed, 9⅛@9½c. for powdered, 8⅞c. for granulated and 8 5-16@8⅜c. for standard "A" soft white.

Kentucky tobacco, while remaining quiet, shows a better tone, owing to the imminent demands on account of the French and Italian Government contracts. During the week 73 hhds. have been sold for export and 145 hhds. for home use; lugs quoted at 5½@6½c. and leaf 7@10½c. Seed leaf has had a fair inquiry, and the range of prices show steadiness. The sales include 1,400 cases, including 300 cases, 1882 crop, Wisconsin Havana, 9@12c.; 150 cases 1882 crop, New England, 11@12½c.; 200 cases, 1881 crop, New England, 14@35c.; 100 cases, 1881 crop, State, private terms; 400 cases, 1881 crop, Pennsylvania, 8@14c.; 150 cases sundries, 3½@18c.; also 400 bales Havana, 80c.@$1 15; and 200 bales Sumatra, $1 10@1 50.

Naval stores have been very firm, and rosins have had a good export demand; the stocks here are light; common and good strained were sold to-day at $1 65@1 70; spirits turpentine ruled strong at 38½c. Refined petroleum remains firm, and is quoted at 7¾c. for 110 degrees test, and 7⅞ for 70 degrees test. Crude certificates have been active, but not materially higher; the market opened to-day at $1 18⅞, advanced to $1 19⅞, declined to $1 17¾, and closed $1 19⅜@1 19½. Ingot copper has remained steady at 15⅞@16c. for Lake. All other metals have been at a stand-still. Hops are very unsettled and weak, at 40@50c. for State 1882.

Ocean freight room has been fairly active for grain on the berth; rates, however, have been irregular and slightly yielding. Oil charters have received better attention at about stdady figures. To-day grain to Liverpool by steam was taken at 2d.; flour 7s. 6d.; bacon 15s.; cheese 20@30s.; cotton ⅛@9-64d.; grain to London by steam 3⅜d.; do. to Glasgow by steam 3¾d.; do. to Avonmouth by steam 3½d; do. to Plymouth by steam 5d., 60 lbs. from store; naphtha to Bristol 3s. 6d.; refined petroleum to Drontheim 3s. 6d.; crude do. to Bilbao 4s; cases to Japan 35@37c.; do. to Singapore or Penang 32½@33½c.; refined in bbls. to Bremen (August) 3s. 3d.

COTTON.

FRIDAY, P. M., June 15, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (June 15) the total receipts have reached 21,573 bales, against 25,456 bales last week, 30,426 bales the previous week and 38,539 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,869,156 bales, against 4,586,171 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,282,985 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total
Galveston	215	254	1,197	678	374	82	2,800
Indianola, &c.	....	....	....	....	....	18	18
New Orleans	1,361	964	1,730	1,032	181	1,174	6,441
Mobile	55	129	....	48	4	199	435
Florida	....	....	....	....	....	4	4
Savannah	334	573	437	330	152	36	1,867
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	27	46	398	300	94	221	1,086
Pt. Royal, &c.	....	....	....	....	....	....	....
Wilmington	....	2	13	....	6	4	25
Moreh'd C., &c	....	....	....	....	....	50	50
Norfolk	840	197	510	102	463	359	2,471
West Point, &c	....	....	....	....	....	375	375
New York	....	40	....	....	5	....	45
Boston	402	134	687	337	359	276	2,245
Baltimore	....	....	....	....	....	2,802	2,802
Philadelp'a, &c.	3	95	591	81	4	135	909
Totals this week	3,236	2,489	5,563	2,908	1,642	5,735	21,573

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night and the same items for the corresponding periods of last years.

Receipts to June 15.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston	2,800	819,844	516	425,343	21,530	9,522
Indianola, &c.	18	16,877	6	13,721	.....	.....
New Orleans	6,441	1,642,592	2,407	1,165,299	119,624	83,636
Mobile	435	310,201	1,216	260 867	11,257	4,176
Florida	4	18,410	1	27,207	.....	.....
Savannah	1,867	806,273	1,680	721,754	5,007	5,756
Brunsw'k, &c	.....	5,508	.....	7.026	.....	.....
Charleston	1,086	564,234	1,307	490.534	5,378	6,970
Pt. Royal, &c.	....	24,502	9	24,392	.....	.....
Wilmington	25	126,902	217	134,712	1,558	1,271
M'head C., &c	50	19,414	2	26,516	.....	.....
Norfolk	2,471	793,366	2,714	606,391	24,716	8,717
West Point, &c	375	226,512	206	191,059	.....	.....
New York	45	137,016	114	158,711	209,347	230,477
Boston	2,245	187,089	826	222,943	6,140	9,100
Baltimore	2,802	64,618	696	20,820	18,985	24,002
Philadelp'a, &c.	909	105,778	1,741	88,874	6,983	11,223
Total	21,573	5,369,156	13,658	4,586 171	430,825	394,850

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	2,818	522	3,462	572	1,496	1,146
New Orleans.	6,441	2,407	7,023	4.146	1,194	1,777
Mobile	435	1,216	1,175	316	171	657
Savannah	1,867	1,680	2,254	722	703	2,372
Charl'st'n, &c	1,086	1,316	1,025	1,064	257	329
Wilm'gt'n, &c	75	219	180	148	167	673
Norfolk, &c.	2,846	2,920	3,931	3,402	446	2,049
All others	6,005	3,378	9,168	9,500	2,814	1,718
Tot. this w'k.	21,573	13,658	28,218	19,870	7,188	10,721
Since Sept. 1.	5869,156	4586,171	5622,692	4801,566	4414,610	4230,436

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 41,735 bales, of which 35,496 were to Great Britain, —— to France and 6,239 to the rest of the Continent, while the stocks as made up this evening are now 430,825 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending June 15. Exported to—				From Sept. 1, 1882, to June 15, 1883. Exported to—			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	.....	.....	1,475	1,475	312,743	89,324	109,593	512,060
New Orleans	16,166	.....	.....	16,166	811,245	285,355	436,106	1,532,705
Mobile	....	.....	.....	.....	34,840	9,359	1.100	45,299
Florida	.....	.....	.....	.....	.....	....	100	100
Savannah	.....	.....	.....	.....	110,312	25,658	243,028	418,998
Charleston*	.....	.....	.....	.....	131,080	24,775	216,015	371,870
Wilmington	.....	.....	.....	.....	63,172	.....	4,590	57,762
Norfolk†	.....	.....	.....	.....	370,420	.....	28,985	399 405
New York	10,737	.....	1,77	12,509	480 970	28,773	151 831	661,577
Boston	8,242	.....	.....	3 242	167,834	.....	441	168 277
Baltimore	1,658	.....	2,985	4,643	165,262	4,823	62,231	232,316
Philadelp'a, &c	3,700	.....	.....	3,703	88,811	.....	3,386	92,197
Total	35,496	.....	6,239	41,735	2,726,091	418,093	1,318,411	4,492,564
Total 1881-82	24,388	2,681	5,104	32 173	2 218 199	310 278	749 571	3 278 028

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 89 Broad Street.

JUNE 15, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France	Other Foreign	Coast-wise.	Total	
New Orleans	10,807	60	130	175	11,172	108,452
Mobile	None.	None.	None.	None.	None.	11,257
Charleston	None.	None.	300	123	423	4,953
Savannah	None.	None.	None.	400	400	4,607
Galveston	2,546	None.	None.	2,861	5,407	16,123
Norfolk	2,000	None.	None.	2,284	4,284	20,432
New York	3,250	None.	700	None	3,950	205,397
Other ports	3,000	None.	500	None.	3,500	30,466
Total 1883	21,603	60	1,630	5,845	29,138	401,687
Total 1882	16,850	8,671	5,517	1,924	32,962	361,888
Total 1881	35,473	7,939	11,823	3,541	58,776	341,208

The speculation in cotton for future delivery at this market has been very dull the past week. The Bureau report for May was made public on Monday, and was about what was expected, though rather more unfavorable in its general tone. Some effort to promote a speculation for the rise, with this report as its basis, had but slight success, owing to the very good weather at the South and the dull foreign advices. Fluctuations from one day to another have been very slight, and as compared with last Friday the changes are insignificant. To-day the opening was weak, and the close was at some further decline for all positions. Cotton on the spot has met with but a limited demand, mainly for home consumption, and prices remained nominally unchanged until to-day, when there was a decline of 1-16c., middling uplands closing at 10 9-16c.

The total sales for forward delivery for the week are 293,700 bales. For immediate delivery the total sales foot up this week 1,500 bales, including —— for export, 1,500 for consumption, —— for speculation and —— in transit. Of the above, — bales were to arrive. The following are the official quotations for each day of the past week.

June 9 to June 15.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y	7 11/16	7 11/16	7 11/16	7 15/16	7 15/16	7 15/16	7 15/16	7 15/16	7 15/16
Strict Ord	8 1/8	8 1/8	8 1/8	8 3/8	8 3/8	8 3/8	8 3/8	8 3/8	8 3/8
Good Ord	8 15/16	8 15/16	8 15/16	9 3/16	9 3/16	9 3/16	9 3/16	9 3/16	9 3/16
Str. G'd Ord	9 5/8	9 5/8	9 5/8	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8
Low Midd'g	10 1/8	10 1/8	10 1/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Str. L'w Mid	10 7/16	10 7/16	10 7/16	10 11/16	10 11/16	10 11/16	10 11/16	10 11/16	10 11/16
Middling	10 5/8	10 5/8	10 5/8	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8	10 7/8
Good Mid	11	11	11	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4
Str. G'd Mid	11 1/4	11 1/4	11 1/4	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Midd'g Fair	11 3/4	11 3/4	11 3/4	12	12	12	12	12	12
Fair	12 1/2	12 1/2	12 1/2	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y	7 11/16	7 11/16	7 3/8	7 15/16	7 15/16	7 7/8	7 15/16	7 15/16	7 7/8
Strict Ord	8 3/8	8 1/2	8 1/16	8 3/8	8 3/8	8 5/16	8 3/8	8 3/8	8 5/16
Good Ord	8 15/16	8 15/16	8 7/8	9 3/16	9 3/16	9 1/8	9 3/16	9 3/16	9 1/8
Str. G'd Ord	9 5/8	9 5/8	9 9/16	9 7/8	9 7/8	9 13/16	9 7/8	9 7/8	9 13/16
Low Midd'g	10 1/8	10 1/8	10 1/16	10 3/8	10 3/8	10 5/16	10 3/8	10 3/8	10 5/16
Str. L'w Mid	10 7/16	10 7/16	10 3/8	10 11/16	10 11/16	10 5/8	10 11/16	10 11/16	10 5/8
Middling	10 5/8	10 5/8	10 9/16	10 7/8	10 7/8	10 13/16	10 7/8	10 7/8	10 13/16
Good Mid	11	11	10 15/16	11 1/4	11 1/4	11 3/16	11 1/4	11 1/4	11 3/16
Str. G'd Mid	11 1/4	11 1/4	11 3/16	11 1/2	11 1/2	11 7/16	11 1/2	11 1/2	11 7/16
Midd'g Fair	11 3/4	11 3/4	11 11/16	12	12	11 15/16	12	12	11 15/16
Fair	12 1/2	12 1/2	12 7/16	12 3/4	12 3/4	12 11/16	12 3/4	12 3/4	12 11/16

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary	7 1/8	7 1/2	7 1/8	7 1/8	7 1/8	7 1/16
Strict Good Ordinary	7 15/16	7 15/16	7 15/16	7 15/16	7 15/16	7 7/8
Low Middling	8 3/8	8 3/8	8 5/8	8 5/8	8 5/8	8 9/16
Middling	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 11/16

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Ex-port.	Con-sump.	Spec-ul'n	Tran-sit.	Total.	Sales.	Deliv-eries.
Sat	Dull	....	185	....	....	185	43,800	500
Mon	Quiet	....	362	....	....	362	45,700	400
Tues	Quiet	....	130	....	....	130	67,200	400
Wed	Quiet	....	293	....	....	293	45,000	500
Thurs	Easy	....	313	....	....	313	14,000	400
Fri	Quiet at 1/16 dec.	....	217	....	....	217	50,000	300
Total		.....	1,500	....	....	1,500	293,700	2,500

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (June 15), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	988,000	967,000	998,000	764,000
Stock at London.....	50,700	67,200	50,300	55,800
Total Great Britain stock	1,038,700	1,034,200	956,300	819,800
Stock at Hamburg.....	3,900	2,200	5,500	3,000
Stock at Bremen.....	51,300	27,200	52,100	41,900
Stock at Amsterdam.....	40,000	15,700	42,800	20,100
Stock at Rotterdam.....	2,100	1,300	5,000	2,550
Stock at Antwerp.....	5,300	2,300	1,430	1,320
Stock at Havre.....	167,000	139,000	199,000	72,700
Stock at Marseilles.....	8,900	2,500	4,000	5,330
Stock at Barcelona.....	90,000	34,000	40,100	47,800
Stock at Genoa.....	15,000	7,000	4,200	15,000
Stock at Trieste.....	13,000	5,800	7,000	5,600
Total continental stocks...	392,800	237,000	361,220	215,600
Total European stocks...	1,431,500	1,271,200	1,317,520	1,035,400
India cotton afloat for Europe.	366,000	409,000	296,000	316,000
Amer'n cotton afloat for Eur'pe	254,000	137,000	326,000	331,000
Egypt, Brazil, &c., afit for E'r'pe	45,000	24,000	45,000	25,000
Stock in United States ports..	430,825	394,850	399,981	318,376
Stock in U. S. interior towns..	87,983	62,500	88,232	96,190
United States exports to-day..	7,000	2,400	2,700	5,000
Total visible supply.....	2,622,308	2,300,950	2,475,436	2,126,966

Of the above, the totals of American and other descriptions are as follows:

American—				
Liverpool stock.....	742,000	586,000	693,000	501,000
Continental stocks.....	257,000	101,000	240,000	113,000
American afloat for Europe....	254,000	137,000	326,000	331,000
United States stock.....	430,825	394,850	399,981	318,376
United States interior stocks..	87,983	62,500	88,232	96,190
United States exports to-day..	7,000	2,400	2,700	5,000
Total American.....	1,778,808	1,286,750	1,749,916	1,394,566
East Indian, Brazil, &c.—				
Liverpool stock.....	246,000	381,000	213,000	263,000
London stock.....	50,700	67,200	50,300	55,800
Continental stocks.....	135,800	133,000	121,220	72,600
India afloat for Europe.....	366,000	409,000	296,000	316,000
Egypt, Brazil, &c., afloat..	45,000	24,000	45,000	25,000
Total East India, &c	843,500	1,014,200	725,520	732,400
Total American.....	1,778,808	1,286,750	1,749,916	1,394,566
Total visible supply.....	2,622,308	2,300,950	2,475,436	2,126,966
Price Mid. Upl., Liverpool	$5^{11}/_{16}$d.	$6^{3}/_{4}$d.	$6^{13}/_{16}$d.	$6^{13}/_{16}$d.

☞ The imports into Continental ports this week have been 59,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 321,358 bales as compared with the same date of 1882, an *increase* of 146,872 bales as compared with the corresponding date of 1881 and an *increase* of 495,342 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement

Towns.	Movement to June 15, 1883. Receipts. This week.	Since Sept. 1, '82.	Shipm'ts. This week.	Stock June 15.	Movement to June 16, 1882. Receipts. This week.	Since Sept. 1, '81.	Shipm'ts. This week.	Stock June 16.
Augusta, Ga.....	264	178,555	597	6,374	133	161,281	1,228	5,374
Columbus, Ga.....	123	110,650	265	4,984	17	101,658	1,053	4,801
Macon, Ga.....	18	57,409	32	2,511	40	60,028	39	1,364
Montgom'ry, Ala.	113	138,800	429	1,621	176	95,806	345	1,201
Selma, Ala.....	50	99,238	254	2,130	210	72,879	345	945
Memphis, Tenn.	1,214	505,868	1,646	23,918	296	334,432	5,184	15,520
Nashville, Tenn.	46	44,674	458	4,460	341	55,665	757	6,016
Dallas, Tex.....	1,023	45,647	1,589	657	3,633	27,920	.....	85
Jefferson, Tex..	50	24,606	50	10	203	11,554	225	104
Shreveport, La..	598	102,859	591	3,493	3,144	63,576	263	721
Vicksburg, Miss.	284	116,202	420	407	1,374	136,314	187	220
Columbus, Miss.	18	39,059	50	85	150	27,749	.....	83
Griffin, Ga.....	16	44,774	25	913	25	47,816	431	25
Eufaula, Ala ...	10	26,390	.....	317	204	31,290	25	85
Atlanta, Ga.....	110	24,606	260	12,284	1,153	12,526	8,210	104
Rome, Ga.....	90	141,485	198	1,372	43	22,736	1,022	721
Charlotte, N. C.	174	83,133	221	350	467	31,882	250	220
St. Louis, Mo....	1,296	53,406	3,016	20,665	1,260	369,750	13,305	83
Cincinnati, O....	1,783	432,782	2,249	2,132	69	371,151	2,923	431
Total, old towns.	7,285	2,821,456	12,420	87,983	12,843	2,208,073	62,500	25
Newberry, S. C..	72	23,368	128	94	176	15,381	150	97
Raleigh, N. C....	294	50,444	639	1,338	210	59,576	1,374	1,307
Petersburg, Va..	110	23,699	488	1,181	296	26,130	3,144	
Lynchburg, Va..	68	31,957	40	4,780	341	30,247	3,633	
Louisville, Ky..	113	52,853	52	730	514	25,257	203	
Little Rock, Ark.	150	34,386	163	540	53	24,856	431	
Brenham, Tex*..	1,316	693,391	2,541	2,117	697	306,021	25	
Houston, Tex....							8,210	
Total, new towns	2,023	912,098	4,051	10,780	2,287	577,408	1,022	
Total, all	9,308	3,733,554	16,471	98,763	15,130	2,785,571	72,408	

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 5,135 bales, and are to-night 25,433

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	June.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.
Saturday, June 9—	Dull.	Aver..10·36	Aver..10·56	Aver..10·60	Aver..10·30	Aver..10·02	Aver..9·92	Aver..9·92	Aver..10·00	Aver..——	Aver..——	Aver..——	Aver..——
Sales, total.....	43,800	1,200	6,900	19,100	6,700	3,100	2,000	1,700	3,100	— @ —	— @ —	— @ —	— @ —
Prices paid (range)	10·55@10·58	10·54@10·57	10·59@10·63	10·29–10·32	9·99@10·03	9·91@9·93	9·99@10·01	10·02–10·04	10·11–10·13	—— ——	—— ——	—— ——	—— ——
Closing.....	10·53— —	10·57–10·58	10·62–10·63	10·32@—	10·04— —	9·94— —	9·95— 9·96						
Monday, June 11—	Higher.	Aver..10·63	Aver..10·60	Aver..10·64	Aver..10·34	Aver..10·05	Aver..9·96	Aver..9·98	Aver..10·03	Aver..——	Aver..——	Aver..——	Aver..——
Sales, total.....	45,700	4,400	8,800	20,700	4,800	800		700	1,000	— @ —	— @ —	— @ —	— @ —
Prices paid (range)	9·93@10·70	10·57@10·68	10·55@10·65	10·66–10·70	10·30@10·37	10·02@10·09	9·93@10·00	9·98–10·01	10·00@10·07	10·12–10·14	—— ——	—— ——	—— ——
Closing.....	Dull.	10·64–10·66	10·61–10·62	10·66–10·67	10·35— —	10·06— —	9·95— 9·97	9·96— 9·97	10·03–10·04				
Tuesday, June 12—	Variable.	Aver..10·63	Aver..10·63	Aver..10·68	Aver..10·38	Aver..10·09	Aver..9·98	Aver..10·01	Aver..10·07	Aver..10·19	Aver..10·31	Aver..10·44	Aver..——
Sales, total.....	67,200	5,900	6,700	22,800	5,000	8,000	4,900	300	4,300	1,300	3,800	1,000	
Prices paid (range)	9·93@10·71	10·61@10·68	10·59@10·66	10·64@10·71	10·35@10·39	10·06@10·11	9·93@10·02	9·98— 9·97	10·04@10·21	10·17@10·21	10·30@10·32	10·42@10·45	—— ——
Closing.....	Weak.	10·61— —	10·59–10·60	10·64— —	10·35–10·36	10·05–10·06	9·95— —	10·04–10·05	10·15–10·17	10·42— —	—— ——	—— ——	—— ——
Wednesday, June 13—	Variable.	Aver..10·62	Aver..10·62	Aver..10·66	Aver..10·37	Aver..10·08	Aver..9·97	Aver..10·00	Aver..10·07	Aver..10·18	Aver..——	Aver..——	Aver..——
Sales, total.....	45,500	4,100	3,700	29,100	3,100	2,000	1,400	100	1,900	100			
Prices paid (range)	9·93@10·68	10·61@10·65	10·60@10·63	10·64@10·68	10·36@10·39	10·07@10·09	9·96@9·99	— @10·00	10·00@10·08	— @10·18	— @ —	— @ —	— @ —
Closing.....	Dull.	10·60–10·61	10·60–10·61	10·64–10·65	10·36— —	10·05–10·07	9·95— 9·97	9·96— 9·98	10·05–10·07	10·15–10·17	10·26–10·29	—— ——	—— ——
Thursday, June 14—	Easier.	Aver..10·58	Aver..10·58	Aver..10·63	Aver..10·35	Aver..10·05	Aver..9·96	Aver..9·98	Aver..10·05	Aver..10·15	Aver..10·28	Aver..——	Aver..——
Sales, total.....	40,900	3,000	5,900	18,900	2,400	4,800	300	300	2,800	1,200	1,100		
Prices paid (range)	9·96@10·65	10·56@10·60	10·57@10·61	10·61@10·65	10·35@10·36	10·03@10·07	— @ 9·96	— @ 9·98	10·02@10·06	— @10·15	10·27@10·28	— @ —	— @ —
Closing.....	Dull.	— —10·57	10·55–10·56	10·60–10·61	10·34–10·35	10·03— —	9·94— —	9·95— 9·96	10·02— —	10·11–10·13	10·19–10·21	—— ——	—— ——
Friday, June 15—	Easier.	Aver..10·56	Aver..10·54	Aver..10·59	Aver..10·33	Aver..10·01	Aver..9·92	Aver..9·94	Aver..10·01	Aver..10·13	Aver..10·22	Aver..——	Aver..——
Sales, total.....	50,600	3,100	9,700	22,400	3,600	4,600	2,200	1,700	1,900	500	700		
Prices paid (range)	9·91@10·61	10·55@10·57	10·52@10·56	10·57@10·61	10·31@10·34	10·00@10·04	9·91@9·94	9·94@9·95	10·00@10·04	10·11@10·13	10·21@10·23	— @ —	— @ —
Closing.....	Steady.	10·55— —	10·52–10·53	10·58–10·59	10·32–10·33	10·01–10·02	9·92— —	9·93— 9·94	10·01— —	10·12@10·12	10·20–10·22	—— ——	—— ——
Total sales this week.	293,700	21,700	41,700	133,000	25,600	26,800	11,600	5,200	15,000	6,100	5,800	1,000	200
Average price, week.	10·60	10·60	10·59	10·63	10·34	10·05	9·93	9·97	10·04	10·16	10·25	10·44	10·44
Sales since Sept. 1, '82*	21,744,700	2,884,500	1,725,500	3,002,700	247,600	360,300	323,000	124,100	74,500	19,300	19,300	5,600	1,200

* Includes sales in September, 1882, for September, 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400; September, January for January, 2,070,200; September-February for February, 1,300,200; September-March for March, 1,969,400; September-April for April, 1,713,300; September-May for May, 2,726,800.

Transferable Orders—Saturday, 10·60c.; Monday, 10·70c.; Tuesday, 10·65c.; Wednesday, 10·65c.; Thursday, 10·60c.; Friday, 10·55c.

☞ We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week.

·30 pd. to exch. 700 Sept. for Aug.
·06 pd. to exch. 200 July for Aug.
·06 pd. to exch. 1,000 July for Aug.
·05 pd. to exch. 200 July for Aug.
·05 pd. to exch. 500 July for Aug.
·04 pd. to exch. 400 June for Aug.
·05 pd. to exch. 900 July for Aug.
·04 pd. to exch. 400 June for Aug.
·05 pd. to exch. 700 July for Aug.
·26 pd. to exch. 500 Sept. for Aug.

bales *more* than at the same period last year. The receipts at the same towns have been 4,058 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 747,983 bales *more* than for the same time in 1881-2.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending June 15.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston	10	10	10	10	10	10
New Orleans	10	10	10	10	10	10
Mobile	9 7/8@10	9 7/8@10	9 7/8@10	9 7/8@10	9 7/8@10	9 7/8@10
Savannah	9 15/16	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8
Charleston	10	10	10	10	10	10
Wilmington	10	10	10	10	10	10
Norfolk	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Boston	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Baltimore	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Philadelphia	11	11	11	10 7/8	10 7/8	10 7/8
Augusta	9 7/8	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Memphis	10	10	10	10	10	10
St. Louis	10	10	10	9 7/8	9 7/8	9 7/8
Cincinnati	10	10	10	10	10	10
Louisville	10	10	10	10	10	10

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'n.		
	1881.	1882.	1883.	1881.	1882.	1883	1881.	1882	1883.
Mch. 31	78,514	51,635	86,969	494,608	233,182	264,971	63,609	33,709	74,42
Apr. 6	85,906	44,467	78,708	277,351	215,944	257,152	68,438	27,29	68,889
" 13	64,576	33,220	72,695	261,549	201,747	239,461	59,824	19,032	55,244
" 20	60,718	24,860	66,527	241,198	184,281	213,029	40,317	8,334	40,095
" 27	47,729	33,606	59,244	225,820	157,836	189,856	32,351	11,161	36,021
May 4	45,535	31,423	48,761	215,253	143,327	164,583	34,168	19,911	24,338
" 11	49,150	25,881	50,515	191,662	127,693	147,942	28,555	10,184	34,184
" 18	42,415	20,864	43,975	174,809	115,435	133,871	22,502	8,069	30,101
" 25	31,85	13,981	34,539	147,173	104,018	125,565	9,585	2,504	30,245
June 1	32,042	15,950	30,426	130,470	93,585	114,679	21,839	5,517	19,516
" 8	29,432	15,621	25,456	109,380	85,344	105,926	2,342	5,433	16,703
" 15	28,218	13,655	21,573	96,947	72,408	98,769	15,785	2,672	14,410

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,951,434 bales; in 1881-82 were 4,613,154 bales; in 1880-81 were 5,680,801 bales.

2. That, although the receipts at the out-ports the past week were 21,573 bales, the actual movement from plantations was only 14,410 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 2,672 bales and for 1881 they were 15,785 bales.

AMOUNT OF COTTON IN SIGHT JUNE 15.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to June 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82	1880-81.	1879-80
Receipts at the ports to June 15	5,869,156	4,586,171	5,622,692	4,301,506
Interior stocks on June 15 in excess of September 1	82,278	26,983	58,109	88,911
Tot. receipts from plantat'ns	5,951,434	4,613,154	5,680,801	4,390,417
Net overland to June 1	627,317	411,363	498,633	560,832
Southern consumpt'n to June 1	300,000	221,000	190,000	160,000
Total in sight June 15	6,878,751	5,278,487	6,369,433	5,611,315

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,600,264 bales, as compared with 1880-81 is 509,318 bales and with 1879-80, 1,267,436 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather has been very favorable in most all sections during the week. In Texas beneficial showers have been almost universal, and the prospects are very flattering except in a very few counties. First blooms are reported in the Mobile district June 7, and at Memphis June 14.

Galveston, Texas.—We have had delightful showers on two days of the week, and the indications are that they extended over a wide surface. The rainfall reached one inch and twenty-four hundredths. Nearly every section of the State has had splendid rains this week except seven counties, of which Guadaloupe County is the centre; there much damage has been done, but elsewhere crops are as promising as possible. The thermometer has averaged 81, the highest being 91 and the lowest 71.

Indianola, Texas.—It has rained two days during the week, good in coast counties but failed higher up. The rainfall reached one inch and twenty-five hundredths. Crops are promising here, but suffering in interior counties. The thermometer has averaged 82, ranging from 72 to 92.

Dallas, Texas.—Delightful showers visited this section on two days of the week, the rainfall reaching one inch and thirty-eight hundredths. Prospects are excellent. The thermometer has ranged from 69 to 97, averaging 84.

Brenham, Texas.—We have had delightful showers on two days of the week, and the indications are that they extended over a wide surface. The rainfall reached one inch and twenty hundredths. Crops are magnificent, blooms and bolls abundant. Average thermometer 85, highest 98 and lowest 71.

Palestine, Texas.—Very beneficial showers have visited this section on two days of the week, the rainfall reaching one inch and fifty-eight hundredths. There never was a better prospect for crops. The thermometer has averaged 80, the highest being 92 and the lowest 67.

Huntsville, Texas.—It has been showery on one day of the week, the rainfall reaching sixty hundredths of an inch. All crops are very fine. The thermometer has averaged 81, ranging from 66 to 96.

Weatherford, Texas.—We have had a fine shower on one day of the week, the rainfall reaching ninety-nine hundredths of an inch. Crops are splendid. Thermometer has ranged from 55 to 93, averaging 74.

Belton, Texas.—The weather has been warm and dry during the week. The wheat harvest is progressing; other crops are very promising. Average thermometer 82, the highest being 93 and the lowest 71.

Luling, Texas.—It has rained (worthless drizzle) on one day of the week, the rainfall reaching three hundredths of an inch. The suffering is very great; early corn will be nearly a total failure; late corn and cotton are suffering dreadfully. It is terribly hot. The thermometer has averaged 87, the highest being 101 and the lowest 73.

New Orleans, Louisiana.—It has rained on six days of the week, the rainfall being five inches and fifty-two hundredths. The thermometer has averaged 82.

Shreveport, Louisiana.—Fair and extremely warm weather has prevailed during the week, the rainfall reaching one inch and twenty-seven hundredths. The thermometer has ranged from 67 to 96.

Vicksburg, Mississippi.—It has rained on two days of the week.

Columbus, Mississippi.—It has rained on three days of the week. We are having too much rain, and in consequence weeds are growing so fast that they are becoming troublesome. The thermometer has averaged 82, ranging from 69 to 97.

Little Rock, Arkansas.—Telegram not received.

Memphis, Tennessee.—We have had warm weather during the week, with rain on five days, the rainfall reaching two inches and ten hundredths. The crop is developing promisingly. The first bloom of the season was received on the 14th inst. from Bolivar County, Mississippi. The first bloom last year was received two days later, and came from James B. Craighead, Stonewall Landing, Mississippi County, Arkansas. Average thermometer 70, highest 91 and lowest 64.

Nashville, Tennessee.—We have had rain on four days of the week, the rainfall reaching one inch and twenty-six hundredths. The thermometer has averaged 76, the highest being 90 and the lowest 62.

Mobile, Alabama.—We have had delightful showers on four days of the week and the indications are that they extended over a wide surface. It has also rained severely on two days. The rainfall reached three inches and thirty-nine hundredths. The crop is developing promisingly, but weeds are growing so fast that they are becoming troublesome. The first bloom was reported in the Mobile district this year on June 7, last year on May 26. The thermometer has averaged 81, ranging from 70 to 97.

Montgomery, Alabama.—It has rained constantly on six days of the week, but as the week closes there is a favorable change in the weather. The rainfall reached one inch and fifty-five hundredths. The thermometer has averaged 79.

Selma, Alabama.—We have had warm, sultry, wet weather during the week, with rain on four days, the rainfall reaching one inch and sixty-three hundredths. Average thermometer 78, highest 86 and lowest 70.

Madison, Florida.—It has rained on three days and the remainder of the week has been pleasant. Competition for labor is running up the rate of wages. The crop is developing promisingly, the plant looks strong and healthy and the fields are clear of weeds. The thermometer has averaged 82, the highest being 88, and the lowest 76.

Macon, Georgia.—We have had warm, sultry, wet weather during the week with rain on five days, and crops are getting grassy. The thermometer has averaged 77, ranging from 68 to 86.

Columbus, Georgia.—It has rained on five days of the week, the rainfall reaching two inches and three hundredths. We are having too much rain. The thermometer has ranged from 72 to 90, averaging 83.

Savannah, Georgia.—We have had rain on six days and the remainder of the week has been cloudy. The rainfall reached three inches and sixty-five hundredths. We are having too much rain. Average thermometer 81, highest 92 and lowest 72.

Augusta, Georgia.—We have had warm, sultry, wet weather during the week, and under its influence the crop is developing promisingly. The fields are clear of weeds, and the general outlook is favorable. We have had heavy general rain on every day of the week, followed by a fall of hail last night, but its effects on the crop is not discernible yet. The thermometer has averaged 78, the highest ranging 92 and the lowest 70, and the rainfall reached three inches and eight hundredths.

Atlanta, Georgia.—It has rained on three days of the week, the rainfall reaching eighty hundredths of an inch. We are having warm and seasonable weather. The thermometer has averaged 76, ranging from 70 to 88. It rained on three days last week, and the rainfall reached one inch and thirty-two hundredths. We had fine growing weather. The thermometer ranged from 54 to 87, and averaged 76.

Charleston, South Carolina.—It has rained on four days of the week, the rainfall reaching two inches. Average thermometer 79, highest 92, lowest 72.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock June 14, 1883, and June 15, 1882.

		June 14, '83.		June 15, '82.	
		Feet.	Inch.	Feet.	Inch
New Orleans	Below high-water mark	2	2	2	6
Memphis	Above low-water mark.	27	4	31	7
Nashville	Above low-water mark.	27	2	6	1
Shreveport	Above low-water mark.	16	0	15	9
Vicksburg	Above low-water mark.	39	1	41	6

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

India Cotton Movement from all Ports.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to June 14.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent	Total.	Great Britain	Continent.	Total.	This Week.	Since Jan. 1
1883	18,000	45,000	63,000	359,000	724,000	1,083,000	50,000	1,465,000
1882	.....	31,000	31,000	648,000	494,000	1,142,000	33,000	1,466,000
1881	.....	22,000	22,000	217,000	433,000	650,000	40,000	1,015,000
1880	19,000	10,000	29,000	319,000	411,000	729,000	24,000	968,000

According to the foregoing, Bombay appears to show an *increase* compared with last year in the week's receipts of 17,000 bales, and an *increase* in shipments of 32,000 bales, and the shipments since January 1 show a *decrease* of 59,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total
Calcutta—						
1883	3,500	900	4,400	66,000	10,000	76,000
1882	1,000	.....	1,000	97,100	31,500	128,600
Madras—						
1883	.....	.....	.....	4,500	1,000	5,500
1882	3,500	.....	3,500	20,300	2,000	22,300
All others—						
1883	.....	.....	.....	4,000	2,000	6,000
1882	800	.....	800	24,800	5,900	30,700
Total all—						
1883	3,500	900	4,400	74,500	13,000	87,500
1882	5,300	.....	5,300	142,200	39,400	181,600

The above totals for the week show that the movement from the ports other than Bombay is 900 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	63,000	1,083,000	31,000	1,142,000	22,000	650,000
All other p'rts.	4,400	87,500	5,300	181,600	.....	168,200
Total	67,400	1,170,500	36,300	1,323,600	22,000	818,200

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

Alexandria Receipts and Shipments. Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, June 14.	1882-83.		1881-82.		1880-81.	
Receipts (cantars*)—						
This week	2,000		.....		2,500	
Since Sept. 1	2,253,000		2,831,720		2,760,000	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1
Exports (bales)—						
To Liverpool	1,000	231,000	.....	242,700	1,500	235,500
To Continent	.....	85,000	.....	174,871	.....	139,632
Total Europe	1,000	316,000	.....	417,571	1,500	375,132

* A cantar is 99 lbs.

This statement shows that the receipts for the week ending June 14 were 2,000 cantars and the shipments to all Europe were 1,000 bales.

Manchester Market.—Our report received from Manchester to-night states that the market is quiet, with limited business, and prices in buyers' favor. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1883.					1882.				
	32s Cop. Twist.		8¼ lbs. Shirtings.		Cott'n Mid. Upl's	32s Cop. Twist.		8¼ lbs. Shirtings.		Cott'n Mid. Upl's
	d.	d.	s.	d.	s. d	d.	d.	s.	d.	s. d.	d.
Apr. 13	8 7/16 @	9¼	5	9	@7 1½	5 5/8	9 3/8	@10	6	4½@7 10½	6 11/16
" 20	8 1/2 @	9¼	5	9	@7 3	5 5/8	9 3/8	@10	6	4½@7 9	6 11/16
" 27	8 1/2 @	9 3/8	5	9	@7 3	5 5/8	9 3/8	@10	6	4½@7 9	6 11/16
May 4	8 9/16 @	9½	5	10	@7 4½	5¾	9 3/8	@10	6	4½@7 9	6 5/8
" 11	8 5/8 @	9½	5	10	@7 4½	5 13/16	9 3/8	@10	6	4½@7 9	6 5/8
" 18	8 11/16	@9 15/16	5	10	@7 4½	5 15/16	9 3/8	@10	6	4½@7 10½	6 5/8
" 25	8 3/4 @	9½	5	10	@7 4½	5 7/8	9 3/8	@10	6	4½@7 10½	6 5/8
June 1	8 11/16	@ 9¼	5	9	@7 3	5¾	9 3/8	@10	6	4½@7 10½	6 5/8
" 8	8 5/8 @	9 3/8	5	9	@7 1½	5¾	9½	@10 1/8	6	6 @8 0	6¾
" 15	8 5/8 @	9 3/8	5	9	@7 1½	5 11/16	9½	@10 1/8	6	6 @8 0	6¾

New York Cotton Exchange—New Members.—At a meeting held Monday, June 11, the following gentlemen were elected members of the Cotton Exchange: Mr. William H. Ziegler, of J. Hastings, Ziegler & Co., 55 Beaver Street; Mr. A. H. Goodwin, of Beebe & Goodwin; Mr. H. H. Meyer, of V. & A. Meyer & Co., 38 Exchange Place; Mr. Davis Johnson, of H. L. Horton & Co., 56 Broadway, and Mr. C. A. Henriques.

—A seat was sold to-day at public auction for $4,000.

—The President, Mr. M. B. Fielding, has been authorized to appoint delegates to the convention of the International Cotton Exchange, to be held on July 18, at Old Point Comfort, Va.

Agricultural Department's Acreage Report.—The Agricultural Department at Washington issued on the 9th inst. (Saturday last) its report on cotton condition and acreage. The following is the report:

The Department of Agriculture reports an increase of cotton area slightly exceeding 3 per cent. Florida and Tennessee fall by one point to maintain their area, and there is a decrease of about 10 per cent in the cotton districts of Virginia and Missouri. The increase is 8 per cent in Texas, 7 in Arkansas, 5 in Louisiana, 3 in Alabama, 2 respectively in South Carolina and Mississippi and 1 in Georgia. The Department record of area in 1882 was 16,276,000 acres. The returns now indicate a breadth of 16,780,000 acres, an increase of 504,000 acres. The area by States is as follows. [We have inserted figures from reports of previous years for comparison.—Ed. Chron cle.]

	1883.		1882.		1881.	
	Per ct.	Acres.	Per cent.	Acres.	Per cent.	Acres.
Virginia	90	55,000	107	61,985	109	57,930
North Carolina	100	1,050,000	99	1,050,543	109	1,061,155
South Carolina	102	1,619,000	98	1,587,244	106	1,619,639
Georgia	101	2,873,000	95	2,844,305	104	2,994,003
Florida	99	258,000	99	260,402	102	263,032
Alabama	103	2,610,000	96	2,534,388	103	2,639,988
Mississippi	102	2,278,000	95	2,233,814	104	2,351,228
Louisiana	105	932,000	94	887,524	103	944,174
Texas	108	3,035,000	105	2,810,113	103	2,676,298
Arkansas	107	1,188,000	94	1,110,790	103	1,181,692
Tennessee	99	807,000	97	815,760	103	840,990
Other States & Te's.	94	75,000	99	79,793	105	80,599
Total	103	16,780,000	97 4	16,276,691	104 8	16,710,730

*The Department gives the acreage this year for "all other States and Territories" at 75,000 acres; but of those States and Territories gives the percentage of acreage only for Missouri, and that at 10 per cent decrease. We follow its figures, and not the Missouri decrease, so as to bring its total right.

The planting has been late, and replanting to fill defective stands more general than usual. A cold and wet April followed by a cold and very dry May, with frosts from May 20 to 24th, continued the attempts to fill gaps up to the date of report, and in the Gulf States belated plants had not appeared on the 1st of June. A persistent effort has been made to perfect stands throughout the cotton belt. The low temperature and rains of April have delayed planting and retarded growth. All returns make the season late, the range being from one to three weeks. More favorable weather in the lower latitudes begins already to brighten the outlook. There were counties in North Carolina in which one-sixth to one-third of the cotton was not up. The frost of the 23d of May, which extended nearly or quite through the area planted, was especially injurious on the northern border.

In South Carolina cold nights and drying winds during May greatly reduced the vitality, and the weather of the first week of June was scarcely warm enough for cotton.

Similar causes produced like effects in Georgia, somewhat modified by milder temperature, yet one correspondent claims from personal record the worst season for cotton in twenty-seven years. In the remaining States temperature has been lower than usual.

There is frequent report of the presence of the aphis wherever the plant is in worst condition. The caterpillar made its appearance on the 14th of May in Butler County, Ala., twenty days earlier than ever known before, and Robertson and Victoria in Texas report their presence.

It has been generally too dry, but serious injury is nowhere reported, though threatened in Southwestern Texas, especially in Guadeloupe, Medina, Lavaca, Somerville and Llano.

Notwithstanding these drawbacks there is a fair stand, medium vitality and usually clean culture. The average of condition is represented by 86 against 89 in June of last year, which was lower than for several previous years, though improving constantly afterward.

The averages of condition are: Virginia, 84; South Carolina, 85; Florida, 91; Mississippi, 86; Texas, 89; Tennessee, 78; North Carolina, 81; Georgia, 86; Alabama, 87; Louisiana, 91; Arkansas, 87.

The above statement of condition, compared with the reports for previous years, is as follows

AGRICULTURAL DEPARTMENT'S JUNE CONDITION REPORTS.

June Condition	'83	'82	'81	'80	'79	'78	'77	'76	'75	'74
No. Car....	81	82	96	92	98	87	80	101	92	89
So. Car....	85	92	88	104	94	99	91	98	97	84
Georgia ...	86	89	92	98	93	101	101	103	91	80
Florida ...	94	97	100	90	95	98	92	82	94	90
Alabama ..	87	95	102	96	96	101	90	94	101	82
Mississippi	86	88	94	96	99	98	91	92	100	78
Louisiana .	91	90	90	97	95	98	98	89	95	70
Texas	89	93	89	106	94	104	91	90	96	90
Arkansas..	87	85	90	100	100	98	94	95	90	90
Tennessee.	78	80	93	99	94	97	94	93	99	85
Average.	86	89	93	99	96	99	....	....	....	....

The average given above for all the States is the average as given by the Department.

JUTE BUTTS, BAGGING, &c.—The market has been very steady all through the week, and though the demand is of a jobbing character, sellers are holding their goods rather than accept less than full rates, and the sales making are at 9¼c. for 1½ lbs., 9¾c. for 1¾ lbs., 10¼c.@10½c. for 2 lbs. and 11¼c. for standard grades. We hear of sales of 900 rolls within the range. Butts are not very active, though a fair trade for small lots is in progress. The sales since we last wrote aggregate some 4,000 bales various grades, at 1⅞@2c. for paper grades and 2⅛@2⅜c for bagging qualities, and at the close sellers are steady at these quotations.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows.

Monthly Receipts.	Year Beginning September 1.					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,84-	98.491
October..	930,584	853,195	968,318	888,492	689,26.	573.533
Novemb'r	1,024,607	974,043	1,006,501	942,272	779,237	822.493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,664	900.119
January .	752,827	487,727	571,70-	647,140	618,727	689,610
February.	595,59-	291,992	572,72-	447,918	566,824	472.051
March ..	482,772	257,099	476,58-	264,913	303,955	340,525
April	284,519	147,595	284,246	159,025	167,459	197,965
May.....	185,523	113,573	190,051	110,006	84,299	96,314
Totalyear	5,815,712	4,551,808	5,549,41	4,743,873	4,392,277	4,196,104
Perc'tage of tot. port receipts May 31..		96 43	94 47	94 91	98·78	96 55

This statement shows that up to May 31 the receipts at the ports this year were 1,263,904 bales more than in 1881-82 and 266,302 bales more than at the same time in 1880-81. By adding to the above totals to May 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82	1880-81	1879-80.	1878-79.	1877-78
Tot.My 31	5,815,712	4,551,808	5,549,410	4,743,873	4,392,277	4,196,104
J'ne 1....	8,474	2,361	5 376	2,694	8.	2,269
" 2....	*1,498	2,720	3,905	3,731	2,002	8.
" 3....	8.	2,401	6,351	3,248	2,044	2,359
" 4....	4,127	8.	5,842	4,56	1,836	2,396
" 5....	4,920	2,656	8.	2,316	1,041	1,243
" 6....	4,100	3,327	4,780	8.	1,557	1,701
" 7....	3,589	2,215	6,129	5,049	83	2,409
" 8....	5,163	2,002	3,306	2,69-	8.	1,401
" 9....	3,236	2 993	4,381	2,913	1,748	8.
" 10....	8.	1,865	4,984	2,013	954	2,686
" 11....	2,489	8.	3,793	3,598	1,142	1,862
" 12....	5,563	3,105	8.	3,484	875	1,920
" 13....	2,908	2,190	6,754	8.	1,060	1,170
" 14....	1,642	1,88	5,719	4,037	1,021	2,192
" 15....	5,735	1,865	3,741	2,336	8.	1,505
Total.....	5,869,136	4,583,418	5,614,481	4,791,573	4,408,443	4,221,220
Percentage of tot. port rec'pts J'ne 15	97·10	95·58	95·80	99·13	97·13	

This statement shows that the receipts since Sept. 1 up to to-night are now 1,285,738 bales more than they were to the same day of the month in 1882 and 254,675 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to June 15 in each of the years named.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 55,040 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Achimede, 582.... Britannic, 2,848....City of Paris, 1,633....City of Rome, 858....Egypt, 737....Republic, 1,837....Servia, 1,237.... Wyoming, 998	10,730
To Bremen, per steamers Elbe, 379....Rhein, 250	629
To Hamburg, per steamers Bohemia, 500 Hammonia, 500	1,000
To Rotterdam, per steamer [illegible]	189
To Antwerp, per steamer Belgenland, 50	50
NEW ORLEANS—To Liverpool, per steamers Comacchio, 4,040 Hereford, 3,524 Navarro, 7,800 per bark Leo, [illegible]	14,242
To Havre, per steamers Chaypeno, 1,336 Paris, 2,604 per ship Scotia, 4,053	7,993
To Bremen, per ship Friedrich, 174	174
To Antwerp, per steamer Paris, 100	100
To Reval, per bark Flora, 1,707	1,707
MOBILE—To Liverpool, per bark Carl Max, 1,000	1,000
SAVANNAH—To Liverpool, per ship Success, 4,520	4,520
TEXAS—To Liverpool, per bark Herbert, 4,470	4,470
BALTIMORE—To Liverpool, per steamer Chesmore, 2,546	2,546
To Havre, per steamer Alexander Bixio, 105	105
To Bremen, per steamer America, 869	869
BOSTON—To Liverpool, per steamers Palestine, 575....Samaria, 1,131	1,706
PHILADELPHIA—To Liverpool, per steamer Lord Gough, 2,800	2,800
Total	55,040

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen & Hamburg.	Rotterdam & Antw'p.	Reval.	Total.
New York	10,730	.....	1,629	150	.....	12,509
N. Orleans	14,242	7,993	473	100	1,707	24,515
Mobile	1,000	.....	.....	.....	.....	1,000
Savannah	4,520	.....	.....	.....	.....	4,520
Texas	4,470	.....	.....	.....	.....	4,470
Baltimore	2,546	105	869	.....	.....	3,520
Boston	1,706	.....	.....	.....	.....	1,706
Philadelp'a	2,800	.....	.....	.....	.....	2,800
Total..	42,014	8 098	2,971	250	1,707	55.040

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Vera Cruz—June 9—Steamer Whitney, 1,475.
NEW ORLEANS—For Liverpool—June 8—Steamer Chancellor, 3,048.... June 9—Steamer Yucatan, 6,667....June 12—Steamer Asturiano, 2,975....June 13—Steamer Discoverer, 3,913.
BOSTON—For Liverpool—June 11—Steamer Virginian, 1,155....June 12—Steamer Iowa, — —.... June 13—Steamer Illyrian, — —.
BALTIMORE—For Liverpool—June 11—Steamer Caspian, 1,658.
For Bremen—June 7—Steamer Hohenstauffen, 2,985.
PHILADELPHIA—For Liverpool—June 8—Steamer Illinois, 1,400....June 12—Steamer British Prince, 2,300.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

DUPUY DE LOME, steamer (Fr.), from New Orleans for Havre. Advices from Havre of date May 26, state that part of the cargo of steamer Dupuy de Lome, arrived from New Orleans, had been discharged in a damaged condition. The Dupuy de Lome carried 5,276 bales cotton.

NORTHAMPTON, ship (of Bath, Me.), before reported from New Orleans for Liverpool, which stranded May 20 on Molasses Reef (Fla.) and bilged, had become a total wreck June 2. Her cargo (1,380 bales of cotton and 95,000 staves) was saved, and it was supposed that all of it had been taken to Key West. Some of the cotton was damaged.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	9/64@7/32	9/64@7/32	9/64@7/32	9/64@7/32	9/64@7/32	9/64@7/32
Do sail...d.	9/64@13/64	9/64@13/64	9/64@13/64	9/64@13/64	9/64@13/64	9/64@13/64
Havre, steam....c.	3/8*	3/8*	3/8*	3/8*	3/8*	3/8*
Do sail.. ....c.	....	....	....	....	....	....
Bremen, steam. .c.	15/32*	15/32*	15/32	15/32*	15/32*	15/32*
Do sail....c.	....	....	....	....	....	....
Hamburg, steam.d.	3/16@1/4	3/16@1/4	3/16@1/4	3/16@1/4	3/16@1/4	3/16@1/4*
Do sail...d.	...	....	....	....	....	....
Amst'd'm, steam.c.	1/2	1/2	1/2	1/2	1/2	1/2
Do sail...d	...	...	....	....	....	....
Baltic, steam ...d	9/32@5/16*	9/32@5/16*	9/32@5/16*	9/32@5/16*	9/32@5/16*	9/32@5/16*
Do sail.....c.	....	....	....	....	....	....
Barcelona, steam.c.	11/16*	11/16*	11/16*	11/16*	11/16*	11/16*
Genoa, steam ...d.	5/8*	5/8*	5/8*	5/8*	5/8	5/8*

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	May 25	June 1.	June 8.	June 15.
Sales of the week.....bales.	40,000	45 00	38,000	41,000
Of which exporters took	2,300	1,630	1,320	1,640
Of which speculators took..	2,100	1,800	330	1,840
Sales American	30,500	33,000	28,500	29,500
Actual export.....	6,900	5,400	4,000	4,500
Forwarded.....	17,500	20 500	17,500	13,000
Total stock—Estimated.....	961,000	978,000	984,000	988,000
Of which American—Estim'd	723,000	730,000	740,000	742,000
Total import of the week.....	61,900	84,000	67,000	59,000
Of which American.....	47,000	55,000	51,000	39,500
Amount afloat.....	295,000	278,000	260,000	260,000
Of which American.....	136,000	110,000	99,000	107,000

The tone of the Liverpool market for spots and futures each day of the week ending June 15, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y	Friday.
Market, 12:30 P.M	Very dull.	Easier, but not quite by lower.	Very dull.	Mod. inq. freely supplied.	Mod. inq. freely supplied	Quiet.
Mid Upl'ds	5 11/16	5 11/16	5 11/16	5 11/16	5 11/16	5 11/16
Mid. Orl'ns	5 13/16	5 13/16	5 13/16	5 13/16	5 13/16	5 13/16
Sales.....	3,000	8,000	6,000	10,000	10,000	8,000
Spec. & exp.	.....	1,000	500	1,000	1,000	1,000
Futures. Market, 12:30 P.M.	Dull.	Quiet.	Easy.	Steady.	Easy.	Quiet but steady.
Market, 4 P. M.	Quiet.	Steady.	Barely steady	Firm.	Quiet.	Quiet but steady.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d. and 6 03 means 6 3-64d.*

	Sat., June 9.				Mon., June 11.				Tues., June 12.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
June	....	....	....	....	....	....	....	....	..	..	....	....
June-July	5 41	5 44	5 44	5 44	5 41	5 41	5 42	5 43	5 44	5 41	5 43	5 43
July-Aug	5 48	5 49	5 48	5 48	5 48	5 48	5 47	5 48	5 48	5 48	5 47	5 48
Aug.-Sept	5 52	5 53	5 52	5 52	5 52	5 52	5 51	5 52	5 52	5 52	5 51	5 52
Sept.-Oct	5 48	5 48	5 48	5 48	5 48	5 48	5 48	5 48	5 49	5 49	5 48	5 49
Oct.-Nov	5 42	5 42	5 42	5 42	5 42	5 42	5 41	5 42	5 43	5 43	5 42	5 43
Nov.-Dec	5 39	5 40	5 39	5 40	5 39	5 39	5 39	5 39	5 40	5 40	5 39	5 40
Dec.-Jan	..	....	....	....	....	....	....	....	....	....	....	....
Jan.-Feb	5 40	5 40	5 40	5 40	....	....	....	....	....	....	....	....

	Wednes., June 13.				Thurs., June 14.				Fri., June 15.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
June	....	.	...	....	....	....	....	....	....	....	....	....
June-July	5 43	5 46	5 43	5 46	5 46	5 46	5 45	5 45	5 44	5 45	5 44	5 44
July-Aug	5 47	5 50	5 47	5 50	5 49	5 49	5 48	5 49	5 48	5 48	5 47	5 47
Aug.-Sept	5 51	5 51	5 51	5 51	5 51	5 51	5 53	5 53	5 52	5 52	5 51	5 51
Sept.-Oct	5 48	5 51	5 48	5 51	5 51	5 51	5 50	5 50	5 49	5 50	5 49	5 49
Oct.-Nov	5 43	5 45	5 43	5 45	5 43	5 43	5 43	5 43	5 42	5 42	5 42	5 42
Nov.-Dec	5 40	5 42	5 40	5 42	5 41	5 41	5 40	5 40	5 40	5 40	5 39	5 40
Dec.-Jan	....	....	....	....	....	....	....	....	5 40	5 40	5 40	5 40
Jan.-Feb	....	....	....	....	....	....	....	....	....	....	....	....

BREADSTUFFS.

FRIDAY, P. M., June 15, 1883.

Flour has, as a rule, been dull and more or less depressed. The better grades of No. 2 and superfine have sold fairly, and these have been much better sustained than some higher grades, such as Minnesota straights and clears and rye mixtures. The more desirable patents, both spring and winter, have been quite steady at times, but have not sold readily, and latterly have been somewhat nominal in value for that reason. To-day the market was dull, weak and nearly nominal.

Wheat has, on the whole, sold pretty freely for export trade, being stimulated by some decline in prices, the present figures being 1c. under those of a week ago. Options, on the other hand, have been quiet, especially during the last few days, and prices have fallen 1 to 2 cents. Owing to cooler weather at the West an attempt was made in Chicago to advance prices; covering by shorts assisted the manipulations somewhat, but the market soon fell back, the speculation in the West proving about as spiritless as it has been here, with the fluctuations confined to a narrow range. To-day the market was ¼ to ¾c. lower, and fairly active; No. 2 red sold at $1 20 for June, $1 21 @$1 21¼ for July, $1 23@$1 23½ for August, $1 25⅛@$1 25⅝ for September and $1 29⅛@1 29⅜ for October. No. 2 Milwaukee spring has sold on the spot at $1 18.

Indian corn has been moderately active on speculation at irregular prices, the fluctuations as a rule being slight, but the latest quotations showing a fractional decline for the week. Cool weather at the West strengthened prices here somewhat at one time, but its effect was but momentary, it being believed that nothing can yet be certainly known in regard to the next yield. Cash corn has sold fairly, but at lower prices; the weather has been very warm at times, and fears were entertained in regard to the effect on the supply in store; the receipts by way of the canal have, moreover, been rather large. White and yellow corn have been quiet and latterly rather nominal in value; steamer white last sold at 63c. To-day the market was moderately active at a decline of ¼ to ½c.; No. 2 mixed for June was at 64½@64¾c., while sales were made at 65⅛c. for July, 66@66¼c. for August, 66⅞@67⅛c. for September and 67¾c. for October.

Rye has been quiet and has changed but little in price. Oats have sold but moderately, and, owing to a depressed market at the West, have declined 1 to 3 cents per bushel. The receipts at Chicago are large and the crop prospects favorable, the latter fact leading, it is said, to short sales of distant months. To-day the market was ½c. lower; No. 2 mixed sold at 45@45¾c. for July and 41@41¼c. for August.

The following are closing quotations:

FLOUR.

No. 2 spring	$ bbl. $2 50@ 3 00	Patents, winter	$5 75@ 7 25
No. 2 winter	2 75@ 3 65	City shipping extras	5 25@ 6 00
Superfine	3 50@ 4 15	Southern bakers' and family brands	5 60@ 6 65
Spring wheat extras	4 25@ 5 25	South'n skip'g extras	4 40@ 5 25
do bakers'	5 00@ 7 25	Rye flour, superfine	3 30@ 3 80
Wis. & Minn. rye mix	5 00@ 5 60	Corn meal—	
Minn. clear and str't	4 50@ 6 50	Western, &c	3 00@ 3 50
Winter shipp'g extras	4 00@ 4 30	Brandywine, &c	3 45@ 3 60
Patents, spring	6 00@ 7 50		

GRAIN.

Wheat—		Corn—	
Spring, per bush	@	Yellow Southern	60 @ 66
Spring No. 2	@	White Western	@
Red winter, No. 2	1 20¼@1 22	Rye—Western	71 @ 73
Red winter	1 06 @1 24	State & Canada	73 @ 77
White	95 @1 25	Oats—Mixed	44 @ 47
White No. 1	1 15 @1 16	White	46 @ 55
Corn—West. mixed	50 @ 65	No. 2 mixed	45 @
West. mix. No. 2	65 @ 65½	No. 2 white	48¼@
White Southern	60 @ 68	Barley nominal.	

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending June 9 and since Aug. 1 for each of the last three years:

Receipts at—	*Flour.*	*Wheat.*	*Corn.*	*Oats.*	*Barley.*	*Rye.*
	Bbls.196lbs	*Bush.60 lbs*	*Bush.56 lbs*	*Bush.32 lbs*	*Bush.48 lbs*	*Bush. 56 lbs*
Chicago	51,767	226,679	2,193,245	956,816	28,088	112,104
Milwaukee	61,070	388,210	99,130	161,652	68,018	32,118
Toledo	2,665	204,010	174,680	10,191	....	1,358
Detroit	2,175	88,046	26,712	15 375	2,342	....
Cleveland	1,597	20,500	13,500	20,800	1,500	.....
St. Louis	25,920	60,367	410,735	138,596	3,866	4,684
Peoria	1,700	2,700	140,700	202,175	12,000	17,000
Duluth	25,000	42,481	.....	.....	.....	.....
Tot. wk. '83	171,963	1,092,993	3,058,523	1,475,605	115,814	167,284
Same wk. '82	151,583	599,574	820,588	708,667	71,769	50,253
Same wk. '81	170,807	1,759,681	2,732,397	1,743,582	56,374	25,197
Since Aug. 1—						
1882	8,315,341	70,176,748	82,736,235	40,011,811	15,233,270	4,429,399
1881	6,987,495	38,907,153	98,915,250	32,769,332	11,918,625	3,700,940
1880	7,624,227	73,105,255	105,461,882	40,138,572	11,608,572	3,235,828

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to June 9, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour....bbls.	4,087,777	3,230,854	3,856,183	2,382,795
Wheat....bush.	13,073,124	9,979,386	20,596,791	21,282,549
Corn	45,039,602	34,030,858	36,818,995	49 654,070
Oats	19,569 813	13,267,694	14,015,488	10,441,272
Barley	4,468,327	2,029,136	1,945,500	1,551,885
Rye	1,457,974	1,230,261	1,007,204	895,290
Total grain	83,638,840	60,537,335	74,423,978	83,325,066

Below are the rail shipments from Western lake and river ports for four years:

	1883. *Week June 9.*	1882. *Week June 10.*	1881. *Week June 11.*	1880. *Week June 12*
Flour....bbls.	66,287	53,680	78,087	63,093
Wheat....bsh.	114 419	203,891	176,287	178,619
Corn	414,106	482,220	720,477	735,578
Oats	836,173	661,014	695,542	753,333
Barley	30,397	31,651	22,839	28,732
Rye	37,776	36,132	18,969	31,367
Total	1,133,201	1,414,923	1,631,114	1,727,629

The rail and lake shipments from same ports for last four weeks were:

Week ending—	*Flour, bbls.*	*Wheat, bush.*	*Corn, bush.*	*Oats, bush.*	*Barley, bush.*	*Rye, bush.*
June 9	146,823	782,806	2,241,084	1,233,232	30,497	128,459
June 2	144,029	825,247	2,205,675	1,055,734	27,513	41,167
May 26	145,637	862,939	2,331,280	888,554	37,571	41,882
May 19	148,435	519,817	2,560,813	959,190	55,124	123,733
Tot., 4 w	624,923	2,990,809	9,361,852	4,136,710	150,705	338,241
4 w'ks 82	568,093	2,403,436	5,748,924	2,577,858	136,137	241,935

The exports from the several seaboard ports for week ending June 9, 1883, are shown in the annexed statement:

Exports from—	*Flour*	*Wheat.*	*Corn.*	*Oats.*	*Rye.*	*Peas.*
	Bbls.	*Bush.*	*Bush.*	*Bush.*	*Bush.*	*Bush.*
New York	38,654	305,002	556,552	2,955	120,619	3,145
Boston	50,639	26,605	49,949	.....	.....	.....
Portland	.....	.....	.....	.....	.....	.....
Montreal	5,097	199,823	235,198	.....	21,415	45,111
Philadel	2,691	16,029	87,789	.....	.....	.....
Baltim're	8,066	177,050	165,625	.....	.....	.....
N.Orl'ns	669	.....	279,178	.....	.....	.....
Total w'k	105,216	724,509	1,374,291	2,955	142,061	48,256
S'me time 1882	108,235	501,478	291,623	22,712	32,925	108,100

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	*Flour.*		*Wheat.*		*Corn.*	
	1883. *Week, June 9.*	1882. *Week, June 10.*	1883. *Week, June 9.*	1882. *Week, June 10.*	1883. *Week, June 9.*	1882. *Week, June 10.*
	Bbls.	*Bbls.*	*Bush.*	*Bush.*	*Bush.*	*Bush.*
Un.King.	60,743	24 954	427,428	286,165	963,772	274,291
Contin'nt	4,864	5,773	293,256	214,763	374,014	4,293
S.& C.Am	9,989	29,676	208	250	29,154	2,653
W. Indies	15,021	17,315	3,617	.....	6,387	9,083
Brit. Col's	14,010	29.907	.....	.....	5	.....
Oth.c'nt's	589	610	.....	.....	959	1,303
Total...	105,216	108,235	724,509	501,478	1,374,291	291,623

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour. 1882-83. Sept. 1 to June 9.	Flour. 1881-82. Sept. 1 to June 10.	Wheat. 1882-83. Sept. 1 to June 9.	Wheat. 1881-82. Sept. 1 to June 10.	Corn. 1882-83. Sept. 1 to June 9.	Corn. 1881-82. Sept. 1 to June 10.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	5,005,263	2,520,230	32,561,708	25,071,008	27,980,130	19,773,227
Continent	401,015	181,892	24,803,252	11,163,611	5,409,081	4,258,424
S. & C. Am.	539,280	502 431	129.455	7,097	345 617	391,705
West Indies	742.707	540,102	68 404	35,279	124,592	540,459
Brit. Col'nies	479,718	448,735	15 768	60	85 974	124,540
Oth. countr's	35,125	28,012	227,400	242,934	123,402	78,039
Total.	7,383,111	4,285 372	57,804,874	37,483,049	34 328 901	24,071,434

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, June 9, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	4,124 684	211,414	721,455	.....	110,520
Do. afloat (est.)	184,000	402,000	353,000	.....	62,000
Albany	2,800	10,000	22 000	.....	3,000
Buffalo	477,213	252,589	65 985	11,61	29 935
Chicago	5,997,294	3,607 037	622 819	35 517	759,638
Milwaukee	1,841,165	62,969	55,935	189,514	12 990
Duluth	673,672	.....	.....	.....	.....
Toledo	1,122,174	601,202	51.491	.....	20,625
Detroit	801,686	31,896	20,447	.....	.....
Oswego	62,000	75.000	1,000	50,000	101.000
St. Louis	571,293	1,627,799	73 912	12,923	49,004
Cincinnati	71,476	57,685	35,485	9,569	109,818
Boston	40,939	228,186	161,385	2,444	373
Toronto	306,252	.....	1,000	69.080	214
Montreal	282,612	50,306	37.913	41,313	83,151
Philadelphia	465,673	507,756	170,575	.....	.....
Peoria	5,544	84,782	172,985	2,899	105,758
Indianapolis	219,500	123,260	38,200	.....	14 300
Kansas City	7 122	22 680	3,222	210	503
Baltimore	1,138,984	611,474	.....	.....	.....
Down Mississippi	.....	360,477	8,755	.....	.....
On rail	181,325	605,878	1,135,705	39,568	51,448
On lake	876,563	3,315,163	449,138	100	90,733
On canal	1,128,165	1,764,959	120,038	9,500	57,468
Tot. June 9, '83.	20,582,466	14,617,432	4,323,580	474,249	1,732,508
Tot. June 2, '83.	20,284,815	13,793,546	3 988,575	520,347	1,741,274
Tot. June 10,'82.	10,057,797	10,269,241	2,017,617	118,112	964,387
Tot. June 11,'81.	17,220,573	11,522 288	6,332,463	321,569	276,108
Tot. June 12,'80.	17,933,556	18,335,647	3,203,848	376 260	350,135

AGRICULTURAL BUREAU REPORT.—The Agricultural Department at Washington issued on the 9th instant its June report on the condition of wheat. The report is as follows:

The condition of winter wheat is reported lower than in May throughout the entire area, with few exceptions. The decline amounts to 4 points in Connecticut, 14 in New York, 2 in Ohio, 8 in Indiana, 15 in Illinois and 7 in Missouri. It is slight in Michigan and generally throughout the South. The general average of condition is 75, against 83 in May. In June, 1882, it was 99 for winter wheat. The condition by States this year and last year was as follows:

	June 1882.	June 1883.		June 1882.	June 1883.
Connecticut	87	92	Pennsylvania	99	97
New Jersey	92	101	Maryland	109	98
Delaware	115	83	North Carolina	111	95
Virginia	109	93	Georgia	110	96
South Carolina	109	95	Mississippi	115	83
Alabama	112	95	Arkansas	118	80
Texas	93	86	West Virginia	107	88
Tennessee	113	85	Ohio	99	60
Kentucky	109	77	Indiana	103	67
Michigan	103	80	Illinois	98	51
Missouri	109	70	California	77	88
Kansas	113	89			
Oregon	98	90	Average	99	75
New York	84	63			

These figures indicate the condition of the growing wheat without reference to loss of area by plowing up winter killed areas.

The spring wheat area has been increased about a half million acres, or nearly 5 per cent. Wisconsin reports a reduction of 1 per cent, Iowa of 2 per cent; Minnesota makes an increase of 5 per cent, Nebraska of 7, Dakota of 40 and Montana of 35.

The spring wheat States have an acreage of nearly 10,000,000 acres.

The condition of spring wheat is everywhere high, averaging 98 per cent, the same as last year.

The area of barley is increased 5 per cent. Total acreage about 2,350,000 acres. Condition averages 97 per cent.

The increase in the area of oats is 4 per cent, area nearly 19,200,000 acres. Condition is high, averaging 96 per cent.

THE DRY GOODS TRADE.

FRIDAY, P. M., June 15, 1883.

Although the demand has been spasmodic and irregular, there was a moderate increase in the volume of business the past week. There was more demand for staple goods by California buyers because of an impending advance in freights to the Pacific coast, and a decline in the price of fine bleached cottons was the incentive to liberal transactions in that class of goods. The demand for seasonable goods was comparatively light, and chiefly confined to such small assorted lots as are wanted for immediate distribution; but some descriptions of fall goods have met with rather more attention from out-of-town jobbers who intend making shipments by canal in order to obtain cheap freights. The feature of the week was a peremptory auction sale of cassimeres, coatings, &c., which attracted a large company of cloth and dry goods jobbers, clothing manufacturers, &c., and at which over 12,000 pieces of woolen goods were disposed of. The prices obtained were by no means remunerative to the manufacturers, but as good as were anticipated in the present depressed and glutted condition of the woolen goods market, and the goods were well distributed.

DOMESTIC COTTON GOODS.—The exports of domestics for the week were 2,425 packages, distributed as follows: China, 1,391; Brazil, 277; Great Britain, 268; Chili, 158; U. S. of Colombia, 97; Santo Domingo, 93; Hayti, 75, &c. The general demand for cotton goods has been light and unimportant, but a fair business was done in certain kinds. Fine bleached goods, as "Wamsutta," "New York Mills," &c., were reduced by agents to 11c. per yard, and this low price—the lowest since 1879—led to a very good business, while other grades of bleached cottons were mostly quiet. Brown sheetings and drills were only in moderate request, but transactions in cotton flannels reached a very fair aggregate amount. Colored cottons were mostly quiet, and outside makes continued weak and unsettled, while the best corporation brands were steady at the lately revised quotations. Printed cloths have been sluggish, but prices are unchanged at 3⅝c. and 3 1-16c. for 64x64s and 56x60s respectively. Prints were generally quiet, and ginghams were slow of sale, but printed lawns were in steady, if moderate, request.

DOMESTIC WOOLEN GOODS.—The market for woolen goods opened very quiet, under the depressing influence of the auction sale referred to above. There was subsequently a slight improvement in the demand for really desirable clothing woolens, as cassimeres, suitings, &c., but business was at no time active, and manufacturers have at length become convinced that a material curtailment of production has become necessary in order to market the surplus stocks on hand. Kentucky jeans and doeskins have shown more activity, but prices are low and unsatisfactory, and satinets remain quiet. Flannels have been less active than expected (although a fair business was reported in white flannels), and the demand for blankets was comparatively light. For worsted dress goods there was only a limited inquiry, but some very fair orders were placed for all-wool sackings, cashmeres, &c., for future delivery. Carpets were quiet, and new styles for the coming season are likely to be opened at relatively low prices. Knit underwear and hosiery have been rather more active, but prices are unsatisfactory to most manufacturers.

FOREIGN DRY GOODS.—Aside from a few specialties (in which a fair business was transacted), foreign goods have been very quiet, and detailed remarks are therefore unnecessary. Importers continued to make fair deliveries of such goods as will be advanced by the new tariff, but the jobbing trade was quite sluggish.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending June 14, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.						ENTERED FOR WAREHOUSE DURING SAME PERIOD.						WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.					
	Week Ending June 15, 1883.		Since Jan 1, 1883.		Week Ending June 16, 1882.		Week Ending June 14, 1883.		Since Jan 1, 1883.		Week Ending June 16, 1882.		Week Ending June 14, 1883.		Since Jan 1, 1883.		Week Ending June 16, 1882.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—																		
Wool	732	$ 298,044	19,010	8,028,560	1,070	319,542	504	221,089	13,130	5,214,147	1,017	330,341	1,012	341,111	11,514,711	4,076,150	1,216	395,141
Cotton	1,070	319,542	8,041	2,956,541	1,216	395,141	343	74,459	7,022	2,956,541	1,216	395,141	1,216	395,141	10,770,500	3,113,200	1,216	395,141
Silk	1,216	526,020	17,485	7,022,000	1,216	526,020	328	51,857	4,057,000	1,831,250	1,216	526,020	1,216	526,020	17,485,000	7,022,000	1,216	526,020
Flax	1,216	162,174	40,439	3,666,238	1,216	162,174	150	27,060	4,975	1,440,007	1,216	162,174	1,216	162,174	40,439	3,666,238	1,216	162,174
Miscellaneous	341	90,174	6,414	1,896,375	201	44,158	150	27,060	4,975	1,440,007	201	44,158	201	44,158	6,414	1,896,375	201	44,158
Total	4,122	1,407,102	131,926	40,444,047	4,922	1,647,085	1,480	401,465	33,159	12,880,945	4,922	1,647,085	4,922	1,647,085	131,926	40,444,047	4,922	1,647,085
Manufactures of—																		
Wool	186	76,384	5,247	1,859,148	361	131,926	686	276,293	18,130	5,214,147	361	131,926	255	111,194	9,855	4,076,150	361	131,926
Cotton	114	34,414	3,336	1,407,102	306	78,143	343	74,459	7,022	2,956,541	306	78,143	287	91,042	9,907	3,113,200	306	78,143
Silk	241	36,888	6,414	1,896,375	240	147,001	328	51,857	4,057,000	1,831,250	240	147,001	216	95,141	10,770,500	3,666,238	240	147,001
Flax	257	21,702	6,414	1,896,375	410	39,875	150	27,060	4,975	1,440,007	410	39,875	216	162,174	40,439	3,666,238	410	39,875
Miscellaneous	1,059	.....	40,444	6,414,147	.....	.....	.....	.....	.....	.....	.....	.....	328	44,158	6,414	1,896,375	.....	.....
Total	1,744	247,139	40,444	6,414,147	1,322	396,945	1,507	429,669	34,184	11,614,711	1,322	396,945	1,322	396,945	40,444	6,414,147	1,322	396,945
Total entered for consumption	5,866	1,654,241	172,370	46,858,194	6,244	2,044,030	2,987	831,134	67,343	24,495,656	6,244	2,044,030	6,244	2,044,030	172,370	46,858,194	6,244	2,044,030
Total on market	5,866	1,654,241	172,370	46,858,194	6,244	2,044,030	5,472	1,097,350	247,610	54,833,810	6,244	2,044,030	5,101	1,400,610	167,921	40,444,047	6,244	2,044,030
Entered for warehouse during same period	2,987	831,134	67,343	24,495,656	6,244	2,044,030												
Total at the port	5,866	1,654,241	172,370	46,858,194	6,244	2,044,030												
Manufactures of—																		
Wool	1,623	472,046	131,926	40,444,047	361	131,926	686	276,293	18,130	5,214,147	361	131,926	255	111,194	9,855	4,076,150	361	131,926
Cotton	4,122	1,407,102	78,143	2,956,541	306	78,143	343	74,459	7,022	2,956,541	306	78,143	287	91,042	9,907	3,113,200	306	78,143
Silk			147,001	7,022,000	240	147,001	328	51,857	4,057,000	1,831,250	240	147,001	216	95,141	10,770,500	3,666,238	240	147,001
Flax			39,875	3,666,238	410	39,875	150	27,060	4,975	1,440,007	410	39,875	216	162,174	40,439	3,666,238	410	39,875
Miscellaneous			10,381	3,907,172	.....	.....	.....	.....	.....	.....	.....	.....	328	44,158	6,414	1,896,375	.....	.....
Total	5,745	1,879,148	407,346	18,090,048	1,322	396,945	1,507	429,669	34,184	11,614,711	1,322	396,945	1,322	396,945	40,444	6,414,147	1,322	396,945
Entered for consumption	1,623	472,046	131,926	40,444,047	361	131,926	686	276,293	18,130	5,214,147	361	131,926	255	111,194	9,855	4,076,150	361	131,926
Entered for warehouse	4,122	1,407,102	78,143	2,956,541	306	78,143	343	74,459	7,022	2,956,541	306	78,143	287	91,042	9,907	3,113,200	306	78,143
Total	5,745	1,879,148	209,469	43,400,588	667	210,069	1,029	350,752	25,152	8,171,688	667	210,069	542	202,236	19,762	7,189,350	667	210,069
Withdrawn from warehouse	1,623	472,046	39,875	3,666,238	410	39,875	150	27,060	4,975	1,440,007	410	39,875	216	162,174	40,439	3,666,238	410	39,875
Total at the port	7,368	2,351,194	249,344	47,066,826	1,077	249,944	1,179	377,812	30,127	9,611,695	1,077	249,944	758	364,410	59,801	10,855,588	1,077	249,944
Entered for consumption	4,122	1,407,102	131,926	40,444,047	361	131,926	686	276,293	18,130	5,214,147	361	131,926	255	111,194	9,855	4,076,150	361	131,926
Entered for warehouse	1,744	247,139	76,384	3,113,200	306	78,143	343	74,459	7,022	2,956,541	306	78,143	287	91,042	9,907	3,113,200	306	78,143
Total	5,866	1,654,241	208,310	43,557,247	667	210,069	1,029	350,752	25,152	8,171,688	667	210,069	542	202,236	19,762	7,189,350	667	210,069
Withdrawn from warehouse	1,623	472,046	39,875	3,666,238	410	39,875	150	27,060	4,975	1,440,007	410	39,875	216	162,174	40,439	3,666,238	410	39,875
Total at the port	7,489	2,126,287	248,185	47,223,485	1,077	249,944	1,179	377,812	30,127	9,611,695	1,077	249,944	758	364,410	59,801	10,855,588	1,077	249,944
Manufactures of—																		
Wool	1,623	472,046	131,926	40,444,047	361	131,926	686	276,293	18,130	5,214,147	361	131,926	255	111,194	9,855	4,076,150	361	131,926
Cotton	4,122	1,407,102	78,143	2,956,541	306	78,143	343	74,459	7,022	2,956,541	306	78,143	287	91,042	9,907	3,113,200	306	78,143
Silk	241	36,888	6,414	1,896,375	240	147,001	328	51,857	4,057,000	1,831,250	240	147,001	216	95,141	10,770,500	3,666,238	240	147,001
Flax	257	21,702	6,414	1,896,375	410	39,875	150	27,060	4,975	1,440,007	410	39,875	216	162,174	40,439	3,666,238	410	39,875
Miscellaneous	1,059	.....	40,444	6,414,147	.....	.....	.....	.....	.....	.....	.....	.....	328	44,158	6,414	1,896,375	.....	.....
Total	7,302	1,937,738	263,341	53,607,485	1,322	396,945	1,507	429,669	34,184	11,614,711	1,322	396,945	1,322	396,945	40,444	6,414,147	1,322	396,945
Entered for consumption	5,866	1,654,241	208,310	43,557,247	667	210,069	1,029	350,752	25,152	8,171,688	667	210,069	542	202,236	19,762	7,189,350	667	210,069
Entered for warehouse	1,623	472,046	39,875	3,666,238	410	39,875	150	27,060	4,975	1,440,007	410	39,875	216	162,174	40,439	3,666,238	410	39,875
Total	7,489	2,126,287	248,185	47,223,485	1,077	249,944	1,179	377,812	30,127	9,611,695	1,077	249,944	758	364,410	59,801	10,855,588	1,077	249,944
Manufactures of—																		
Wool	1,623	472,046	131,926	40,444,047	361	131,926	686	276,293	18,130	5,214,147	361	131,926	255	111,194	9,855	4,076,150	361	131,926
Cotton	4,122	1,407,102	78,143	2,956,541	306	78,143	343	74,459	7,022	2,956,541	306	78,143	287	91,042	9,907	3,113,200	306	78,143
Silk	241	36,888	6,414	1,896,375	240	147,001	328	51,857	4,057,000	1,831,250	240	147,001	216	95,141	10,770,500	3,666,238	240	147,001
Flax	257	21,702	6,414	1,896,375	410	39,875	150	27,060	4,975	1,440,007	410	39,875	216	162,174	40,439	3,666,238	410	39,875
Miscellaneous	1,059	.....	40,444	6,414,147	.....	.....	.....	.....	.....	.....	.....	.....	328	44,158	6,414	1,896,375	.....	.....
Total	7,302	1,937,738	263,341	53,607,485	1,322	396,945	1,507	429,669	34,184	11,614,711	1,322	396,945	1,322	396,945	40,444	6,414,147	1,322	396,945
Entered for consumption	5,866	1,654,241	208,310	43,557,247	667	210,069	1,029	350,752	25,152	8,171,688	667	210,069	542	202,236	19,762	7,189,350	667	210,069
Entered for warehouse	1,623	472,046	39,875	3,666,238	410	39,875	150	27,060	4,975	1,440,007	410	39,875	216	162,174	40,439	3,666,238	410	39,875
Total	7,489	2,126,287	248,185	47,223,485	1,077	249,944	1,179	377,812	30,127	9,611,695	1,077	249,944	758	364,410	59,801	10,855,588	1,077	249,944
Manufactures of—																		
Wool	1,623	472,046	131,926	40,444,047	361	131,926	686	276,293	18,130	5,214,147	361	131,926	255	111,194	9,855	4,076,150	361	131,926
Cotton	4,122	1,407,102	78,143	2,956,541	306	78,143	343	74,459	7,022	2,956,541	306	78,143	287	91,042	9,907	3,113,200	306	78,143
Silk	241	36,888	6,414	1,896,375	240	147,001	328	51,857	4,057,000	1,831,250	240	147,001	216	95,141	10,770,500	3,666,238	240	147,001
Flax	257	21,702	6,414	1,896,375	410	39,875	150	27,060	4,975	1,440,007	410	39,875	216	162,174	40,439	3,666,238	410	39,875
Miscellaneous	1,059	.....	40,444	6,414,147	.....	.....	.....	.....	.....	.....	.....	.....	328	44,158	6,414	1,896,375	.....	.....
Total	7,302	1,937,738	263,341	53,607,485	1,322	396,945	1,507	429,669	34,184	11,614,711	1,322	396,945	1,322	396,945	40,444	6,414,147	1,322	396,945
Entered for consumption	5,866	1,654,241	208,310	43,557,247	667	210,069	1,029	350,752	25,152	8,171,688	667	210,069	542	202,236	19,762	7,189,350	667	210,069
Entered for warehouse	1,623	472,046	39,875	3,666,238	410	39,875	150	27,060	4,975	1,440,007	410	39,875	216	162,174	40,439	3,666,238	410	39,875
Total	7,489	2,126,287	248,185	47,223,485	1,077	249,944	1,179	377,812	30,127	9,611,695	1,077	249,944	758	364,410	59,801	10,855,588	1,077	249,944

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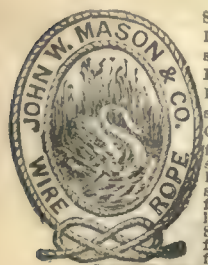
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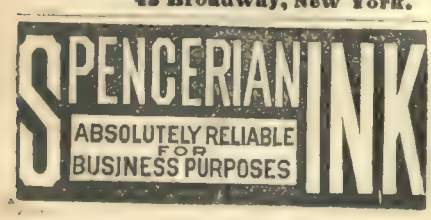
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OFFICE OF THE

ATLANTIC

Mutual Insurance Co.,

NEW YORK, January 25, 1883.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1882:

Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$4,412,693 58
Premiums on Policies not marked off 1st January, 1882	1,516,844 85
Total Marine Premiums	$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90
Losses paid during the same period	$2,013,767 35
Returns of Premiums and Expenses	$823,304 50

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,974,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
Premium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and cancelled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

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AMERIQUE, Santelli.....Wed., June 20, 3 P. M.
NORMANDIE, Servan.....Wed., June 27, 11 A. M.
CANADA, Frangeul .....Wed., July 4, 6 A. M.

PRICE OF PASSAGE—(including wine): To Havre—First cabin, $100 and $80; second cabin, $60; steerage, $26—including wine, bedding and utensils. Return tickets at very reduced rates. Checks on Banque Transatlantique, Havre and Paris, in amounts to suit.

Special Train from Havre to Paris.

The Compagnie Generale Transatlantique delivers at its office in New York special train tickets from Havre to Paris. Baggage checked through to Paris without examination at Havre, provided passengers have the same delivered at the Company's Dock in New York, Pier 42 North River, foot of Morton St. at least two hours before the departure of a steamer

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Reserve for Unearned Premiums	2,116,882 00
Reserve for Unpaid Losses and Claims	317,598 01
Net Surplus	1,774,061 00
Cash Assets, January 1, 1883	$7,208,489 02

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

ÆTNA
Insurance Company
OF HARTFORD.

Assets January 1, 1883	$9,054,610 58
Liabilities for unpaid losses and re-insurance fund	1,861,428 46
Capital	4,000,000 00
NET SURPLUS	$3,193,182 12

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VOL. 36. NEW YORK, JUNE 23, 1883. NO. 939.

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Desirable Texas Securities for Investment constantly on hand.

Interest, Dividends, &c.

OFFICE OF THE PENNSYLVANIA RAILROAD COMPANY, PHILADELPHIA, June 18th, 1883.

The attention of the holders of coupons maturing July 1st, 1883, on series of bonds from No. 1 to No. 4,000, inclusive, of the GRAND RAPIDS & INDIANA RAILROAD COMPANY, secured by mortgage bearing date the first day of October, 1869, is called to the following notice:

OFFICE OF GRAND RAPIDS & INDIANA RAILROAD COMPANY, GRAND RAPIDS, Mich., June 6th, 1883.

To the Pennsylvania Railroad Company:

TAKE NOTICE:—The bill in equity, filed by your Company, to restrain this Company from paying any portion of the interest upon the bonds secured by the mortgage of this Company, of October 1st, 1869, until after the payment of prior coupons upon the same bonds, amounting to $2,345,-ost 87, purchased and held by your Company, prevents this Company from paying the coupons falling due on July 1st, 1883, on the series of said bonds from No 1 to No. 4,000, both inclusive, and as to which your Company has agreed to become purchasers, with all the rights of original holders, in the event of the said coupons remaining due and unpaid after maturity, as more particularly set forth in the contracts bearing date the thirtieth day of September, A. D., 1869, and the first day of October, A. D., 1869.

THE GRAND RAPIDS & INDIANA RAILROAD COMPANY,
by W. O. HUGHART, *President.*

In pursuance thereof you will please take notice:

That the PENNSYLVANIA RAILROAD COMPANY will, pursuant to their contract obligation, and by reason of failure in the payment indicated by the foregoing notice of the GRAND RAPIDS & INDIANA RAILROAD COMPANY, be prepared to purchase on the first day of July, A. D., 1883, at the Third National Bank in the City of New York, the coupons held by you, under and according to the terms of the agreements bearing date respectively the thirtieth day of September and the first day of October, A. D., 1869.

JOHN D. TAYLOR, *Treasurer.*

NEW YORK WEST SHORE & BUFFALO RAILWAY CO., TREASURER'S OFFICE, 15 BROAD ST., NEW YORK, June 19, 1883.

The Coupons for Semi-annual Interest, due July 1, 1883, on the First Mortgage Bonds of the New York West Shore & Buffalo Railway Company will be paid at the office of Winslow, Lanier & Co., 26 Nassau St., on and after July 2.

Drafts for interest due on the registered bonds will be mailed by the Treasurer of the West Shore Company to the recorded addresses of the respective holders of said bonds in time to be collected by the 2d of July. F. E. WORCESTER, Treasurer.

ST. PAUL & NORTHERN PACIFIC RAILWAY COMPANY.—A semi-annual dividend of THREE PER CENT on the capital stock of this company will be paid at the banking house of Winslow, Lanier & Co., 26 Nassau street, New York City, on and after July 14, to stockholders of record June 30, 1883.

The transfer books will be closed from June 30 to July 16, both inclusive.

By order of the Board,
GEO. S. JONES, Treasurer.

FOURTH NATIONAL BANK OF THE CITY OF NEW YORK, NEW YORK, June 21, 1883.—The Board of Directors have this day declared a dividend of Four Per Cent, payable on and after July 2, 1883. The transfer book will remain closed until that date. H. BUCKHOUT, Cashier.

O. D. BALDWIN, President.

THE METROPOLITAN NATIONAL BANK, NEW YORK, June 19, 1883.

DIVIDEND.

The Directors of this Bank have this day declared a semi-annual dividend of FIVE (5) PER CENT, free of tax, payable on and after MONDAY, JULY 2 next.

The transfer books will remain closed until July 3, 1883.

GEO. J. McGOURKEY, Cashier.

MERCANTILE NATIONAL BANK, NEW YORK, June 22, 1883.

DIVIDEND.—The Board of Directors of this Bank have this day declared a dividend of THREE PER CENT, free of tax, payable on and after July 2d, 1883.

The transfer books will be closed until July 3d.

FRED'K B. SCHENCK, Cashier.

Interest, Dividends, &c.

WESTERN UNION TELEGRAPH COMPANY, NEW YORK, June 13, 1883.

DIVIDEND No. 64.

The Board of Directors have declared a quarterly dividend of One and Three-fourths per cent upon the capital stock of this Company, from the net earnings of the three months ending June 30th inst., payable at the office of the Treasurer on and after the 16th day of July next, and on removal of legal restraint prohibiting such payment, to shareholders of record on the 30th day of June instant.

The transfer books will be closed in New York and in London at 3 o'clock on the afternoon of June 30th inst., and opened on the morning of the 17th of July next. R. H. ROCHESTER, Treasurer.

NORTHERN PACIFIC RAILROAD COMPANY.—TREASURER'S OFFICE, No. 17 BROAD ST., NEW YORK, June 15, 1883.

Coupons of the General First Mortgage Gold Bonds of this Company, due July 1, 1883, will be paid upon presentation at this office on and after that date.

The books for the transfer of the $5,000 registered certificates will close June 27, and re-open July 3, 1883. At close of business June 30 checks for interest due on said registered certificates will be mailed to holders of record at their respective addresses.

ROBERT LENOX BELKNAP,
Treasurer.

OREGON & TRANSCONTINENTAL COMPANY, New York, June 16, 1883.

A Quarterly Dividend of ONE AND ONE HALF PER CENT (1½ p. c.) on the Capital Stock of this company will be paid on and after July 16, 1883, at the office of the Farmers' Loan & Trust Company.

The transfer books will be closed June 25 and re-opened July 18, 1883.

C. A. SPOFFORD,
Assistant Secretary.

CHICAGO ST. PAUL MINNEAPOLIS & OMAHA RAILWAY COMPANY, 52 WALL STREET.

NEW YORK, June 11, 1883.

A Dividend of ONE AND THREE-QUARTERS Per Cent on the Preferred Stock of this company will be paid at this office on FRIDAY, July 20 next.

Transfer books of Preferred Stock will be closed on June 30 inst. and re-opened July 24, 1883.

M. L. SYKES, Treasurer.

Financial.

City Bonds For Sale.

I am authorized by the City Council of the City of Stockton, California, to sell $365,000 of its coupon bonds, viz.:

195 bonds of $1,000 each, numbered consecutively from 1 to 195, bearing interest at 5 per cent per annum, and to run for 20 years from July 2, 1883. Principal and interest payable in gold coin. Interest payable semi-annually on January and July 1st of each year. The city reserves the right to pay 10 of said bonds each year, commencing with the lowest-numbered bonds. $195,000.

120 bonds of $1,000 each, numbered consecutively from 1 to 120, and conditions in every other respect the same as the foregoing bonds, except that the city reserves the right to pay 6 of said bonds each year, commencing with lowest-numbered bonds $120,000.

50 bonds of $1,000 each, numbered consecutively from 1 to 50, and conditions in every other respect the same as the foregoing bonds, except that the city reserves the right to pay 3 of said bonds each year commencing with the lowest-numbered bonds. $50,000.

Bids will be received for the above-described bonds in any sum of $1,000 and upwards, but no bid will be received below par, money to be placed in Stockton free of costs to the city.

The city reserves the right to reject any and all bids.

Bids can be made for any specific-numbered bond, and in this manner purchasers can select their investment to run for such time as they may desire.

Bids will be received up to June 25, 1883, and bonds awarded July 1, 1883. Parties whose bids are accepted will be notified at once and immediately thereupon they must deposit in the Stockton National Bank the value of the bonds bid for, whereupon their bonds will be forwarded to them by express or delivered to them or their agents properly authorized to receive them.

The total indebtedness of the city of Stockton is $380,000, and the present issue of bonds is to refund $365,000 of this old indebtedness at a lower rate of interest. Stockton has a population of 12,000, and assessed valuation of property of $6,000,000.

The city is at the head of navigation and the vast resources of the great San Joaquin Valley are tributary to it and insure in the future its present rapid growth and prosperity. Bids must be marked "Bid for City Bonds," and addressed to

R. W. TULLY, Mayor,
Stockton, California.

Central Trust Company

OF NEW YORK,

15 Nassau St., Cor. of Pine St.

CAPITAL, $1,000,000 in U. S. Bonds.

With $1,000,000 SURPLUS.

Allows interest on deposits, returnable on demand, or on specified dates.

Is a legal depository for money paid into Court. Is authorized to act as Executor, Administrator, Guardian, or in any other position of trust.

Also as Registrar or Transfer Agent of Stocks and Bonds, and as Trustee for Railroad Mortgages.

HENRY E. SPAULDING, President.
FREDERICK P. OLCOTT, } Vice-Presidents.
B. B. SHERMAN, }
C. H. P. BABCOCK, Secretary.
GEORGE SHERMAN, Assistant Secretary.

BOARD OF TRUSTEES.

CLASS OF 1884.	CLASS OF 1885.	CLASS OF 1886.
A. A. Low,	S. D. Babcock,	David Dows,
Fred'k H. Cossitt,	I. N. Phelps,	George W. Lane,
Jac'b D. Vermilye	Jno. Thorne,	Benj. B. Sherman,
Wm. Allen Butler	Amos R. Eno,	J. Pierpont Morgan
Percy R. Pyne,	Gust'v Schwab	Chas. Lanier,
Wm. H. Appleton	J. P. Wallace,	George I. Seney,
Edm. W. Corlies,	Josiah M. Fiske	Chas. G. Landon,
Geo. MacC. Miller,	H. F. Spaulding	Wm. H. Webb,
Cornelius N. Bliss,	J. S. Kennedy,	Fred. P. Olcott.

Financial.

Shamokin Sunbury & Lewisburg Railroad Co.

Issue of **$1,000,000** First Mortgage Five per cent Coupon Bonds, secured by mortgage upon the entire railroad of the Company, executed to "The Pennsylvania Company for Insurances on Lives and Granting Annuities," of Philadelphia, as trustees for the bondholders.

Bonds dated May 1st, 1882, payable in 1912.
Coupons payable May 1st and November 1st.

The SHAMOKIN SUNBURY & LEWISBURG RAILROAD extends from Shamokin, through Sunbury and Lewisburg, to West Milton, Pennsylvania, where it connects with the Catawissa Railroad, forming the connecting line in the new system of railroads, uniting the lines of the Philadelphia & Reading Railroad Company with those of the New York Central Railroad Company.

Contracts between the several companies provide that the traffic interchanged between the Philadelphia & Reading and the New York Central Railroad Companies shall pass over the Shamokin, Sunbury & Lewisburg Railroad for nine hundred years, at charges for transportation pro-rated with those of the other companies.

The line has been finished, and will be open for business in a few days. It is thirty-one miles long, embracing an iron bridge, twenty-five hundred and ninety feet in length, over the Susquehanna River, at Sunbury, and iron bridges over the Shamokin and other streams. It is laid with a single track, but all masonry, including that of the Susquehanna Bridge, is constructed for a double track.

The cost of the line has been $2,200,000 in cash.

Represented by the first mortgage above...$1,000,000
Fully paid capital stock.....$1,000,000

Expenditures above $2,000,000, including future cost of second track when the same may be necessary, will either be represented by additional capital stock, or half by stock and half by second mortgage bonds.

The bonds now offered are a first lien upon the entire property, and will be a first lien, also, upon a second track when laid, or upon any additional improvements made upon the line.

It is the intention of the Company to apply to have the bonds placed upon the lists of the Philadelphia and New York Stock Exchanges.

The bonds are in denominations of $1,000 each, and will be sold with the accrued interest from May 1st, 1883.

THE PHILADELPHIA & READING RAILROAD COMPANY invite written proposals for the purchase of the above bonds.

Bids may be made for $1,000, or any multiple thereof, and must be sent before June 25th inst., either to Samuel Bradford, Treasurer, No. 227 South Fourth Street, Philadelphia, or to The Farmers' Loan and Trust Company, Nos. 20 and 22 William Street, New York. Bids must be endorsed on the outside, "PROPOSALS FOR S. S. & L. BONDS."

NO BID WILL BE CONSIDERED UNDER 95 PER CENT.

Bids will be opened on June 26th inst. The bonds will be allotted to the highest bidders, who will be notified of the result. Payments must be made in full in cash, either in Philadelphia or New York, on or before the third day of July, 1883, when the bonds will be delivered.

Copies of the bond and mortgage can be seen on application to Samuel Bradford, Treasurer, No. 227 South Fourth Street, Philadelphia, or to The Farmers' Loan and Trust Company, Nos. 20 and 22 William Street, New York.

By order of the Board of Managers.

FRANKLIN B. GOWEN, *President.*

General Office of the Philadelphia & Reading Railroad Company, No. 227 South Fourth Street, Philadelphia, June 15th, 1883.

Albert E. Hachfield,

8 & 10 PINE STREET.

Bonds and Investment Securities

WANTED:

Indianapolis & St. Louis 1sts.
Joliet & Northern Indiana 1sts.
Rome Watertown & Ogdensburg, 1st and 2d M. Bds
Missouri Kansas & Texas Scrip.

Car Trust Bonds.

WE MAKE A SPECIALTY OF THESE VERY SAFE SECURITIES, AND BUY AND SELL SAME AT MARKET PRICE.

WE OFFER A LIMITED AMOUNT OF DESIRABLE CAR TRUST ISSUES, ADDITIONALLY SECURED BY THE DIRECT OBLIGATION OF THE RAILROAD EQUIPMENT COMPANY.

POST, MARTIN & CO.,

NO. 34 PINE STREET.

Spencer Trask. *Geo. F. Peabody.*

Spencer Trask & Co.,

Bankers,

70 Broadway, New York City.

Transact a General Banking Business

BRANCH OFFICES.

Connected by private wires.

PHILADELPHIA, 132 S. Third St., *C. F. Fox*
ALBANY, N. Y., 65 State St., *W. A. Graves*
PROVIDENCE, R. I., 13 Westminster St.
SARATOGA, N. Y., Grand Union Hotel.

THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 36. SATURDAY, JUNE 23, 1883. NO. 939.

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The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE *is published in New York every Saturday morning.*

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The office of the CHRONICLE in Liverpool is at No. 5 Brown's Buildings, where subscriptions and advertisements will be taken at the regular rates, and single copies of the paper supplied at 1s. each.

A neat file cover is furnished at 50 cents; postage on the same is 18 cents. Volumes bound for subscribers at $1 00.

WILLIAM B. DANA, }
JOHN G. FLOYD. }

WILLIAM B. DANA & CO., Publishers,
79 & 81 William Street, NEW YORK.
POST OFFICE BOX 958.

THE FINANCIAL SITUATION.

The past week is conspicuous as marking the culmination of the wild speculative ventures which have so long been in progress in food products. Chicago has been in a tumult, some of the leaders have failed, while others are already large losers and sure to lose more unless the weather will come to their help and produce a crop disaster. It is the misfortune of the speculator in the necessaries of life that, like the undertaker, he can smile only when the rest of the world is in mourning.

Yet it is a fact that the break at Chicago has simplified the commercial problem. It was for a long time seen to be inevitable, and until it came, the natural outlets for our products were shut up, and stocks accumulated. We have only to look at the May exports of breadstuffs and provisions (made public this week by the Bureau of Statistics), and to remember the increasing visible supplies of those articles both here and in Europe all the time in progress, with the excellent crop reports coming up from every part of the world, to see how artificial these cornering operations have been. As an illustration of the strain produced we give the following statement of breadstuff shipments made up from this and previous years' reports of the Statistical Bureau.

EXPORTS OF BREADSTUFFS FOR MAY AND FOR ELEVEN MONTHS.

	1882-83.		1881-82.		1880-81.	
	May.	*11 Months.*	*May.*	*11 Months.*	*May.*	*11 Months.*
Quantities.						
Wheat ..bu.	2,972,397	101,307,758	5,206,826	88,122,330	10,026,242	150,263,163
Flour....bbls.	501,554	8,472,859	427,544	5,291,787	636,438	7,287,949
Tot. in bush.	5,631,390	139,525,258	7,220,669	112,235,427	12,903,815	172,127,451
Values.	$	$	$	$	$	$
Wh't & flour	6,928,301	164,953,367	8,876,850	137,645,054	15,451,770	195,987,279
Corn & meal.	4,251,371	24,051,512	1,123,392	28,851,915	4,279,442	47,419,859
Rye.....	443,495	1,386,339	68,125	853,214	5,422	1,883,502
Oats.....	11,031	146,875	10,895	223,735	11,350	157,856
Barley.....	31,135	275 0 0	3, 81	1.0,834	9,578	320,787
Total value..	11,675,339	191,414,943	10 110,925	167,730,652	19,801,6'8	244,967,113

These figures show, notwithstanding our crop promises well, and the visible supply of wheat is double what it was last year, and 3 million bushels larger than in 1881, that the exports of that article in May were only about 5½ million bushels, against 7¼ last year, and about 13 millions in 1881. Probably up to this time, if there is any difference, June makes even a worse exhibit, and as a consequence of these facts, although our imports have continued much less than in 1882, the general trade movement for May, when published, can only show a very small balance in our favor, if it does not show one against us, which we think is the more probable. It requires but little wisdom to foresee that a strain producing such results could not last.

It in no manner affects the force of these suggestions that the break at Chicago came first in lard, and that the report of large quantities of that product being adulterated with tallow or other foreign substances helped the decline. There always is, on such occasions, some special influence which makes of one person or thing a kind of *avant coureur;* but the facts controlling the markets foretold what subsequent events have shown, and coming weeks will further prove how unsubstantial the whole situation was. This claim, however, of adulteration is an important one, and should be speedily investigated and settled. Let the Board of Trade take it up, expose it or give it its quietus, whichever result the evidence produced shall warrant.

Since the publication of the export figures of breadstuffs and provisions, there is no room for further inquiry with regard to the cause for the high rates of exchange which have prevailed the past month or two. The trade movement plainly discloses the influences affecting the market. Had it not been that the previous months' balances were in part unadjusted, and that "futures" have been sold to some extent, gold would have gone out before now. During the week exchange has been dull and heavy again. This is in part a response to the break in the speculation at Chicago, resulting as it has in the offering of more commercial sterling; in part to the fact that there have been some purchases during the

week of first-class securities on European account; and in part also to an absence of demand. As soon as there is sufficient decline in wheat to encourage more active purchases for shipment, of course a larger supply of bills can be anticipated. It is not unreasonable also to anticipate, with the improving condition of the money markets in Europe, some further revival in the European demand for our securities. The little inquiry of this week suggests the possibility and perhaps a probability. The Bank of England return shows a further improvement of 1¼ per cent in the proportion of reserve to liabilities, but of the increase in bullion only £75,000 came from foreign countries, the remainder of the amount gained, being £622,000, having come from domestic sources. Since May 16 the Bank's proportion of reserve to liabilities has increased 8⅝ per cent Under this change in the condition of the Bank and the improvement in the open market rates, a 4 per cent Bank rate seems, according to this week's return, to have lost its power for drawing gold from foreign countries, the gain in bullion being, as shown above, almost wholly made up from domestic sources.

With the collapse at Chicago, the failures there, and the rumors of more extensive troubles among the merchants and banks of that city, our stock market has been in a fitful, irregular, heavy state during the most of the week. Of course the disaster was greatly magnified for effect on stock prices, there being apparently no ground whatever for the stories which involved the credit of any of the banks. Since Wednesday, however, the Chicago troubles have had very little influence, the conclusion being that a break in the speculation there was really a favorable rather than an unfavorable fact. But since then there have been other disquieting rumors, and prominent among them was the report of serious trouble among the trunk lines, growing out of the attitude of Delaware Lackawanna & Western. To consider this question a meeting of the Presidents was held Wednesday afternoon. The complaint was made by the Pennsylvania Road, and as the meeting did not end in an adjustment, the result was made use of as an argument that there would be a general break-up and rate war; so on Wednesday afternoon the Trunk Line stocks were forced down to very low prices, New York Central selling lower than at any time since 1879. On Thursday morning another attack was made on these stocks, but it was only partially successful. On Friday, the declaration of a 2 per cent quarterly dividend on Lake Shore, a 3 per cent semi-annual dividend on Michigan Central, and a 2 per cent dividend on Canada Southern, imparted a firm feeling to the market at the opening, but subsequently reports of serious damage by the Western floods exerted an unfavorable influence, and the early improvement was more than lost in most cases, the close being at some recovery, though barely steady.

The Lehigh Valley matter has continued to furnish food for speculation this week. The report of a lease of the road by the Pennsylvania has been made the basis for advancing Pennsylvania, Lehigh Valley and Philadelphia & Erie, and for depressing the Reading and Central New Jersey shares. It does not appear that anything definite has yet been done about such a lease. Except as bearing upon his proposed coal combination it is difficult to see why Mr. Gowen should want the road, and it is well to note that he denies having sought to acquire it. We do not mean to say that it might not prove useful to him in other respects—he might, for instance, turn the Lehigh Valley eastbound traffic over the Central of New Jersey at Bound Brook, instead of sending it over the Pennsylvania at Perth Amboy—but then if it was part of his plan to secure that road, why should he take such pains to form an entirely new line parallel to it, for that is precisely what the Jersey Shore and the other lines to connect the New York Central and Reading will form. If the eastern terminus of the Lehigh Valley be taken at New York, the lines controlled by it carry it to Geneva and Lyons on the New York Central, the same points where Mr. Vanderbilt's own coal roads will connect with the New York Central. If Mr. Vanderbilt or Mr. Gowen should now secure control of the Lehigh Valley, would not the investment in Jersey Shore, &c., look very much like a foolish waste of money. Why spend millions of dollars in building an opposition line to an existing road, when the existing road is to be bought anyway in the end.

On the other hand it looks doubtful whether even the Pennsylvania could gain anything immediately from a lease as proposed. The Lehigh Valley being the second largest coal producer in the country, might be useful as a check upon Mr. Gowen in that particular, should he become too aggressive, and the eastbound traffic of the road would of course be retained by the Pennsylvania, but as to the west-bound traffic the benefit to accrue is not quite so obvious. The proposition is to carry that traffic over the Pennsylvania's Philadelphia & Erie division. We will say nothing as to the feasibility of such a project, but it cannot be amiss to call attention to a fact that has been entirely overlooked thus far in this whole matter, and that is that only a year ago (May 1, 1882,) the Lehigh Valley and the New York Lake Erie & Western made a contract with each other by which the former agreed to give to the latter at Waverly its *entire* traffic bound west. It is possible that the contract is sufficiently elastic to permit of the Lehigh Valley's diverting the traffic from the Erie at some point other than Waverly, but that was certainly not the spirit of the agreement, and, besides, if the business should be given one of the Pennsylvania's lines, some 100 miles south of Waverly, the Lehigh Valley would lose just that amount of haul on it.

The following table shows relative prices in London and New York of leading stocks at the opening each day.

	June 18.		June 19.		June 20.		June 21.		June 22.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S.4s.c.	118·70‡	119⅞	118·70‡	119⅞	118·70‡	119⅞	118·70‡	119⅞	118·82‡	119⅞
U.S.3½r.	103·02	103⅜	103·02	103⅜	103·03	103⅜	103·03	103⅜	103·28	103⅜
Erie.....	37·73	37⅝	37·65	37⅝	38·05	38	37·69	37⅝	38·18	37⅝
2d con.	97·02	96	97·02	96	96·92	96	96·43	96⅛	96·43	96¼
Ill. Cent.	132·52	133	132·79	133	132·65	132¾	132·65	132½	132·65	133
N. Y. C..	122·50	122¼	122·01	121¾	121·39	121¾	120·17	119⅞	120·66	120⅜
Readin.	29·52†	59¾	29·40†	58¼	29·24	58⅛	28·63	57⅛	29·00†	58
Ont.W'n	27·44	27½	27·44	27¼	27·16	27	26·79	26¾	27·04	27¼
St. Paul	105·35	105¼	105·10	105⅛	104·99	105	104·99	104¾	104·50	104¾
Exch'ge, cables.	4·90		4·90		4·89½		4·89½		4·89⅜	

* Expressed in their New York equivalent.
† Reading on basis of $50, par value. ‡ Ex dividend.

Money continues easy on call at the Stock Exchange and although the rates may be expected to harden toward the close of the month when preparations become necessary for the payment of July dividends and interest, it does not seem as if the activity could be more than temporary. The movement of funds from the interior does not appear to have been materially interrupted this week by the flurry at Chicago, though the shipments out of New York are larger than they have been for some time. The latest advices represent money easy at that point, though actively employed at rates above those ruling at this centre. The New York Clearing-House banks, according to returns collected by us, have received from and shipped to the interior gold and currency as follows the past week.

Week Ending June 22, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency	$2,151,000	$1,148,000	Gain $1,003,000
Gold	175,000	450,000	Loss 275,000
Total gold and legal tenders	$2,624,000	$1,858,000	Gain. $765,000

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement our City banks have lost $152,075 through the operations of the Sub Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total gain to the New York Clearing-House banks of gold and currency for the week covered by the bank statement to be issued to-day.

Week Ending June 22, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	$2,626,000	$1,858,000	Gain. $765,000
Sub-Treasury operations, net	.....	152,075	Loss. 152,075
Total gold and legal tenders	$2,626,000	$2,010,075	Gain. $615,925

The Bank of England return for the week indicates, as already stated, a gain of £697,000 bullion, of which £75,000 came from foreign countries and the balance from domestic sources. The proportion of reserve to liabilities is increased 1¼ per cent. The Bank of France shows a loss of 16,000 francs gold and a gain of 2,275,000 francs silver for the week, and the Bank of Germany since the last report indicates an increase of 880,000 marks. The following exhibits the amount of bullion in the principal European banks this week and at the corresponding date last year.

	June 21, 1883.		June 22, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England	22,092,982	.....	24,304,495	.....
Bank of France	40,265,074	42,042 340	38,528,520	16,342 851
Bank of Germany	8,052,125	24,156,375	7,364,500	22,093,500
Total this week	70,410,781	66,198,715	70,197,515	68,436,351
Total previous week	69,703,169	66,074,950	68,934,496	68,486,725

The Assay Office paid through the Sub-Treasury $101,252 for domestic bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
June15...	$520,874 82	$20,000	$49,000	$367,000	$85,000
" 16...	326,359 26	10,000	16,000	246,000	55,000
" 18...	373,095 42	14,000	18,000	245,000	96,000
" 19...	687,166 59	11,000	53,000	393,000	230,000
" 20...	540,105 76	18,000	88,000	298,000	135,000
" 21...	482,523 47	15,000	60,000	325,000	83,000
Total.	$2,930,125 23	$88,000	$284,000	1,874,000	$684 000

THE LACKAWANNA AND A WAR OF RATES.

The meeting of the trunk-line Presidents on Wednesday, the first in three years, though it developed no important results or action, has been the theme of much discussion and some unfavorable comment. As far as we have been able to discover no one present evinced any disposition to provoke hostilities, but all apparently manifested a decided reluctance to do anything that might lead to indiscriminate warfare, or tend further to aggravate the difficulties with which the pool has to contend. Particularly noteworthy, though, was the announcement said to have been made by the Grand Trunk people (confirming the opinion expressed by us last week) that in interchanging traffic with the Delaware Lackawanna & Western they had not, as was generally supposed, participated in any "cuts" that the latter may have made, but had received full schedule rates for their proportion of any through business carried. This announcement we call noteworthy, because rumor has had it for some time that the Lackawanna and the Grand Trunk had joined hands and were planning an aggressive fight against the other lines.

The point, however, that is attracting the most attention, is the want of success attending the efforts to induce the Delaware Lackawanna & Western to enter the pool. This is regarded as likely to cause mischief. But we think that the Lackawanna's action is not occasion for surprise, and that therefore too much stress is being laid upon it. The Lackawanna is a new road—or, at least, the Buffalo end of it is—and it differs from the other trunk lines in that its through business yet remains to be established. At present, it should be remembered, the Lackawanna has everything to gain and nothing to lose by remaining out of the pool; for should it enter, it would have to abide by the pool percentages—that is, it would have to accept a certain fixed proportion of the through traffic, which is precisely what it is trying to avoid. No doubt, did the trunk lines offer a sufficiently large slice of the business, the road would speedily come into the combination, but as is always the case with new comers of this sort, there is a wide disparity between its own views of its capacity and those entertained by others. At any rate, any estimate of its percentage in the pool would be based upon the business now being done by it, and as this part of the road is only of recent construction its percentage so made up would naturally be small; and any future concessions of increase on the part of the pool, experience teaches, would be granted only with the greatest reluctance, and after having been stubbornly resisted till further resistance proved useless. With the road independent of the pool, however, there is no bar to its acquiring all the traffic it possibly can and receiving the full benefit therefrom. It can develop its business in every conceivable way, and if at any time competition with the other lines becomes so active as to threaten disaster to its interests, an easy way out of the difficulty is open in an acceptance of the invitation to join the pool, confident in the belief that the business which it has in the meantime been able to command will secure for it a better position and much larger percentage than it could now obtain.

It was to be expected therefore that the Lackawanna, engaged in building up a through business in this way, would refuse to enter the trunk-line combination. That, consequently, is less significant than its attitude with regard to rates. The Lackawanna might resort to all sorts of irregularities in order to secure business, but so long as it maintained rates the other trunk lines might look on with comparative indifference. It has, however, been frequently charged of late that the road was cutting rates. The Lackawanna has as frequently denied this, but at the same time there seems no reason to doubt that the company has done what practically amounts to the same thing, namely, reduced the classification—that is, put goods belonging to one class in a lower class. It does not appear that the Lackawanna, when its attention was called to the matter, expressed any great amount of penitence. According to one report it promised to scale up its charges so as to equal those of the other lines, but according to another report it claimed that it had not cut rates anyway, that what it had done it had done merely as a means of self-protection, and after other lines had first led the way; furthermore, that its action in the future must be governed by much the same course. It is generally agreed, however, that there were no lack of "assurances" on the part of all that if only no one else cut rates they would not cut them.

It will thus be seen that the state of affairs is not as satisfactory as it might be. Yet at the moment there seems no sufficient reason for supposing that a general freight war is imminent. The roads have too much at stake for that. The Lackawanna is without doubt desirous of staying out of the pool, for reasons we have mentioned, but it could gain nothing while it would lose much by forcing a general breaking up of existing arrangements. If left to itself, therefore, it will not, we may be sure, transcend the limit of safety in this respect, if for no other reason than that it cannot afford to. It has only lately saddled itself with a charge of $1,220,000 per annum on account of the Buffalo extension, and with no local business of any consequence as yet on this division, a war might cut rates down to a figure that would preclude the possibility of even earning expenses, thus further increasing very materially the annual charge of 1¼ million dollars on this account. The Lackawanna occupies a very strong position financially, but we doubt whether even a company like it could or would court a loss of such dimensions.

Another reason for believing that no serious consequences are to be apprehended at the moment, is that new lines are seldom the cause of war or a direct outbreak of hostilities. Difficulties of an unyielding nature are more likely to occur on account of differences and disagreements between old-established roads, as was the case in the trunk-line war of 1881–2. Certain it is that the recent opening of many new lines has produced far less friction than was supposed. We all of us remember how but a few short months ago the Nickel Plate was to rupture all pools. Yet it is in full working order now and the pool survives. Then what havoc the opening of the Burlington & Quincy line to Denver was to cause. Why the Union Pacific was sure to lose its most profitable traffic in consequence, and as its dividends were at stake it would fight to the bitter end to maintain its position. But the Union Pacific quietly yielded a portion of its traffic to the new line, and its dividends have suffered no interruption since. If, however, the Union Pacific did not invite warfare, it was claimed that beyond a doubt the lines further east would show more temerity, and with the opening of the St. Paul to Omaha we would see such a scattering of pools to the wind as would open the eyes of doubting persons in wide astonishment. But the St. Paul, while it did not join the Chicago-Omaha pool, had the good sense to maintain rates and the threatened break-up never came. Then, what hosts of other lines there are—between Chicago and Kansas City, between Chicago and Omaha, between Toledo and St. Louis, etc.—that have been opened within recent years and are operated to day in perfect harmony with the older lines, although in each case stock operators prophesied a war.

So we think the Lackawanna, and later the West Shore, will cause far less disturbance than is generally supposed. At the same time we cannot deny that our confidence that this may be so is somewhat impaired by the knowledge that speculation is a factor that cannot be wholly ignored in such a consideration. But this much is clear, that any honest differences of opinions that may arise can be settled without much difficulty, as they have been settled under similar circumstances at other times in different parts of the country in the past.

THE LIMIT OF SPEED, SIZE AND ACCOMMODATION OF OCEAN STEAMSHIPS.

The time required for the ocean passage between Sandy Hook and Queenstown has been so constantly diminishing for years, and so rapidly of late, that a question has arisen whether we have not reached the limit in the matter of building fast and large steamships. As a problem of mechanics, we do not imagine there can be as yet any reason for the inquiry, but as a matter of profit and loss the issue raised is an interesting one.

A fact of considerable importance in the discussion is the resignation this year of the McIvers from the direction of the Cunard Company and the reasons given for their withdrawal. It is well known that the Cunard Company was organized twenty-three or four years ago as a private enterprise by Mr. E. Cunard, Mr. Brown and the McIvers. In 1880 it was turned into a stock company, the McIvers holding a considerable amount of the stock and an important part in the direction. After two years under the new control the McIvers retire, the reason given in the English papers being that they were "unable to agree "with the policy of the directors in building steamers of "enormous size at proportionally large cost for construct- "ion and management, being strongly of opinion that "these steamers were too large and costly to be worked "at a profit." This action and opinion, if correctly stated, are certainly important in this discussion, as the McIvers were active members of the old firm, and must be supposed to have as intimate an acquaintance with the business and its needs as any one can have.

But the statement seems to us to lose much of its force when made, as it is, in connection with the report that these gentlemen meditate the establishment of a new line between New York and Liverpool with second-class steamers, the business to be conducted in accordance with the ideas they are reported to hold. The old Cunard Line could exist for years on its past reputation with the old style of ships, for there are many people who will trust themselves in no other vessel. But he must be a brave man, indeed, who would undertake a new venture, with nothing at the start to recommend it except the slowness, inconvenience and freighting capacity of the vessels. We cannot, therefore, believe that the McIvers are correctly reported on this point at least.

Nor do we see anything in the balance sheet of the Cunard Company for the two years to discourage the policy adopted by the present direction. The income for 1882 was £1,118,269, against £1,002,024 for 1881, and the net income, less expenses (including repairs and insurance), £201,264, against £138,853. The capital still stands at £1,600,000. The insurance fund is £100,000, against £50,000 at end of 1881; and the reserve and balance is increased from £131,332 to £143,061. The liabilities on contracts for new ships have decreased (by actual payments made) from £345,000 to £105,000, and the value of fleet and plant (less depreciation fund, which increases from £118,867 to £208,865) increases from £1,686,989 to £1,883,988.

This strikes the general reader as very fairly good and by no means supports the conclusion that the Trans-Atlantic business with its new ships has ceased to be remunerative. To pay 5 per cent on the £1,600,000 capital only calls for £80,000, whereas the apparent net earnings (income, less expenses, plus repairs and contribution to insurance fund), were £201,264 in 1882, against £138,853 in 1881. We are aware that only 4 per cent was divided in 1882; but that does not change the showing, the directors having placed £150,192 to account of depreciation, &c., fund. Furthermore, even if the results were less favorable, it would not prove that big, fast ships are unprofitable, but rather that our small crops in 1881 and smaller shipments of produce during the last two years than in 1880 had produced the natural result of excessive competition.

Still, there are undoubtedly disadvantages under which the new class of vessels labor, for (1) they can be built only at increased first cost; (2) larger sums must be charged off for depreciation and insurance; (3) they can be run only at greater cost for wages and power; (4) they incur greater loss by any slack business or "lying up times"; and (5) perhaps we may also add in the light of the experience of the City of Rome they are in greater risk of grounding and collision. But all these things could be urged in some degree against nearly any expenditure of money for size, speed or attractiveness. While on the side of the large and fast ship it can be said (1) that it will go full of passengers or at least fuller than its less attractive neighbor; (2) that it can charge them higher rates, the crowded boat or hotel always being more independent and less likely to shade prices; (3) its larger capacity increases its accommodations; (4) its shorter time lessens the cost of food for its passengers. Of course there must be the proper relation between increased cost and increased business, but these conditions seem to give a fair assurance of it.

Too much stress seems to be laid upon the additional expense the larger boat incurs in running. It requires no more officers and but very few more men to man the ship of 7,000 tons than it does its neighbor of 5,000. In the matter of coal consumed of course the difference is greater. Probably the Alaska will burn 200 tons or more on a trip to 100 tons for the eight or nine day vessel; but it requires very few additional passengers to pay that extra cost, and yet after interest and depreciation it is the chief item. We cannot for these reasons believe that the limit of size, speed and accommodation has been passed. It is not likely that we shall quickly see anything superior to the best of the vessels now afloat, but we should be loath to believe that they were the last of their kind, or that ambition in that direction had found its limit.

THE STEAM PILOT BOAT.

A case which we discussed about three years ago, while it was fresh, is revived by action just taken upon it. A law in this State, now thirty years old, gives the Board of Local Pilot Commissioners supervision of pilotage here, and authorizes them to revoke or annul the license of any pilot "who shall not be attached to a boat approved by said Board." A pilot attached to boat No. 10 asked and obtained permission to replace his boat with another which was to bear the same number; being a bold man, he procured a steam boat, but the Commissioners passed a resolution prohibiting the use of steam; the pilot disregarded this, and continued to use his boat; the Commissioners notified him to appear for trial on a charge of contumacy, whereupon he appealed to the courts for a writ to prevent them from taking any action.

This was the "Hercules" case of three years ago. Congress, which has jurisdiction over this subject, has thus far left it to the States, but it is irrational to suppose that the authority granted the Commissioners by the State law goes further than to pass upon the seaworthiness and general suitability of vessels employed, and that it covers the power to rule out one *class* of vessels. Still, the result of the struggle was, at the time, that the owners of the "Hercules" were unable to hold their position; the vessel was crowded out, and the matter passed out of sight. But the Chamber of Commerce, which elects three out of the five Commissioners, lately adopted resolutions calling for the abolition of the old rule against steam, and the Commissioners have now unanimously voted to abolish it. The "Hercules," and the progressive spirit represented by her, are thus victorious at last.

As before, the pilots opposed the change, claiming that steam is more costly than sails for this service, less readily and quickly manageable, and less safe and effective in all weathers. It does not become a layman to deny that this may possibly all be true, for it does not necessarily follow that steam is universally best, and an instance in illustration is the retention of sails for much of our freighting between New York and ports along the coast. But if steam is not the best, the parties who try steam will soon find it out, and it is unnecessary to resist the "Hercules" and her tribe; the facts will suppress them, unless the facts prove to be the other way and the sails are suppressed. May it not be that the objecting pilots have too much capital invested in sailing craft, not suited to any other work, and that they are not satisfied to chance the survival of the fittest? Whether they are or are not, their opposition is useless.

It has taken more time to break down this obstructive resistance than we looked for when we last mentioned the subject, but its failure was inevitable. Every step in progress disturbs somebody and compels changes in occupations, making some property useless and interfering with somebody's way of getting a living. It always was and always must be so, and the persons so disturbed will always resist and protest that the old way is best, but obstructiveness has to yield. Certainly there is no place where obstructiveness has less justification than at this port of New York, already heavily obstructed by defective piers, heavy dock charges, and slow and costly methods of handling. Whatever can expedite the coming and going of foreign vessels is so much relief to commerce.

THE FRENCH IN TONQUIN.

It was formerly a common saying that when France was at peace Europe was at rest. The saying implied that France was a common source of trouble to the European nations. There was truth in the statement. Within the last twelve years, however, the words have lost their meaning. France is no longer a source of common danger, or even of common trouble, to the rest of Europe. It does not appear, however, that in her altered circumstances she is more disposed to lead a life of tranquillity. The spirit of restlessness still controls her; and if she no longer is ambitious to disturb her European neighbors, she seems resolved to keep her hand in exercise by petty warfare in remote parts of the earth. Not satisfied with the conquest and annexation of Tunis, she has now invaded Madagascar, and is making extensive preparations for the invasion of Cochin China. It was said not long since by a prominent French statesman and publicist, that, to keep hold of her population and to maintain her rank among the nations, what France wanted most of all was colonial extension; nay, that "colonial extension was for France a question of life and death"; and if we are to judge from present appearances, the necessity for colonial extension has become a conviction with the French Government and people.

The difficulty which now threatens to involve France in a war in the Far East is not altogether new. France has had relations with that section of the world for the best part of the last hundred years. In 1787, the King of Anam entered into a treaty with Louis XIV., promising, in return for certain assistance, to cede to the French the town of Touran (Kerangham), with its territories and two adjacent islands. The French assistance was rendered. The King of Anam was restored to his throne; Tonquin

and Cambodia were added to his dominions; but there was no cession of territory to France. The claim, however, remained. It was not until 1861 that France took any vigorous steps to assert her rights or to make her authority felt in that part of the world. For many years the French and Spanish missionaries had been most cruelly treated by the King of Anam. In 1847, the then King issued an edict that all the missionaries should be drowned; and in 1851 it was decreed that if any persons should be found concealing missionaries, such should be cut in two and thrown into the river. The persecutions continuing, the Emperor Napoleon sent out an expedition which invaded the territory of Anam; and in 1851 Saigon, Bienhoa and Mythe, with some of the adjacent islands, were taken possession of. In 1867 there was further trouble; and after the suppression of some hostile natives, a new treaty was entered into leading to the annexation by France of three other provinces, Vinhlong Chandore and Haytien. The united territory, now under French rule, and covering 21,600 square miles, was called French Cochin China. This territory lies at the southern extremity of the Indo-Chinese peninsula.

A glance at the map will show that such a position as that which France had secured in these Eastern waters naturally brought her into close contact with Anam and the affairs of that empire. Tonquin, which formerly had a king of its own, and among whose people there are living claimants to the throne, has long formed a part of the Anamese Empire, and is subject to the Government at Huć. In 1872, the Tonquinese rose in rebellion against the hated yoke of Anam; and in 1873 the French interfered ostensibly in the interests of order, but really for the purpose of conquest. As the Emperor of Anam, or Cochin-China, and his territory, are under the sovereign protection of China, it was necessary for the French to obtain the approval of the Chinese Government in their intervention in the affairs of Tonquin. This they readily enough obtained, as the avowed object was not conquest, but the restoration of law and order, and because the treaty of 1862 gave France a right to trade with the Tonquinese and on Tonquinese territory. In his movement against the rebels in Tonquin, Lieutenant Garnier, who was at the head of the French troops, and who represented French interests, was thus compelled to act in the name of the King of Anam. But the Anamese Governor-General did not see matters in the same light as Lieutenant Garnier, and the scheme of the Frenchman was stoutly resisted. But Garnier was not to be easily driven from his purpose, and so he boldly assumed the offensive, capturing the citadel of Hanoi, upsetting the authority of the King of Anam, and continuing to push his conquests in the interior. Within a month, however, after the capture of Hanoi, Garnier was killed, and the French were compelled to content themselves with a treaty, which bound the Anamese to conform their foreign policy to the requirements of their French neighbors. The conquests were given up; a consul was established at Hanoi, a political agent resided at Huć; and it was believed that time would gradually reconcile the Anamese Government to French demands in Tonquin, and particularly on the Red River.

In this last expectation the French were doomed to disappointment. Their claims to trade on the Tonquin or Red River have been steadily resisted. It was to precipitate a settlement of this question that Captain Riviére was sent out in 1881. Riviére had exhausted all his powers of persuasion, and had failed. He was bound in some way to make a name for himself, for he had solicited the mission; and, from what we now know of his character, failure would to him have been worse than death. He made an attack on the citadel of Hanoi, and he perished in the attempt. France is naturally enough sore because of the death of her commander and the defeat of her troops. It is natural enough that she should be eager to retrieve herself. But the doing so involves serious questions China, let it be remembered, sustains to Anam the relation of the Sovereign State; and China, as we now know, is resolutely opposed to French invasion of Tonquin. It might not be difficult for France to chastise the Tonquinese, or, rather, the Anamese; but it would not be easy for France to fight down the immense power of China. A war with China would make France very helpless in Europe, and there is no saying to what strange complications it might lead. It would be particularly pleasing to Bismarck; it could be no cause of sorrow to Italy; and Austria, the only other member of the triple alliance, might find a convenient opportunity to extend her territory in the East of Europe. Besides, French interests in Tonquin are comparatively insignificant. The opening up of the Red River would be an infinitely greater benefit to England than to France. The English Colony of Hong-Kong would reap all the advantage.

COTTON ACREAGE, STAND AND CONDITION 1883.

The last two seasons form a very sharp contrast in the matter of cotton production. With little, if any, variation in the aggregate acreage, the difference in out-turn will probably reach nearly 1¾ million bales. The truth is that 1881-82 was the most disastrous year ever experienced, for all kinds of scourges have in times past overtaken the cotton plant, but there was never a season when the blight seemed to be so universal. On the other hand, 1882–83 was good everywhere, and from beginning to end, the only exception being a colder May than was desirable for best development; but the slow growth and little rain gave opportunity for thorough cultivation and left the plant in perfect condition for the forcing weather which began with the last of May.

We are aware that the 1882 June report of the Agricultural Department indicated a worse prospect than at the same date of any previous crop, the average being 89, against 93 in 1881. That, however, by no means reflected the actual state of the plant, except probably as to forwardness and size. On the point of maturity, the crop was at that date fairly classed a late one; but in cultivation, condition and prospects of fruitfulness, our acreage report of June 24 very fully and clearly reflected the true situation. All this is of interest now solely as a guide to a correct judgment during the present season, for the public habit is to make its comparison mainly with the previous year.

As a preliminary then, we give a summary of the weather record during previous summers, the record for the spring months being inserted later on. This statement, though useful, does not do away with the necessity for the detailed figures published from month to month, since a State's average, especially of rainfall (in the season of local summer showers), must be made up from the record of different stations where the rains may be very unevenly distributed. Thus, during the prolonged drought of 1881, there were at times very heavy showers at some points, more frequently on the coast, while perhaps a total absence of rain and excessively hot weather were the prevailing characteristics over all the rest of the State. In such cases the following averages of rainfall are evidently misleading; for last summer, however, the figures given more nearly represent the true condition, as the showers were more general and less local.

Average.	June.			July.			August.			September.		
	1882.	1881.	1880.	1882.	1881.	1880.	1882.	1881.	1880.	1882.	1881.	1880.
VIRGINIA.												
Thermometer.												
Highest	98·0	99·0	104·0	95·0	102·0	102·0	92·0	99·0	95·0	98·0	92·0	98·0
Lowest	56·0	58·0	54·0	63·0	62·0	63·0	61·0	61·0	62·0	51·0	53·0	54·0
Average	72·2	74·0	70·6	77·0	76·8	80·2	77·3	76·9	76·8	72·1	77·3	71·3
Rain Gauge.												
Rainfall	3·12	3·74	5·34	4·99	6·47	7·84	4·33	1·74	9·99	8·07	2·63	4·77
Days rain	9	14	10	17	13	15	18	7	10	12	8	8
N. CAROLINA.												
Thermometer.												
Highest	95·0	97·3	99·7	94·0	98·7	95·8	90·2	98·2	91·1	89·1	92·1	93·2
Lowest	58·6	61·7	58·7	63·1	63·0	65·5	65·0	61·5	63·0	51·0	52·5	54·1
Average	75·9	77·1	77·2	77·3	80·2	78·6	77·1	78·3	76·5	72·5	77·3	75·6
Rain Gauge.												
Rainfall	3·26	3·63	3·42	7·80	4·02	5·68	6·48	2·18	8·48	5·48	3·01	3·10
Days rain	8	9	8	14	7	11	15	6	12	10	6	6
S. CAROLINA.												
Thermometer.												
Highest	97·0	96·5	100·3	94·0	103·0	97·0	95·5	97·5	93·0	92·5	92·5	89·0
Lowest	63·0	64·0	62·0	67·0	67·0	71·0	59·0	69·0	69·0	57·8	63·2	61·0
Average	79·3	81·8	80·6	81·3	83·5	83·1	81·2	81·0	81·1	73·0	80·7	75·8
Rain Gauge.												
Rainfall	0·12	1·17	2·18	5·35	4·99	5·77	7·38	7·25	3·07	1·02	5·40	1·80
Days rain	15	10	5	13	7	14	13	14	11	6	10	9
GEORGIA.												
Thermometer.												
Highest	95·2	99·1	98·2	92·5	101·2	98·3	92·1	97·6	94·5	91·2	94·3	90·8
Lowest	59·7	63·0	63·2	63·8	65·3	68·2	66·6	67·0	66·7	55·7	63·8	52·5
Average	78·0	81·0	80·2	78·7	83·5	81·9	79·7	80·8	79·3	75·5	79·3	73·1
Rain Gauge.												
Rainfall	4·36	3·06	2·34	5·13	2·37	3·99	4·85	5·26	5·15	4·91	3·94	3·50
Days rain	11	9	7	14	6	12	14	10	11	6	6	7
FLORIDA.												
Thermometer.												
Highest	93·2	96·0	97·2	93·2	96·5	95·5	94·0	94·5	94·7	93·0	94·0	91·0
Lowest	66·5	67·0	67·0	71·5	69·5	70·5	69·5	69·5	70·0	67·0	68·5	63·0
Average	80·5	82·8	80·9	81·2	83·4	82·6	81·5	81·7	80·8	78·4	80·3	77·8
Rain Gauge.												
Rainfall	7·35	2·25	5·88	8·04	9·73	7·52	6·80	6·45	14·20	6·88	6·60	4·73
Days rain	15	6	14	19	16	14	18	14	17	10	14	9
ALABAMA.												
Thermometer.												
Highest	97·2	100·4	91·3	93·0	103·6	96·7	91·9	95·6	97·0	90·1	96·8	91·0
Lowest	63·4	61·7	63·0	63·2	67·4	69·3	69·1	68·3	70·0	58·3	57·0	55·0
Average	80·6	81·8	78·2	78·7	82·0	80·6	78·3	81·3	80·2	74·1	77·8	74·3
Rain Gauge.												
Rainfall	2·94	3·92	3·40	7·61	2·23	3·36	6·48	10·20	4·87	3·50	6·30	4·96
Days rain	10	9	9	19	9	12	19	8	12	6	8	14
LOUISIANA.												
Thermometer.												
Highest	90·4	93·3	91·5	96·0	99·9	94·0	94·0	96·6	93·0	91·2	96·5	91·0
Lowest	63·1	68·7	66·0	66·9	71·0	67·5	68·7	71·2	68·5	56·5	55·0	58·0
Average	80·7	83·4	79·0	80·1	86·3	80·8	79·7	84·3	78·7	75·0	78·9	74·6
Rain Gauge.												
Rainfall	1·68	1·61	4·58	9·11	5·07	11·09	6·72	2·35	2·90	1·35	5·18	9·54
Days rain	7	8	18	17	10	17	18	7	12	6	9	17
MISSISSIPPI.												
Thermometer.												
Highest	96·0	98·3	92·3	93·7	98·5	94·7	91·2	98·2	93·0	89·2	96·5	87·0
Lowest	55·8	66·0	63·3	62·0	67·0	66·3	65·0	71·2	68·0	58·3	54·2	55·0
Average	78·4	80·7	77·1	77·3	83·3	79·6	76·4	82·0	79·9	72·5	77·9	72·5
Rain Gauge.												
Rainfall	1·80	2·86	3·86	7·93	1·32	5·34	7·39	3·87	6·42	2·82	4·20	9·45
Days rain	5	5	8	15	5	10	16	5	9	5	6	13
ARKANSAS.												
Thermometer.												
Highest	94·5	94·0	89·0	93·0	99·0	95·0	90·5	101·0	91·5	88·5	98·0	88·5
Lowest	47·5	63·5	59·5	56·0	58·5	60·5	56·5	66·5	57·0	47·0	55·0	40·0
Average	76·5	77·7	74·2	76·0	82·0	77·0	74·1	82·5	76·5	69·5	74·1	67·4
Rain Gauge.												
Rainfall	2·34	4·24	4·16	3·69	1·45	2·66	4·30	0·71	3·73	2·81	1·19	4·54
Days rain	6	8	10	10	4	10	12	4	9	5	3	10
TENNESSEE.												
Thermometer.												
Highest	96·1	96·9	95·0	91·3	101·0	94·5	89·2	104·3	93·5	88·9	98·5	87·2
Lowest	57·0	58·3	57·5	57·2	65·3	60·2	60·7	67·2	61·2	47·1	51·9	43·7
Average	78·7	78·2	77·1	76·4	82·7	77·9	77·3	84·3	75·7	71·1	76·6	66·5
Rain Gauge.												
Rainfall	2·65	4·68	4·88	5·41	0·54	5·41	5·44	1·19	3·60	1·72	5·43	3·87
Days rain	10	12	9	14	4	9	14	8	11	8	7	11
TEXAS.												
Thermometer.												
Highest	99·5	98·9	93·7	100·5	102·2	97·9	96·3	101·6	96·1	90·7	98·0	96·0
Lowest	57·2	69·4	65·5	6·0	69·5	66·2	62·4	71·3	61·6	54·9	54·7	55·4
Average	79·6	84·7	80·5	80·2	85·0	82·2	77·7	85·2	8·4	72·9	79·0	76·2
Rain Gauge.												
Rainfall	2·02	0·17	4·97	5·79	2·47	4·21	4·99	2·14	3·52	5·08	4·80	7·02
Days rain	5	1	10	12	9	10	12	6	8	9	8	14

As already said, and for the reason stated, the lack of rain in 1881 is not indicated by the foregoing averages. But an important and the leading characteristic to be noted is, the almost universally higher temperature during that season of drought and failure than prevailed during the summers of 1880 and 1882. In fact, it appears from the above, that these two last-named seasons of abundant crops (when the pounds per acre produced were just about the same) are very nearly in accord on the point of average temperature; whereas for 1881, the record shows clearly that it was not the want of rain alone, but also the burning heat of the sun, that destroyed the life of the plant. This condition, so similar during two favorable years and so unlike the unfavorable one, seems to furnish some indication of the temperature that is best suited for perfect development.

FORMER ACREAGE AND PRODUCTION.

On still another point, the observer will need facts before him as the season progresses; we refer to the statements of acreage and production for previous years. As to acreage, we prefer to use our own results, believing them to be more nearly correct than any other compilation. In saying that, we do not intend to reflect upon the methods or figures of any other authority. All we affirm is, that we work out our statements from the best data we can obtain, and the production of States seems to us to prove fully that although they are up to this date larger than any other compilation, they are at least small enough. Take, for instance, the Texas production this year. Our table was criticised widely on that very point last June, and yet this season we have had a yield in that State of nearly, if not quite, 35 per cent more than the yield of the very good year of 1880-81. We gave the increased acreage 10 per cent in June, 1882, and 7 per cent in 1881, or 17 per cent in all, and with that 17 per cent increased land, the State has produced 35 per cent more cotton. Of course all the figures for 1879–80 in the following table are from the Census report; those for other years are our own compilation.

COTTON ACREAGE FOR THE YEARS NAMED—(000s omitted).

States.	1882-83	1881-82	1880-81	1879-80	1878-79	1877-78
North Carolina	1,041	1,096	996	893	759	701
South Carolina	1,606	1,656	1,548	1,361	1,236	1,124
Georgia	2,835	2,984	2,760	2,617	2,315	2,095
Florida	265	268	265	216	232	220
Alabama	2,679	2,762	2,656	2,330	2,192	2,059
Mississippi	2,346	2,304	2,324	2 033	2 004	1,995
Louisiana	904	922	904	865	798	760
Texas	2,820	2,564	2,396	2,174	1,022	1,686
Arkansas	1,117	1,176	1,176	1,043	947	902
Tennessee	889	924	889	723	671	639
All others	108	105	100	94	85	80
Total acreage	16,590	16,851	16,123	14,442	13,202	12,231
Total production	7,100	5,436	6,589	5,757	5,073	4,811
Increase in acreage	*1·55 p.c.	4·51 p.c.	11·7 p.c.	9 p.c.	8 p.c.	5 p.c.
Incr'se in production	30·6 p.c.	*17·5 p.c.	14·4 p.c.	13·4 p.c.	5·4 p.c.	7·3 p.c.

* Decrease.

We also reproduce our statement of production by States. It is a matter of great difficulty thus to determine the yield in each section, and we do not claim accuracy for these figures. Still, we use all the care we can and all the data we have in making the compilation, and believe that the results given are a very close approximation to the actual facts.

PRODUCTION OF EACH STATE FOR YEARS NAMED—(000s omitted).

States.	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.	1876-77.	1875-76.	1874-75.	1873-74.	1872-73.
No. Car.	435	460	390	340	370	310	290	273	265	200
So. Car.	469	575	523	470	390	385	350	365	350	320
Georgia	795	937	814	750	680	600	550	520	600	595
Florida	43	60	55	60	50	55	50	55	60	45
Alabama	581	730	700	595	606	555	615	600	575	550
Mississippi	895	1,015	956	805	775	700	780	565	630	600
Louisiana	485	529	507	400	420	385	445	340	420	410
Texas	857	1,173	801	781	610	690	680	505	550	495
Arkansas	525	675	607	520	590	490	565	390	410	435
Tennessee	300	380	331	290	260	235	265	260	280	280
All others	50	55	70	60	60	50	70	20	30	20
Total	5,436	6,589	5,757	5,071	4,811	4,485	4,669	3,983	4,170	3,950

The production of 1882–3 we shall make up as soon as we can, after the publication of the September crop report.

COTTON ACREAGE AND STAND IN 1883.

This spring the tendency throughout the South has been to increase the amount of land given to this staple. In connection with that fact, our remarks last year respecting the average annual progress making in land under cereal and cotton cultivation, as indicated by the Census returns of 1870 and 1880, should be kept in mind. It will be remembered that we then showed from the reports for the two dates mentioned that there had been during the ten years, in all the Southern States, an average yearly increase in cotton acreage of 6·47 per cent, and in cereal acreage of 4·34 per cent. Last year it was supposed that cereals more than absorbed all the extra attention and new land, except in Texas. This was a forced result of the previous year's shortage both in cotton and food products, which crippled the purchasing power of the South, while throwing the people of that section almost wholly upon the Northwest for the necessaries of life. Under such circum-

stances there was every reason for raising something to eat, and no money nor encouragement for excessive cotton planting. The present season opens with the Southern States in a very different condition, for crops of every kind prospered last summer; but the price of their favorite staple is so very low now that there has been no special inducement for increased planting, and yet the natural inclination to expand cultivation in that direction has been freely indulged in.

But before giving general conclusions in respect to either acreage or condition, we submit our usual details with regard to each State.

North Carolina.—The spring was cold and backward. Planting began about ten days later this year than last, scarcely anywhere before the 25th of April, and was not completed in the latest districts until about the first of June. All that was planted early came up soon and very well, but much of the later-planted was kept back by the lack of rain during May. Beginning with the early part of June the weather changed wholly, becoming warm and showery, so that the plant since then has everywhere grown rapidly. From about the middle of the month there have been complaints in a few districts of too much rain. *The Stand* in some sections is reported excellent—never better. But in general the plant is small, and until after the warm weather and rains in June looked very backward. Since the rain, the development has been rapid, and if the weather during the remainder of the month gives opportunity for cultivation, so that the fields can be kept clean, the result will be good stands and good condition almost everywhere. *Acreage*—There seems to be a decrease in acreage noted by some of our correspondents; but in general we think the 5 per cent loss of last year has been made good again. Still, as in some sections the cold dry May has killed out portions of the crop, we put the increase at 3 per cent. *Fertilizers* are reported as showing further decrease in commercial sorts, but a large increase in home-made manures.

South Carolina.—Planting usually begins in this State by the first of April, but this year the start was nearer the 15th and work was not completed until about the 20th of May. The month of May was too dry for quick development, and the seeds were therefore late in coming up; but the rains and hot weather of June have rectified this and given the plant a very rapid growth. Since the first of June the rains have been so abundant in some districts as to prevent cultivating, and have given the grass a chance to grow. Hence dry weather would now be very acceptable for a time. *The Stand*, however, is at present good to fair, and with an opportunity from this on for cultivation, so that the fields can be kept clean and the weeds down, the prospect is excellent for a full yield. The plant, however, is still backward, and hence more depends than at this date last year upon the weather of the next few weeks. *Acreage*—A disposition is manifest this year in a moderate way to add in some degree to the land under cotton, and we estimate the acreage planted to be about the same as in 1881—that is, a recovery of the decrease reported in 1882, which was 3 per cent. *Fertilizers*—There has been a fair increase in the use of fertilizers, both commercial and home-made.

Georgia.—This State, like North and South Carolina, reports a late planting this year. It began a few days later than in 1882—say about the 10th of April, against say the 1st to the 5th last season; but the April weather was so cold and stormy this year that the seed was not all in until the 20th of May. During the latter month rains were insufficient, making the start slow; but the weather changed the first week in June, and the growth from that time on has been very rapid. Just now, however, the complaint over a considerable section is too much rain, interfering for the moment with thorough cultivation. *Stands* are however reported good to fairly good, with the plant in a large majority of cases vigorous, healthy, and in a promising condition for development, if the weather does not continue too wet for the work of keeping the grass down. *Acreage*—Notwithstanding a falling off in planting in some counties, we find a disposition prevailing over a very considerable section to add to the acreage in some small degree, and we estimate the increase the same as the loss reported for last year, which was 5 per cent. *Fertilizers*—Progress has also been made in the use of fertilizers. The farmers were much better able this spring than they were a year ago to make such an investment, and they have therefore added to their purchases. In home-made manures there is a constant growth.

Florida.—The planting commenced in this State about the first of March, but was not finished in all sections until about the 15th of April. Seed planted came up well, but the cold weather made the growth very slow. *Stands*, however, are now excellent and the fields the middle of June are clean with the plants looking healthy and promising. *Acreage*.—There has been a small increase in the planting of both Sea Islands and Uplands. The average for the State is probably about 2 per cent more than last year. *Fertilizers*.—In home-made manures there is a very decided increase reported, but a falling off in the use of commercial fertilizers.

Alabama.—The planters in this State, like those in the States previously reviewed, were most of them delayed somewhat in getting in their seed. The first plantings were at about the same date as in 1882—say the last of March, but a year ago by the middle of April the work was very nearly finished up, while this year it was the first of May when the same point was reached. The seed came up fairly well, and the start would have been a very good one had not the temperature been so low that the development was delayed, though since the latter part of May the weather has been warmer and the growth more rapid and satisfactory. Up to the 10th of June the fields were in fine condition, clean and well cultivated, but since then there have been in some sections complaints of too much rain. *The Stand* secured was very good, except on some of the poorer lands, where it is reported to be uneven; but the plants are now vigorous, healthy and well rooted, giving excellent promise, if the fields are kept clean and the rains are not too abundant. *Acreage*.—Reports as to acreage show a quite general increase, and we estimate the average for the State at fully 5 per cent. *Fertilizers*.—There has been a marked increase in the takings of commercial fertilizers, and a decided growth this year in the use of home-made manures.

Mississippi.—Cotton planting begins in the earlier sections of Mississippi about the first of March, and the later sections are not all seeded down until the latter part of May. There was no very material difference in this particular between the two last years. The seed also germinated well this year, but April and also May were at times so cold that the growth was slow until the latter part of May. Since that date the weather has been more seasonable and the development far more rapid. On the 10th of June the fields were generally in splendid condition. *The Stand* early in June is reported to be almost everywhere exceptionally good—better than usual—with the plant in most districts strong, regular and healthy. Still, the crop is a late one as it stands to-day. Recently there have been complaints in many sections of too much rain. *Acreage*. There is in the average some increase in the planting this year, say about 4 per cent. Among negro farmers this increase in acreage is especially noticeable, a fact which is also true in some other States, as for instance Georgia, where the land rented to that class shows marked expansion in the area put down to cotton. *Fertilizers*—Our reports show considerable progress in the use of commercial fertilizers and home-made manures.

Louisiana.—Planting in this State very nearly resembles Mississippi as to date, and the early growth and progress since then has been very similar. The latter part of May the condition was reported very good, but subsequently an excess of rain has visited many sections and dry weather is now very desirable. *The Stand*, at the date named, was reported good to very good, and the plants vigorous and the fields clean. With favorable weather hereafter the promise for a full yield is excellent. *Acreage*—The inclination to enlarge planting is manifest in many sections of this State. One considerable item is land that was thrown out by the overflow last year, which has been planted now. We estimate the increase for the State at 4 per cent. *Fertilizers* are very little used.

Tennessee.—The time of planting in this State did not differ very materially from 1882, but over a large section there was but little rain from April 21st to May 21st. This, and the low temperature, delayed germination in many cases, or where the seed was up delayed growth. Since the latter date there have been abundant rains, and development has been rapid. *The Stand* was on the 10th of June good to very good, and the plant, though backward, growing rapidly, with the fields in pretty fair condition, though the later rains have over a considerable section been excessive, and now grass is becoming troublesome. *The Acreage*—Reports as to the extent of plant-

ing show an increase in the more productive counties, though there is a falling off in some other sections. We estimate the increased acreage for the State at 2 per cent.

ARKANSAS.—The planting in this State did not begin until after the first of April, and was finished about the middle of May. The seed came up well, and, as a general thing, has made good progress. Since the first of June, however, there has been more rain than needed, and the grass has become troublesome in many districts. Still, at latest mail dates the condition was satisfactory. *The Stand* was almost everywhere good to very good, the plant strong and healthy, and the fields clean until the late rains. *Acreage*—The same inclination to enlarge cotton planting observable elsewhere is evident in this State. All sections do not unite in it, but we average the increase at 6 per cent.

TEXAS.—The planting in Texas was not as to date materially different from last year. The seed came up well. In April, however, there were in many sections complaints of too much rain and in May of too little; but the plant seems to have progressed all the time fairly well, and since the showers early in June the promise is pronounced to be excellent almost everywhere. *The Stand* and condition are, therefore, reported to be good to very good, with the plants healthy and vigorous and making rapid growth, though the crop is a little later than last year. *The Acreage* shows constant and rapid expansion in Texas, and this must be the case so long as the tendency of immigration continues so strongly towards that State. The remarkable crops raised there the last year has also stimulated planting, although the price of cotton has ruled so low. We again estimate the new acreage for the State at 10 per cent, the same as our last year's increase. *Fertilizers*—There are none used in the State.

The foregoing details are sufficiently explicit for the reader to understand the course of the season in the various sections, and the effects of the weather upon the growth and development of cotton this spring. We have, however, prepared our usual statement of rainfall and thermometer, as a confirmation of the results reached above. These tables are made up from reports made to us by the Signal Service Bureau wherever they have stations in the South, but elsewhere they are data from our own correspondents. It will be noticed that the course of the season, as indicated above, is confirmed here. April was wet, and in many sections colder than last year. In May, also, the thermometer was low, but with little rain over considerable districts. Still the figures show that these features were not so extreme as to interfere with good development in the greater portion of the South, and account for the good to fair stands which were nearly everywhere reported on the first of June. The details of the thermometer record are as follows:

Thermometer.	February.			March.			April.			May.		
	1883.	1882.	1881.	1883.	1882.	1881.	1883.	1882.	1881.	1883.	1882.	1881.
VIRGINIA.												
Norfolk.—												
Highest	76·0	71·0	69·0	76·0	75·0	73·0	80·0	80·0	89·0	89·0	88·5	92·0
Lowest	30·0	29·0	13·0	30·0	32·0	29·0	37·0	34·0	28·0	44·0	45·0	49·0
Average	46·8	48·7	39·6	46·8	51·0	45·6	55·8	55·7	52·5	66·3	63·0	67·1
N. CARLINA												
Wilmington.—												
Highest	70·0	77·0	71·0	72·5	82·0	78·0	81·0	81·0	86·0	84·0	85·5	93·0
Lowest	34·5	29·0	15·0	34·0	36·0	31·0	34·5	42·0	33·0	48·6	47·0	54·0
Average	54·7	54·5	49·1	50·8	46·0	52·1	61·3	59·0	57·8	69·0	68·5	70·6
Weldon.—												
Highest	76·0	72·0	72·0	74·0	76·0	76·0	84·0	85·0	80·0	91·0	90·0	96·0
Lowest	25·0	21·0	15·0	22·0	32·0	27·0	32·5	31·0	32·0	44·6	48·0	53·0
Average	46·6	45·5	41·8	43·5	56·0	47·0	56·5	55·3	55·0	78·3	65·0	70·7
Kitty Hawk—												
Highest	76·0	76·0	67·0	73·0	76·0	74·0	81·0	80·5	82·0	86·5	87·6	90·0
Lowest	32·0	29·0	14·0	27·5	32·5	30·0	36·0	37·5	29·0	47·0	44·0	53·0
Average	47·0	48·3	39·5	44·3	49·5	44·8	53·5	53·4	50·9	63·0	61·4	63·7
Charlotte—												
Highest	76·5	73·0	69·0	74·0	76·0	76·	82·0	83·0	85·0	85·5	87·0	94·6
Lowest	30·5	25·5	22·0	26·0	30·2	29·0	31·0	36·0	28·0	40·5	45·0	51·0
Average	47·3	49·4	43·6	49·6	57·6	47·5	59·0	60·8	55·8	68·1	65·3	71·1
Portsmouth—												
Highest	70·0	69·0	64·0	68·0	70·0	67·0	74·0	74·0	71·0	80·0	81·0	87·0
Lowest	36·0	27·0	22·0	33·0	34·0	32·0	39·	38·0	30·0	52·0	50·0	51·0
Average	46·0	50·6	42·8	48·2	52·0	49·5	57·0	58·3	53·4	66·7	68·4	68·2
Murphy—												
Highest	79·0	71·0	67·0	72·0	82·0	68·0	84·0	...	81·0	85·0	80·0	87·0
Lowest	28·	19·0	13·0	25·0	32·0	30·0	34·0	...	24·0	35·0	37·0	50·0
Average	48·3	46·5	41·0	48·3	52·0	49·0	57·0	....	53·6	63·0	60·0	69·5
Wilson—												
Highest	78·0	72·5	....	77·0	79·0	....	85·2	86·0	...	86·0	88·5	...
Lowest	31·5	27·0	....	28·9	32·0	....	37·7	37·0	...	37·0	50·0	....
Average	50·7	50·7	....	47·3	54·2	....	59·5	59·9	...	66·6	69·2	....
Mid. Cape Fear—												
Highest	78·0	70·0	....	78·0	80·0	....	84·0	85·0	....	86·0	86·0	..
Lowest	33·0	20·0	....	28·0	28·0	....	33·0	11·0	...	53·0	50·0	....
Average	47·3	47·3	...	48·5	58·0	...	60·8	61·8	...	7·0	69·0	..
S. CAROLINA												
Charleston—												
Highest	78·0	78·0	74·0	74·0	82·0	75·0	81·0	86·0	81·0	91·0	87·0	91·0
Lowest	32·0	32·0	26·0	34·0	40·0	33·0	45·0	46·0	32·0	48·0	51·5	56·0
Average	57·2	57·3	52·3	53·8	62·0	54·6	64·0	66·6	60·3	70·8	71·7	73·1

Thermometer	February.			March.			April.			May.		
	1883.	1882.	1881.	1883.	1882.	1881.	1883.	1882.	1881.	1883.	1882.	1881.
Spartanburg—												
Highest	72·0			74·0			80·0					
Lowest	4·		....	24·0			32·0					....
Average	48·0		....	46·7	....		60·0					....
GEORGIA.												
Augusta—												
Highest	82·0	78·0	74·0	79·0	80·	77·	87·	87·0	89·	87·	90·	96·0
Lowest	34·0	32·	24·0	34·	34·0	34·0	41·	44·0	42·0	44·0	44·	50·0
Average	56·7	57·0	50·0	53·8	60·0	54·	64·7	66·0	64·0	64·0	67·	73·1
Atlanta—												
Highest	74·0	71·0	68·0	74·0	80·0	71·	85·0	84·0	90·0	86·	90·	90·0
Lowest	28·0	30·	20·0	34·0	28·	28·0	34·0	40·0	34·0	44·	44·	50·0
Average	49·0	52·	44·0	50·1	54·	49·0	60·3	64·4	61·4	65·	67·	73·5
Savannah—												
Highest	80·0	74·	78·	80·0	87·0	76·0	84·0	87·0	90·	94·	96·	97·
Lowest	36·0	34·	30·	40·0	44·0	34·	44·0	44·	44·	54·	54·	60·0
Average	60·1	58·5	53·8	57·1	63·7	58·1	67·1	68·0	66·1	74·1	75·4	74·3
Columbus.—												
Highest	79·0	72·1	72·0	75·0	78·0	76·0	90·0		87·0	90·0	96·	97·0
Lowest	30·0	32·1	20·0	34·0	34·	32·	44·0		44·0	44·0	44·	54·0
Average	61·0	60·0	54·0	57·0	65·0	54·0	64·0		66·0	72·0	74·0	76·0
Macon.—												
Highest	80·0	78·0	74·0	80·0	86·0	74·0	82·0	86·0	86·0	90·0	94·0	97·0
Lowest	30·0	34·	24·0	44·	34·0	30·0	44·0	44·	44·0	44·0	44·	54·0
Average	57·0	57·0	51·0	55·0	62·0	54·0	63·0	68·0	63·0	69·0	69·0	74·0
Rome.—												
Highest	73·0	71·0	67·0	76·0	82·0	69·	84·0	84·0	82·0	90·	90·0	91·0
Lowest	29·0	29·0	23·	29·0	30·0	28·	37·0	42·	27·	42·	42·0	52·0
Average	50·0	49·0	45·3	50·0	57·0	48·9	62·0	65·0	59·8	65·0	67·0	72·2
Forsyth.—												
Highest	78·0	78·0	74·0	78·0	85·0	76·0	84·0	86·0	88·0	88·	88·0	91·0
Lowest	31·0	21·0	20·0	33·0	30·0	34·0	40·0	38·0	30·0	46·0	46·	52·0
Averag	58·4	56·2	50·8	55·3	61·7	53·7	64·0	67·5	64·0	70·8	70·	75·5
FLORIDA.												
Jacksonville.—												
Highest	83·0	70·0	78·0	70·0	88·0	80·0	88·0	85·0	88·0	89·	89·5	90·0
Lowest	40·0	38·0	31·0	40·0	47·0	30·0	52·0	56·0	35·	54·0	54·0	64·0
Average	61·3	61·7	58·0	60·4	66·7	60·0	70·1	70·9	67·4	73·3	74·6	75·8
Cedar Keys.—												
Highest	76·0	76·0	74·0	74·0	82·0	74·0	80·0	85·0	84·0	87·0	86·0	91·0
Lowest	43·	40·2	35·0	45·0	47·0	40·0	55·0	60·0	38·0	56·0	54·0	60·0
Average	60·9	62·3	58·3	61·2	67·3	58·8	72·0	73·4	69·2	75·1	75·2	79·5
ALABAMA.												
Montgomery.—												
Highest	81·2	79·8	72·0	78·6	80·3	76·0	88·0	85·6	89·	91·3	90·0	96·0
Lowest	32·5	32·0	30·0	35·0	42·0	31·0	40·8	47·6	34·	44·0	47·0	58·0
Average	58·2	57·4	51·1	54·8	62·2	54·3	65·0	68·0	64·4	70·6	70·1	76·2
Mobile.—												
Highest	78·0	76·0	71·0	80·5	82·0	73·0	90·0	89·0	90·0	96·5	91·5	94·0
Lowest	38·0	35·	30·0	36·5	47·0	38·0	45·0	49·0	32·0	47·3	50·4	58·5
Average	59·0	59·1	53·7	57·7	65·1	57·3	68·8	70·3	65·0	72·0	72·6	76·9
Greene Spr'gs.—												
Highest	84·0	75·0	70·0	79·0	88·0	77·0	82·0	89·0	88·	88·0	88·0	96·0
Lowest	32·0	35·0	29·0	30·0	41·0	31·0	45·0	39·0	30·	44·0	44·0	56·0
Average	54·2	56·6	48·0	53·5	60·8	51·1	64·2	65·4	62·1	68·3	68·6	73·3
LOUISIANA.												
New Orleans.—												
Highest	83·0	79·0	78·0	80·3	81·5	77·0	84·0	86·0	84·0	88·0	88·3	89·6
Lowest	33·5	37·0	36·0	44·0	51·0	42·0	51·0	56·	48·0	58·5	58·5	66·0
Average	62·0	62·7	60·4	61·7	66·2	59·9	71·4	72·5	65·8	74·	74·4	77·0
Shreveport.—												
Highest	77·0	78·0	72·0	81·0	90·0	81·0	92·0	93·0	91·0	...	93·0	92·0
Lowest	24·0	33·0	22·0	35·0	41·0	35·0	46·0	47·0	35·0	...	46·0	62·0
Average	48·1	57·3	47·0	56·5	63·9	58·0	69·6	68·0	61·4	....	70·1	77·0
MISSISSIPPI.												
Corinth.—												
Highest	78·0	78·0	74·0	78·0	86·0	80·0	....	93·0	86·0	....	88·0	89·0
Lowest	28·0	28·5	28·0	37·0	41·0	33·0	....	46·0	38·0	...	50·0	62·0
Average	49·4	57·1	49·5	54·0	63·6	54·1	....	66·2	61·4	...	68·2	75·8
Columbus.—												
Highest	...	76·0	65·0	....	79·0	....	....	89·0	..	..	...	...
Lowest	....	41·	31·0	....	33·0	....	....	43·0	...	...	...	....
Average	....	54·0	...	....	62·0	..	....	65·0	...	...	...	....
Vicksburg.—												
Highest	83·1	80·0	72·0	78·9	84·1	78·0	85·6	87·0	90·	91·	94·0	96·0
Lowest	28·2	32·5	24·0	35·1	43·0	36·0	44·7	44·	34·0	44·	44·0	54·0
Average	54·0	59·2	50·3	57·1	64·	59·2	66·2	68·3	65·4	...	71·1	76·8
Brookhaven.—												
Highest	76·0	77·0	71·0	78·0	82·0	79·0	82·	80·	87·	87·	87·	89·0
Lowest	32·0	30·0	31·0	37·0	40·0	36·0	41·	46·	34·	44·	44·	54·0
Average	53·0	56·0	52·0	55·0	62·0	52·0	63·0	64·0	61·	69·0	69·0	73·0
ARKANSAS.												
Little Rock.—												
Highest	70·0	74·0	71·0	72·0	84·0	80·0	82·0	85·0	90·	84·0	86·0	96·0
Lowest	17·0	27·0	16·0	34·0	38·0	24·0	44·	44·	34·0	44·0	48·0	58·0
Average	48·0	45·0	30·6	48·0	55·0	48·0	60·1	61·0	62·0	65·0	65·0	74·0
Mount Ida.—												
Highest	70·0	70·0	75·0	70·0	84·0	80·0	84·0	88·0	....	87·	88·0	
Lowest	8·0	16·0	13·0	22·0	24·0	24·0	32·0	34·0	24·0	34·	34·0	40·0
Average	40·7	51·2	41·0	49·0	58·2	49·2	59·0	62·	60·3	...	65·0	70·0
TENNESSEE												
Nashville.—												
Highest	77·4	72·3	65·0	71·7	81·7	70·0	87·5	84·1	84·0	85·8	87·1	91·5
Lowest	23·0	25·2	20·0	25·5	32·5	24·0	33·5	36·5	20·0	42·	44·5	54·0
Average	44·0	51·7	44·5	46·8	54·8	47·0	60·2	61·4	57·	66·3	65·4	70·7
Memphis.—												
Highest	70·0	70·0	69·0	74·0	79·	70·0	88·0	88·0	87·0	87·0	90·0	96·0
Lowest	27·0	27·0	22·0	29·0	38·0	31·0	39·0	41·0	27·0	41·0	40·0	50·0
Average	44·1	53·7	45·	49·3	57·	50·5	63·1	63·3	60·	68·4	67·1	74·1
Ashwood.—												
Highest	77·0	72·0	68·0	70·0	80·0	72·0	86·0	83·0	85·0	90·0	88·0	89·0
Lowest	25·0	30·0	14·0	25·0	32·0	24·0	32·0	36·0	22·0	40·0	42·0	52·0
Average	45·0	55·5	43·0	47·2	55·4	50·0	61·2	62·0	56·0	64·5	66·0	71·0
Austin.—												
Highest	78·0	74·0	68·0	68·0	76·0	70·0	90·0	86·0	88·0	...	84·0	91·0
Lowest	21·0	28·0	20·0	23·0	32·0	23·0	36·0	30·0	24·0	....	44·0	54·0
Average	44·0	51·1	41·1	44·4	53·0	45·1	58·3	61·8	55·0	....	65·0	72·3
TEXAS.												
Galveston.—												
Highest	74·0	75·0	68·0	78·0	70·0	72·0	84·0	82·5	82·0	85·0	87·0	89·0
Lowest	34·0	36·0	32·0	42·0	44·0	36·0	50·0	56·0	47·0	61·0	62·0	64·0
Average	55·3	63·1	54·8	62·1	67·8	61·2	70·0	72·5	68·1	75·0	75·2	77·5
Indianola.—												
Highest	77·1	78·7	76·0	77·8	81·1	78·0	85·7	86·0	85·0	91·0	90·0	94·2
Lowest	21·5	34·5	32·0	45·3	38·0	47·0	57·1	48·0	40·0	62·3	60·0	64·2
Average	54·0	65·3	55·3	64·0	67·7	63·8	71·3	73·7	69·8	76·2	75·8	77·7
Pal Alto.—												
Highest	77·5	78·0	78·0	79·0	84·0	83·0	87·5	84·5	91·0	90·0	93·0	93·0
Lowest	14·5	35·0	24·0	34·0	34·0	34·0	44·0	42·0	34·0	51·5	50·0	61·0
Average	48·4	43·0	49·5	57·7	64·5	58·3	68·0	70·1	68·0	72·8	69·5	76·3
New Ulm.—												
Highest	88·0	82·0	80·0	82·0	89·0	88·0	97·5	91·0	91·0	93·5	91·0	99·0
Lowest	16·0	37·0	26·0	35·0	35·0	30·0	48·5	49·0	37·0	51·5	58·0	62·0
Average	52·6	62·0	53·3	62·4	66·1	62·4	69·8	71·2	69·0	73·0	74·1	79·1
San Antonio.—												
Highest	82·0	78·0	77·0	80·0	88·0	82·0	91·0	93·0	88·0	....	97·0	96·0
Lowest	17·0	33·0	24·0	30·0	33·0	36·0	43·0	41·0	30·0	....	58·0	58·4
Average	53·5	60·7	51·0	62·4	64·1	63·4	70·1	69·0	69·4	....	73·5	76·4
Del Rio.—												
Highest	75·0	75·5	78·0	77·4	86·0	80·0	†	90·0	89·0	....	97·0	93·0
Lowest	5·0	29·0	14·0	27·2	32·0	28·0	†	14·0	27·	†	1·	1·0
Average	41·7	53·7	43·6	52·2	60·0	53·2	†	65·1	64·	†	71·1	77·7
Jacksboro.—												
Highest	78·0	74·0	78·0	77·0	86·0	84·0	95·0	93·0	89·0	96·0	97·	95·0
Lowest	1·0	27·0	15·0	4·0	27·0	31·0	38·0	44·	31·0	48·0	48·0	57·0
Average	42·1	55·8	44·8	55·3	58·5	54·8	64·0	68·8	65·0	71·2	72·8	74·0
Henrietta.—												
Highest	78·0	70·0	77·0	78·0	83·0	84·0	....	88·0	90·0	..	97·0	96·0
Lowest	0·0	25·0	14·0	22·0	24·	4·0	....	44·0	34·	....	44·0	58·0
Average	39·2	51·0	40·0	50·0	57·3	52·1	....	63·8	61·5	....	68·1	73·1
Fort Elliott.—												
High st	77·0	72·0	69·0	77·0	85·0	82·0	90·0	92·0	89·0	96·0	94·0	95·0
Lowest	1·0	13·0	1·0	17·0	18·0	24·0	32·0	34·0	25·0	40·0	42·0	48·0
Average	39·7	41·3	39·5	44·8	48·8	53·2	58·8	58·2	57·3	65·0	65·0	69·7

* The figures of 1881 are for Corsicana.

† Station discontinued.

There is nothing to add with regard to the rainfall statement, except that it explains the reason for the reports that the fields were clean and well worked on June 1st. We shall publish the figures for June as soon as obtained, but the following brings the record down to June 1:

Rainfall.	February.			March.			April.			May.		
	1883.	1882.	1881.	1883.	1882.	1881.	1883.	1882.	1881.	1883.	1882.	1881.
VIRGINIA.												
Norfolk.—												
Rainfall, in..	3·84	3·58	2·88	3·84	3·33	3·00	9·76	3·23	4·06	4·00	5·87	1·49
Days of rain.	11	12	15	11	14	14	12	17	10	9	14	17
N. CARLINA.												
Wilmington—												
Rainfall, in..	2 08	1·92	2·80	5·78	7·09	5·14	5·01	2·27	3·47	4·79	1·40	2·11
Days of rain.	12	9	10	....	...	11	15	....	13	10	11	9
Weldon.—												
Rainfall, in..	3·75	3 61	1·44	3 28	2 88	1·46	6·79	4·25	3·06	1·80	6·00	1·83
Days of rain	7	11	8	12	6	6	8	8	7	7	10	6
Kitty Hawk—												
Rainfall, in..	2·87	4·83	3·97	6·28	6·49	4·24	8·78	4·92	4 97	7·16	2·22	0·80
Days of rain.	11	10	10	14	17	9	15	19	11	15	17	14
Charotte—												
Rainfall, in..	5·47	5·35	3·95	6·54	2·88	3·77	6·05	5·63	3·61	1·39	3·22	2·26
Days of rain.	13	14	10	11	10	10	10	13	13	8	15	5
Portsmouth—												
Rainfall, in..	3 16	2·69	5·98	10·13	6·35	6 57	13·16	5·57	4·70	10·57	0·58	2·13
Days of rain.	15	9	11	15	11	9	15	17	8	9	8	7
Murphy												
Rainfall, in..	5 30	7·40	6 20	6·00	6·40	5·50	9·45	5·30	4·20	1·50	4·02	2·20
Days of rain.	15	10	7	9	12	17	13	8	11	5	13	7
Wilson —												
Rainfall, in..	2·23	3·03	....	3·64	3·42	...	4·59	4·52	....	0·60	5·46	....
Days of rain.	10	8	...	9	9	...	14	10	..	7	10	....
Mid. Cape Fear—												
Rainfall, in..	3·33	3·15	....	4·88	13·37	....	7·37	13 60	.. .	6·00	3·08	....
Days of rain.	12	7	...	9	7	..	7	10	....	8	7	....
S. CAROLINA												
Charleston—												
Rainfall, in..	0·92	1·09	1·56	4 84	5·61	4·11	3·47	2·72	3·33	8·62	1·82	0·48
Days of rain.	5	6	10	10	9	12	12	8	14	10	7	5
Spartanburg—												
Rainfall, in..	....	....	....	....	..	....	5·55	....	....	....	....	....
Days of rain.	13	...	....	6	...	....	11	....	....	....	....	....
GEORGIA.												
Augusta.—												
Rainfall, in..	1·49	3·95	3·08	3·17	6·80	7·54	6·29	4·77	4·21	2·47	3·70	1·93
Days of rain.	10	12	8	14	12	11	13	8	15	7	9	7
Atlanta.—												
Rainfall, in..	1·95	8·01	0·79	4·39	3·68	15·55	7·77	2·92	3·71	1·52	2·54	1·15
Days of rain.	7	11	7	7	9	11	9	8	9	5	5	5
Savannah.—												
Rainfall, in..	2·34	0·78	1·16	3·31	4·19	3·76	3·92	2·94	3·32	5·22	1·60	0·83
Days of rain.	11	12	9	9	10	10	11	12	12	8	7	6
Columbus.—												
Rainfall, in..	2·70	8·03	8·73	4·15	9·31	10·31	10·88	4·56	7·65	3·30	2·43	3·37
Days of rain.	3	8	6	5	5	7	6	.	4	6	6	5
Macon.—												
Rainfall. in .	2·00	5·19	2·84	4·76	5·26	7·16	5·17	2·06	4·96	1·47	2·91	1·00
Days of rain.	6	....	5	8	....	4	9	....	7	4	...	1
Rome —												
Rainfall, in	2·72	7·10	5·55	2·45	2·45	7·70	5·72	3·62	3 35	1·20	2 75	4·47
Days of rain.	8	9	6	8	8	7	8	8	5	4	5	7
Forsyth.—												
Rainfall, in..	2·40	7·89	5·34	4·19	10·46	10·00	0·59	4·38	4·52	3·07	3·02	0·91
Days of rain.	6	14	7	11	9	11	9	11	11	6	9	5
FLORIDA.												
Jacksonville.—												
Rainfall, in..	0·48	1·06	1·12	3·84	0 89	2·89	4·48	5·23	4·57	3·16	2·20	2·61
Days of rain.	9	4	8	10	4	11	10	12	8	8	13	8
Cedar Keys.—												
Rainfall, in..	0·04	1·02	3·51	....	2 60	3·86	4·12	3·00	3·45	1 97	1·71	2·25
Days of rain.	2	4	7	5	6	10	11	10	5	7	10	5
ALABAMA.												
Montgomery.—												
Rainfall, in..	2 00	9·27	7·06	3·61	6·82	5·45	8·16	5·03	4·52	2·62	2·04	1·41
Days of rain.	10	13	9	15	14	13	18	11	8	9	10	11
Mobile. —												
Rainfall, in..	3·63	4·54	8·00	4·21	5·18	16·41	7·25	9·92	9 21	3·51	6·78	1·44
Days of rain.	7	12	12	10	7	12	13	11	11	8	10	8
Greene Sprigs—												
Rainfall, in..	5·76	5·35	5·10	3·56	7·15	10·00	5·13	8 18	5·03	....	2·01	1·96
Days of rain.	12	8	5	5	7	7	7	8	4	5	4	5
LOUISIANA.												
New Orleans.—												
Rainfll, in..	1·59	4·04	5·80	5 01	0·92	2·75	14·20	4·83	3·92	5·41	6·83	3·20
Days of rain.	8	11	12	6	7	11	15	12	7	10	11	10
Shreveport.—												
Rainfall, in..	7·24	8·71	3·36	5·85	3·16	1·80	4·45	5·44	2·31	....	4·59	8 63
Days of rain.	14	16	10	11	10	7	8	13	7	....	11	13
MISSISSIPPI.												
Fayette.—												
Rainfall, in..	3·00	5·50	8·50	3 70	5·60	5·20	....	6·50	4·20	....	7·20	3·80
Days of rain.	4	10	10	6	7	7	....	9	5	....	6	8
Columbus.—												
Rainfall, in..	4·77	5·97	1·75	3 00	5·40	6·66	6·67	9·24	3·73	3·97	...	5·12
Days of rain.	10	10	9	6	10	9	9	11	6	5	....	12
Vicksburg.—												
Rainfall, in..	6·70	7·15	7·20	3·19	7·41	3·53	6·99	5·44	1·48	2·16	8·30	4·39
Days of rain.	14	4	11	10	11	9	14	....	6	7	12	....
Brookhaven—												
Rainfall, in..	5 60	1·85	7·45	1·65	11·60	3·41	9 05	8·75	2·75	3·15	8·95	4·75
Days of rain.	5	3	3	3	8	5	6	10	5	5	5	5
ARKANSAS.												
Little Rock.—												
Rainfall, in..	6·45	12·52	5·57	4·06	6·46	2·06	8·46	5·63	1·48	3·94	16·53	4·69
Days of rain.	12	11	9	7	13	10	10	10	9	10	13	17
Mount Ida—												
Rainfall, in..	5·80	10·80	7·50	3·10	2·55	1·85	6·20	2·05	5·45	...	12·45	10·15
Days of rain.	10	12	8	6	6	6	9	8	6	....	13	13
TENNESSEE.												
Nashville.—												
Rainfall, in..	7·89	8·38	5·48	3·91	9·36	2·79	9·10	3·55	5·12	4·79	7·34	3·67
Days of rain.	18	14	17	15	15	19	15	13	18	11	19	16
Memphis.—												
Rainfall, in..	8·09	9·92	6·41	4·43	6·10	3·23	4·66	3·56	5·74	0·55	0·14	2·80
Days of rain.	18	17	13	12	20	17	17	13	17	13	10	19
Ashwood—												
Rainfall, in..	7·00	7·30	3·80	3·10	8·15	3 05	6·10	3·81	4·90	5·10	9·80	0·30
Days of rain.	14	13	7	6	13	5	8	9	13	7	13	11
Austin—												
Rainfall, in..	7·48	7·95	4·46	4·42	8·90	2·62	8·60	4·81	4·12	....	8·40	1·91
Days of rain.	9	7	7	8	10	10	10	12	11	....	15	7
TEXAS.												
Galveston.—												
Rainfall, in..	1·15	5·57	8·29	4·93	1·58	1·47	1·26	0·83	4·75	6·01	3·75	3·50
Days of rain.	17	13	11	11	15	11	16	14	12	10	8	13
Indianola.—												
Rainfall, in..	0·81	1·01	4·21	5·38	2·30	0·29	1·99	1·26	3·22	3·59	0·58	2·02
Days of rain.	17	14	12	8	12	11	12	8	6	9	10	10
Palestine—*												
Rainfall, in..	4·01	0·23	3·37	5·35	2·37	2·10	3·53	3·42	3·73	2·85	7·56	14·33
Days of rain.	17	3	10	12	7	5	11	14	2	8	14	14
New Ulm—												
Rainfall, in..	4·31	10·94	8·31	13·13	4·81	2·41	2·54	2·94	2·75	3·07	12·25	4·63
Days of rain.	11	12	10	5	6	5	5	6	3	5	7	7

* The figures of 1881 are for Corsicana.

Rainfall.	February.			March.			April.			May.		
	1883.	1882.	1881.	1883.	1882.	1881.	1883.	1882.	1881.	1883.	1882.	1881.
San Antonio—												
Rainfall, in..	0 33	2·09	1·21	5 30	4·24	1·06	1·54	0·02	3·25	....	6·79	4·70
Days of rain.	11	12	8	12	8	8	8	3	8	....	11	11
Denison—												
Rainfall, in..	2·78	....	4·85	3 51	1·03	1·62	†	2·60	3·31	†	4·64	8·03
Days of rain.	....	....	9	12	4	7		12	7		10	21
Jacksboro.—												
Rainfall, in..	2·01	4·04	2·08	2 24	0·79	2·23	1·71	0·51	2·36	2·72	2·72	3·53
Days of rain.	8	9	7	6	7	7	6	4	5	8	11	14
Henrietta.—												
Rainfall, in..	2·23	1·91	0·86	1·76	1·84	0·48	....	0·80	4 87	..	2·73	3·00
Days of rain.	8	10	6	6	10	4	....	8	6	....	11	9
Fort Elliot—												
Rainf l, in..	0·59	0·16	0 74	0·04	0·58	....	0·52	0·66	1·26	4·5·	7·48	5·27
Days of rain.	5	3	6	3	7	7	6	6	7	5	15	12

† Station discontinued.

The foregoing facts furnish sufficient data from which to draw intelligent conclusions upon the points covered by this report.

CONCLUSIONS.

They may briefly be stated as follows:

First—There is an obvious tendency this year throughout the South to increase cotton acreage. This at first thought may be a little surprising, in view of the very low price at which the staple has ruled during all the planting season, and the lower price which is likely to prevail should this crop be a full one. And yet it is undoubtedly true that the past season has been a profitable year for the South, and that the planters therefore started this season in a condition almost the opposite of their condition last spring. Then they possessed but little money, credit or food, and with the latter at exorbitant prices, were under a very severe pressure to produce something to eat. Now they are in these particulars comparatively independent, and hence they exercise the natural, and almost irresistible, inclination of the Southern planter, to raise a few more bales of cotton.

But there is another influence which is acting with increasing force all the time in the same direction. We refer to the negro farmers, who are yearly becoming more numerous, and whose disposition always will be to enlarge the small area they have under cultivation. It is easy to conclude that doing well with a little, means doing better with more; and it often is so in their case, especially when the larger area only means that the family, little and big, puts in more work. Our attention has been called to this feature lately by observers in several States, and we are assured that its effect upon the planting area is becoming very obvious.

Still, it will be noticed that notwithstanding the inclination to extend cotton acreage is so manifest, and the ability to do it re-established, we have confined our figures of increase, for all but some of the Gulf States, to the mere recovery of the loss which occurred under the stress of last year, in some cases even making it less. As, for instance, North Carolina lost last year 5 per cent and Tennessee 6 per cent, while this year the former gains but 3 per cent and the latter 2 per cent; whereas South Carolina in 1882 lost 3 per cent and Georgia 5 per cent, and now gain the same, respectively. Texas stands out alone for a large increase. As we have remarked above, there were criticisms a year ago upon our figures then issued, but the production of the year shows how foolish any lower estimate would have been. Probably the cotton crop of Texas in 1882–83 has been 35 per cent larger than in the last productive year of 1880–81, and yet even according to our statements the increased acreage for the two years had only reached 17 per cent, or say about 18 per cent estimated on the planting of 1880. That single fact fully confirms the accuracy of our conclusion last year, when we added, in adopting the 10 per cent increase, that it is "probably more than that."

The results reached in the foregoing analysis of the States as to changes in acreage this year are as follows:

STATES.	Acreage, 1882.	Estimated for 1883. Increase.	Increase.	Acres, 1883.
North Carolina	1,041,000	3 per cent.	.....	1,072,000
South Carolina	1,606,000	3 per cent.	.....	1,654,000
Georgia	2,835,000	5 per cent.	.....	2,977,000
Florida	265,000	2 per cent.	.....	270,000
Alabama	2,679,000	5 per cent.	.....	2,813,000
Mississippi	2,346,000	4 per cent.	.....	2,440,000
Louisiana	904,000	4 per cent.	.....	940,000
Texas	2,820,000	10 per cent.	.....	3,102,000
Arkansas	1,117,000	6 per cent.	.....	1,184,000
Tennessee	869,000	2 per cent.	.....	887,000
Other States & Ter's	108,000	3 per cent.	.....	111,000
Total	16,590,000	5·18 per cent.	.....	17,449,000

This shows an average increase in acreage for the whole South of 5·18 per cent. In the opening of this report we have given the total production of each State since 1871. With that table and the above acreage table, the following becomes of use, indicating as it does the yield per acre of each State.

States.	Pounds per acre. 1881-82.	1880-81.	1879-80.	1878-79.	1877-78.	1876-77.	1875-76.	1874-75.	1873-74.
North Carolina	175	203	192	187	232	230	188	203	194
South Carolina	125	163	169	150	153	161	140	183	177
Georgia	118	144	137	142	143	135	120	122	129
Florida	70	100	98	114	100	110	108	110	165
Alabama	93	121	132	119	120	125	116	127	140
Mississippi	165	192	201	176	174	166	191	129	156
Louisiana	231	257	258	220	256	235	245	199	204
Texas	147	215	163	175	159	198	235	200	220
Arkansas	196	253	256	242	288	227	251	185	194
Tennessee	143	190	201	190	179	152	162	100	188
Average	142	180	175	168	172	169	173	151	169

Second.—As to the maturity, cultivation and condition of the plant, the conclusions reached are as follows:

(1) As to *maturity*, the crop on the first of June was evidently a late one, and even more backward than last year's, which was also late, especially in the Atlantic States, by reason of the cold May. This year April, as a rule, was stormy, and May, until towards the close, was cool and dry. Consequently, in some of the more northern sections the late plantings had hardly started on the first of June. Since that date, however, there has been a decided change in temperature and rainfall, and growth has been rapid. Still, the plant is backward, and almost everywhere smaller than at this date a year ago.

(2.) The *Cultivation* up to the first of June was thorough and uninterrupted, rains not being so frequent as to delay farm work. Hence the general report was that the fields were then clean and free from weeds. Since early in June there has been more rain than needful, and quite decided complaints are coming up from various districts that grass is becoming troublesome. This in many cases is greatly exaggerated, and may all speedily change by a return of dry weather, checking the growth of weeds and giving opportunity for a renewal of farm work. We should not, therefore, on this occasion have referred to it, were it not for the small and slow development of later plantings in the more northern latitudes, which leaves such sections more easily injured in this way, than is usual at this season. A very young cotton plant is no match for crab-grass; besides, such a plant cannot during wet weather grow the root it will so much need later on.

(3.) The condition of the crop now is therefore in general good, and if the rains stop we should say that with the exception of being backward (which in itself is of very little importance) the condition is very good. In the Gulf States and in Arkansas, with but few exceptions everything looked very promising indeed at the latest mail dates. The present doubt, so far as the circumstances justify a doubt, is confined mainly to sections in the Atlantic States.

(4.) As to commercial fertilizers there is no uncertainty with regard to the statement that their use has increased again this year except in North Carolina. Not only has the purchase been enlarged in the aggregate, but the district taking them is being widened. Furthermore, home-made manures are all the time receiving more attention, and the growing number of small farms adds greatly to the importance of this fact.

For the purpose of enabling the reader the more accurately and readily to compare the early weather conditions (that is, the conditions up to the last of June) with previous seasons, we have prepared the following:

1871. *April* was more favorable than the last half of March, the whole of March being cold and rainy. *May* very cold and rainy, except in Texas, where there was very little rain. *June* very rainy everywhere, except in a portion of the interior.

1872. *April* was very favorable, except the second week, when there was a severe storm, making the rivers overflow. *May*, first three weeks too dry, but the last week splendid showers everywhere. *June*, fine month for growth and cultivation. The last week some complaints of too much rain.

1873. *April* cold and dry. *May*, first two weeks favorable everywhere, but last two weeks rainy, more especially in coast half of States. *June*, too rainy in about same half of the Atlantic and Gulf States; but upper half, and almost all of Arkansas and Tennessee, favorable.

1874. *April*, like March, was very rainy. All rivers overflowed. Worst flood for thirty years. *May*, a severe drought in almost all the South, except Atlantic States. *June*, more favorable, especially last half of month; but planting in the flooded district of the Mississippi Valley and its tributaries not completed till after June 1.

1875. *April*, like March, was all of it too cold, especially the first week; otherwise the month favorable, the temperature gradually moderating. *May* continued cold the first two weeks, but subsequently was warmer and otherwise very favorable. *June*, fine growing weather nearly everywhere.

1876. *April*, excessive rains in the Western and Gulf States early part of month, causing rivers to overflow; but they quickly receded in good part; last twenty days generally favorable. *May*, very favorable almost everywhere, except heavy local showers at few points; fields well worked. *June*, some very heavy showers, but mainly confined to the counties near the Atlantic coast and Arkansas; elsewhere favorable.

1877. *April* opened with seasonable weather, but after the first week heavy rains flooded lowlands, and suspension of planting was reported in portions of nearly all the States; later conditions favorable, but temperature low. *May*, first half too rainy, but balance of month decidedly more favorable, so that crop generally was well cleaned. *June* showery, with very heavy rains at some places; in most cases quite local, however. Arkansas overflowed first of month.

1878. *April*, like March, was satisfactory for getting in the crop and securing a good start. *May* was also generally extremely favorable, so that the plant made splendid progress; more rain than needed, and a grassy condition of crop, was reported in a few sections, but the general condition at the close of month was excellent. *June*, too much rain in parts of all the States, but especially in the Southwest; otherwise generally favorable.

1879. *March* and *April* were generally favorable for farm work, but in the Atlantic States and upper latitudes of other States, down to almost the second week of May, the temperature was far too low for vegetation, heavy frost being reported as late as the 4th and 5th of April. The first half of May was also, in some sections, too cold for the best development, but since that date the weather has been generally favorable everywhere, the main exception being drought in the lower counties of Texas, and at some other points, and cold nights in certain sections for about ten days or more in June.

1880. The spring opened early and the ground was well prepared. *March* and *April* were, on the whole, both favorable for farm work, and May and the first half of June were also favorable. The main exception to this has been that in a portion of the Gulf States and the Mississippi Valley there was too much rain. Since the first of June, take the whole cotton section together, the conditions have been very satisfactory, except that there is a small section of the Gulf States where the complaint still is, too much rain.

1881. The spring opened fully two weeks later than last year, temperature everywhere being lower. *April*, however, showed a decided improvement, though in the later sections there were cold turns down to the middle of April. Since then, with the exception of a drought of three weeks in Atlantic States during *May*, and too much rain during the same weeks in Texas, Arkansas, part of Louisiana, and other limited sections, the weather has been everywhere very hot and forcing.

1882. Planting began more than two weeks earlier than last year, and the seed came up well. *May* was remarkably cold, and the growth was checked during that month, but in general there was no excess of rain, so that the fields were kept well cultivated and clean. About the last of May and first of *June* it turned warm, the plant began to grow rapidly, and the latter part of that month the condition became quite promising.

1883. There was great delay, more especially in the Atlantic States, in getting in the seed. March and April were cold and wet, and May was dry over a considerable section. Altogether, therefore, the start was a very late one. The latter part of May the surroundings grew more favorable, and on the first of June the fields were clean and the condition of the plant was good, though still backward.

With such early conditions, the later history of each year may be briefly stated as follows:

Year	Stand.	July to Sept.	Sept. to Dec.	Year's results.
1870.	Stand excellent, very clean and strong.	Favorable and complaints few, except shedding.	Favorable weather Killing frosts from Oct. 20 to Nov. 20. Picking closed Dec. 5 to 25.	Yield, 4,332,000. *Increased* crop, 37·94 per cent. *Increased* acre'ge 13·90 per cent.
1871.	Sickly, w'ak and very grassy ev erywhere.	Rainf'l generally an average, but drought very harmful.	Favorable weather Killing frost Nov. 16 to 18. Picking clos'd Nov. 15 to Dec. 10.	Yield, 2,974,000. *Decreased* crop, 31·66 per cent. *Decreased* acre'ge 10·75 per cent.
1872.	Good, clean and strong almost ev-erywhere.	Drought at some points and excessive rains at others. Shedding, &c.	Favorable. Killing frost Oct. 14 & Nov. 13 to 18. Picking closed Dec. 15 to 31.	Yield, 3,930,700. *Increased* crop, 32·13 per cent. *Increased* acre'ge 9·75 per cent.
1873.	Two-thirds good and one-third poor and grassy.	Too much rain on the coast. Caterpillars in Ala. and Ga. Shed'g badly.	Favorable weather Killing frost Oct. 28 to Nov. 20. Picking closed Dec. 1 to 31.	Yield, 4,170,000. *Increased* crop, 6·09 per cent. *Increased* acre'ge 10·59 per cent.
1874.	Very irregular and imp'rfect, but clean and well cultivated.	Great drought in Tennessee, Arkansas, &c., with high temperature.	Favorable weather Killing frosts Oct. 13 to 31. Picking closed before Dec. 10.	Yield, 3,833,000. *Decreased* crop. 8·08 per cent. *Increase d* acre'ge 1·54 per cent.
1875.	Stand excellent and clean everywhere; never better.	Aug. to Dec. rains very excessive at many points. Shedd'g badly.	Excessive rain. Killing frosts Oct. 12 to Dec. 18. Picking closed Dec. 15 to 31.	Yield, 4,669,000. *Increased* crop 21·81 per cent. *Increas'd* acreage 5·95 per cent.
1876.	Stand good and clean; not quite as perfect, though, as in year previous.	Caterpillars in Alabama, Mississippi and Tex. Drought in Northern Texas.	Favorable. Killing frost Oct. 1 to 8, except in Atlantic States. Picking closed Dec. 10 to 25.	Yield, 4,485,000. *Decreased* crop 3·94 per cent. *Decreas'd* acreage 1·16 per cent.
1877.	Stand good, but unusually late; fields clean and well cultivated.	Weather favorable and summer growth fairly satisfactory; crop september 1 in good condition but late.	Oct., Nov. and Dec. unusually severe rains in Western and Southwestern States. Killing frost Nov. 12. Picking closed Dec. 25.	Yield, 4,811,265. *Increased* crop 7·27 per cent. *Increas'd* acreage 5 per cent.
1878.	Stand excellent in most States and very early, but grassy in sections especially lower Miss'sippi Val.	Too much rain in June, especially in the Mis'sippi Valley, but subsequent weather generally very favorable.	Pick'g season good. Yellow fever in Mississippi Valley delayed marketing. Killing frost Oct. 31 to Nov. 12. Picking closed Dec. 1 to 15.	Yield, 5,073,531. *Increased* crop 5·45 per cent. *Increas'd* acreage 8 per cent.
1879.	Stand good to very g'd. From 7 to 14d vslate in Atlantic States, p'rt of Ala. and a less part of Miss. elsewhere, as forward as prev. yr.	Season fairly favorable. In Texas bad drought, confined in chief severity to central belt of counties and region west of Brazos.	Pick'g and matur'g seas'n never bett'r Top crop abund'nt and matured almost everywhere. Killing frost in a limited sect'n Oct. 20 to 24. Killing frost more general about Nov. 20. Picking closed Dec. 15 to 24.	Yield, 5,757,000. *Increased* crop 13·4 per cent. *Increas'd* acreage 9·0 per cent.
1880.	Very good and early almost everywhere; too much rain in a small section of Gulf States.	Complaints of too much rain in Southwest, more especially in July. Also caterpillars in Texas, Louisiana, Miss and Ala., without much damage.	Picking season extremely rainy and cold; never worse. Killing frosts general from Nov. 5 to Nov. 27. Picking closed generally subsequent to Jan. 1.	Yield, 6,589,329 *Increased* crop 14·4 per cent. *Increas'd* acreage 11·7 per cent.
1881.	Stand late ev'y where, but with April' conditions all favorable only too dry & hot in June	Great drought and extreme high temperature all August and the summer in the larger portion of the South.	Picking season extremely hot and generally dry. Killing frosts from Nov. 1 to Nov. 25. Picking closed from Nov. 20 to Dec. 20.	Yield, 5,435,845 *Decreased* crop 17·5 per cent. *Increas'd* acreage 1·51 per cent
1882.	Stand good but somewhat backward to abl Apr. & early May but s bsequ't warm seasonable weather caused very rapid imp'vem't.	Season favorable, though there were at times complaints of too much rain and at other times of drought in portions of the South.	Picking season generally very favorable. Killing frosts Nov. 13 to 30. Picking closed about Dec. 31.	Yield, 7,100,000, estimated. *Increased* crop, 30·6 per cent. *Decre ss'd* acreage 1·55 per cent.

ACREAGE OF WHEAT IN PRINCIPAL SPRING-WHEAT STATES FOR 1882 AND 1883.

Mr. J. R. Dodge sends us, in response to our request, the following very interesting statement of the acreage planted in spring wheat the last two seasons:

States and Territories.	1882.	1883.
Maine	43,700	44,137
New Hampshire	11,500	11,615
Vermont	21,150	21,150
Massachusetts	1,180	1,192
Wisconsin	1,610,000	1,593,900
Minnesota	2,547,000	2,674,350
Iowa	2,485,000	2,435,300
Nebraska	1,657,000	1,772,990
Colorado	95,000	102,600
Dakota	720,000	1,008,000
Montana	42,812	57,796
Utah	81,500	83,130
Total	9,315,842	9,806,160

A small area of spring wheat is found in Northern New England, Northern New York, and a very little in Illinois, Missouri and Kansas. The Pacific Coast wheat is counted as winter wheat, though a little in the northern portion, might be classed as spring wheat.

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—June 9			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12·5 @12·5½	June 9	Short.	12·11
Amsterdam	Short.	12·2¼ @12·3¼	.....	.....	.....
Antwerp	3 mos.	25·52½@25·57½	June 9	Short.	25·31¼
Hamburg	"	20·69 @20·72	June 9	"	25·52
Berlin	"	20·69 @20·72	June 9	"	25·52
Copenhagen	"	18·44 @18·48	June 9	"	25·52
St. Petersb'g	.....	253¼ @23⅛	June 9	.....	.....
Paris	Short.	25·27½@25·32½	June 9	Checks	25·29½
Paris	3 mos.	25·47½@25·52½	June 9	Long	25·30½
Vienna	"	12·12½@12·15	June 9	Short.	12·00
Madrid	"	46⅜ @46⅛	.....	.....	.....
Genoa	"	25·52½@25·57½	June 9	Short.	25·25
Lisbon	"	51 15/16@51 13/16	.....	.....	.....
Alexandria	....	.....	June 6	3 mos.	97·60
New York	....	.....	June 9	Short.	4·85½
Bombay	60 d'ys	1s. 7 3/16d.	June 9	tel.trsf.	1s. 7 1/4d.
Calcutta	"	1s 7 3/16d.	June 9	tel.trsf.	1s. 7 1/4d.
Hong Kong	....	.....	June 9	4 mos.	3s. 7 3/4d.
Shanghai	....	.....	June 9	"	5s. 0½d.

[From our own correspondent.]

London, Saturday, June 9, 1883.

The money market during the past week has presented no very special feature. For a very brief period there was rather more firmness in the loan market, owing to the re-payment of exchequer bills; but beyond this fact the tendency has been decidedly in favor of ease. The low rate of interest at which exchequer bills were allotted—viz, only 3 per cent per annum for six months' bills—caused some surprise, and hence it was concluded that there was no apprehension in high quarters of dearer money in the future. Three months' bills in the open market discount at 3½ per cent, and even at that figure the tone is weak. The recent scare has evidently checked fresh business, both commercially and financially, while the more numerous failures which are taking place have naturally an adverse effect upon business. It is fortunate that we have had fine weather and reasonably cheap money during the last few weeks. Had that not been the case, we might have drifted into a state of semi-panic. The community undoubtedly perceives that a cautious policy is very desirable, the effect of which must be to contract the demand for money. There is certainly no great amount of confidence, and a considerable degree of patience will have to be exercised before a sound condition of things can be brought about

The position of the Bank of England by no means improves rapidly. There is progress in a small way, but the proportion of reserve to liabilities is still only 35·75 per cent. The supply of bullion held by the establishment has increased during the past week to the extent of £329,171, but the note circulation has also increased, viz., by £118,275. The improvement in the reserve, therefore, is restricted to £210,896. There has been much less pressure for loans, there being a small diminution in the total of "other securities.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

London	Bank Rate.	Open Market Rates. Bank Bills. Three Months	Four Months	Six Months	Trade Bills. Three Months	Four Months	Six Months	Interest Allowed for Deposits by Joint Stock Banks.	Discount Houses. At Call.	7 to 14 Days
May 4	3	3 @ —	3⅜ @ 3⅜	3¼ @ 3⅜	3¼ @ 3⅜	3¼ @ 3⅜	3⅜ @ 3½	2	2	2¼
" 11	4	3⅜ @ —	3⅜ @ 3½	3½ @ 3⅝	3½ @ 3⅝	3½ @ 3⅝	3⅝ @ 3¾	3	3	3¼ @ 3½
" 18	4	3⅜ @ 3¾	3⅜ @ 3½	3½ @ 3⅝	3½ @ 3⅝	3½ @ 3⅝	3⅝ @ 3¾	3	3	3¼ @ 3½
" 25	4	3⅜ @ —	3⅜ @ —	3½ @ 3⅝	3½ @ 3⅝	3½ @ 3⅝	3⅝ @ 3¾	3	3	3¼ @ 3½
June 1	4	3⅜ @ 3⅝	3⅜ @ —	3½ @ 3⅝	3½ @ 3⅝	3½ @ 3⅝	3⅝ @ 3¾	3	3	3¼ @ 3½
" 8	4	3½ @ —	3½ @ 3⅝	3½ @ 3⅝	3½ @ 3⅝	3½ @ 3⅝	3⅝ @ 3¾	3	3	3¼ @ 3½

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
	£	£	£	£
Circulation	25,633,315	25,989,675	26,899,170	26,475,250
Public deposits	7,735,622	6,256,921	7,149,140	8,869,072
Other deposits	22,708,785	23,206,332	24,152,991	25,031,378
Govern't securities	13,831,923	20,775,155	14,307,151	15,786,028
Other securities	23,167,703	20,775,155	19,736,366	19,127,991
Res've of notes & coin	10,943,667	12,902,233	14,752,989	16,613,783
Coin and bullion in both departments	20,826,982	23,141,908	25,902,159	28,089,033
Proportion of reserve to liabilities	35·75	43¼	46½	48½
Bank rate	4p. c.	3 p. c.	2½ p. c.	3 p. c
Consols	100⅝	100⅝	100 2-16d.	98⅛
Eng. wheat, av. price	43s. 5d.	47s. 7d.	43s. 10d.	45s. 7d.
Mid. Upland cotton	5¾d.	6 11-16d.	5 15-16d.	6⅝d.
No. 40 Mule twist	10d.	10¾d.	9⅞d.	11⅝d.
Clear'g-house return	107,085,000	10,783,000	93,262,000	91,653,000

The Bank rates of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows:

Rates of Interest at	June 7. Bank Rate.	June 7. Open Market	May 31. Bank Rate.	May 31. Open Market	May 24. Bank Rate.	May 24. Open Market	May 17. Bank Rate.	May 17. Open Market
Paris	3	2½	3	2⅝	3	2¼	3	2½
Berlin	4	2⅝	4	2½	4	2⅝	4	2⅝
Frankfort	—	2¾	—	2¾	—	2¾	—	2¾
Hamburg	—	2¾	—	2⅝	—	2¾	—	2⅝
Amsterdam	4	3½	4	3⅜	4	3¼	4	3¼
Brussels	3½	3	3½	3	3½	3⅜	3½	3⅜
Madrid	5	4½	5	4½	5	4¾	5	4¾
Vienna	4	3½	4	3½	4	3½	4	3½
St. Petersburg	6	5¼	6	5½	6	5½	6	5½

The following particulars relating to the bullion market are from Messrs. Pixley & Abell's circular:

Gold—Sovereigns from Australia and coin from the Continent continue to flow into the Bank, the amount sent in since our last being £205,000; and there is every probability of the influx continuing, as, with the exception of £50,000 sovereigns, withdrawn for Lisbon, and a shipment of bars to India, there are at present no orders for export. We have received since our last £56,420 from Australia. The P. & O. steamer has taken £30,000 to India.

Silver—The arrivals of the week have been so small that the market has kept tolerably steady in price, which has only fluctuated from 50⅛d. to 50 1-16d. per oz. at which rate business has been done. The demand for India has not been very active, and we do not hear of any fresh Continental orders. The amounts to hand since our last comprise £5,000 from Chili and £15,000 from America. The "Paramatta" has taken £54,000 to India.

Mexican Dollars—Have declined in value, and the amounts by the "Don" and "Solent," mentioned by us last week, about £74,000 in value, could only be placed at 48⅞d. per oz., a reduction of ⅛d. in price. The P. & O. steamer has taken £80,250 to China and the Straits.

The quotations for bullion are reported as below:

	Price of Gold. June 7.	Price of Gold. May 31.		Price of Silver. June 7.	Price of Silver. May 31.
	s. d.	s. d.		d.	d.
Bar gold, fine....oz.	77 9	77 9	Bar silver, fine..oz	50 1-16	50⅛
Bar gold, contain'g 20 dwts. silver..oz.	77 10½	77 10½	Bar silver, containing 5 grs. gold.oz.	50 7-16	50⅝
Span. doubloons.oz.	73 10	73 10	Cake silver.....oz	54⅝	54⅝
S.Am.doubloons.oz.	73 8½	73 8½	Mexican dols...oz	48⅞	49
U. S. gold coin...oz.	76 3½	76 3½	Chilian dollars..oz.	.....	.....
Ger. gold coin....oz.	.....	.....			

The movements in bullion in April and during the four months ended April 30, between this country and all countries and between this country and the United States, were as follows:

GOLD.	All Countries. 1881.	1882.	1883.	United States. 1881.	1882.	1883.
	£	£	£	£	£	£
Imports in May	556,750	1,771,177	513,594	.....	1,308,077	400
Imports in 5 mos.	4,711,294	7,410,380	2,108,916	14,714	3,579,064	1,192
Export- in May	499,247	1,100,082	356,769	71,344	677	.....
Exports in 5 mos.	6,013,610	4,782,431	2,914,324	4,287,505	33,269	450,785
SILVER.						
Imports in May	706,171	1,206,522	420,417	177,579	229,072	102,202
Imports in 5 mos.	3,135,242	3,490,783	3,935,546	1,237,801	910,131	1,226,961
Exports in May	865,337	1,239,271	522,567	3,000	7,700	.....
Exports in 5 mos.	3,086,731	3, 55,072	3,063,585	17,940	23,020	48,650

To India the exports of silver were:

	1881.	1882.	1883.
In May	525,916	550,686	414,728
In five months	1,601,266	2,394,772	2,270,389

Tenders were received at the Bank of England on Monday for £1,500,000 Treasury bills, the amounts allotted being as follows: In bills at three months, £1,000,000; do at six months, £500,000. Tenders for bills at three months at £99 4s. 11d. will receive about 22 per cent; above in full. Those for bills at six months at £98 10s. 2d. and above will be entertained in full. This is equivalent to a discount rate of £3 4s. 4d. and £2 19s. 8d. per cent respectively.

From the Board of Trade returns it appears that during the five months ending 31st of May, the number and nationality of the passengers that left the United Kingdom for places out of Europe were as follows: English, 70,467; Scotch, 12,791; Irish, 57,663; foreigners, 36,197; nationality not distinguished 1,113; the total being 178,231, as compared with 201,492 during the same period of the previous year, a decrease of 26,261.

Difficulties have been reported from Havana during the week, and on Thursday the suspension of Messrs Zorrilla & Co., an old-established banking house, was announced. It is believed that the liabilities are heavy. Losses in the sugar trade are understood to be the cause of the suspension.

The failure has been announced of the old-established firm of Bidgood, Jones & Nelson, woolen warehousemen of London. No estimate of liabilities has been published.

The Board of the Grand Trunk railway of Canada state that the support given to the proposal for turning the shares of the leased Great Western Company into A and B certificates has not been successful.

The Bank of Montreal is authorized to receive subscriptions for 500,000*l.* five per cent. sterling bonds of the Province of Quebec, the loan being part of a total amount of $3,500,000 sanctioned by the Provincial Legislature for railway and other public works. The price of issue is 107*l.* per 100*l.* bond.

The Board of Trade returns do not show results as encouraging as could be desired, but they cannot be regarded as unsatisfactory. There is a small falling off in our exports, and a trifling increase in our imports. Compared with last year, no great change is perceptible for the month; but for the year there is a decrease of £1,230,000 in our exports, and an increase of £5,500,000 in our imports. The following are the leading particulars;

	1881.	1882.	1883.
	£	£	£
Imports in May	32,484,292	35,935,051	33,247,113
Imports in 5 months	167,917,754	175,016,193	180,555,412
Exports in May	19,987,618	20,017,033	19,193,555
Exports in 5 months	90,503,148	98,150,280	96,931,963

The following figures relate to the five months ended 31st May:

	1881.	1882.	1883.
IMPORTS.			
Cotton.....cwt.	7,997,321	8,161,812	8,286,143
EXPORTS.			
Cotton.....cwt.	807,672	871,071	962,774
Cotton yarn.....lbs.	101,984,700	95,588,600	105,126,400
Cotton piece goods....yards.	1,972,085,100	1,752,667,900	1,877,247,700
Iron and steel.....tons.	1,365,944	1,716,629	1,591,873
Jute piece goods.....yards.	78,984,600	85,799,100	94,783,100
Linen yarn.....lbs.	7,388,500	8,668,300	7,402,000
Linen piece goods....yards.	71,899,000	79,102,300	70,662,300
Silk manufactures.....£	901,715	1,189,110	985,148
British wool.....lbs.	5,103,600	4,714,700	6,729,700
Colonial and foreign wool..lbs.	92,629,765	90,181,268	90,310,951
Woolen yarn.....lbs.	9,827,600	11,838,700	12,072,400
Woo fabrics.....yards.	18,970,600	36,478,000	52,105,100
Worsted fabrics.....yards.	40,215,800	70,756,200	58,481,700
Flannels.....yards.	2,482,100	3,092,900	2,760,700
Carpets.....yards.	3,269,200	4,125,980	4,305,900
Blankets.....pairs.	448,789	623,434	486,093

The following were the quantities of cotton manufactured piece goods exported in May, compared with the corresponding month in the two preceding years:

Exported to—	1881. Yards.	1882. Yards.	1883. Yards.
Germany	2,784,300	4,150,100	4,230,100
Holland	3,926,400	3,198,400	2,588,000
France	3,822,800	7,101,600	5,100,600
Portugal, Azores & Madeira	5,701,600	3,760,300	5,172,800
Italy	7,013,900	3,221,800	6,135,100
Austrian Territories	555,900	405,600	610,700
Greece	2,514,800	1,421,100	2,767,300
Turkey	21,811,700	23,629,300	28,963,100
Egypt	7,579,100	13,190,200	15,615,300
West Coast of Africa (For.)	3,280,200	5,253,100	6,834,600
United States	5,126,000	4,405,300	3,311,600
Foreign West Indies	10,126,900	6,218,700	6,511,600
Mexico	2,356,500	4,081,100	2,184,400
Central America	3,544,600	1,913,000	2,082,100
United States of Columbia	5,627,200	3,547,600	4,760,100
Brazil	16,882,800	17,970,500	15,920,600
Uruguay	1,646,700	2,005,100	1,872,600
Argentine Republic	6,317,800	6,317,800	4,597,400
Chili	9,120,500	6,504,300	8,429,000
Peru	2,314,500	1,600,700	1,300,700
China and Hong Kong	45,879,000	28,844,300	36,554,700
Japan	3,421,800	3,705,000	5,357,400
Dutch Possessions in India	11,144,200	10,672,700	17,167,200
Philippine Islands	4,878,600	3,934,900	4,800,000
Gibraltar	1,291,800	745,300	931,300
Malta	1,956,100	1,408,300	2,743,800
West Coast of Africa (Brit.)	2,076,500	3,305,700	4,226,200
British North America	2,153,500	2,296,000	1,653,400
British West India Islands & Guiana	3,438,000	4,741,900	4,122,400
British Possessions in South Africa	1,807,300	1,679,300	820,200

Exported to—	1881. Yards.	1882. Yards.	1883. Yards.
British India—			
Bombay	42,836,000	31,434,500	42,411,700
Madras	9,797,600	9,239,800	9,124,700
Bengal	80,031,100	60,476,700	83,515,500
Straits Settlements	11,412,200	10,123,700	11,006,600
Ceylon	1,577,200	1,363,300	1,352,500
Australasia	9,008,100	11,973,100	9,553,400
Other countries	21,235,400	22,202,800	22,302,600
Total unbleached or bleached	266,043,200	216,352,800	263,802,500
Total printed, dyed, or colored	111,856,900	111,613,000	118,487,600
Total mixed materials, cotton predominating	1,457,100	3,108,100	1,932,500
Grand total	379,357,200	331,073,900	384,222,600

Other manufactures of cotton show as follows.

	1881.	1882.	1883.
Lace and patent net....£	180,486	216,103	175,518
Hosiery of all sorts....£	73,047	90,511	87,039
Thread for sewing....lbs.	1,448,710	1,451,630	1,251,300
Other m'fs. unenumerat'd.£	77,419	96,887	86,018
Tot. value of cotton m'fs..£	5,267,669	4,934,215	5,162,075

The wheat trade remains in a dull and inactive state, and the value of foreign-grown produce has declined to the extent of 6d. to 1s. per quarter. Arrivals from abroad have been large, and there having been fair deliveries of home-grown wheat, the markets have been abundantly supplied. Millers have therefore been buying very cautiously and only to supply their immediate wants. This is in fact the only course they can with reason pursue, as there is certainly no prospect of improvement, supplies, actual and prospective, being more than equivalent to the demand.

The weather during the early part of the week continued very brilliant, but there has been an easterly wind and the night temperature has been low. Latterly, it has had an unsettled appearance with some rain. This will benefit the spring-sown crops, which are decidedly in want of moisture. Should the weather be as forcing during the next few weeks as it has been of late the harvest which promised to be so much behindhand will be, if anything, earlier than usual. In early districts in Sussex—one of our forward counties—wheat was commencing to bloom towards the close of last week, and in a few days the process will no doubt be general in the South of England. Hops are growing so fast that the tyers have to work hard to keep pace with the plant.

The following quantities of wheat, flour and Indian corn are estimated to be afloat to the United Kingdom:

	At present.	Last week.	1882.	1881.
Wheat....qrs.	1,955,000	2,115,000	2,018,000	1,991,000
Flour	196,000	225,000	220,000	128,000
Indian corn	395,000	435,000	308,000	590,000

The extent of the sales of home-grown wheat, barley and oats in the 150 principal markets of England and Wales during the first forty weeks of the season, together with the average prices realized, are shown in the following statement:

SALES.

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat....qrs.	2,118,654	1,674,125	1,433,457	1,139,210
Barley	1,938,585	1,628,951	1,177,735	1,376,488
Oats	259,260	209,635	160,362	143,516

AVERAGE PRICES FOR THE SEASON (per qr.).

	1882-3.	1881-2.	1880-1.	1879-80
	s. d.	s. d.	s. d.	s. d.
Wheat	41 7	46 7	43 0	46 6
Barley	33 5	32 1	32 9	35 10
Oats	21 3	21 2	24 1	22 8

The total sales of home-grown wheat since the commencement of the season in the whole Kingdom, in cwts., are estimated to have been as follows: 1882-83, 36,723,000 cwt.; 1881-82, 29,016,500 cwt.; 1880-81, 24,846,600 cwt.; 1879-80, 19,746,310 cwts.

The following return shows the extent of the imports of cereal produce into the United Kingdom during the forty weeks of the present season, compared with the corresponding period in the three previous years:

IMPORTS.

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat....cwt.	50,514,996	65,813,073	43,743,925	45,754,883
Barley	13,834,926	10,842,428	9,693,068	11,555,422
Oats	11,368,296	11,249,648	7,391,833	10,812,026
Peas	1,744,506	1,537,292	1,792,983	1,649,318
Beans	2,097,536	1,411,827	1,881,773	2,113,821
Indian corn	15,961,321	16,907,577	26,418,500	21,785,855
Flour	13,463,018	7,462,681	10,080,878	7,998,169

SUPPLIES OF WHEAT AVAILABLE FOR CONSUMPTION—40 WEEKS.

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat..cwt.	50,514,996	65,813,073	43,743,925	45,754,883
Imports of flour	13,463,018	7,462,681	10,080,878	7,998,169
Sales of home-grown produce	36,723,000	29,016,500	24,846,600	19,746,310
Total	100,701,044	82,292,254	78,671,103	73,499,362
Av'ge price of English wheat for season..qrs.	41s. 7d.	46s. 7d.	43s. 0d.	46s. 6d.
Visible supply of wheat in the U. K.....bush.	20,100,000	9,400,000	15,000,000	20,400,000
Supply of wheat & flour afloat to U.K....qrs.	2,340,000	2,340,000	2,101,000	.....

The following return shows the extent of the imports of wheat and flour into the United Kingdom during the nine months of the present season—viz., from September to May inclusive, together with the countries whence those supplies were derived, compared with the three previous seasons:

WHEAT.

From—	1882-83. Cwt.	1881-82. Cwt.	1880-81. Cwt.	1879-80. Cwt.
Russia	6,957,957	5,737,458	1,189,593	3,957,181
United States	27,312,977	23,396,127	28,171,680	28,301,628
Brit. N. America	1,751,808	1,763,547	2,090,176	3,006,034
Germany	2,729,266	2,570,754	512,916	2,210,861
France	11,467	5,210	3,057	6,093
Chili	1,279,803	930,028	925,527	1,332,638
Turkey	1,182,732	221,616	321,917	860
Egypt	549,872	249,016	979,978	1,925,643
British India	5,038,934	7,929,534	3,710,808	1,659,721
Australia	770,397	1,449,753	2,801,027	1,311,436
Other countries	625,038	65,334	80,068	
Total	48,210,251	44,318,377	40,792,587	42,712,100

FLOUR.

Germany	1,694,549	1,278,864	855,371	723,347
France	132,602	206,031	201,085	222,706
United States	9,024,824	4,721,706	6,654,617	5,330,138
Brit. N. America	209,234	164,617	325,984	264,218
Other countries	2,094,516	1,645,709	1,761,633	1,277,720
Total	13,155,725	8,016,927	9,798,690	7,823,127

Annexed is a return showing the estimated value of the cereal produce imported into the United Kingdom during nine months of the present season—viz., from September to May inclusive:

	1882-83.	1881-82.	1880-81.	1879-80.
Wheat	£24,364,622	£25,022,435	£21,524,933	£25,624,972
Barley	4,975,559	4,279,691	3,980,883	5,230,280
Oats	3,669,224	2,587,868	2,185,061	3,633,356
Peas	686,809	582,941	700,725	643,356
Beans	809,691	480,623	735,311	831,104
Indian corn	5,919,733	5,331,345	7,626,457	6,521,796
Flour	10,363,320	6,705,071	7,868,246	6,577,829
Total	£50,763,958	£44,998,979	£44,927,016	£49,062,703

The value of our imports of wheat has therefore slightly diminished, compared with last season, but the value of flour shows a large increase—viz., of £3,650,000, owing to very large import chiefly from the United States. As regards spring corn the increase is also somewhat important.

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending June 22:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	50 3/16	50 1/4	50 1/4	50 7/16	50 5/8	50 5/8
Consols for money	100 1/2	100 7/16	100 1/4	100 1/4	100 1/4	100 1/4
Consols for account	100 5/8	100 11/16	100 1/2	100 1/2	100 1/2	100 1/2
Fr'ch rentes (in Paris) fr.	x 78 75	78·80	78 92 1/2	78·85	78·80	79 05
U. S. 5s ext'n'd into 3 1/2s	x 101 1/2	105 1/8	105 1/8	105 1/4	105 1/4	105 1/4
U. S. 4 1/2s of 1891	115	115	115	115	115	115
U. S. 4s of 1907	x 121	121 1/8	121 1/8	121 1/4	121 1/4	121 1/4
Chic. Mil. & St. Paul	107 3/4	107 1/2	107 1/4	107 1/2	106 1/2	106 3/4
Erie, common stock	39	38 1/2	38 7/8	38 7/8	38 3/8	38 7/8
Illinois Central	137	136 1/4	135 3/4	135 1/2	135 1/2	135 1/4
N. Y. Ontario & West'n.	28 3/8	28	28 1/8	27 7/8	27 7/8	27 7/8
Pennsylvania	61 3/4	61 1/4	61 1/4	61	60 1/2	60 5/8
Philadelphia & Reading	30 1/2	30 1/4	30	29 5/8	29 1/4	29 5/8
New York Central	125	125	124 3/4	123 3/4	122 3/4	123 3/8

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (ex. State)..100 lb.	12 0	12 0	12 0	12 0	12 0	12 0
Wheat, No. 1, wh. "	8 8	8 8	8 8	8 8	8 8	8 8
Spring, No. 2, n. "	9 0	9 0	9 0	9 0	9 0	9 0
Winter, West., n "	9 0	9 0	9 0	9 0	9 0	9 0
Cal., No. 1 "	9 3	9 3	9 2	9 2	9 2	9 2
Cal., No. 2 "	8 11	8 11	8 10	8 10	8 10	8 10
Corn, mix., West.	5 3	5 2 1/2	5 1 1/2	5 0 1/2	5 1 1/2	5 2
Pork, West. mess..₱ bbl.	83 0	82 0	82 0	82 0	82 0	82 0
Bacon, long clear, new	49 0	48 0	47 6	47 0	47 0	47 0
Beef, pr. mess, new, ₱ tc.	86 0	85 0	85 0	85 0	85 0	85 0
Lard, prime West. ₱ cwt.	57 0	56 0	55 0	54 0	54 0	54 0
Cheese, Am. finest	60 6	60 0	59 0	58 0	58 0	58 0

Commercial and Miscellaneous News

Imports and Exports for the Week.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were $10,430,279, against $7,033,370 the preceding week and $8 502,838 two weeks previous. The exports for the week ended June 19 amounted to $7,153,823, against $5,988,727 last week and $6,445,921 two weeks previous. The following are the imports at New York for the week ending (for dry goods) June 14 and for the week ending (for general merchandise) June 15; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$1,439,291	$1,194,663	$1,879,148	$1,103,610
Gen'l mer'dise	6,366,199	6,754,461	9,039,976	9,020,669
Total	$7,805,490	$7,949,127	$10,919,124	$10,430,279
Since Jan. 1.				
Dry goods	$60,627,050	$50,695,785	$63,251,229	$56,979,113
Gen'l mer'dise	178,185,320	148,317,539	174,862,887	154,077,885
Total 24 weeks	$238,812,370	$199,013,324	$238,114,116	$211,056,998

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending June 19, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882	1883.
For the week...	$9 781 293	$7,709,039	$7,031,879	$7,173,821
Prev. reported.	170,715,577	170,310,542	140,967,151	157,115,209
Total 24 weeks	$180,526,870	$178,019,601	$147,102 030	$164,289,030

The following table shows the exports and imports of specie at the port of New York for the week ending June 16, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	$	$7,600	$.....	$1,955,779
France	.....	.....	.....	104,220
Germany	.....	.....	.....	2,066,007
West Indies	20,080	20,080	12,998	519,579
Mexico	.....	.....	9,000	20,135
South America	20,860	102,225	4,945	120,171
All other countries	5,500	87,285	.....	18,236
Total 1883	$46,440	$217,190	$26,943	$4,804,127
Total 1882	1,011,263	27,138,371	16,239	566,020
Total 1881	.....	195,353	27,809	28,140,397
Silver.				
Great Britain	$28,000	$5,964,922	$.....	$.....
France	33,730	341,004	.....	.....
German	.....	.....	.....	246,230
West Indies	.....	39,011	14,230	168,711
Mexico	.....	.....	4,925	1,499 229
South America	2,760	3,220	6,508	78 662
All other countries	.....	3,714	808	5,538
Total 1883	$62,430	$6,332,021	$26,571	$1,998,360
Total 1882	151,123	5,395,016	52,101	1,309,970
Total 1881	120,000	5,070,503	89,093	1,525,176

Of the above imports for the week in 1883, $6,555 were American gold coin and $14,150 American silver coin. Of the exports during the same time $21,500 were American gold coin and $800 American silver coin.

Exchange.—Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

June 22.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 84¾@4 85½	4 88 @4 89
Prime commercial	4 83¾@4 84¼	4 87 @4 87½
Documentary commercial	4 83¼@4 83⅝	4 86½@4 87
Paris (francs)	5 20⅝@5 17½	5 17½@5 15
Amsterdam (guilders)	40 @ 40¼	40¼@ 40⅜
Frankfort or Bremen (reichmarks)	94½@ 95⅛	95⅛@ 95⅝

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
	$	$	$	$
June 16..	901,523 79	1,087,139 73	113,915,167 71	7,902,875 90
" 18..	1,370,581 08	1,382,185 17	113,787,260 35	8,049,479 17
" 19..	1,449,960 08	1,523,187 85	113,807,809 64	7,955,702 11
" 20..	903,859 32	946,769 38	113,655,819 40	8,064,570 29
" 21..	1,007,614 66	1,028,910 13	113,569,079 23	8,130,014 97
" 22..	988,161 49	905,223 99	113,531,170 90	8,247,863 82
Total....	6,621,303 42	*6,873,416 25	.....	.....

* Above payments include $107,000 gold certificates taken out of cash.

N. Y. City & Northern.—At a conference this week of the committee of bondholders of the New York City & Northern road and representatives of the junior securities, the terms of the plan for the re-organization were not finally decided upon. The N. Y. *Times* reports that the agreement has been prepared, and will probably be executed in a few days, and the road taken out of Receiver Leary's hands. The *Time* ssays:

"By the terms of this agreement the control of the road will remain with the holders of the first mortgage bonds, who will make important improvements and operate the road for the benefit of all concerned. The funded debt of the New York City & Northern consists of nearly $1,000,000 first mortgage bonds and $2,000,000 second mortgage bonds. The first mortgage bonds include $274,000 7 per cent 30-year bonds, and $3,685,500 consolidation mortgage 6 per cent 30-year bonds. The holders of the second mortgage bonds do not appear in the proposed agreement. A committee of first mortgage boudholders, of which Henry Villard is Chairman, has been considering the matter of reorganizing the affairs of the company for some time, and the plan now proposed is as follows: The present first mortgage will be increased to $4,8.0,000, the additional three-quarters of a million to be a preferred security bearing 6 per cent interest from the date of its issue, and the $1,000,000 to take on the character of an income bond for a certain period, probably not to exceed five years. The past due interest on the $1,000,000 may be funded into preferred stock at the option of the holder.

"Of the new issue of $3?0,000, the agreement provides that the present first mortgage bondholders shall take two thirds and the junior securities one-third at par. These new bonds will control the road until it is in condition to take care of all its securities. With the $850 000 thus raised it is proposed to build an extension of the road from the Van Cortlandt station to Getty's Square, Yonkers, a distance of about three and a half miles. Nearly one and a half miles of this will be an elevated road, passing through the village of Yonkers. Other needed improvements will be made, particularly in the matter of rolling stock. It is expected that if the agreement as it now stands is signed, the work of reorganization will begin within 30 days. The original line of road runs from High Bridge to Brewster's, a distance of 51½ miles, and the West Side & Yonkers Railroad, which is leased and operated by the New York City & Northern, makes the total length of the road a trifle more than 52½ miles. The West Side & Yonkers road extends from the Eighth avenue terminus of the Metropolitan Elevated Railroad to High Bridge."

The contemplated extensions and improvements which will be made are said to embrace the following:

For double track from New York to Van Cortlandt, 4 miles	$ [illegible]
Necessary equipments, locks &c	[illegible]
Yonkers branch	[illegible]
Branch from Baldwin's place to Mamaroneck	[illegible]
Total	[illegible]

Northern Pacific.—The executive committee of the Northern Pacific Railroad passed a resolution calling upon the Treasurer and General Auditor of the company to furnish a statement of the amount of net earnings due the preferred stockholders for the fiscal year ending June 30, 1883. This action is supposed to be preliminary to the declaration of a dividend to the holders of preferred stock, but no definite action in regard to a dividend has been taken.

Richmond & Danville.—This company has this week issued its May statement of gross and net earnings on all the lines operated by it, from which and previous returns we have made up the following:

	Gross Earnings.		Net Earnings.	
May—	1883.	1882.	1883.	1882.
Richmond & Danville.	$297,787	$264,580	$117 108	$ [illegible]
Virginia Midland	147,766	119,225	52 141	[illegible]
Char'l'n Col. & Aug..	47,961	44,552	8,240	[illegible]
Columbia & Greenv..	37,308	38,187	Def. 5,577	Def. [illegible]
West. No. Carolina...	27,523	16,077	9,062	1,981
Total	$517,845	$482,621	$182 173	$108 813
Jan. 1 to date—				
Richmond & Danville	$1,506,115	$1,111,636	$700,379	$423,098
Virginia Midland ..	797,914	512,736	252,637	146 151
Char'l'n Col. & Aug.	319,685	296,901	107,942	74 [illegible]
Columbia & Greenv ..	335,113	307,167	131,190	65 [illegible]
West. No. Carolina....	123,103	78,709	41 803	Def 2,042
Total	$2,911,960	$2,631,852	$1,263,930	$702,954

Shamokin Sunbury & Lewisburg.—This road extends from Shamokin, through Sunbury and Lewisburg, to West Milton, Pennsylvania, where it connects with the Catawissa Railroad, forming the connecting line in the new system of railroads, uniting the lines of the Philadelphia & Reading Railroad Company with those of the New York Central Railroad Company.

Contracts between the several companies provide that the traffic interchanged between the Philadelphia & Reading and the New York Central railroad companies shall pass over the Shamokin Sunbury & Lewisburg Railroad, at charges for transportation pro-rated with those of the other companies. The line has just been finished, and it is thirty-one miles long, embracing an iron bridge twenty-five hundred and ninety feet in length, over the Susquehanna River, at Sunbury, and iron bridges over the Shamokin and other streams. It is laid with a single track, but all masonry, including that of the Susquehanna Bridge, is constructed for a double track.

The cost of the line has been $2,?00,000 in cash. Represented by the first mortgage above, $1,000,000; fully paid capital stock, $1,000,000.

Expenditures above $2,000,000, including future cost of second track when the same may be necessary, will either be represented by additional capital stock, or half by stock and half by second mortgage bonds. There are now offered for sale $1,000,000 of the first mortgage 5 per cent bonds. [See advertisement for particulars.]

Toledo Cincinnati & St. Louis.—This company has issued a circular in relation to an exchange of its income bonds for preferred stock, which will be entitled to vote at stockholders' meetings equally with the common stock, and which will be issued in shares of $50 each. Twenty shares of the preferred stock will be exchanged for an income bond of $1,000, or par for par. It is reported from Boston that the exchange of income bonds for the new preferred stock is going on rapidly, and there seems to be a fair prospect that the opportunity will be taken by the income bondholders, the preferred stock having as good a chance for dividends as the incomes for interest, and having a voting power in addition. The circular is as follows:

"To the holders of the income bonds of the Toledo Pelphos & Burlington Railroad Company, the Toledo Cincinnati & St. Louis Railroad Company, the Cincinnati North rn Railway Company and the Iron Railroad Company:

"The above corporations having, by action of their common stockholders, been consolidated into one corporation, called the Toledo Cincinnati & St. Louis Railroad Company, it is now necessary for the carrying out of the terms of the consolidation, that the income bonds held by you should be exchanged for preferred stock, as provided by the terms of the consondation. This preferred stock is entitled to vote at stockholders' meetings equally with the common stock, and will be issued in shares of $50 each, twenty (20) shares of preferred stock being issued in exchange for each income bond of $1,000, or par value for par value. This action of the stockholders has been approved by this Board and we unhesitatingly advise the holders of all income bonds to make this exchange immediately, believing their own good and that of the company is best promoted by this plan. Income bonds should be sent to Herbert Steward, Treasurer, room 24 Equitable Building, Boston, who will issue and send you the preferred stock as requested. Bonds which have been registered must be transferred to bearer before any exchange can be made. By order of the Board.

"HERBERT STEWARD, Treas'r. E. B. PHILLIPS, Pres't."

If the company is successful in exchanging the incomes for preferred stock, the capitalization will stand at about $30,000,000, including $10,?00,000 first mortgage bonds, $11,000,000 preferred stock and $?,000,000 common stock.

—Attention is called to the city railroad bonds offered in our advertising columns by Mr. J. P. Wintringham of this city. Mr. Wintringham makes a specialty of gas and bank stocks and city railroad stocks and bonds, in which line he has been engaged for a number of years.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son.

800 Shares Bronx Wove and Leather Company of N. Y., $75 each	30
50 " American Railway Signal Company	[illegible]

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Albany & Susquehanna	3½	July 2	June 16 to —— ——
Boston Rev. Beach & Lynn	3	July 2	June 21 to ——
Boston & Lowell	$12 50	July 2	June 17 to ——
Canada Southern	2	Aug. 1	June 30 to Aug. 5
Chic. Iowa & Nebraska	4	July 2	
Connecticut River	4	July 2	June 17 to ——
Georgia (quar.)	2½	July 15	
Lake Shore & Mich So. (quar.)	2	Aug. 1	June 30 to Aug. 5
Michigan Central	3	Aug. 1	June 30 to Aug. 5
Old Colony	3½	July 2	June 16 to ——
Oregon & Transcontinental (quar)	1½	July 16	June 26 to July 17
Rensselaer & Saratoga	4	July 2	June 16 to ——
Rich. Frd. & P. on stk &div.oblig.	2	July 2	
St. L. Jack. & Chic.,com. & pref.	$5	Aug. 1	July 1 to ——
St. Paul & Duluth pref.	3½	July 1	
Wil. Col. & Augusta	3	July 10	
Wilmington & Weldon	3	July 16	
Banks.			
Bank of America	5	July 2	June 23 to July 8
Bank of N. Y., N. B. A.	4	July 2	June 20 to July 4
Bank of No. America	3	July 2	June 21 to July 1
Bowery Nat.	5	July 2	
Central Nat.	4	July 2	June 22 to July 8
East River National	4	July 2	
Fourth National	4	July 2	June 22 to July 3
Hanover National	3½	July 2	June 23 to July 1
Importers' & Traders' National	7	July 2	June 17 to July 1
Irving National	4	July 2	June 19 to July 1
Mechanics' & Traders' National	3	July 2	June 16 to July 2
Mercantile National	3	July 2	June 23 to July 2
Merchants' National	3½	July 2	June 22 to July 4
Merchants' Exchange National	3	July 2	June 20 to July 2
Metropolitan National	5	July 2	June 20 to July 3
National Bank of Commerce	4	July 9	
National Citizens'	3½	July 2	
National Park	5	July 2	June 22 to July 4
National Shoe & Leather	4	July 2	June 23 to July 1
Ninth National	3½	July 2	June 24 to July 1
Oriental	5	July 2	
St. Nicholas	4	July 2	June 23 to July 1
Tradesmen's National	3½	July 2	
Miscellaneous			
Brooklyn Trust Company	4	July 2	June 26 to July 2
Central Trust Company	4	July 2	June 23 to July 3
Wells, Fargo & Co. Express	4	July 16	July 3 to July 16

NEW YORK, FRIDAY, JUNE 22, 1883—5 P. M.

The Money Market and Financial Situation.—The failures of five or six large speculative firms in the grain and provision trades doing business in Chicago, during the last week, were not wholly unexpected, as it had been public gossip for nearly a month that certain houses were carrying a load of those products which was evidently straining their resources; but it was considered possible that a spell of bad weather, either here or in Europe, might strengthen the markets enough to carry them through, and therefore it could not be positively assumed that they must fail, and any statement to that effect in print would not have been warranted by the circumstances. But it is to be said that now the failures have occurred, they turn out to be for larger amounts than was thought likely to be the case, and this fact alone did at one time in the last few days cause a very decided unsettlement of confidence in financial affairs at the West,—so much so that on Tuesday a good many of the country banks tributary to Chicago began to draw their balances on deposit with the Chicago banks. The scare, however, was of short duration and that phase of it disappeared on Wednesday.

As to the influence of the failures upon the trades particularly affected, the important fact may be kept in mind that there has been very little loss to any merchant in legitimate trade, for the reason that exporters, millers and consumers, knowing that these prices were artificial, have kept out, and have been carrying scarcely anything. In fact, that is the reason why the speculators failed, viz., because the legitimate trade, neither here nor in Europe, would take hold.

At least one good effect has followed these failures, and the resulting large fall in the prices of some of our chief staples of export—it has placed these staples on a legitimate trade basis; and the expectation that as soon as the foreign markets recover from the first effects of the decline on this side, there will be an increased export movement, is shown in the declining tendency of foreign exchange in the last few days.

Advices from several points in New England say that there has been an increased demand for dry goods, that many mills now have larger orders ahead, and that orders of two weeks ago could not be duplicated at the same prices.

From some quarters there are reports of an improved condition in the iron trade, and No. 1 pig, which was offered a month ago at $20, cannot be bought now for much less than $22 per ton.

The money markets of this country not only continue abundantly supplied at low rates of interest, but also show the effects of the expectation of large interest and dividend disbursements after the first of next month. Call loans on stock collaterals on the Stock Exchange have ruled at 2 and 2½ per cent. Time loans on the same collaterals have been freely offered, for six and seven months, at 5 per cent per annum. Rates of discount for mercantile paper remain nominally unchanged at 4 and 5 per cent for first-class double names and 5 and 6 for first-class single names.

The last weekly statement of the averages of the New York banks showed no important changes from the previous week, and the surplus reserve stood at $8,791,050 on June 16th, against $8,637,400 on the corresponding date of last year. But during the past week it is presumed the banks have increased their loans, as it is understood some pretty large preparations have been made for carrying stocks. It is also safe to assume that in view of the unsettled feeling at Chicago the banks at that point have drawn on us for some currency; but on the other hand the general flow of money to this centre from the interior has suffered scarcely any interruption.

The Bank of England continues to gain in specie, the increase since May 16th now aggregating £2,235,000, in view of which there is reason for expecting a lower rate of interest, though the discount rate remains unchanged at 4 per cent. During the last week the Bank gained £697,000, and increased its percentage of reserve from 39¾ to 41 per cent. The Bank of France continues to lose gold, the loss being 16,000 francs this week; but in silver it gained 2,225,000 francs.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

	1883. June 16.	Differences fr'm previous week.	1882. June 17.	1881. June 18.
Loans and dis.	$321,743,100	Inc. $611,500	$317,465,000	$316,566,600
Specie	62,269,800	Inc. 718,900	57,884,900	75,611,000
Circulation	15,802,400	Dec. 139,400	18,502,000	19,305,300
Net deposits	317,690,200	Inc. 2,399,300	304,612,000	344,307,600
Legal tenders	25,943,800	Dec. 397,200	26,905,500	18,474,300
Legal reserve	$79,422,550	Inc. $599,825	$76,153,000	$86,076,900
Reserve held	88,213,600	Inc. 321,700	84,790,400	94,085,300
Surplus	$8,791,050	Dec. $278,125	$8,637,400	$8,008,400

Exchange.—The market for sterling has continued weak, and on Tuesday the posted rates were reduced from 4 86 and 4 89½ to 4 85½ and 4 89. It is noted that in the last few days there have been freer offerings of commercial bills; also that within the same time there have been some security bills in the market, which it is presumed were made against purchases of stocks, and upon inquiry it is learned that some considerable amounts of Illinois Central, Pennsylvania, and several other stocks of that class, are being steadily absorbed by foreign purchasers. On Friday the rates for actual business were as follows, viz: Sixty days, 4 84¾@4 85; demand, 4 88@4 88¼; cables, 4 89@4 89¼; commercial bills, 4 83¼@4 83¾.

United States Bonds.—The government bond market remains firm, and a further fractional advance is to be noted in the 4s and the 3s.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	June 16.	June 18	June 19.	June 20.	June 21.	June 22.
5s, continued at 3½	Q.-Feb.	*103⅜	*103⅜	*103⅜	*103⅜	*103⅜	*103⅜
4½s, 1891	reg. Q.-Mar.	112¾	*112¾	*112¾	*112¾	*112¾	*112¾
4½s, 1891	coup. Q.-Mar.	*112¾	*112¾	*112¾	*112¾	*112¾	*112¾
4s, 1907	reg. Q.-Jan.	*118⅞	119	*118⅞	*118⅞	119	119
4s, 1907	coup. Q.-Jan.	119⅞	120	119⅞	119⅞	119⅞	120
3s, option U. S.	reg. Q.-Feb.	*103⅜	103⅜	*103⅜	103⅜	*103⅜	*103⅜
6s, cur'cy, 1895	reg. J. & J.	*127	*127	*127	*127	*127	*127
6s, cur'cy, 1896	reg. J. & J.	*128	*128	*128	*128	*128	*128
6s, cur'cy, 1897	reg. J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1898	reg. J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1899	reg. J. & J.	*131	*131	*131	*131	*131	*131

* This is the price bid at the morning board; no sale was made.

State and Railroad Bonds.—The railroad bond market has been dull throughout the week, and the tendency in prices has been downward, though only in the speculative class, the better class having remained about steady. The most business has been in the West Shore bonds, which have remained firm. Texas & Pacific (Rio Grande Division), Atlantic & Pacific and East Tennessee income bonds have each had a moderate amount of business, the two first of which are 1 per cent lower and the last 1½. Aside from these there have only been straggling sales in other bonds at lower prices, viz.: Richmond & Allegheny firsts are 5 per cent lower; Texas & Pacific incomes, 2½; Virginia Midland incomes, 1½; Kansas & Texas seconds, 1½; Ohio Central firsts, 1¾; Denver & Rio Grande consols, ⅜; Richmond & Danville debentures, 1¾; and Wabash general mortgages 1 per cent. Among those which are higher are Northern Pacific firsts, ½, which have been exceptionally strong during the week.

In State bonds there has been an unusually small business and prices have changed but little.

Railroad and Miscellaneous Stocks.—As mentioned in our article of last week, there had been an advancing market for stocks up to Friday evening, the 15th; but on Saturday, the 16th, the market was depressed from the effects of heavy failures in the grain and provision trades at the West, notably that of McGeoch, who was trying to effect a corner in lard; and while these failures had but little direct connection with the stock market, they disturbed confidence in financial affairs at the West, and started a decline in stocks which continued until there was a turn for the better on Thursday, the 21st, after which time some improvement in prices took place. The extreme decline up to Wednesday was about 1 to 5 per cent, the greatest fall being on New Jersey Central, to 84. The improvement since Wednesday leaves the market generally lower for the week, viz.: on the active stocks from 1 to 3⅜. Illinois Central was quoted ex-dividend of 17 per cent, being the amount of the scrip dividend in the stock of the Chicago St. Louis & New Orleans Railroad.

At to-day's meeting of the Vanderbilt lines, the Lake Shore declared a dividend of 2 per cent quarterly, and the Canada Southern and Michigan Central 2 and 3 per cent, respectively, semi-annually. The statements submitted at the meeting will be found on another page.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING JUNE 22, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, June 16.	Monday, June 18.	Tuesday, June 19.	Wednesday, June 20.	Thursday, June 21.	Friday, June 22.	Sales of the Week Shares.	Range Since Jan. 1, 1883. Lowest.	Highest.	Year 1882. Low	High
RAILROADS.											
Boston & N. Y. Air Line, pref	82½ 82½	82½ 83				81½ 81½	105	78 Mar 23	84 May 4	60	80½
Canadian Pacific	62⅜ 63½	62⅝ 63¼	63⅛ 63⅝	62⅝ 63½	62½ 63¼	63 63½	2,500	58¼ Feb. 26	63¼ May 21		
Canada Southern	67¼ 67⅜	67 67¾	66⅝ 67	66⅝ 66¾	66¾ 67	66⅜ 67¼	10,210	64⅛ May 21	71½ Jan. 2	44	73
Cedar Falls & Minnesota	15½ 16	16½ 17½	16 16		15 15		900	15 Jan. 22	17 Feb. 1	11	17
Central of New Jersey	86¾ 88	86 87½	86¾ 86¾	84 86½	85⅝ 85⅝	87⅝ 89½	73,780	69¼ Jan. 2	89 June 21	57	77
Central Pacific	70¾ 70¾	73¾ 76⅝	74 76¾	74⅜ 75¼	75 75⅞	77⅜ 79½	29,100	71¼ Mar. 23	84 Jan. 2	71	84½
Chesapeake & Ohio	20 20	*20 20½	*20 20½	19 19	19 20	19¾ 20	400	19 June 21	23 Jan. 2	11	21½
Do 1st pref	31 31	30 30	30¾ 30½	30 30	30 30½	30 30	600	27 May 1	34 Jan. 2	14	34
Do 2d. pref	23 23	23 24	*23 24	*23 23½	22½ 23¼	23 23	3,000	21 May 1	28 Jan. 2	14	31½
Chicago & Alton	135¼ 135¼	*133 136	*133 136	135½ 135½		135½ 135½	3	130 Feb. 28	137 Jan. 2	122	140½
Chicago Burlington & Quincy	121½ 122	121½ 121¾	121 121	121½ 121¾	123½ 124¼	124 124	6,812	113¾ Feb. 20	126 Apr. 21	113	132½
Chicago Milwaukee & St. Paul	104 105¾	104¾ 105⅝	104¾ 105¼	104¾ 105¼	104¾ 104¾	104¼ 104¾	150,200	97 Feb. 20	109¾ Jan. 2	97	111
Do pref.	120½ 120½	120½ 120½	120⅝ 120⅝	119¾ 120½	119¾ 120⅜	120 120	2,500	116⅝ Feb. 7	122 Jan. 2	116	124½
Chicago & Northwestern	142⅝ 143½	142¼ 143⅛	142⅝ 143	141⅝ 143⅛	141⅝ 142⅝	142¼ 143⅝	57,110	128 Feb. 20	148 Apr. 14	127	144
Do pref.	*151 151½	151½ 151½	151½ 151½	151 151	150 150½	*150 151	700	144 Feb. 20	154 Apr. 14	144	154½
Chicago Rock Island & Pacific	125½ 126	124½ 125½	124 126½	124 124¾	124 124¾	124½ 125	5,900	118 Feb. 21	127½ Jan. 2	122	140¼
Chicago St. Louis & Pittsburg	*18½ 19¼	*18 19½	18 18	*18 19½	18½ 18½	18 19	12,114	18 May 21	22 Apr. 21		
Do pref.	57 57	*55 58	*56 57	*55¼ 56¾	56½ 56½	55 55	312	54 Apr. 26	57¾ May 16		
Chicago St. Paul Minn. & Om	46¾ 47	46⅞ 46⅞	47¼ 47¼	45⅞ 46⅜	46¼ 47	47 47	2,000	44 May 24	51 Jan. 5	27½	58¼
Do pref.	105½ 106¾	104¾ 104¾	105½ 105⅞	105 105½	105½ 105¾	106 106	2,410	102½ May 21	111¼ Jan. 5	97½	117
Cincinnati Sand. & Cleveland.								88 May 22	113 Jan. 9	44	62
Cleveland Col. Cinn. & Ind	75¾ 76	75 75	74½ 75¾	72¾ 74½	74 74¾	74¾ 75	2,856	67¼ May 17	84 Jan. 5	64½	92¾
Cleveland & Pittsburg, guar.								120½ June 2	142 Jan. 26	113	140
Columbia & Greenville, pref								31 Feb. 26	63½ May 9	30	101
Columbus Chic. & Ind. Central	*4 5	*4 5	*4 5	*4 5	4 4	4 4	500	3¾ Jan. 20	7¾ Mar. 5	3½	21½
Delaware Lackawanna & West.	128½ 129¾	127½ 128⅞	127⅞ 129½	127½ 128⅝	126¼ 128	127⅝ 128¾	308,375	118¾ Feb. 16	141½ Apr. 13	110¾	150¼
Denver & Rio Grande	47⅛ 47⅜	46⅜ 47⅜	46⅜ 47¼	46½ 46¾	46⅝ 46⅞	45¾ 46⅜	32,300	30⅝ Jan. 2	51½ Mar. 5	30	74⅜
Dubuque & Sioux City			*82 85					81½ June 5	92 Mar. 12	82	96¾
East Tennessee Va. & Ga.	9½ 9½	*9¼ 9¾	9⅛ 9⅜	8¾ 9	*8½ 9	8⅞ 8⅞	1,850	8⅛ Feb. 21	11¼ Apr. 13	8	16
Do pref.	18½ 18¾	*18¼ 18¾	18 18¼	18 18	18 18	17¾ 17¾	1,300	14¾ Feb. 20	23 Apr. 14	15½	26⅝
Green Bay Winona & St. Paul	*9 10	*9 10	*9½ 10⅛	9½ 9½	9 9	*9 10	300	5 Feb. 9	10¾ Apr. 12	6	16
Hannibal & St. Joseph	*..... 42	*..... 42	*..... 42		*..... 42	*..... 42		38 Mar. 6	48¾ Jan. 17	45	110
Do pref.	*92 93	92½ 93½	*..... 96	95 95	95 95⅛	*93 95	1,105	72 Jan. 3	97¼ May 5	72	111¼
Harlem	*193	*193 200	197 197	*193	*193 200		100	104 Apr. 13	200 Jan. 29	196	208
Houston & Texas Central	*70 75	*70 74	*70 73	*70 74		*70 73		70 May 29	82½ Apr. 5	61	92½
Illinois Central	133¾ 133¾	133 133	133 133¾		132½ 132½	133 133¼	1,200	132½ June 21	148 June 14	127¾	150½
Do leased line		80 80	80 80				27	77 Feb. 17	81 Jan. 22		
Indiana Bloom'n & Western	31½ 31½	30½ 30½	30½ 30½	29 30¼	30 30¼	30¼ 30¾	1,660	25 May 17	35½ Apr. 9	30	49¾
Lake Erie & Western		29 29		28⅜ 28½	28½ 29	31¼ 32¾	7,035	26 Feb. 16	33¾ Jan. 18	23½	45
Lake Shore	112⅛ 113⅛	111¼ 112⅝	111⅝ 112⅜	109¾ 111⅞	110 111¼	110½ 111⅜	75,383	103⅝ Feb. 16	114⅞ Jan. 18	98	120½
Long Island	*74	74½ 74½	74¾ 75	74½ 74¾	75 77½	78 79	4,200	60 Jan. 2	79 June 22	49½	65
Louisville & Nashville	53¼ 53⅝	52½ 53⅝	52 53¼	50¾ 52⅛	51¼ 52½	51⅞ 52¾	8 0,660	47⅜ May 21	58½ Jan. 20	46½	100¼
Louisville New Albany & Chic				30½ 30½			100	39¾ June 20	68 Jan. 5	57	78
Manhattan Elevated	48 49¾	49½ 49½	*49 50	*48½ 50	49 49	48½ 48½	1,300	40 Mar. 21	53⅞ Feb. 9	40	60⅛
Do 1st pref.	....	*85 90	*85 90	90 90		*85 90	7	81½ Apr. 5	90 Jan. 18	82	98½
Do common	49 49	49 49¼	49¼ 49¼	*48½ 50	*48½ 49½	*48½ 50	1,100	44½ May 2	58 Feb. 10	40	56
Manhattan Beach Co		27	27⅝ 27⅞	28 28½	28 28	28 28⅞	3,020	15 Feb. 21	28⅝ June 22	15	37
Memphis & Charleston		43 43	44 45	44 44			2,700	36 Feb. 19	55 Jan. 8	42¼	82⅝
Metropolitan Elevated	90 90	90 90	*90 95	*90 97	92 93	90 90	1,600	76 May 17	93 June 21	77	93
Michigan Central	97 98	97 97¾	97¼ 98	96 97½	96¾ 97¼	96½ 97¾	12,890	90 Feb. 29	100⅛ Jan. 19	77	105
Milwaukee L. Sh. & Western	*10	*10½ 11½	*10½	*10 12	*11	....		10 June 11	18 Jan 4	13	21
Do pref.	46¼ 46¾	44¾ 46½	*45 45½	44 44⅝	44¾ 44¾	45 45	1,000	42 Mar. 5	48½ Jan. 20	41¾	58¼
Minneapolis & St. Louis	*27¼ 28¼	27½ 28½	27¾ 27¾	26 26	26 26	26 27½	950	22⅞ Feb. 20	30¾ Jan. 18	19	36⅝
Do pref.	*57½ 58½	*57¾ 58½	*57 58	*56 57½		57 57	100	52 Feb. 20	63¾ Jan. 18	39	77
Missouri Kansas & Texas	31½ 31¾	31¾ 31¾	31 31¾	30¼ 31	30 30¼	30¾ 30⅞	17,641	27⅛ May 18	44 Jan. 18	20⅜	42½
Missouri Pacific	x103⅝ 106¼	103 104	103 103¾	101½ 102⅞	101¾ 103	102¾ 103	21,250	97¼ Feb. 26	107 Apr. 9	78	122½
Mobile & Ohio	....	16 16	....	16 16	16 16	....	500	15 Feb. 16	19½ Jan. 5	12	25¾
Morris & Essex	*124	*124	*124	*121	*123 125½	*125 125½		120 Feb. 15	127 June 11	119½	125
Nashville Chattanooga & St. L.	59 59						200	50½ May 19	61 Jan. 20	27	57½
New York Central & Hudson.	122¼ 122⅝	121⅝ 122⅜	120½ 121⅞	119½ 120⅝	119 120½	119⅝ 120⅝	82,326	119 June 21	129½ Mar. 10	123	138
New York Chic. & St. Louis	11 11⅜	11 11¼	11½ 11½	10⅞ 11	*10¾ 11	10¾ 11⅜	1,820	10 Feb. 2	15½ Jan. 6	10	17¼
Do pref.	25 25½	25 25	24½ 24½	24 24½	24½ 25	*24½ 26	1,050	23 Feb. 7	35 Jan. 4	27	37⅝
New York Elevated	*98 108	*95 108	*95 108	*95 108	95 108	*95 103		101 Jan. 13	103 Feb. 16	100	100½
New York Lack. & Western	87¼ 87¼	*87½ 88	87 87	85⅜ 88½	87½ 89¼	87⅝ 88¼	603	85½ Mar. 1	89½ May 5		
New York Lake Erie & West.	37⅜ 38	37¼ 38	37¼ 38¼	37 38⅜	37¾ 38	37⅜ 38	139,410	32⅞ May 18	43⅜ Jan. 18	31¼	45¼
Do pref.	80¼ 81	80½ 80½	80 80½	79 79	80 80	*80 81	1,620	75 Feb. 19	91¼ Jan. 18	71	93¼
New York & New England	35 35	34¼ 34¼	34 34¼		33¾ 34		1,871	30⅜ May 17	52¼ Jan. 9	15	60½
New York Nor. Hav. & Hart			177 177				17	169 Jan. 18	185 Mar. 2		
New York Ontario & Western	27⅝ 27¾	27⅜ 28¼	27 28	26½ 27	27⅜ 27½	26⅞ 27⅜	13,347	24½ Mar. 2	30⅜ Apr. 11	20½	31⅞
New York Susq. & Western	7¾ 7¾	7⅞ 8	7¾ 8	*..... 8	*..... 8	7¾ 7¾	500	6 May 18	8 Jan. 2		
Do pref.	*20 20½	20 20	20 20			*20 20½	500	18 June 2	24 May 10		
Norfolk & Western, pref	42½ 42⅝	42¼ 43	42½ 42⅝	42⅜ 42½	41⅞ 43		1,312	37½ Feb. 6	49 Jan. 9	41¼	60
Northern Pacific	52⅜ 52⅝	52 52⅜	52¼ 52¼	51⅜ 52⅛	51½ 52⅜	51⅜ 52⅜	25,324	41⅜ Feb. 20	57⅜ Jan. 11	33¾	71⅜
Do pref.	89½ 90⅜	89¾ 90½	90 90⅜	89 90⅛	89¼ 90⅛	89¼ 90⅛	69,895	79⅝ Feb. 20	96 Jan. 11	69½	100½
Ohio Central	11⅜ 11⅝	10½ 11	10¼ 10⅜	10¼ 10½	10¼ 10½	10¼ 11⅛	4,437	9⅞ Feb. 16	14¼ Apr. 13	11⅝	20⅜
Ohio & Mississippi	35½ 35¾	35 35¾	35¾ 35	33⅜ 34	33 33¾	33 33¾	7,400	29 Feb. 1	43⅜ Apr. 13	27	42
Do pref.	....	....	....	....	....	....		96 Feb. 16	112½ June 13	90¼	112
Ohio Southern	135½ 135½					134½ 135¾	800	10 Feb. 2	143¾ Apr. 24	11	25½
Oregon & Trans Continental	85⅞ 86¼	85⅞ 86⅜	85⅞ 86⅜	84⅞ 85¼	84⅛ 85¼	85⅝ 85⅞	28,173	79 Feb. 20	89 Jan. 11	60	95¾
Peoria Decatur & Evansville	21½ 21⅝	21¼ 21¼	20¼ 20¼	19¾ 20¼	19⅝ 21¼	21½ 21½	1,425	16½ Mar 22	28 Jan. 18	23	29¾
Philadelphia & Reading	59⅛ 60⅛	58 59⅜	58 59⅛	56¾ 58½	57 58	57¼ 58⅛	122,725	45⅝ Feb. 20	61⅛ June 15	16¾	67⅝
Pittsburg Ft. Wayne & Chic.	132 132¼	133 133					183	130 May 31	138 Jan. 16	130	130
Rich. & Allegh. St'k trust ctfs.	....	10 10	....	10 10	9 9	....	500	9 June 21	15½ Apr. 16	13	40
Richmond & Danville	*63 64½	64⅛ 64⅜	64 64¾	*63 64	61 63	59 61½	2,700	47 Jan. 13	67⅝ May 9	52	250
Richmond & West Point	36⅜ 36¾	36 36¼	36 36	35¼ 36¼	34⅛ 35¼	32¼ 35	6,000	21 Feb. 16	50 June 2	23	263
Rochester & Pittsburg	19⅝ 20	19½ 20	19⅝ 19⅞	18¾ 19½	18⅝ 19¼	19⅝ 19¾	6,750	16¼ Feb. 16	23 Apr. 1	17½	33⅝
St. Louis Alton & Terre Haute	81 82	81½ 81½	82 82	85 85	81 84	85 85	2,900	48 Jan. 3	85 June 19	20½	59
Do pref.	*96 97½	*96½ 97½	*96 97½	*95 97½		97 97	200	87 May 14	103 Apr. 11	55	94½
St. Louis & San Francisco	*33 35	*34 35	*33 35	*33 35	*33 35	33 35		29½ Feb. 28	38¾ May 31	31	46⅞
Do pref.	57½ 57½	57½ 57¾	*57 58	*57 58	*56 57½	*57 57½	400	48 Feb. 21	59½ June 2	43	66⅝
Do 1st pref.	*99½ 100	*99 100	100 100	*98 100	*98 99¼	*98¼ 99¾	10	89 Feb. 28	100½ Jan. 11	79½	103½
St. Paul & Duluth	*36 39	....	*36 38½	36⅞ 36⅞	*35 37	*35 37	100	35 Feb. 15	40⅝ Jan. 2	26	42¾
Do pref.	97 97¾	....	*97½ 98½	x95 95	95 95	*93½ 95	520	91 Feb. 20	97½ June 16	68	99¼
St. Paul Minneap. & Manitoba	122½ 123⅝	122¼ 123½	122⅝ 124	122¼ 123¼	122⅜ 124	123 123	5,650	111½ May 31	129¾ Apr. 16	105½	166⅝
Texas & Pacific	38¾ 39⅝	38½ 39⅝	38⅝ 39¼	37¼ 38⅜	37 38¼	38 38½	35,695	34½ May 21	43 Jan. 18	34	55
Texas & St. Louis	24 24	24 26	24½ 25			25 25	1,000	18 May 8	27⅝ June 14	15	31
Union Pacific	95⅜ 95⅞	94½ 96	94⅝ 95¼	94 94⅞	93⅜ 94½	94½ 95¼	120,820	91¼ Feb. 7	104⅝ Jan. 18	98½	119¾
Wabash St. Louis & Pacific	30¾ 31½	30⅝ 31⅛	30⅜ 30⅝	29⅝ 30½	29⅝ 30½	29⅝ 30⅝	35,450	25⅜ May 21	36¼ Jan. 18	23⅜	50⅝
Do pref.	45¼ 46⅝	44½ 45¾	44¼ 45⅛	43¾ 44½	44⅛ 45½	44¼ 45⅛	44,117	40⅝ May 17	57½ Jan. 18	43⅞	71⅝
MISCELLANEOUS.											
American Tel. & Cable Co.	....	69 69¼	69⅝ 69⅝	69 69⅛	69⅛ 69⅛	69 69¼	764	64⅞ Feb. 26	69⅝ June 15	65	74
Colorado Coal & Iron	....	32½ 33	33 33	30 32¼	29¾ 31	....	1,725	28¾ Feb. 7	38⅝ Apr. 16	27	53⅞
Delaware & Hudson Canal	103⅝ 103⅞	103½ 103⅞	103½ 103⅞	103¼ 103⅜	103 103	103⅛ 103⅛	1,405	103⅜ Feb. 13	112⅜ Apr. 14	102½	119½
Mutual Union Telegraph	20 20	....	*19½ 20	*19 20			100	17½ Mar 27	25 Jan. 4	12	30¼
New York & Texas Land Co.	*95 125	110 110	*100 125	*105 120	....	*100 120	12	85 May 14	110 June 14	57	55
Oregon Improvement Co	85½ 85½	84½ 84½	83½ 84⅝	83½ 84¼	84 85½	85 85⅛	1,648	78 May 26	91⅝ Mar. 5		
Oregon Railway & Nav. Co.	144½ 150	....	150 150				500	137 Feb 21	150 June 14	128	163⅛
Pacific Mail	42⅝ 42⅞	42⅞ 42⅞	42¼ 42⅝	41⅝ 42¼	41⅞ 42¼	42¼ 42¼	4,500	39 Jan 25	44⅞ Apr. 5	32¼	48⅛
Pullman Palace Car	133⅜ 134½	132 132	131½ 132	130 130¼	130 131¼	131½ 132	2,081	117 Feb. 26	134 June 13	117	145
Quicksilver Mining	*7½ 8½	*7½ 9½	*7½ 9½	*7½ 9½				7½ June 14	9½ Mar. 8	8	14¼
Do pref.	*36 40	*36 39	36 36	*36 39				37½ Jan. 25	48½ Mar. 6	40	62¼
Western Union Telegraph	87 87⅜	87 87⅞	87 87⅛	87⅜ 87⅝	86⅝ 86⅞	86⅝ 87⅛	72,807	79¼ Feb. 9	88½ June 14	76⅝	93⅝
EXPRESS.											
Adams	*129½ 133	*129½ 132	*129½ 132	*129½ 132	130½ 130½	*129½ 131	25	126½ May 5	135 Jan. 5	124	141½
American	*89 90	*89 90	*89 90	*89 90	*88 90	*89 90		88 Mar. 16	94½ June 5	90	97½
United States	*62 65	*63 65	*62 65	*62 65	*62 65	63½ 63½	7	57½ May 17	65½ Jan. 6	62	80¼
Wells, Fargo & Co.	126¼ 127	*120 128	*125 128	*125½ 128	127¼ 128	*125 128	142	122 Feb. 10	128 June 21	125	132
COAL AND MINING.											
Consolidation Coal	*24	....	*24 25	*24	*24	*24 25	.....	24 May 18	27⅝ Jan. 17	27¼	36⅞
Homestake Mining Co	....	15½ 15½	....	15½ 15½	....	....	350	13 Mar. 6	19 Jan. 19	11¾	19¼
Little Pittsburg Mining	....	....	....	....	....	....	.....	.....	.....	1¼	2¾
Mariposa Land and Mining	....	....	....	....	....	....	.....	.....	.....	1¼	2½
Maryland Coal	....	....	....	....	*12 15	....	.....	15 Apr. 11	17 Jan. 19	13	26
New Central Coal	*11 13	....	....	....	*11 13	*11 13	.....	12½ Mar. 27	15 Jan. 4	13½	23
Ontario Silver Mining	....	....	....	....	25 25	25½ 25½	300	18 Feb. 10	25½ Jan. 4	13	30
Pennsylvania Coal	....	....	....	....	....	....	.....	270 Feb. 2	280 June 13	240	240
Cameron Coal	....	....	....	....	....	....	.....	14 Feb. 27	18 Jan. 4	8	17¼
Central Arizona Mining	....	....	....	....	....	....	.....	¼ Mar. 26	½ Jan 12	⅛	1⅜
Deadwood Mining	....	....	....	....	....	....	.....	.....	.....	1	6¾
Excelsior Mining	....	....	....	....	....	....	.....	.....	.....	¼	2⅝
Robinson Mining	....	....	....	....	....	....	.....	.....	.....	1	4
Silver Cliff Mining	....	....	....	....	....	....	.....	.....	.....	2	2¾
Standard Consol. Mining	....	....	....	6½ 6½	....	....	200	5½ Feb. 17	7 Apr. 18	1½	12½
Stormont Mining	....	....	....	....	....	....	.....	.....	.....	1½	1¾

* These are the prices bid and asked; no sale was made at the Board. † Ex-privilege. ‡ Ex-dividend of 17 per cent in stock.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama—		
Class A, 3 to 5, 1906	83¾	84
Class A, 3 to 5, small	84	
Class B, 5s, 1906	102	103¼
Class C, 4s, 1906	84¼	87
6s, 10-20s, 1900	108	
Arkansas—		
6s, funded, 1899-1900	10	13
7s, L. Rock & Ft. S. 1s.	40	
7s, Memp. & L. Rock RR	40	
7s, L. R. P. B. & N. O. RR	35	51
7s, Miss. O. & R. R. RR.	35	
7s, Arkansas Cent. RR.	18	22
Connecticut—6s, 1883-4	103	
Georgia 6s, 1886	105	
7s, new, 1886	106½	
7s, endorsed, 1886	106½	
7s, gold, 1890	113	
Louisiana—		
7s, consol., 1914	65	66
7s, small	60	
Louisiana—Continued—		
Ex-matured coupon	58½	59¼
Michigan—		
7s, 1890	116	
Missouri—		
6s, due 1883	102½	
6s, due 1886	108½	
6s, due 1887	109½	
6s, due 1888	111	
6s, due 1889 or 1890	113	
Asyl'm or Univ., due '92	115	
Funding, 1894-95	121	
Hannibal & St. Jo., '86.	109	
Do do '87	109	
New York—		
6s, gold, reg., 1887	110	
6s, gold, coup., 1887	110	
6s, loan, 1891	113	
6s, loan, 1892	115	
6s, loan, 1893	117	
N. Carolina—6s, old, J. & J.	30	33
6s, old, A. & O.	30	32½
N. Carolina—Continued—		
No Carolina RR., J. & J†	155	
Do A. & O†	155	
Do 7 coup's off, J. & J.	130	
Do 7 coup's off, A. & O.	130	
Funding act, 1866-1900	10	12
Do 1868-1898	10	12
New bonds, J. & J., '92-8	16	
Do A. & O	16	
Chatham RR	3½	
Special tax, class 1, '98-9	5	
Do class 2	5	
Do to W. N. C. RR.	4	6
Do Western RR.	4	6
Do Wil. C. & Ru. R.	4	6
Do W'n. & Tar R.	4	
Consol. 4s, 1910	79¾	80½
Small	78	
Ohio—		
6s, 1886	x106	
Rhode Island—		
6s, coupon, 1893-99	116	
South Carolina—		
6s, Act Mar. 23, 1869	3½	
non-fundable, 1888		
Brown consol'n 6s, 1893	104¼	106½
Tennessee—6s, old, 1892-8	39	40
6s, new, 1892-8-1900	39½	
6s, new series, 1914	39½	
Compromise, 3-4-5-6s, 1912	44	45
Virginia—6s, old	36	
6s, new, 1866	36	
6s, new, 1867	36	
6s, consol. bonds	60	
6s, ex-matured coupon	39	
6s, consol., 2d series	42	
6s, deferred	9	11
District of Columbia—		
3-65s, 1924		
Small bonds		
Registered		
Funding 5s, 1899		
Do small		
Do registered		

RAILROAD BONDS.

Railroad Bonds. (Stock Exchange Prices.)		
Ala. Central—1st, 6s, 1918		
Alleg'y Cen.—1st, 6s, 1922		
Atch. T. & S. Fe—4½, 1920		
Sinking fund, 6s, 1911		
Atl. & Pac.—1st, 6s, 1910		101
Balt. & O.—1st, 6s, Prk. Br.	*114¼	
Bost. Hartf. & E.—1st, 7s		
Guaranteed		
Bur. C. Rap. & No.—1st, 5s	99	99¾
Minn. & St. L.—1st, 7s, gu	125	
Iowa C. & West.—1st, 7s		
C. Rap. Ia. F. & N.—1st, 6s		
1st, 5s, 1921		
Buf. N. Y. & Phil.—1st, 6s	101½	
Central Iowa—1st, 7s, '99	110	
Char. Col. & Aug.—1st, 7s	*110	
Ches. & Ohio—Pur. m'y fd.		
6s, gold, series A, 1908		
6s, gold, series B, 1908	92	
6s, currency, 1918	51¾	51⅞
Mortgage 6s, 1911		
Chicago & Alton—1st, 7s	*122	
Sinking fund, 6s, 1903	*113	115½
Ia. & Mo. Riv.—1st, 7s	*118	
2d, 7s, 1900		
St. L. Jack. & Chic.—1st	*117⅝	
1st, guar. (564), 7s, '94	117	
2d (360), 7s, 1898		
2d, guar. (188), 7s, '98		
Miss. R. Br'ge—1st, s.f. 6s		
C. B. & Q.—Consol. 7s, 1903	129½	130
5s, sinking fund, 1901	*101¼	
Ia. Div.—S. F., 5s, 1919	102¼	
S. F., 4s, 1919	86½	87½
Denver Div.—4s, 1922	85½	86½
4s, 1921	81½	
C. R. I. & P.—6s, cp., 1917		126⅝
6s, reg., 1917	*125¾	
Keo. & Des M.—1st, 5s	104½	107
Central of N. J.—1st, '90	116½	116⅞
1st consol. assented, '90	115¾	115⅞
Conv., assented, 7s, 1902	114⅝	
Adjustment, 7s, 1903	104½	105
Leh. & W. B.—Con. g'd. 4s		105
Am. D'k & Imp.—5s, 1921	89	91
C. M. & St. P. —1st, 8s. P. D.	131½	132
2d, 7 3-10, P. D., 1898	121	
1st, 7s, $ g., R. D., 1902	127	
1st, LaC. Div., 7s, 1893	120	
1st, I. & M., 7s, 1897	*123	124
1st, I. & D., 7s, 1899	*121	
1st, C. & M., 7s, 1903	*125	
Consol. 7s, 1905	123½	124
2d, 7s, 1884	101	
1st, 7s, I. & D. Ext., 1908		124½
S. W. Div., 1st, 6s, 1909	108½	109½
1st, 5s, LaC. & Dav., 1919	96	97
1st, S. Minn. Div. 6s, 1910	109	109⅝
1st, H. & D., 7s, 1910		120
Ch. & Pac. Div., 6s, 1910		115⅜
1st, Chic. & P. W., 5s, 1921	96½	
Minn't Pt. Div., 5s, 1910	92¾	94
C. & L. Sup. Div., 5s, 1921		
Wis. & Minn. D., 5s, 1921	92	92½
C. & N'west.—S. fd., 7s, '85	106	
Interest bonds, 7s, 1883	100½	
Consol. bonds, 7s, 1915	132	
Extens'n bonds, 7s, '85	*105	
1st, 7s, 1885	*106	
Coupon, gold, 7s, 1902	122⅞	123¼
Reg., gold, 7s, 1902	*122⅞	
Sinking fund, 6s, 1929	111½	
Sinking fund, reg.		111¾
Sinking fund, 5s, 1929		102½
Sinking fund, reg.		103½
Sinking f'd, deb. 5s, 1933	98⅜	
Sinking fund, reg.		
Escan'a & L. S.—1st, 6s		114
Des M. & Minn's—1st, 7s		
Iowa Midland—1st, 8s		
Peninsula—1st, conv. 7s	*120	
Chicago & Mil.—1st, 7s	121	
Win. & st. P.—1st, 7s, '87	*108½	
2d, 7s, 1907	120½	125
Mil. & Mad.—1st, 6s, 1905		112
C. C. C. & Ind'a—1st, 7s, s.f.		121½
Consol. 7s, 1914	121	124
C. St. P. M. & O.—Consol. 6s	*107½	108
C. St. P. & M.—1st, 6s, 1918	113	113½
N. Wis.—1st, 6s, 1930		
St. P. & S. C.—1st, 6s, 1919	113	113½
Chic. & E. Ill.—1st, s.f., cur.	96	98
Chic. St. L. & P.—1st, con 5s	93	
1st, con., 5s, reg., 1932		
Col. & Green.—1st, 6s, 1916	100	
2d, 6s, 1926		
Col. H. Val. & Tol.—1st, 5s	83	83⅛
Del. L. & W.—7s, conv., '92	112	116
Mortgage 7s, 1907	*1.7	
Syr. Bing. & N. Y.—1st, 7s		128
Morris & Essex.—1st, 7s	*134½	
2d, 7s, 1891	114	
Bonds, 7s, 1900	115	
7s of 1871, 1901		122
1st, consol., guar., 7s	122¾	123
N. Y. Lack. & W.—1st, 6s	117½	118
Del. & H.—1st, 7s, 1884		104½
7s, 1891	117	117½
1st, ext., 7s, 1891		115
Del. & H.—Continued—		
Coup., 7s, 1894	*117	
Reg., 7s, 1894	116½	
1st, Pa. Div., cp., 7s, 1917		126½
Pa. Div., reg., 7s, 1917	*125½	
Alb. & Susq.—1st, 7s	111¼	
2d, 7s, 1885	101⅛	105
1st, cons., guar. 7s, 1906	*122½	125
1st cons., 6s, 1906	111½	113
Rens. & Sar.—1st, coup.	135	
1st, reg., 1921	135	
Denv. & Rio Gr.—1st, 1900		111½
1st consol., 7s, 1910	94½	95
Denv. So. P. & Pac.—1st, 7s		95
Den. & Rio G. West.—1st, 6s	76	78⅞
Det. Mac. & Marq.—1st, 6s		88
Land grant, 3½s, S. A		75
E. T. Va. & G.—1st, 7s, 1900	*118	
1st, cons., 5s, 1930		77½
Divisional 5s, 1930	94⅛	
Eliz. C. & N.—S. f., deb. c. 6s		
1st, 6s, 1920		
Eliz. Lex. & Big S.—6s		95
Erie—1st, extended, 7s		122
2d, extended, 5s, 1919	107	
4th, extended, 5s, 1920	106	
5th, 7s, 1888	*107	
1st cons., gold, 7s, 1920	127⅝	128
1st cons., fd. coup., 7s		
Reorg., 1st lien, 6s, 1908		
Long Dock b'ds, 7s, '93	116½	
Buff. N. Y. & E.—1st, 1916	*126½	
N. Y. L. E. & W.—New 2d 6		98
Buf. & S. W.—M. 6s, 1908		
Ev. & T. H.—1st, cons., 6s	100½	102
Fl't & P. M'rq.—M. 6s, 1920	110	110
Gal. Har. & S. Ant.—1st, 6s	104½	105
2d, 7s, 1905		
Mex. & Pac.—1st, 5s		
2d, 6s, 1931		
Gr'n Bay W. & S. P.—1st, 6s	*84½	85
Gulf Col. & S. Fe—7s, 1909		113½
Han. & St. Jos.—8s, conv.	106¾	107
Consol. 6s, 1911		111
Hous. & T. C.—1st, M. L., 7s		111½
1st, West. Div., 7s	108	108½
1st, Waco & N., 7s	*114	116
2d consol., main line, 8s	120	
2d, Waco & No., 8s, 1915		
General, 6s, 1921		99
Hous. E. & W. Tex.—1st, 7s	*100	106
Ill. Cent.—Sp. Div.—Cp. 6s		
Middle Div.—Reg., 5s		
C. St. L. & N. O.—Ten. l., 7s	*117	
1st consol., 7s, 1897		105½
2d, 7s, 1907	*116½	
Gold, 5s, 1951		105½
2d Div., 7s, 1894		
Ced. F. & Minn.—1s., 7s	112	
Ind. Bl. & W.—1st pref. 7s	*117	
1st, 4-5-6s, 1909	87½	88
2d, 4-5-6s, 1909	70	
East'n Div.—6s, 1921	90	92
Indianap. D. & Spr.—1st, 7s	100	
2d, 5s, 1911		
Int. & Gt. No.—1st, 6s, gold	108	108¾
Coupon, 6s, 1909	86	86½
Kent'ky Cen.—M., 6s, 1911		
L. Sh're-M. S. & N. L., s.f. 7s	104¼	
Cleve. & Tol.—Sink. fd.	107½	
New bonds, 7s, 1886		107½
Cleve. P. & Ash.—7s	111¾	
Buff. & Erie—New bds.	*120	123
Kal. & W. Pigeon—1st.		
Det. M. & T.—1st, 7s, 1906		
Lake Shore—Div. bonds	120	123
Consol., coup., 1st, 7s	127	
Consol., reg., 1st, 7s	125	
Consol., coup., 2d, 7s	119¾	120½
Consol., reg., 2d, 7s	*120	120½
Long Isl. R.—1st, 7s, 1898	*119	
1st consol., 5s, 1931	100	
Louisv. & N.—Cons. 7s, '98	116	118
2d, 7s, gold, 1883	100¾	102
Cecilian Br'ch—7s, 1907		
N. O. & Mob.—1st, 6s 1930	95	
E. H. & N.—1st, 6s, 1919	*95	
General, 6s, 1930	89	90
Pensac'la Div.—6s, 1920		
St. L. Div.—1st, 6s, 1921		
2d, 3s, 1980		
Nashv. & Dec.—1st, 7s	115	
S. & N. Ala.—S. f., 6s, 1910		
Leban'n-Knox—6s, 1931	*100	
Louisv. C. & L.—6s, 1931	100	
L. Erie & W.—1st, 6s, 1919	*98	100
Sandusky Div.—6s, 1919		98
Laf. Bl. & M.—1st, 6s, 1919		100⅞
Louisv. N. Alb. & C.—1st, 6s	101⅝	102
Manhat. B'chCo.—7s, 1909		85
N. Y. & M. B'h—1st, 7s, '97	100	125
Marietta & Cin.—1st, 7s		
Metr'p'lit'n El.—1st, 1908		101⅝
2d, 6s, 1899	83	85
Mex. Cen.—1st, 7s, 1911		
Mich. Cent.—Con. 7s, 1902	124	
Consolidated 5s, 1902	103½	
6s, 1909		
Coupon, 5s, 1931	109	102½
Registered, 5s, 1931	97	
Jack. Lan. & Sag.—6s, '91		
Mil. & No.—1st, 6s, 1910		95
Mil. L. S. & W.—1st, 6s, 1921	100¾	102
Minn. & St. L.—1st, 7s, 1927	*119	
Iowa Ext.—1st, 7s, 1909	117	
2d, 7s, 1891	103	
S't'hw. Ext.—1st, 7s, 1910	*109⅞	110
Pac. Ext.—1st, 6s, 1921	*101	101¾
Mo. K. & T.—Gen., 6s, 1920	82⅞	83
Cons. 7s, 1904-5-6	109¼	109½
Cons. 2d, income, 1911	59	60⅞
H. & Cent. Mo.—1st, '90		
Mobile & Ohio.—New, 6s	106½	107½
Collat. Trust, 6s, 1892		
Morgan's La. & T.—1st, 6s		
Nash. Chat. & St. L.—1st, 7s	120	
2d, 6s, 1901	102	103
N. Y. Central—6s, 1887	105	105¼
Deb. certs, extd. 5s	103¼	103½
N. Y. C. & H.—1st, cp., 7s	131	132
1st, reg., 1903	131	132
Huds. R.—7s, 2d, s.f., '85	101⅜	105
Can. So.—1st, int. g'ar. 5s	100¼	100½
Harlem—1st, 7s, coup.		128
1st, 7s, reg., 1900		128½
N. Y. Elev'd—1st, 7s, 1906	120	
N. Y. Pa. & O.—Pr. l'n. 6s, '95		
N. Y. C. & N.—Gen., 6s, 1910	50	
Trust Co., receipts	50	53
N. Y. & New Eng.—1st, 7s		
1st, 6s, 1905		
N. Y. C. & St. L.—1st, 6s, 1921	101⅝	101⅝
N. Y. W. Sh. & Buff.—Cp. 5s	79¾	79⅞
N. Y. Susq. & W.—1st, 6s	85	85¼
Debenture, 6s, 1897	*85	
Midland of N. J.—1st, 6s	94¾	95
Nevada Cent.—1st, 6s		100
N. Pac.—G. l. g., 1st, cp. 6s	107⅜	107⅞
Registered, 6s, 1921		107¾
N. O. Pac.—1st, 6s, g., 1920	89⅜	89⅝
Norf. & W.—G'l, 6s, 1931	101	
Ohio & Miss.—Consol. s. f.	119½	120
Consolidated 7s, 1898		120
2d consolidated 7s, 1911	120	123
1st, Springfield Div., 7s	119	120¼
Ohio Central—1st, 6s, 1920		87
1st Ter'l Tr., 6s, 1920	*85	86
1st Min'l Div., 6s, 1921		
Ohio So.—1st, 6s, 1921		83
Oreg'n & Cal.—1st, 6s, 1921		
Or. & Trans'l—6s, '82-1922	96½	96¾
Oreg. Imp. Co.—1st, 6s	91	92
Panama—S. f., sub. 6s, 1910		
Peoria Dec. & Ev.—1st, 6s		102
Evans. Div., 1st, 6s, 1920	*	101
Peoria & Pek. U'n—1st, 6s		102
Pac. RRs.—Cen. P.—G., 6s	115⅝	116
San Joaquin Brauch	109⅜	
Cal. & Oregon—1st, 6s	105	
State Aid bds., 7s, '84	113½	
Land grant bonds, 6s	105	106
West. Pac.—Bonds, 6s	113	
So. Pac. of Cal.—1st, 6s.	105⅜	
Union Pacific—1st, 6s	115½	
Land grants, 7s, '87-9		111
Sinking funds, 8s, '93.	117⅜	
Registered 8s, 1893.		118
Collateral Trust, 6s	106	
do 5s, 1907	94	94⅜
Kans. Pac.—1st, 6s, '95	109	
1st, 6s, 1896	107	107⅜
Den. Div., 6s, as'd, '99	107¼	107½
1st consol., 6s, 1919	99½	100
C. Br. U. P.—F. c., 7s, '95		
At. C. & P.—1st, 6s, 1905	*92¾	
At. J. Co. & W.—1st, 6s		92
Oreg. Short L.—1st, 6s	99½	100½
Ut. So.—Gen., 7s, 1909	101½	
Exten., 1st, 7s, 1909	101	
Mo. Pac.—1st, cons., 6s.	104	104¾
3d, 7s, 1906	116	117
Pacific of Mo.—1st, 6s	108¼	108½
2d, 7s, 1891	115	
St. L. & S. F.—2d, 6s, cl. A	98	
3-6s, class C, 1906		98¾
3-6s, class B., 1906	97½	
1st, 6s, Peirce C. & O.		
Equipment, 7s, 1895		
Gen. mort., 6s, 1931	*100⅞	
So. Pac. of Mo.—1st	105½	106
Tex. & Pac.—1st, 6s, 1905	105¼	
Consol., 6s, 1905	91	
Income & Ld. gr., reg.	62½	64
1st, Rio G. Div., 6s, 1930	84	84¼
Pennsylvania RR.—		
Pa. Co's gu. r. 4½s, 1st c.		96⅜
Registered, 1921		
Pitt. C. & St. L.—1st, c. 7s		
1st, reg., 7s, 1900	117½	122
2d, 7s, 1913		
Pitts. Ft. W. & Ch.—1st		140
2d, 7s, 1912	*133½	135
3d, 7s, 1912	127	
Clev. & Pitts.—Cons. s. f.	123	124
4th, sink. fd., 6s, 1892	110	
Col. C. & I. C.—1st, consol.	150	
2d consol., 7s, 1909		
1st, Tr'st Co. ctfs., ass'd	*120	
2d, Tr'st Co. ctfs., ass'd		
1st, Tr't Co. ctfs. suppl.	*120	
St. L. V. & T. H.—1st, g., 7s		
2d, 7s, 1898		
2d, guar., 7s, 1898		
Pitts. B. & B.—1st, 6s, 1911	*	92
Rome W. & Og.—1st, 7s, '91	109	
Con. 1st, ex. 5s, 1922	71⅝	72
Roch. & Pitt.—1st, 6s, 1921	106½	107
Rich. & Al.—1st, 7s, 1920	74½	75¼
Rich. & Danv.—Cons. g., 6s	99	99⅜
Debenture 6s, 1927	68	68¾
Atl. & Ch.—1st, p., 7s., '97	110	
Incomes, 1900		
Scioto Val.—1st, cons., 7s		94½
St. L. & Iron Mt.—1st, 7s	115	
2d, 7s, 1897	106	108
Arkansas Br.—1st, 7s	108	108½
Cairo & Fulton—1st, 7s		111
Cairo Ark. & T.—1st, 7s	105½	106½
Gen. r'y & l. gr., 5s, 1931	77	77¼
St. L. Alton & T. H.—1st	113	
2d, pref., 7s, 1894	111⅞	
2d, income, 7s, 1894	105	
Bellev. & S. Ill.—1st, 8s	115	122
St. P. Minn. & Man.—1st, 7s	110½	
2d, 6s, 1909		108½
Dakota Ext.—6s, 1910	107	107½
Min's Un.—1st, 6s, 1922		
St. P. & Dul.—1st, 5s, 1931		
So. Car. Ry.—1st, 6s, 1920		104
2d, 6s, 1931	100	101
Tex. Cen.—1st, s.f., 7s, 1909	*107½	
1st mort., 7s, 1911	*107½	109
Tol. Del. & Bur.—Main, 6s		
1st, Dayt. Div., 6s, 1910		
1st, Ter'l trust, 6s, 1910		
Va. Mid.—M. inc., 6s, 1927		63½
Wab. St. L. & P.—Gen'l, 6s	77	77¼
Chic. Div.—5s, 1910	83	83¼
Hav. Div.—6s, 1910		85
Tol. P. & W.—1st, 7s, 1917	106	107
Iowa Div.—6s, 1921	*	89
Ind'polis Div.—6s, 1921		
Detroit Div.—6s, 1921		
Cairo Div.—5s, 1931		82⅞
Wabash—M., 7s, 1909		92
Tol. & W.—1st, ext., 7s	107	108
1st, St. L. Div., 7s, '89	100	101¾
2d, ext., 7s, 1893	100	
Equip. b'ds, 7s, 1883	*50	
Consol. conv., 7s, 1907	90	95½
Gt. West.—1st, 7s, '88	106¾	107
2d, 7s, 1893	101	
Q. & T.—1st, 7s, 1890	100½	101
Ham. & Naples—1st, 7s		
Ill. & So. Ia.—1st Ex., 6s		
St. L. K. C. & N.—R. C. 7s		107
Om. Div.—1st, 7s	109½	
Clar'da Br.—6s, 1910	*85	
St. Chas. Br.—1st, 6s	81	
No. Missouri—1st, 7s.	121¼	125
West. Un. Tel.—1900, cp.	114	114½
1900, reg.		114
N. W. Telegraph—7s, 1904		
Mut. Un. T.—S. F., 6s, 1911	87	89
Spring Val. W. W.—1st, 6s		
Oregon RR. & N.—1st, 6s	108½	109½
INCOME BONDS. (Interest payable if earned.)		
Ala. Cent.—Inc. 6s, 1918		
Alleg'y Cent.—Inc., 1912		
Atl. & Pac.—Inc., 1910	33½	34
Central of N. J.—1908	96	99½
Col. C. & I. C.—Inc. 7s, '90		
Reorg'n Tr'st Co. Cert.	*65	80
Cent. Ia.—Coup. debt ctfs.		
Ch. St. P. & M.—L. g. inc., 6s		
Chic. & E. Ill.—Inc., 1907		
Des M. & Ft. D.—1st, inc., 6s		
Det. Mac. & Marq.—Inc.		
E. T. V. & Ga.—Inc., 6s, 1931	35	36
El. C. & No.—2d, inc., 1970		
G. Bay W. & St. P.—2d, inc.	20	24
Ind. Bl. & W.—Inc., 1909		
Consol., Inc., 6s, 1921		45
Ind's Dec. & Spr'd—2d inc		
Trust Co. certificates		
Leh. & Wilkesb. Coal—'88		81
Lake E. & W.—Inc. 7s, '99	44½	46
Sandusky Div.—Inc., 1920	32½	
Laf. Bl. & Mun.—Inc. 7s, '99	42½	
Mil. L. S. & W.—Incomes		81
Mob. & O.—1st pref. deben.		
2d pref. debentures		45
3d pref. debentures		
4th pref. debentures		
N. Y. Lake E. & W.—Inc. 6s	75	
N. Y. P. & O.—1st inc. ac., 7s		59
Ohio Cent.—Income, 1920		30
Min'l Div.—Inc. 7s, 1921		
Ohio So.—2d inc., 6s, 1921	*25	29
Ogdens. & L. C.—Inc., 1920		
Peoria D. & Ev.—Inc., 1920		60
Evans. Div.—Inc., 1920		55
Peoria & Pek. Un.—Inc., 6s		
Roch. & Pitts.—Inc., 1921		45½
Rome W. & Og.—Inc., 7s.	39	41
So. Car. Ry.—Inc., 6s, 1931	69	70
St. L. & I. M.—1st, 7s, pr. l. a	121	
2d, 6s, int. accum'lative	118	
St'g l. & Ry.—Ser. B., inc. '94		
Plain incomes, 6s, 1896		
Steriin r Mt. Ry.—Inc., '95		
St. L. A. & T. H.—Div. bds	80½	81
Tol. Del. & B.—Inc., 6s, 1910	13	20
Dayton Div.—6s, 1910		
Tex. & St. L.—L. g., inc. 1920	*15	

* No price Friday—these are latest quotations made this week.

† Coupons on since 1869.

New York Local Securities.

Bank Stock List.

COMPANIES. Marked (bus C) are not National.	Par.	PRICE. Bid.	Ask.
America*	100	156½	159
Amer. Exchange	100	127¼	....
Broadway	25	262	....
Butchers' & Drov's'	25	140	....
Central	100	123	127
Chase	100	185	....
Chatham	25	140	....
Chemical	100	2001	....
Citizens'	25	....	....
City	100	250	....
Commerce	100	155	....
Continental	100	121	125
Corn Exchange*	100	160	....
East River	25	140	....
Eleventh Ward*	25	....	....
Fifth	100	....	....
Fifth Avenue*	100	350	....
First	100	800	....
Fourth	100	126	130
Fulton	30	120	....
Gallatin	50	164	....
Garfield	100	110	....
German American*	75	95	99½
German Exchange*	100	....	....
Germania*	100	....	....
Greenwich*	25	....	....
Hanover	100	145	....
Imp. & Traders'	100	255	....
Irving	50	....	....
Leather Manuf'rs'	100	200	....
Manhattan*	50	153½	155
Marine	100	....	....
Market	100	125	....
Mechanics'	25	150	....
Mechanics' & Trads'	25	200	....
Mercantile	100	117	....
Merchants'	50	127	....
Merchants' Exch	50	....	100
Metropolis*	100	....	....
Metropolitan	100	....	....
Murray Hill*	100	....	....
Nassau*	100	....	....
New York	100	150	....
New York County	100	135	....
N. Y. Nat. Exch	100	....	....
Ninth	100	....	....
North America*	70	....	....
North River*	30	....	....
Oriental*	25	135	....
Pacific*	50	165	....
Park	100	163	170
People's*	25	140	....
Phenix	20	100	....
Produce*	50	....	....
Republic	100	133½	137
St. Nicholas*	100	....	....
Seventh Ward	100	110	125
Second	100	....	....
Shoe & Leather	100	....	....
State of New York*	100	....	....
Third	100	....	....
Tradesmen's	40	....	....
Union	50	162	....
United States	100	....	....
Wall Street	50	103	105
West Side*	100	....	....

Insurance Stock List.

[Prices by E. S. Bailey, 7 Pine St.]

COMPANIES.	Par.	PRICE. Bid.	Ask.
American	50	145	150
Amer. Exchange	100	107	111
Bowery	25	160	170
Broadway	25	170	175
Brooklyn	17	160	167
Citizens'	20	140	150
City	70	114	120
Clinton	100	120	125
Commercial	50	90	97
Continental	100	215	250
Eagle	40	240	250
Empire City	100	70	80
Exchange	30	85	100
Farragut	50	117	122
Firemen's	17	75	80
Firemen's Trust	10	70	80
Franklin & Emp.	100	110	116
German-American	100	190	198
Germania	50	140	145
Globe	50	110	120
Greenwich	25	250	280
Guardian	100	60	65
Hamilton	15	115	1 0
Hanover	10	135	140
Hoffman	50	75	82
Home	100	140	145
Howard	50	65	70
Importers' & Trad's'	50	85	90
Irving	100	60	70
Jefferson	20	125	130
Kings County (Bkn.)	20	190	200
Knickerbocker	40	75	85
Lamar	100	65	70
Long Isl'd (B'klyn)	50	110	112½
Lorillard	25	55	60
Manufac. & Build.	100	110	115
Mech. & Trade's'	25	115	120
Mechanics' (Bklyn)	50	130	140
Mercantile	50	60	65
Merchants'	50	103	....
Montauk (Bklyn.)	50	105	108
Nassau (Bklyn.)	50	135	150
National	37½	85	92
N. Y. Equitable	35	145	150
N. Y. Fire	100	70	75
N. Y. & Boston	100	4	6
New York City	100	5	10
Niagara	50	155	165
North River	25	103	108
Pacific	25	160	167
Park	100	110	117
Peter Cooper	20	155	165
People's	50	110	117
Phenix	50	140	145
Relief	50	58	65
Republic	100	75	82
Rutgers'	25	120	125
Standard	50	100	105
Star	100	65	70
Sterling	100	55	60
Stuyvesant	25	120	126
Tradesmen's	25	65	70
United States	25	127	132
Westchester	10	120	126
Williamsburg City	50	215	225

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date. *	Bid.	Ask.
Brooklyn Gas-Light	25	2,000,000	Var's	5	May, '83	105	107
Citizens' Gas-L. (Bklyn)	20	1,200,000	Var's	3	Jan., '83	77	80
Bonds	1,000	315,000	A. & O.	3½	April, '83	105	110
Harlem	50	1,850,000	F. & A.	3	Feb. '83	100	102
Jersey City & Hoboken	20	750,000	J. & J.	7½	Jan., '83	155	165
Manhattan	50	4,000,000	J. & J.	5	June, '83	230	235
Metropolitan	100	2,500,000	M. & S.	6	May, '83	187	189
Bonds	500	750,000	F. & A.	3	....	105	110
Mutual (N. Y.)	100	3,500,000	Quar.	2½	April, '83	117½	118½
Bonds	1,000	1,500,000	M. & N.	6	1982	104	106
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '82	70	70
Scrip	Var's	700,000	M. & N.	3½	May, '83	90	95
New York	100	4,000,000	M. & N.	5	May, '83	121	123
People's (Bklyn.)	10	1,000,000	J. & J.	½	Jan., '76	45	50
Bonds	1,000	375,000	M. & N.	3½	May, '83	106	110
Bonds	Var's	125,000	Var's	3	April, '83	90	95
Central of New York	50	466,000	F. & A.	3	Feb., '83	85	90
Williamsburg	50	1,000,000	Quar.	1½	Feb., '82	70	75
Bonds	1,000	1,000,000	A. & O.	3	April, '83	105	110
Metropolitan (Bklyn.)	100	1,000,000	M. & N.	3	Jan., '83	84	86
Municipal	100	3,000,000	.....	5	June, '83	188	190
Bonds	.....	750,000	M. & N.	6	1888	106	110
Fulton Municipal	100	3,000,000	.....	.....	.....	67	71
Bonds	.....	300,000	J. & J.	6	.....	102	104

[Quotations by H. L. GRANT, Broker, 145 Broadway.]

Bl'cker St. & Fult. F.—Stk	100	900,000	J. & J.	¾	Jan., '83	23	26
1st mort	1,000	694,000	J. & J.	7	July, 1900	108	112½
Br'dway & 7th Av.—St'k.	100	2,100,000	Q.—J.	2	April, '83	146	149
1st mort	1,000	1,500,000	J. & D.	7	June, '84	102	103
Brooklyn City—Stock	10	2,000,000	Q.—F.	3½	May, '83	210	216
1st mort	1,000	300,000	M. & N.	7	.....	102	110
Br'dway (Bkln.)—Stock	100	200,000	Q.—J.	3	April, '83	190	200
Bklyn. Crosstown—Stock	100	400,000	Q.—J.	2	April, '83	150	.....
1st mort. bonds	1,000	300,000	Q.—J.	7	1888	105	112
Bush'k'Av. (Bklyn)—St'k	100	500,000	J. & J.	2½	April, '83	150	.....
Cent. Pk. N. & E. Riv.—Stk	100	1,800,000	Q.—J.	2	April, '83	144	148
Consol. mort. bonds	1,000	1,200,000	J. & D.	7	Dec., 1902	115	117
Christ'ph'r & 10th St—Stk	100	650,000	F. & A.	2½	Feb., '83	110	115
Bonds	1,000	250,000	J. & J.	7	1898	108	.....
Dry Dk. E. B. & Bat'y—Stk	100	1,200,000	Q.—F.	4	May, '83	255	270
1st mort., consol	500 &c.	900,000	J. & D.	7	June, '93	114	117
Eighth Av.—Stock	100	1,000,000	Q.—J.	3	April, '83	240	.....
1st mort	1,000	63,000	J. & J.	7	June, '84	100	110
42d & Grand St. Ferry—Stk	100	748,000	M. & N.	6	May, '83	225	.....
1st mort	1,000	236,000	A. & O.	7	April, '93	110	115
Central Crosstown—Stk.	100	600,000	.....	.....	.....	105	110
1st mort	1,000	200,000	M. & N.	7	Nov., 1904	103	108
Houst. W. St. & P. F'y—Stk	100	250,000	.....	.....	.....	90	.....
1st mort	500	500,000	J. & J.	7	July, '94	110	112½
Second Av.—Stock	100	1,100,500	J. & J.	5	Jan., '83	198½	205
3d mort	1,000	150,000	A. & O.	7	April, '85	103	.....
Consol	1,000	1,050,000	M. & N.	7	Nov., '88	107	108
Sixth Av.—Stock	100	750,000	M. & N.	5	Mch, '83	240	250
1st mort	1,000	500,000	J. & J.	7	July, '90	110	115
Third Av.—Stock	100	2,000,000	Q.—F.	3	May, '83	230	.....
1st mort	1,000	2,000,000	J. & J.	7	July, '90	110	113
Twenty-third St.—Stock	100	600,000	F. & A.	4	Feb., '83	165	170
1st mort	1,000	250,000	M. & N.	7	.....	102	104

* This column shows last dividend on stock, but date of maturity of bonds.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.	Bid.	Ask.
BOSTON.		
Atch & Topeka—1st, 7s	119¾	....
Land grant, 7s	113½	....
Atlantic & Pacific—6s	....	....
Income	33½	34
Boston & Maine—7s	....	....
Boston & Albany—7s	....	....
6s	....	....
Boston & Lowell—7s	....	....
6s	....	....
Boston & Providence—7s	....	....
Burl & Mo.—Ld. gr., 7s	116	....
Nebraska, 6s	....	....
Nebraska, 6s	103	....
Nebraska, 1s	....	....
Chic. Burl. & Q.—D. Ex	....	84½
Conn & Passumpsic—7s	....	....
Connecticut Valley—6s	31	....
5s	31	....
California Southern—6s	....	....
Fitchburg, Mass.—6s, new	110½	....
Fort Scott & Gulf—7s	114	....
K. City Lawr. & So.—5s	103½	....
K. C. Ft. S. & G. B.—7s	....	110
Little R. & Ft. S.—7s, 1st	....	90
Mass Central—6s	....	....
Mexican Central—7s	89¼	....
N. Y. & N. England—6s	105	....
7s	114½	114¾
N. Mexico & So. Pac.—7s	114	....
Ogdensb. & L. Ch.—Con 6s	....	....
Income	....	....
Old Colony—7s	....	....
6s	....	....
Pueblo & Ark Val.—7s	114	114½
Rut Land—6s, 1st	....	94
Sequoia—7s	103¾	103½
T. Minn. & St. L.—1st, 6s.	....	....
Income	....	....
Day on Division	....	....
Main line	13	....
STOCKS.		
Atchison & Topeka	82¾	82½
Boston & Albany	181	....
Boston & Lowell	*97½	....
Boston & Maine	160	....
Boston & Providence	*64	165½
Cheshire, preferred	....	....
Chic. & West Michigan	51	....
Conn. Sandusky & Cleve.	20	21
Concord	....	....
Connecticut River	....	....
Conn. & Passumpsic	....	....
Connecticut Valley	2¾	....
Eastern, Mass.	43	43½
Eastern, New Hampsh.	....	....
Fitchburg	*127	....
Flint & Pere Marquette	26½	26¾
Preferred	*105⅝	105
Fort Scott & Gulf—Pref.	121	....
Common	....	....
Iowa Falls & Sioux City	....	....
Little Rock & Ft. Smith	30	....
Maine Central	....	....
Manchester & Lawrence	....	....
Marq. Hough'n & Ontonagon	46	47
Preferred	102	103
Nashua & Lowell	....	....
N. Y. & New England	33⅜	34½
Northern of N. Hampsh.	110	....
Norwich & Worcester	....	....
Ogdensb. & L. Champlain	....	....
Old Colony	138	138½
Portland Saco & Portsm.	....	....
Rutland—Preferred	19½	20
Revere Beach & Lynn	....	....
Tol. Minn. & St. Louis	3⅞	4
Vermont & Massachusetts	....	....
Worcester & Nashua	60	....
Wisconsin Central	23	....
Preferred	....	30
PHILADELPHIA.		
RAILROAD STOCKS. †		
Allegheny Valley	....	....
Bel's Gap	....	....
Buffalo N. Y. & Phil	14¾	....
Preferred	....	....
Camden & Atlantic	....	....
Preferred	....	42
Catawissa	23	....
1st preferred	....	57
2d preferred	....	50½
Delaware & Round Brook	134	....
E. st Pennsylvania	....	....
Elmira & Williamsport	41	....
Preferred	56	....
Har. P. Mt. Joy & Lanc'r	....	....
Huntingd'n & Broad Top	....	18
Preferred	31½	31¾
Lehigh Valley	69¾	70
Preferred	....	....
Little Schuylkill	60¼	....
Minehill & Sch. Haven	63¾	....
Nesquehoning Valley	....	52½
Norfolk & West'n—Com.	....	....
Preferred	....	....
Northern Central	58	58½
North Pennsylvania	67	67¼
Pennsylvania	58¾	59
Allotments	....	....
Philadelphia & Erie	20½	21¼
Phila. Ger. & Norristown	108½	....
Phila. Newtown & N. Y.	....	....
Phila. & Reading	29	....
Phila. & Trenton	....	....
Phila. Wilm. & Balt.	64	....
Pittsb. Cin. & St. L.—Com.	....	....
United N. J. Companies	189½	....
West Chester—Cons. pref.	....	....
West Jersey	....	50
West Jersey & Atlantic	37½	43
CANAL STOCKS.		
Lehigh Navigation	44¼	44⅝
Pennsylvania	....	....
Schuylkill Navigation	....	....
Preferred	16½	....
RAILROAD BONDS.		
Allegh. Val.—7 3-10s, '96	....	123½
7s, C. ext., 1910	....	....
Inc. 7s, end., comp., '94	39½	40¼
Belvid're Del.—1st, 6s, 1902	....	....
2d, 6s, 1885	101	....
3d, 6s, 1887	101	....
Bel's Gap—1st, 7s, 1893	105	....
1st, 6s, '90	....	....
Consol., 6s, 1913	....	92
Buff. N. Y. & Phil.—1st, 6s	....	....
2d, 7s, 1900	....	....
Con., 6s, 1921	....	....
Mort., 6s, 1908	....	....

SECURITIES.	Bid.	Ask.
Buff Pitts. & W.—Gen. 6s	....	....
Cam. & Amboy—6s, 1	....	....
Mort., 6s, 1889	101¾	110
Cam. & Atl.—1st, 7s, g., '93	113	....
2d, 6s, 1904	....	....
Cons., 6s, c.	105	....
Catawissa—1st, 7s, con. c.	....	....
Clearfield & Jeff.—1st, 6s	....	....
Cons., 6s, 1905	122	....
Charl'te N. C.—1st, 7s, 1901	....	....
Connect'g, 6s, cp., 1900-01	117	....
Del. & Bound Br.—1st, 7s	....	127½
East Penn.—1st, 7s	106	....
Elmira & Amboy—1st, 7s, 1920	....	....
Elm. & Williamsport—1st, 6s, 1910	117	....
5s, perpetual	....	103
Harrisb'g—1st, 6s, 1883	....	....
H. & E. P.—1st, 7s, g., 1880	115	....
Cons., 5s, 1905	87	92
General Ass't—1st, 6s, 1910	....	....
Lancaster—1st, 6s, 1882	....	....
2d, 6s, 1900	....	115¼
Leh. V.—1st, 6s, C. & R., '98	120	....
2d, 7s, reg., 1910	....	125
Cons., 6s, g. & r., 1924	121	122
N. C. Pac.—1st, 6s, 1900	80	....
So. Penn.—1st, 6s, cp., '85	104½	104¾
2d, 7s, cp., 1896	114	....
Gen., 7s, reg., 1903	124	....
Gen., 7s, cp., 1903	....	....
Debenture 6s, reg.	105½	....
Norfolk & West.—Gen. 6s	....	....
N. C. & O.—1st, 6s	....	....
Oil Creek—1st, 6s, coup.	105	....
Pennsylv.—Gen., 6s, reg.	....	124
Gen., 6s, cp., 1910	....	....
Cons., 6s, reg., 1905	120	....
Cons., 6s, coup, 1903	117	120
Cons., 5s, reg., 1919	....	107
Pa. & N. Y. C.—7s, 1896	102	....
7, 1906	106	....
Perkiomen—1st, 6s, cp. '87	104	104
Phil. & Erie—2d, 7s, cp., '83	103½	....
Cons., 6s, 1920	....	....
Cons., 5s, 1920	....	103½
Phila. Newt. & N. Y.—1st	127½	....
Phil. & R.—1st, 6s, 1910	124	....
2d, 7s, coup., '893	117½	....
Cons., 7s, 1911	128	....
Cons., 7s, coup., 1911	125	....
Cons., 6s, g., 1 C. 1910	....	....
Imp., 6s, g., coup., 1897	....	....
Gen., 6s, g., coup., 1908	99	99¼
Gen., 7s, coup., 1908	104	....
Income, 7s, coup., '800	93	94
Cons. 5s, 1st ser., c., 1922	77	77½
Cons. 5s, 2d ser., c., 1933	65	....
Conv. Adj. Scrip, '85-88	89	90
Debenture coup., 1893	70	....
Deb. coup. off, 1893	70	....
Scrip, 1882	....	....
Conv., 7s, R. C., 1893	....	....
Conv. 7s, coup off, 1893	78½	....
Conv. 7s, cp. off, Jan., '85	94½	....
Phil. Wil. & Balt.—4s, tr. ct.	....	....
Pitts. Cin. & St. L.—7s, rep.	122	122½
Pitts. Titus. & B.—7s, cp.	96	97
Shamokin V. & Potts.—7s	122	....
Sunbury & Erie—1st, 7s.	125	126
Sunb. Haz & W.—1st, 6s	....	94
2d, 6s, 1938	....	30
Sys. Gen. & Corr.—1st, 7s	....	....
Union & Titusv.—1st, 7s,	99	100
United N. J.—Cons. 6s, '94	....	....
Cons. 6s, gold, 1901	....	....
Cons. 6s, gold, 1908	....	....
Gen., 4s, old, 1923	....	....
Warren & P.—1st, 7s, '96	....	....
West Chester—Cons. 7s	115	....
W. Jersey—1st, 6s, cp., 96	....	116½
1st, 7s, 1899	123	....
Cons. 6s, 1909	112½	....
W. Jersey & Atl.—1st, 6s, C.	107	....
Western Penn.—6s, coup.	108½	....
6s, P. B., 1896	110½	....
Gen., 7s, coup., 1901	....	....
CANAL BONDS.		
Ches. & Del.—1st, 6s, 1886	80	80¾
Lehigh Nav.—6s, reg., 84	102	....
Mort. RR., reg., 1897	....	116
Cons., 7s, reg., 1911	122¼	123
Greenw'd Tr., 7s, reg.	....	....
Morris—Boat Loan, g., 85	....	....
Pennsylv.—6s, cp., 1910	87½	88
Schuylk. Nav.—1st, 6s, rg.	....	107
2d, 6s, reg., 1907	92	....
BALTIMORE.		
RAILR'D STOCKS. Par		
Baltimore & Ohio	100	198	199
1st pref	100	....	....
2d pref	127	....	....
Parkersburg Br	50	....	9
Northern Central	50	58	58½
Western Maryland	50	13	....
Central Ohio—Com	50	51½	....
Pittsburg & Connellsville	....	....	....
RAILROAD BONDS.			
Atlanta & Charl.—1st, g.	x106	107½	
Balt. & Ohio—6s, '85, A. & O.	104	105	
Charl. Col. & Aug.—1st.	110	110¾	
2d	99	100½	
Columbia & Greenv.—1st s	....	105	
2ds	81½	81¾	
N. W. Va.—3d, guar. J. & J.	....	....	
Pitts. & Con'ell—7s, J. & J.	123	123½	
No. Central—6s, '85, J. & J.	....	....	
6s, 1900, A. & O.	118	....	
6s, gold, 1900, J. & J.	119½	120	
Cen. Ohio—6s, 1st, M. & S.	....	....	
W. Md.—6s, 1st, g., J. & J.	113	....	
1st, 1890, J. & J.	....	....	
2d, guar., J. & J.	....	....	
2d, pref	113	....	
2d, guar. by W. Co., J. & J.	104	....	
6s, 3d, guar., J. & J.	127½	130	
Mar. & Cin.—7s, '91, F. & A.	103	....	
2d M. & N.	105	106	
8s, 3d, J. & J.	52½	....	
Ohio & R.R.—1st, guar. J. & J.	....	....	
Certificates endorsed	....	....	
Virginia & Tenn.—6s	102	....	
8s	125	....	
Wm. C. & Aug.—6s	98½	....	

* Ex-dividend. † Per share. ‡ Ex-rights. § Ex-stock.

RAILROAD EARNINGS.

Roads.	Latest Earnings Reported. Week or Mo	1883.	1882.	Jan. 1 to Latest Date. 1883.	1882.
		$	$	$	$
Ala.Gt.Southern	May	77,781	54,853	402,127	308,050
Atch.Top.&S.Fe	May	1,163,792	1,183,761	5,510,918	5,883,869
Bur.Ced.R.&No.	2d wk J'ne	53,879	53,680	1,171,775	1,181,300
Canad'n Pacific	1st wk J'ne	130,000	52,000	1,767,502	700,845
Central of Ga...	May	155,700	141,104	1,272,000	1,163,781
Central Iowa....	May	110,394	84,417	484,290	445,522
Central Pacific	May	2,099,000	2,342,298	9,387,479	9,926,866
Chesap. & Ohio.	May	337,922	257,040	1,460,793	1,127,737
Chicago & Alton	2d wk J'ne	159,583	143,919	3,442,448	3,117,102
Chic. Bur. & Q..	May	1,888,677	1,505,261	9,345,192	7,718,451
Chic. & East. Ill	2d wk J'ne	34,620	31,605	717,678	747,104
Chic.&Gr.Trunk	wk June 9	50,278	35,548	1,222,816	897,600
Chic. Mil.&St. P	2d wk J'ne	459,000	396,783	9,577,000	8,317,367
Chic. & Northw	2d wk J'ne	484,6 0	478,100	9,605,541	9,516,877
Ch.St.P.Min.&O	2d wk J'ne	92,900	83,600	2,088,157	2,026,366
Chic. & W. Mich	1st wk J'ne	30,572	27,165	650,890	6 0,259
Cin.Ind.St.L.&C	4th wk M'y	45,298	43,692	968,019	995,083
Cincinnati Sout	May	208,208	208,210	.....	.....
Cin. Wash.& Bal	2d wk May	26,779	24,326	610,26	529,347
Clev.Akron& Co	2d wk J'ne	9 757	9,264	224,252	211,171
Col. Hock.V.&T	1st wkMay	62,239	58,584	.....	.....
Danbury & Nor	March.....	15,90	14,419	.....	.....
Denv. & Rio Gr	2d wk J'ne	124,300	123,300	2,745,900	2,837,999
Denv.& R.Gr.W	2d wk J'ne	21,200	.....	253,500	.....
Des Mo.& Ft. D	2d wk J'ne	5,602	5,502	124,469	160,941
Det. Lan. & No.	1st wk J'ne	26,758	27,429	631,851	664,018
Dub. & Sioux C	2d wk J'ne	23,909	24,232	466,517	485,221
Eastern	3 wks May	190,785	180,881	1,244,469	1,126,449
E.Tenn.Va &Ga	2 wks June	120,263	93,467	1,647,336	1,282,835
Eliz. Lex. & B.S	May	57,714	38,951	268,430	162,669
Evansv. & T. H.	2d wk J'ne	12,603	15,129	308,973	337,370
Flint & P. Marq.	2d wk J'ne	48,239	39,016	1,152,870	966,409
Flor. Cent. & W.	1st wkMay	8,096	7,087	149,341	149,463
Flor. Tr. & Pen	1st wk J'ne	11,448	7,942	218,294	188,375
Ft.W. & Denver.	2d wk J'ne	8,000	.....	.....	.....
Georgia	March.....	148,041	114,257	425,738	350,155
Grand Trunk....	Wk June 9.	333,904	310,881	7,410,716	6,802,256
Gr.BayW.&St.P.	2d wk J'ne	8,453	7,442	174,601	161,691
GulfCol&San.Fe	1st wk J'ne	32,818	17,828	730,362	424,868
Hannibal&St.Jo	2d wk J'ne	42,964	36,282	1,083,165	859,967
Hous.E.&W.Tex	May	25,775	23,057	123,812	98,979
Hous.& Tex.Cen	March.....	.....	.....	768,103	575,815
Illinois Cen.(Ill.)	2d wk J'ne	141,500	142,199	2,796,416	2,937,645
Do (Iowa)	2d wk J'ne	43,660	39,035	858,149	840,272
Do So. Div.	2d wk J'ne	62,700	51,632	1,842,247	1,453,094
Ind.Bloom.& W.	2d wk J'ne	52,414	45,018	1,281,822	1,059,960
K.C.Ft.S. & Gulf	May	145,525	116,074	752,239	658 229
K. C. Law. & So.	May	132,848	73,367	579,718	367,910
L. Erie & West'n	1st wk J'ne	23,378	23,878	574,951	554,359
L. R. & Ft.Smith	2 wks June	13,400	13,093	231,342	180,329
L.Rk.M.Riv.&T	2 wks June	11,210	9,316	168,595	107,660
Long Island...	2d wk J'ne	69,494	63,344	925,361	844,293
Louisa. & Mo. R.	March...	59,843	37,539	156,810	111,213
Louisv.& Nashv	2d wk J'ne	229,470	194,280	5,737,169	5,307,660
Mar.Hough.& O	May	81,845	178,223	156,898	283,803
Memp. & Charl.	2 wks June	38,646	36,370	523,616	463,259
Mexican Cent..	4th wk M'y	35,745	.....	723,674	.....
Do No.Div	1st wk J'ne	4,266	.....	101,203	.....
Mexican Nat'l..	1st wk J'ne	13,283	.....	329,439	.....
Mil. L.Sh.& West	2d wk J'ne	19,880	17,161	416,516	370,156
Minn.& St. Louis	April.....	135,868	100 619	496,026	445,652
Missouri Pacific	2d wk J'ne	130,543	127,165	3,829,226	2,923,403
Central Br'ch	2d wk J'ne	23,027	12,230	617,581	351,188
Int. & Gt. No..	2d wk J'ne	55,920	62,577	1,609,752	1,348,364
Mo. Kan. & T..	2d wk J'ne	119,932	95,390	3,012,521	2,390,921
St.L.Ir.Mt.&S	2d wk J'ne	121,478	114,222	3,170,762	2,941,869
Tex. & Pacific	2d wk J'ne	90,475	87,542	2,574,451	1,910,737
Whole System	2d wk J'ne	562,273	499,429	14,814,295	11,868,181
Mobile & Ohio..	May	143,294	134,377	840,739	712,765
Nash.Ch.&St.L.	May	171,079	154,163	931,828	811,619
N.Y.L.E.&West.	April.....	1,548,474	1,670,743	6,653,928	5,862,131
N.Y.&N. Engl'd	May	290,951	289,722	1,334,679	1,247,091
N. Y. Susq. & W.	April.....	78,511	52,155	200,289	189,150
N. Y. Pa. & Ohio	April.....	463,678	450,355	.....	.....
Norfolk & West	2 wks June	81,970	77,203	1,119,903	963,916
Northern Cent..	April.....	476,333	420,490	1,969,317	1,656,198
Northern Pacific	2d wk J'ne	187,900	164,411	3,075,359	2,283,521
Ohio Central....	2d wk J'ne	19,929	.....	439,401	.....
Ohio Southern	2d wk J'ne	7,085	6,345	179,773	157,472
Oregon & Cal...	April.....	67,069	.....	277,359	.....
Oregon Imp. Co	April.....	312,901	258,678	1,084,716	962,527
Oregon R.&N.Co	May.....	427,600	412,213	1,882,200	1,894,704
Pennsylvania ..	April.....	4,061,750	3,855,850	15,892,702	14,448,214
Peo. Dec. & Eve.	2d wk J'ne	13,386	13,817	301,025	337,310
Philadelp.& Erie	April.....	311,636	277,851	1,235,108	1,042,135
Phila. & Read..	May.....	1,696,877	1,703,469	8,155,371	7,816,766
Do C. & Iron	May.....	1,395,053	1,174,540	5,623,076	4,969,140
Richm.& Danv.	2 wks June	†90,400	†74,200	1,596,515	1,518,836
Ch'l Col.&Aug.	2 wks June	†12,428	†9,165	362,113	305,769
Columb. & Gr.	2 wks June	†9,961	9,477	347,074	311,644
Va. Midland...	2 wks June	†36,286	†34,238	634,230	546,974
West No. Car.	2 wks June	†7,338	†1,618	130,441	83,357
St.Johnsb.&L.C.	March.....	18,147	17,681	49,487	47,110
St. L. Alt. & T.H.	2d wk J'ne	21,681	22,865	610,667	557,746
Do (brchs.)	2d wk J'ne	15,710	12,467	353,791	362,215
St. Louis & Cairo	1st wk J'ne	9,426	8,464	158,379	152,463
St.L.&San Fran.	2d wk J'ne	56,757	58,145	1,552,002	1,383,789
St. Paul & Dul..	2d wk J'ne	26,705	20,678	454,330	372,253
St. P. Minn.& M.	2d wk J'ne	233,000	212,970	3,571,518	3,189,268
So. Pac.Cal. N.D	February..	72,015	68,258	159,034	142,140
Do So. Div.;	February..	279,926	245,925	579,659	666,485
Do Arizona;	February..	161,782	241,318	341,783	457,392
Do N. Mex ;	February..	49,316	22,601	105,920	89,070
Scioto Valley...	May.....	43,386	44,006	195,985	198,627
South Carolina	April.....	78,900	78,389	494,923	413,498
Tol. Cin. & St. L	May.....	83,0 0	.....	.....	.....
Union Pacific..	16 dys J'ne	1,186,000	1,170,000	.....	.....
Utah Central...	April.....	94,250	130,485	396,980	490,982
Vicksb'rg& Mer	May.....	35,900	30,832	205,100	188,044
Wab.St.L.& P...	2d wk J'ne	274,755	272,824	.....	.....
West Jersey ...	April.....	76,022	69,963	276,746	246,425
Wisconsin Cent.	May.....	115,100	.....	.....	.....

† Freight earnings. ‡ Included in Central Pacific earnings above.

Coins.—The following are quotations in gold for various coins:

Sovereigns	$4 85 @$4 89½	Silver ¼s and ½s.	— 99¾@ par.
Napoleons	3 85 @ 3 89½	Five francs	— 92 @ — 95
XX Reichsmarks	4 73 @ 4 76	Mexican dollars..	— 86 @ — 87
X Guilders	3 95 @ 3 99	Do uncommerc'l.	— 84½ @ — 86
Span'h Doubloons	15 50 @15 65	Peruvian soles	— 80 @ — 81
Mex. Doubloons	15 45 @15 60	English silver	— 4 78 @ 4 84
Fine silver bars	1 10½@ 1 11½	Prus. silv. thalers	— 63 @ — 70½
Fine gold bars	par@¼ prem	U. S. trade dollars	— 99¼ @ — 99⅝
Dimes & ½ dimes.	— 99⅛@ par	U. S. silver dollars	— 99¾@ par.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on June 16:

Banks.	Capital.	Average amount of— Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
	$	$	$	$	$	$
New York	2,000,000	9 373,000	1,865,000	788,000	8 630,000	495,000
Manhattan Co.	2,050,000	7,355,100	1,644,400	391,600	6 584,100	.....
Merchants	2,000,000	7,233,000	917,700	792,800	6 465,000	854,300
Mechanics'.	2,000,000	7,208,000	1,052,000	884,000	6 357,000	.....
Union	1,200,000	4,397,500	715,300	561,000	3 650,000	.....
America	3,000,000	9,05 ,800	1,073,700	53 ,200	8 928,000	1,000
Phœnix	1,000,000	3,983,000	552,000	152,500	3,101,000	267,000
City	1,000,000	6,748,500	4,372,100	4 6,000	9 532,500	.....
Tradesmen's	1,000,000	3,057,800	335,800	139,400	1,994,200	799,800
Fulton	600,000	1,521,000	431,400	124,700	1,317,400	.....
Chemical	300,000	13,401,000	2,9 5,800	697,400	12 715 00	.....
Merch'nts' Exch	1,000,000	3,1 1,800	2 5 0,0	408,100	2 980,400	281,700
Gallatin Nation'l	1,000,000	4,501,800	6 5,8 0	152,100	2,555,700	724,200
Butchers'& Drov.	300,000	1,1 1,300	201,500	65,200	1,169,000	248,500
Mechanics' & Tr.	2 0,000	1,022,000	122,000	123,000	1,08 ,000	45,000
Greenwich	200,000	1,034,300	23,500	148,400	1 003,000	2,000
Leather Man'f'rs	600,000	3,270,200	3 5,4 0	316,500	2,537,400	527,300
Seventh Ward	300,000	1,1 8,300	216,900	13 ,000	1,1 4,500	18,000
State of N. York	500,000	3,977,300	661,500	153,000	3 588,000	.....
American Exch	5,000,000	11,727,000	2,406,000	1,331,000	10,418,000	.....
Commerce	5,000,000	14,721,400	2,905,500	1,249,400	10,254,700	977,700
Broadway	1,000,000	5,772,500	874,300	219,000	4 421,000	893,900
Mercantile	1,000,000	6,625,700	1,1 ,000	659,900	6,751,500	701,000
Pacific	422,700	2,45 ,400	650,800	231,700	2 981,300	.....
Republic	1,500,000	4,389,500	805,300	438,200	2,821,400	450,000
Chatham	450,000	3,531,500	631,200	3 3,900	3,305,200	45,000
People's	200,000	1,428,100	153,200	157,700	1,78 ,000	5,400
North America	700,000	2,903,700	442,000	27 ,000	3,023,300	.....
Hanover	1,000,000	9,250,000	1,932,500	80 ,200	10 311,400	90,000
Irving	500,000	3,337,200	6 2,200	37 ,100	3,15 ,800	408,200
Metropolitan	3,000,000	12,068,000	2,029,000	651,000	10,568,000	2,119,000
Citizens'	600,000	2,514,400	5 3,000	232,900	2 848,200	268,300
Nassau	500,000	2,20 ,700	122,500	264,200	2,428,700	.....
Market	500,000	2,852,000	701,700	106,100	2,493,500	443,000
St. Nicholas	500,000	2,455,900	193,500	61,400	1,943,800	.....
Shoe & Leather	500,000	2,621,000	596,000	195,000	3,189,000	450,000
Corn Exchange	1,000,000	4,804,000	414,000	201,000	3,544,000	9,500
Continental	1,000,000	5,541,900	1,478,400	203,300	6,2 5,100	450,000
Oriental	300,000	2,102,800	120,700	319,500	2,107,400	.....
Marine	400,000	3,333,000	1 7,000	283,000	3,911,000	270,000
Importers' & Tr.	1,500,000	18,997,000	5,5 2,100	597,000	22,586,50	1,279,200
Park	2,000,000	18,849,500	4,008,900	1,656,900	23,661,500	45,000
Wall St. Nation'l	500,000	1,621,000	202,100	130,100	1,530,900	.....
North River	240,000	1,495,000	17,000	122,000	1,526,000	.....
East River	250,000	1,1 4,500	61,800	1 4,800	929,500	219,400
Fourth National	3,200,000	16,001,300	3,6 0,900	1,154,700	16,810,000	53 ,000
Central Nat	2,000,000	8,025,000	489,000	1,40 ,000	8 313,000	297,000
Second Nation'l	300,000	3,449,000	4 9,0 0	540,000	4 110,000	45,000
Ninth National	750,000	5,744,300	1,292,000	738,400	6,175,500	573,300
First National	500,000	14,72 ,100	3,008,500	6 8,700	15,383,500	44,900
Third National	1,000,000	5,30 ,200	2,004,200	8 5,300	6,875,600	.....
N. Y. Nat. Exch	300,000	1,3 7,400	151,000	148,100	1,14 ,300	264,700
Bowery National	250,000	1,871,500	189,300	157,000	1,805,000	225,000
N. York County	200,000	1,617,400	2 ,900	586,400	2,071,900	180,000
Germ'n Americ'n	75 ,000	2, 72,300	2 6,700	83,300	2 288,300	.....
Chase National	3 0,000	4 6,7 0,000	1,183,500	425,600	5 817,100	45,000
Fifth Avenue	100,000	2,146,800	328,400	78,700	2 196,100	.....
German Exch	200,000	1,704,900	54,000	194,000	1,9 5,500	.....
Germania	200,000	1,7 ,900	111,800	231,600	1,977,800	.....
U. S. Nat.	500,000	5,343,000	1,123,800	219,000	5,692,200	445,100
Lincoln Nat	300,000	1,313,800	178,100	157,900	1,303,900	45,000
Garfield Nat	200,000	851,000	27,800	122,000	671,200	179,200
Total	61 1 2,700	321,748,100	62,260,800	25 943,800	317,690,2 0	5,8 2,400

The deviations from returns of previous week are as follows:

Loans and discounts	Inc.	$ 11,5 0	Net deposits	Inc.	$2,599,300
Specie	Inc.	71 ,800	Circulation	Dec.	139,400
Legal tenders	Dec.	897,200			

The following are the totals for three weeks:

1883.	Loans. $	Specie. $	L. Tenders. $	Deposits. $	Circulation. $	Agg. Clear $
June 2	317,575,800	62,251,500	21,552,500	310,9 9,400	16,021,300	556,236,224
" 9	321,1 6,000	6 ,55 ,900	21,441,000	315,290,9 0	15 ,1,800	748,5 1,040
" 16	321,748,100	62,260,800	25,943,800	317,6 0,2 0	15,8 2,400	716,498,872

Boston Banks.—Following are the totals of the Boston banks

1883.	Loans. $	Specie. $	L. Tenders. $	Deposits.* $	Circulation. $	Agg. Clear $
June 11	144,5 7,300	4,078,000	4,3 1,500	87,154,500	20,128,6 0	70,088,338
" 19	144,7 0,600	4,285, 00	4,115,300	87,369,700	28,42,200	67,935,35

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

1883.	Loans. $	Lawful Money. $	Deposits. $	Circulation. $	Agg. Clear. $
May 28	76,118,351	19,893,215	69,514,188	9,735,941	52,185,304
June 4	76,054,159	20,508,619	71,027,644	9,751,891	49,241,389
" 11	76,961,127	20,685,842	71,192,525	9,744,158	57,754,934
" 18	77,361,958	20,777,920	73,315,231	9,688,891	58,550,388

Unlisted Securities.—Following are quoted at 38 New Street:

	Bid.	Asked.
Am. Railw'y Imp.Co—		
Ex bonds and stock	....	....
Atl. & Pac.—6s, 1st	....	....
Incomes	....	....
Blocks 35 per cent	117	120
Cent. Branch	80	....
Am. Elec. Light	....	....
Am. Bank Note Co	$36	41
Am. Safe Deposit per-		
p tual del'vre bds	100	....
Bost.H.& E.—New st'k	¼	½
Old	⅛	⅜
Chic & Atl.—Stk	22	....
do Beneficiary stk	22	26
1st mort	98	....
Contin'l Cons.—5p c.	....	....
Den.& R.G.R'y—Cons.	91⅞	93
Denver Rio G. & West	23½	26¼
1st mort	76	77½
Denver & N. Orleans.	3	....
Subsidy scrip	....	....
Edison Elec. Light	300	310
Ga. Pac. R'y., 1st m	87	....
Gal. Houst. & Hen	....	....
Gal. Har. & S. Ant	....	....
I. B. & W. inc. bds	....	45
Ind. Dec. & Springf	....	....
L.& N.col.trust bds '82	80½	82
Keely Motor	8	10½
Mahoning Coal & RR.	....	....
Mexican Bonds—3 p.c.	....	....
Mexican. Nat	8⅛	10
Preferred	....	....
1st mort	50¼	51
Mexican Telephone	1⅞	2¼
Mich.&O.—Subs.75 p.c	....	105
M.U.St'k Trust Certs	193¾	193¾
M. K. & T. inc scrip	44¼	45
Missouri Pac..Cowdry		
Certfs	3	7½

	Bid.	Asked.
N.Y.W.Sh.&Buff.—Stk	30	34
del.wh.iss.on old sub		
58	....	....
North Pac. div. bonds	93⅜	93½
No. Riv.Const.—10op.c	108	109
Newb. D'tch & Conn—		
Incomes	....	....
N. J. Southern	½	1
N J. & N. Y.	3	4
Ohio C.—Riv. Div. 1st.	56	58
Incomes	....	....
Oregon Sh. Line deliv-		
ered when issued	30	....
Pensac. & Atl	....	24
1st mort	72	....
Pitts. & Western	....	19
Rich.&D.Ext. subs.70s	64	....
Roch.&Pitts. cons..1st	89	93
St P.Min.&Man.,script	....	103
St. Jo. & West	....	....
St. Jo. & Pacific 1st.	....	....
do do 2d	....	....
Kans. & Neb., 1st	....	74
do do 2d	....	....
Sel.,R.&D.st'k,st'mp'd	....	....
do 2d do do '80	....	1½
Incomes	¼	....
Tex.&Col.Imp.—6p.c	....	....
ex-bd	13	....
T.ex. & St. L	....	....
1st mort.,M.&A.div.	75	77½
Incomes	24½	25½
Subs	....	....
ex-bonds	14	19
Texas Pac. inc. scrip.	52½	53½
U. S. Elec. Light	128	130
Vicksb'g & Meridian	....	....
1st mort	....	99⅞
2d mort	63½	....
Wisconsin Central	20	....

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* CHRONICLE. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Cincinnati Hamilton & Dayton.

(*For the year ending March* 31, 1883.)

At Cincinnati, Ohio, June 19, the annual meeting of the stockholders of this railroad company was held. The following directors were elected in the interest of the Erie party, viz: Messrs. H. J. Jewett, C. C. Waite, E. A. Ferguson, John Carlisle, F. H. Short, George R. Blanchard, J. M. Adams, Henry Hanna and Wm. Hooper. The last three named take the places of Messrs. Brice, Cummings and Laraldo, of the old board. The board organized by the election of all the old officers. 29,764 shares voted. From the brief report submitted at the meeting, as given by the Cincinnati *Commercial-Gazette*, the figures below for 1882-3 have been made up.

COMPARATIVE STATEMENT OF EARNINGS AND EXPENSES ON ALL LINES, IN THE YEARS ENDING MARCH 31, 1881, 1882 AND 1883.

Receipts—	1880-81.	1881-82.	1882-3.
Passenger	$901,170	$985,529	$1,037,201
Freight	1,721,189	1,748,871	1,855,380
Mails	3,132	37,179	96,138
Express	51,942	51,547	
Indianapolis pool	31,735	23,315	99,687
Dayton pool	42,387	28,162	
Miscellaneous	97,148	91,543	
Total receipts	$2,882,300	$2,961,446	$3,088,407
Expenses—			
Fuel and oil	$208,583	$191,410	$963,199
Machine shops	25,906	28,696	
Train expenses	410,772	387,694	
Maintenance of way	490,945	552,413	438,159
Locomotive power	278,242	301,079	522,859
Slot on exp nses	293 841	305,794	90,348
Office expenses	111,994	128,180	
Miscellaneous	75,913	136, 68	
Total operating expenses	$1,895,300	$2,031,664	$2,014,907
Taxes, &c	80,022	83,092	85,119
Interest	579,315	589,516	512,096
D. & M. dividends	132,902	132,164	122,015
Sundries, profit and loss	3,710	3,318	770
Other items	14,500	10,0-6	6,880
Total expenses and interest	$2,705,751	$2,799,750	$2,751,778
Net surplus	$176,554	$161,696	$336,629

For the fiscal year 1882-3 it thus appears that the surplus over all obligatory charges was $336,629. From this deduct also dividends which have been paid during the year upon the outstanding preferred and common stock of Cincinnati Hamilton & Dayton Railroad, viz.:

Six per cent per annum on $347,900 of preferred stock of the C. H. & D. Railroad	$4,348
Six per cent per annum on $3,500,000 of common stock of the C. H. & D. Railroad	$210,000
Total	$214,348
Balance of earnings over expenditures	$122,280
Accrued interest charges	74,562
Surplus	$47,717

This surplus when divided up to the different roads was distributed as follows:

Credit C. H. & D. surplus earnings	$93,670
Credit C. R. & C. R. R. Co	55,878
Total	$149,548
Debit C. H. & I. R. R. Co	101,830
Balance	$47,717

St. Joseph & Western RR.

(*For the year ending Dec.* 31, 1882.)

The following statement of earnings, expenses, &c., for 1881 and 1882 has recently been issued:

Earnings—	1881.	1882.
Passengers	$149,392	$183,630
Mail	14,611	14,415
Express	19,400	21,750
Freight, cash	529,418	533,813
Freight, company	42,051	38,280
Car service	1,490	1,490
Miscellaneous	3,219	15,537
Total earnings	$759,593	$809,318
Expenses—		
Conducting transportation	$156,758	$166,033
Motive power	167,534	186,735
Maintenance of cars	60,055	54,160
Maintenance of way	218,939	239,679
Renewal of rails	46,527	99,060
General expenses	11,385	11,542
Taxes	31,129	40,146
Total expenses	$725,330	$797,667
Surplus	$34,263	$11,650

Less construction expenditures—

1881—Ice houses at Elwood	$172
Section houses at White's Quarry	1,1
Tools and machinery at Elwood	[illegible]
Pile driving statement	[illegible]
1882—Lots at St. Joseph, Mo	[illegible]
Right of way in Jefferson County	[illegible]
Depot at Hiawatha	[illegible]
Depot at Elwood	9,10
Water works, Hamlin	[illegible]
Water works, Hanover	[illegible]
Coal sheds, Hanover	501
Total surplus Dec. 31, 1882	$15,996

UNFUNDED DEBT DEC. 31, 1882.

Receiver's certificates	$[illegible]
Coupons overdue	[illegible]
Interest since maturity	[illegible]
Amount of indebtedness prior to first mortgage [illegible]	$[illegible]

JAMES M. HAM, Assist. Sec'y. SIDNEY DILLON, Vice Pres't.

Augusta & Knoxville.

(*For the year ending March* 31, 1883.)

The annual report of this Georgia company for the year ending March 31, 1883, is as follows:

Earnings.—Freights		$[illegible]	
" Mail		[illegible]	
" Passenger		[illegible]	$91,060 48
Expenses.—Conducting transportation	$[illegible]		
" Motive power	[illegible]		
" Maintenance of way	21,166 02		
" Maintenance of cars	887 67	$40,470 72	
Net			$50,589 96

The expenses were 66 2-5 per cent of the earnings—the profits of the business 33 3-5 per cent, of which there has been applied toward the floating indebtedness of the company the sum of $22,901, the balance to wit, $7,688, having gone into construction. There was expended during the year $13,185 for construction, making total cost of road and equipment to date $686 283. President Vodery, in the report, says: "The company was unable to meet the interest on its bonded debt falling due in January last. Temporary relief from this embarrassment was had by the purchase of the matured coupons by parties friendly to the road. It is important that arrangements should be made at the earliest practicable time to pay off this liability, as well as to meet those accruing on the first of July next. More than two-thirds of the grading has been done on the Greenwood Laurens & Spartanburg Railroad. Nothing, in the opinion of the management, is of such vital importance to your company as the early completion and operation of this line through to Spartanburg."

Maryland Coal Company of Allegany Co., Md.

(*For the year ending Dec.* 31, 1882.)

The annual report had the following: "The year 1882 witnessed a marked increase in the consumption of coal, more particularly in that of bituminous. It may fairly be expected that the future increase of production, which has hitherto grown in ratio, and must continue hereafter to keep pace with the growth of our country and its industries, will be represented chiefly in the outputs of the bituminous fields. These, as a whole, have of late years represented a much more remarkable development than have the anthracite fields of Pennsylvania.

"The Cumberland coal industry of Maryland has been the one great exception, for the past eight years, to the general growth that has characterized the operations of nearly all the available bituminous districts. And while during this interval other basins have established annual productions, exceeding in quantity the largest business ever done in one year by the Cumberland region, the output of the latter had declined to an amount but little exceeding one-half of its product of 1873."

As to the causes for this condition of affairs the report says: "Organized labor dictated its own terms, and in the absence of a common interest and combined action on the part of the producers, enforced the payment of wages thirty per cent higher than those established for similar labor in competing fields, where work was more difficult and less productive. The transporters appropriated most of what was left, and the vast capitals represented in the mine ownerships returned little or nothing to the proprietors. It is not surprising that, under such circumstances, a dry rot seemed to strike the trade of our district, and notwithstanding the widely-recognized superiority of its coal, which may be said to be the best of its variety that is known, its trade languished and declined."

The first movement that appeared essential to a correction of these abuses was undertaken in the construction of the George's Creek & Cumberland Railroad. "The road was designed to connect the mines of the Company, and others centrally situated in the George's Creek Valley, with the Chesapeake & Ohio Canal and the Baltimore & Ohio Railroad at Cumberland, and with the Pennsylvania Railroad system at the Pennsylvania State Line."

In the next place, a better union of interests among the mining companies was effected than ever before prevailed, "and in the spring of 1882, measures were adopted by all the operators of the field to equalize the prices paid for mining and other labor with those prevailing in competing fields. A suspension of operations throughout the regions for about five months resulted, and terminated in August last in an acceptance by the employees of the wages offered." * * *

"The company's estate consists of about 8,000 acres of land, in Allegany and Garrett counties, Maryland, about 1,000 of

which contain the big vein, ample for all demands of trade that are likely to arise. The reserve of small veins in several thousand acres of the company's lands, renders its property inexhaustible for the purposes of any present consideration."

The business of 1882 included total shipments of 97,777 tons.

PROFIT AND LOSS ACCOUNT JAN. 1, 1883.

Balance, Jan. 1, 1882		$16,780
" credit coal account		24,885
		$41,666
Dr.		
nterest	$7,961	
nterest on bonds	11,270	
Taxes	7,481	
Salaries and expenses	13,121	
Legal expenses	501—	40,276
Balance		$1,389

ASSETS AND LIABILITIES, DEC 31, 1882.

Assets.		*Liabilities.*	
Real estate	$4,400,000	Capital stock	$4,400,000
Personal property and improvements	88,241	Bills payable	105,000
Vessel property	1,872	First mortgage bonds, due Nov. 1, 1896	161,000
Cash in banks and hands of agents	11,279	Accounts payable	46,554
Potomac L. & D., and C. & O. repair bonds	9,000	Profit and loss	1,389
George's Creek & Cumberland R. R. stock	105,000		
Accounts receivable	9[illegible]982		
Coal on hand at cost	5,567		
	$4,713,943		$4,713,943

New Central Coal Co. (Maryland).

(For the year ending December 31, 1882.)

The annual report has the following statistics. Coal mined in 1882:

From Koontz Mine, tons.	85,416
From Big Vein Mine	31,643
From Midlothian Mine	49,938
Total (6 months)	166,998
Mined in 1881 (year)	300,982
Decrease	133,984

Coal mined in each year (tons) has been:

1875	258,851	1878	352,847	1881	300,982
1876	240,233	1879	332,739	1882 (6 mos.)	166,998
1877	345,177	1880	350,305		

"The business of the company was interrupted for nearly one-half (and that the best half) of the year by reason of the strike of the miners, which was general throughout the Cumberland coal region, and all the other companies suffered correspondingly. The mines were therefore worked for about six months only, and, as the report shows, we earned during that time sufficient to pay the large losses incurred during the suspension, and leave a profit as the result of the year's business."

STATEMENT OF PROFITS FOR THE YEAR ENDING DEC. 31, 1882.

Dec. 31, 1882..Balance to credit of coal account		661,445
Dec. 31, 1882. Coal on hand	$54,677	
Less freights and taxes due	6,897	—47,779
		$709,225
Deduct amount paid for railroad and canal freights and tolls, mining, office and shipping exp., salaries and exp. of strike		696,800
Net earnings for the year		$12,425
Balance to credit of profit and loss Dec. 31, 1881		$266,221
Balance to credit of profit and loss Dec. 31, 1882		$274,914

BALANCE SHEET DEC. 31, 1882.

Assets—		*Liabilities—*	
Real estate	$5,000,000	Capital stock	$5,000,000
Pers'n'l prop'y at mines	76,752	Bills payable	53,956
Do New Y'k & Hob'k'n	3,628	Unsettled accounts	46,483
Koontz Barracks	3,635	Dividends unpaid	1,100
Barges	6,060	Balance to credit of profit and loss	274,914
Cash on hand	36,586		
Bill receivable	9,913		
Coal on hand	47,779		
Accounts receivable	192,367		
	$5,376,464		$5,376,464

Lehigh & Wilkesbarre Coal Co.

(For the year ending Dec. 31, 1882.)

The annual report made to the stockholders of this company stated that "there was mined during the year 2,133,710 01 tons, of which 1,389,082 17 tons were sent to Port Johnston, and the remainder distributed from Mauch Chunk or sold at mines. There has been expended during the year in Wyoming Region at Stanton Shaft, No. 7 Colliery (destroyed by fire some years since), and for air shaft and second opening, $104,512 66; and at Lance, No. 11 Colliery, air shaft, new breaker, etc., $74,854 99; and in the Honey Brook Region, for opening mines at Green Mountain and Railroad to Treskow, $29,906 12; besides other extraordinary expenses, making a total of $447,276 25, all of which has been charged to the cost of the cost of the business as appears by the statement herewith."

There was on hand Jan. 1, 1882, in the sinking fund for payment of mortgage indebtedness		$190,602
To which has been added for the year 1882—		
On coal mined by the company	$266,243	
On coal mined by other parties from company's lands	20,903	
		287,146
		$477,749
There was paid during the past year on the mortgage debt of company		206,754
Leaving available January 1, 1883		$270,994
And out of which must be paid up to May 1:		
Purchase money New Jersey Coal Co. bonds (paid January 2)		$40,000
Wadhams second mortgage (paid January 15)		2,000
Purchase money Nott. Coal Co. bonds (due April 1)		50,000
Sterling bonds, drawn in 1881 and 1882 (due May 1)		129,000
Total		$221,000

"Of the five year mortgage bonds of July 1, 1878 (and due July 1 next), issued by the receivers for the payment of the floating debt, there was retired under sinking fund during 1882, $25,200, leaving outstanding January 1, 1883, $260,500. This amount will be largely reduced from the balance (some $18,000) remaining in this sinking fund, and additions thereto prior to the maturity of the mortgage. No interest was paid during the year on the $6,116,000 consolidated bonds held by the Central Railroad Co. of New Jersey, as, after providing for the sinking funds and paying the interest on the other obligations of the company, including the income bonds issued for funding coupons, it was deemed judicious by the board of directors to devote a large part of the earnings to the new work previously mentioned, thereby increasing the producing capacity of the company. This increased tonnage should, in the near future, add materially to the earnings of both the railroad and coal companies. The company has no floating debt.

CONDENSED BALANCE SHEET, DEC. 31, 1882.

Assets		
Coal lands, surface, mine houses, etc		$24,569,819
Mining improvements, Railroad and equipment		3,199,187
Yards, piers, and other real estate		201,716
Personal property		327,998
Barges, New York harbor		43,818
Paid for coal to be mined in future	$658,666	
Less paid by receivers and charged against the business, but available in the future	250,361—	408,304
Coal on hand	$182,027	
Bonds and securities owned by company	144,789	
Bills and accounts receivable	925,823	
Cash	168,288—	1,420,928
		$30,171,902

Liabilities.		
Capital stock	$10,000,000	
Less owned by company	1,300,000—	$8,700,000
Mortgage debt—		
W. B. C. & I. Co. loan, 1892 } For which sterling bonds are deposited with Fidelity Co.		20,000
Lehigh Coal & Nav. Co. loan, 1894 }		771,000
do. do. do., 1897 }		500,000
Sterling loan of 1899 issued		1,963,000
Sundry mortgages on property acquired previous to consol. loan		670,119
Consol. loan, 1900, in hands of public		5,384,000
Balance due on Nottingham Colliery and other mortgage indebtedness		919,330
Loans on which the interest is payable only if earned, after paying all other interest—		
Income bonds issued for funding coupons		1,118,670
Consol. loan, 1900, held by C. R. R. Co. of N. J		6,116,000
Income bonds held by C. R. R. Co		2,353,000
Due for mining and transportation in Dec. (since paid)		523,473
Royalties labor and supplies account (since paid)		101,611
Taxes, rents, etc., accrued, not due		3,814
Coupons matured and due Jan. 1		41,266
Reserve for sundry accounts unsettled by receivers and in suit, or unclaimed (since paid $21,568 70)		65,843
Interest accrued and not yet due		139,138
Sinking funds available for payment of mortgage debt		270,994
Surplus		516,476
		$30,171,902

GENERAL INVESTMENT NEWS.

Arkansas Railroad Bonds.—A report to the Chicago *Times* from Keokuk, Iowa, June 18, gave the following account of the railroad suits: "Under an act of the Legislature of Arkansas, ratified by the people at the general election in 1868, bonds to the amount of $5,350,000 were issued to aid in the construction of certain railroads in that State, viz., the Little Rock & Fort Smith, $1,000,000; Little Rock Pine Bluffs & New Orleans, $1,200,000; Mississippi Ouachita & Red River, $600,000; Arkansas Central, $1,350,000; Memphis & Little Rock, $1,200,000. These bonds run thirty years, and bear interest at the rate of 7 per cent. Under a certain system of taxation the railroads were required to pay the interest and principal of the bonds. In default they were subject to be placed in the hands of a receiver and their incomes and revenues sequestrated. All of them defaulted in the payment of interest in 1873, and were handed over to receivers appointed at the request of the State Treasurer. They were in this attitude when, in May, 1874, the legislature repealed the law authorizing the roads to be put into the hands of a receiver, and they drifted back into the hands of their owners. Soon after this the Supreme Court of Arkansas declared the bonds illegal and void, because the act under which they were issued never became a law as provided by the State Constitution. Thus matters rested until something over a year ago, when the bondholders filed a complaint in the United States Circuit Court for the Eastern District of Arkansas against the Little Rock & Fort Smith Railroad, praying judgment against that road for the amount of the coupons overdue on the State bonds issued to it, and the appointment of a receiver. To this the defendant demurred, claiming that the bonds were invalid; that the road had passed into the hands of a new corporation, and could not be made chargeable with that indebtedness. Argument in the case was heard by Hon. Geo. W. McCrary, Circuit Judge, and Hon. Henry C. Caldwell, District Judge. The demurrer was overruled, the Court holding that the road was liable for the bonds. At the late term of the United States Court, held at Little Rock, suit was also commenced against the Little Rock Mississippi River & Texas Railway Company, a new corporation which had absorbed the Little Rock Pine Bluffs & New Orleans and the Mississippi Ouachita & Red River roads, similar to that against the Fort Smith road.

To these complaints defendants answered that the same point is involved in both these suits. Hon. Samuel Miller, United States Supreme Judge, assigned to this judicial circuit, and Hon. H. C. Caldwell, the district judge for the Eastern District of Arkansas, met at Chambers in the United States Court room in this city for the purpose of hearing argument in these cases. The argument was opened in behalf of the plaintiffs by John R. Dos Passos, Esq., of New York; ex-Chief Justice John McCure of Arkansas, is also for the plaintiffs, and ex-United States Circuit Judge John F. Dillon, now of New York, formerly of this State, and C. W. Huntington, Esq., of Boston, for the defendants, will also be heard. The argument is likely to last several days. The large interests involved have awakened a deep interest in these suits. Among those in the city who are interested either on one side or the other in the result of this case is E. H. Converse, Esq., President of the Little Rock & Fort Smith road; Col. A. H. Johnson, President of the Arkansas Central; Mr. Hammond, a New York attorney, and I. N. Smithee, Esq., formerly land commissioner of Arkansas."

Atlantic & Pacific.—The Boston *Herald* reports that the connection of the Atlantic & Pacific with the Southern Pacific is postponed for a few weeks, as one-quarter of the pile bridge, nearly completed, over the Colorado River has been carried away by the high water and drift wood. The bridge is about 1,200 feet long, 300 feet being destroyed.

Central Iowa.—The executive committee chosen at a meeting of the holders of preferred securities of the Central Iowa, in Boston, April 4, has made a report to the effect that the managers of the road have been using the whole net earnings or profits of the road in extensively improving it, by putting down steel rails and in many other ways, according to their best judgment, in view of the increasing business of the road and its future possibilities, and the committee is disposed to concede honesty of intention in the management of the road, while it charges gross carelessness of the rights guaranteed to preferred stockholders by the charter. In regard to the present year (1883), the committee have the assurance of the President that a dividend will be paid to some or all the preferred security holders of the road out of the surplus net earnings. In view of these facts, the committee recommends that the claims of the junior preferred stocks be held in abeyance, and that the holders of debt certificates and of preferred stocks should accept (if voted them by the directors) dividend scrip for 7 per cent in full of all claims for net earnings of the road to January 1, 1883.—*Boston Journal*, June 16.

Central of N. J.—Pennsylvania.—The *Times'* dispatch from Trenton, N. J., June 21, says: "A few weeks ago the Pennsylvania Railroad Company filed a bill in the United States Circuit Court, in this city, setting forth that an agreement had been entered into between it and the Central Railroad of New Jersey by which the Pennsylvania was permitted to run trains over the New York & Long Branch road to the sea-shore. In this agreement, it is alleged, it was also stipulated that no Superintendent for that division of the Central Railroad should be appointed without the concurrence of the Pennsylvania Railroad. The bill further stated that the complainants had received notice that the Central Railroad Company would no longer abide by the contract, and concluded by praying for an injunction order restraining the Central Railroad Company from abrogating the said contract or taking any action whatsoever in the matter. The court issued a temporary order to that effect, and fixed June 25 as the day on which to hear the arguments in the case. By consent of counsel the hearing has been postponed until July 9.

"Late last evening Mr. Edward T. Green, counsel for the Pennsylvania Railroad Company, filed a petition asking for a rule to show cause why the Court should not appoint a proper person to act as Superintendent of the New York & Long Branch Railroad, and that the said road be managed and operated under the direction of the Court. Judge Nixon granted the rule and made it returnable on June 28. In the meantime affidavits may be taken preliminarily for the argument. The petition sets forth the stipulation above recited, concerning the appointment of a Superintendent with the consent of both parties; and further, that upon the resignation of Mr. Randolph, the late Superintendent of the New York & Long Branch Railroad Company, the President of the Central Railroad Company filled the place by the appointment of another without consulting the Pennsylvania Railroad Company. This act, the petition claims, is a violation of the injunction issued by the Court in the suit still pending against the Central Railroad Company, and also that the President of the Central Railroad Company is in contempt of court."

Grand Rapids & Indiana.—Notice is given to the holders of coupons maturing July 1, that the Pennsylvania Railroad Company will purchase said coupons, as the G. R. & I. Company cannot pay them while enjoined by the suit in equity. [See notice in advertisements.]

Iowa Railroad Land Company.—The report of the Iowa Railroad Land Company for the year ended March 31 embraces the transactions of six land companies, in which Boston capital is more or less interested, viz: The Iowa Railroad Land Company, Iowa Falls & Sioux City Railroad Land Department, Missouri Valley Land Company, Blair Town Lot & Land Company, Sioux City & Iowa Falls Town Lot & Land Company, and Elkhorn Land & Town Lot Company. The total sales of these companies for the year were 157,835 acres, for $1,087,037 and 1,605 town lots, for $202,256. The number of purchasers was 1,438; average sales to each purchaser, 110 acres; average price per acre, $6 88. Of the above, 23,553 acres were sold for cash. The cash collections were $1,774,854, and the balance due March 31 were $2,550,965. The expenses of sale and management for the year were $47,264, or 6 per cent on the gross sales.

Lake Shore & Michigan Southern.—At a meeting of the board of directors held June 22, a quarter's dividend of 2 per cent was declared, payable on the first day of August next. The following is the statement for six months, which was presented at the meeting (June, 1883, being partly estimated):

	1883.	1882.
Gross earnings	$[illegible]	$[illegible]
Operating expenses and taxes	[illegible]	[illegible]
Percentage of earnings	[illegible]	[illegible]
Net earnings	$[illegible]	$[illegible]
Interest, rentals and divs. on guar. stock	[illegible]	[illegible]
Balance	$1,711,8[illegible]7	$1,076,0[illegible]5
Equals per share	[illegible]	[illegible]
Dividends		
2 per cent May 1	$989,[illegible]50	
2 per cent August 1	989,130 —	1,978,660
Deficiency	$2[illegible]6,83	902,[illegible]65

Increase in gross earnings ... $[illegible] = [illegible] p. cent.
Increase in operating expenses ... [illegible] = [illegible] p. cent.
Increase in net earnings ... 918,592 = 3[illegible] p. cent.

The property has been kept up to its usual high standard and the cost of doing it has been charged to operating expenses. Nothing has been charged to construction account. If the first half of 1883 yields as good results as the same period of last year (56.40 per share), the whole year will show an earning of 9¾ per cent.

J. W. VANDERBILT, Acting Treasurer.

Louisville & Nashville.—The following official statement of gross and net earnings is made for the month of May and for the eleven months of the fiscal year from July 1 to May 31.

	May.		Eleven Months.	
	1882.	1883.	1882.	1883.
Gross earnings	$958,130	*$1,055,000	$10,772,253	*$12,116,859
Net earnings	397,847	*471,770	4,227,692	*5,059,348

*May, 1883, is approximate.

Michigan Central—Canada Southern.—A half-yearly statement from the Michigan Central Railroad Company (June, 1883, being partly estimated) shows the following results for both roads: A dividend of 3 per cent on Michigan Central and 2 per cent on Canada Southern were declared, each payable Aug. 1. The statement for six months was made without any comparison with 1882:

Gross earnings of both roads	$6,710,000
Operating expenses and taxes	4,561,000
Percentage of earnings	(68·20)
Net earnings	$2,149,000
Interest and rentals	1,210,000
Balance	$939,000
Division as per traffic agreement—viz., Michigan Central RR. Company's two-thirds	626,000
Canada Southern RR. Co.'s one-third	313,000
Equals per share on Canada Southern	$2 09
Dividend 2 per cent, payable August 1 proximo	300,000
Surplus for six months	$13,000
Michigan Central two-thirds	$626,000
Equals per share	$3 34
Dividend 3 per cent, payable August 1	562,146
Surplus	$63,854

Louisville New Orleans & Texas.—A recent report from Memphis says that two engines have been received there for the railroad which is to be a continuation of the Chesapeake Ohio & Southwestern from Memphis to New Orleans, and which, when completed, will be known at the Louisville New Orleans & Texas Railroad. Grading between Memphis & Clarksdale, Miss., 100 miles to the South, has been about completed, and track-laying with steel rails will be commenced about July 1. The officers of the company say that by October 1 daily trains will be running from Memphis to Clarksdale, and that by January connections will have been made between Memphis and Vicksburg. It is noteworthy that the completion of this road to New Orleans will give a complete route from San Francisco to Norfolk under the direction of one head—Mr. C. P. Huntington.

Philadelphia & Reading.—The gross receipts from the railroads, canals, steam colliers and coal barges in May were $1,696,877 and the net receipts $668,787; for the fiscal year since Nov. 30, 1882, the gross receipts have been $9,950,742 and the net receipts $4,255,004. The gross receipts of the Philadelphia & Reading Coal & Iron Co. in May were $1,395,052 and net loss $13,497; since Nov. 30 gross receipts have been $6,692,992 and net, $58,956. The total receipts of both companies together for each month of the fiscal year have been as follows:

	Gross Receipts.		Net Receipts.	
	1882-83.	1881-82.	1882-83.	1881-82.
December	$2,865,201	$3,231,677	$[illegible]13,784	$[illegible]17,542
January	2,559,994	2,451,463	661,877	616,313
February	2,377,181	2,169,055	630,050	438,956
March	2,823,724	2,585,720	707,591	655,449
April	2,919,617	2,699,705	817,128	708,104
May	3,091,928	2,878,009	655,320	730,074
Total 6 months	$16,643,645	$16,017,583	$4,313,950	$4,167,438

The coal tonnage has been as follows, viz.: Carried on the railroad in May, 665,823 tons, against 644,165 tons in May, 1882. Mined by the Coal & Iron Co. and by tenants, 435,503 tons, against 418,098 tons same month in 1882.

Southeastern—Canadian Pacific.—In regard to the reported purchase of the Southeastern Railroad, it was said at the agency of the Canadian Pacific Railway that the purchase had not been completed, but the Canadian Pacific had secured a refusal of the road. The terms on which the Canadian Pacific has the option of buying have not been made public.

The Commercial Times.

COMMERCIAL EPITOME.

Friday Night, June 22, 1883.

On Saturday last there was an important failure in the lard speculation at Chicago, which caused a sharp decline in that staple. On Tuesday, failures in the wheat speculation occurred at both New York and Chicago. These events depressed financial and business circles generally, and a sharp decline has followed, not only in staples in which a speculative interest has been developed, but on the Stock Exchange. Occurring at this stage of the season it is believed that their effect will prove generally beneficial by restoring values to a sound basis, and promoting the control of legitimate influences. The weather in all sections has been favorable to crop prospects, but serious overflows of the Missouri and Upper Mississippi Rivers threaten to do some damage.

Not in many years has there been so serious a disturbance in provision circles as that which has taken place during the past week. The failure in Chicago of the most prominent operator led to others, and at one time the position was thoroughly demoralized. Lard declined ¾ to 2½ cents per lb., as to the option dealt in, and pork fell away $1 50 per bbl. Toward the end of the week there were spasmodic efforts toward recovery, which were only slightly successful. As a result of the decline in lard the exports were materially increased. To-day lard opened higher, but soon re-acted downward, and an unsettled feeling set in; July options were sold at 10·15@10·05c.; August 10 15@10·09c.; September 10·15@10·14c; October 10 15c; seller year 9 75c. On the spot there were sales of prime Western at 10·25c.

Pork was slow and almost nominal at $18 50 for mess. Bacon ruled dull at 9¾@10c. for long clear. Beef about steady at $20@$21 for city extra India mess. Beef hams remained firm at $26 50 for Western prime. Butter has had a fair movement at steady figures. Cheese has been active for export; good to fancy State factory 9½@11c. Tallow remained steady at 7⅞@8c. for prime. Stearine is steady at 11¾c. for prime; oleomargarine 10⅛c.

Rio coffee has been firmer on the spot and closes at 9½c. for fair cargoes with a better trade; options have been only moderately active, though to-day the sales reached 40,250 bags; prices have advanced, and No. 7 for July sold to-day at 7·65@7·75c.; August at 7 70@7·75c.; September at 7·80@7 85c.; October at 7·85@7·90c.; November at 7·90c.; December at 7·95@8 05c., and January at 8·05c.; mild grades have been fairly active and steady, but the close is quiet. Tea has been steady but quiet. Rice sold freely for a time, but closes less active, though firm. Molasses has been steady; 50-degrees test Cuba closes firmer, in fact at 26@26½c.; the lower grades of New Orleans have sold more freely at 30@40c. Raw sugar has been more active at a decline in Muscovado to 6¾c. for fair refining, though centrifugal has been steady at 7¾c. for 96-degrees test; refined closes steady at 9⅜@9½c. for crushed; 9⅛@9⅜c. for powdered, and 8 13-16c. for granulated.

Kentucky tobacco has been steady, although the movement was not up to anticipations; sales 143 hhds., of which 91 were for home use and 52 for export. Lugs were quoted at 5½@6½c. and leaf at 7@10½c. Seed leaf has been more active, and a steady range of values is maintained. The sales embrace 4,000 cases, including 2,800 cases 1882 crop Pennsylvania 11@20c.; 400 cases 1880-81 crops do. 8@14c.; 500 cases 1882 crop New England 11½@25c; 100 cases 1881 crop do. 14@30c., and 200 cases 1882 crop Wisconsin Havana seed 10@12c.; also 450 bales Havana 80c.@$1 18; and 400 bales Sumatra 95c.@$1 50.

Rosins early in the week were irregular, but at the close there was an improvement, owing to curtailed offerings; strained to good strained, $1 60@$1 67½. Spirits turpentine closed less firm at 39@39¼c. on the spot; there were offerings for next week at 38½c. Refined petroleum has had a fair export sale at steady figures; 110-degrees test here quoted 7¾c. and 70-degrees test 7½c. Crude certificates have been very irregular, but the drift during the past two days has been slightly upward; to-day there was a decline from $1 18½ to $1 16, with the closing figures $1 16⅛; sales at the two Exchanges 7,614,000 bales. Hops are selling in a small way at 40@45c. for State 1882. Wool is dull, weak and very much depressed; the arrivals continue large. Ingot copper very active; 20,000,000 lbs. Lake sold for export and consumption, all the year delivery, at 15c.

Ocean freight room was steady and grain accommodation was again in request. The business in oil vessels has been large, although such was not the fact to-day. Rates are firm. To Liverpool by steam grain was taken to-day at 3d., 56 lbs.; bacon, 15s.; cheese, 30@40s.; flour, 7s. 6d.@10s.; cotton, ⅜d.; grain to Glasgow by steam, 4@4¼d; bacon, 25s.; cheese, 40s.; grain to Hull by steam, 3¼d.; bacon, 20s.; cheese, 30s.; grain to Antwerp by steam, 3d.; do. to Havre by steam, 10c.; grain to Alborg, 5s. 3d. per quarter; refined petroleum to Baltic, 1s; do. to Antwerp or Hamburg (10 days), 3s. 5d.; case oil to Cortu, 21c.

COTTON.

Friday, P. M., June 22, 1883.

The Movement of the Crop, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (June 22) the total receipts have reached 12,395 bales, against 21,573 bales last week, 25,456 bales the previous week and 30,426 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,881,551 bales, against 4,611,199 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,270,352 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	571	194	203	303	102	120	1,499
Indianola, &c.	....	....	....	....	....	10	10
New Orleans	277	940	782	537	627	434	3,597
Mobile	....	139	22	5	....	136	302
Florida	....	....	....	....	....	....	....
Savannah	145	133	665	291	64	235	1,541
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	28	80	16	68	1	113	306
Pt. Royal, &c.	....	....	....	....	....	26	26
Wilmington	1	119	....	7	....	6	133
Moreh'd C., &c	....	....	....	....	....	43	43
Norfolk	107	178	29	58	94	180	646
West Point, &c	....	....	....	....	....	236	236
New York	....	10	....	50	....	139	199
Boston	318	86	....	190	45	32	671
Baltimore	....	....	....	....	....	1,715	1,715
Philadelp'a, &c.	141	29	636	204	450	11	1,471
Totals this week	1,588	1,913	2,356	1,719	1,383	3,436	12,395

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night and the same items for the corresponding periods of last years.

Receipts to June 22.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883.	1882.
Galveston	1,499	821,313	553	425,896	18,999	6,291
Indianola, &c.	10	16,887	.....	13,721	.....	.....
New Orleans	3,597	1,646,189	2,216	1,178,674	106,138	71,614
Mobile	302	310,503	367	261,234	10,090	3,340
Florida	.....	18,410	....	27,207	.....	.....
Savannah	1,541	807,814	2,882	724,636	4,221	5,253
Brunsw'k, &c	.....	5,508	.....	7,026	.....	.....
Charleston	306	564,560	3,217	493,751	5,009	7,704
Pt. Royal, &c.	26	24,528	.....	24,392	.....	.....
Wilmington	133	127,037	5	134,717	1,642	920
M'head C., &c	43	19,457	5	26,521	.....	.....
Norfolk	646	794,012	1,398	607,789	23,821	5,841
West Point, &c	236	226,748	233	191,292	.....	.....
New York	199	137,215	162	158,873	200,243	207,938
Boston	671	187,760	1,705	224,650	7,080	8,350
Baltimore	1,715	66,338	228	21,048	18,022	20,090
Philadelp'a, &c	1,471	107,249	893	89,772	6,301	14,303
Total	12,395	5,881,551	13,869	4,611,199	401,626	351,644

Galveston includes Indianola; Charleston includes Port Royal, &c. Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	1,509	553	2 933	825	867	1,364
New Orleans.	3,597	2,216	3,98	4,651	962	1,500
Mobile	302	367	661	884	177	451
Savannah	1,511	2,882	1,932	1,231	1,515	1,043
Charl'st'n, &c	332	3,217	816	640	55	206
Wilm'gt'n, &c	176	10	353	75	49	123
Norfolk, &c.	882	1,631	4,286	3,152	438	1,058
All others	4,076	2,993	8,467	12,000	2,230	1,129
Tot. this w'k.	12 395	13,869	23,476	23,511	6,293	6,879
Since Sept. 1.	5881,551	4611,199	5646,168	4825.077	4420.903	4237,315

The exports for the week ending this evening reach a total of 37,026 bales, of which 33,427 were to Great Britain, 304 to France and 3,295 to the rest of the Continent, while the stocks as made up this evening are now 401,626 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending June 22 Exported to—				From Sept. 1, 1882, to June 22, 1883. Exported to—			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston	.....	.....	.....	.....	312,745	39,328	160,503	512,036
New Orleans	15,078	.....	.....	15,078	826,323	285,355	436,106	1,547,784
Mobile	.....	.....	.....	.....	34,840	9,350	1,100	45,290
Florida	.....	.....	.....	.....	.....	.....	100	100
Savannah	.....	.....	.....	.....	110,312	23,678	283,038	418,028
Charleston*	.....	.....	.....	.....	131,080	24,775	216,015	371,870
Wilmington	.....	.....	.....	.....	53,172	.....	4,590	57,762
Norfolk†	.....	.....	.....	.....	370,420	.....	28,985	399,405
New York	7,027	304	3,045	10,976	488,597	29,077	154,879	672,553
Boston	4,765	.....	.....	4,765	172,599	.....	443	173,042
Baltimore	3,204	.....	250	3,452	158,481	4,823	62,481	235,788
Philadelp'a, &c	2,755	.....	.....	2,755	81,566	.....	3,386	84,952
Total	33,427	304	3,295	37,026	2,759,518	418,366	1,351,706	4,529,530
Total 1881-82	25,248	8,923	10,614	44,785	2,243,377	358,201	760,185	3,361,763

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 89 Broad Street.

JUNE 22, AT—	On Shipboard, not cleared—for Great Britain.	France	Other Foreign	Coastwise.	Total.	Leaving Stock.
New Orleans....	3,481	354	397	712	4,944	101,554
Mobile	None.	None.	None.	None.	None.	10,000
Charleston	None.	None.	600	100	700	4,300
Savannah	None.	None.	None.	150	150	4,071
Galveston..	5,295	None.	None.	1,026	6,321	12,673
Norfolk	2,000	None.	None.	2,346	4,346	15,475
New York..	2,900	None.	1,450	None	4,350	195,893
Other ports.....	2,500	None.	500	None.	3,000	30,015
Total 1883	15,876	354	2,947	4,334	23,511	378,415
Total 1882	19,884	7,869	7,099	1,864	36,716	314,925
Total 1881	57,382	9,553	4,856	1,923	53,714	322,841

The market for cotton for future delivery at this port opened the week somewhat depressed, but late on Monday the reports from the Missouri River indicated some danger of an overflow of the Mississippi River, and possible danger to the growing crop in a considerable section. There was consequently a demand to cover contracts, which caused a slight improvement in values. This influence was exhausted on Wednesday morning, when prices again steadily declined to this morning, when fresh dangers of an overflow were reported, and the next crop quickly rallied. This afternoon there were no new features, and the close was quiet. Cotton on the spot was dull nearly all the week, and Monday quotations were reduced 1-16c. On Tuesday a large business was reported for export. To-day the market was quiet and unchanged at 10½c. for middling uplands.

The total sales for forward delivery for the week are 357,000 bales. For immediate delivery the total sales foot up this week 5,737 bales, including 4,000 for export, 1,607 for consumption, 130 for speculation and —— in transit. Of the above, 30 bales were to arrive. The following are the official quotations for each day of the past week.

June 16 to June 22	UPLANDS. Sat.	Mon	Tues	NEW ORLEANS. Sat.	Mon	Tues	TEXAS. Sat.	Mon.	Tues.
Ordin'y.	7 5/8	7 9/16	7 9/16	7 7/8	7 13/16	7 13/16	7 7/8	7 13/16	7 13/16
Strict Ord..	8 1/16	8	■	8 5/16	8 1/4	8 1/4	8 5/16	8 1/4	8 1/4
Good Ord..	8 7/8	8 13/16	8 13/16	9 1/8	9 1/16	9 1/16	9 1/8	9 1/16	9 1/16
Str. G'd Ord	9 9/16	9 1/2	9 1/2	9 13/16	9 3/4	9 3/4	9 13/16	9 3/4	9 3/4
Low Midd'g	10 1/16	10	10	10 5/16	10 1/4	10 1/4	10 5/16	10 1/4	10 1/4
Str.L'w Mid	10 3/8	10 3/16	10 3/16	10 5/8	10 9/16	10 9/16	10 5/8	10 9/16	10 9/16
Middling....	10 9/16	10 1/2	10 1/2	10 13/16	10 3/4	10 3/4	10 13/16	10 3/4	10 3/4
Good Mid..	10 15/16	10 7/8	10 7/8	11 3/16	11 1/8	11 1/8	11 3/16	11 1/8	11 1/8
Str. G'd Mid	11 3/16	11 1/8	11 1/8	11 7/16	11 3/8	11 3/8	11 7/16	11 3/8	11 3/8
Midd'g Fair	11 11/16	11 5/8	11 5/8	11 15/16	11 7/8	11 7/8	11 15/16	11 7/8	11 7/8
Fair.....	12 7/16	12 3/8	12 3/8	12 11/16	12 5/8	12 5/8	12 11/16	12 5/8	12 5/8

	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y.	7 9/16	7 9/16	7 9/16	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16
Strict Ord..	8	8	8	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
Good Ord..	8 13/16	8 13/16	8 13/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16	9 1/16
Str. G'd Ord	9 1/2	9 1/2	9 1/2	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Low Midd'g	10	10	10	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Str. L'w Mid	10 5/16	10 5/16	10 5/16	10 9/16	10 9/16	10 9/16	10 9/16	10 9/16	10 9/16
Middling....	10 1/2	10 1/2	10 1/2	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Good Mid..	10 7/8	10 7/8	10 7/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Str. G'd Mid	11 1/8	11 1/8	11 1/8	11 3/8	11 3/8	11 3/8	11 3/8	11 3/8	11 3/8
Midd'g Fair	11 5/8	11 5/8	11 5/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8	11 7/8
Fair.....	12 3/8	12 3/8	12 3/8	12 5/8	12 5/8	12 5/8	12 5/8	12 5/8	12 5/8

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary	7 1/16	7	7	7	7	7
Strict Good Ordinary	7 7/8	7 13/16	7 13/16	7 13/16	7 13/16	7 13/16
Low Middling....	8 9/16	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Middling	9 11/16	9 5/8	9 5/8	9 5/8	9 5/8	9 5/8

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT. Ex-port.	Con-sump.	Spec-ul'n	Tran-sit.	Total.	FUTURES Sales.	Deliv-eries
Sat..	Dull	....	263	....	....	263	43,800	300
Mon .	Quiet at 1/16 dec..	....	329	....	....	329	35,670	300
Tues .	Easy	....	195	130	....	325	69,500	300
Wed .	Easy	4,000	300	....	....	4,300	67,200	....
Thurs	Easy	....	355	....	....	355	69,100	500
Fri . .	Dull and nominal	....	165	....	....	165	77,500	00
Total		4,000	1,607	130	....	5,737	357,000	1,000

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Range, Prices and Sales.	Market, Easy and Unsettled.	June.	July.	August.	September.	October.	November.	December.	January	February.	March.	April.	May.
Saturday, June 16— Range..... Closing..... Sales this week.	Quiet.	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....
Monday, June 18— Range..... Closing..... Sales this week.	Steady.	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....
Tuesday, June 19— Range..... Closing..... Sales this week.	Steady.	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....
Wednesday, June 20— Range..... Closing..... Sales this week.	Steady.	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....
Thursday, June 21— Range..... Closing..... Sales this week.	Steady.	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....
Friday, June 22— Range..... Closing..... Sales this week.	Steady.	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....	Aver.— Range..... Closing.....
Total for week. Average per day. Total since Sept. 1, '82.	357,000	33,200	71,700	152,600	26,300	24,100	20,500	12,000	10,900	900	3,000	800	1,000

* Includes sales in September, 1882, for September 500,200; September-October for October, 815,600; September-November for November, 731,000; September-December for December, 1,067,000; September-January for January, 2,070,000; September-February for February, 1,500,200; September-March for March, 1,000,000; September-April for April, 1,713,800; September-May for May, 2,276,800.

Transferable Orders—Saturday, 10·55@—; Monday, 10·55@—; Tuesday, 10·60@—; Wednesday, 10·55@—; Thursday, 10·—@—; Friday, 10·—@—.

Short Notices for June—Monday, 10·20@—; Tuesday, 10·55@—.

We have included in the above table, and shall continue each week to give, the average price of the sales for each month. It will be found under each day following the week's business. The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week.

·05 pd. to exch. 1,000 July for Aug.
·06 pd. to exch. 500 July for Aug.
·51 pd. to exch. 300 Oct. for June.
·26 pd. to exch. 500 Sept. for Aug.
·57 pd. to exch. 1,000 Sept. for July
·07 pd. to exch. 500 June for Aug.
·07 pd. to exch. 500 July for Aug.
·07 pd. to exch. 900 July for Aug.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (June 22), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	982,000	900,000	888,000	784,000
Stock at London.....	57,500	59,300	50,600	52,200
Total Great Britain stock	1,039,500	959,300	938,600	836,200
Stock at Hamburg.....	4,000	2,800	5,300	2,800
Stock at Bremen.....	50,800	26,300	52,600	40,90
Stock at Amsterdam.....	42,000	15 800	42,200	16,100
Stock at Rotterdam.....	2,400	1,600	5,540	2,55
Stock at Antwerp.....	5,300	2 300	1,430	1,320
Stock at Havre.....	158,000	129 000	202 000	80,000
Stock at Marseilles.....	9 900	2,500	4 000	5,300
Stock at Barcelona.....	94,000	33,000	54,900	48,800
Stock at Genoa.....	17,000	7 000	4,000	15 000
Stock at Trieste.....	12,000	6,100	7,200	5,700
Total continental stocks...	395,400	226 400	379,170	219,070
Total European stocks...	1,434,900	1, 85,700	1,317,770	1,055,270
India cotton afloat for Europe.	305,000	388,000	292 000	309,000
Amer'n cotton afloat for Eur'pe	227,000	144,000	289,000	308 000
Egypt, Brazil, &c., afl't for E'r'pe	44,000	31,000	45 000	27 00
Stock in United States ports ..	4 1,626	351,614	376 545	287,937
Stock in U. S. interior towns.	77,999	53,106	81 875	81,152
United States exports to-day..	3 000	5,000	6 200	9,000
Total visible supply.....	2,493,525	2,158,450	2,408,390	2 077,379
Of the above, the totals of American and other descriptions are as follows:				
American—				
Liverpool stock.....	739,000	534,000	677,000	532 000
Continental stocks.....	271,000	100,000	247,000	135,000
American afloat for Europe....	227,000	144,000	289 000	308,000
United States stock.....	40 .626	3 1 614	376 545	287 937
United States interior stocks..	77 999	53 106	81 875	81,152
United States exports to-day..	3,000	5,000	6,200	9,000
otal American.....	1,722,625	1,187 750	1,677,620	1,353 109
East Indian, Brazil, &c.—				
Liverpool stock.....	243 000	366,000	211,000	252 000
London stock...	57 500	59 500	50 600	52,200
ontinental stocks	121,400	126,400	132,170	84 070
ndia afloat for Europe.....	305,000	388,000	292,000	309,000
Egypt, Brazil, &c., afloat..	44,000	31,000	45,000	27 000
Total East India, &c	770,900	970 700	730,770	724,270
Total American.....	1,722,625	1,187,750	1,677,620	1,353,109
Total visible supply.....	2,493,525	2,158,450	2,408,390	2,077,379
Price Mid. Upl., Liverpool	5 11/16d	6 7/8d	6 3/16d	6 3/4 .

☞ The imports into Continental ports this week have been 47,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 335,075 bales as compared with the same date of 1882, an *increase* of 85,135 bales as compared with the corresponding date of 1881 and an *increase* of 416,146 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement

Towns.	Movement to June 22, 1883.				Movement to June 23, 1882.			
	Receipts.		Shipments.	Stock.	Receipts.		Shipments.	Stock.
	This week.	Since Sept. 1, '82.	This week.	June 22.	This week.	Since Sept. 1, '81.	This week.	June 23.
Augusta, Ga.....	145	178,709	597	5,922	78	161,359	762	4,690
Columbus, Ga.....	25	110,675	714	4,191	7	101,736	1,629	3,250
Macon, Ga.....	29	57,418		2,520	4	60,032	326	1,342
Montgomery, Ala.	67	138,067		1,535		92,911	2	1,005
Selma, Ala.....	75	99,313	15	2,155	49	93,915	2,153	897
Memphis, Tenn	33	506,465	82	23,025	32	72,911	3,800	12,120
Nashville, Tenn.	597	41,707	1,490	4,295	305	334,137	371	5,715
Dallas, Tex.....	32	34,021		649	8	55,711	67	26
Jefferson, Tex....	15	45,679	15	10	5	27,923	80	229
Shreveport, La..	103	103,317	300	3,700	19	11,559	184	734
Vicksburg, Miss.	161	116,63	181	387	1.2	6,370	121	221
Columbus, Miss.	6	44,7 2	173	743	1	27,750	66	58
Eufaula, Ala ..	8	26,340	174	143	34	31,220		389
Griffin, Ga.....	6	41,504	4,274	7,48		12,625	209	8,100
Atlanta, Ga.....	79	83,190	1,012	1,020	99	33,769	411	633
Rome, Ga.....	57	31,547	290	1,100	33	32,014	152	250
Charlotte, N. C..	90	52,912	3,410	17,765	1,52	32,544	1,824	11,3 5
St. Louis, Mo....	1,170	433,952	4,051	2,184	794	376,192	2,626	2,318
Cincinnati, O....	4,103	304,937			5,041			
Total, old towns	7,180	2,628,636	17,164	77,999	7,095	2,215,166	16,459	52,106
Newberry, S. C...	15	28,383	15	94	78	15,490	179	80
Raleigh, N. C....	106	50,550	204	1,240	313	19,849	1,85	1,602
Petersburg, Va..	25	35,224		1,200	31	26,161	198	2,977
Louisville, Ky..	40	31,977		4,703	17	30,294	310	3,370
Little Rock, Ark.	62	32,912		2	58	25,3 5	137	104
Brenham, Tex...	161	31,547		6	45	21,899	94	46
Houston, Tex...	954	691,345	1.2 0	1 8 1	331	396,582	5 6	582
Total, new town	1,363	913,161	1,902	10,211	882	578,330	2,0 9	8,731
Total, all	8,513	3,542,097	19,076	88,210	7,977	2,793,5 5	18,543	61,857

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 9,984 bales, and are to-night 24,893 bales *more* than at the same period last year. The receipts at the same towns have been 85 bales *more* than the same week last year, and since September 1 the receipts at all the towns are 748,549 bales *more* than for the same time in 1881-2.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending June 22.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	*Mon.*	*Tues.*	*Wednes.*	*Thurs.*	*Fri.*
Galveston ..	10	9 15/16	9 15/16	9 15/16	9 15/16	9 15/16
New Orleans	10	9 15/16	9 7/8	9 7/8	9 7/8	9 7/8
Mobile.....	9 7/8@10	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8
Savannah....	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8
Charleston..	10	10	10	10	10	10
Wilmington..	10	10	10	9 3/4	9 3/4	9 3/4
Norfolk.....	10 1/8	10	10	10	10	10
Boston.....	10 3/4	....	10 3/4	10 3/4	10 3/4	10 5/8
Baltimore ..	10 1/8	10 1/8	10 5/8	10 3/8	10 3/8	10 3/8
Philadelphia.	10 7/8	10 7/8	10 3/4	10 3/4	10 3/4	10 3/4
Augusta.....	9 3/4	9 3/4	9 3/4	9 5/8@9 3/4	9 5/8@9 3/4	9 5/8@9 3/4
Memphis....	10	10	10	9 7/8	9 7/8	9 7/8
St. Louis.....	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8
Cincinnati ...	10	10	10	10	10	10
Louisville ...	10	10	10	10	10	10

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	*Receipts at the Ports*			*St'k at Interior Towns.*			*Rec'pts from Plant'ns*		
	1881.	1882	1883	1881.	1882.	1883	1881.	1882	1883.
Apr. 6. ...	85,096	44 467	78,708	277,35	215,044	257,152	(8,438	27, 2	68,889
" 13 ...	64,576	31,229	72 935	261 5	201,547	239,471	50,828	19,032	55,244
" 20	60,738	24,860	64 527	249,198	181 281	213 029	40,317	8,331	40 095
" 27.....	47,720	33 606	59,241	225 820	157 8 6	189,8 6	32 351	11,161	36,021
May 4. ...	45,595	31 4 8	48,761	215 253	143 327	164,88	34,56	19,914	23,338
" 11	49 150	25 881	50,5 5	199,6 2	127,630	147,94	28,55	10,184	34,134
" 18 ...	42,415	20,864	43 67	174,8 9	115,435	133,871	22,562	8,080	19,905
" 25.	34,85	13,981	38,539	147,17	104 0 8	125 56	9,51	2,564	30 233
June 1.....	32,042	15 950	30,42	136 470	93,5 5	114,679	21,639	5 517	19,510
" 8.....	29,13	15 63	26,45	109,380	81,304	105, 26	2,342	5,433	16 703
" 15... ..	28 21	13,65	21 5 3	96,947	72,408	98 76	15,78	2,67	14,410
" 22	23 47	13 89	12 395	91 23	61,847	88,240	17,75	3,298	1,872

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,953,306 bales; in 1881-82 were 4,627,611 bales; in 1880-81 were 5,098,569 bales.

2. That, although the receipts at the out-ports the past week were 12,395 bales, the actual movement from plantations was only 1,872 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 3,298 bales and for 1881 they were 17,759 bales.

AMOUNT OF COTTON IN SIGHT JUNE 22.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to June 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82	1880-81.	1879-80.
Receipts at the ports to June 22	5,881,551	4,611,198	5,646,168	4,825,077
Interior stocks on June 22 in excess of September 1.....	71,755	16,412	52,392	72,835
Tot. receipts from plantat'ns	5,953,306	4,627,611	5,098,56	4,897,912
Net overland to June 1	627,317	441,343	498,63	540,838
Southern consumpt'n to June 1	300,000	221,000	190,000	160,000
Total in sight June 22...	6,980,623	5,292,944	6,387,192	5,618,750

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,587,679 bales, as compared with 1880-81 is 193,431 bales and with 1879-80, 1,261,873 bales.

WEATHER REPORTS BY TELEGRAPH.—There seems to be an improvement this week in the weather, there having been very little rainfall and the temperature being higher. In some districts of Texas rain is needed. Some anxiety is felt on account of the rise in the Mississippi, but no harm has as yet been done in the cotton section.

Galveston, Texas.—We have had rain (mere sprinkles) on two days of the week, the rainfall reaching fifteen hundredths of an inch. Crops are generally good, but need rain more or less everywhere, the rains having been very partial and spotted. Bolls and blooms are abundant in all South and Central Texas. The thermometer has averaged 86, ranging from 81 to 91.

Indianola, Texas.—The weather has been warm and dry during the week. Crops need rain badly, though no serious damage has been done to cotton as yet. The thermometer has ranged from 82 to 92, averaging 87.

Dallas, Texas.—We have had warm and dry weather during

the week. It is terribly hot, but crops are doing well. Average thermometer 87, highest 101 and lowest 73.

Brenham, Texas.—The weather has been warm and dry during the week. It is stifling hot. Crops are very promising, but sandy lands will soon be needing rain again. There are plenty of cotton bolls. The thermometer has averaged 85, the highest being 100 and the lowest 70.

Palestine, Texas.—We have had warm and dry weather during the week. All crops are magnificent. The thermometer has averaged 84, ranging from 73 to 94.

Huntsville, Texas.—It has been showery on one day of the week, the rainfall reaching eleven hundredths of an inch. Crops are fine, but some sections could be benefited by rain. The thermometer has ranged from 74 to 97, averaging 86.

Weatherford, Texas.—We have had no rain during the week, and none is needed just yet. Crops are very promising. Average thermometer 84, highest 96, lowest 71.

Belton, Texas.—The weather has been warm and dry during the week. There never was a better promise for crops. The thermometer has averaged 84, the highest being 96 and the lowest 72.

Luling, Texas.—We have had a drizzle on one day of the week, doing no good whatever. The rainfall reached but three hundredths of an inch. The drought is dreadful: forward corn is lost past all redemption; late corn is suffering and is not filling out: and cotton, though a dry weather plant, is suffering much, and is beginning to bloom on top, a very bad indication. The cry is for rain. The thermometer has ranged from 72 to 100, averaging 86.

New Orleans, Louisiana.—We have had rain on two days of the week, the rainfall reaching seventy-five hundredths of an inch. The thermometer has averaged 84.

Shreveport, Louisiana.—We have had very high and steady temperature, with clear weather during the week. The thermometer has ranged from 74 to 99.

Vicksburg, Mississippi.—We have had no rain during the week. Weeds are growing so fast that they are becoming troublesome.

Columbus, Mississippi.—The weather has been warm and dry during all the week; good grass-killing weather. The thermometer has ranged from 68 to 101, averaging 86.

Little Rock, Arkansas.—Telegram not received.

Memphis, Tennessee.—We have had miserable drizzles on two days of the week, the rainfall reaching three hundredths of an inch. There are some complaints of fields being foul with grass, but otherwise the crop is developing promisingly. The above rainfall, three hundredths of an inch, is for week ending Thursday; from ten o'clock Thursday night to six o'clock Friday morning we had heavy rain, the rainfall reaching two inches and fifteen hundredths. The thermometer has averaged 83·5 the highest being 95 and the lowest 67.

Nashville, Tennessee.—We have had rain on two days of the week, the rainfall reaching seventy-five hundredths of an inch. Average thermometer 80, highest 92 and lowest 62.

Mobile, Alabama.—It has been showery on four days of the week, the rainfall reaching one inch and eighty-two hundredths. Weeds are growing so fast that they are becoming troublesome. The thermometer has averaged 84, the highest beihg 99 and the lowest 75.

Montgomery, Alabama.—We have had rain on one day of the week, the rainfall reaching three hundredths of an inch Crop accounts are more favorable, and the crop is developing promisingly. The thermometer has averaged 83·8, ranging from 73 to 96·7.

Selma, Alabama.—The weather has been warm and dry during the week, and the crop is developing promisingly. The thermometer has ranged from 71 to 92, averaging 81.

Madison, Florida.—It has rained on two days of the week. The fields are clear of weeds. Average thermometer 85, highest 90 and lowest 78.

Macon, Georgia.—It has rained on one day of the week. The crop is developing promisingly. The thermometer has averaged 80, the highest being 92 and the lowest 70.

Columbus, Georgia.—We have had very light rain on one day of the week. The thermometer has averaged 80, ranging from 73 to 96.

Savannah, Georgia.—It has rained on one day of the week, the rainfall reaching twenty hundredths of an inch. The weather has been hot. The thermometer has ranged from 70 to 97, averaging 83.

Augusta, Georgia.—The weather has been warm and dry during the week, with one light rain, the rainfall reaching ten hundredths of an inch. Accounts are favorable, and the crop is developing promisingly. Average thermometer 80, highest 95 and lowest 68.

Atlanta, Georgia.—The weather has been hot and dry, with no rain during the week. The thermometer has averaged 79, the highest being 90 and the lowest 67.

Charleston, South Carolina.—We have had rain on two days of the week, the rainfall reaching four hundredths of an inch. The thermometer has averaged 81, ranging from 70 to 99.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock June 21, 1883, and June 22, 1882.

		June 21, '83.		June 22, '82.	
		Feet	Inch.	Feet	Inch.
New Orleans	Below high water mark	2	5	2	8
Memphis	Above low water mark	30	2	29	0
Nashville	Above low water mark	8	10	14	10
Shreveport	Above low water mark	17	11	14	1
Vicksburg	Above low water mark	40	5	[illegible]	[illegible]

New Orleans reported below high-water mark of 1871 until Sept 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 8-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

WEATHER RECORD FOR MAY.—The following remarks accompany the month's weather reports for May, 1883, which report will be found in the editorial columns.

Weldon, N. C.—The month has been very dry and crops are backward in consequence, the ground being so hard that corn and cotton can scarcely break through it.

Charlotte, N. C.—Light frost on the 23d badly damaging cotton and potato vines, especially sweet potatoes.

Wilson, N. C.—May has been a very dry month. A good deal of cotton not up yet owing to the dry weather; crops of all kinds very backward.

Middle Cape Fear, N. C.—Month of May quite cold. Corn and cotton very backward. Cotton looks bad; that which has been up six weeks looks rusty and sickly, and is not over six inches high as a general thing.

Augusta, Ga.—Watermelon vines and cotton in the field thought to have been injured by the unseasonably cool weather about May 4.

Atlanta, Ga.—Month favorable for wheat, too dry for oats and too cool for cotton.

Columbus, Ga.—Cold weather (with slight frost) on the 22d, 23d and 24th May has retarded the growth of cotton. The young plants are therefore unusually small for the season, but fair early weather from this time forward will soon cause rapid growth. The fields are well cultivated—the stand of cotton is fairly good and labor good.

Macon, Ga.—From May 20th to 25th it was cold, and there was a very light frost; but, owing to the weather being so dry, no damage was done. Stands of cotton reported good; but the plant is about 10 days late compared with last year, but looks well. We are now having rain in this immediate vicinity. Good seasons will bring everything right. The acreage in cotton will turn out about same as last year. Hear no complaint about the labor. This dry weather gives a good time for chopping out the cotton.

Forsyth, Ga.—Unusual spell of cold weather on the 22d and 23d. General outlook promising for planters.

Montgomery Alabama.—On the 24th the temperature (44 degrees—was lower than in any previous May of which the station has a record, and a light frost (cold dam gang) was reported in this vicinity same date.

Greene Springs, Ala.—Cotton about two weeks later than last year. Light frosts on 22d and 23d retarded growth.

Columbus, Miss.—Weather during the entire month cooler than was healthy for cotton. Frost on the 22d, followed by three extra cold nights.

Vicksburg, Miss.—Vegetation suffered somewhat from drought between 10th and 13th.

Brookhaven, Miss.—From 21st to 25th it was unusually cool, and on the 23d we had a white frost, which checked the growth of cotton and corn. Planters are getting along nicely with their work; several have laid by their corn and are also done scraping cotton. Oat crop promises well; reaping going on at present date.

Nashville, Tenn.—Last frost on the 24th, being an average 20 days later (excepting May, 1882), than there is record of at this station.

Memphis, Tenn.—Frost on the 22d and 23d did some damage to crops.

Ashwood, Tenn.—A light frost on the 23d. Very cool nights; corn and cotton heard in consequence. Season two weeks late.

Indianola, Tex.—Generally a cool, dry month. Farmers in Victoria, Jackson and DeWitt counties, Texas, complain of too dry weather for benefit to crops.

JUTE BUTTS, BAGGING, &c.—There has been very little increase to note in the demand for bagging, but the orders continue to come in, and, though the lots are small, considerable stock is being placed. Prices are steadily maintained, sellers not showing any desire to shade in order to work off stock, and at the close the quotations are 9¼c. for 1¾ lbs., 9¾c for 1¾ lbs., 10¼@10½c for 2 lbs. and 11¼c. for standard qualities, with sales of 1,300 bales within the range. Butts are ruling rather quiet at the moment, and the only business reported is of a jobbing nature. There have been sales in lots of about 2,500 bales various grades at 1⅞@2c. for paper grades and 2@2⅛c. for bagging qualities, and further lots can be had at these figures.

COTTON ACREAGE REPORT.—In our editorial columns will be found to-day our annual cotton acreage report, with an account at length of the condition of the plant in each section of the South, together with our rainfall and thermometer record.

NEW YORK COTTON EXCHANGE.—On Saturday last, June 16 the standing committees of the Cotton Exchange were announced. The more important committees are constituted as follows: Executive.—S. Gruner, Chairman, James F. Wenman, Thomas Scott, James Swann, Meyer Lehmen. Finance.—P. A. Fachiri, William V. King, J. P. Billups, Walter T. Miller. Supervisory.—J. H. Hollis, K. M. Murchison, William Henry Woods. Board of Appeals.—D. G. Watts, Joseph Yeoman, Robert Tannahill, Louis Walter, E. H. Skinker, John B. Leech, D. W. Baldwin. Arbitration.—R. P. Salter, George F. Valentine, George Copeland, B. R. Smith, George Brennecke, William T. Tannahill, J. O. Bloss.

Four applications have been made for membership since June 15, and four seats are posted, giving notice of transfer.

Since the beginning of this month the business of the Exchange, by mutual consent, has not begun on Monday mornings before 11 A. M., and this will continue until October 1 next. A petition has now been signed to request the Board to propose an amendment to the by-laws, making the closing of the Exchange 2 P. M. instead of 3 P. M. during the months of July and August.

To-morrow a vote will be taken as to extra holidays connected with the Fourth of July next.

VISITORS INTRODUCED IN THE MONTH OF JUNE.

H. Furstenheim, Memphis.	J. Adger Smith, Charleston, S. C.
Robert Woolfenden, Memphis.	D. D. Hunter, Liverpool.
J. W. Fraser, Memphis.	Arthur Cary, Louisville, Ky.
G. J. McCormick, Pennsylvania.	F. A. Budlong, Mass.
J. W. Way, Albany.	H. Lumpley, Eufaula.
W. J. Crow, Henderson, Texas.	A. J. Randauer, New Orleans.
J. C. Robertson, Rock Hill, S. C.	E. Meysenburg, New Orleans.
A. W. Tunnell, Norfolk.	Geo. Lemmon, San Francisco.
G. Maclaod, Galveston.	A. M. Wool, St. Louis.
John Ingleston, Mobile.	Thomas Leech, Texas.
Robt. Young, Eatonton, Ga	J. M. Leonard, Greenville, Ala.
J. A. Young, Eatonton, Ga.	Thomas Taylor, New Orleans.
J. C. Hopkins, Indianapolis.	Y. F. Harrington, West Point, Ga.
W. R. Traves Jr., New Orleans.	W. H. Garside, Montgomery, Ala.
Charles Beer, Macon.	E. S. Flint, Galveston.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to June 21.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Conti-nent	Total.	Great Britain	Conti-nent.	Total.	This Week.	Since Jan. 1.
1883	11,000	9,000	20,000	370,000	733,000	1,103,000	25,000	1,490,000
1882	17,000	25,000	42,000	665,000	519,000	1,184,000	30,000	1,496,000
1881	22,000	24,000	46,000	239,000	457,000	696,000	34,000	1,049,000
1880	12,000	21,000	33,000	330,000	432,000	762,000	23,000	991,000

According to the foregoing, Bombay appears to show a *decrease* compared with last year in the week's receipts of 5,000 bales, and a *decrease* in shipments of 22,000 bales, and the shipments since January 1 show a *decrease* of 81,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Conti-nent.	Total.	Great Britain.	Conti-nent.	Total
Calcutta—						
1883	2,000	.....	2,000	68,000	10,000	78,000
1882	2,000	.....	2,000	99,100	31,500	130,600
Madras—						
1883	.....	.....	.....	4,500	1,000	5,500
1882	3,900	.....	3,900	24,200	2,000	26,200
All others—						
1883	.....	.....	.....	4,000	2,000	6,000
1882	400	.....	400	25,200	5,900	31,100
Total all—						
1883	2,000	.....	2,000	76,500	13,000	89,500
1882	6,300	.....	6,300	148,500	39,400	187,900

The above totals for the week show that the movement from the ports other than Bombay is 4,300 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	20,000	1,103,000	42,000	1,184,000	46,000	696,000
All other p'rts.	2,000	89,500	6,300	187,900	1,000	169,200
Total	22,000	1,192,500	48,300	1,371,900	47,000	865,200

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS. Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, June 21.	1882-83.		1881-82.		1880-81.	
Receipts (cantars*)—						
This week	1,000		.....		6,000	
Since Sept. 1	2,254,000		2,831,720		2,766,000	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)—						
To Liverpool	1,000	232,000	2,000	244,700	1,000	236,500
To Continent	1,000	86,000	1,400	176,271	.....	139,632
Total Europe	2,000	318,000	3,400	420,971	1,000	376,132

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending June 21 were 1,000 cantars and the shipments to all Europe were 2,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is quiet, with limited business, holders being less willing to sell. We give the prices of to-day below, and leave previous weeks' prices for comparison,

	1883.					1882.				
	32s Cop. Twist.	8¼ lbs. Shirtings.			Coll'n Mid. Upl's	32s Cop. Twist.	8¼ lbs. Shirtings.			Coll'n Mid. Upl's
	d.	d.	s.	d.	d	d.	d.	s.	d.	d.
Apr. 20	8 3/4 @	9 1/4	5	@7	3	5 5/8	9 3/8 @10	6	4 1/2 @7	9	6 11/16
" 27	8 1/2 @	9 3/8	5	@7	3	5 5/8	9 3/8 @10	6	4 1/2 @7	9	6 11/16
May 4	8 9/16 @	9 1/2	5	@7	4 1/2	5 3/4	9 3/8 @10	6	4 1/2 @7	9	6 3/8
" 11	8 5/8 @	9 1/2	5	@7	4 1/2	5 13/16	9 3/8 @10	6	4 1/2 @7	9	6 3/8
" 18	8 11/16 @	9 5/8	5	@7	4 1/2	5 15/16	9 3/8 @10	6	4 1/2 @7	10 1/2	6 5/8
" 25	8 3/4 @	9 5/8	5	@7	4 1/2	5 7/8	9 3/8 @10	6	4 1/2 @7	10 1/2	6 5/8
June 1	8 11/16 @	9 1/4	5	@7	3	5 3/4	9 3/8 @10	6	4 1/2 @7	10 1/2	6 5/8
" 8	8 5/8 @	9 1/8	5	@7	1 1/2	5 3/4	9 1/2 @10 1/2	6	6 @8	0	6 3/4
" 15	8 5/8 @	9 1/8	5	@7	1 1/2	5 11/16	9 1/2 @10 1/2	6	6 @8	0	6 3/4
" 22	8 5/8 @	9 1/4	5	@7	3	5 11/16	9 5/8 @10 1/4	6	6 @8	0	6 7/8

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows.

Monthly Receipts.	Year Beginning September 1.					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,775	458,478	333,643	288,848	98,491
October	980,584	853,195	968,318	888,492	689,264	578,533
Novemb'r	1,024,647	974,045	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	893,664	900,119
January	752,827	487,727	571,701	647,140	618,727	689,610
February	595,598	291,992	572,728	447,918	566,824	472,054
March	482,772	257,099	476,582	261,913	303,955	340,525
April	284,519	147,595	284,246	158,025	167,459	197,965
May	185,523	113,573	190,054	110,006	84,299	96,314
Total year	5,815,712	4,551,808	5,549,41	4,748,873	4,392,277	4,196,104
Per'tage of tot. port receipts May 31	96·43		94·47	94 94	98·78	96 55

This statement shows that up to May 31 the receipts at the ports this year were 1,263,904 bales more than in 1881-82 and 266,302 bales more than at the same time in 1880-81. By adding to the above totals to May 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. May 31	5,815,712	4,551,808	5,549,410	4,748,873	4,392,277	4,196,104
J'ne 1	8,474	2,361	5 376	2,691	8.	2,269
" 2	*1,498	2,720	3,905	3,731	2,002	8.
" 3	8.	2,401	6,351	3,249	2.044	2,359
" 4	4,127	8.	5,842	4,56	1,886	2,396
" 5	4,920	2,656	8.	2,316	1,044	1,243
" 6	4,100	3,327	4,790	8.	1,557	1,704
" 7	3,589	2,245	6,129	5,049	833	2,409
" 8	5,163	2,002	3,306	2,691	8.	1,401
" 9	3,236	2,993	4,381	2,913	1,748	8.
" 10	8.	1,865	4,984	2,013	954	2,686
" 11	2,489	8.	3,793	3,598	1,142	1,862
" 12	5,563	3,105	8.	3,484	875	1,920
" 13	2,908	2,190	6,754	8.	1,060	1,170
" 14	1,642	1,886	5,719	4,037	1,021	2,192
" 15	5,735	1,865	3,741	2,356	8.	1,505
" 16	1,588	2,753	3,260	2,914	662	8.
" 17	8.	13,299	4 951	2,587	1,773	2,279
" 18	1,913	8.	2,769	4,462	1,186	1,360
" 19	2,356	1,826	8.	3,573	449	1,581
" 20	1,719	4,223	4,597	8.	2,097	1,210
" 21	1,383	1,514	3,790	4,602	869	2,786
" 22	3,436	1,358	3,793	3,111	8.	1,102
Total	5,881,551	4,608,391	5,637,581	4,812,822	4,415,479	4,231,538
Percentage of total port rec'ts J'ne 22		97·63	85·97	96·22	99·28	97·37

This statement shows that the receipts since Sept. 1 up to to-night are now 1,273,160 bales more than they were to the same day of the month in 1882 and 243,970 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to June 23 in each of the years named.

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1882:

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept., 1.	This week.	Since Sept. 1.	This week.	Since Sept.1.	This week.	Since Sept. 1.
N. Orl'ans	2,781	273,810	.....	11,919	.....	.....	.....	.....
Texas	.....	191,951	.....	22,015	.....	.....	.....	.....
Savannah	1,261	219,696	650	74,423	142	16,381	1,988	91,875
Mobile	.....	.....	2,200	7,652	.....	.....	.....	.....
Florida	.....	9,368	.....	.....	.....	.....	.....	.....
S. Car'lina	678	169,952	.....	2,646	40	10,524	50	24,659
N. Car'lina	427	56,988	.....	.....	.....	.....	33	17,956
Virginia	466	228,455	2,122	86,156	736	57,727	2,162	120,411
North. pts	.....	188	604	135,146	.....	.....	.....	260
Tenn., &c.	199	137,215	1,738	186,939	908	92,332	2,802	64,620
Foreign	.....	3,209	.....	.....	.....	.....	.....	.....
This year.	5,812	*	7,314	526,926	1,826	‡	7,035	319,721
Last year.	5,896	†	3,107	431,732	1,749	§	3,287	219,820

* 1,291,030 † 1,167,483 ‡ 176,961 § 107,862

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 10,976 bales, against 12,509 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1882, and in the last column the total for the same period of the previous year

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1882.

Exported to—	Week ending— May 31.	June 7.	June 14.	June 21.	Total since Sept. 1.	Same period prev'us year.
Liverpool	11,971	9,677	10,730	7,627	183,721	382,280
Other British ports	.....	500	.....	.....	4,876	20,797
TOTAL TO GREAT BRITAIN	11,971	10,177	10,730	7,627	488,597	403,077
Havre	568	75	.....	304	28,977	31,401
Other French ports	.....	.....	.....	.....	100	.....
TOTAL FRENCH	568	75	.....	304	29,077	31,401
Bremen and Hanover	1,376	1,147	629	899	57,036	47,526
Hamburg	50	100	1,000	1,896	32,897	19,580
Other ports	300	102	150	340	55,729	12,521
TOTAL TO NORTH. EUROPE	1,726	1,349	1,779	3,045	145,572	79,637
Spain, Op'rto, Gibralt'r, &c	100	.....	.....	.....	3,397	6,038
All other	.....	.....	.....	.....	5,910	2,456
TOTAL SPAIN, &c	100	.....	.....	.....	9,307	8,494
GRAND TOTAL	14,365	11,601	12,509	10,976	672,553	522,609

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 40,669 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Alaska, 1,223....Baltic, 880....Belgravia, 432....Celtic, 925....Donati, 1,139....England, 2,100...Scythia, 948	7,627
To Havre, per steamer Amerique, 304	304
To Bremen, per steamers Fulda, 100....Saher, 799	899
To Hamburg, per steamers Gellert, 756....Rhaetia, 1,050	1,806
To Antwerp, per steamer Switzerland, 40	40
To Copenhagen, per steamer Geiser, 300	300
NEW ORLEANS—To Liverpool, per steamers Asturiano, 2,975....Chancellor, 3,018....Discoverer, 3,943....Yucatan, 6,667	16,633
TEXAS—To Vera Cruz, per steamer Whitney, 1,475	1,475
BALTIMORE—To Liverpool, per steamer Caspian, 1,658	1,658
To Bremen, per steamer Hohenstauffen, 2,985	2,985
BOSTON—To Liverpool, per steamers Iowa, 2,087....Virginian, 1,155	3,242
PHILADELPHIA—To Liverpool, per steamers British Prince, 2,300....Illinois, 1,400	3,700
Total	40,669

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen & Hamburg.	Antwerp.	Copenhagen.	Vera Cruz.	Total.
New York	7,627	304	2,705	40	300	.....	10,976
N. Orleans	16,633	.....	.....	.....	.....	.....	16,633
Texas	.....	.....	.....	.....	.....	1,475	1,475
Baltimore	1,658	.....	2,985	.....	.....	.....	4,643
Boston	3,242	.....	.....	.....	.....	.....	3,242
Philadelp'a	3,700	.....	.....	.....	.....	.....	3,700
Total	32,860	304	5,690	40	300	1,475	40,669

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

NEW ORLEANS—For Liverpool—June 16—Steamer Alava, 3,500....June 18—Steamer Gallego, 3,809....June 19—Steamer Bernard Hall, 5,754....June 20—Steamer American, 2,445.

BOSTON—For Liverpool—June 13—Steamer Illyrian, 839....June 15—Steamers Cephalonia, 2,113; Venetian, 1,813....June 16—Steamer Bulgarian, ——.

BALTIMORE—For Liverpool—June 15—Steamers Carolina, 1,229; Mentmore, 1,973.

PHILADELPHIA—For Liverpool—June 15—Steamer Lord Clive, 1,800....June 19—Steamer Pennsylvania, 955.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

SOUTH SHORE, schooner, from Galveston for Saco, before reported, had discharged her cargo at Nassau, June 9, and would go on the marine railway for repairs.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam	d. 9-64@7-32	9-64@7-32	9-64@7-32	9-64@7-32	9-64@7-32	9-64@7-32
Do sail	d. 9-64@13-64	9-64@13-64	9-64@13-64	9-64@13-64	9-64@13-64	9-64@13-64
Havre, steam	c. 38*	38*	38*	38*	38*	38*
Do sail	c.	....	....	....	....	....
Bremen, steam	c. 15-32*	15-32*	15-32*	15-32*	15-32*	15-32*
Do sail	c.	....	....	....	....	....
Hamburg, steam	d. 3-16@1-4*	3-16@1-4*	3-16@1-4*	3-16@1-4*	3-16@1-4	3-16@1-4*
Do sail	d.	....	....	....	....	....
Amst'd'm, steam	c. 1-2	1-2	1-2	1-2	1-2	1-2
Do sail	d.	....	....	....	....	....
Baltic, steam	d. 9-32@5-13*	9-32@5-16*	9-32@5-16*	9-32@5-16*	9-32@5-16*	9-32@5-16*
Do sail	c.	....	....	....	....	....
Barcelona, steam	c. 11-16*	11-16*	11-16*	11-16*	11-16*	11-16*
Genoa, steam	d. 5-8*	5-8*	5-8*	5-8*	5-8*	5-8*

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	June 1	June 8	June 15	June 22
Sales of the week	47,000	53,000	41,000	44,000
Of which exporters took	1,000	1,400	1,000	1,000
Of which speculators took	1,000	.....	1,000	1,000
Sales American	33,000	29,000	29,000	30,000
Actual export	5,000	4,000	4,000	4,000
Forwarded	20,500	17,000	11,000	11,000
Total stock—Estimated	977,000	981,000	984,000	977,000
Of which American—Estim'd	734,000	741,000	744,000	737,000
Total import of the week	81,000	67,000	50,000	42,000
Of which American	55,000	54,000	37,000	32,000
Amount afloat	274,000	260,000	260,000	231,000
Of which American	110,000	99,000	107,000	111,000

The tone of the Liverpool market for spots and futures each day of the week ending June 22, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thurs'd'y	Friday.
Market, 12:30 P.M.	Very dull.	Dull and easier.	Very dull.	Mod. inq. freely supplied.	Mod. inq. freely supplied.	Dull and easier.
Mid. Upl'ds	5 11-16	5 11-16	5 11-16	5 11-16	5 11-16	5 11-16
Mid. Orl'ns	5 13-16	5 13-16	5 13-16	5 13-16	5 13-16	5 13-16
Sales	4,000	7,000	6,000	10,000	10,000	7,000
Spec. & exp.	500	500	500	1,000	1,000	1,000
Futures. Market, 12:30 P.M.	Dull.	Dull.	Quiet.	Quiet.	Dull.	Easy.
Market, 4 P. M.	Very dull.	In buyers' favor.	Dull.	Easy.	Dull.	Easy.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d. and 6 03 means 6 3-64d.*

	Sat., June 16. Open	High	Low.	Clos.	Mon., June 18. Open	High	Low.	Clos.	Tues., June 19. Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
June	....	....	....	....	....	....	....	....	....	....	....	....
June-July	5 44	5 44	5 44	5 44	5 43	5 43	5 42	5 42	5 43	5 43	5 43	5 43
July-Aug	5 47	5 47	5 47	5 47	5 46	5 46	5 45	5 45	5 46	5 46	5 46	5 46
Aug.-Sept	5 51	5 51	5 51	5 51	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50
Sept.-Oct	5 49	5 49	5 49	5 49	5 48	5 48	5 48	5 48	5 48	5 48	5 48	5 48
Oct.-Nov	...	....	....	....	5 41	5 41	5 41	5 41	5 42	5 42	5 41	5 42
Nov.-Dec	5 40	5 40	5 40	5 40	5 39	5 39	5 39	5 39	....	....	....	....
Dec.-Jan	....	....	....	....	....	....	....	....	....	....	....	....
Jan.-Feb	....	....	....	....	....	....	....	....	....	....	....	....

	Wednes., June 20. Open	High	Low.	Clos.	Thurs., June 21. Open	High	Low.	Clos.	Fri., June 22. Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
June	....	....	....	....	....	....	....	....	....	....	....	....
June-July	5 44	5 45	5 44	5 45	5 44	5 44	5 44	5 44	5 43	5 43	5 42	5 42
July-Aug	5 46	5 48	5 46	5 47	5 47	5 47	5 46	5 46	5 45	5 45	5 44	5 44
Aug.-Sept	5 51	5 52	5 50	5 51	5 51	5 51	5 50	5 50	5 49	5 49	5 48	5 48
Sept.-Oct	5 48	5 49	5 48	5 49	5 48	5 48	5 48	5 48	5 47	5 47	5 46	5 46
Oct.-Nov	5 42	5 42	5 42	5 42	....	....	....	....	5 41	5 41	5 41	5 41
Nov.-Dec	5 41	5 41	5 41	5 41	5 41	5 41	5 41	5 41	5 39	5 39	5 39	5 39
Dec.-Jan	....	....	....	....	....	....	....	....	5 39	5 39	5 38	5 39
Jan.-Feb	....	....	....	....	....	....	....	....	....	....	....	....

BREADSTUFFS.

FRIDAY, P. M., June 22, 1883.

Flour has been quiet for most grades and still weak in price Freshly-ground flour has sold the best; and though there less apprehension now as to the probability of winter ground flour keeping during the sultry season, the lower grades of winter milled are very dull; the better brands, moreover, have only a moderate sale, and prices for winter-ground are especially depressed. To-day the market was dull and weak.

Wheat has fallen about 3 cents, owing largely to a number of failures at the West, and to the decline in the Chicago market which has followed, though the large stock of wheat at that market and the more favorable crop advices have had no little influence. The export business has been liberal, the sales to millers have increased, and the transactions in options have been, for a single week, unprecedentedly large. The excitement has run high at times, but has latterly subsided somewhat To-day the market was irregular, opening ½@¾c. lower, but recovering and advancing a trifle; No. 2 red sold at $1 17 for June, $1 17@$1 17⅞ for July, $1 19½@$1 20¼ for August, $1 21½@$1 22⅛ for September and $1 23¼@$1 24½ for October. No. 3 spring sold on the spot at $1 11, mixed winter at $1 03.

Indian corn has been more active on speculation, and on several days a good export demand prevailed. Latterly the speculative trading has decreased however, and the foreign demand has likewise fallen off, owing partly to the fact that

and a little of the corn has been arriving here in poor condition, and that cable dispatches have reported the arrival of a number of heated cargoes at Liverpool. The crop advices have been favorable. Prices have been depressed by the rapid unloading of bulls both here and at the West, and No. 2 mixed has sold at a decline of three cents. To-day the market was irregular, cash corn being steady and options, after opening lower, advancing a fraction; No. 2 mixed sold at 61⅞c. for June; 62@62⅛c. for July; 63¾@63⅞ for Aug., and 65c for Sept.

Southern corn has been in demand and much firmer than other kinds.

Rye has been quiet at lower prices. Oats sold more freely in the excitement following the Chicago failures, but at a decline of 1 to 2 cents, due to the fall in prices at the West, sales to realize and favorable reports in regard to the growing crop. To-day the market was depressed; No. 2 mixed sold at 42⅛@42½c. for July; 39⅛@39½c. for August; 37⅛@38c. for September, and 38¼@38½c. for October.

The following are closing quotations:

FLOUR.

No. 2 spring...₩ bbl.	$2 40@ 3 00	Patents, winter.....	$5 75@ 7 25
No. 2 winter	2 75@ 3 60	City shipping extras.	5 25@ 6 00
Superfine.....	3 40@ 4 10	Southern bakers' and	
Spring wheat extras..	4 00@ 5 25	family brands	5 50@ .....
do bakers'.....	5 60@ 7 25	South'n ship'g extras.	4 30@ 5 15
Wn. & Minn. rye mix.	5 00@ 5 60	Rye flour, superfine..	3 30@ 3 80
Minn. clear and str't	4 00@ 6 50	Corn meal—	
Winter shipp'g extras.	3 90@ 4 25	Western, &c.....	3 60@ 3 40
Patents, spring.....	6 00@ 7 50	Brandywine, &c....	3 40@ 3 55

GRAIN.

Wheat—		Corn—	
Spring, per bush.	.....@	Yellow Southern.	65 @ 70
Spring No. 2.....	.....@	White Western...	61 @ 65
Red winter, No. 2	1 18@1 19	Rye—Western	66 @ 67
Red winter	1 01 @1 23	State & Canada..	70 @ 75
White.....	1 09 @1 20	Oats—Mixed.....	42 @ 45
White No. 1.....	1 11½@1 12	White.....	43 @ 50
Corn—West. mixed	50 @ 62	No. 2 mixed.	42¼@ .....
West. mix. No. 2.	62½@ 63¾	No. 2 white	45¾@ .....
White Southern..	65 @ 70	Barley nominal.	

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending June 16 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48 lbs	Bush.56 lbs
Chicago.....	44,940	261,726	1,080,176	1,208,923	54,178	92,985
Milwaukee..	64,797	244,331	130,190	131,118	89,250	25,185
Toledo.....	2,355	119,819	125,859	16,212	....	6,811
Detroit.....	5,278	116,221	41,890	13,862	3,383	.....
Cleveland....	2,200	32,500	16,000	17,600	....	500
St. Louis	25,353	93,200	353,470	145,023	5,683	10,072
Peoria.....	2,365	3,650	133,000	137,450	6,000	9,000
Duluth	9,500	45,000	.....	.....	.....	.....
Tot. wk. '83	156,808	916,447	2,733,583	1,669,918	198,793	144,553
Same wk. '82	129,291	714,207	1,875,903	998,247	57,611	42,178
Same wk. '81	177,798	1,496,751	2,189,094	1,657,013	63,921	27,592
Since Aug. 1—						
1882.....	8,472,142	71,033,195	85,439,813	47,681,759	15,342,063	4,573,952
1881	7,036,780	39,021,660	100,741,162	33,677,631	11,976,305	3,743,418
1880.....	7,802,025	74,662,006	102,950,976	41,795,549	11,672,493	3,233,390

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to June 16, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	4,222,197	3,318,219	4,020,600	2,504,579
Wheat.....bush.	13,513,142	10,867,913	21,853,334	24,039,096
Corn.....	48,141,585	35,637,988	40,017,333	53 911,654
Oats.....	20,843,350	13,910,016	14,939,981	10,834,601
Barley.....	4,488,028	2,053,984	1,972,638	1,572,703
Rye.....	1,631,225	1,267,702	1,026,906	923,461
Total grain	88,620,330	63,816,733	79,860,225	91 361,515

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week June 16.	1882. Week June 17.	1881. Week June 18	1880. Week June 19.
Flour.....bbls.	74,428	44,916	86,416	63,399
Wheat.....bush.	161,504	183,099	220,897	372,724
Corn.....	368,183	346,258	861,470	1,295,795
Oats.....	795,927	513,299	745,589	121,356
Barley.....	19,761	24,848	17,133	20,818
Rye.....	35,229	23,441	19,702	28,171
Total.....	1,373,814	1,136,945	1,864,791	1,838,864

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
June 16...134,720		410,018	3,101,933	1,273,537	19,701	146,251
June 9...146,823		782,806	2,211,081	1,233,232	30,497	128,459
June 2...144,028		825,247	2,205,675	1,055,734	27,513	41,167
May 26...145,637		862,939	2,331,250	888,554	37,571	44,892
Tot. 4 w...	571,208	2,911,010	9,903,022	4,451,057	116,282	360,759
4 w's 82..	549,340	2,512,324	6,330,772	2,584,241	121,239	152,681

The receipts of flour and grain at the seaboard ports for the week ended June 16 follow:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	97,588	669,962	931,450	418 300	.....	83,810
Boston.....	56,308	6,900	252,149	97,615	1,650	500
Portland	590	.....	8,800	3,500	.....	.....
Montreal.....	14,527	193,496	44,457	12,980	.....	1,174
Philadelphia...	17,634	26,900	148,480	62,400	.....	.....
Baltimore.....	17,869	144,985	304,992	28,086	.....	1,800
New Orleans...	10,507	.....	234,895	43,380	.....	.....
Total week...	214 873	1,042,273	1,925,223	696,261	1 650	87,284
Cor. week '82..	197,491	1,352,541	650,818	432,750	2,030	12,006

The total receipts at the same ports for the period from Dec. 25, 1882, to June 16, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	6,545,355	5,214,605	6,171,053	4,194,813
Wheat.....bush.	23,389,021	15,0 5,579	33,639,822	34,321,805
Corn.....	43,291,275	18,046,676	45,797,228	65,423,852
Oats.....	12,141,981	11,275,703	11,199,918	11,406,542
Barley.....	2 153,349	2,262,604	2,919,347	1,582,202
Rye.....	1,446,020	724,907	893,186	758,990
Total grain	82,421,353	47,376,562	93,582,511	113,493,391

The exports from the several seaboard ports for week ending June 16, 1883, are shown in the annexed statement:

Exports from—	Flour	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	97,448	395,942	524,714	1,408	65,376	2,341
Boston...	25,034	.....	72,453	235	.....	.....
Portland.	.....	.....	.....	.....	.....	.....
Montreal.	17,371	136,625	141,965	.....	.....	29,290
Philadel..	14,521	122,700	257,576	.....	.....	.....
Baltim're	28	76,966	231,929	.....	.....	.....
N.Orl'ns .	528	.....	214,597	.....	.....	.....
Total w'k.	154,977	732,233	1,443,234	1,643	65,376	31,631
S'me time 1882..	87,339	531,064	281,585	7,976	26,329	122

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week. June 16.	1882. Week. June 17.	1883. Week. June 16.	1882. Week. June 17.	1883. Week. June 16.	1882. Week. June 17.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. King.	93,671	43,042	383,347	315,159	1,188,881	163,154
Contin'nt	1,929	10,189	318,541	215,885	209,718	52,409
S. & C. Am	14,426	9,542	.....	20	13,374	25,4 9
W. Indies	22,138	14,521	.....	.....	12,680	37,044
Brit. Col's	17,592	10,015	315	.....	2,175	75
Oth. c'nt's	218	.....	.....	.....	16,078	.....
Total...	154,977	87,339	732,233	531,061	1,443,231	281,091

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to June 16.	1881-82. Sept. 1 to June 17.	1882-83. Sept. 1 to June 16.	1881-82. Sept. 1 to June 17.	1882-83. Sept. 1 to June 16.	1881-82. Sept. 1 to June 17.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	5,163,037	2,572,232	32,948,145	25,939,627	29,145,211	19,439,381
Continent...	402,941	191,931	25,158,793	11,318,833	5,705,812	4,311,327
S. & C. Am...	553,709	571,913	120,1 5	7,117	359,021	417,114
West Indies.	731,845	554,683	68,464	35,279	334,072	583,543
Brit. Col'nies	497,310	4 3,78	16,113	60	88,449	123,615
Oth. countr's	25,343	28,012	227,406	242,931	139,570	78,039
Total....	7,388 088	4,372,70	58,537,103	37,5 4,113	35,772,135	24,953,019

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, June 16, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	4,196,096	351,474	760,742	.....	202,378
Do. afloat (est.)	316,638	420,000	460,000	.....	18,576
Albany	2,404	10,910	10 668	540	.....
Buffalo.....	528,939	254,926	113,803	6 275	7,038
Chicago.....	6,138,269	3,051,597	452,329	38 319	728,479
Milwaukee	1,920,179	100,171	33,649	199,141	38,001
Duluth	656,238	.....	.....	.....	.....
Toledo.....	1,114,514	520,203	52,377	587	23,482
Detroit.....	850,411	53,832	18,471	.....	.....
Oswego.....	60,000	89,000	1,100	55,000	129,091
St. Louis.....	495,594	1,720,933	85,468	10,660	57,126
Cincinnati (?)	81,331	50,471	32,962	6,807	65,254
Boston.....	8,573	182,505	153,695	2,334	373
Toronto.....	287,939	.....	1,000	73 597	244
Montreal	280,263	64,061	45,313	34,791	85,063
Philadelphia.....	378,695	438,771	165,110	.....	.....
Peoria	3,779	74,000	146,545	2,289	112,586
Indianapolis.....	221,900	125,700	33,600	.....	13 000
Kansas City.....	83 446	94 358	11,979	210	16,714
Baltimore	1,168,816	515,475	.....	.....	.....
Down Mississippi.	.....	150,337	13 233	.....	.....
On rail.....	221,724	575,536	1,064,751	27,325	47,821
On lake.....	609,697	4,224,510	619,863	.....	130,543
On canal.....	963,191	1,854,720	285,050	19,500	93,974
Tot. June 16,'83.	20,618,963	14,923,541	4,558,738	477,408	1,774,750
Tot. June 9,'83.	20,582,466	14,617,432	4,323,580	474,249	1,732,505
Tot. June 17,'82.	10,230,307	9,385,9 6	1,978 975	144 985	934,497
Tot. June 18,'81.	16,441,330	11,783,877	6,644,299	127,413	181,974
Tot. June 19,'80.	15,550,196	17,561,027	2,802,798	293,426	231,065

The following statement, prepared by the Bureau of Statistics, will show the exports of domestic breadstuffs from the undermentioned customs districts, during the month of May 1883, and for the eleven months ended the same, as compared with the corresponding months of the previous year:

Customs Districts.	Barley.		Indian corn.		Indian corn meal.		Oats.		Rye.	
	Bushels.	Dollars.	Bushels.	Dollars.	Barrels.	Dollars.	Bushels.	Dollars.	Bushels.	Dollars.
New York	7,489	6,740	1,891,944	1,250,121	9,800	12,412	15,474	8,757	562,466	410,680
Boston	.....	.....	370,437	220,437	3,118	38,115	.....	.....	3,300	2,815
Philadelphia	.....	.....	1,105,671	713,867	115	394	.....	.....	.....	.....
Baltimore	.....	.....	889,678	605,859	81	300	180	106	.....	.....
New Orleans	.....	.....	1,285,943	805,604	1	4	4,059	2,748	.....	.....
San Francisco	44,443	24,395	1,30	1,191	24	101	.....	.....	.....	.....
Chicago	.....	.....	443,198	257,609	.....	.....	.....	.....	.....	.....
Detroit	.....	.....	6,877	3,847	.....	.....	.....	.....	.....	.....
Huron	.....	.....	29,502	16,516	.....	205	.....	.....	.....	.....
Key West	.....	.....	.....	.....	.....	.....	45	26	.....	.....
Miami	.....	.....	116,600	69,500	.....	.....	.....	.....	.....	.....
Total, May, 1883	51,932	31,135	6,356,156	4,186,555	13,156	51,031	19,758	11,631	562,766	413,495
Total, May, 1882	3,795	3,381	1,225,551	1,044,077	19,388	79,287	16,511	10,897	101,808	90,135
Total, 11 mos. ended May 31, 1883	395,480	275,060	23,378,067	23,779,731	234,942	873,506	258,444	165,575	1,804,229	1,386,339
Total, 11 mos. ended May 31, 1882	192,437	140,834	42,07,849	27,943,146	267,350	904,760	497,935	239,535	867,641	853,214

Customs Districts.	Wheat.		Wheat flour.		Total values for the month of—	Total values for the eleven months ended—		
	Bushels.	Dollars.	Barrels.	Dollars.	May, 1883	May, 1882.	May 31, '83.	May 31, '82.
New York	1,348,677	1,115,670	244,880	1,303,787	$4,489,947	$1,111,919	$78,551,201	$71,733,996
Boston	61,810	79,350	150,131	1,000,111	1,50 ,321	102,141	13,951,273	11,125,221
Philadelphia	190,221	156,315	23,206	150,613	1,047,970	357,168	12,196,40	8,993,238
Baltimore	831,217	673,404	17,767	99,191	1,536,972	710,089	27,152	21,176,356
New Orleans	38,601	35,092	2,579	12,687	856,890	27,152	11,846,194	3,018,814
San Francisco	754,776	764,276	5,390	34,901	1,427,09	3,226,200	30,024,47	37,841,079
Chicago	110,126	102,606	1,260	1,260	308,995	30,421	3,185,00	2,316,627
Detroit	2,7	1,395	1,395	10,00	31,03	11,536	1,651,668	1,187,048
Huron	4,755	4,285	.....	.....	77,37	.....	246,295	1,899,346
Key West	.....	.....	10,110	60,930	.....	.....	2,422,51	49,636
Miami	.....	.....	.....	.....	69,06	6,215	.....	924,630
Total, May, 1883	3,470,217	3,031,397	391,551	2,723,453	$11,675,389	$1,111,919	$191,414,943	$167,730,652
Total, May, 1882	6,111,97	5,291,786	427,214	3,478,057	.....	.....	.....	.....
Total, 11 mos. ended May 31, 1883	101,497,258	114,385,961	4,172,858	30,614,101	.....	.....	.....	.....
Total, 11 mos. ended May 31, 1882	58,422,391	104,977,197	5,291,786	32,667,357	.....	.....	.....	.....

* Included in the foregoing totals are the reports from Milwaukee, New Haven, Portland, Richmond, Willamette and Yorktown, the details for May, 1883, being as follows:

	Milwaukee.	New Haven.	Portland.	Richmond.	Willamette.	Yorktown.
Barley—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Indian corn—						
Bushels	45,675	.....	.....	.....	.....	.....
Value $	25,465	.....	.....	.....	.....	.....
Indian corn meal—						
Barrels	.....	.....	50	.....	.....	.....
Value $	.....	.....	205	.....	.....	.....
Oats—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Rye—						
Bushels	.....	.....	.....	.....	.....	.....
Value $	.....	.....	.....	.....	.....	.....
Wheat—						
Bushels	.....	.....	.....	.....	27	.....
Value $	.....	.....	.....	.....	54	.....
Wheat flour—						
Barrels	.....	.....	150	9,046	13,261	16,300
Value $	.....	.....	875	57,324	66,685	99,108
Total values—						
May, '83 $	25,405	.....	1,080	57,324	66,739	99,108
May, '82 $	.....	11,790	610	45,427	258,341	.....
11 months—						
1883 $	265,921	55,282	216,190	1,120,574	3,614,375	1,008,593
1882 $	379,010	68,897	213,032	1,436,878	6,149,315	.....

THE DRY GOODS TRADE.

FRIDAY, P. M., June 22, 1883.

Owing to the arrival in the market of a good many wholesale buyers from the West, Southwest and South, business has been a little more active in commission circles the past week, but the jobbing trade remained in the quiet condition usually witnessed at this stage of the season, when retailers are much more anxious to reduce their stocks to the lowest possible point than to increase their liabilities. Goods adapted to the fall trade have received a fair share of attention from package buyers, and such domestic fabrics as staple cotton goods, repellents, jeans, white flannels, &c., also hosiery, knit underwear, notions, &c., were shipped in considerable quantities (in anticipation of future wants) by cheap transportation routes. The movement in standard ginghams was stimulated by lower prices, and some large sales of prints were accomplished in like manner, but there was a firmer tone in the market for staple cotton goods, and some kinds have slightly appreciated.

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week were 2,631 packages, including 1,214 to Great Britain, 495 to China, 132 to Hayti, 125 to Chili, 121 to Venezuela, 116 to Argentine Republic, 104 to U. S. of Colombia, 94 to Brazil, &c. There was an irregular demand at first hands, but a fair business was done in some of the best makes of plain and colored cottons, cotton flannels, &c., in which transactions footed up a considerable aggregate amount. The tone of the market has shown more firmness, and an advance of ½c. per yard was made upon fine bleached shirtings, as Wamsutta and New York mills, while leading makes of plaid osnaburgs were marked up to 8c. per yard. Print cloths were more active and very firm at 3⅝c. for 64x64s and 3 1-16c. for 56x60s, at which rates many manufacturers declined to make contracts for "futures." Dark prints were more sought after and some sales were effected (subject to opening prices), but light prints ruled quiet, aside from "off" styles, in which a fair business was done by means of low prices. Canton ginghams were reduced from 10½c. to 8½c. and met with liberal sales, but the general demand for ginghams was comparatively light.

DOMESTIC WOOLEN GOODS.—There was a slightly improved feeling in the market for men's-wear woolens, caused by the great curtailment of production that has lately taken place. Prices of cassimeres, suitings, &c., are still low and unsatisfactory to manufacturers, but really desirable goods of this class are held with rather more firmness. Worsted coatings are pretty well sold up as a rule, and prices, though low, are fairly steady. Kentucky jeans have met with moderate sales, and stocks are in better shape than for some time past—many accumulations having been closed out during the past few weeks. Satinets were mostly quiet, but repellents were a trifle more active, and a fairly good business was reported in Jersey cloths. White flannels continued in good request, but colored and shirting flannels were relatively quiet, and there was only a limited demand for blankets. Summer dress goods were lightly dealt in, but fair orders were placed for such fall fabrics as all-wool cashmeres, suitings, sackings, &c.—for future delivery. For hosiery and underwear there was an increased inquiry, resulting in a fair aggregate business.

FOREIGN DRY GOODS have ruled very quiet in first hands, and the jobbing trade was of strictly moderate proportions. Staple goods, as low-grade cashmeres, &c., remain firm in price, but low figures are found necessary in order to move such fabrics as are subject to the vagaries of fashion.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending June 21, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883, AND 1882.							
	Week Ending June 22, 1882.		Since Jan 1, 1882.		Week Ending June 21, 1883.		Since Jan 1, 1883.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—								
Wool	451	$ 190,480	22,854	$ 9,692,064	1,121	$ 466,604	20,161	$ 8,560,161
Cotton	766	240,549	40,339	13,280,419	2,140	646,895	36,688	12,171,107
Silk	468	535,514	25,702	17,502,442	1,039	1,194,294	17,421	11,944,252
Flax	513	111,679	41,302	2,800,620	1,360	294,360	41,812	2,844,759
Miscellaneous	203	65,695	58,307	1,077,401	337	64,560	57,119	1,085,853
Total	2,126	922,415	188,484	32,823,101	5,357	2,565,814	173,274	36,606,132
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.								
Manufactures of—								
Wool	289	90,297	7,469	3,079,332	464	187,222	10,319	4,257,372
Cotton	132	10,571	6,729	1,991,476	389	115,541	10,239	3,039,334
Silk	109	7,167	3,618	2,278,715	105	50,949	5,007	3,217,205
Flax	245	48,071	12,049	2,015,361	105	31,121	12,205	2,140,194
Miscellaneous	406	9,360	74,885	1,354,716	550	13,337	83,385	1,453,241
Total	1,161	255,766	104,777	11,253,130	1,613	397,990	121,362	14,787,453
Ent'd for consumption	2,426	922,418	188,838	32,823,101	5,353	1,565,313	173,274	42,009,360
Total on market	3,587	1,177,191	293,615	64,076,231	7,026	1,963,303	294,636	56,796,813
ENTERED FOR WAREHOUSE DURING SAME PERIOD.								
Manufactures of—								
Wool	251	113,923	2,629	1,486,363	1,011	394,454	14,141	5,642,506
Cotton	170	39,219	7,506	2,164,773	423	107,317	10,704	3,068,89-
Silk	170	103,674	4,661	2,835,863	603	325,466	7,025	5,000,255
Flax	258	48,445	10,639	1,995,617	185	43,706	10,096	1,874,965
Miscellaneous	45	11,011	59,316	1,221,399	447	33,842	89,984	1,860,217
Total	980	316,772	90,151	11,667,015	2,670	905,805	132,514	17,443,911
Ent'd for consumpt.	2,426	922,418	188,838	32,823,101	5,353	1,565,313	173,274	42,009,360
Total at the port	3,406	1,239,190	278,989	64,490,116	8,023	2,474,178	305,918	59,453,271

Financial Companies.

Honesty Guaranteed
FIDELITY & CASUALTY CO.
OF NEW YORK.

Officials of Banks, Railroads and Transportation Companies, Managers, Secretaries and Clerks of Public Companies, Institutions and Commercial firms, can obtain *suretyship* from this Company at moderate charges.

The bonds of this Company are accepted by the courts of the State of New York.

ACCIDENT INSURANCE.

Policies issued against accidents causing death or totally disabling injuries.

Full information as to details, rates, &c., can be obtained on application to head office, 179 Broadway, N. Y.

WM. M. RICHARDS, Prest. JOHN M. CRANE, Sec'y.

DIRECTORS—George T. Hope, G. G. Williams, Geo. S. Coe, Charles Dennis, J. S. T. Stranahan, A. B. Hull, A. S. Barnes, S. B. Chittenden, H. A. Huribut W. G. Low, David Dows, J. D. Vermilye, Alex. Mitchell, Wm. M. Richards.

Bonds of Suretyship
NO OTHER BUSINESS.

The Guarantee Co.
OF NORTH AMERICA.

Cash Capital	$300,000
Cash Assets	400,000
Deposit with Insurance Department	214,000

President: SIR. ALEX. T. GALT. Vice-President: HON. JAS. FERRIER.

Managing Director: EDWARD RAWLINGS.

NEW YORK OFFICE:
No. 178 BROADWAY.
D. J. TOMPKINS, Secretary.

NEW YORK DIRECTORS.—Joseph W. Drexel, A. J. Hopkins, H. Victor Newcomb, John Paton, Daniel Torrance, Edw. F. Winslow, Erastus Wiman.

Southern Bankers.

THE CITY BANK OF HOUSTON,
CAPITAL, $500,000,
Houston, Texas.

We give special attention to collections on all accessible points.

DIRECTORS.—Benjamin A. Botts, Pres't; F. A. Rice, C. C. Baldwin, W. B. Botts, Rob't Brewster, S. K. McIlhenny, B. F. Weems.

B. F. WEEMS, Cashier. BENJ. A. BOTTS, Pres't

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BANKERS,
MOBILE, ALABAMA.

Special attention paid to collections, with prompt remittances at current rates of exchange on day of payment. Buy and sell State of Alabama and City of Mobile Bonds.

Correspondents.—Bank of the State of New York, New York; Louisiana National Bank, New Orleans; Bank of Liverpool, Limited, Liverpool.

E. B. BURRUSS, Pres't. A. K. WALKER, Cashier

First National Bank,
WILMINGTON, N. C.

Collections made on all parts of the United States

MERCHANTS' NATIONAL BANK,
RICHMOND, VIRGINIA.

Collections made on all Southern points on best terms; prompt returns.

JOHN P. BRANCH, President.
JOHN F. GLENN, Cash. FRED. R. SCOTT, Vice-Pres't.

THOMAS BRANCH & CO.,
BANKERS AND COMMISSION MERCHANTS
RICHMOND, VIRGINIA.

Virginia Bonds funded under the Funding Act passed by the last Legislature, for ½ per cent commission. New North Carolina 6 per cent bonds, secured by lien on the State's stock in the North Carolina Railroad, for sale.

WM. C. COURTNEY, Pres. ERNEST H. PRINGLE, Cash
BANK OF CHARLESTON,
NATIONAL BANKING ASSOCIATION,
CHARLESTON, S. C.
SPECIAL ATTENTION GIVEN TO COLLECTIONS.

Western Bankers.

C. F. KENZEL, President. } STATE BANK, } Incorporated 1875. C. T. WALKER, Cashier.

German Bank,
LITTLE ROCK, ARKANSAS.

Capital (Paid in) - - - - - - $75,000
Surplus, - - - - - - - - - - 25,000

Prompt attention given to all business in our line.
N. Y. CORRESPONDENTS.—Donnell, Lawson & Co and the Metropolitan National Bank.

George Eustis & Co.,
BROKERS
CINCINNATI, OHIO.

Western Bankers.

The First National Bank.
GRAND RAPIDS, MICH., Feb. 24, 1883.

The First National Bank, of Grand Rapids, located at Grand Rapids, in the State of Michigan, is closing up its affairs, its corporate existence, having expired on February 24, 1883. All note holders and other creditors of said association are therefore hereby notified to present the notes and other claims against the association for payment.

HARVEY J. HOLLISTER, Cashier.

The Old National Bank
OF GRAND RAPIDS, MICH.

Capital Limit, - - - - - $1,500,000
Capital Paid in, - - - - 400,000

Referring to the foregoing the officers and directors of the OLD NATIONAL BANK OF GRAND RAPIDS, beg leave to announce that on Monday, February 26 inst., they will continue the business of banking in all its branches, at the same place of business, as successor of the First National Bank of Grand Rapids.

As substantially the same management will continue in the new organization, with equal capital (which will be speedily doubled) it is hoped the generous confidence and patronage so long bestowed upon its predecessor, will be continued to the present institution.

S. L. WITHEY, President.
H. J. HOLLISTER, Cashier.

N. W. Harris & Co.,
INVESTMENT BANKERS,
No. 176 DEARBORN STREET,
CHICAGO, ILL.

BONDS, State, County, City, Town, School and Car Trust Bought and Sold.

The funding of entire issues receives special attention. Write us if you wish to buy or sell.

Montana National Bank,
HELENA, M. T.
UNITED STATES DEPOSITORY.

Capital, - - - - - - - - $250,000

C. A. BROADWATER, Pres't. A. G. CLARKE, V.-Pres't.
E. SHARPE, Cashier.

THE
Texas Land & Mortgage
COMPANY LIMITED,
(OF LONDON),

Transact a general Financial and Agency Business in the State of Texas and Europe.

New York Correspondents: BLAKE BROS. & Co., Wall Street.
C. E. WELLESLEY, General Manager, DALLAS, TEXAS.

THOS. M. THORNTON. WM. W. THORNTON, Cash
W. F. THORNTON & SON.
(Established 1859.)
BANKERS AND BROKERS,
SHELBYVILLE, ILLINOIS.

Collections made in Shelby and adjoining Counties and Proceeds remitted on Day of Payment.

REFERENCES—National Bank of Commerce, New York. Union National Bank, Cincinnati. Third National Bank, St. Louis. Traders' Bank, Chicago. Indiana Banking Company, Indianapolis.

ESTABLISHED 1871.
P. F. KELEHER & CO.,
305 OLIVE STREET, ST. LOUIS,
Dealers in Western Securities.

Defaulted Bonds of Missouri Kansas and Illinois Specialty. Good Investment Securities, paying 4½ to 10 per cent, for sale.

References in New York, by permission, Clark Dodge & Co., 51 Wall St.; Hatch & Foote, 12 Wall St. References in St. Louis, Banks generally.

Commercial Cards.

Brinckerhoff, Turner & Co.,
Manufacturers and Dealers in
COTTON SAIL DUCK
And all kinds of
COTTON CANVAS, FELTING DUCK, CAR COVERING, BAGGING, RAVENS DUCK, SAIL TWINES, &c., "ONTARIO" SEAMLESS BAGS, "AWNING STRIPES"
Also, Agents
UNITED STATES BUNTING CO.
A full supply, all Widths and Colors, always in stock
No. 109 Duane Street.

Commercial Cards.

Dan Talmage's Sons & Co
MILLERS, FACTORS
AND COMMISSION MERCHANTS IN
RICE,
96 Wall Street, New York,
10, 12 & 14 East Bay, Charleston,
108 Bay Street, Savannah,
41 & 43 North Peters St., New Orleans

SAMUEL BUDD.
Fine Custom Shirts our Specialty. Over Twenty Years' experience warrants the assertion that our Dress Shirts are unequalled for style, appearance and workmanship. We guarantee in all cases a perfect fit.

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Broadway & 24th Street, New York.

Wire Rope.


STEEL AND CHARCOAL IRON of superior quality suitable for MINING AND HOISTING PURPOSES, Inclined Planes, Transmission of Power, &c. Also, Galvanized Charcoal and BB for Ships' Rigging, Suspension Bridges, Derrick Guys, Ferry Ropes, &c. A large stock constantly on hand from which any desired lengths are cut. FLAT STEEL AND IRON ROPES for Mining purposes manufactured to order.
JOHN W. MASON & CO.,
43 Broadway, New York.

Joy, Lincoln & Motley,
SUCCESSORS TO
E. R. MUDGE, SAWYER & CO.,
43 & 45 WHITE STREET, NEW YORK. 15 CHAUNCEY STREET, BOSTON.
AGENTS FOR
Ocean Mills Co., Atlantic Cotton Mills, Peabody Mills, Chicopee Mfg. Co., Ilerton New Mills, White Mfg. Co., Saratoga Victory Mfg. Co., Hosiery and Yarn Mills.

Bliss, Fabyan & Co.,
New York, Boston, Philadelphia,
SELLING AGENTS FOR LEADING BRANDS
BROWN & BLEACHED SHIRTINGS AND SHEETINGS,
PRINTS, DENIMS, TICKS, DUCKS, &c.
Towels, Quilts, White Goods & Hosiery
Drills, Sheetings, &c., for Export Trade.

OFFICE CARPETS.
HOUSEKEEPERS AND OCCUPANTS OF OFFICES take notice. Before buying your Carpets Linoleum, Oilcloths, or Mattings, call at BENDALL'S Misfit Carpet Store, 114 Fulton St., basement floor. Cheapest place in New York.

Publications.

FOR SALE.
Chronicle Volumes
SINCE 1870.

Any office possessing these volumes since 1870 has at hand for convenient reference a complete and reliable financial history of the period. Parties having the more recent volumes can obtain from the publishers most of the earlier volumes, or complete sets can be furnished.

WILLIAM B. DANA & CO.,
79 & 81 WILLIAM STREET.

Insurance.

OFFICE OF THE

ATLANTIC

Mutual Insurance Co.,

NEW YORK, January 25, 1883.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1882:

Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$4,412,693 58
Premiums on Policies not marked off 1st January, 1882	1,516,844 85
Total Marine Premiums	$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90
Losses paid during the same period	$2,013,767 35
Returns of Premiums and Expenses	$823,301 50

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,974,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
remium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

TRUSTEES:

J. D. Jones,	Horace Gray,
Charles Dennis,	Edmund W. Corlies,
W. H. H. Moore,	John Elliott,
Lewis Curtis,	Adolph Lemoyne
Charles H. Russell,	Bobt. B. Minturn,
James Low,	Charles H. Marshall,
David Lane,	George W. Lane,
Gordon W. Burnham,	Edwin D. Morgan,
A. A. Raven,	James G. De Forest,
Wm. Sturgis,	Samuel Willetts,
Benjamin H. Field,	Charles D. Leverich,
Josiah O. Low,	William Bryce,
William E. Dodge,	William H. Fogg,
Royal Phelps,	Thomas B. Coddington
Thomas F. Youngs,	Horace K. Thurber,
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John D. Hewlett,	John L. Riker,
William H. Webb,	N. Denton Smith,
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JOHN D. JONES, President.

CHARLES DENNIS, Vice President,

W. H. H. MOORE, 2d Vice-President

A. A. RAVEN 3d Vice-President.

Insurance.

MUTUAL LIFE

INSURANCE COMPANY

OF NEW YORK.

F. S. WINSTON, President.

ISSUES EVERY DESCRIPTION OF

LIFE & ENDOWMENT POLICIES

Rates Lower than other Companies.

ORGANIZED APRIL 14TH, 1842.

ASSETS. $95,000,000

Steamships.

ONLY

Direct Line to France.

GENERAL TRANSATLANTIC CO.

Between NEW YORK and HAVRE,

From Pier (new) 42 North River, foot of Morton St. Travelers by this line avoid both transit by English Railway and the discomforts of crossing the Channel in a small boat.

NORMANDIE, Servan.....Wed., June 27, 11 A.M.
CANADA, Frangeul .....Wed., July 4, 6 A.M.
FRANCE, Perier d'Hauterive, Wed., July 11, 11 P.M.

PRICE OF PASSAGE—(including wine): To Havre—First cabin, $100 and $80; second cabin, $60; steerage, $26—including wine, bedding and utensils. Return tickets at very reduced rates. Checks on Banque Transatlantique, Havre and Paris, in amounts to suit.

Special Train from Havre to Paris.

The Compagnie Generale Transatlantique delivers at its office in New York special train tickets from Havre to Paris. Baggage checked through to Paris without examination at Havre, provided passengers have the same delivered at the Company's Dock in New York, Pier 42 North River, foot of Morton St., at least two hours before the departure of a steamer

LOUIS DE BEBIAN, Agent,
No. 6 Bowling Green.

Cotton.

Robert Tannahill & Co.,

Cotton Commission Merchants,

No. 61 Stone Street, NEW YORK.

Special attention given to the purchase and sale of Future Contracts.

Rountree & Co.,

COTTON COMMISSION MERCHANTS

No. 12 OLD SLIP,

Cor. Water Street, NEW YORK,

And NORFOLK, VA.

☞ Special attention given to the execution of orders for the purchase and sale of Cotton for future delivery. Liberal advances made on consignments.

A. B. GWATHMEY. J. O. BLOSS.

Gwathmey & Bloss,

COTTON MERCHANTS,

No. 123 Pearl Street, New York.

Special attention given to the execution of orders for the purchase and sale of contracts for future delivery in New York and Liverpool.

Sawyer, Wallace & Co.,

COMMISSION MERCHANTS,

No. 47 BROADWAY.

Liberal advances made on cotton consignments. Special attention given to orders for contracts for future delivery of cotton in New York and Liverpool.

Waldron & Tainter,

Cotton and Petroleum Merchants,

97 PEARL AND 60 STONE STREETS, NEW YORK

"FUTURE" ORDERS PROMPTLY EXECUTED.

James F. Wenman & Co.,

COTTON BROKERS,

No. 146 Pearl Street, near Wall, N. Y.

Established (in Tontine Building) 1840.

Cotton.

Henry Hentz & Co.,

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8 South William St., New York.

EXECUTE ORDERS FOR FUTURE DELIVERY

COTTON

at the NEW YORK, LIVERPOOL AND NEW ORLEANS COTTON EXCHANGES. Also orders for

COFFEE

at the NEW YORK COFFEE EXCHANGE.

CORRESPONDENTS

Messrs. James Finlay & Co., Liverpool, London and Glasgow.
Messrs. Smith, Edwards & Co., Cotton Brokers Liverpool.
Messrs. Finlay, Muir & Co., Calcutta and Bombay.
Messrs. Samuel H. Buck & Co., New Orleans.

E. S. Jemison & Co.,

BANKERS

AND

COTTON COMMISSION MERCHANTS

No. 10 Old Slip, New York.

Jemison, Groce & Co., Galveston, Texas

Fielding & Gwynn,

COTTON FACTORS

AND

COMMISSION MERCHANTS,

16 & 18 Exchange Place,

POST BUILDING, NEW YORK.

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Hopkins, Dwight & Co.,

COTTON

COMMISSION MERCHANTS,

No. 134 PEARL STREET,

NEW YORK.

ORDERS FOR FUTURE CONTRACTS EXECUTED IN NEW YORK AND LIVERPOOL.

WM. MOHR. H. W. HANEMANN. CLEMENS FISCHER

Mohr, Hanemann & Co.,

123 PEARL ST., 186 GRAVIER ST.,

New York. New Orleans, La.

SPECIAL ATTENTION GIVEN TO THE EXECUTION OF ORDERS FOR FUTURE CONTRACTS.

H. Tileston & Co.,

COTTON, STOCKS, BONDS, &c.,

25 WILLIAM STREET, NEW YORK.

Members of Stock, Cotton and Produce Exchanges. Orders in "Futures" executed at N. Y. Cotton Exch.

Geo. Copeland & Co.,

COTTON BROKERS,

136 PEARL STREET, NEW YORK.

Parisot & Campbell,

Cotton Factors,

VICKSBURG, MISS.

Orders to purchase Cotton in our market solicited. Refer to Messrs. WOODWARD & STILLMAN New York.

Wm. Felix Alexander,

COTTON BROKER,

AUGUSTA, GEORGIA

Entire attention given to purchase of COTTON TO ORDER for SPINNERS and EXPORTERS

CORRESPONDENCE SOLICITED.

References:—National Bank of Augusta, Georgia. Henry Hentz & Co., Commission Merchants, New York; William B. Dana & Co., Proprietors COMMERCIAL AND FINANCIAL CHRONICLE, and other New York Houses.

Cotton.

Woodward & Stillman,
MERCHANTS,
Post Building, 16 & 18 Exchange Place
NEW YORK.
LOANS MADE ON ACCEPTABLE SECURITIES.
Cash Advances Made on Consignments.
SPECIAL ATTENTION TO ORDERS FOR CONTRACTS FOR FUTUR DELIVERY OF COTTON.
COTTON, ALL GRADES, SUITABLE TO WANTS OF SPINNERS,
OFFERED ON TERMS TO SUIT.

HENRY H. WARE. GILLIAT SCHROEDER.
Ware & Schroeder,
COTTON COMMISSION MERCHANTS,
POST BUILDING,
16 & 18 Exchange Place, New York.
Special attention paid to the execution of orders for the purchase or sale of contracts for future delivery of cotton. Liberal advances made on consignments.

John C. Graham & Co.,
BANKERS
AND
COTTON COMMISSION MERCHANTS,
No. 18 William Street, New York.
SELMA, ALA.; MONTGOMERY, ALA.
Buyers of Cotton for a Commission. Orders for Future Contracts executed in New York and Liverpool.

TEXAS COTTON!

An experienced, reliable and responsible Cotton Buyer, doing business at various interior Texas points, and having unusual facilities for executing spinners' orders, will spend this month (June) among the Eastern cities. Spinners desiring direct connection with such a party are invited to address as below, when they will be called upon personally.
A. M. WOOD,
Care 84 Reade Street, New York.
References of the highest order furnished.

Edward H. Coates & Co.
SUCCESSORS TO
CLAGHORN HERRING & CO.,
COTTON COMMISSION MERCHANTS,
No. 116 CHESTNUT STREET,
PHILADELPHIA.

HYMANS & DANCY,
NORFOLK, VA.
Dancy, Hyman & Co.,
COTTON COMMISSION MERCHANTS,
97 Pearl St., New York.
Special attention given to the purchase and sale of contracts for future delivery.

F. Hoffmann,
COTTON BROKER AND AGENT.
38 RUE DE LA BOURSE, HAVRE.

Dennis Perkins & Co.,
COTTON BROKERS,
125 Pearl Street, New York.
Orders for Spot Cotton and Futures promptly executed.

WALTER & KHOHN,
COTTON BROKERS,
53 BEAVER STREET, NEW YORK.

JOHN H. CLISBY & CO.
COTTON BUYERS,
MONTGOMERY, ALA.
PURCHASE ONLY ON ORDERS FOR A COMMISSION.

Cotton.

INMAN, SWANN & Co
COTTON MERCHANTS,
COTTON EXCHANGE BUILDING
New York.
LOANS MADE ON
SOUTHERN SECURITIES.

GEO. STABER,
ALBERT KROHN, Special.
54 STONE STREET, NEW YORK.
COTTON
Strictly Brokerage and Commission.

LEHMAN, ABRAHAM & Co., New Orleans, La. LEHMAN, DURR & Co. Montgomery, Ala.
LEHMAN BRO'S,
COTTON FACTORS
AND
COMMISSION MERCHANTS,
No. 40 EXCHANGE PLACE,
MEMBERS OF THE COTTON, COFFEE AND PRODUCE EXCHANGES.
UP-TOWN OFFICE, Nos. 39 & 41 WALKER STREET
New York.
Orders executed at the Cotton Exchanges in New York and Liverpool and advances made on Cotton and other produce consigned to us, or to our correspondents in Liverpool Messrs. B. Newgass & Co and Messrs. L. Rosenheim & Sons.

B. F. BABCOCK & CO.
COMMISSION MERCHANTS,
17 Water Street, LIVERPOOL,
Receive consignments of Cotton and other Produce, and execute orders at the Exchanges in Liverpool. Represented in New York at the office of
BABCOCK BROTHERS & CO.,
50 WALL STREET.

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Ewen Brothers,
COTTON BROKERS,
Nos. 31 & 33 Broad Street,
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COTTON BROKERS,
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Special attention given to orders for the buying and selling of COTTON FOR FUTURE DELIVERY.

Miscellaneous.

Bullard & Wheeler,
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NEW YORK.
BAGGING AND IRON TIES,
(FOR BALING COTTON.)
Agents for the following brands of Jute Bagging: "Eagle Mills," "Brooklyn City," "Georgia," "Carolina," "Nevins O," "Union Star," "Salem," "Horicon Mills," "Jersey Mills" and "Dover Mills."
IMPORTERS OF IRON TIES.

BAGGING.
WARREN, JONES & GRATZ,
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Manufacturers' Agents for the sale of Jute Bagging.
IMPORTERS OF
IRON COTTON TIES.

Miscellaneous.

Walter T. Hatch. *Henry P. Hatch.*
Nath'l W. T. Hatch. *Arthur M. Hatch*
W. T. Hatch & Sons,
BANKERS,
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BRANCH OFFICES { 132 Church Street, N. Y. / 286 Chapel St., New Haven
Personal attention given at the EXCHANGES to the purchase and sale of STOCKS and BONDS for cash or on margin.
DEPOSITS RECEIVED—subject to check at sight—with interest upon balances.
Special attention paid to INVESTMENTS and accounts of COUNTRY BANKERS.

J. P. Billups & Co.,
COTTON
COMMISSION MERCHANTS,
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POST BUILDING. NEW YORK
Special attention given to the Purchase and Sale of Contracts for future delivery of Cotton.

Insurance.

HOME
Insurance Company
OF NEW YORK,
OFFICE, 119 BROADWAY.

CASH CAPITAL	$3,000,000 00
Reserve for Unearned Premiums	2,116,832 00
Reserve for Unpaid Losses and Claims	317,596 01
Net Surplus	1,774,061 06
Cash Assets, January 1, 1883	$7,208,489 07

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

ÆTNA
Insurance Company
OF HARTFORD.

Assets January 1, 1883	$9,054,610 58
Liabilities for unpaid losses and re-insurance fund	1,961,428 46
Capital	4,000,000 00
NET SURPLUS	$3,193,182 12

No. 2 Courtlandt St., New York.
JAS. A. ALEXANDER, Agent.

North British
& Mercantile Ins. Co.
OF
LONDON AND EDINBURGH.
United States Board of Management,
NEW YORK:
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DAVID DOWS, Esq. (David Dows & Co.)
E. P. FABBRI, Esq. Drexel, Morgan & Co.)
Hon. S. B. CHITTENDEN
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MANAGERS,
Office, 54 William St., New York.

Commercial
Union Ins. Co.
(OF LONDON),
ALFRED PELL,
Resident Manager,
37 & 39 Wall Street

The Commercial and Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

VOL. 36. NEW YORK, JUNE 30, 1883. NO. 940.

Financial.

AMERICAN
Bank Note Company,
142 BROADWAY, NEW YORK.
Business Founded 1795.
Incorporated under Laws of State of New York, 1858.
Reorganized 1879.

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BONDS, POSTAGE & REVENUE STAMPS, LEGAL TENDER AND NATIONAL BANK NOTES, of the UNITED STATES; and for Foreign Governments.

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FROM STEEL PLATES,
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Work Executed in Fireproof Buildings.
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W. M. SMILLIE, TOURO ROBERTSON.
G. H. STAYNER, Treas.
THEO. H. FREELAND, Secty.

Banque
Centrale Anversoise,
ANTWERP.
Paid-Up Capital, - - 9,000,000 Francs.
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ALFRED MAQUINAY (Graff & Maquinay), Vice-Pres.
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OTTO GUNTHER (Corneille-David).
EMILE DE GOTTAL.
AD FRANK (Frank, Model & Cie.)
AUG. NOTTEBOHM (Nottebohm Freres).
FR. DHANIS (Michiels Loos).
JOH. DAN. FUHRMANN, Jr. (Joh. Dan. Fuhrmann.)
LOUIS WEBER (Ed. Weber & Cie.)
JULES RAUTENSTRAUCH (C. Schmid & Cie.)
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GENERAL BANKING BUSINESS.
ASA. P. POTTER, Pres't. J. J. EDDY, Cashier.

Maverick National Bank,
BOSTON.
CAPITAL, - - - - - - - $400,000
SURPLUS, - - - - - - - - 400,000
Accounts of Banks and Bankers solicited.
Collections made upon favorable terms.
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HENRY C. TINKER. RENSSELAER WESTON.

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Financial.

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BANKERS AND BROKERS,
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Brown Brothers & Co.,

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Issue Commercial & Travelers' Credits
IN STERLING,
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NATIONAL BANK OF SCOTLAND,
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GEORGE STARK. JOHN F. STARK

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BANKERS AND BROKERS,

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51 Exchange Place.

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City, Railroad, Gas, Electric Light and Miscellaneous Stocks and Bonds.

Douglass Green,

16 EXCHANGE PLACE, NEW YORK.

GOVERNMENTS AND FOREIGN EXCHANGE.

Southern Securities and District of Columbia Securities a Specialty.

R. T. Wilson & Co.,

BANKERS AND COMMISSION MERCHANTS,

2 Exchange Court, New York.

Auction Sales.

STOCKS and BONDS At Auction.

The Undersigned hold REGULAR AUCTION SALES of all classes of

STOCKS AND BONDS

ON

WEDNESDAYS AND SATURDAYS.

ADRIAN H. MULLER & SON,

No. 7 PINE STREET, NEW YORK.

Banks--New York State.

Seaboard Bank,

Organized under the State Laws of New York.
Welles Building, 18 Broadway, N. Y.
CAPITAL $500,000.

W. A. PULLMAN ..... President.
S. G. BAYNE..... Vice-President.
S. G. NELSON ..... Cashier

DIRECTORS:

CHARLES WHEELER,	D. O'DAY,
JOS. SEEP,	N. MEHLEN,
W. A. ROSS,	J. J. VANDERGRIFT,
L. H. SMITH,	S. G. BAYNE,

W. A. PULLMAN.

Solicits deposits from banks, on which liberal interest will be paid on daily balances. Makes collections, transacts a general banking business. Makes call or time loans on Oil Certificates, Produce Receipts, Bills of Lading and other marketable securities.

SHERMAN S. JEWETT, Pres. JOSIAH JEWETT, V-Pres
WILLIAM C. CORNWELL, Cashier.

Bank of Buffalo,

CAPITAL, - - - - - - - - - $300,000.

BUFFALO, N. Y.

This bank has superior facilities for making collections on all accessible points in the United States, Canada and Europe. Liberal terms extended to accounts of bankers and merchants.
CORRESPONDENTS.—New York, National Shoe & Leather Bank; London, Union Bank of London.

Foreign Bankers.

Blake Brothers & Co.,

LONDON, ENGLAND,

Solicit accounts and agencies of Banks, Railways, Corporations, firms and individuals, upon favorable terms; also orders for the purchase and sale of Bonds, Shares, &c., &c., on Commission on the Stock Exchange.
Negotiate Railway, State and City Loans, and
Issue Commercial Credits available in all parts of the world.

Nederlandsch Indische Handelsbank,

AMSTERDAM, HOLLAND.

ESTABLISHED IN 1863.

Paid-Up Capital, 12,000,000 Guilders ($4,800,000 Gold.)

HEAD OFFICE IN AMSTERDAM.
Agencies in Batavia, Soerabaya and Samarang.
Correspondents in Padang.

Issue Commercial credits, make advances on shipments of staple merchandise, and transact other business of a financial character in connection with the trade with the Dutch East Indies.

BLAKE BROTHERS & CO.,
AGENTS FOR NORTH AMERICA,
18 WALL STREET, NEW YORK.
28 STATE STREET, BOSTON.

Adolph Boissevain & Co.

BANKERS
AND
COMMISSION MERCHANTS,
AMSTERDAM, HOLLAND

N. Y. Correspondents—Messrs. BLAKE BROS. & Co.

THE

Anglo-Californian Bank

(LIMITED).

LONDON, Head Office, 3 Angel Court.
SAN FRANCISCO Office, 422 California, St.
NEW YORK Agents, J. & W. Seligman & Co.
BOSTON Correspond'ts, Massachusetts N. Bk.

Authorized Capital, - - - $6,000,000
Paid-up Capital, - - - - - 1,500,000
Reserve Fund, - - - - - - 350,000

Transact a general banking business. Issue Commercial credits and Bills on Exchange, available in all parts of the world. Collections and orders for Bonds, Stocks, etc., executed upon the most favorable terms.
FRED'K F. LOW, }
IGNATZ STEINHART, } Managers.
P. N. LILIENTHAL, Cashier.

Hong Kong & Shanghai

BANKING CORPORATION.

CAPITAL (paid-up)..... $5,625,000
RESERVE FUND..... 2,000,000

HEAD OFFICE, HONG KONG.

The Corporation grant Drafts, issue Letters of Credit for use of Travelers, and negotiate or collect Bills payable at Bombay, Calcutta, Singapore, Saigon Manila, Hong Kong, Foochow, Amoy, Ningpo, Shanghai, Hankow, Yokohama, Hiogo, San Francisco and London.

A. M. TOWNSEND, Agent, 47 William St

Foreign Bankers.

Bank of Australasia,

(INCORPORATED 1835.)
4 Threadneedle St., London, England
PAID-UP CAPITAL, £1,200,000.
UNDIVIDED PROFITS (including Guarantee and Reserve Funds), £179,370.

Letters of Credit and Drafts issued on the 110 branches of the Bank in the Colonies of Queensland, New South Wales, Victoria, South Australia, Tasmania and New Zealand. Bills negotiated or sent for Collection. Telegraphic Transfers made. Deposits received in London at interest for fixed periods on terms which may be ascertained at the office.
PRIDEAUX SELBY, Secretary.

Canadian Bankers.

Bank of Montreal.

CAPITAL, - - - $12,000,000, Gold.
SURPLUS, - - - $5,750,000, Gold.

C. F. SMITHERS, President.
W. J. BUCHANAN, General Manager.

NEW YORK OFFICE,
Nos. 59 & 61 WALL STREET.

WALTER WATSON, }
ALEX'R LANG, } Agents.

Buy and sell Sterling Exchange, Francs and Cable Transfers; grant Commercial and Travelers' Credits, available in any part of the world; issue drafts on and make collections in, Chicago and throughout the Dominion of Canada.

London Office, No. 9 Birchin Lane.

Imperial Bank of Canada.

CAPITAL (paid up), - - - $1,300,000
RESERVE, - - - - - - - $460,000
H. S. HOWLAND, Pres't. D. R. WILKIE, Cashier
HEAD OFFICE, TORONTO.
BRANCHES:

St. Catharines, Port Colborne, St. Thomas, Ingersoll, Welland, Fergus, Woodstock, Winnipeg, Man., Brandon.

Dealers in American Currency & Sterling Exchange.

Agents in London:	Agents in New York:
BOSANQUET, SALT & CO., 73 Lombard Street.	BANK OF MONTREAL, 59 Wall Street.

Promptest attention paid to collections payable in any part of Canada.
Approved Canadian business paper discounted at the Head Office on reasonable terms, and proceeds remitted by draft on New York.

Merchants Bank
OF CANADA.

Capital, - - - $5,700,000 Paid Up.
Reserve, - - - - - - - $1,150,000
President, ANDREW ALLAN, Esq.
Vice-President, ROBERT ANDERSON, Esq.
HEAD OFFICE, MONTREAL.
GEORGE HAGUE, General Manager.
J. H. PLUMMER, Assistant General Manager.
BANKERS:
LONDON, ENG.—The Clydesdale Bank (Limited.)
NEW YORK—The Bank of New York, N.B.A.

The New York Agency buys and sells Sterling Exchange, Cable Transfers, issues Credits available in all parts of the world, makes collections in Canada and elsewhere, and issues Drafts payable at any of the offices of the bank in Canada. Every description of foreign banking business undertaken.
New York Agency, No. 61 Wall Street.
HENRY HAGUE, }
JOHN B. HARRIS, JR., } Agents.

AGENCY OF THE

BANK
OF
BRITISH NORTH AMERICA,

No. 52 WALL STREET.

Buy and sell Sterling Exchange and Cable Transfers. Issue demand drafts on Scotland and Ireland, also on Canada, British Columbia, Portland, Oregon San Francisco and Chicago.
CIRCULAR NOTES issued in Pounds Sterling available in all parts of the world.
Bills collected and other banking business transacted.
D. A. McTAVISH, }
H. STIKEMAN, } Agents.

Gzowski & Buchan,

BANKERS AND STOCK BROKERS,

TORONTO, CANADA.

Prompt attention given to Collection of Commercial Bills and Canadian Funds on all points in Canada; American and Sterling Exchange, and Stocks, Bonds, etc., bought and sold.
Correspondents—Bank of New York, New York; and Alliance Bank, London.

Trust Companies.

United States Trust Co.

OF NEW YORK,
No. 49 WALL STREET.

CAPITAL AND SURPLUS, $5,000,000

This company is a legal depository for moneys paid into court, and is authorized to act as guardian or receiver of estates.
INTEREST ALLOWED ON DEPOSITS, which may be made at any time, and withdrawn after five days' notice, and will be entitled to interest for the whole time they may remain with the company.
Executors, administrators, or trustees of estates, and females unaccustomed to the transaction of business, as well as religious and benevolent institutions, will find this company a convenient depository for money. JOHN A. STEWART, President.
WILLIAM H. MACY, Vice-President.

TRUSTEES

Dan. H. Arnold,	James Low,	John H. Rhoades
Thomas Slocomb,	W. W. Phelps,	J. B. Williams,
Charles E. Bill,	D. Willis James,	Anson P. Stokes,
Wilson G. Hunt,	John J. Astor,	Chas. H. Russell,
Wm H. Macy,	John A. Stewart.	Robt. B. Minturn
John J. Cisco,	S.M. Buckingham	Geo. H. Warren,
Clinton Gilbert,	H. E. Lawrence,	George Bliss,
Daniel D. Lord,	Isaac N. Phelps,	John C. Brown,
George T. Adee,	Erastus Corning,	William Libbey,
Samuel Sloan,	S. B. Chittenden,	

JAMES S. CLARK, Second Vice-President.
HENRY L. THORNELL, Secretary.
LOUIS G. HAMPTON, Assistant-Secretary

The Brooklyn Trust Co.

Cor. of Montague & Clinton sts., Brooklyn, N. Y.

This Company is authorized by special charter to act as receiver, trustee, guardian, executor, or administrator.
It can act as agent in the sale or management of real estate, collect interest or dividends, receive registry and transfer books, or make purchase and sale of Government and other securities.
Religious and charitable institutions, and persons unaccustomed to the transaction of business, will find this Company a safe and convenient depository for money. EDMUND W. CORLIES, Vice-Pres't.

TRUSTEES:

John P. Rolfe,	Chas. R. Marvin,	Henry K. Sheldon
E. F. Knowlton,	Josiah O. Low,	John T. Martin,
H. E. Pierrepont,	Alex. McCue,	Edm'd W. Corlies
Alex. M. White,	A. A. Low,	Fred. Cromwell,
Henry Sanger,	Mich'l Chauncey,	C. D. Wood.

WM. H. MALE, Secretary.
JAS. R. CURRAN, Assistant Secretary.

Metropolitan Trust Co.,

Mills Building, 35 Wall St., New York.

PAID UP CAPITAL, $1,000,000.

Designated as a legal Depository by order of Supreme Court. Receive deposits of money on interest, act as fiscal or transfer agent, or trustee for corporations and accept and execute any legal trusts from persons or corporations on as favorable terms as other similar companies.
THOMAS HILLHOUSE, President.
FREDERIC D. TAPPEN, Vice-President
WALTER J. BRITTIN, Secretary.

Safe Deposit Companies.

MANHATTAN

Safe Deposit & Storage Co

346 & 348 Broadway,
Cor. of Leonard Street. NEW YORK.
Receives for safe-keeping, UNDER GUARANTEE, Bonds, Deeds, Wills and other valuable papers; Silverware, Jewelry, Paintings, Silk Goods, Old Business Accounts, &c.
Safes to rent from $10 to $200 per year.

SAFE DEPOSIT VAULTS
OF
The National Park Bank
OF NEW YORK.
214 & 216 BROADWAY.
ENTRANCE THROUGH THE BANK.

Bankers' Safe Deposit Co

UNITED BANK BUILDING,
Cor Wall Street and Broadway.

SAFES
OF MOST APPROVED CONSTRUCTION FOR
Bankers, Brokers, Merchants, &c.

DEPOSIT YOUR SECURITIES
IN THE
State Safe Deposit Vault,

Cor. William St. & Exchange Place,
Under the National Bank of the State of New York
BURGLAR AND FIRE PROOF.

C. F. SENZEL, President. } STATE BANK, Incorporated 1875. } C. T. WALKER Cashier.

German Bank,

LITTLE ROCK, ARKANSAS.

Capital (Paid in) - - - - - $75,000
Surplus, - - - - - - - - - 25,000

Prompt attention given to all business in our line.
N. Y. CORRESPONDENTS.—Donnell, Lawson & Co. and the Metropolitan National Bank.

Investments.

REED & HURLBUT,

52 WILLIAM STREET.

FIRST-CLASS

Investment Bonds.

Geo. K. Sistare's Sons,

19 NASSAU ST., NEW YORK,

DEALERS IN

FIRST-CLASS INVESTMENTS.

Buy and Sell on Commission, for cash or on margin, all securities dealt in at the New York Stock Exchange.

Interest allowed on daily balances.

All deposits subject to check at sight.

Particular attention to orders by mail or telegraph.

Special Investments.

Prentiss & Staples,

No. 11 WALL STREET, NEW YORK

AND

208 MONTAGUE ST., BROOKLYN.

GAS STOCKS

AND

GAS SECURITIES,

Street Railroad Stocks and Bonds

AND ALL KINDS OF

BROOKLYN SECURITIES

DEALT IN.

SEE GAS QUOTATIONS IN THIS PAPER.

GEO. H. PRENTISS, CYRUS E. STAPLES.
Member N. Y. Stock Exchange.

A. W. Beasley & Co.,

BANKERS

AND DEALERS IN

INVESTMENT BONDS,

No. 98 Broadway, New York.

We offer a large line of CHOICE Railroad SIX PER CENT bonds on desirable terms to buyers and investors.

Fred. H. Smith,

STOCK AND BOND BROKER,

20 BROAD STREET, NEW YORK.

Railroad Securities a Specialty.

Intimate knowledge of all for past fifteen years. Information cheerfully given. Investors or dealers wishing to buy or sell are invited to communicate. All stocks dealt in at New York Stock Exchange carried on margins.

Albert E. Hachfield,

8 & 10 PINE STREET.

Bonds and Investment Securities

WANTED:

Indianapolis & St. Louis 1sts.
Joliet & Northern Indiana 1sts.
Rome Watertown & Ogdensburg, 1st and 2d M. Bds
Missouri Kansas & Texas Scrip.

N. T. Beers, Jr.,

Brooklyn Securities, City Bonds,

Gas Stocks, &c.,

No. 1 NEW STREET,

NEW YORK.

Special Investments.

Investors Attention.

$200 TO $20,000.

SEVEN PER CENT

Semi-Annual Interest Net to Investor.

SECURITY ABSOLUTE.

First Mortgages on Improved Property in Kansas City, and good farms in Kansas and Missouri, worth from three to five times the amount of the loan. For particulars and references address,

H. P. MORGAN, General Agent,

No. 3 Custom House St., PROVIDENCE, R. I., Or

JARVIS, CONKLIN & CO., Brokers,

KANSAS CITY, MO.

WM. C. NOYES,

No. 21 NASSAU STREET,

DEALER IN

CITY RAILWAY STOCKS

GAS STOCKS.

Telegraph and Cable Stocks.

TRUST COS.' STOCKS.

Bank Stocks. Insurance Stocks.

THE WESTERN

FARM MORTGAGE CO.,

LAWRENCE, KANSAS,

Offers to investors the best securities in the market. FIRST MORTGAGE LOANS UPON IMPROVED FARMS. Interest and principal paid on day of maturity in New York. Funds promptly placed. Large experience. No losses. Send for circular, references and sample forms. F. M. PERKINS, President; J. T. WARNE, Vice-Prest.; L. H. PERKINS, Secretary CHAS. W. GILLETT, Treas. N. F. HART Auditor

E. S. BAILEY,

7 PINE STREET.

DEALINGS IN

INSURANCE STOCKS

A SPECIALTY.

Cash paid at once for the above securities; or they will be sold on commission, at seller's option.

H. L. Grant,

No. 145 BROADWAY,

NEW YORK.

CITY RAILROAD STOCKS & BONDS

BOUGHT AND SOLD.

See quotations of City Railroads in this paper.

FOR SALE—Fire Insurance Stocks.

10 sh. Farragut, 20 sh. Lafayette, 20 sh. Republic.
40 sh. Hamilton, 50 sh. National, 12 sh. Sterling,
30 sh. Home, 100 sh. Phenix,
50 sh. Phenix of Hartford, $530 Atlantic Mut Scrip.

J. P. WINTRINGHAM.

GAS, INSURANCE, BANK STOCKS, &c.

SECURITIES BOUGHT AT THE AUCTION SALES.

36 PINE STREET, N. Y.

Interest, Dividends, &c.

FOURTH NATIONAL BANK OF THE CITY OF NEW YORK, New York, June 21, 1883. —The Board of Directors have this day declared a dividend of Four Per Cent, payable on and after July 2, 1883. The transfer book will remain closed until that date. H. BUCKHOUT, Cashier.

O. D. BALDWIN, President.

THE METROPOLITAN NATIONAL BANK, NEW YORK, June 19, 1883.
DIVIDEND.

The Directors of this Bank have this day declared a semi-annual dividend of FIVE (5) PER CENT, free of tax, payable on and after
MONDAY, JULY 2 next.

The transfer books will remain closed until July 3, 1883.

GEO. J. MCGOURKEY, Cashier.

MERCANTILE NATIONAL BANK, NEW YORK, June 22, 1883.

DIVIDEND.—The Board of Directors of this Bank have this day declared a dividend of THREE PER CENT, free of tax, payable on and after July 2d, 1883.

The transfer books will be closed until July 3d.

FRED'K B. SCHENCK, Cashier.

MARINE NATIONAL BANK, 78 AND 80 WALL STREET, NEW YORK, June 20, 1883.—A DIVIDEND OF FOUR PER CENT on the capital stock of this bank has this day been declared out of the earnings of the past six months, payable on and after July 2, 1883.

The transfer books will remain closed until that date. JOHN D. FISH, Cashier.

Interest, Dividends, &c.

OFFICE OF THE PENNSYLVANIA RAILROAD COMPANY, Philadelphia, June [illegible], 1883.

[illegible] of the holders of [illegible] Mortgage Bonds of the Pittsburgh, Cincinnati & St. Louis Railway Company, due July 1st, 1900, and of the Pittsburgh, Fort Wayne & Chicago Railway Company, due November 1st, 1912, that the next [illegible] of said Bonds will be paid at the office of the Farmers' Loan & Trust Company, No. 22 Nassau Street, New York City, on and after the first day of October, 1883, [illegible] following notice:

OFFICE OF GRAND RAPIDS & INDIANA RAILROAD COMPANY,
GRAND RAPIDS, MICH., June [illegible], 1883.

To The Pennsylvania Railroad Company:

TAKE NOTICE.—That the undersigned, [illegible] Company, hereby [illegible] and [illegible] of the [illegible] Company, dated July 1st, 1869, and [illegible] purpose of paying [illegible] bonds and the [illegible] bearing date July 1st, 1869, [illegible] per annum, payable semi-annually on the first days of January and July in each year, and [illegible] proves to this Company [illegible] the coupons falling due on July 1st, 1883, [illegible] of said bonds from No. 1 to No. [illegible] inclusive, and [illegible] which [illegible] Company [illegible] agreed to become purchaser [illegible] of coupons of original holders to the extent [illegible] purchasing due and accrued [illegible] interest particularly set forth [illegible] notice, dating the third day [illegible] of September, A. D., 1883, and the first day [illegible] of October, A. D., 1883.

THE GRAND RAPIDS & INDIANA RAILROAD COMPANY
By W. O. HUGHART, *President.*

In pursuance thereof a meeting [illegible]

That the PENNSYLVANIA RAILROAD COMPANY will, pursuant to their contract [illegible] and reason of failure in the payment [illegible] of the foregoing notice of the GRAND RAPIDS & INDIANA RAILROAD COMPANY, be prepared to pay, on the first day of July, A. D., 1883, at the [illegible] National Bank in the City of New York, the coupons held by you, under and according to the terms of the agreements bearing date respectively the third day of September and the first day of October, A. D., 1883.

JOHN D. TAYLOR, *Treasurer.*

MANHATTAN SAVINGS INSTITU- TION, 644 and 646 Broadway, June 25, 1883.
64TH SEMI-ANNUAL DIVIDEND.

The Trustees of this Institution have declared interest on deposits (entitled thereto under the by-laws) at the rate of FOUR PER CENT per annum on all sums remaining on deposit during the three or six months ending June 30th inst. Payable on and after MONDAY, July 16.

EDWARD SCHELL, President.

C. F. ALVORD, Secretary.

NORTHERN PACIFIC RAILROAD COMPANY.—TREASURER'S OFFICE, No. 17 BROAD ST., NEW YORK, June 15, 1883.

Coupons of the General First Mortgage Gold Bonds of this Company, due July 1, 1883, will be paid upon presentation at this office on and after that date.

The books for the transfer of the $5,000 registered certificates will close June 27, and re-open July 4, 1883. At close of business June 30 checks for interest due on said registered certificates will be mailed to holders of record at their respective addresses.

ROBERT LENOX BELKNAP,
Treasurer.

ST. PAUL & NORTHERN PACIFIC RAILWAY COMPANY.—A semi-annual dividend of THREE PER CENT on the capital stock of this company will be paid at the banking house of Winslow, Lanier & Co., 26 Nassau Street, New York City, on and after July 14, to stockholders of record June 30, 1883.

The transfer books will be closed from June 30 to July 16, both inclusive.

By order of the Board,
GEO. S. JONES, Treasurer.

OREGON & TRANSCONTINENTAL COMPANY, New York, June 16, 1883.

A Quarterly Dividend of ONE AND ONE HALF PER CENT (1½ p. c.) on the Capital stock of this company will be paid on and after July 1st, 1883, at the office of the Farmers' Loan & Trust Company.

The transfer books will be closed June 25 and re-opened July 18, 1883.

C. A. SPOFFORD,
Assistant Secretary.

CHICAGO ST. PAUL MINNEAPOLIS & OMAHA RAILWAY COMPANY, 52 WALL STREET.

NEW YORK, June 11, 1883.

A Dividend of ONE AND THREE-QUARTERS Per Cent on the Preferred Stock of this company will be paid at this office on FRIDAY, June 29 inst.

Transfer books of Preferred Stock will be closed on June 30 inst. and re-opened July 31, 1883.

M. L. SYKES, Treasurer.

FORTY-NINTH DIVIDEND.—CONTI- NENTAL NATIONAL BANK, NEW YORK, June 23, 1883.

The Board of Directors have this day declared a Dividend of THREE AND ONE HALF per cent, payable July 5th.

Transfer books close June 30th.

FREDERICK TAYLOR, Cashier.

THE DES MOINES & FORT DODGE RAILROAD COMPANY.

The Coupons of the First Mortgage Six per cent Bonds of this company, falling due July 1st 1883, will be paid upon presentation at the office of MORTON, BLISS & CO., New York, on and after that date.

FRANK SAUNDERS, Secretary.

THIRD NATIONAL BANK, NEW YORK, June 27, 1883. A DIVIDEND OF THREE AND ONE-HALF PER CENT, free of tax, has this day been declared out of the profits of this bank, payable on and after July 2, 1883.

C. L. HUTCHINGS, Cashier.

THE HOUSTON & TEXAS CENTRAL RAILWAY COMPANY, [illegible] June 22, 1883. [illegible] Houston & Texas Central Railway Company due July 1, 1883, will be paid [illegible] JOHN J. CISCO & SON, No. 59 Wall Street, New York.

E. W. CAVE, Treasurer.

Interest, Dividends, &c.

THE INTEREST AND DIVIDENDS on the following bonds and stocks are payable at the banking house of Messrs. WINSLOW, LANIER & CO., corner of Nassau and Cedar streets, New York City, on and after July 2, 1883:

Allegheny Valley Railroad—
First Mortgage 7 3-10s.
Columbus & Hocking Valley Railroad—
Second Mortgage 7s.
Cincinnati Hamilton & Indianapolis Railroad—
First Mortgage 7s.
Cincinnati Richmond & Chicago Railroad—
First Mortgage 7s.
Columbus City, Indiana—
Improvement 7 3-10s.
Danville, Indiana—
School House 10s.
Dayton & Michigan Railroad—
Consolidated Mortgage 5s—
Frankfort, Indiana—
School House 10s.
School House 6s.
Grant County, Indiana—
Gravel Road 7s.
Courthouse 5-20s.
Refunding 5-20s.
Hancock County, Indiana—
Gravel Road 6s.
Indianapolis, Indiana—
Fire Department 7 3-10s.
Loan 7 3-10s.
Southern Park 7 3-10s.
Union Railroad 6s.
Johnson County, Indiana—
Court House 6s.
Lamar, Missouri—
School House 6s.
Logansport, Indiana—
Water Loan 8s.
Louisiana National Bank of New Orleans
Semi-annual dividend of 4 per cent.
Lake County, Indiana—
Jail 6s.
Mexican Central Railway—
First Mortgage 7s.
Marion, Indiana—
Water Works 8s.
Massilon & Cleveland Railroad—
First Mortgage 7s.
Muncie, Indiana—
Municipal 6s.
Northern Pacific Terminal Company of Oregon—
First Mortgage 6s.
New York West Shore & Buffalo Railroad—
First Mortgage 5s.
Peru, Indiana—
Water Works 8s.
Pittsburg Fort Wayne & Chicago Railway—
First Mortgage 7s, Series A.
Second Mortgage 7s, Series G.
Construction Mortgage 7s.
Special Guaranteed Stock, quarterly dividend of 1¾ per cent.
St. Johns Railroad of Florida—
First Mortgage 10s.
Scioto County, Ohio—
Bridge 8s.
Children's Home 8s.
Turnpike 8s.
Wabash County, Indiana—
Court house 7s, principal and interest.
Wheeling, West Va.—
Compromise 6s.

JULY 3.

Pittsburg, Fort Wayne & Chicago Railway—
Regular stock, quarterly dividend of 1¾ per cent.

JULY 5.

Blackford County, Indiana—
Gravel Road 7s.

JULY 14.

St. Paul & Northern Pacific Railway—
Semi-annual dividend of 3 per cent.

JULY 20:

Cincinnati Hamilton & Dayton Railroad—
Second Mortgage 7s.
Vermillion County, Indiana—
Gravel Road 7s.
Gravel Road 8s.

NOTICE.—COUPONS OF THE FOLLOWING BONDS, maturing July 1, 1883, will be paid on and after July 2 at the office of Messrs. Jesup, Paton & Co., No. 52 William St., New York:

Chicago & Alton First Mortgage.
St. Louis Jacksonville & Chicago Second Mortgage.
Joliet Steel Company First Mortgage.
Joliet Steel Company Second Mortgage.
Central RR. of South Carolina First Mortgage.
Dubuque & Sioux City First Mortgage.
Dubuque & Dakota First Mortgage.

NEW YORK WEST SHORE & BUFFALO RAILWAY CO., TREASURER'S OFFICE, 15 BROAD ST., NEW YORK, June 19, 1883.

The Coupons for Semi-annual Interest, due July 1, 1883, on the First Mortgage Bonds of the New York West Shore & Buffalo Railway Company will be paid at the office of Winslow, Lanier & Co., 26 Nassau St., on and after July 2.

Drafts for interest due on the registered bonds will be mailed by the Treasurer of the West Shore Company to the recorded addresses of the respective holders of said bonds in time to be collected by the 2d of July. F. E. WORCESTER, Treasurer.

THE ST. PAUL MINNEAPOLIS & MANITOBA RAILWAY CO., No. 63 WILLIAM ST., NEW YORK, June 28, 1883.

The Coupons due July 1, 1883, on the First Mortgage Bonds of this company on the $700,000 issue of Bonds of the St. Paul & Pacific Railroad Company, and on the First Mortgage Bonds of the Minneapolis Union Railway Company, will be paid on presentation at this office on and after Monday, July 2, 1883.

EDWARD T. NICHOLS, JR.,
Assistant Secretary.

OFFICE OF THE OREGON RAILWAY & NAVIGATION COMPANY, NEW YORK, June 21, 1883.—The coupons of the Company's first mortgage bonds, due July 1, 1883, will be paid at the office of the Farmers' Loan & Trust Company on and after July 2, 1883. T. H. TYNDALE,
Assistant Secretary.

Interest, Dividends, &c.

THE LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.,
TREASURER'S OFFICE,
GRAND CENTRAL DEPOT,
NEW YORK, June 22, 1883.

The Board of Directors of this Company have this day declared a QUARTERLY DIVIDEND of TWO PER CENT upon its capital stock, payable on WEDNESDAY, the FIRST DAY OF AUGUST NEXT, at this office.

The transfer books will be closed at 3 o'clock P. M. on FRIDAY, the 29th inst., and will be reopened on the morning of Monday, the 6th day of August next.

F. W. VANDERBILT,
Acting Treasurer.

Financial.

City Bonds For Sale.

I am authorized by the City Council of the City of Stockton, California, to sell $365,000 of its coupon bonds, viz.:

195 bonds of $1,000 each, numbered consecutively from 1 to 195, bearing interest at 5 per cent per annum, and to run for 20 years from July 2, 1883. Principal and interest payable in gold coin. Interest payable semi-annually on January and July 1st of each year. The city reserves the right to pay 10 of said bonds each year, commencing with the lowest-numbered bonds. $195,000.

120 bonds of $1,000 each, numbered consecutively from 1 to 120, and conditions in every other respect the same as the foregoing bonds, except that the city reserves the right to pay 6 of said bonds each year, commencing with lowest-numbered bonds $120,000.

50 bonds of $1,000 each, numbered consecutively from 1 to 50, and conditions in every other respect the same as the foregoing bonds, except that the city reserves the right to pay 3 of said bonds each year commencing with the lowest-numbered bonds. $50,000.

Bids will be received for the above-described bonds in any sum of $1,000 and upwards, but no bid will be received below par, money to be placed in Stockton free of costs to the city.

The city reserves the right to reject any and all bids.

Bids can be made for any specific-numbered bond, and in this manner purchasers can select their investment to run for such time as they may desire.

Bids will be received up to June 25, 1883, and bonds awarded July 1, 1883. Parties whose bids are accepted will be notified at once and immediately thereupon they must deposit in the Stockton National Bank the value of the bonds bid for, whereupon their bonds will be forwarded to them by express or delivered to them or their agents properly authorized to receive them.

The total indebtedness of the city of Stockton is $386 000, and the present issue of bonds is to refund $365,000 of this old indebtedness at a lower rate of interest. Stockton has a population of 12,000, and assessed valuation of property of $6,000,000.

The city is at the head of navigation and the vast resources of the great San Joaquin Valley are tributary to it and insure in the future its present rapid growth and prosperity. Bids must be marked "Bid for City Bonds," and addressed to

R. W. TULLY, Mayor,
Stockton, California.

June Investments.

Columbus & Indianapolis Central 1st, 7s, 1904.
Clev. & Pittsburg Con. and Equip. 7s, 1913.
New Orleans Jackson & Great Northern 1st, 8s 1886.
St. L. Vandalia & Terre Haute guar. 2d 7s 1898
Chicago & Southwestern (Rock Island) 1st 7s, 1899.
Grand Rapids & Ind Guar. Land Grant 1st 7s, 1899
Ohio & West Virginia (Hocking Valley) 1st, 7s, 1910.
Columbus & Hocking Valley 2d 7s 1892.
Cincinnat Ohio, 7-30s, due 1902 and 1906.
Columbus Ohio 4s, due 1901.
St Louis Gold 6s various dates.

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No. 18 WALL STREET.
(With A. M. Kidder & Co., Bankers.)

Central Trust Company

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15 Nassau St., Cor. of Pine St.

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With $1,000,000 SURPLUS.

Allows interest on deposits, returnable on demand, or on specified dates.

Is a legal depository for money paid into Court. Is authorized to act as Executor, Administrator, Guardian, or in any other position of trust.

Also as Registrar or Transfer Agent of Stocks and Bonds, and as Trustee for Railroad Mortgages.

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A SIMULTANEOUS ISSUE WILL BE MADE IN LONDON BY MESSRS. J. S. MORGAN & CO.

PENNSYLVANIA RAILROAD COMP'Y

SUBSCRIPTION FOR

$5,000,000

4½ Per Cent Gold Bonds.

Principal payable 1st June, 1913.

Half-yearly Coupon Bonds Payable 1st June and 1st December.

Bonds of $1,000 each to Bearer, with option of Registration of Principal.

WE OFFER FOR SALE $5,000,000 4 1-2 PER CENT BONDS OF THE PENNSYLVANIA RR. CO.

THE PRICE IS 97 1-2 PER CENT or $975 PER BOND IN PHILADELPHIA AND NEW YORK, PAYABLE 10 PER CENT AT TIME OF SUBSCRIPTION AND BALANCE ON OR BEFORE AUGUST 1.

The $5,000,000 Bonds now offered are part of $10,000,000 authorized to be issued by the Pennsylvania Railroad Company. They are the direct obligation of that Company, one of the largest, best-known, and most prosperous Corporations in the United States, whose share capital, at the date of the last report, was $85,300,000, paying 8 per cent dividends. As special collateral security, the Pennsylvania Railroad Company have lodged with the Provident Life and Trust Company of Philadelphia as Trustees, various Mortgage Bonds of subsidiary lines, of the par value of $12,500,000, bearing an aggregate interest of $677,000 per annum.

The Bonds are to bearer, and will mature 1st June, 1913. Both principal and interest are payable in Philadelphia, in American gold coin, free of all State and United States taxes. The coupons are payable 1st June and 1st December. The first coupon, payable 1st December, 1883, dates from 1st August, and is for four months' interest only.

The bonds are not liable to be drawn or compulsorily redeemed before 1913, but (as explained in the Deed of Trust) a Sinking Fund of one per cent per annum will be applied half-yearly in the purchase of the Bonds, if they can be obtained at or below par and interest.

The subscription will be opened at 10 o'clock on the morning of Monday, July 2, and closed on notification from London.

The definitive Bonds will be issued with every possible dispatch after payment of the purchase money in full.

A copy of the Bond and Deed of Trust, by which the collateral securities are hypothecated, can be inspected at our offices.

The simultaneous issue here and in London secures to these Bonds the advantages of an international market.

DREXEL, MORGAN & CO., New York.
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THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 36. SATURDAY, JUNE 30, 1883. NO. 940.

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The Chronicle.

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Liverpool Office.

The office of the CHRONICLE in Liverpool is at No. 5 Brown's Buildings, where subscriptions and advertisements will be taken at the regular rates, and single copies of the paper supplied at 1s. each.

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OUR MAPS AND SUPPLEMENT.

We issue with the CHRONICLE to-day our Investors' Supplement. The new feature, which was begun in the last Supplement, of giving correct railroad maps, has made such progress since, that we now include within its pages ten maps, each indicating a distinct system of roads.

It is hardly necessary to remark upon the usefulness of this addition. The Supplement as it stood before, with its figures, explanations and references, furnished full information of the securities of each road and its financial standing. But these maps carry the inquirer one step further, by conveying to him, in the only way possible, a clear idea of the position any system holds in relation to other systems, and to the country's crops and traffic. Furthermore, in these days, when consolidations, leases and new extensions are of constant occurrence, the maps are essential to a correct understanding of the facts and rumors all the time afloat on such subjects.

This number of the Chronicle, including the Supplement, contains one hundred and twenty pages.

THE FINANCIAL SITUATION.

The situation this week has been under the control of the same influences, only more fully developed, noted a week ago. As we then said, so it has now turned out that the losers by the Chicago speculations had by no means reached the end of their losses. They entered upon a venture, the work of controlling the markets of the world for the necessaries of life, at a time when all business was very dull, stocks of old crops large here and everywhere, and crop prospects the world over above an average. That they failed is a surprise to no one except the immediate operators. As an aside, and by way of a moral, we would suggest (to those who are so prone to seek legislative cures for commercial ills) how much greater influence in discouraging cornering operations this one experience will have than would be exerted by a cart load of statutes.

Of course, with such a collapse as has occurred in the prices of breadstuffs and provisions, and the resulting failures showing immense liabilities and only trifling assets, confidence everywhere has been disturbed, and the public has been ready to believe even the most absurd rumors. At times large numbers of individuals, firms, and more especially some banks, were claimed to be involved in a general ruin. The foolishness of the latter statements is readily seen, when we remember that the banks hold the produce, and all they can lose in any case is a mere percentage of its value, for the produce is worth something; and furthermore, that the Chicago banks, at the last return, had over 3 millions in surplus and undivided profits to lose before their capital would be touched. It is very possible that some one or more of the number will suffer to an extent; there is no bank but makes bad debts at times, for it is a part of the risks of the business; but there is not the least reason to suppose that any of their losses will be so serious as to affect in any degree the financial condition at that centre.

In the meantime, while there has been this general agitation in business circles, the actual situation has been improving day by day. In the first place the old stock of wheat and provisions and corn has begun to move freely to market, which means better earnings for railroads and a setting loose of capital locked up in these articles. Then the new crops have been developing very promisingly, and from some of the earliest districts the winter wheat has already begun to move. Furthermore, if we take the crops together, we doubt whether there ever was a time when the aggregate yield promised better than to-day. Some, however, are claiming now—a last resort of the grumblers—that the production in Europe will also be so large that we shall not market our produce. That is a mistake, unless another batch of stupids shall try another

corner, which is not at all likely under the circumstances. At low prices the world will consume or take all we raise, and that is just the situation in which values, according to the present outlook, are placed. Yet the weather during coming weeks may do much to change some of these conditions, especially with reference to foreign markets.

With the heavy decline in breadstuffs and provisions and the large purchases for shipment, it is natural that foreign exchange should have shown a tendency to lower rates. Still, the offerings of commercial bills have not been liberal, and they have all been promptly taken by bankers remitting for securities, or by importers paying for goods, so that at the close the market is strong for sight and cables. It is anticipated that this demand will continue pretty steady, at least until about the middle of next month, for at this period remittances are always large, on account of interest payments the first of July. If, however, the export movement of breadstuffs and provisions remains uninterrupted, these July payments will probably be made without any special variation in the exchange market.

There is, nevertheless, claimed to be a possibility of an adverse influence growing out of the condition of Continental money markets. In London, money continues to grow easier, the Bank having gained £346,000 in bullion this week, of which £270,000 came from foreign sources, while the proportion of reserve to liabilities was increased 5-16 of 1 per cent. But in Germany and France the open market rate for money is hardening, at Berlin mainly in consequence of a growing scarcity, and at Paris by reason of speculative influences which may be only temporary. If these were more than passing disturbances it does not seem probable that the Bank rate at Amsterdam would have been lowered recently from 4 to 3 per cent. Besides, so far as this country is concerned, we are on the eve of the movement of our new crops, and though prices are likely to be low, the volume will be large and commercial exchange cannot fail to be plentiful in early weeks. It is to be remembered, too, that the bills for the sales of breadstuffs, &c., lately made at Chicago, may not be available here until the produce is on shipboard, which perhaps accounts for the comparative scarcity of commercial bills on the market, notwithstanding the increased engagements of produce for Europe.

It is hardly necessary to state that with the developments in progress at Chicago and the rumors afloat of greater failures and disasters impending, the stock market has been unsettled during almost all the past week. In fact until Thursday afternoon there was no cessation in the disquieting reports drawn from that centre, while the very large fall which has taken place in staples gave such statements a presumption of truth and therefore pretty ready belief. Besides, and in addition to these unsettling influences, there were reports of serious damage to railroad property at the West. The speculators for a decline of course made all the use they could of these circumstances and added to them stories of serious differences in the trunk-line pool.

For special attack New York Central was selected because it was assumed that the competition which this road would have to encounter with the West Shore, would compel a reduction of dividends to 6 per cent. The market, it would seem, was entirely given over to the class of operators known as "room traders" who, for the moment, were seeking to depress prices. Very little apparently was done even by the recognized leaders to sustain their specialties, and they were seemingly content simply to deny the damaging stories put in circulation from time to time. We need scarcely remark that even the low prices to which some of the stocks were forced, did not tempt outside purchases. Non-professionals seem to have lost confidence in the market to a very large extent, and this is not surprising when we consider how they have heretofore been treated by professional operators and the leaders. The recovery on Thursday afternoon was mainly in consequence of the denial of the rumors previously circulated, and it was aided by manipulation which induced some of the shorts to cover. The same influences kept the market strong on Friday, though the volume of business was small. Very little is being done in securities between here and London, and the following will show relative prices at the opening each day.

	June 25.		June 26.		June 27.		June 28.		June 29.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S.4s,c.	118·82‡	119⅞	118·70‡	120	118·70‡	120	118·70‡	120	118·82‡	120
U.S.3½s.	103·28	103⅜	103·28	103⅜	103·28	103⅜	103·28	103⅜	103·52	103⅝
Erie.....	37·69	37½	37·32	36⅞	37·20	37⅛	36·58	36⅞	37·32	37⅜
2d con.	96·43	96	96·43	95¾	96·43	95½	96·43	95½	96·43	96
Ill. Cent.	133·14	132½	132·65	132	132·65	132	131·91	132	132·40	132¾
N. Y. C..	120·41	119⅝	120·17	119½	119·19	118⅞	119·19	118¾	120·17	120
Reading	28·88†	5 ½	28·39†	56⅜	28·63†	57⅛	28·63†	57⅜	29·12†	58¾
Ont.W'n	26·79	26½	26·30	26	26·18	26⅛	26·43	26⅜	26·67	26⅝
St. Paul.	102·79	104¼	103·64	103¾	104·14	103⅞	103·77	104	104·14	104¼
Exch'ge. cables.	4·89½		4·89½		4·89½		4·89½		4·89½	

* Expressed in their New York equivalent.
† Reading on basis of $50, par value. ‡ Ex dividend.

The Pennsylvania statement of earnings for May, published yesterday, is not especially favorable. The gain in gross earnings ($194,129) is perhaps fully as large as was expected, in view of the small volume of east-bound through shipments, but this is offset by the large and unexplained increase of $352,244 in expenses, leaving net earnings actually $158,115 smaller than a year ago, and even $80,000 below 1881. For the first five months of the year the exhibit made is more satisfactory, as will appear from the following table, which we have prepared to show the gross and net earnings, not only for May, but for the period from January 1 to May 31, for a series of years past.

Lines East of Pittsburg.	1883.	1882.	1881.	1880.	1879.
May.	$	$	$	$	$
Gross earnings.....	4,303,006	4,108,877	3,850,897	3,417,916	2,708,095
Operating expenses.....	2,694,332	2,342,088	2,108,287	1,941,064	1,671,603
Net earnings	1,608,674	1,766,789	1,088,610	1,476,852	1,034,092
Jan. 1 to May 31—					
Gross earnings.....	20,195,708	18,557,091	17,746,402	16,212,595	13,023,218
Operating expenses.....	12,856,024	11,901,302	10,237,791	9,130,433	7,778,488
Net earnings	7,339,684	6,655,789	7,508,611	7,082,162	5,244,850

Gross earnings for the five months here exhibit, it will be seen, a most gratifying growth from year to year, but it cannot fail to be noticed that during the last two years at least the increase in expenses has been even greater than the gain in receipts. Consequently, with 2½ millions more gross earnings than in 1881, net earnings this year are actually $169,000 less; and compared with 1880, on a gain of pretty nearly 4 millions in gross, net earnings have risen only about a quarter of a million. Still, the net are larger this year than last (which is not the case with the May figures), and larger than in any other year except 1881. On the lines west of Pittsburg, which are separately reported, the deficiency in meeting all liabilities is only about $35,000 this year, against a deficiency of about $75,000 in May, 1882. May is never a very profitable month on these lines, though it should be noted that in 1881 there was a surplus of $144,000; on the other hand, in 1879 the deficiency amounted to pretty nearly $220,000. For the five months of the year the exhibit on these Western lines shows improvement on 1882, there being a surplus of $350,000 in 1883 against a deficiency of $68,000 a year ago, but compared with either 1881 or 1880 there is not improvement, but retrogression. In the

former year the surplus was over a million and a half, and in the latter year over a million and a quarter.

Money on call at the Stock Exchange continues easy, mainly by reason of the downward course of the stock market and the comparatively light speculation. The customs demand has been heavy this week, so that the Treasury has absorbed a somewhat larger amount of money than usual, and it is expected that the banks made preparations yesterday and will again to-day, for the payments due on and after Monday for interest and dividends. But the supp appears sufficient for present needs without causing an ctivity. Domestic exchange at Chicago, which was unsettled early in the week by the flurry at that point, has again risen so as to permit of the movement of currency in this direction, and the latest advices report a comparatively easy money market at that centre. The New York Clearing-House banks, according to returns collected by us, have received from and shipped to the interior gold and currency as follows the past week.

Week Ending June 29, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency	$2,375,000	$870,000	Gain. $1,505,000
Gold	7,000	455,000	Loss... 448,000
Total gold and legal tenders	$2,382,000	$1,325,000	Gain. $1,057,000

The above shows the actual changes in the bank holdin gs of gold and currency caused by this movement to and from the interior. In addition to that movement our City banks have lost $2,722,444 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total loss to the New York Clearing-House banks of gold and currency for the week covered by the bank statement to be issued to-day.

Week Ending June 29, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	$2,382,000	$1,325,000	Gain. $1,057,000
Sub-Treasury operations, net	.....	2,722,444	Loss. 2,722,444
Total gold and legal tenders	$2,382,000	$4,047,444	Loss. $1,665,444

The Bank of England return for the week shows a gain of £346,000 bullion, of which £270,000 came from abroad, and the proportion of reserve to liabilities has increased 5-16 of 1 per cent. The Bank of France returns a decrease of 1,454,000 francs gold and 1,144,000 francs silver, and the Bank of Germany has lost since the last report 5,500,000 marks. The following will indicate the amount of bullion in the principal European banks this week and at the corresponding date last year

	June 28, 1883.		June 29, 1882.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England	22,439,082	.....	24,380,941	.....
Bank of France	40,207,314	41,996,666	38,897,008	46,440,651
Bank of Germany	7,983,250	23,949,750	7,124,000	21,372,000
Total this week	70,629,646	65,946,356	70,401,949	67,812,651
Total previous week	70,410,781	66,198,715	70,197,515	68,436,354

The Assay Office paid $136,009 through the Sub Treasury for domestic bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
June 22...	$545,719 41	$10,000	$25,000	$216,000	$93,000
" 23...	329,183 75	14,000	12,000	230,000	74,000
" 25...	840,070 56	48,000	64,000	577,000	150,000
" 26...	808,488 71	13,000	52,000	583,000	161,000
" 27...	662,432 28	33,000	27,000	543,000	60,000
" 28...	877,816 15	11,000	52,000	694,000	120,000
Total.	$3,863,710 86	$129,000	$232,000	2,843,000	$658,000

INFLUENCE OF NEW ROADS ON STOCK VALUES.

So long as stock prices fluctuate, the cause or causes will continue to be a pertinent inquiry. In an article in our INVESTORS' SUPPLEMENT we give tables showing the range of values on our Exchanges for two years and a half past, and set out some of the leading influences that have operated in depressing quotations during the greater part of that period. The influences at work to-day are as various and diverse as those detailed in the SUPPLEMENT, and could be enumerated at length; but it is our present purpose to call attention to only one of them—an influence which perhaps is not fully appreciated.

We refer to the number of new roads built and building and competing routes thus opened or assured within the last year or so. Not that these new lines are likely to cause such havoc as interested parties would have us believe, or that the exaggerated estimates of their power for evil are true, but simply that the increased competition to which they have given life has introduced an uncertain element into the problem of future values, and which on account of that very uncertainty is more disturbing than if the effect could be clearly measured. Thus those seeking to depress prices have it within their power to positively assert that the opening of this or that new line presages ruin, or at least lower dividends, to an existing one, and as the proposition cannot be successfully controverted, it passes for truth. Full belief in the assertion is also encouraged by the fact that the new line is in existence and by the admission which all must agree to, that it will take some business from the old road. Yet no one can say how much it will carry off, so the disavowal as to the extent is weakened, and the acknowledgment of some loss is voted as extremely damaging, for if it can secure one-tenth of the traffic, it is said, why may it not take one-half, &c.?

To see how wide or extensive this adverse influence is, let us take a few of the more prominent of the new roads recently constructed. We may begin with the lines on or near the eastern seaboard. No one needs to be told that among the trunk lines at New York two new ones have made their appearance—the West Shore and Lackawanna. Of course, on through business, all the other trunk lines are also affected by these, though it is supposed that the New York lines will suffer most, since, like the new roads, they run all the way from New York to Buffalo. Singularly enough, however, chief stress is laid upon the through business, and not upon the possible loss of local business, which is of vastly more importance. Yet if the Erie and the Central are to suffer at all, they have apparently more to fear in the latter particular than in the former. For while the Central and the West Shore run on opposite sides of the Hudson River between here and Albany, and may thus each be able in some degree to build up an independent business, west of Albany the case is different, and for the entire distance between that point and Buffalo the line of the West Shore runs not only parallel to the Central, but in exceedingly close proximity to it; and it cannot but be that there will be increased competition on all the local business. So also the Lackawanna extension runs alongside of the Erie almost all the way from Binghamton to Buffalo, and the Erie is already beginning to feel the effects of the opening of this extension.

But probably no new line is destined to affect a greater number of existing roads (though possibly only to a small extent) than Mr. Gowen's Jersey Shore Pine Creek & Buffalo road and its connections. Its purpose is to supply New York Central with coal, on the one hand, and on the other hand to afford a Northern and Western outlet to

the Reading for its coal business. But there are already many roads connecting Northern New York (and, through it, Eastern points) with the Pennsylvania coal fields, and to all of these the new Reading connection will prove, it would seem, more or less of a competitor. There is the Pennsylvania's Northern Central road, beginning down at Baltimore, but running all through Pennsylvania and then up through New York to Canandaigua. There is the Lehigh Valley route between this city and Northern New York. There is the Delaware Lackawanna & Western (old line) in the same territory. All of these, though they may have different sources of traffic, will yet be competitors in the sense that they will compete for the same kind of business, and it is conceivable that even the Delaware & Hudson might be in a measure affected, should the New York Central undertake to supply Eastern points with coal. And now Mr. Gowen is pushing a line (the Beach Creek Clearfield & Southwestern) into the Clearfield bituminous coal district, and is making preparations to build his much talked-of road through Southern Pennsylvania from Harrisburg to Pittsburg, giving the Reading a direct Western connection and forming a parallel line to the main stem of the Pennsylvania. Certainly, this will not tend to increase the business of the latter.

If we go west of Buffalo, we meet first of all the Nickel Plate paralleling the Lake Shore from end to end, and running so close to it as almost to touch it. Happily it has been acquired in the Lake Shore's interest, and a contest on local traffic averted, but it goes without saying that as a competitor for through business from Chicago, not only the Lake Shore, but the Michigan Central, the Grand Trunk, the Fort Wayne, the Chicago St. Louis & Pittsburg, and the Baltimore & Ohio, are all adversely affected. Next we have the Erie's Chicago & Atlantic route, just opened. The line will of course encroach upon the business of all the roads out of Chicago, already mentioned, but the Pittsburg Fort Wayne & Chicago is likely to suffer most, first because the Erie traffic up till now has passed over it, and secondly because the new line is situated close enough to that road to make it a strong competitor for some of its local traffic. A little further south, we find the Indiana Bloomington & Western, which last year built 140 miles of road between Indianapolis, Ind., and Springfield, Ohio, giving the company a line from Lake Erie to Peoria, and to Decatur and thence (via the Wabash) to St. Louis. This line of course is not going to benefit the Cleveland Columbus Cincinnati & Indianapolis and its Indianapolis & St. Louis road, between Cleveland and St. Louis. Nor is it likely to benefit those parts of the Chicago St. Louis & Pittsburg with which it comes in competition; nor the Lake Erie & Western either. But now another line between Lake Erie and St. Louis has been opened—the Toledo Cincinnati & St. Louis narrow guage—and the Wabash has thus a competitor all the way to St. Louis, while the C. C. C. & I. system and the Chicago St. Louis & Pittsburg will also have this additional rival to cope with.

Going still further west, we find the St. Paul and the Northwest not only in active competition with each other, but see that the former last year finished its Omaha extension, thus coming in conflict with the Rock Island, the Burlington & Quincy, and the Northwest, each of which has a line to Omaha. Then we find that the Wabash and the Burlington have jointly built the Humeston & Shenandoah, forming still another route between Chicago and Omaha, while the Wabash's Quincy Missouri & Pacific division has also been joined to the Omaha line. Then we recall the Chicago extension of the Wabash, only just beginning to get its share of business, and observe that the Chicago & Alton, the Illinois Central, and the Burlington & Quincy, also have lines between Chicago and St. Louis, and must feel the effects of the competition of this division of the Wabash. We further call to mind that the Missouri Pacific has built a line to Omaha on the west side of the Missouri, while the Kansas City St. Joseph & Council Bluffs (Burl. & Quincy road) has a line on the east side of the river, and that the Burlington Cedar Rapids & Northern and the Central Iowa are also making or threatening encroachments upon some of the old lines. The Burlington & Quincy, we perceive, now extends to Denver, and the Union Pacific shares that traffic with it. The Denver & Rio Grande runs to Ogden, and the Union Pacific will lose some of that business.

In the extreme Southwest, the Southern Pacific is now a power, and is taking away some of the Central Pacific's through traffic. Then there is the Atlantic & Pacific, now reaching the Colorado River, which threatens to interfere with both the Central and the Southern Pacific. The Galveston Harrisburg & San Antonio is fully open, and the Texas & Pacific has, consequently, a most powerful antagonist. The Texas & St. Louis is approaching completion, and in conjunction with the Toledo Cincinnati & St. Louis, already alluded to, and the Cairo & St. Louis, will form a narrow gauge line parallel to Mr. Gould's Southwestern system all the way from Toledo on the Lake down to Texas.

Even Southern systems are not free from the disturbing influence of new roads. By the completion of the Chesapeake Ohio & Southwestern, the Louisville & Nashville line between Louisville and Memphis has been duplicated, and by the completion of the Elizabethtown Lexington & Big Sandy, connecting the first-mentioned road with the Chesapeake & Ohio proper, a powerful competitor to the Memphis & Charleston, East Tennessee, and Norfolk & Western roads, between Memphis and Norfolk, has been formed. Then the building of the Shenandoah Valley road has furnished a new route to the North, in addition to that afforded by the Virginia Midland. Besides, the East Tennessee, in connecting its Macon & Brunswick division with its main line, paralleled the Western & Atlantic and Macon & Western roads in Georgia, and the same company only recently brought its Knoxville branch into connection with the Knoxville line of the Louisville & Nashville, affording it a route to Louisville. Furthermore, by means of an extension of the Kentucky Central southward, the East Tennessee is also to have a line to Cincinnati. With that accomplished, we shall see for a part of the country where the business offering is not considered large, what appears at least exceptional, namely, two complete systems of road (the Cincinnati Southern and Alabama Great Southern on the one side, and the East Tennessee on the other) running all the way from Louisville and Cincinnati down into Southern Alabama and scarcely thirty miles apart, while the lines of the East Tennessee and the Western & Atlantic, down to Macon, Georgia, may be said to be not one half that distance apart.

It thus appears that so largely are our old roads interfered with by new lines and systems that there is scarcely an existing company that does not in some way have to contend with increased competition. It does not necessarily follow from this that old established roads will suffer a loss of business sufficiently large to impair their financial condition or even seriously to diminish their income. They have a great advantage in that they have already a business built up and connections made in many directions.

Besides that, however, many of the new lines may be so

situated that they can never command more than a small share of the total traffic for which they compete. As illustration, take some of the roads built at a period antedating the late era of railroad expansion, like the Baltimore & Ohio line to Chicago and the Grand Trunk line to the same point. The former has now been in operation a good many years, yet it can command no more than 8 per cent of the pool business, while the Chicago & Grand Trunk, which is of more recent construction, also gets but 11 per cent, though it has of late carried much more than that, and may, in a re-arrangement of percentages, get a greater allowance. Furthermore, as a general thing new lines do not usually prove so injurious to old roads as anticipated, because the traffic of the country is constantly and largely increasing, and if fair rates be maintained, business for all appears to offer. Still, it cannot be denied that this new mileage is making it very difficult to form correct estimates of the future earnings and income of hosts of companies, and it is for this reason that it has become a very depressing influence in the market.

THE NEW SUEZ CANAL.

Since we last remarked upon this subject, M. de Lesseps, as if recognizing so far at least the justice of the complaints made against the Suez Canal and his management, has taken certain preliminary steps to meet the new requirements of the situation. It does not appear, however, that his plans are finding much favor in England. On the contrary, public feeling is increasingly excited; and the leading journals are unanimous in denouncing M. de Lesseps and his new scheme. Some of the French journals are equally decided on the other side —one of them, the *Paris*, going so far as to ask whether it is not time to offer a bold resistance to all further aggression of England in Egypt. M. de Freycinet is charged with letting England set one foot in Egypt and then another, until now, according to the *Paris*, England declares the house to be her own, and threatens to turn foreigners out.

It might not be impossible to find some cause for the state of feeling which prevails in England, in the resistance which was offered by M. de Lesseps to the occupation of the Suez Canal by the British fleet during the late war in Egypt. It was certainly unpleasant for a nation like England to have its action called in question in such circumstances by the mere chief of a canal corporation; and there can be no doubt that the conduct of M. de Lesseps at that time suggested some of the inconveniences inseparable from the present canal management. Situated as England now is with Egypt on her hands, and with her vast and ever-increasing interests in India and the far East, the free and unqualified use of such a water-way is an absolute necessity. She cannot do without it. Looking to the future, it is quite natural that she should think of the best means of providing against such recurring contingencies.

But this is not the sole secret of British feeling towards M. de Lesseps and his plans. It is complained, as mentioned before in these columns, that while the British government owns forty four per cent of the shares, and while British shipowners pay more than four-fifths of the expenses, British trade is entirely at the mercy of M. de Lesseps and his French associates. The preponderance of shares is in French hands; and M. de Lesseps himself is the personal owner of all the rights under which the canal was constructed. It is further complained by the British shipowners that the canal is too crowded, and that the charges are too high. As showing how the trade has increased, it is mentioned that in 1880 the traffic was four and a half million tons, and that it had grown to seven millions of tons in 1882. In the course of another two or three years it is argued the canal will be so congested that traffic will be impossible, and even now the profits are such that the shareholders are paid at the rate of 15 to 20 per cent. Such being the case, there could be no risk in building a new canal. But as eighty per cent of the traffic is carried on in British ships, as four-fifths of the expenses are borne by British shipowners, and as British trade with the East is growing at a rate unprecedentedly rapid, the new canal must be entirely in English hands. Such is the situation as looked at from a British standpoint.

There is, however, the French view of the case; and it is not to be denied that M. de Lesseps has at least a plausible argument on his side. It was he who obtained the concession for the present canal from the then ruler of Egypt, Said Pasha—a concession which gave him "exclusive power" to form and direct a company for cutting it through the Isthmus of Suez; and it is claimed that this concession is sacred and inviolable for a period of ninety-nine years, and that it absolutely precludes the cutting of another canal by any one under any circumstances. Of the right of way across the Isthmus, M. de Lesseps is, therefore, absolute master. His power in this particular, if this be the correct view of the case, is more absolute than that of any Khedive, any Sultan, or any King. If the canal is to be widened, or otherwise made suitable to the situation, it must be at the will and pleasure of M. de Lesseps. But M. de Lesseps is not so blind to his own interests and to those of his friends as to force the English to build a canal for their own special use; and so he has consented to improve the existing water-way sufficiently to make it equal to the requirements of a rapidly increasing traffic. He has done more—he has asked the British shareholders to co-operate with him.

But to show that he is not dependent on the English shareholders for carrying out the proposed changes, M. de Lesseps has had the company vote the necessary funds. Two plans, it would appear, are under discussion. One of these is to cut a new canal parallel to the one now existing. The other plan is to widen the present channel from sixty to eighty metres at the suface. When the widening process would be completed, the canal would be divided by some visible means, so as to make two channels. Risk of collision would thus be avoided, and provision would be made for a traffic of eighteen million tons. The estimated cost is two hundred million francs. M. de Lesseps favors the widening process. Whichever plan be adopted, it is thought that the work could be accomplished in five years. There is one serious difficulty believed to be in the way of a new canal. A fresh concession, it is thought, would be necessary, and this fresh concession it might be difficult to get; and even if obtained, it could hardly be without conditions which might prove inconveniences. Such is the view of the case from the French side.

What are the objections which the British have to these plans and proposals of M. de Lesseps? "Both schemes," to quote the language of the *London Times*, "have the "fatal defect that they contemplate intrusting the construc- "tion, working and control of the new canal to the existing "company, and thus perpetuating and strengthening the "grip of a commercial association, aiming only at the "advancement of its private interests, upon the commerce "of the world and upon the highway to our Indian Empire." It is quite manifest from the general tone of the press in which these objections are reiterated in various forms,

that if M. de Lesseps does not make some large concessions to the British shipping interest, the approval of the British Government will be withheld from him. A new British canal is not an impossibility; but it is not improbable that the diplomatic Frenchman may find it convenient to modify his plans to suit the disaffected. It would hardly be politic to force the British into open rebellion.

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—June 16			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12·5 @12·5 1/2	June 16	Short.	12·2 1/2
Amsterdam	Short.	12·2 1/2 @12·3 1/4	.....	.....	.....
Hamburg	3 mos.	20·68 @20·72	June 16	Short.	20·52
Berlin	"	20·63 @20·72	June 16	"	20·52
Frankfort	"	20 68 @20·72	June 16	"	20·53
Vienna	"	12·12 1/2 @12·15	June 16	3 mos.	12·00
Antwerp	"	25·53 3/4 @25·58 3/4	June 16	Short.	25·32
St. Petersb'g	"	23 1/4 @23 3/8	June 16	"	23 3/4
Paris	Checks	25·27 1/2 @25·32 1/2	June 16	Checks	25·30 1/2
Paris	3 mos.	25·47 1/2 @25·52 1/2	June 16	Long	25·31
Genoa	"	25·55 @25·60	June 16	Short.	25·25
Madrid	"	463 16/16 @465 16/16	June 16	3 mos.	47·30
Lisbon	"	51 7/8 @52	.....	.....	.....
Alexandria	....	.....	June 13	3 mos.	97·00
New York	....	.....	June 16	Short.	4·85 1/2
Bombay	60 d'ys	1s. 7 1/4d.	June 16	tel. trsf.	1s. 7 11/32d.
Calcutta	....	1s 7 1/4d.	June 16	tel. trsf.	1s. 7 11/32d.
Hong Kong	....	.....	June 16	4 mos.	3s. 8d.
Shanghai	....	.....	June 16	"	5s. 0 1/2d.

[From our own correspondent.]

LONDON, Saturday, June 16, 1883.

The position of the Bank of England continues to improve, and greater progress has been made during the past week than in any week since the Bank rate was advanced to 4 per cent. Evidently the full effects of that movement are now being felt, and if the influence should continue, we may still hope for a reserve of £13,000,000 before the autumnal demand sets in. At the present time the total reserve is £11,943,257, which, though showing an increase of nearly one million sterling compared with last week, is £1,650,000 less than it was last year, when the total was £13,591,760. Further amounts of coin, however, have to be received from Scotland, there are moderate supplies of gold on passage from various places abroad, and there is no export inquiry of importance. An improving financial position is therefore looked forward to, and this very generally acknowledged fact is producing almost daily renewed confidence.

The Stock Exchange, which is usually accepted as a test of public feeling in financial matters, also indicates just now very distinctly that a much better condition of things exists. Business has increased to a moderate extent, and as prices are rising, the public, as usual, are understood to be increasing their purchases. Comparatively few amongst the general public are bold enough to invest during depressed times, and the depression in consequence assumes a more acute form; but, following the same line of reasoning, the markets, when advancing, are stimulated by the additional buying from the public, and prices are in some instances forced up at too rapid a rate. There is probably no danger of too rapid a movement just now, as heavy calls have to be met by investors in new loans and public companies, and consequently the ability to invest in the older loans and undertakings is much curtailed. It is, however, very satisfactory to notice that all symptoms of panic have disappeared. The disturbance to general business has been great, but only two serious failures have resulted, while a much sounder state of things has been brought about. There is no doubt of the fact that the brilliancy of the weather, the greatly improved agricultural prospect, and the easier condition of the money market, have been mainly instrumental in averting a semi-panic, as the assistance which was granted to firms of respectability in temporary difficulty would not have been afforded had not such a condition of things existed.

The supply of bullion held by the Bank is now £21,396,082, showing an increase of £569,100. At this period last year it was £23,640,700, showing a present deficiency of £2,200,000. This is a considerable amount to make up before the autumnal demand sets in, but it is hoped that the stock will reach £23,000,000 before long. A feature in the return is that some heavy loans have been repaid to the Bank, the total of "other securities" having declined to the extent of £1,015,604. The total is now £22,452,099, against £20,587,029 last year. This is a considerable falling off compared with the earlier part of the year, and is additional evidence that borrowers are making great efforts to place themselves in a better position. The proportion of reserve to liabilities is now 39·72 per cent, against 35·75 per cent last week and 44⅞ per cent last year.

Money has been in fair demand throughout the week, but bearing in mind that there has been a Stock Exchange settlement, it has been somewhat below the average. The Stock Exchange account, however, as might have been expected, has been a very light one. The supply of mercantile paper afloat remains light, and the inquiry for discount accommodation exhibits no improvement. The rates of discount are therefore easy, the competition for bills being considerable.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

London	Bank Rate.	Open Market Rates.						Interest Allowed for Deposits by		
		Bank Bills.			Trade Bills.			Joint Stock Banks.	Disc't H'ses	
		Three Months	Four Months	Six Months	Three Months	Four Months	Six Months		At Call.	7 to 14 Days.
May 11	4	3⅜@ —	3⅞@4	4 @4⅛	4 @4⅛	4⅛@4½	4½@5	3	3	3¼-3⅜
" 18	4	3⅝@3¾	3⅞@3¾	3¾@3⅞	4 @4⅛	4⅛@4⅜	4⅜@4¾	3	3	3¼-3⅜
" 25	4	3⅜@ —	3⅝@ —	3⅝@3¾	3¾@4⅛	4 @4⅛	4 @4½	3	3	3¼-3½
June 1	4	3½@3⅝	3⅝@ —	3⅝@3⅞	3¾@4⅛	4 @4⅛	4 @4½	3	3	3¼-3⅜
" 8	4	3½@ —	3½@3⅝	3⅝@3⅞	3¾@	4 3¾@4⅛	4 @4½	3	3	3¼-3½
" 15	4	3⅝@3½	3½@ —	3½@3⅝	3½@4	3¾@4¼	4 @4½	3	3	3¼-3½

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
	£	£	£	£
Circulation	25,202,825	25,798,940	26,301,160	26,349,850
Public deposits	7,494,252	6,531,159	7,711,224	8,603,142
Other deposits	22,391,468	23,525,959	26,023,293	25,303,636
Governm't securities	13,314,898	13,774,159	14,907,127	15,804,318
Other securities	22,452,099	20,587,029	20,737,126	18,599 972
Res've of notes & coin	11,943,257	13,591,760	15,971,259	17,393,639
Coin and bullion in both departments	21,396,082	23,640,700	26,522,419	28,743,489
Proportion of reserve to liabilities	39·72	44⅛	47	51
Bank rate	4p. c.	3 p. c.	2½ p. c.	2½ p. c.
Consols	100½	100½	100¼d.	98⅝
Eng. wheat, av. price	43s. 4d.	47s. 9d.	44s. 8d.	44s. 11d.
Mid. Upland cotton	5 3/4d.	6 3/8d.	6 31/32	7 7/8d.
No. 40 Mule twist	10d.	10 1/4d.	10 1/8	11 1/2d.
Clear'g-house return	130,160,000	130,160,000	156,077,0	125,211,000

The Bank rates of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows: There is a still further rise in the open market at Paris, but at Amsterdam the Bank rate was lowered June 9 to 3½ per cent.

Rates of Interest at	June 14.		June 7.		May 31.		May 24.	
	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market
Paris	3	2⅝	3	2½	3	2⅜	3	2¼
Berlin	4	3	4	2⅝	4	2⅜	4	2⅝
Frankfort	—	3	—	2¾	—	2¾	—	2¾
Hamburg	—	2¾	—	2⅝	—	2⅝	—	2¾
Amsterdam	3½	3¼	4	3½	4	3⅜	4	3¾
Brussels	3½	3	3½	3	3½	3	3½	3½
Madrid	5	4½	5	4½	5	4½	5	4¾
Vienna	4	3½	4	3½	4	3½	4	3½
St. Petersburg	6	5¼	6	5¼	6	5½	6	5½

In refernce to the state of the bullion market, Messrs. Pixley & Abell state:

Gold—In the absence of any export demand, all arrivals are sent to the Bank of Egland; about £256,000 in bars and coin having been so disposed of. The "Shannon," from Australia, brought £109,220, and "Moselle," from the West Indies, £ ,200.

Silver—The arrivals since our last circular comprise £90,000 per "Strabo," from Buenos Ayres, £11,800 per "Moselle," from West Indies. £3,500 per "Handel," from Brazils. The consignment per "Strabo" were sold on the 9th inst. at 50 1-16d. per oz. standard, but the market within the last day or two has become firmer, and our quotation is now 50⅛d., the price of arrivals per "Moselle" and "Handel." £133,800 were shipped to Bombay per P. & O steamer "Ravenna" on the 12th instant.

Mexican Dollars—The French Mexican steamer "Ville de Bordeaux" brought about £80,000 in value, and about £24,000 have arrived from New York. No price has yet been fixed.

The quotations for bullion are reported as below:

	Price of Gold.				Price of Silver.		
	June 14.		June 7.		June 14.	June 7.	
	s.	d.	s.	d.	d.	d.	
Bar gold, fine....oz.	77	9	77	9	Bar silver, fine..oz.	50⅛	50 1-16
Bar gold, contain'g 20 dwts. silver..oz.	77	10½	77	10½	Bar silver, containing 5 grs. gold.oz.	50⅛	50 7-16
Span. doubloons.oz.	73	10	73	10	Cake silver.....oz.	54	54⅛
S. Am. doubloons.oz.	73	8½	73	8½	Mexican dols...oz	48⅞	48⅞
U. S. gold coin...oz.	76	3½	76	3½	Chilian dollars..oz.	.....	.....
Ger. gold coin...oz.	.....		.....				

A telegram received from Australia this week states that the new loan of £2,000,000, decided upon by the Government in order to pay off half the Victoria loan falling due on October 1 of the present year, will be issued in London during the present month at the minimum rate of 99. The subscription will close on July 3. The remaining half of the Victorian loan will be covered by £2,000,000 of the proceeds of the loan floated in the beginning of the year.

The leading features in the wheat trade during the past week are the continuance of fine weather, and the abundance of our importations. The arrivals from abroad are not only liberal on our west coast; viz., at Liverpool, &c., but Russian supplies have been coming forward at a very rapid rate. During the week ended June 9, the imports of wheat into London alone reached the heavy total of 145,100 quarters. This is admitted to be the largest weekly importation known, the nearest approach to it being 125,000 quarters. Into the whole Kingdom the imports were 1,801,185 cwt. of wheat and 269,027 cwt. of flour.

The shipments from St. Petersburg and other Baltic ports, as well as from Black Sea ports, continue extensive. Russia has, it is said, a large surplus of last year's crop to dispose of, and now that the navigation is quite free, while the prospects for the coming harvest are satisfactory, efforts are being made to dispose of last year's produce, even at the current low range of values. The probability, therefore of wheat rising in price is very doubtful, but even with so vast a supply as is now being offered, prices do not exhibit any serious depression. The tendency, however, is downwards as regards the less marketable descriptions of wheat.

The following quantities of wheat, flour and Indian corn are estimated to be afloat to the United Kingdom; it is to be observed that supplies from the Baltic are not included, and, as they are now large, the fact is important:

	At present.	*Last week.*	1882.	1881.
Wheat.....qrs.	2,028,500	1,955,000	2,050,000	1,988,000
Flour.....	203,000	196,000	220,000	120,000
Indian corn.....	287,000	395,000	373,000	525,000

The following return shows the extent of the imports of cereal produce into the United Kingdom during the forty-one weeks of the present season, compared with the corresponding period in the three previous years:

IMPORTS.

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....cwt.	51,316,182	47,350,910	45,037,213	46,829,368
Barley.....	14,109,162	11,138,919	9,800,300	11,592,758
Oats.....	11,804,947	8,163,763	7,089,668	11,189,025
Peas.....	1,768,673	1,639,558	1,898,114	1,693,525
Beans.....	2,238,230	1,477,715	1,951,365	2,208,364
Indian corn.....	16,688,122	17,196,165	27,367,561	22,483,157
Flour.....	13,732,075	7,766,856	10,376,945	8,167,641

SUPPLIES OF WHEAT AVAILABLE FOR CONSUMPTION—41 WEEKS.

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat.cwt.	51,316,122	47,350,910	45,037,213	46,829,363
Imports of flour.....	13,732,075	7,766,856	10,376,945	8,167,641
Sales of home-grown produce.....	37,684,000	29,425,700	25,225,000	20,239,500
Total.....	102,728,257	84,543,466	80,639,158	75,236,509
Av'ge price of English wheat for season qrs.	41s. 5d.	46s. 7d.	43s. 0d.	46s. 6d.
Visible supply of wheat in the U. S.... bush.	20,300,000	9,500,000	16,200,000	19,600,000

The extent of the sales of home-grown wheat, barley and oats in the 150 principal markets of England and Wales during the forty-one weeks of the season, together with the average prices realized, are shown in the following statement:

SALES.

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....qrs.	2,173,830	1,697,634	1,455,288	1,167,648
Barley.....	1,930,018	1,630,066	1,178,373	1,376,996
Oats.....	262,470	211,653	161,709	144,909

AVERAGE PRICES FOR THE SEASON (per qr.).

	1882-3.	1881-2.	1880-1.	1879-80.
	s. d.	*s. d.*	*s. d.*	*s. d.*
Wheat.....	41 5	46 7	43 0	46 6
Barley.....	33 4	32 0	32 6	35 9
Oats.....	21 4	21 3	24 0	22 8

Converting quarters into cwt., the totals of wheat for the whole kingdom for the season are as follows: 1882-3, 37,680,000 cwt.; 1881-2, 29,425,700 cwt.; 1880-1, 25,225,000 cwt.; and 1879-80, 20,239,500 cwt.

Our imports of feeding stuffs are still very heavy, and a large increase is shown compared with last season. The following are the totals for the five months, compared with the two previous years:

	1883.	1882.	1881.
Barley.....cwt.	13,766,064	10,752,160	9,670,946
Oats.....	11,075,452	7,343,008	6,869,226
Peas.....	1,703,632	1,436,350	1,733,303
Beans.....	2,065,382	1,261,292	1,8 2,411
Indian corn.....	16,635,722	15,834,176	25,180,614
Total.....	45,224,251	36,626,986	44,282,500

With regard to the crop prospects in Russia, it is to be said that last year's harvest in South Russia was really a very unfavorable one. The winter being exceptionally short and snowless, and April and May hot and dry, there was no moisture in the soil, and in some districts the hay and corn crops were a complete failure. The prospects for this year, however, are much more favorable, Consul-General Stanley reporting that the winter corn had obtained a good growth, and was thus able to resist the first severe frosts. Since then it has been covered by snow, and should there be a sufficiency of rain in spring and early summer, and an absence of extreme heat in July, a very plentiful harvest may be expected all over South Russia, with the exception of a large part of the Government of Kherson, where a deficiency of seed and of cattle to work the ground have caused the area sown to be less than usual.

Advices from Spain state that the crops of cereals promise to be abundant in every district, except in Estramadura.

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending June 29:

London.	*Sat.*	*Mon.*	*Tues.*	*Wed.*	*Thurs.*	*Fri.*
Silver, per oz.....*d.*	50 11/16	50 11/16	50 9/16	50 1/2	50 7/16	50 7/16
Consols for money.....	100 1/4	100 1/4	100 1/4	100 1/4	100 3/16	100 3/16
Consols for account.....	100 3/8	100 3/8	100 3/8	100 5/16	100 5/16	100 5/16
Fr'ch rentes (in Paris) fr.	79 00	79 10	77 87 1/2	78 75	78 87 1/2	78 77 1/2
U. S. 5s ext'n'd into 3 1/2s	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
U. S. 4 1/2s of 1891.....	115 1/8	115 1/8	115 1/8	115 1/8	115 1/8	115 1/8
U. S. 4s of 1907.....	121 1/2	121 3/8	121 1/4	121 1/4	121 1/4	121 1/4
Chic. Mil. & St. Paul....	106 3/4	106 3/4	106	106 5/8	106 1/2	106 3/8
Erie, common stock.....	38 3/8	38 5/8	37 3/4	37 7/8	37 7/8	38 1/4
Illinois Central.....	135 3/4	135 3/4	135 1/4	135 1/4	134 3/4	135 1/4
N. Y. Ontario & West'n.	27 1/2	27 3/8	26 5/8	26 7/8	26 7/8	27 1/8
Pennsylvania.....	60 3/8	60 1/4	60	60	60	60 1/8
Philadelphia & Reading.	29 1/2	29 1/2	29	29 3/8	29 1/2	30
New York Central.....	123	123	122	122	122	122 3/8

Liverpool.	*Sat.*	*Mon.*	*Tues.*	*Wed.*	*Thurs.*	*Fri.*
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Flour (ex. State)..100 lb.	12 0	12 0	12 0	12 0	12 0	12 0
Wheat, No. 1, wh. "	8 8	8 8	8 8	8 8	8 8	8 7 1/2
Spring, No. 2, n. "	9 0	9 0	9 0	9 0	9 0	9 0
Winter, West., n "	9 0	9 0	9 0	9 0	9 0	9 0
Cal., No. 1 ..... "	9 2	9 2	9 2	9 2	9 2	9 2
Cal., No. 2..... "	8 10	8 10	8 10	8 10	8 10	8 10
Corn, mix., West. "	5 2	5 2	5 2	5 2	5 2	5 1 1/2
Pork, West. mess..₱ bbl.	82 0	81 0	81 0	80 0	80 0	79 0
Bacon, long clear, new..	47 0	47 0	47 0	47 0	46 6	46 0
Beef, pr. mess, new, ₱tc.	85 0	85 0	85 0	85 0	85 0	85 0
Lard, prime West. ₱ cwt.	54 0	53 6	53 0	52 6	51 0	50 0
Cheese, Am. finest	58 0	57 0	56 0	56 0	55 6	55 0

Commercial and Miscellaneous News

NATIONAL BANKS.—The following national banks have lately been organized:

2,969—The First National Bank of Dubois City, at Dubois, Penn. Capital, $50,000. Frederick K. Arnold, President; James E. Long, Cashier.

2,970—The National Bank of St. Joseph, Mo. Capital, $100,000. Calvin F. Barnes, President; George C. Hull, Cashier.

2,971—The Commercial National Bank of Marshalltown, Iowa. Capital, $100,000. Elijah L. Lyon, President; Andrew A. McFaden, Cashier.

2,972—The First National Bank of Lewiston, Idaho Territory. Capital, $50,000. John P. Vollmer, President; John H. Evans, Cashier.

2,973—The First National Bank of Garnett, Kan. Capital, $50,000. N. Price President; John R. Foster, Cashier.

2,974—The First National Bank of Waxahachie, Texas. Capital, $66,000. M. T. Patrick, President; N. A. McMillan, Cashier.

2,975—The Iron National Bank of Gunnison, Colorado. Capital, $50,000. Samuel G. Gill, President; John H. Foster, Cashier.

2,976—The Sprague National Bank of Brooklyn, N. Y. Capital, $200,000. N. T. Sprague, President; H. C. Copeland, Cashier.

2,977—The First National Bank of Rochester, Pa. Capital, $50,000. Henry C. Fry, President; W. S. Shallenberger, Cashier.

2,978—The United States National Bank of Omaha, Neb. Capital, $100,000. Smith S. Caldwell, Vice President; Milton T. Barlow, Cashier.

2,979—The First National Bank of Palmyra Mo. Capital, $55,500. James M. Bates, President; Samuel Logan, Cashier.

2,980—The First National Bank of Aberdeen, Dak Ter. Capital, $50,000. S. H. Jumper, President; Geo. L. Caldwell, Jr. Cashier.

2,981—The First National Bank of Salisbury, N. C. Capital, $50,000. S. W. Cole, President; I. H. Faust, Cashier.

2,982—The First National Bank of Cleburne, Texas. Capital, $50,000. Christopher W. Mertz, President; Oliver S. Heath, Cashier.

2,983—The First National Bank of Tipton, Iowa. Capital, $50,000. Herbert Hammond, President; C. A. Snyder, Assistant Cashier.

2,984—The Hamilton County National Bank of Webster City, Iowa. Capital, $50,000. Leslie A. McMurray, President; O. K. Eastman, Cashier.

2,985—The Merchants' National Bank of Seattle, W. T. Capital, $50,000. Angus Mackintosh, President; Wm. H. Reeves, Cashier.

2,986—The Capital Nat. Bank of Bismarck, D. T. Capital, $50,000. Nehemiah G. Ordway, President; Wm. G. Nixon, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in dry goods and a decrease in general merchandise. The total imports were $10,296,242, against $10,430,270 the preceding week and $7,033,370 two weeks previous. The exports for the week ended June 26 amounted to $6,407,662, against $7,153,823 last week and $5,988,727 two weeks previous. The following are the imports at New York for the week ending (for dry goods) June 21 and for the week ending (for general merchandise) June 22; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	$1,985,363	$1,196,092	$1,239,190	$2,474,178
Gen'l mer'dise..	7,332,858	6,641,102	5,919,343	7,822,064
Total	$9,218,221	$7,837,194	$7,158,533	$10,296,242
Since Jan. 1.				
Dry goods	$62,512,413	$51,891,877	$64,490,419	$59,433,291
Gen'l mer'dise..	185,518,178	154,958,641	180,782,230	161,899,949
Total 25 weeks	$248,030,591	$206,850,518	$245,272,649	$221,353,240

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending June 26, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week...	$9,163,891	$7,535,808	$6,212,748	$6,407,662
Prev. reported..	180,526,870	178,019,601	147,402,030	164,299,032
Total 25 weeks	$189,690,761	$185,555,409	$153,614,778	$170,706,69

The following table shows the exports and imports of specie at the port of New York for the week ending June 23, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	$1,700	$9,300	$.....	$1,955,779
France	.....	.....	.....	104,220
Germany	.....	.....	.....	2,066,007
West Indies	.....	20,080	328	519,907
Mexico	.....	.....	55,000	75,135
South America	.....	102,225	.....	120,171
All other countries	.....	87,285	.....	18,236
Total 1883	$1,700	$218,890	$55,328	$4,959,455
Total 1882	1,257,700	28,396,071	14,130	580,150
Total 1881	15,000	210,353	10,473	28,150,870
Silver.				
Great Britain	$349,400	$6,314,322	$.....	$.....
France	.....	341,094	.....	.....
German	.....	.....	.....	246,230
West Indies	.....	39,041	950	169,661
Mexico	.....	.....	32,301	1,531,520
South America	.....	3,220	719	79,381
All other countries	.....	3,744	.....	5,538
Total 1883	$349,400	$6,701,421	$33,970	$2,032,330
Total 1882	189,352	5,584,368	32,412	1,342,382
Total 1881	138,852	5,209,355	13,982	2,539,158

Of the above imports for the week in 1883, $50,300 were American gold coin and $1,020 American silver coin.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
	$	$	$	$
June 23..	*1,593,696 36	833,978 97	114,094,488 75	8,357,265 36
" 25..	1,740,062 21	1,175,820 90	114,788,396 74	8,227,558 68
" 26..	1,679,069 97	823,490 03	115,405,239 80	8,469,335 06
" 27..	1,396,463 89	1,801,294 84	114,972,960 52	8,493,331 39
" 28..	1,512,534 14	1,510,322 31	115,025,322 08	8,443,621 66
" 29..	†16,346,199 85	‡15,949,274 36	115,509,187 37	8,356,681 86
Total....	24,178,026 42	22,094,179 41	.....	.....

* Includes $500,000 gold received from Mint.
† Includes $15,000,000 transferred from one account on the books to another.
‡ Above payments include $435,000 gold certificates taken out of cash.

Norwich & Worcester.—It has been unanimously voted to extend the road from Allyn's Point to Groton, Conn., at the estimated cost of $350,000. It was also voted to accept the act authorizing the road to purchase stock in the Norwich & New York Transportation Company.

Philadelphia & Reading.—The following circular has been issued by this company:

"The Philadelphia & Reading Railroad Company and the Philadelphia & Reading Coal & Iron Company will resume cash payments, at maturity, of coupons and interest upon all direct obligations or guarantees of both companies, maturing on and after July 1, 1883. Holders of deferred coupon dollar scrip will be entitled, on and after July 2, 1883, to receive cash for all back interest to July 1, 1883, inclusive, and the principal of the scrip shall be stamped, 'Interest paid to July 1, 1883,' and payment of principal extended at 6 per cent interest to July 1, 1893. Holders of coupons matured prior to July 1, 1883, upon any direct obligations of or bonds guaranteed by either company, will be entitled to convert the same into first series 5 per cent consolidated mortgage bonds of the Philadelphia & Reading Railroad Company at par."

The securities affected by this notice are said to be chiefly the following: Deferred coupon, dollar scrip, convertible bonds, debenture bonds of the Railroad Company, divisional mortgage bonds of the Coal & Iron Company, Schuylkill Navigation improvement loan, Schuylkill Navigation mortgage loan, preferred and common stock of the Schuylkill Navigation Company, Susquehanna Canal bonds, Colebrookdale Railroad bonds and Pickering Valley Railroad bonds.

The terms of the tripartite agreement between the Lehigh Coal & Navigation Company, the Central Railroad Company of New Jersey and the Philadelphia & Reading Railroad Company have been made public, and are summarized as follows: It is provided that the development of the Lehigh & Wilkesbarre coal lands in the Wyoming Valley shall proceed together with that of the Reading coal lands, so that the production of the two coal estates shall bear to each other the proportion of twenty-eight of the former to seventy-two of the latter until the Wyoming production shall reach 3,000,000 tons per annum, at which point it shall be thereafter maintained. Any deficiency in this ratio shall be supplied by other tonnage. The minimum annual rental of the Lehigh & Susquehanna Railroad is fixed at $1,414,400, and the maximum is to be $1,723,700 prior to 1888, and for any year thereafter prior to 1893, $1,835,800, and in any year thereafter $2,043,000. The Lehigh Navigation Company is to receive in addition a sum equa to 7 per cent per annum upon the amounts expended and to be expended on construction account.

Richmond & Alleghany.—The *Tribune* says: "The Richmond & Alleghany Railroad was placed in the hands of receivers on Saturday, June 23, in a suit brought in the Richmond City Circuit Court by the second mortgage bondholders. The company defaulted in the payment of the interest on its second mortgage bonds on May 1, and in anticipation of a default on the first mortgage bonds, the interest on which will fall due on July 1, the present suit was begun, with the consent of persons interested in the road. The receivers are Decatur Axtell of Richmond, Vice-President of the Company; and Laurence Myers of New York, one of the directors. The suit was brought by Ashbel Green and Thomas S. Boocock, the trustees of the second mortgage. The road extends from Richmond to Williamson's, a distance of 230 miles, with a branch to Lexington. The company owns the James River & Kanawha Canal, which includes water power and docks on the James River. It was intended at first to extend the road to a connection with the Ohio Central, and two years ago it was voted to consolidate it with that road. The stock of the company is $5,000,000, and the funded debt consisted of $4,925,000 first mortgage bonds. One of the directors of the company said yesterday that the property had been placed in receivers' hands to force a reorganization of the company."

The second mortgage bonds are stated in the last balance sheet of the company (Sept. 30, 1882), published in THE CHRONICLE, v. 35, p. 707, as second mortgage subscription $1,200,000; but it is now reported that of the whole issue of $4,000,000 about $[illegible],000,000 have been sold and the remaining $1,000,000 have been pledged as collateral.

—Officials of the Ohio Central Railroad say that the company will not be affected by the embarrassment of the Richmond & Allegheny Railroad Company. The Ohio Central holds merely a limited amount of the second mortgage bonds of the Richmond & Allegheny.

Staten Island Rapid Transit Company.—The Staten Island Rapid Transit Railroad Company has leased the Staten Island Railway for ninety-nine years, agreeing to pay 6 per cent a year on the capital stock of $910,000 (14,000 shares, rating the shares at a value of $65 each, and making the charge $54,600 per year), and the interest on $300,000 in bonds. The lease goes into effect when the Rapid Transit Company has constructed the link from Vanderbilt's Landing, the present terminus of the Staten Island Railroad to Tompkinsville, the first landing of the ferry-boats. It is the intention of the proprietors of the rapid transit scheme to construct the railroad around the entire north shore of the island. Contracts are now being made for the work of construction.

Tennessee's State Debt.—The *Herald* had the following: "State Treasurer Thomas says that the board will commence funding the bonds of Tennessee by July 15, and indications are that all the 5 and 6 per cent bonds—representing the State debt proper, so-called—amounting to $2,100,000, will be sent in by that time. * * The total amount of the new issue of interest coupons to be taken up by certificates on July 1 is $1,373,000, redeemable in one, two, three, four and five years."

Wabash St. Louis & Pacific.—The New York Stock Exchange has received notice of the intention of this railroad company to issue 2,687 shares of common stock. This new issue of stock is to be exchanged for a corresponding number of shares of the Centreville Moravia & Albia Railroad, one of the adjuncts of the Wabash system.

—The Pennsylvania Railroad Company sells bonds bearing 4½ per cent interest. Messrs. J. S. Morgan & Co. in London, Drexel, Morgan & Co. in New York and Drexel & Co. in Philadelphia will offer simultaneously an issue of $5,000,000 of the direct bonds of the Pennsylvania Railroad, secured by the deposit in trust as collateral security of the mortgage bonds subsidiary lines of the par value of $12,500,000. The price is 97½, and subscriptions will open on Monday, July 2, at 10 A. M. and close on notification from London.

—Messrs. Winslow, Lanier & Co. advertise as usual a large list of railroad bonds and other securities which are specified in an advertisement on another page, on which they will pay interest and dividends on and after July 2.

—The coupons due July 1 on the St. Paul & Pacific Railroad Div. $700,000 bonds, and Minneapolis Union 1st mortgage bonds, will be paid by the St. Paul Min. & Man. R. R. Co. on July 2.

—Messrs. Jesup, Paton & Co. will pay interest on July 2 on a number of bonds as per advertisement in another column.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son.

Shares.	*Bonds.*
631 Bronx Wool and Leather Company.....1 per share.	$6,000 Florida Central & Western R. Gen. Mort. 5, Series B, due 1922... 69½
5 Lamar Fire Ins. Co..... 70	10,000 Louisiana State 8s, due 1910, issued in aid of N. O., Mobile & Chat. Railroad.....for $300
25 Sackett Plough and Pulverizing Co....$15 per share.	
100 Promontory Consolidated Min. Co. of Colorado for $15	

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable	Books Closed. (Days inclusive.)
Railroads.			
Concord & Portsmouth	$3 50	July 2	
Del. Lack & Western (quar.)	2	July 20	July 6 to July 20
Granite	$3	July 2	June 26 to — —
Pitts Ft. Wayne & Chic. (quar.)	1¾	July 3	
Do do special (quar.)	1¾	July 2	
Paterson & Hudson	4	July 3	
Paterson & Ramapo	4½	July 3	
St. Paul Minn. & Man. (quar.)	2	Aug. 1	July 17 to Aug. 15
Southwestern (Ga.)	$3 50	June 26	
Vermont Valley	3	June 30	
Worcester & Nashua	$1 50	July 2	June 26 to — —
Banks.			
Broadway Nat.	10	July 2	
Chase Nat.	4	July 2	
Chatham Nat.	5	July 2	June 29 to July 1
Continental Nat.	3½	July 5	July 1 to — —
Eleventh Ward	4	July 2	June 23 to July 1
Leather Manufacturers' Nat.	5	July 2	June 27 to July 1
Long Island	3½	July 2	June 21 to July 1
Manufacturers' Nat.	3½	July 2	
Marine Nat.	4	July 2	June 27 to July 1
Market Nat.	4	July 2	June 23 to June 30
Murray Hill	6	July 2	
National Butchers' and Drovers'	4	July 2	June 24 to July 1
North River	4	July 2	
Peoples'	5	July 2	June 26 to July 1
Phenix Nat.	3	July 2	June 24 to July 1
Sixth Nat.	4	July 2	
Third Nat.	3½	July 2	
Wall Street Nat.	3½	July 2	June 28 to July 2
Insurance.			
Franklin and Emporium Fire	6	July 2	
Hamilton Fire	5	July 2	June 20 to July 2
Niagara Fire	5	July 2	
Park Fire	5	July 2	

NEW YORK, FRIDAY, JUNE 29, 1883—5 P. M.

The Money Market and Financial Situation.—The continued decline in the prices of the great staples so extensively dealt in at Chicago, viz., wheat, corn, provisions and lard, has not only resulted in failures among the speculators in those commodities but has to some extent unsettled confidence there. Bankers who have advanced money on their merchandise collaterals have undoubtedly been obliged to change their views somewhat as to their values, and have therefore compelled a good many borrowers to liquidate. The decline of prices is significant of the general acknowledgment at the West that the crop prospects are at least as good as the average of past years, and that with heavy supplies of wheat left over from the crop of 1882 we shall have a good surplus for export the coming fiscal year. Last year's corn crop also was considered a failure at one time, but has turned out a great deal better than was thought possible; and with the prospect of a good crop this year it is anticipated that we may count upon a lower range for the prices of provisions than has prevailed in the past year.

With breadstuffs, provisions, cotton, iron, leather and other staples at their present low prices, there is a vast deal more safety in the financial situation than there was eight or nine months ago, when the decline in these articles, and the consequent liquidation and readjustment of credits, began to cause uneasiness. The decline in breadstuffs and provisions is too recent to show its effects in a large increase in the export movement yet. The first effect of a decline in American markets was to cause a decline in European markets, and this, of course, was reflected back here. But as soon as this vibration is overcome, there will probably be quite a large export movement, which will affect the foreign exchanges in our favor.

The money markets of this country have had an excessive supply of loanable funds, and rates for all classes of loans here in New York have been at the lowest figures usually touched at this season of the year. Call loans on collaterals of dividend-paying railway stocks have continued at 2@2½ per cent, and time loans for six or eight months at 4½@5. Discounts of mercantile paper remain nominally unchanged at 4@5 per cent for first-class double names and 5@6 for first-class single names.

In London, also, rates of interest are easier, though the Bank of England still maintains its rate of discount at 4 per cent. The Bank has been steadily gaining, however, in specie, the aggregate increase since May 16 being now £2,581,000. The gain in the last week was £346,000, and the percentage of reserve to liabilities is 41 5-16 per cent, against 41 last week. The Bank of France, on the other hand, lost 1,454,000 francs gold and 1,144,000 francs silver during the week, while the Imperial Bank of Germany lost 5,500,000 marks in specie in the week to Tuesday.

The amount of quarterly interest payable on United States bonds on July 1st is $7,375,841 on the 4s of the funded loan of 1870-71; also $1,938,705 for the semi-annual interest on the bonds issued to the Pacific Railway companies. But, besides, there is the much larger aggregate of interest payable on the various corporate securities of cities and railways, which will bring a vast amount of money into the market during the next week for loan or investment.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

	1883. June 23	Differences from previous week	1882. June 24.	1881. June ...
Loans and dis.	$327,011,100	Inc. $1,200,300	$318,716,800	$345,400,700
Specie	64,2[illegible],800	Inc. 961,000	58,9[illegible],600	71,[illegible],100
Circulation	15,[illegible],200	Inc. 4,200	18,[illegible],800	19,141,200
Net deposits	312,[illegible],100	Inc. 5,415,200	301,191,000	342,[illegible],200
Legal tenders	26,515,700	Inc. 581,900	26,516,100	18,[illegible],000
Legal reserve	$80,776,400	Inc. $1,354,050	$76,122,750	$85,[illegible],050
Reserve held	89,759,500	Inc. 1,547,900	85,[illegible],050	95,184,100
Surplus	$8,982,900	Inc. $191,850	$9,381,250	$9,271,200

Exchange.—The market for sterling has remained dull and nominally unchanged throughout the week. The offerings of any kind of bills have been light, and the mercantile demand for remittances has been equally so. The posted rates on Friday were 4 85½@4 89. The actual rates were as follows, viz.: Sixty days, 4 84½@4 85; demand, 4 88@4 88½; cables, 4 88½@4 89; commercial bills, 4 83½@4 83¾.

The domestic exchanges are not so uniformly in favor of New York as a week ago. In Boston, New York exchange is at a discount, and there have been some shipments of money East, as well as quite a little amount to Philadelphia.

Exchange.—Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

June 29.	Sixty Days.	Demand.
Prime bankers' sterling bills on London	4 84⅜@4 85½	4 88 @4 89
Prime commercial	4 84 @4 84¼	4 87½@4 87½
Documentary commercial	4 83½@4 83⅝	4 86⅝@4 87
Paris (francs)	5 20⅝@5 18¾	5 18¾@5 15⅝
Amsterdam (guilders)	40 @ 40¼	40¼@ 40⅜
Frankfort or Bremen (reichmarks)	94½@ 95	95⅛@ 95½

United States Bonds.—Government bonds continue strong, though without other feature, and both the 4s and the 3 per cents are one-eighth higher than a week ago.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	June 23	June 25	June 26.	June 27	June 28	June 29.
5s, continued at 3½	Q.-Feb.	*103¾	*103⅝	*103⅜	*103⅜	*103⅜	*103⅜
4½s, 1891 reg.	Q.-Mar.	*112⅜	*112⅝	*112⅝	*112⅝	*112⅝	*112⅜
4½s, 1891 coup.	Q.-Mar.	*112⅜	*112⅝	*112⅝	112⅝	*112⅝	*112⅜
4s, 1907 reg.	Q.-Jan.	119	119	*119	*119	*119	119
4s, 1907 coup.	Q.-Jan.	120	120	120	*120	120	120
3s, option U. S. reg.	Q.-Feb.	*103⅞	104	104	*103⅞	104	*103⅞
6s, cur'cy, 1895 reg.	J. & J.	*127	*127	*127	*127	*127	*127
6s, cur'cy, 1896 reg.	J. & J.	*128	*128	*128	*128	*128	*128
6s, cur'cy, 1897 reg.	J. & J.	*129	*129	*129	*129	*129	*129
6s, cur'cy, 1898 reg.	J. & J.	*130	*130	*130	*130	*130	*130
6s, cur'cy, 1899 reg.	J. & J.	*131	*131	*131	*131	*131	*131

* This is the price bid at the morning board; no sale was made.

State and Railroad Bonds.—The general railroad bond market has been dull, and the principal activity has been in special issues from special causes. The high-priced bonds have been firm, the largest advance in any of that class being in Northern Pacific firsts, which are ⅝ higher, Central Pacific gold bonds ½ higher, Union Pacific firsts ⅜ and Iron Mountain firsts ½ higher. In the speculative bonds Richmond & Allegheny firsts have declined ¾ from the closing price of last Friday. East Tennessee 5s are 1 per cent lower, Ohio Southern firsts 2 per cent, Ohio Central firsts 3½ per cent, Rome Watertown & Ogdensburg 5s ½, Denver & Rio Grande consols ⅜. On the other hand, Atlantic & Pacific incomes have advanced 1⅜.

The principal business in State bonds this week has been in the Arkansas issues in aid of railroads. The Little Rock & Fort Smith issues have advanced 10 points to 60. The Pine Bluff & New Orleans issues have advanced 2 per cent to 52, and the Red River bonds, after declining 2 per cent, to 48, have recovered to 50. In Tennessees the 6s new have sold at 39½ and the compromise bonds at 44. The Alabama issues were unchanged. Louisiana consols (ex-mortgage coupon) sold at 58¾, and North Carolina 4s are higher at 80¼.

Railroad and Miscellaneous Stocks.—The decline in railway stocks, noted in our article of last week as resulting from the unsettlement of confidence in financial affairs in Chicago, was continued during the first half of this week. There were also additional depressing causes in the reports of damage to Western railroads and to the corn lands on the Mississippi and Missouri river bottoms, and still other unfavorable elements in reports of rate cutting and a possible war among the trunk lines. These various influences operated to depress prices until about Wednesday. New York Central was notably weak—mainly because of the talk of the competition soon to be experienced from the West Shore road—and touched the lowest price reached for several years. Since Wednesday, however, there has been an improvement. The apprehensions of further financial difficulties at Chicago have, in a great measure, passed away, as have also those of a rate-war among the trunk lines, and it is believed the flood damages in the West have been somewhat exaggerated. These circumstances, together with the prospect of continued ease in money, have caused a recovery of values to nearly what they were a week ago, so that a comparison of prices with those of June 22d shows but few important changes, except where there have been causes special to those stocks. Among the specialties, Long Island has advanced 4⅜ per cent and C. C. C. & I, 1¼. Denver & Rio Grande has been very weak, and shows a fall as compared with last Friday's closing price, of 2½ per cent; at one time during the week the decline amounted to 4⅜ per cent. Western Union is 1⅛ lower at 85¾.

The aggregate of new securities listed by the New York Stock Exchange this week was $107,000,000, and the Committee adjourned over the summer months to October next.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING JUNE 29, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES. Saturday, June 23.	Monday, June 25.	Tuesday, June 26.	Wednesday, June 27.	Thursday, June 28.	Friday, June 29.	Sales of the Week (Shares).	Range Since Jan. 1, 1883. Lowest.	Highest.	For Full Year 1882. Low.	High
RAILROADS.											
Boston & N. Y. Air-Line, pref	....	....	....	....	....	....	.....	78 Mar. 28	84¾ May 3	60	80½
Canadian Pacific	63⅝ 64	63⅞ 65	64⅛ 64½	64⅛ 64¾	63 63⅝	63½ 64	48,909	58¼ Feb. 23	65½ May 3	.....	.....
Canada Southern	66⅛ 66⅝	65½ 66	65 65⅝	65 65¾	65⅜ 65½	x64⅝ 66⅞	8,710	63¼ May 21	71⅜ Jan. 19	44	73
Central of New Jersey	85¼ 85⅞	85⅜ 86¼	85 86½	85⅝ 86½	85⅞ 86⅛	85⅝ 86⅜	46,605	68¼ Jan 8	89 June 15	63¼	97½
Central Pacific	75¾ 75⅞	74⅞ 75¾	74¾ 75⅛	75⅛ 75½	74⅞ 75¾	75½ 76¼	10,940	71¼ May 22	88 Jan. 5	82⅜	97⅛
Chesapeake & Ohio	19¼ 19¾	....	19¾ 19⅜	....	....	....	300	19 June 20	23¾ Jan. 20	19½	27
Do 1st pref	20½	23½ 29½	28⅞ 29	29⅞ 29⅞	....	....	440	28½ May 22	35½ Jan. 20	27¼	41½
Do 2d. pref	*22½	....	....	....	21⅝ 21⅝	....	10	21½ May 28	27 Jan. 22	21	29
Chicago & Alton	....	133½ 134¼	*133 135	*133 135	*133 135	*134 136	178	130 Feb. 20	137¼ Jan. 22	127½	145½
Chicago Burlington & Quincy	123⅞ 123⅞	123¾ 124	123 123⅝	123½ 124	123½ 124	124⅛ 124½	3,161	115⅜ Feb. 20	129⅝ Apr. 13	120⅜	147
Chicago Milwaukee & St. Paul	101⅛ 101½	103¾ 104½	103⅝ 104¼	103¾ 104⅜	103½ 104¼	104¼ 104¾	71,215	97⅜ Feb. 20	108½ Jan. 20	96½	128¼
Do pref.	120¼ 120¼	119 119¾	119⅜ 120	*119½ 120	119½ 119⅝	120 120	1,010	116⅜ Feb. 7	122 Jan. 9	114½	144¾
Chicago & Northwestern	132⅜ 133	132 132⅞	132 132½	132 132¾	132 132¾	132¼ 132⅞	17,402	128⅛ Feb. 2	140⅛ Apr. 13	124	150¾
Do pref.	*150¾ 151¼	*150 151	150 150	150⅝ 150¾	*150¼ 151¼	150⅝ 150½	530	143 Feb. 20	157 Apr. 13	136	175
Chicago Rock Island & Pacific	124¾ 124⅝	124½ 125	125 125	....	124½ 124¾	125¼ 125½	1,450	118 Feb. 21	127¼ Jan. 5	122	140¼
Chicago St. Louis & Pittsburg	....	*17 19	*17½ 18½	*18 19	*17 19	*17 19	.....	18 May 31	22 Apr. 21	.....	.....
Do pref.	....	*54 57	*54 55½	*54 55	*54 56	*54 56	.....	54 Apr. 26	57¾ May 16	.....	.....
Chicago St. Paul Minn. & Om.	*46 47	*45¾ 46¾	46 46	45¾ 46	*46 46¾	46⅜ 46⅜	1,000	44 May 21	55 Jan. 18	29¾	58¼
Do pref.	*105½ 106	105½ 105½	*105 105½	*105 106	105½ 106¼	106 106¾	1,655	102½ May 21	113¼ Jan. 5	97½	117
Cincinnati Sand. & Cleveland	....	....	....	....	....	....	.....	38 May 22	49½ Mar. 9	44	62
Cleveland Col. Cinn. & Ind	74¾ 74¾	74 74½	73 73	74 74	73⅛ 74	75⅛ 76	3,100	67¼ May 17	84 Jan. 5	65½	92¾
Cleveland & Pittsburg, guar.	134 134	134 134	....	....	....	....	88	129½ June 2	142 Jan. 26	133	140
Columbia & Greenville, pref.	....	....	....	....	....	....	.....	31 Feb. 26	68½ May 9	50	104
Columbus Chic. & Ind. Central	....	....	*4 4½	*3¾ 4½	....	....	.....	3¼ Jan. 20	7¾ Mar. 5	3⅞	21⅞
Delaware Lackawanna & West.	127¾ 128¼	127¼ 128¼	127¼ 127⅜	127¼ 127⅞	127¼ 128⅛	128¼ 128¾	144,007	118⅛ Feb. 16	131½ Apr. 13	116¼	150¼
Denver & Rio Grande	45½ 46	43 45¾	42¾ 43⅝	41⅝ 43⅞	42 44	43⅞ 44⅝	93,655	39⅞ Jan. 2	51½ May 3	38¼	74⅝
Dubuque & Sioux City	82 82	....	82 82	....	....	....	200	81½ June 5	92 Mar. 12	82	96½
East Tennessee Va. & Ga.	....	....	8½ 8¾	8⅝ 8¾	8½ 8¾	8¾ 9⅝	5,400	8⅛ Feb. 21	11¼ Apr. 13	8	16
Do pref.	18 18	....	....	19 18	17½ 17½	18 18½	1,650	14¾ Feb. 20	23 Apr. 14	15½	26½
Green Bay Winona & St. Paul	*9 10	....	....	*9 10	*9 10	*9 10	.....	5 Feb. 9	10⅞ Apr. 12	6	16
Hannibal & St. Joseph	* 42	....	....	....	....	....	.....	38 Mar. 6	46¾ Jan. 17	45	110
Do pref.	*93 95	....	93¼ 93½	*92 94	93 93	*92 94	300	72 Jan. 3	97¾ May 5	72	111⅛
Harlem	....	....	....	....	....	....	.....	194 Apr. 13	200 Jan. 29	196	208
Houston & Texas Central	*132¾ 133¼	*70 73	*70 73	*70 73	67 67	67 67	265	67 June 28	82½ Apr. 5	61	92½
Illinois Central	79½ 79½	....	132 132	....	132 132	132¾ 133	700	‡132 June 26	148 June 14	127¾	150½
Do leased line	*80¼ 81¼	....	79 80	....	....	....	212	77 Feb. 17	81 Jan. 22	.....	.....
Indiana Bloom'n & Western	31¾ 32¼	30⅛ 32¼	29⅞ 29⅞	....	30¼ 30½	....	400	25 May 17	35½ Apr. 9	30	49½
Lake Erie & Western	110½ 110⅞	110⅛ 110¾	29½ 30¼	30 31¼	30 30⅝	30⅛ 30¼	8,125	26 Feb. 16	33¼ Jan. 18	23½	45
Lake Shore	78 78	78 78¼	109⅛ 110¼	109¾ 110⅜	109¾ 110⅜	x109⅛ 111⅜	51,135	106⅝ Feb. 16	114⅞ Jan. 18	98	120⅛
Long Island	51⅞ 52¼	51½ 52⅝	77¾ 78½	78 78¾	79 80¼	81 83⅝	9,411	60 Jan. 2	83⅝ June 29	49½	65
Louisville & Nashville	 48	45 45	....	....	....	....	45,100	47⅜ May 21	54½ Jan. 20	46½	100¾
Louisville New Albany & Chic	*48 50	49⅞ 49⅞	....	49 49	....	....	300	39½ June 20	68 Jan. 5	57	78
Manhattan Elevated	*85 90	....	90 90	....	....	....	400	40 Mar. 21	53⅞ Feb. 9	40	60⅞
Do 1st pref.	*48 50	....	49½ 49½	....	....	....	15	81½ Apr. 5	90 Jan. 18	82	98½
Do common	29 29	28½ 29	27½ 28½	27½ 27½	28 28½	28¼ 29¼	300	44½ May 2	53 Feb. 10	40	56
Manhattan Beach Co	43 44	44 44	43½ 43½	....	....	43 43	3,875	15 Feb. 21	20¼ June 29	15	37
Memphis & Charleston	90 90	....	....	89 90	90 90	....	2,100	36 Feb. 19	53 Jan. 8	42¼	82⅜
Metropolitan Elevated	95½ 96¼	95½ 96	94½ 95½	94½ 95	94⅜ 95⅝	x93 96⅛	600	76 May 17	93 June 21	77	93
Michigan Central	*10½	*11 12½	* 12½	*11 12½	*11½ 12	*11½ 12	15,883	90 Feb. 20	100⅛ Jan. 19	77	105
Milwaukee L. Sh. & Western	*44 45	44½ 44½	44 44½	44 45	44 44½	44½ 45¼	.....	10 June 11	18 Jan 4	13	21
Do pref.	....	....	....	....	26 26	*25 27	2,000	42 Mar. 5	48⅜ Jan. 20	41¾	58¼
Minneapolis & St. Louis	....	....	....	....	....	....	200	22⅞ Feb. 20	30¾ Jan. 18	19	36¾
Do pref.	....	....	....	....	*56 58	*56 58	.....	52 Feb. 20	68½ Jan. 18	59	77
Missouri Kansas & Texas	30¼ 30½	30 30⅝	29⅞ 30¼	29¾ 30⅜	29¾ 30¼	30¼ 30⅝	9,400	27⅛ May 18	34⅞ Jan. 18	26⅜	42½
Missouri Pacific	102¾ 103	102¼ 103	102 102½	102 102½	101⅞ 102⅛	102½ 102¾	8,050	97¾ Feb. 26	106⅞ Apr. 9	86⅞	112½
Mobile & Ohio	....	....	....	15 15	14⅜ 14⅜	16 16	400	14⅜ June 28	19½ Jan. 5	12	35¾
Morris & Essex	125¾ 125⅞	124 124	....	....	....	....	365	120 Feb. 15	129¼ June 11	119¾	128
Nashville Chattanooga & St. L.	*55 58¾	....	56½ 56½	*55 57¼	57 57	*55 57¼	300	50½ May 17	64⅞ Jan. 22	47	87½
New York Central & Hudson	119¾ 120¼	119½ 120	118½ 119¼	118¾ 119¼	118¾ 120	119⅞ 120¼	76,907	118½ June 26	129⅛ Mar. 10	123⅝	138
New York Chic. & St. Louis	*108⅜ 11¼	10⅞ 11	10¾ 10¾	10¾ 10¾	10¾ 10¾	10½ 10¾	995	10 Feb. 2	15½ Jan. 5	10½	17¾
Do pref.	*23 26	24 24	24 24	24¼ 24¼	24 24	24¼ 24¼	600	23 Feb. 7	35 Jan. 4	27	37⅝
New York Elevated	*95 108	....	....	....	....	....	.....	101 Jan. 13	103 Feb. 16	100	109½
New York Lack. & Western	89¼ 89¾	....	88¾ 88¾	88 88	....	88 88	270	85½ Mar. 1	89½ Mar. 5	.....	.....
New York Lake Erie & West.	37½ 37¾	37 37⅝	36¾ 37⅛	36¾ 37¼	36⅞ 37¼	37¼ 37⅝	48,410	33⅞ May 18	40⅞ Jan. 18	33¼	43¾
Do pref.	....	79 79	79 79	....	....	....	200	75 Feb. 19	83 Jan. 5	67	88¼
New York & New England	....	....	33 33	33 33	....	....	700	30⅝ May 17	52¼ Jan. 9	42	60⅛
New York New Haven & Hart.	177 177	....	....	....	....	....	10	169 Jan. 16	183 May 28	168	186
New York Ontario & Western	26¾ 26⅞	26 26⅝	25⅞ 26¼	26 26¼	26⅛ 26⅜	26½ 26½	4,560	24¾ Mar. 2	29⅜ Apr. 14	20½	31⅞
New York Susq. & Western	* 8	....	....	....	....	....	.....	6½ May 18	8⅝ May 10	.....	.....
Do pref.	20 20	....	....	....	....	....	100	18 June 2	21¾ May 10	.....	.....
Norfolk & Western, pref.	....	....	42 42	....	....	42 42	400	37½ Feb. 26	49¾ Jan. 20	44¼	60
Northern Pacific	52 52	51½ 52	51⅜ 51½	51 51⅝	50⅞ 51⅜	51⅜ 51¾	16,117	44⅞ Feb. 20	53⅛ June 14	28¾	54⅜
Do pref.	89⅞ 90⅛	89½ 90⅛	89 89⅝	89 89⅝	88½ 89¼	89½ 90	27,453	79⅜ Feb. 20	90⅝ June 14	66¾	100⅜
Ohio Central	10¾ 11⅜	10⅜ 10⅞	10 10⅜	9¾ 10⅛	9⅝ 10	10 10¼	8,119	9⅛ Feb. 16	14¼ Apr. 13	11⅜	25⅜
Ohio & Mississippi	....	....	33 33¼	*33 33¼	....	*33 33½	520	29 Feb. 14	36¾ Apr. 13	27	42
Do pref.	....	....	....	....	....	....	.....	96 Feb. 16	112½ June 13	90¾	112
Ohio Southern	....	....	....	....	....	....	.....	10 Feb. 2	14¾ Apr. 24	11	23½
Oregon & Trans-Continental	85½ 85⅞	85½ 85¾	82⅞ 83½	83 83⅝	82¾ 83⅛	83⅜ 83⅜	14,550	79 Feb. 20	89 Jan. 19	60	98¾
Peoria Decatur & Evansville	*20½ 21½	20 20	19⅝ 19⅝	....	....	20½ 20½	350	16½ May 22	28 Jan. 18	23	39¾
Philadelphia & Reading	57¼ 57⅝	56¾ 57⅝	56¼ 57¼	56⅞ 57½	57¼ 59	58¼ 59⅛	66,200	49⅝ Feb. 20	61⅜ June 15	46¾	67½
Pittsburg Ft. Wayne & Chic	....	....	....	....	....	....	.....	130 May 31	138 Jan. 16	130	139
Rich. & Allegh., st'k trust ctfs.	7 8	5½ 6¼	5½ 6¼	5 5	5 5	5 5	2,615	5 June 27	15½ Apr. 16	13	40
Richmond & Danville	59 61	60 61	60½ 60¾	59½ 59½	58¾ 59	60 60¾	4,300	47 Jan. 13	67⅝ May 9	52	250
Richmond & West Point	31½ 33	31¾ 33	31⅜ 32½	31⅛ 32	31¼ 31⅞	31¾ 33	9,700	21 Feb. 16	39 June 2	23	263
Rochester & Pittsburg	18⅝ 19	18½ 18¾	18 18⅝	18⅛ 18¾	18½ 18⅝	18¾ 19¼	7,611	16¾ Feb. 16	23 Apr. 4	17½	36⅜
St. Louis Alton & Terre Haute	....	*83 85	83 83	81½ 82	79 80	79½ 80	1,600	48 Jan. 3	85 June 19	20½	51
Do pref.	....	*96 98	93 93	*90 96	97 97	*96 98	300	87 May 14	103 Apr. 11	55	94½
St. Louis & San Francisco	*33 35	....	....	....	....	....	.....	29½ Feb. 28	36¼ May 31	31	46⅞
Do pref.	57 57	57 57	....	56½ 57	....	56 56	600	48 Feb. 23	59½ June 2	43	66½
Do 1st pref.	*98 100	....	....	....	....	....	.....	89 Feb. 28	100½ Jan. 11	79¾	106½
St. Paul & Duluth	....	*35 37	35 35	*35 36	*35 36	*34½ 36	100	33 Feb. 15	40⅞ Jan. 9	26	42¾
Do pref.	....	*93½ 95½	*93½ 95½	*93½ 95	*93 94½	*93½ 94	.....	91 Feb. 20	97¾ June 16	68	93¼
St. Paul Minneap. & Manitoba	*122 123	122¾ 122¾	122¾ 123¼	121 121¾	123½ 124½	124 124¼	3,900	‡114½ May 31	149¼ Apr. 16	108½	166½
Texas & Pacific	37¾ 38¼	37⅛ 38⅛	36⅞ 37⅜	36⅞ 37⅝	36⅝ 37½	37⅜ 37¾	30,789	34½ May 21	43 Jan. 18	34	55
Texas & St. Louis in Texas	....	....	24 24	....	23½ 23½	....	200	18 May 8	27⅛ June 14	15	31
Do in Mo. and Ark.	....	....	....	....	22⅜ 23	23¼ 24¾	3,900	22⅜ June 23	24¾ June 29	.....	.....
Union Pacific	94⅝ 95¼	93¾ 94⅞	93½ 94	93⅝ 94¼	93⅜ 94⅛	94 94⅞	61,115	91¼ Feb. 7	104⅜ Jan. 18	98¼	119¾
Wabash St. Louis & Pacific	29¾ 29⅞	28⅝ 29¾	28½ 29¼	28⅝ 29¼	28¾ 29¼	29½ 29⅝	10,516	25½ May 21	36¼ Jan. 18	23⅝	39⅞
Do pref.	44⅜ 44⅝	43 44¼	42¾ 43⅜	42½ 43⅞	42⅝ 43½	43⅝ 44⅛	26,610	40½ May 17	57½ Jan. 18	45⅞	71⅝
MISCELLANEOUS.											
American Tel. & Cable Co.	....	....	69 69	68 68	67½ 67½	68¼ 68¼	550	64⅜ Feb. 26	69⅝ June 15	65	74
Colorado Coal & Iron	....	29 29	30 31	30 30½	29¼ 31	31 31	1,300	28¼ Feb. 7	33⅜ Apr. 16	25	53⅞
Delaware & Hudson Canal	110 110	....	109¼ 109¼	109 109¼	108⅛ 108⅞	108⅞ 108⅞	1,012	105⅜ Feb. 13	112⅛ Apr. 11	102¾	119¾
Mutual Union Telegraph	....	19¼ 19½	19¼ 19¼	*19 20	....	*19 20	450	17½ Mar. 27	25 Jan. 17	19⅞	30¼
New York & Texas Land Co.	....	....	....	*110 120	*117 120	*115	.....	55 Mar. 13	110 June 14	37	55
Oregon Improvement Co.	....	85½ 85½	85¼ 85½	83½ 83½	85 85	....	610	78 May 26	91½ Mar. 5	.....	.....
Oregon Railway & Nav. Co.	....	....	....	....	....	148 148	100	132 Feb. 20	150 June 14	128	163⅜
Pacific Mail	*42 43	42 42¼	41¼ 41¾	41¼ 41¾	41⅜ 41¾	42 42⅜	2,800	39 Jan. 25	44⅜ Apr. 9	32¾	48¾
Pullman Palace Car	....	130¾ 130¾	....	131 131	131 132½	132½ 133⅜	1,700	117 Feb. 23	134 June 13	117	145
Quicksilver Mining	....	*7½ 8½	*7½ 8½	*7½ 9½	*7½ 8½	*7¾ 8½	.....	7½ Jan. 14	9½ Mar. 3	8	14¼
Do pref.	....	*36 40	*37 40	*36 39	*36 40	*36 40	.....	37½ Jan. 26	46½ Mar. 6	40	62¼
Western Union Telegraph	85¾ 86⅞	85⅞ 86¼	85⅜ 86	85⅛ 86	85⅛ 85⅞	85½ 86¼	46,385	79¼ Feb. 5	88¼ June 14	76⅛	93⅜
EXPRESS.											
Adams	*129½ 132	*129½ 130	*129½ 131½	*129½ 131	*129½ 131	*129½ 131	5	126½ May 5	135 Jan. 5	133	149½
American	*89 90	*89 90	89½ 89⅞	*89 90	99 99	90½ 90½	155	88 Mar. 16	91¼ June 9	90	97½
United States	*62 64	*62 64	*62 64	*62 64	*62 64	*62 64	.....	55½ May 17	65½ Jan. 6	62	80¼
Wells, Fargo & Co.	*125 128	*125 128	*125 128	*125½ 128½	*126 128½	127 127	25	122 Feb. 19	138 June 21	125	132
COAL AND MINING.											
Consolidation Coal	*24 25	....	....	....	....	....	.....	24 May 18	27⅜ Jan. 19	27½	36⅞
Homestake Mining Co.	....	....	....	....	....	....	.....	15 Mar. 6	19 Jan. 19	15⅝	19¾
Little Pittsburg Mining	....	....	....	....	....	....	.....	....	....	1⅜	2¼
Mariposa Land and Mining	....	....	....	....	....	....	.....	....	....	1¼	2½
Maryland Coal	....	....	....	....	....	....	.....	15 Apr. 13	17 Jan. 15	13	26
New Central Coal	....	....	....	....	....	....	.....	12½ Mar. 27	14 Jan. 4	13½	23
Ontario Silver Mining	26½ 26½	27 27	....	26¼ 26¼	....	....	500	18 Feb. 10	35½ Jan. 8	33	40
Pennsylvania Coal	....	....	....	....	....	....	.....	270 Feb. 2	280¼ June 13	240	245
Cameron Coal	....	....	....	....	....	....	.....	14 Feb. 27	18 Jan. 3	18	37¼
Central Arizona Mining	....	....	....	....	....	....	.....	¾ Mar. 26	½ Jan. 12	½	1⅝
Deadwood Mining	....	....	....	....	....	....	.....	....	....	4	6¾
Excelsior Mining	....	....	....	....	....	....	.....	....	....	⅛	2⅞
Robinson Mining	....	....	....	....	....	....	.....	....	....	1	4
Silver Cliff Mining	....	....	....	....	....	....	.....	....	....	2	2¾
Standard Consol. Mining	....	6¾ 6¾	....	6¾ 6¾	....	....	200	5½ Feb. 17	7 Apr. 10	4½	19¾
Stormont Mining	....	....	....	....	....	....	.....	....	....	1½	1½

* These are the prices bid and asked; no sale was made at the Board. † Ex-privilege. ‡ Ex-dividend of 17 per cent in stock.

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.
Alabama—		
Class A, 3 to 5, 1906	84	81½
Class A, 3 to 5, small	85	.....
Class B, 5s, 1906	102	.....
Class C, 4s, 1906	81½	.....
6s, 10-20s, 1900	111	.....
Arkansas—		
6s, funded, 1899-1900	11	15
7s, L. Rock & Ft. S. '88	57	.....
7s, Memp. & L. Rock RR	52	60
7s, L. R. P. B. & N. O. RR	52	.....
7s, Miss. O. & R. R. RR.	48	.....
7s, Arkansas Cent. RR.	18	22
Connecticut 6s, 1883-4	103	.....
Georgia 6s, 1886	106	.....
7s, new, 1886	107	.....
7s, endorsed, 1886	107	.....
7s, gold, 1890	114	.....
Louisiana -		
7s, consol., 1914	65	66
7s, small	60	.....
Louisiana—Continued—		
Ex matured coupon	58½	59¼
Michigan—		
7s, 1890	116	.....
Missouri—		
6s, due 1883	102½	.....
6s, due 1886	104½	.....
6s, due 1887	110½	.....
6s, due 1888	112	.....
6s, due 1889 or 1890	113	.....
Asylum or Univ., due '92	115	.....
Funding, 1894-95	120	.....
Hannibal & St. Jo., '86	109	.....
Do do '87	109	.....
New York—		
6s, gold, reg., 1887	110	.....
6s, gold, coup., 1887	110	.....
6s, loan, 1891	115	.....
6s, loan, 1892	116	.....
6s, loan, 1893	120	.....
N. Carolina 6s, old, J. & J.	30	33
6s, old, A. & O.	30	32½
N. Carolina—Continued—		
No Carolina RR, J. & J.	155	.....
Do A. & O.	155	.....
Do 7 comp. coll., J. & J.	130	.....
Do 7 comp. coll. A. & O.	130	.....
Funding act, 1866-1900	10	12
Do 1868-1898	10	12
New bonds, J. & J., '92-8	16	.....
Do A. & O.	16	.....
Chatham RR.	3½	6
Special tax, class 1, '98-9	5	7
Do class 2	4½	.....
Do to W. N. C. RR.	4	6
Do Western RR.	4	6
Do Wil. C. & Ru. R.	4	6
Do Wm. & Tar R.	4	.....
Consol. 4s, 1910	.....	80¼
Small	78	.....
Ohio—		
6s, 1886	106	.....
Rhode Island—		
6s, coupon, 1893-99	116	.....
South Carolina—		
6s Act May 23, 1869		3½
non-fundable		
Brown's certificates	101	102
Trans. certificates	0	99
6s new, 1-2 '89-'90	99	.....
6s, new series, 1914	3½	.....
Compromise 3-4 5 6s, 19-2	44	45
Virginia 6s, 1866	37	.....
6s new, 1867	37	.....
6s, new, 1867	37	.....
6s, consol. bonds	.....	.....
6s, ex matured coupon	.....	.....
6s, consol., 2d series	48	.....
6s, deferred	.....	10½
District of Columbia—		
3-65, 1924	.....	.....
Small bonds	.....	.....
Registered	.....	.....
Funding 5s, 1899	.....	.....
Do small	.....	.....
Do registered	.....	.....

RAILROAD BONDS.

Railroad Bonds. (Stock Exchange Prices.)		
Ala. Central—1st, 6s, 1918	.....	.....
Alleg'y Cen.—1st, 6s, 1922	.....	.....
Atch. T. & S. Fe—4½, 1920	.....	.....
Sinking fund, 6s, 1911	.....	.....
Atl. & Pac.—1st, 6s, 1910	100⅝	100¼
Balt. & O.—1st, 6s, Prk. Br.	.....	114½
Bost. Hartf. & E.—1st, 7s	*30	.....
Guaranteed	.....	.....
Bur. C. Rap. & No.—1st, 5s	99⅝	.....
Minn. & St. L.—1st, 7s, gu	*122	.....
Iowa C. & West.—1st, 7s	.....	.....
C. Rap. Ia. F. & N.—1st, 6s	.....	.....
1st, 5s, 1921	.....	.....
Buf. N. Y. & Phil.—1st, 6s	102½	103
Central Iowa—1st, 7s, '99	*110	110¼
East. Div.—1st, 6s, 1912	.....	.....
Char. Col. & Aug.—1st, 7s	.....	.....
Ches & Ohio—Pur. m'y fd.	.....	.....
6s, gold, series A, 1908	108	111½
6s, gold, series B, 1908	91⅜	.....
6s, currency, 1918	.....	51
Mortgage 6s, 1911	.....	.....
Chicago & Alton—1st, 7s	122	.....
Sinking fund, 6s, 1903	*114	114½
La. & Mo. Riv.—1st, 7s	.....	.....
2d, 7s, 1900	.....	.....
St. L. Jack. & Chic.—1st	116½	.....
1st, guar. (564), 7s, '94	*116½	.....
2d (360), 7s, 1898	.....	.....
2d, guar. (1886), 7s, '98	.....	.....
Miss. R. Br'ge—1st, s.f. 6s	.....	.....
C. B. & Q.—Consol. 7s, 1903	129½	130
5s, sinking fund, 1901	.....	.....
Ia. Div.—S. F., 5s, 1919	*104¼	.....
S. F., 4s, 1919	87	88
Denver Div.—4s, 1922	86	86⅜
4s, 1921	*81	.....
C. R. I. & P.—6s, cp., 1917	126½	126½
6s, reg., 1917	122¾	x
Keo. & Des M.—1st, 5s	106	107
Central of N. J.—1st, '90.	116	.....
1st consol. assented, '99	115½	116
Conv., assented, 7s, 1902	114½	115½
Adjustment, 7s, 1903	.....	104¾
Leh. & W. B.—Con. g'd. 4s	104⅝	105
Am. D'k & Imp.—5s, 1921	89	91
C. M. & St. P.—1st, 8s, P. D.	132	.....
2d, 7 3-10, P. D., 1898	121¾	.....
1st, 7s, $ g., R. D., 1902	126	.....
1st, La C. Div., 7s, 1893	120	.....
1st, I. & M., 7s, 1897	121	.....
1st, I. & D., 7s, 1899	121	.....
1st, C. & M., 7s, 1903	125	.....
Consol. 7s, 1905	123¾	124
2d, 7s, 1884	*	101
1st, 7s, R. & D. Ext., 1908	121½	.....
S. W. Div., 1st, 6s, 1909	*108½	109½
1st, 5s, La C. & Dav., 1919	96	97
1st, S. Minn. Div., 6s, 1910	109	109⅛
1st, H. & D., 7s, 1910	119	119½
Ch. & Pac. Div., 6s, 1910	.....	113½
1st, Chic. & P. W., 5s, 1921	.....	96¾
Min'l Pt. Div., 5s, 1910	92	.....
C. & L. Sup. Div., 5s, 1921	.....	.....
Wis. & Min. D., 5s, 1921	92½	92½
C. & N'west.—S. fd., 7s, '85	106	.....
Interest bonds, 7s, 1883	101¼	.....
Consol. bonds, 7s, 1915	132	.....
Extens'n bonds, 7s, '85	.....	.....
1st, 7s, 1885	106	.....
Coupon, gold, 7s, 1902	122½	.....
Reg., gold, 7s, 1902	*122⅞	.....
Sinking fund, 6s, 1929	.....	112
Sinking fund, reg.	*.....	111½
Sinking fund, 5s, 1929	*102	102¼
Sinking fund, reg.	.....	.....
Sinking fd. deb. 5s, 1933	*98	99¼
Sinking fund, reg.	.....	.....
Escan'a & L. S.—1st, 6s	*.....	114
Des M. & Min's—1st, 7s	.....	.....
Iowa Midland—1st, 8s	.....	.....
Peninsula 1st, conv. 7s	120	.....
Chicago & Mil.—1st, 7s	*.....	124
Win. & St. P.—1st, 7s, '87	108½	.....
2d, 7s, 1907	121	.....
Mil. & Mad.—1st, 6s, 1905	*	113½
C. C. C. & Ind'a—1st, 7s, s.f.	121¼	.....
Consol. 7s, 1914	121	.....
C. St. P. M. & O.—Consol. 6s	107½	.....
C. St. P. & M.—1st, 6s, 1918	113	115
N. Wis.—1st, 6s, 1930	113	.....
St. P. & S. C.—1st, 6s, 1919	113	113½
Chic. & E. Ill.—1st, s.f., cur.	.....	99
Chic. St. L. & P.—1st, con 5s	*90	.....
1st, con., 5s, reg., 1937	.....	.....
Chic. & Atl.—1st, 6s, 1920	.....	.....
Col. & Green.—1st, 6s, 1916	*100	.....
2d, 6s, 1926	.....	.....
Col. H. Val. & Tol.—1st, 5s	83	83¼
Del. L. & W.—7s, conv., '92	*112	116
Mortgage 7s, 1907	*125	.....
Syr. Bing. & N. Y.—1st, 7s	.....	127
Morris & Essex.—1st, 7s	134½	.....
2d, 7s, 1891	*114	115½
Bonds, 7s, 1900	*115	.....
7s of 1871, 1901	*120	.....
1st, consol., guar., 7s	123	.....
N. Y. Lack. & W.—1st, 6s	117½	118¾
Del. & H.—1st, 7s, 1884	104½	.....
Del. & H.—Continued—		
7s, 1891	117¼	118
1st, ext., 7s, 1891	.....	.....
Coup., 7s, 1894	117½	.....
Reg., 7s, 1894	*116½	.....
1st, Pa. Div., cp., 7s, 1917	125½	.....
Pa. Div., reg., 7s, 1917	*128½	.....
Alb. & Susq.—1st, 7s	111⅝	.....
2d, 7s, 1885	104	104½
1st, cons., guar. 7s, 1900	*122½	.....
1st cons., 6s, 1906	*112½	113½
Rens. & Sar.—1st, coup.	135	.....
1st, reg., 1921	135	.....
Denv. & Rio Gr.—1st, 1900	110	.....
1st consol., 7s, 1910	94	94½
Denv. So. P. & Pac.—1st, 7s	95	.....
Den. & Rio G. West.—1st, 6s	76¼	.....
Det. Mac. & Marq.—1st, 6s	.....	.....
Land grant, 3½s, S. A.	.....	.....
E. T. Va. & G.—1st, 7s, 1900	117	.....
1st, cons., 5s, 1930	77½	78
Divisional 5s, 1930	94½	97
Eliz. C. & N.—S. f., deb. c. 6s	.....	.....
1st, 6s, 1920	.....	.....
Eliz. Lex. & Big S.—6s	.....	95
Erie—1st, extended, 7s	122	.....
2d, extended, 5s, 1919	107¼	.....
4th, extended, 5s, 1920	106	.....
5th, 7s, 1888	109	.....
1st cons., gold, 7s, 1920	127½	.....
1st cons., fd. coup., 7s	.....	.....
Reorg., 1st lien, 6s, 1908	.....	.....
Long Dock b'ds, 7s, '93	.....	.....
Buff. N. Y. & E.—1st, 1916	.....	97
N. Y. L. E. & W.—New 2d 6	.....	.....
Buf. & S. W.—M. 6s, 1908	.....	85
Ev. & T. H.—1st, cons., 6s	100	102
Mt. Vern.—1st, 6s, 1923	.....	.....
Fl't & P. M'rq.—M. 6s, 1920	109½	111
Gal. Har. & S. Ant.—1st, 6s	105½	106
2d, 7s, 1905	.....	.....
Mex. & Pac.—1st, 5s.	.....	.....
2d, 6s, 1931	.....	.....
Grn Bay W. & S. P.—1st, 6s	*	85
Gulf Col. & S. Fe—7s, 1909	113	114
Han. & St. Jos.—8s, conv.	106⅞	.....
Consol. 6s, 1911	109	111
Hous. & T. C.—1st, M. L., 7s	111	111¼
1st, West. Div., 7s	108⅜	.....
1st, Waco & N., 7s	114	.....
2d consol., main line, 8s	120½	.....
2d, Waco & No., 8s, 1915	.....	.....
General, 6s, 1921	.....	98⅞
Hous. E. & W. Tex.—1st, 7s	*101	110
2d, 6s, 1913	72	.....
Ill. Cent.—Sp. Div.—Cp. 6s	*110	115
Middle Div.—Reg., 5s	.....	.....
C. St. L. & N. O.—Ten. l. 7s	116	.....
1st consol., 7s, 1897	116	.....
2d, 7s, 1907	110	120
Gold, 5s, 1951	105	105¼
2d Div., 7s, 1894	.....	.....
Ced. F. & Minn.—1st, 7s	113	.....
Ind. Bl. & W.—1st pref. 7s	117	.....
1st, 4-5-6s, 1909	87	88
2d, 4-5-6s, 1909	70	72
East'n Div.—6s, 1921	.....	91
Indianap. D. & Spr.—1st, 7s	100	.....
2d, 5s, 1911	.....	.....
Int. & Gt. No.—1st, 6s, gold	107¼	109¾
Coupon, 6s, 1909	85½	86½
Kent'ky Cen.—M., 6s, 1911	.....	.....
L. Sh're-M. S. & N. I., s. f., 7s	104½	.....
Cleve. & Tol.—Sink. fd.	*107¾	.....
New bonds, 7s, 1886	106½	.....
Cleve. P. & Ash.—7s	*111	.....
Buff. & Erie—New bds	120	123
Kal. & W. Pigeon—1st	.....	.....
Det. M. & T.—1st, 7s, 1906	.....	.....
Lake Shore—Div. bonds	120	121½
Consol., coup., 1st, 7s	127	.....
Consol., reg., 1st, 7s	*126	.....
Consol., coup., 2d, 7s	121	.....
Consol., reg., 2d, 7s	.....	.....
Long Isl. R.—1st, 7s, 1898	115	119
1st consol., 5s, 1931	100	.....
Louisv. & N.—Cons. 7s, '98	117	120
2d, 7s, gold, 1883	100⅞	102½
Cecilian Br'ch—7s, 1907	102	110
N. O. & Mob.—1st, 6s, 1930	98	100
E. H. & N.—1st, 6s, 1919	95	.....
General, 6s, 1930	89⅛	89½
Pensac'la Div.—6s, 1920	.....	.....
St. L. Div.—1st, 6s, 1921	.....	.....
2d, 3s, 1980	.....	.....
Nashv. & Dec.—1st, 7s	115	.....
S. & N. Ala.—S. f., 6s, 1910	.....	.....
Leban'n-Knox.—6s, 1931	100	.....
Louisv. C. & L.—6s, 1931	100	.....
L. Erie & W.—1st, 6s, 1919	100½	.....
Sandusky Div.—6s, 1919	*.....	98
Lal. Bl. & M.—1st, 6s, 1919	98	.....
Louisv. N. Alb. & C.—1st, 6s	101½	.....
Manhat. B'ch'Co.—7s, 1909	*	85
N. Y. & M. B'h—1st, 7s, '97	100	135
Marietta & Cin.—1st, 7s	.....	.....
Metr'p'lit'n El.—1st, 1908	101½	102
2d, 6s, 1899	85	87
Mex. Cen.—1st, 7s, 1911	170	.....
Mich. Cent.—Con. 7s, 1902	123¾	.....
Consolidated 5s, 1902	*103¾	.....
6s, 1900	.....	.....
Mich. Cent.—Continued—		
Coupon, 5s, 1931	102	102
Registered, 5s, 1931	97½	.....
Jack. Lan. & Sag., 6s, '91	.....	.....
Mil. & No.—1st, 6s, 1910	.....	95
Mil. L. S. & W.—1st, 6s, 1921	101	101½
Minn. & St. L.—1st, 7s, 1927	*118	.....
Iowa Ext.—1st, 7s, 1909	*116	116¾
2d, 7s, 1891	.....	.....
S'thw. Ext.—1st, 7s, 1910	110	.....
Pac. Ext.—1st, 6s, 1921	*101	101¾
Mo. K. & T.—Gen., 6s, 1920	82	82½
Cons. 7s, 1904-5-6	109	109½
Cons. 2d, income, 1911	.....	60
H. & Cent. Mo.—1st, '90	101	106½
Mobile & Ohio.—New, 6s	106½	107½
Collat. Trust, 6s, 1892	.....	.....
Morgan's La. & T.—1st, 6s	.....	.....
Nash. Chat. & St. L.—1st, 7s	*120½	.....
2d, 6s, 1901	103	.....
N. Y. Central—6s, 1887	105	105½
Deb. certs, extd. 5s	103⅜	104
N. Y. C. & H.—1st, cp., 7s	131½	132
1st, reg., 1903	127½	128½
Hud. R.—7s, 2d, s.f., '85	101½	105
Can. So.—1st, int. g'ar. 5s	99	99¾
Harlem—1st, 7s, coup	.....	128
N. Y. Elev'd—1st, 7s, 1906	119½	.....
N. Y. Pa. & O.—Pr. l'n. 6s, '95	.....	.....
N. Y. C. & N.—Gen., 6s, 1910	50	52
Trust Co., receipts	49½	50½
N. Y. & New Eng.—1st, 7s	.....	.....
1st, 6s, 1905	.....	.....
N. Y. C. & St. L.—1st, 6s, 1921	101⅜	101½
2d, 6s, 1923	90	92
N. Y. W. Sh. & Buff.—Cp. 5s	80⅛	80¼
N. Y. Susq. & W.—1st, 6s	85	85½
Debenture, 6s, 1897	65	.....
Midland of N. J.—1st, 6s	94	95¼
Novada Cent.—1st, 6s	.....	100
N. Pac.—G. l. g., 1st, cp. 6s	108¼	108½
Registered, 6s, 1921	.....	108¼
N. O. Pac.—1st, 6s, g., 1920	89⅛	89¼
Norf. & W.—G'l, 6s, 1931.	101½	.....
New Riv'r—1st, 6s, 1932	.....	.....
Ohio & Miss.—Consol. s. f.	119⅞	120
Consolidated 7s, 1898	119	120
2d consolidated 7s, 1911	*120½	123
1st, Springfield Div., 7s	*119¼	.....
Ohio Central—1st, 6s, 1920	79	84½
1st Ter'l Tr., 6s, 1920	*84	.....
1st Min'l Div., 6s, 1921	.....	.....
Ohio So.—1st, 6s, 1921	81	82
Oreg'n & Cal.—1st, 6s, 1921	.....	.....
Or. & Trans'l—6s, '82-1922	96½	.....
Oreg. Imp. Co.—1st, 6s	92	92½
Panama—S. f., sub. 6s, 1910	.....	.....
Peoria Dec. & Ev.—1st, 6s	*98	106
Evans. Div., 1st, 6s, 1920	*.....	101
Peoria & Pek. U'n—1st, 6s	.....	.....
Pac. R. Rs.—Cen. P.—G., 6s	115¾	116
San Joaquin Branch	*110	.....
Cal. & Oregon—1st, 6s	*103	.....
State Aid bds., 7s, '84	*104	104½
Land grant bonds, 6s	.....	106
West. Pac.—Bonds, 6s	112	.....
So. Pac. of Cal.—1st, 6s	103⅛	103¾
Union Pacific—1st, 6s	115⅜	.....
Land grants, 7s, '87-9	.....	111
Sinking funds, 8s, '93.	118¼	.....
Registered 8s, 1893.	117	.....
Collateral Trust, 6s	106	.....
do 5s, 1907	94	95
Kans. Pac.—1st, 6s, '95	.....	.....
1st, 6s, 1896	107½	107½
Den. Div., 6s, as'd, '99	107½	108
1st consol., 6s, 1919	99¾	.....
C. Br. U. P.—P. c., 7s, '95	.....	92
At. C. & P.—1st, 6s, 1905	*90½	.....
At. J. Co. & W.—1st, 6s	.....	92
Oreg. Short L.—1st, 6s	99¼	100¼
Ut. So.—Gen., 7s, 1909	105	105½
Exten., 1st, 7s, 1909	102½	.....
Mo. Pac.—1st, cons., 6s.	104½	104¾
3d, 7s, 1906	116½	117
Pacific of Mo.—1st, 6s	107½	107⅝
2d, 7s, 1891	116	.....
St. L. & S. F.—2d, 6s, cl. A	98½	.....
3-6s, class C, 1906	97½	98½
3-6s, class R, 1906	97½	98½
1st, 6s, Peirce C. & O.	.....	.....
Equipment, 7s, 1895	.....	.....
Gen. mort., 6s, 1931	*	102
So. Pac. of Mo.—1st	105	106
Tex. & Pac.—1st, 6s, 1905	105	.....
Consol., 6s, 1905	91	.....
Income & Ld. gr., reg	62⅞	63½
1st. R. G. W. Div., 6s, 1939	83⅝	83¾
Pennsylvania RR.—		
Pa. Co's gu. r. 4½s, 1st c	.....	96½
Registered, 1921	96¼	96⅝
Pitt. C. & st. L.—1st, c. 7s	.....	.....
1st, reg., 7s, 1900	.....	122½
2d, 7s, 1913	.....	.....
Pitts. Ft. W. & Ch.—1st	137	.....
2d, 7s, 1912	134	.....
3d, 7s, 1912	130	.....
Clev. & Pitts.—Cons. s. f.	123	124
4th, sink. fd., 6s, 1892	111½	.....
St. L. V. & T. H.—1st, g., 7s	.....	.....
2d, 7s, 1898	.....	.....
2d, guar., 7s, 1898	.....	.....
Pitts. R. & B.—1st, 6s, 1911	.....	.....
Rome W. & Og.—1st, 7s, '91	109	.....
Con. 1st, ex. 5s, 1922	72	72¾
Roch. & Pitt.—1st, 6s, 1921	*106½	.....
Roch. & Al.—1st, 7s, 1920	72	.....
Roch. & Penn.—Cons. 6s	99⅜	99½
Debenture 6s, 1927	66	67
Atl. & Ch.—1st, p., 7s, '97	*112	.....
Incomes, 1900	.....	.....
Sciotoval.—1st, cons., 7s	.....	94
St. L. & Iron Mt.—1st, 7s	115⅛	116
2d, 7s, 1897	108	.....
Arkansas Br.—1st, 7s	108⅛	109
Cairo & Fulton—1st, 7s	110⅝	111
Cairo Ark. & T.—1st, 7s	105⅞	106⅛
Gen. r'y & l. gr., 5s, 1931	76½	77
St. L. Alton & T. H.—1st	112	.....
2d, pref., 7s, 1894	*111⅜	.....
2d, income, 7s, 1894	*105⅛	.....
Belvey. & S. Ill.—1st, 7s	.....	122
St. P. Minn. & Man.—1st, 7s	111	.....
2d, 6s, 1909	108⅞	109
Dakota Ext.—6s, 1910	.....	108½
Minn's Un. 1st, 6s, 1922	*.....	108¾
St. P. & Dul.—1st, 5s, 1931	.....	.....
So. Car. Ry.—1st, 6s, 1920	103½	103⅝
2d, 6s, 1931	*100	101
Tex. Cen.—1st, s.f., 7s, 1909	107½	108½
1st mort., 7s, 1911	107½	108½
Tol. Del. & Bur.—Main, 6s	*42	.....
1st, Dayt. Div., 6s, 1910	.....	.....
1st, Ter'l trust, 6s, 1910	.....	.....
Va. Mid.—M. inc., 6s, 1937	45	49
Wab. St. L. & P.—Gen'l, 6s	.....	77¼
Chic. Div.—5s, 1910	82½	83
Hav. Div.—6s, 1910	.....	.....
Tol. P. & W.—1st, 7s, 1917	106½	.....
Iowa Div.—6s, 1921	86	89
Ind'polis Div.—6s, 1921	.....	.....
Detroit Div.—6s, 1921	.....	.....
Cairo Div.—5s, 1931	.....	.....
Wabash—M., 7s, 1909	.....	92
Tol. & W.—1st, ext., 7s	107⅛	.....
1st, St. L. Div., 7s, '89	100⅛	.....
2d, ext., 7s, 1893	100	.....
Equip. b'ds, 7s, 1883	.....	.....
Consol. conv., 7s, 1907	90	98
Gt. West.—1st, 7s, '88	106¾	107¼
2d, 7s, 1893	100	.....
Q. & T.—1st, 7s, 1890	*.....	101½
Han. & Naples—1st, 7s	.....	.....
Ill. & So. Ia.—1st Ex., 6s	.....	.....
St. L. K. C. & N.—R. e. 7s	106¾	108
Om. Div.—1st, 7s	109½	.....
Clar'da Br.—6s, 1919	*85	89
St. Chas. Br.—1st, 6s	80½	90
No. Missouri—1st, 7s	120½	125
West. Un. Tel.—1900, cp.	114	114⅛
1900, reg	113⅛	114
N. W. Telegraph—7s, 1904	.....	.....
Mut. Un. T.—S. F., 6s, 1911	87½	88
Oregon RR. & N.—1st, 6s	109	109¼
INCOME BONDS.		
(Interest payable if earned.)		
Ala. Cent.—Inc. 6s, 1918.	.....	.....
Alleg'y Cent.—Inc., 1912.	.....	.....
Atl. & Pac.—Inc., 1910.	35	35¼
Central of N. J.—1908	93	98
Cent. Ia.—Coup. debt ctfs.	*.....	52½
Ch. St. P. & M.—L. g. inc., 6s	.....	.....
Chic. & E. Ill.—Inc., 1907	.....	.....
Des M. & Ft. D.—1st, inc., 6s	.....	.....
Det. Mac. & Marq.—Inc.	.....	.....
E. T. V. & Ga.—Inc., 6s, 1931	33	.....
El. C. & No.—2d, inc., 1970	.....	.....
G. Bay W. & St. P.—2d, inc.	20	24
Ind. Bl. & W.—Inc., 1919	.....	.....
Consol., inc., 6s, 1921	.....	45
Ind's Dec. & Spr'd—2d inc	*30	.....
Trust Co certificates	.....	.....
Leh. & Wilkesb. Coal—'88	*80	.....
Lake E. & W.—Inc., 7s, 1900	40	.....
Sand'ky Div.—Inc., 1920	35	.....
Laf. Bl. & Mun.—Inc. 7s, 20	32½	60
Mil. L. S. & W.—Incomes	*7	.....
Mob. & O.—1st pref. deben.	60	70
2d pref. debentures	.....	40
3d pref. debentures	.....	37
4th pref. debentures	.....	34
N. Y. Lake E. & W.—Inc. 6s	75	.....
N. Y. P. & O.—1st inc., 5s	.....	59
Ohio Cent.—Income, 1920	23	35
Min'l Div.—Inc. 7s, 1921	.....	.....
Ohio So. 2d inc., 6s, 1921	.....	28
Ogdens. & L. C.—Inc., 1920	.....	.....
Peoria D. & Ev.—Inc., 1920	.....	50
Evans. Div.—Inc., 1920	45	50
Peoria & Pek. Un.—Inc., 6s	.....	.....
Rock. & Pitts.—Inc., 1921	.....	45½
Rome W. & Og.—Inc., 7s	38½	39½
So. Car. Ry.—Inc., 6s, 1931	*	70
St. L. & I. M.—1st, 7s, p. l. a	*121	.....
2d, 6s, mt. accum. cumulative	*118	.....
St. L. & Ry. Spr. R.—Inc. 6s	.....	.....
Plain incomes, 6s, 1896	.....	37
Sterling Mt. Ry.—Inc., 6s	.....	.....
St. L. A. & T. H.—Div bds	*	80
Tol. Del. & B.—Inc., 6s, 1910	.....	20
Dayton Div.—6s, 1905	.....	.....
Tex. & S. L.—L. g. inc. 1931	.....	.....
Gen. L. Gr. & Inc.—1931	.....	.....
Tex. & s. L. in Mo. & A. 2d	.....	.....

* No price Friday—these are latest quotations made this week.

† Coupons on since 1869.

New York Local Securities.

Bank Stock List.

COMPANIES. Marked thus (*) are not National.	Par.	PRICE. Bid.	Ask.
America*	100	154	160
Amer. Exchange	100	127½	130
Broadway	25	250	.....
Butchers' & Drov's'	25	130	.....
Central	100	124	.....
Chase	100	180	.....
Chatham	25	135	.....
Chemical	100	2001	.....
Citizens'	25	.....	.....
City	100	250	.....
Commerce	100	156	160
Continental	100	121	125
Corn Exchange*	100	.....	.....
East River	25	.....	.....
Eleventh Ward*	25	.....	.....
Fifth	100	.....	.....
Fifth Avenue*	100	.....	.....
First	100	800	.....
Fourth	100	125	135
Fulton	30	120	.....
Gallatin	50	160	.....
Garfield	100	110	.....
German American*	75	97	.....
German Exchange*	100	.....	.....
Germania*	100	.....	.....
Greenwich*	25	.....	.....
Hanover	100	146	.....
Imp. & Traders'	100	250	.....
Irving	50	.....	.....
Leather Manuf'rs'	100	155	.....
Manhattan*	50	150	155
Marine	100	.....	.....
Market	100	135	.....
Mechanics'	25	148	.....
Mechanics' & Trads'	25	.....	.....
Mercantile	100	115	.....
Merchants'	50	127½	.....
Merchants' Exch	50	.....	.....
Metropolis*	100	.....	.....
Metropolitan	100	165	.....
Murray Hill*	100	.....	.....
Nassau*	100	122	.....
New York	100	150	.....
New York County	100	135	.....
N. Y. Nat. Exch	100	.....	.....
Ninth	100	120	.....
North America*	70	.....	.....
North River*	30	.....	.....
Oriental*	25	.....	.....
Pacific*	50	160	.....
Park	100	170	.....
People's*	25	130	.....
Phenix	20	100	.....
Produce*	50	.....	.....
Republic	100	134	138
St. Nicholas*	100	.....	.....
Seventh Ward	100	110	125
Second	100	.....	.....
Shoe & Leather	100	.....	.....
State of New York*	100	.....	.....
Third	100	.....	.....
Tradesmen's	40	.....	116
Union	50	167	175
United States	100	.....	.....
Wall Street	50	104	108
West Side*	100	.....	.....

Insurance Stock List.

[Prices by E. S. Bailey, 7 Pine St.]

COMPANIES.	Par.	PRICE. Bid.	Ask.
American	50	145	150
Amer. Exchange	100	107	111
Bowery	25	160	170
Broadway	25	170	175
Brooklyn	17	160	167
Citizens'	20	140	150
City	20	113	120
Clinton	100	120	125
Commercial	50	90	96
Continental	100	245	250
Eagle	40	240	250
Empire City	100	75	82½
Exchange	30	85	100
Farragut	50	117	124
Firemen's	17	75	80
Firemen's Trust	10	70	80
Franklin & Emp	100	110	116
German-American	100	190	198
Germania	50	140	145
Globe	50	110	120
Greenwich	25	250	280
Guardian	100	60	65
Hamilton	15	115	120
Hanover	50	136	140
Hoffman	50	75	82
Home	100	140	145
Howard	50	65	70
Importers' & Trad's'	50	85	90
Irving	100	60	70
Jefferson	30	125	130
Kings C'nty (Bkn.)	20	190	200
Knickerbocker	40	75	85
Lamar	100	65	70
Long Isl'd (B'klyn)	50	110	112½
Lorillard	25	55	60
Manufac. & Build	100	110	115
Mech. & Traders'	25	115	120
Mechanics' (Bklyn)	50	130	140
Mercantile	50	60	65
Merchants'	50	103	110
Montauk (Bklyn.)	50	105	108
Nassau (Bklyn.)	50	135	150
National	37½	83	92
N. Y. Equitable	35	145	150
N. Y. Fire	100	70	75
N. Y. & Boston	100	4	6
New York City	100	5	10
Niagara	50	145	160
North River	25	103	108
Pacific	25	160	167
Park	100	110	117
Peter Cooper	20	155	165
People's	50	110	117
Phenix	50	140	145
Relief	50	58	65
Republic	100	75	82
Rutgers'	25	123	125
Standard	50	100	105
Star	100	65	70
Sterling	100	55	60
Stuyvesant	25	120	126
Tradesmen's	25	65	70
United States	25	127	132
Westchester	10	120	126
Williamsburg City	50	215	225

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date. *	Bid.	Ask.
Brooklyn Gas-Light	25	2,000,000	Var's	5	May, '83	105	107
Citizens' Gas-L. (Bklyn)	20	1,200,000	Var's	8	July, '83	x74	77
Bonds	1,000	315,000	A. & O.	3½	April, '83	105	110
Harlem	50	1,850,000	F. & A	3	Feb. '83	100	102
Jersey City & Hoboken	20	750,000	J. & J.	7½	Jan., '83	155	165
Manhattan	50	4,000,000	J. & J.	5	June, '83	230	235
Metropolitan	100	2,500,000	M. & S.	6	May, '83	187	189
Bonds	500	750,000	F. & A.	3	.....	105	110
Mutual (N. Y.)	100	3,500,000	Quar.	2½	April, '83	117½	118½
Bonds	1,000	1,500,000	M. & N.	6	1982	104	106
Nassau (Bklyn.)	25	1,000,000	Var's	3	Sept., '82	50	60
Scrip	Var's	700,000	M. & N.	3½	May, '83	90	95
New York	100	4,000,000	M. & N.	5	May, '83	122	125
People's (Bklyn.)	10	1,000,000	J. & J.	3½	Jan., '76	45	50
Bonds	1,000	375,000	M. & N.	3½	May, '83	106	110
Bonds	Var's	125,000	Var's	3	April, '83	90	95
Central of New York	50	466,000	F. & A.	3	Feb., '83	85	90
Williamsburg	50	1,000,000	Quar.	1½	Feb., '82	70	75
Bonds	1,000	1,000,000	A. & O.	3	April, '83	105	110
Metropolitan (Bklyn.)	100	1,000,000	M. & N.	3	July, '83	x80	82
Municipal	100	3,000,000	.....	5	June, '83	188	190
Bonds	.....	750,000	M. & N.	6	1888	106	110
Fulton Municipal	100	3,000,000	.....	.....	.....	67	71
Bonds	.....	300,000	J. & J.	6	.....	102	104

[Quotations by H. L. Grant, Broker, 145 Broadway.]

Bl'cker St. & Fult. F.—Stk	100	900,000	J. & J.	¾	July, '83	23	26
1st mort.	1,000	694,000	J. & J.	7	July, 1900	108	112½
Br'dway & 7th Av.—St'k.	100	2,100,000	Q.—J.	2	July, '83	146	149
1st mort.	1,000	1,500,000	J. & D.	7	June, '84	102	103
Brooklyn City—Stock	10	2,000,000	Q.—F.	3½	May, '83	210	216
1st mort.	1,000	300,000	M. & N.	7	.....	102	110
Br'dway (Bkln.)—Stock.	100	200,000	Q.—J.	3	July, '83	190	200
Bklyn. Crosstown—Stock	100	400,000	Q.—J.	2	July, '83	150	.....
1st mort. bonds	1,000	300,000	Q.—J.	7	1888	105	112
Bush'k Av. (Bkln)—St'k	100	500,000	J. & J.	2½	July, '83	150	.....
Cent. Pk. N. & E. Riv.—Stk	100	1,800,000	Q.—J.	2*	July, '83	144	148
Consol. mort. bonds	1,000	1,200,000	J. & D.	7	Dec., 1902	115	117
Christ'ph'r & 10th St—Stk	100	650,000	F. & A.	2½	Feb., '83	110	115
Bonds	1,000	250,000	J. & J.	7	1898	106	.....
Dry Dk. E. B. & Bat'y—Stk	100	1,200,000	Q.—F.	4	May, '83	262	275
1st mort., consol.	500&c.	900,000	J. & D.	7	June, '93	114	117
Eighth Av.—Stock	100	1,000,000	Q.—J.	3	July, '83	240	.....
1st mort.	1,000	633,000	J. & J.	7	June, '84	100	110
42d & Grd St. Fry—Stk	100	748,000	M. & N.	6	May, '83	225	.....
1st mort.	1,000	236,000	A. & O.	7	April, '93	110	115
Central Crosstown—Stk.	100	600,000	J. & J.	3	July, '83	105	110
1st mort.	1,000	200,000	M. & N.	7	Nov., 1904	103	108
Houst. W. St. & P. F'y—Stk	100	250,000	.....	.....	.....	90	.....
1st mort.	500	500,000	J. & J.	7	July, '94	110	112½
Second Av.—Stock	100	1,199,500	J. & J.	5	July, '83	198½	205
3d mort.	1,000	150,000	A. & O.	7	April, '85	103	.....
Consol.	1,000	1,050,000	M. & N.	7	Nov., '88	107	108
Sixth Av.—Stock	100	750,000	M. & N.	5	Meh, '83	240	250
1st mort.	1,000	500,000	J. & J.	7	July, '90	110	115
Third Av.—Stock	100	2,000,000	Q.—F.	3	May, '83	245	.....
1st mort.	1,000	2,000,000	J. & J.	7	July, '90	110	113
Twenty-third St.—Stock.	100	600,000	F. & A.	4	Feb., '83	165	170
1st mort.	1,000	250,000	M. & N.	7	May, '93	110	113

*This column shows last dividend on stocks, but date of maturity of bonds.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.	Bid.	Ask.
BOSTON.		
Atch. & Topeka—1st, 7s.	119¾	119¾
Land grant, 7s	113½	114
Atlantic & Pacific—6s	97¼	97⅝
Income	34	.....
Boston & Maine—7s	.....	.....
Boston & Albany—7s	.....	.....
6s	.....	.....
Boston & Lowell—7s	.....	.....
6s	.....	.....
Boston & Providence—7s	.....	.....
Burl. & Mo.—Ld. gr., 7s	116	.....
Nebraska, 6s.....Ex.	110¼	.....
Nebraska, 6s	.....	.....
Nebraska, 4s	80¼	.....
Chic. Burl. & Q.—D. Ex	81½	.....
Conn. & Passumpsic—7s	.....	.....
Connotton Valley—6s	32½	34
5s	.....	.....
California Southern—6s	.....	.....
East'rn, Mass.—6s, new	110	.....
Fort Scott & Gulf—7s	112	.....
K. City Lawr. & So.—5s	.....	.....
K. City St. Jo. & C. B.—7s	.....	.....
Little R. & Ft. S.—7s, 1st	.....	90
Mass. Central—6s	.....	.....
Mexican Central—7s	68	68¼
N. Y. & N. England—6s	104	.....
7s	.....	111⅞
N. Mexico & So. Pac.—7s	114	.....
Ogdensb. & L. Ch.—Con. 6s	.....	.....
Income	.....	.....
Old Colony—7s	.....	.....
6s	.....	.....
Pueblo & Ark. Val.—7s	114	.....
Rutland—6s, 1st	.....	.....
Sonora—7s	.....	.....
T. Clin. & St. L.—1st, 6s	.....	.....
Income	.....	.....
Dayton Division	.....	.....
Main line	.....	.....
STOCKS.		
Atchison & Topeka	82⅞	83
Boston & Albany	181¾	.....
Boston & Lowell	*98½	.....
Boston & Maine	.....	.....
Boston & Providence	164	.....
Cheshire, preferred	.....	.....
Chic. & West Michigan	51½	.....
Cinn. Sandusky & Cleve.	20	.....
Concord	.....	.....
Connecticut River	165	.....
Conn. & Passumpsic	.....	.....
Connotton Valley	2⅞	.....
Eastern, Mass	43	43
Eastern, New Hampsh	.....	.....
Fitchburg	.....	128
Flint & Pere Marquette	26	.....
Preferred	*.....	102½
Fort Scott & Gulf—Pref.	.....	.....
Common	.....	.....
Iowa Falls & Sioux City	80	82½
Little Rock & Ft. Smith	.....	19
Maine Central	.....	.....
Manchester & Lawrence	.....	.....
Marq. Hought'n & Onton.	46½	47½
Preferred	.....	101¼
Nashua & Lowell	.....	.....
N. Y. & New England	33	33⅛
Northern of N. Hampsh	110	.....
Norwich & Worcester	162	.....
Ogdensb. & L. Champlain	.....	.....
Old Colony	138½	138¾
Portland Saco & Portsm.	.....	.....
Rutland—Preferred	20	22
Revere Beach & Lynn	113	.....
Tol. Cinn. & St. Louis	3⅞	4
Verm't & Massachusetts	.....	.....
Worcester & Nashua	62	63
Wisconsin Central	22	22½
Preferred	.....	30
PHILADELPHIA.		
RAILROAD STOCKS. †		
Alleghony Valley	1	.....
Bell's Gap	20	.....
Buffalo N. Y. & Phil	14	14⅛
Preferred	.....	28
Camden & Atlantic	.....	.....
Preferred	.....	42
Catawissa	24	25
1st preferred	.....	57
2d preferred	.....	56¾
Delaware & Bound Brook	134	.....
East Pennsylvania	.....	.....
Elmira & Williamsport	41	.....
Preferred	56	.....
Har P. Mt. Joy & Lanc'r	.....	.....
Huntingd'n & Broad Top	.....	.....
Preferred	.....	.....
Lehigh Valley	68½	69
Preferred	.....	.....
Little Schuylkill	60½	.....
Minehill & Sch. Haven	64	.....
Nesquehoning Valley	.....	52¼
Norfolk & West'n—Com.	.....	.....
Preferred	.....	.....
Northern Central	58	58¼
North Pennsylvania	67	.....
Pennsylvania	58¾	58⅞
Allotments	.....	.....
Philadelphia & Erie	.....	21
Phila. Ger. & Norristown	103½	.....
Phila. Newtown & N.Y.	.....	.....
Phila. & Reading	28⅞	29
Phila. & Trenton	.....	.....
Phila. Wilm. & Balt	62	.....
Pittsb. Cin. & St. L.—Com.	.....	.....
United N. J. Companies	192¼	.....
West Chester—Cons. pref.	.....	.....
West Jersey	.....	50
West Jersey & Atlantic	37½	40
CANAL STOCKS.		
Lehigh Navigation	45½	45⅞
Pennsylvania	.....	.....
Schuylkill Navigation	.....	.....
Preferred	16½	17
RAILROAD BONDS.		
Allegh. Val.—7 3-10s, '96	.....	123½
7s, E. ext., 1910	.....	.....
Inc. 7s, end., coup., '94	.....	40
Belvid'e Del.—1st, 6s, 1902	.....	.....
2d, 6s, 1885	103	.....
3 ¼, 6s, 1887	105	.....
Bell's Gap—1st, 7s, 1893	.....	.....
1s', 7s, 1905	.....	.....
Consol., 6s, 1913	.....	98
Buff. N. Y. & Phil.—1st, 6s	.....	.....
2d, 7s, 1908	.....	.....
Cons. 6s, 1921	.....	.....
1st, 7s, 6s, 1922	.....	.....

SECURITIES.	Bid.	Ask.
Buff. Pitts. & W.—Gen., 6s	.....	.....
Cam. & Amboy—6s, c., '89	.....	.....
Mort., 6s, 1889	100½	110
Cam. & Atl.—1st, 7s, g., '93	119	.....
2d, 6s, 1904	.....	.....
Cons., 6 p. c	105	.....
Cam. & Burl. Co.—6s, '97	.....	.....
Catawissa—1st, 7s, con. c.	.....	.....
Chat. M., 10s, 1888	.....	.....
New 7s, reg. & coup	122	.....
Chart'rs V.—1st, 7s, 1901	.....	.....
Connect'g 6s, cp., 1900-04	117	.....
Cor. Conan & Ant. deb. 6s,	.....	.....
Delaware—6s, rg. & cp, V	.....	.....
Del. & Bound Br.—1st, 7s	.....	127⅛
East Penn.—1st, 7s, 1888	.....	.....
Easton & Amb'y—5s, 1920	.....	.....
El. & Winsp't—1st, 6s, 1910	118	.....
5s, perpetual	.....	100
Harrisb'g—1st, 6s, 1883	.....	.....
H. & B. T.—1st, 7s, g., 1890	115	.....
Cons. 5s, 1895	.....	87
Ithaca & Ath.—1st, gld., 7s	.....	.....
Junction—1st, 6s, 1882	.....	.....
2d, 6s, 1900	.....	115½
Leh. V.—1st, 6s, C. & R., '98	120	.....
2d, 7s, reg., 1910	.....	135
Cons. 6s, C. & R., 1923	121	123
N. O. Pac.—1st, 6s, 1920	.....	90
No. Penn.—1st, 6s, cp., '85	105	.....
2d, 7s, cp 1896	118	123
Gen., 7s, reg., 1903	124	.....
Gen., 7s, cp., 1903	.....	.....
Debenture 6s, reg	105½	.....
Norfolk & West.—Gen. 6s	100	.....
Oil City & Chic.—1st, 6s	.....	.....
Oil Creek—1st, 6s, coup	105	.....
Pennsylv.—Gen., 6s, reg	.....	121
Gen, 6s, cp., 1910	.....	.....
Cons, 6s, reg., 1905	120	.....
Cons., 6s, coup., 1905	.....	121⅞
Cons, 5s, reg., 1919	106	108
Pa. & N. Y. C.—7s, 1896	.....	.....
7, 1906	126	127
Perkiomen—1st, 6s, cp. '87	103	04
Phil. & Erie—2d. 7s, cp, '88	113½	114½
Cons., 6s, 1920	.....	.....
Cons., 5s, 1920	.....	103
Phila. Newt. & N.Y.—1s	.....	.....
Phil. & R.—1st, 6s, 1910	.....	.....
2d, 7s, coup., '893	117	.....
Cons., 7s, reg., 1911	124½	125
Cons., 7s, coup., 1911	124	125
Cons., 6s, g., I. R. C. 1911	112	.....
Imp., 6s, g., coup., 1897	99⅛	99½
Gen., 6s, g., coup., 1908	104	105
Gen., 7s, coup., 1908	92½	93¾
Income, 7s, coup., 1896	.....	.....
Cons. 5s, 1st ser., c., 1922	.....	.....
Cons. 5s, 2d ser., c., 1933	65½	.....
Conv. Adj. Scrip, '85-88	89	.....
Debenture coup., 1893	.....	.....
Deb. coup. off, 1893	70	.....
Scrip, 1882	.....	120½
Conv., 7s, R. C., 1893 ‡	82⅝	82¾
Conv. 7s, coup. off, 1893	.....	.....
Conv. 7s, cp. off, Jan., '85	.....	.....
Phil. Wil. & Balt.—4s, tr. ct	94	94½
Pitts. Cin. & St. L.—7s, rex	122	122½
Pitts. Titus. & B.—7s, cp	96	97
Shamokin V. & Potts.—7s	122	.....
Sunbury & Erie—1st, 7s	125	126⅛
Sunb. Haz. & W.—1st, 6s	.....	94
2d, 6s, 1938	25	28
Syr. Gen. & Corn.—1st, 7s	.....	.....
Union & Titusv.—1st, 7s	100	100
United N. J.—Cons. 6s, '94	.....	.....
Cons. 6s, gold, 1901	.....	.....
Cons. 6s, gold, 1908	.....	.....
Gen., 4s, old, 1923	96	.....
Warren & F.—1st, 7s, '96	.....	.....
West Chester—Cons. 7s	115	.....
W. Jersey—1st, 6s, cp., '96	116	116½
1st, 7s, 1899	123	.....
Cons. 6s, 1909	114	.....
W. Jersey & Atl.—1st, 6s, C.	107	.....
Western Penn.—6s, coup.	108½	.....
6s, P. B., 1896	110½	.....
Gen., 7s, coup., 1901	.....	.....
CANAL BONDS.		
Ches. & Del.—1st, 6s, 1886	.....	77¾
Lehigh Nav.—6s, reg., '84	102	.....
Mort. RR., reg., 1897	114	115
Cons., 7s, reg., 1911	.....	.....
Greenw'd Tr., 7s, reg.	.....	.....
Morris—Boat Loan rg., '85	.....	.....
Pennsylv.—6s, cp., 1910	87½	.....
Schuylk. Nav.—1st, 6s, rg.	.....	108
2d, 6s, reg., 1907	90	.....
BALTIMORE.		
RAILR'D STOCKS. Par		
Baltimore & Ohio.....100	198	199
1st pref	120	.....
2d pref	127	128
Parkersburg Br.....50	7½	9
Northern Central.....50	58	58½
Western Maryland.....50	14	.....
Central Ohio—Com.....50	51½	.....
Pittsburg & Connellsville	.....	.....
RAILROAD BONDS.		
Atlanta & Charl.—1st	105½	106⅛
Inc.	79	80
Balt. & Ohio—6s, '85, A. & O	104	.....
Charl. Col. & Aug.—1st	110½	110⅞
2d	.....	100
Columbia & Greenv.—1sts	104	101½
2ds	81¼	81½
N. W. Va.—3d, guar., J. & J.	.....	.....
Pittsb. & Con'ells.—7s J. & J	123	.....
No. Central—6s, '85, J. & J.	105	.....
6s, 1900, A. & O	118	.....
6s, gold, 1900, J. & J	120	.....
Cen. Ohio.—6s, 1st, M. & S.	110½	.....
W. Md.—6s, 1st, g., J. & J.	113	.....
1st, 1890, J. & J	.....	117
2d, guar., J. & J	.....	.....
2d, pref	113	.....
2d, guar. by W. Co., J. & J.	.....	.....
6s, 3d, guar., J. & J	127	.....
Mar. & Cin.—7s, '91, F. & A.	134	135
2d.....M. & N	105½	105⅝
8s, 3d, J. & J	53	53½
Union RR.—1st, gua. J. & J	116	.....
Canton endorsed	.....	.....
Virginia & Tenn.—6s	102½	.....
8s	127	129
Wilm. C. & Aug.—6s	109	112
Wil. & Weldon—Gold, 7s	120	.....

* Ex-dividend. † Per share. ‡ In default. § Ex-rights.

RAILROAD EARNINGS.

Roads.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo	1883.	1882.	1883.	1882.
		$	$	$	$
Ala.Gt.Southern	May	77,781	54,853	402,127	303,050
Atch.Top.& S.Fe	May	1,163,792	1,183,761	5,510,918	5,683,899
Bur.Ced R.& No	3d wk J'ne	53,879	53,630	1,171,775	1,181,300
Canad'n Pacific	3d wk J'ne	121,000	52,000		
Central of Ga....	May	155,700	144,164	1,272,000	1,163,781
Central Iowa....	May	110,394	84,117	484,290	435,522
Central Pacific.	May	2,099,000	2,342,298	9,387,470	9,926,866
Chesap. & Ohio	May	337,922	257,040	1,460,793	1,127,737
Chicago & Alton	3d wk J'ne	172,331	109,107	3,614,779	3,286,209
Chic. Bur. & Q..	May	1,888,677	1,505,261	9,345,192	7,718,471
Chic. & East. Ill	3d wk J'ne	30,694	34,907	756,173	782,811
Chic.& Gr.Trunk	wk J'ne 16.	51,319	37,486	1,274,195	935,166
Chic. Mil &St. P.	3d wk J'ne	451,000	362,553	10,028,000	8,679,920
Chic. & Northw	3d wk J'ne	478,129	471,496	10,083,670	9,988,373
Ch.St.P.Min.&O.	3d wk J'ne	102,200	89,400	2,190,357	2,115,766
Chic. & W. Mich	2d wk J'ne	30,392	27,163	681,288	657,422
Cin.Ind.St.L.&C	1th wk M'y	45,298	43,692	968,019	994,083
Cincinnati South	May	208,208	208,210	847,248	991,532
Cin.Wash.& Balt	2d wk May	26,779	24,323	640,268	520,347
Clev.Akron& Col	3d wk J'ne	11,107	10,066	245,359	221,237
Col. Hock.V.&T.	1st wkMay	62,239	58,584	.....	.....
Danbury & Nor.	May	16,561	15,329	.....	.....
Denv. & Rio Gr.	3d wk J'ne	131,900	121,900	2,877,800	2,939,899
Denv.& R.Gr.W.	3d wk J'ne	23,400	.....	276,900	.....
Des Mo.& Ft. D.	2d wk J'ne	5,602	5,502	124,469	160,041
Det. Lan. & No..	1st wk J'ne	26,758	27,429	631,851	664,018
Duh. & Sioux C.	2d wk J'ne	23,909	24,282	466,547	485,221
Eastern	May	283,345	273,361	1,337,029	1,218,929
E.Tenn.Va.&Ga.	2 wks June	120,263	93,467	1,647,336	1,282,835
Eliz. Lex. & B.S	May	57,714	38,951	268,130	162,665
Evansv. & T. H.	3d wk J'ne	14,482	15,903	323,455	353,273
Flint & P. Marq.	3d wk J'ne	48,039	36,187	1,200,909	1,002,696
Flor. Cent. & W.	1st wkMay	8,096	7,087	148,341	149,463
Flor. Tr. & Pen.	2d wk J'ne	9,892	6,559	228,186	194,934
Ft.W. & Denver.	2d wk J'ne	8,000	.....	.....	.....
Georgia	March.....	148,041	114,257	425,738	350,155
Grand Trunk....	Wk J'ne 16	338,126	307,183	7,748,842	7,109,439
Gr.Bay W.&St.P.	3d wk J'ne	7,917	7,837	182,518	172,528
Gulf Col.&San.Fe	2 wks June	67,313	38,056	764,857	445,095
Hannibal&St.Jo	3d wk J'ne	36,400	36,300	1,119,565	896,267
Hous.E.&W.Tex	May	25,775	23,057	123,812	93,979
Hous.& Tex.Cen	March.....	.....	.....	768,103	575,815
Illinois Cen.(Ill.)	3d wk J'ne	136,400	132,059	2,932,846	3,069,704
Do (Iowa)	3d wk J'ne	42,300	37,605	900,449	877,877
Do So. Div.	3d wk J'ne	62,100	51,632	1,904,347	1,504,726
Ind.Bloom.& W.	3d wk J'ne	55,909	48,019	1,337,731	1,108,009
K.C.Ft.S. & Gulf	2d wk J'ne	26,407	23,711	.....	.....
K. C. Law. & So.	May	132,949	73,367	578,718	367,910
L. Erie & West'n	2d wk J'ne	21,651	26,357	596,602	580,716
L. R. & Ft.Smith	2 wks June	13,400	13,093	231,342	180,329
L.Rk.M.Riv.&T.	2 wks June	11,210	9,316	168,593	107,669
Long Island....	3d wk J'ne	82,644	65,585	1,008,005	909,873
Louisa. & Mo. R.	March. ...	59,842	37,539	156,810	111,213
Louisv.& Nashv.	3d wk J'ne	233,570	192,880	5,967,739	5,500,349
Mar.Hough.& O	May	81,845	178,223	156,898	283,803
Memp. & Charl.	2 wks June	38,646	36,370	523,616	463,259
Mexican Cent..	4th wk M'y	35,743	.....	723,674	.....
Do No.Div	2d wk J'ne	4,848	.....	109,034	.....
Mexican Nat'l..	3d wk J'ne	15,589	.....	358,943	.....
Mil.L.Sh.& West	3d wk J'ne	19,215	16,235	435,725	386,391
Minn.& St. Louis	April.....	135,868	100,619	496,026	415,632
Missouri Pacific.	3d wk J'ne	139,022	120,010	3,968,248	3,043,413
Central Br'ch.	3d wk J'ne	19,684	12,306	637,268	383,494
Int. & Gt. No..	3d wk J'ne	62,053	49,103	1,671,805	1,397,467
Mo. Kan. & T..	3d wk J'ne	117,954	101,443	3,130,475	2,491,361
St.L.Ir.Mt.& S.	3d wk J'ne	118,911	110,115	3,289,673	3,051,984
Tex. & Pacific.	3d wk J'ne	100,634	87,510	2,675,085	1,998,247
Whole System	3d wk J'ne	558,258	480,488	15,372,553	12,318,969
Mobile & Ohio..	May	143,294	134,377	840,739	742,765
Nash.Ch.& St.L.	May	171,079	154,163	931,328	811,619
N.Y.L.E.& West.	April.....	1,548,474	1,670,743	6,053,928	5,862,131
N. Y.& N. Engl'd	May	290,951	289,722	1,334,679	1,247,031
N. Y. Susq. & W.	May	87,054	57,835	377,343	216,985
N. Y. Pa. & Ohio	April.....	463,678	450,555	.....	.....
Norfolk & West.	3 wks June	123,818	118,073	1,134,612	968,189
Northern Cent..	May	490,133	465,694	2,463,450	2,121,982
Northern Pacific	3d wk J'ne	185,100	164,411	3,260,458	2,447,932
Ohio Central....	2d wk J'ne	19,929	.....	439,401	.....
Ohio Southern..	3d wk J'ne	7,283	6,968	187,056	164,440
Oregon & Cal...	April.....	67,069	.....	277,359	.....
Oregon Imp. Co.	April.....	312,901	258,678	1,084,716	962,527
Oregon R.&N.Co	May	427,609	412,213	1,882,200	1,894,704
Pennsylvania ..	May	4,303,006	4,108,877	20,195,708	18,557,091
Peo. Dec. & Eve.	3d wk J'ne	11,711	11,296	319,100	349,090
Philadelp.& Erie	May	363,359	341,415	1,598,467	1,383,550
Phila. & Read..	May	1,696,877	1,703,469	8,155,371	7,816,766
Do C. & Iron	May	1,395,053	1,174,540	5,623,076	4,969,140
Richm.& Danv..	3d wk J'ne	†35,100	†34,700	1,631,615	1,553,536
Ch'l Col.&Aug.	3d wk J'ne	†4,231	†4,971	366,344	310,740
Columb. & Gr.	3d wk J'ne	†2,849	4,582	347,923	316,208
Va. Midland..	3d wk J'ne	†15,425	†14,011	649,655	560,985
West No. Car.	3d wk J'ne	†3,146	†2,187	133,587	85,544
St.Johnsb.&L.C.	March.....	18,147	17,681	49,487	47,110
St. L.Alt. & T.H.	2d wk J'ne	21,681	22,865	610,667	557,746
Do (brchs.)	3d wk J'ne	14,090	10,688	367,881	372,903
St. Louis & Cairo	2d wk J'ne	8,450	5,891	166,829	158,351
St.L.&San Fran.	3d wk J'ne	61,215	53,723	1,613,217	1,437,512
St. Paul & Dul..	3d wk J'ne	29,276	20,678	483,606	392,933
St. P. Minn.& M.	3d wk J'ne	174,562	194,289	3,746,611	3,384,557
So. Pac.Cal. N.D	February..	72,015	68,258	159,034	142,140
Do So. Div.‡	February..	279,926	345,925	579,659	666,485
Do Arizona‡	February..	161,782	241,318	341,783	457,392
Do N. Mex‡	February..	49,346	22,601	105,920	89,070
Scioto Valley...	May	43,386	44,006	195,985	198,827
South Carolina.	May	75,089	74,218	570,012	517,746
Tol. Cin. & St. L	May	83,0. 0	.....	.....	.....
Union Pacific...	2d dys J'ne	1,764,000	1,890,000	.....	.....
Utah Central ..	April.....	91,250	130,485	396,980	490,982
Vicksb'rg& Mer.	May	35,690	30,832	205,100	188,011
Wab.St.L.& P....	3d wk J'ne	269,164	284,662	.....	.....
West Jersey	April.....	76,022	65,963	276,746	246,429
Wisconsin Cent.	1st wk J'ne	23,484	.....	.....	.....

† Freight earnings. ‡ Included in Central Pacific earnings above.

Coins.—The following are quotations in gold for various coins:

Sovereigns	$4 85 @$4 90	Silver ½s and ¼s.	— 99⅜@ par.
Napoleons	3 85 @ 3 89	Five francs	— 92 @ — 95
X X Reichmarks.	4 73 @ 4 78	Mexican dollars..	— 85⅜@ — 85⅞
X Guilders	3 95 @ 3 99	Do uncommerc'l.	— 81½@ — 86
Span'h Doubloons.	15 50 @15 65	Peruvians dols.	— 80 @ — 81
Mex. Doubloons..	15 45 @15 60	English silver	4 78 @ 4 81
Fine silver bars ..	1 10¼@ 1 11	Prus. silv. thalers.	— 68 @ — 70½
Fine gold bars....	par@¼ prem.	U. S. trade dollars	— 85 @ — ....
Dimes & ½ dimes.	— 99⅞@ par	U. S. silver dollars	— 99⅞@ par.

* Unsettled—this is bullion value.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on June 23

Banks.	Capital.	Average amount of—				
		Loans and Discounts.	Specie.	Legal Tenders.	Net dep'ts in other Nat. B'k.	Circulation.
	$	$	$	$	$	$
New York	2,000,000	10,078,000	1,071,000	720,000	2,775,000	460,000
Manhattan Co..	2,050,000	7,110,000	1,315,000	1,000,000	6,000,000	.....
Merchants.....	2,000,000	7,414,100	800,100	805,000	6,000,000	380,000
Mechanics'	2,000,000	7,561,000	77,000	901,000	6,611,000	.....
Union.....	1,500,000	4,212,700	440,000	513,000	4,277,000	.....
America	3,000,000	9,700,000	1,050,000	584,000	7,100,000	1,107
Phenix.....	1,000,000	3,281,000	654,000	170,000	3,022,000	247,000
City.....	1,000,000	7,104,100	5,417,000	618,000	10,184,000	.....
Tradesmen's....	1,000,000	3,191,000	311,000	141,000	1,881,000	702,100
Fulton.....	600,000	1,681,100	70,500	155,200	1,111,100	.....
Chemical.....	300,000	13,020,600	2,624,700	5,047,100	12,672,100	.....
Merch'nts' Exch	1,000,000	3,214,000	180,000	518,000	2,782,000	241,700
Gallatin Nation'l	1,000,000	4,510,000	487,100	155,000	2,481,000	774,000
Butchers'&Drov.	300,000	1,081,100	471,800	52,700	1,057,000	252,700
Mechanics' & Tr.	250,000	1,000,000	196,000	103,000	1,105,000	45,000
Greenwich.....	200,000	1,045,700	126,000	98,000	1,000,000	4,000
Leather Man'f'rs	600,000	3,302,500	303,800	240,000	2,020,000	582,000
Seventh Ward...	300,000	1,102,700	224,400	142,000	1,240,000	18,000
State of N. York.	800,000	3,904,100	106,800	175,300	1,455,700	.....
American Exch .	5,000,000	11,312,000	3,221,000	1,985,000	11,671,000	.....
Commerce.....	5,000,000	15,200,900	2,758,000	1,220,000	10,800,000	971,700
Broadway.....	1,000,000	5,197,900	1,170,000	231,000	4,674,000	900,000
Mercantile.....	1,000,000	6,000,000	965,500	628,000	6,000,000	701,000
Pacific.....	422,700	2,162,800	509,000	211,000	2,800,000	.....
Republic	1,500,000	4,441,700	231,000	470,000	2,749,100	450,000
Chatham	450,000	3,516,500	726,700	371,000	3,900,300	45,000
People's.....	200,000	1,472,900	170,000	117,000	1,800,000	5,400
North America..	700,000	2,949,600	300,000	270,000	2,908,100	.....
Hanover	1,000,000	9,596,200	1,057,500	942,700	10,737,000	90,000
Irving.....	500,000	3,675,500	482,100	331,000	3,157,000	40,000
Metropolitan	3,000,000	13,141,000	3,273,000	618,000	11,265,000	2,119,000
Citizens'.....	600,000	2,500,000	620,800	227,500	2,554,700	264,100
Nassau	500,000	2,222,800	15,000	278,000	2,230,000	.....
Market.....	500,000	2,004,300	600,700	91,100	2,474,800	428,500
St. Nicholas.....	500,000	2,470,700	192,800	42,000	1,945,100	.....
Shoe & Leather..	500,000	2,700,000	500,000	145,000	3,105,000	450,000
Corn Exchange..	1,000,000	4,787,600	525,000	178,000	3,790,700	4,000
Continental.....	1,000,000	5,004,700	1,431,700	288,800	6,688,800	450,000
Oriental.....	300,000	2,132,300	98,000	292,000	2,003,500	.....
Marine	400,000	3,475,000	591,000	258,000	3,882,000	27,000
Importers' & Tr..	1,500,000	19,247,800	5,171,200	1,128,300	22,170,300	1,283,600
Park	2,000,000	19,040,300	1,457,800	1,568,400	24,384,200	45,000
Wall St. Nation'l	500 000	1,000,100	221,200	135,000	1,500,000	.....
North River.	240,000	1,438,000	17,000	366,000	1,501,000	.....
East River	250,000	1,125,500	98,700	141,200	1,000,000	21,700
Fourth National.	3,200,000	10,220,000	3,190,700	1,188,600	17,200,000	51,000
Central Nat.....	2,000,000	7,961,000	5,000,000	1,408,000	8,370,000	297,000
Second Nation'l.*	300,000	3,440,000	4,900,000	740,000	4,110,000	270,000
Ninth National..	750,000	5,710,000	1,410,000	701,000	6,282,000	573,000
First National..	500,000	14,205,400	3,005,200	704,600	15,510,000	44,900
Third National..	1,000,000	5,567,900	1,700,800	824,000	6,814,000	.....
N. Y. Nat. Exch..	300,000	1,344,900	241,800	140,100	1,182,700	269,900
Bowery National	250,000	1,881,000	182,200	277,000	1,801,400	202,500
N. York County..	200,000	1,004,900	19,700	532,100	2,126,100	190,000
Germ'n Americ'n	750,000	2,033,000	250,000	98,000	2,282,000	.....
Chase National..	300,000	4,580,800	1,013,600	449,700	5,038,000	45,000
Fifth Avenue...	100,000	2,145,900	411,200	59,000	2,187,000	.....
German Exch. ..	200,000	1,716,300	45,000	259,000	1,977,000	.....
Germania.....	200,000	1,747,500	124,000	261,100	1,958,000	.....
U. S. Nat.	[illegible]	5,040,100	1,275,000	208,500	6,111,000	449,900
Lincoln Nat.....	300,000	1,317,400	164,000	171,400	1,391,000	45,000
Garfield Nat.....	200,000	841,300	20,200	132,000	665,000	180,000
Total.....	81,142,700	336,044,400	81,233,800	28,525,700	323,106,400	15,760,200

* Same as last week—no report.

The deviations from returns of previous week are as follows:

Loans and discounts	Inc. $4,236,300	Net deposits	Inc. $5,418,200
Specie	Inc. 934,600	Circulation	Dec. 32,0
Legal tenders	Inc. 581,900		

The following are the totals for three weeks:

	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear
1883.	$	$	$	$	$	$
June 9	321,136,800	61,551,900	24,341,000	315,240,000	15,811,800	718,551,640
" 16	331,715,100	62,269,800	25,014,800	317,602,200	15,812,100	716,458,872
" 23	326,044,400	63,233,800	28,525,700	323,106,400	15,760,200	724,523,945

Boston Banks.—Following are the totals of the Boston banks:

	Loans.	Specie.	L. Tenders.	Deposits.*	Circulation.	Agg. Clear
1883.	$	$	$	$	$	$
June 11..	144,506,400	4,670,000	4,341,000	87,134,500	20,128,000	70,088,358
" 19	141,700,000	4,385,000	4,115,000	87,559,700	20,042,200	67,935,535
" 25..	143,882,800	4,312,400	4,400,000	88,290,700	20,074,400	61,5.2 140

* Including the item "due to other banks."

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

	Loans.	Lawful Money.	Deposits.	Circulation.	Agg. Clear.
1883.	$	$	$	$	$
June 11	76,991,127	20,695,642	71,102,525	9,744,158	57,751,974
" 18	77,341,954	20,777,920	73,315,241	9,688,811	58,5 0 4 8
" 25	77,674,221	21,146,941	72,473,952	9,775,575	59,4 8 046

Unlisted Securities.—Following are quoted at 38 New Street:

	Bid.	Asked.
Am. Railw'y Imp.Co—		
Ex bonds and stock.	....	....
Atl. & Pac.—6s. 1st....	....	....
Incomes	....	....
Blocks 35 per cent..	....	...
Am. Safe Deposit per-		
petual deb'ure bds	100	105
Bost.H.& E.—New st'k	¼	½
O d	⅛	⅜
Chic & Atl.—Stk	20	....
do Beneficiary stk..	20	27
1st mort.....	....	....
Contin'l Cons.—85p c.	45	48½
Den.& R.G.R'y—Cons	91	94
Den ver Rio G. & West	23	....
1st mort	76	....
Denver & N. Orleans.	....	....
Subsidy scrip	....	....
Edison Elec. Light....	....	....
Gn. Pac. R'y., 1st m..	....	....
Gal. Houst. & Hen...	....	....
Gal. Har. & S. Ant	....	....
I. B. & W. inc. bds ...	....	....
Ind. Dec. & Spring f....	....	....
L.& N.col.trust b'ds '82	....	....
Keely Motor	9	11
Mahoning Coal & RR.	....	....
Mexican Bonds—3 p c.	....	....
Mexican. Nat.....	....	....
Preferred.....	....	....
1st mort	47½	48
Mexican Telephone	....	....
Mich.&O.—Subs.75 p.c	....	105
M.U.St'k Trust Certs..	....	18½
M. K. & T. inc scrip	....	...
Missouri Pac.,Cowdry Certits.....	....	....
North Pac. div. bonds.	9⅛	...
No. Riv.Const.—100p c	107¼	108
Newb. D'tch & Conn—		
Incomes	....	....
N. J. Southern.....	....	....
N J. & N. Y.....	....	....
Ohio C.—Riv. Div. 1st.	56	56½
Incomes.....	9¾	10
Oregon Sh. Line deliv-		
ered when issued....	....	....
Pensac. & Atl.....	....	25
1st mort	....	....
Pitts. & Western.....	....	19
Rich.& D.Ext. subs.70s	64	69
Roch.&Pitts. cons..1st	....	94
St P.Min.&Man..script	103	103
St. Jo. & West.....	12½	14½
St. Jo. & Pacific 1st.	....	....
do do 2d..	....	....
Kans. & Neb., 1st	....	....
do do 2d	....	....
Sel.,R.&D.st'k,st'mp'd	....	....
do 2d do do '80	....	....
Incomes	....	....
Tex.&Col.Imp.—60 p.c	....	....
ex bd	....	15
Tex. & St. L.....	22½	25
1st mort.,M &A.div	76	....
Incomes do	24	26
Subs	99	105
ex bonds	14⅜	17¼
bonds in Texas	80	80
gen'l 1st mtge bds in Tex	25½	26½
U. S. Elec. Light	128	135
Vicksb'g & Meridian..	4	6½
1st mort	....	....
2d mort	....	....

Investments
AND
STATE, CITY AND CORPORATION FINANCES.

The Investors' Supplement *contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the* Chronicle. *Single copies are sold at $2 per copy.*

ANNUAL REPORTS.

Chicago Rock Island & Pacific.

(*For the year ending March* 31, 1883)

The report states that of the $2,500,000 bonds reported as assets in last annual report, $700,000 have been sold at the market rate, and the avails invested in stocks and bonds of connecting and other railroads for the protection of the company's interest. No additions to the mileage of main line or branch railroads have been made during the past year.

"The total number of passengers carried as compared with the previous year increased 148,464, or 5-63 per cent. The movement of passengers one mile increased 19,239,758 or 16·89 per cent. The averate rate per passenger per mile was 2·54 cents; last year 2 505 cents. The gain in passenger earnings was $479,738, or 16 81 per cent." * * *

"The quantity of freight moved, when compared with the previous year, shows a decrease of 8 per cent, or about 300,000 tons. This was mainly due to the partial failure of the corn crop in '81 and '82 in Illinois and Iowa; the quantity of that cereal transported being but 54 per cent of the amount carried the previous year, and the entire movement of all kinds of grain, including that received from more favored regions through connecting roads, was but 70 per cent of that carried the year before. As a natural result of a short corn crop, shipments of live stock were less, and the farmer purchased less lumber, building and fencing material.

"Competition, lower maximum rates prescribed by the Railway Commissioners for the State of Illinois, and other causes, have resulted in lowering the average rate obtained for carrying freight 8 6-10 per cent compared with average rate for previous year, and this reduction applied to the volume of freight carried is equivalent to a decrease of three-fourths of a million of dollars in the company's earnings."

The amount charged to construction and equipment account for the year was $848,821.

Twenty-five miles of second track have been constructed and brought into use during the past year. A continuous double track from Chicago to Bureau Junction, from Geneseo to Rock Island and four and a half miles west from from Davenport is now used, in all a distance of 140 miles. Two miles of new railroad, including a bridge across the Des Moines River, have been constructed to bring the Des Moines Indianola & Winterset branch road into the city of Des Moines.

LAND DEPARTMENT.

The sales by deeds or contracts, with warranty, have been, for the year, 27,306 acres, for a total consideration of $278,513; the average price per acre has therefore been nearly $10 20. The bills receivable now on hand amount to $1,403,482; a decrease of $187,151 during the twelvemonth. The total receipts for interest, &c., were $99,444.

"During the year the sum of $560,000 has been remitted to the Treasurer of the company at New York, from the net receipts of this office.

"The remaining unsold land at this date consists of about 34,750 acres. Naturally a large proportion of this remainder is composed of scattered tracts and of rough or hilly land. But as all the counties in which this company's lands were situated, are already fairly settled by a stable and generally prosperous farming population, it is anticipated that the demand will soon exhaust all lands left unsold, and at prices better than the most desirable land, in the same neighborhood, could command a year or two ago."

The statistics of operations and financial condition in the past four years, compiled in the usual form for the Chronicle, are as follows:

ROAD AND EQUIPMENT.

	1879-80.	1880-81.	1881-82.	1882-83.
Miles owned & oper..	1,311	1,353	1,381	1,381
Locomotives	276	290	296	300
Pass., mail & exp. cars	157	166	187	201
Freight cars	6,161	6,975	7,499	7,489
All other cars	633	659	668	677

OPERATIONS AND FISCAL RESULTS.

Operations—	1879-80.	1880-81.	1881-82.	1882-83.
Passengers carried	1,905,418	2,085,605	2,636,258	2,784,722
Passenger mileage	82,610,900	93,769,365	113,891,522	133,134,280
Rate per pass. p. mile	2·806 cts.	2·666 cts.	2·505 cts.	2·504 cts.
Freights (tons) moved*	2,96 ,764	3,376,559	3,754,531	3,454,837
Do (tons) mileage*	664,861,579	712,383,129	756,051,981	677,731,319
Av. rate p. ton p. mile	1·21 cts.	1·22 cts.	1·28 cts.	1·11 cts.

*Company's freight not included.

Earnings—	$	$	$	$
Passenger	2,318,452	2,500,135	2,853,331	3,333,069
Freight	8,037,165	8,696,180	9,687,097	7,928,236
All, express, r'nts, &c	708,045	766 292	726,215	928,598
Total gross earn'gs.	11,061,662	11,956,907	13,266,643	12,189,903

Operating expenses—	1879-80.	1880-81,	1881-82.	1882-83.
Maint. of way, &c.	1,578,661	1,685,746	1,915,390	1,663,661
Maint of equipment.	842,802	994,593	1,037,694	1,066,568
Transport'n exp'ses..	2,784,055	3,284,576	3,741,766	3,679,948
Taxes	295,841	288,873	332,796	356,690
Miscellaneous*	260,756	441,368	295,216	342,950
Total	5,796,541	6,630,156	7,322,862	7,109,817
Net earnings	5,265,121	5,326,751	5,943,781	5,080,086
P.c of op. ex. to earn.	52·40	55·45	55·20	58 33

*Includes lost and damaged goods, &c.; injuries to persons; cattle killed, &c.; repairs of telegraph; contingent acct.; legal expenses, &c.

INCOME ACCOUNT.

Receipts—	1879-80.	1880-81.	1881-82.	1882-83
Net earnings	5,265,121	5,326,751	5,943,781	5,080,086
Miscellaneous	.....	37,277	13,208	.....
From land departm't	350,000	490,000	650,000	560,000
Total income	5,615,121	5,854,028	6,606,989	5,640,086
Disbursements—				
Rentals paid	135,037	322,137	327,593	304,363
Interest on debt	1,078,110	949,700	950,000	950,000
Dividends	2,097,988	2,727,387	2,937,186	2,937,185
Rate per cent	10	7¼	7	7
Miscellaneous	.....	.....	125,327	147,595
Add. and imp. acc't.	.....	2,285,000	2,215,000	1,300,000
Total disbursements.	3,311,135	6,284,224	6,555,106	5,639,143
Balance, surplus	2,303,986	def.430,196	51,883	943

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—	1879-80.	1880-81.	1881-2.	1882-83.
RR., bldgs., equip, &c.	35,682,202	56,227,120	57,630,377	58,479,198
Stks. & bds. own'd cost	2,377,681	4,786,504	5,042,498	*5,308,211
Materials, fuel, &c..	275,408	219,233	212,498	275,739
Miscellaneous items†	1,221,297	757,996	1,373,625	1,498,028
Total assets	39,556,578	61,990,853	64,258,998	65,561,176
Liabilities—				
Stock, common	20,979,900	41,960,000	41,960,000	41,960,000
Bds. (see Supplem't)	10,000,000	17,500,000	17,500,000	‡17,500,000
Miscellaneous	5,245	7,652	8,913	10,149
Addit'n & imp. acc't.	.....	2,285,000	4,500,000	5,800,000
Profit, bal. inc. acc't.	8,571,433	238,201	290,085	291,027
Total liabilities..	39,556,578	61,990,853	64,258,988	65,561,176

*Includes $1,800,000 company's 6 per cent bonds.

†Includes: Loans and cash in New York; due from Post Office Department; cash, cash items and balances due from other roads, in hands of Treasurer at Chicago.

‡Includes $5,000,000 Chicago & Southwestern bonds guaranteed.

Cincinnati Hamilton & Dayton.

(*For the year ending March* 31, 1883.)

The statement of earnings and expenses, and application of net income, was given in the Chronicle of June 23, on p. 705. From the pamphlet report received this week the following extracts are made:

The freight traffic transported was 1,872,424 tons, equal to 162,588,459 tons one mile, an increase over the previous year's tonnage of 339,945 tons, or 22 per cent, and of 13,847,759 tons one mile. The passenger traffic shows an increase of 96,771 in the number of passengers carried, or 5·62 per cent. The condition of the equipment of the road was such as to require excessive expenditures to put it in effective shape, and much work has been done in substituting iron for wooden bridges, in replacing iron with steel rails, renewing ties and fastenings and ballasting twenty-five miles of the main track. The double track between Lockland and Schencks, a distance of 11 miles, has been commenced and completed as far as Glendale. The remaining portion is in course of construction and will be finished early in the coming year. When completed, this will give a continuous double track from Cincinnati to New River Junction, a distance of 28 miles.

During the year another elevator of a capacity of 800,000 bushels has been completed at Toledo. This elevator was built under a contract with Mr. John Hurd, of Bridgeport, Conn., and the company paid to Mr. Hurd during the year the sum of $69,289 on this account. An arrangement has been entered into with the Cin. H. & D. Co. by the other railroad lines reaching points on Lake Erie, by which the lumber traffic from those points is to be equitably divided among the different lines and the rates thereon to be maintained.

The funded debt has been decreased during the year $50,700, in accordance with the provisions of the consolidated mortgage.

In order to meet the extraordinary expenditures involved in making the needed additions to, and improvements of, the equipment and property, the board deemed it wise to issue $500,000 of the $1,000,000 of preferred stock authoriz-d by the stockholders. Of this amount 3,479 shares have been sold at par, increasing the capital stock of the company $347,900, and expenditures made as follows: For construction, $56,990; for equipment, $333,935; for real estate, $36,131; for account of elevator contract at Toledo, $69,289—total, $496,347. The balance of expenditures, $148,447, was advanced from current earnings.

The Vice-President says: "There was uniformly a gain in the receipts upon all divisions, and a like decrease in disbursements with all, except the C. H. & I. Division, where increased expenses were occasioned by increased train mileage and extraordinary repairs of the equipment." * * * "The Indiana Bloomington & Western Railroad Company having during the year completed their own line to the eastern connections, and the Indianapolis & St. Louis Railroad having become more closely allied to the Cleveland Columbus Cincinnati & Indianapolis Railway, our tonnage from points beyond Indianapolis has decreased; and the tonnage originating at Indianapolis has

not increased in proportion to the increased number of roads carrying it.

"The earnings of the Indianapolis pool cover a period of but five months, as the contract was terminated September 1, by mutual agreement. The earnings from the Dayton pool, as shown, are for a period of but two months. The Clev. Col. Cin. & Ind. RR. Co. having declined to pay the rentals provided for under the terms of the contract, no settlements have been made since that time, although the terms of the agreement are being maintained in other respects, and settlements are awaiting an adjustment as between the companies.

"The apparent decrease in rent and mileage revenue is owing to the change in the forms of accounts, and the termination of the rentals paid by the Indiana Bloomington & Western Railroad Company for terminal facilities at Indianapolis during the previous year." * *

"In July, 1882, the traffic of the New York Pennsylvania & Ohio Railroad was restored to this line between Cincinnati and Dayton; the Great Western Dispatch Fast Freight Line was re-established via the C. H. & D. RR. and Ohio & Mississippi Railway for Southwestern freight business; and arrangements made with the Union Line for a portion of its business from Cincinnati via Dayton; all of which have been worked satisfactorily and to the advantage of parties in interest. An arrangement for the interchange of traffic with the Indiana Bloomington & Western RR. was made in September, and is developing an increased Northwestern business."

COMPARATIVE BALANCE SHEET FOR TWO YEARS, 1881 AND 1882.

	1882.	1883.
Assets.		
Construction	$3,875,341	$3,720,694
Equipment	1,124,823	1,458,758
Real estate	382,213	382,333
Supplies and old materials	257,263	251,593
Stocks and bonds	954,597	951,097
Due from railroads and individuals	265,114	257,753
F. H. Short, Trustee	97,224	113,266
C. R. & Ft. W. RR. Co.	220,514	244,251
D. & M. RR., Lessors	649,084	658,676
C. H. & I. RR. Co.	910,185	1,022,013
Cash and cash assets	272,110	243,839
Miscellaneous	65,604	136,352
Total	$9,054,713	$9,646,332
Liabilities.		
Capital stock	$3,500,000	$3,500,000
Preferred capital stock		347,900
Funded debt	2,944,000	2,908,000
Surplus earnings	1,914,262	2,007,932
Interest on bonds	145,720	230,382
Dividends		110,218
D. & M. preferred div.	25,986	25,414
D. & M. com. div	20,878	20,702
Railroads and individual accounts	358,559	283,821
Pay-rolls	96,733	105,039
Cin. Rich. & Chic., lessors	47,417	103,080
Total	$9,054,713	$9,646,332

GENERAL INVESTMENT NEWS.

Arkansas Railroad Bonds.—At Keokuk, Iowa, arguments in the Arkansas bond cases before Justice Miller and Judge Caldwell, closed June 23. During the argument Justice Miller stated that the Court was satisfied that the bonds were constitutional and valid, the decision of the Arkansas Supreme Court to the contrary notwithstanding. As to whether the lien created by the acts extended beyond the income and revenues of the companies to which the bonds were issued, and whether the bondholders were entitled to avail themselves of the remedies provided, were the questions which the court desired to have argued.

Cleveland Columbus Cincinnati & Indianapolis.—For the first quarter of the year the gross and net earnings were as below stated:

	1883.	1882.
Total earnings	$1,000,756	$857,557
Operating expenses	708,219	686,596
Operating cost	70 76-100 p.c.	80 1-10 p.c.
Net earnings	292,517	170,967
Net surplus over charges	50,456	Def. 45,250

East Tennessee Virginia & Ga.—At Knoxville, Tenn., June 23, at a meeting of the stock and registered bondholders of this railroad, a majority of the stock was represented, and full power was granted the directors to make any extension to the system they deem proper, either by construction, purchase or lease, and they were authorized to place a mortgage on such acquisition and to provide means to meet such extraordinary expenses. Nothing was done looking to the sale of the road to Mr. Jay Gould or any syndicate. What extensions are contemplated have not yet been made public.

The directors were also authorized to issue $10,000,000 in 6 per cent bonds, $3,000,000 in preferred stock, and $13,000,000 in common stock, the securities to be issued only on newly acquired road, or on consolidation with other roads.

Little Rock & Fort Smith.—The officers of this railroad company have issued a circular to the effect that, in view of the suits brought against the road on account of the State aid bonds, it had been thought best to devote the earnings to the reduction of the floating debt of the company. This has been done since Jan. 1 to the extent of $160,000, and the remaining debt is now about $112,000. It is proposed to fund the coupons falling due next July and January into 7 per cent 10-year scrip.

Long Island Railroad.—Bonds of this company to the amount of $1,000,000 have been sold, completing the issue of the first mortgage consolidated 5 per cent bonds. It is announced that hereafter all dividends on stock and interest on bonds held in Europe will be paid in London.

Memphis City.—Notice is published that on and after maturity the July, 1883, coupons of the Fippin (Memphis) bonds, stamped under the provisions of the act of March 22, 1883, and the July, 1883, coupons of the Compromise bonds of the taxing district of Shelby County, Tenn., will be paid by the Union & Planters' Bank on presentation at its counters in Memphis, Tenn., or its New York correspondent, the Importers and Traders' National Bank.

New York Stock Exchange—New Securities.—The Governors of the Stock Exchange have listed a large number of securities this week, as follows:

Philadelphia & Reading Railroad Company.—First series consolidated mortgage 5 per cent bonds dated August 26, 1881, and due May 1, 1922; secured in priority over the second series of issues of a total of $80,000,000, of which total the sum of $37,500,000 is set apart for the retirement of certain prior liens as they mature; and second series consolidated mortgage 5 per cent bonds dated June 1, 1883, due Feb. 1, 1943; $5,000,000 of a total of $40,000,000 of issue, total $59,904,000 is set apart for the retirement of certain prior liens which are not provided for by the first series. Both issues in their order are secured by a mortgage upon the property of the Philadelphia & Reading Railroad and the Philadelphia & Reading Coal & Iron Company.

Chicago & Atlantic Railway Company (Erie's Chicago extension).—First mortgage 6 per cent gold bonds, dated June 13, 1883, and due November 1, 1920, $6,500,000. The Governors granted the application to list $1,000,000 voting stock and $9,000,000 trust stock, the voting power of which has been vested in Mr. H. J. Jewett, trustee.

Norfolk & Western Railroad Company.—First mortgage, New River Division, 6 per cent bonds, dated May 12, 1882, and due April 1, 1932, $2,000,000.

Northern Pacific Railroad Company.—An additional $7,750,000 general mortgage 6 per cent bonds.

New York Chicago & St. Louis.—Second mortgage 6 per cent bonds, dated March 1, 1883, and due March 1, 1923, $10,000,000.

Chicago Burlington & Quincy Railroad Company.—Debenture 5 per cent bonds, dated May 1, 1883, and due May 1, 1913, $7,000,000. These bonds, which were issued in payment for a controlling interest in the Hannibal & St Joseph Railroad, are unsecured.

St. Paul Minneapolis & Manitoba Railroad Company.—Registered bonds of $1,000 each, numbered A upwards, as part of $1,574,000 (coupon) consolidated mortgage 6 per cent gold bonds admitted June 13.

Central Iowa Railway Company.—An additional $1,515,000 first mortgage 6 per cent bonds, due April 1, 1912, and to be known as Eastern Division 6s.

Evansville & Terre Haute Railroad Company.—First mortgage, Mount Vernon Branch, 6 per cent bonds, due April 1, 1923, $375,000.

New York New Haven & Hartford Railroad Company.—First mortgage registered 4 per cent bonds, due June 1, 1903, $2,000,000, as part of $5,000,000 authorized and secured by the mortgage.

Texas & St. Louis Railroad Company.—First mortgage 6 per cent bonds, due October 1, 1911, $4,740,000; second mortgage income 6 per cent bonds, due October 1, 1911, $1,740,000; both secured by the company's railroad in Missouri and Arkansas. General first mortgage 6 per cent gold bonds, due August 1, 1922, $3,945,000; general mortgage land grant and income 6 per cent bonds, due August 1, 1931, $3,945,000, both secured by mortgages on the company's property in Texas and $9,582,500 capital stock in shares of $100 each.

Atlantic & Pacific Railroad Company.—An additional $4,000,000 first mortgage 6 per cent gold bonds, an additional $1,000,000 income bonds, "and, whenever it shall appear to the committee that a reasonable amount has been distributed to the public," $25,000,000 capital stock in shares of $100 each.

Houston East & West Texas Railroad Company.—First mortgage 7 per cent bonds, due May 1, 1898, $218,000, and second mortgage 6 per cent bonds, $700,000, due Jan. 1, 1913.

Oregon & California Railroad Company.—An additional $1,400,000 of first mortgage 6 per cent gold bonds.

Norfolk & Western.—The statement of earnings and expense for May and for five months of the year is as follows:

	—May.—		—5 mos., Jan. to May—	
	1883.	1882.	1883.	1882.
Gross earnings	$205,663	$185,332	$1,605,825	$850,116
Expenses	125,900	107,764	587,968	518,508
Net earnings	$79,762	$77,558	$117,857	$331,607

Northern Central.—Following is an official statement of the earnings and expenses of this road for May and for the first five months of the year:

	—May.—		—5 mos., Jan. to May.—	
	1883.	1882.	1883.	1882.
Gross earnings	$499,133	$465,694	$2,468,170	$2,121,892
Operating expenses	266,038	$273,412	$1,369,691	$1,324,676
Extraordin'y expenses.	21,019	13,307	199,446	133,251
Total expenses	$287,057	$286,719	$1,569,140	$1,457,927
Net earnings	$212,076	$178,975	$899,310	$663,965

Pennsylvania Railroad.—The gross and net earnings in May 1882 and 1883 are specially compiled for the CHRONICLE in the table below. In May, 1883, there was an increase of $134,129 in gross earnings and a decrease of $158,115 in the net. For the five months there was an increase in 1883 of $1,638,617 in gross and $633,895 in net earnings.

ALL LINES EAST OF PITTSBURG AND ERIE.

	—Gross Earnings.—		—Net Earnings.—	
	1883.	1882.	1883.	1882.
January	$3,929,357	$3,373,321	$1,171,658	$1,074,266
February	3,712,215	3,306,750	1,336,091	1,000,621
March	4,189,380	3,912,293	1,455,427	1,445,802
April	4,064,750	3,855,850	1,467,931	1,349,511
May	4,303,006	4,108,877	1,608,674	1,750,789
Total	$20,193,708	$18,557,091	$7,339,684	$6,621,789

As to the lines west of Pittsburg and Erie, the monthly reports issued in 1882 and for the current year show the results below. The company's report, however, states a gain since Jan. 1, 1883, over the same period in 1882 of only $419,606.

ALL LINES WEST OF PITTSBURG & ERIE.

	Net Surplus over all Liabilities.		Inc. or Dec. in 1883.
	1883.	1882.	
January	$171,951	$9,711	Inc.. $165,240
February	Def. 161,776	Def. 121,307	Dec.. 13,469
March	225,951	36,532	Inc.. 189,419
April	149,710	17,047	Inc.. 132,663
May	Def. 34,575	Def. 101,556	Inc.. 66,981
Total	$351,291	Def. $159,573	Inc.. $510,834

The Commercial Times.

COMMERCIAL EPITOME.

Friday Night, June 29, 1883.

Regular trade is dull. The weather has become hot, and it is "between seasons" in nearly all branches of business. Speculation continues to be greatly unsettled by the recent failures in Chicago. Crop accounts have continued very good, though local storms and floods have done some damage. The new tariff goes into operation on the 1st of July, and large quantities of such goods as are subject to increased duties have during the week been taken out of bond.

Provision circles (particularly the lard market) have not as yet recovered from the recent failures in Chicago. During the week further business troubles have been reported, and the course of prices was of the most uncertain nature. The export interest has fallen below anticipations and, taken in its entity, the market is in an unsatisfactory position. To-day the lard market opened weak, but recovered and a better range of prices was noticed; Western contract sold on the spot at 9·62½ @9·65c.; July options realized 9·35@9·45c., August 9·55@9·65c., September 9·61@9·70c., October 9·65@9·75c., seller year 9·39@ 9·45c. Pork continued dull and weak, with sales of mess on the spot at $17 75@$17 87½. Bacon was dull and quite nominal at 9c. for long clear. Beef hams remained steady at $26 50@$27 for Western prime. Beef dull and lower at $19@$21 for city extra India mess. Butter has declined; the export movement has been small, and the feeling is easy. Cheese more active; fine to fancy full cream State factory 10¼@10¾c. Tallow has been active for export at 7⅞@8c.; 550,000 lbs. were shipped to Havre at 20c. per 100 lbs. Stearine dull; city 11@11¾c.; oleomargarine, 10½c.

Rio coffee has been moderately active on the unchanged basis of 9½c. for fair cargoes; options have been quiet and declining; sales of No. 7 were made to-day at 7·40@7·45c. for July, 7·50@7·55c. for August, 7·55@7·65c. for September, 7·65@-7·70c. for October, 7·75c. for November, 7·85@7·90c. for December and 8@8·05c. for January; mild grades have been steady, but rather quiet. Tea has been quiet but steady. Spices have been quiet; quotations are now reduced to conform to the provisions of the new tariff, which goes into effect July 1. Foreign fruits have shown no marked change as a rule, though the tendency of prices has been in buyers' favor. Molasses has been quiet, and 50-deg. test closed somewhat nominal at 26c. Raw sugar a few days ago was quite active, but yesterday and to-day little business was done; fair refining was quoted at 6¾c. and 96-deg. test Centrifugal 7⅝c.; refined sugars closed quiet and weak; crushed 9⅜c., powdered 9@9⅜c., granulated 8¾c. and standard "A" 8 1/16@8⅜c.

In Kentucky tobacco a better business has been effected, particularly for export. All prices are firm, and lugs are quoted at 5@7c. and leaf 7½@10¼c; sales, 110 hhds. for consumption and 330 hhds. for export. Seed-leaf has been in very active demand at well-sustained prices. The sales for the week embrace 6,050 cases, including 4,500 cases 1882 crop Pennsylvania, 10@18½c.; 400 cases 1880-81 crops, do., 8@14c.; 450 cases 1882 crop, Wisconsin, 10 @ 17c.; 300 cases 1882 crop, New England, 11½@13c.; 200 cases 1881 crop, do., 14@30c.; 200 cases 1882 crop, State, private terms; also 600 bales Sumatra, $1@$1 50 and 400 bales Havana, 80c @$1 18.

The business in rosins has been checked by the small stocks of the lower grades; figures remain steady at $1 60@$1 65 for common to good strained. Spirits turpentine has been active at declining prices; to-day the market was dull at 36½@37c. in yard. Refined petroleum has had a fair export call at 7¾c. for 110 test and 7⅞c. for 70 test. In crude certificates the speculation has fallen off and the drift of prices has been downward; to-day there was a spasmodic rise to $1 18¾, with the opening price at $1 18⅜; the tone fell away and the closing figures were $1 18. Ingot copper has weakened since the large sales for export and future delivery; Lake is now quoted at 15¼@ 15⅜c. and other brands at 14@14½c. American pig iron has become the feature of the metal market; the curtailed production has helped prices and stimulated a better inquiry; No. 1 pig sold for August and September at $22 50 and for October at $23 23; spot lots realized $21. Scotch pig was dull and almost nominal. Steel rails received more attention and 25,000 tons were sold at the mills at $37 50@$38.

Ocean freight room has been in active demand from the grain trade. Provisions have also had a better shipment. All rates, as a rule, have been firmly maintained. To-day grain to Liverpool by steam, 3d.; cotton, ⅛d.; bacon and lard, 15s; cheese, 30@40s.; flour, 10s.; grain to London by steam, 4¼d.; do. to Glasgow by steam, 4½@4¾d.; do. to Antwerp by steam, 4½d.; do. to Havre by steam, 10c.; do. to Hamburg by steam 75 pfenigs; do. by steamer (July), Baltimore to Cork for orders, 4s. per qr.; crude petroleum hence to sables d'oloune, 4s.; naphtha to Havre, 3s. 9d.; refined petroleum from Philadelphia to Bremen or Hamburg (August 1st), 3s. 4½d.@3s. 6d.; cases hence to Java, 35@36c.

COTTON.

Friday, P. M., June 29, 1883.

The Movement of the Crop, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (June 29) the total receipts have reached 11,497 bales, against 12,395 bales last week, 21,573 bales the previous week and 25,456 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,893,048 bales, against 4,620,487 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,272,561 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	391	660	859	925	210	1,069	4,117
Indianola, &c.	....	....	....	....	....	13	13
New Orleans	497	954	763	259	168	657	3,298
Mobile	....	28	1	13	7	42	91
Florida	....	....	....	....	....	....	....
Savannah	31	191	8	200	7	30	467
Brunsw'k, &c.	....	....	....	....	....	....	....
Charleston	40	69	94	120	95	85	503
Pt. Royal, &c.	....	....	....	....	....	65	65
Wilmington	3	31	21	3	7	[illegible]	68
Moreh'd C., &c	....	....	....	....	....	....	....
Norfolk	311	74	123	163	222	149	1,042
West Point, &c	....	....	....	....	....	238	238
New York	44	81	38	44	78	21	306
Boston	36	....	214	59	21	138	468
Baltimore	....	....	....	....	....	579	579
Philadelp'a, &c.	....	45	84	....	....	113	242
Totals this week	1,356	2,133	2,205	1,786	815	3,202	11,497

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night and the same items for the corresponding periods of last years.

Receipts to June 29.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston	4,117	825,466	349	426,215	12,467	2,590
Indianola, &c.	13	16,900	6	13,727	.....	.....
New Orleans	3,298	1,649,487	2,339	1,181,013	100,216	58,742
Mobile	91	310,594	419	261,653	8,292	3,085
Florida	.....	18,410	....	27,207	.....	.....
Savannah	467	808,281	912	725,548	3,626	4,696
Brunsw'k, &c	.....	5,508	.....	7,026	.....	.....
Charleston	503	565,063	879	494,630	3,781	5,752
Pt. Royal, &c.	65	24,593	.....	24,392	.....	.....
Wilmington	68	127,191	62	134,779	1,341	924
M'head C., &c	.....	19,457	34	26,553	.....	.....
Norfolk	1,042	795,054	1,396	609,185	22,540	4,638
West Point, &c	238	226,986	568	191,860	.....	.....
New York	306	137,521	19	158,892	200,930	193,146
Boston	468	188,528	1,003	225,653	7,080	8,350
Baltimore	579	66,424	198	21,246	18,301	11,907
Philadelp'a, &c.	242	107,591	1,104	90,876	4,886	14,301
Total	11,497	5,893,048	9,288	4,620,487	383,790	300,134

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galvest'n, &c.	4,130	355	2,342	1,065	737	722
New Orleans.	3,298	2,339	5,909	4,315	1,007	1,293
Mobile	91	419	538	392	244	618
Savannah	467	912	1,456	878	232	1,303
Charl'st'n, &c	568	879	956	746	64	197
Wilm'gt'n, &c	68	96	363	50	137	148
Norfolk, &c.	1,280	1,964	4,517	2,023	209	427
All others	1,595	2,324	4,551	7,588	1,007	1,241
Tot. this w'k.	11,497	9,288	20,662	17,057	3,637	5,949
Since Sept. 1.	5893,048	4620,187	5681,683	4842,134	4424,540	4243,264

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 30,509 bales, of which 27,195 were to Great Britain, 19 to France and 3,295 to the rest of the Continent, while the stocks as made up this evening are now 383,790 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending June 29. Exported to—				From Sept. 1, 1882, to June 29, 1883. Exported to—			
	Great Brit'n.	France	Contin-ent.	Total Week.	Great Britain.	France	Contin-ent.	Total.
Galveston	5,479	.....	.....	5,479	317,024	39,828	160,593	517,545
New Orleans	5,362	.....	1,018	6,380	831,175	285,355	437,124	1,553,654
Mobile	....	.....	.....	.....	34,840	9,35	1,100	45,290
Florida	.....	.....	.....	.....	.....	....	100	100
Savannah	.....	.....	.....	.....	110,312	25,678	283,018	418,998
Charleston*	.....	.....	1,030	1,030	131,080	24,715	217,015	372,870
Wilmington	.....	.....	.....	.....	53,17.	.....	4,590	57,762
Norfolk†	.....	.....	.....	.....	370 12	.....	28,985	369,405
New York	7,145	19	599	8,083	495,742	29,0.6	155 778	680,616
Boston	5,071	.....	.....	5,071	177 000	.....	443	178,113
Baltimore	2,048	.....	373	2,426	170 512	4,823	63 00.	238 314
Philadelp'a, &c	2,150	.....	.....	2,150	13,716	.....	3,386	97,102
Total	27,195	19	3,2 5	30,509	2,786,503	418,385	1,355,151	4,560,050
Total 1881-82	31,793	1,821	12,78	46,401	2,278,17	380 0	772,923	3,431,164

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 89 Broad Street.

JUNE 29, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France	Other Foreign	Coast-wise.	Total.	
New Orleans....	4,672	1,706	None.	83	6,461	93,785
Mobile.....	None.	None.	None.	None	None.	8,292
Charleston.....	None.	None.	None	150	150	3,631
Savannah.....	None.	None.	None.	200	200	3,426
Galveston.....	8 6	None.	None.	1,003	1,811	10,656
Norfolk.....	1,750	None.	None.	1,420	3,170	19,670
New York.....	4,500	None.	500	None.	5,000	195,930
Other ports.....	2,500	None.	500	None.	3,000	28,608
Total 1883	14,228	1,706	1,000	2,858	19,792	363,998
Total 1882.....	13,735	13,695	5,859	616	33,935	266,199
Total 1881.....	34,670	9,714	4,159	1,949	50,822	303,224

The speculation in cotton for future delivery at this market has been fitful and irregular for the week under review. On Saturday there was a slight advance, but very small dealings. On Monday business was extremely small and the close irregular, this crop being slightly lower and the next partially one point dearer. On Tuesday this crop closed 8@9 points and the next 4@6 points lower, under the very favorable crop accounts. On Wednesday and Thursday there were further slight declines, especially for this crop, under very weak Liverpool accounts. To-day there was a renewal of irregularity; the distant months opened higher, while this crop showed an irregular decline; in the afternoon there was no new feature, except an advance for August; the dealings were very small, except for August. November, which had been a favorite, was neglected. Cotton on the spot has declined, but at the reduction has been much more active. Quotations were reduced ⅛c. on Tuesday. There has been an increased business, mainly for export, though the demand for home consumption has improved. To-day the market was quiet and 1-16c. lower, middling uplands closing at 10 5-16c. The New York Cotton Exchange will adjourn on the evening of Monday, the 2d, to the morning of Friday, the 6th of July.

The total sales for forward delivery for the week are 283,100 bales. For immediate delivery the total sales foot up this week 3,823 bales, including 1,737 for export, 2,086 for consumption, --- for speculation and —— in transit. Of the above, — bales were to arrive. The following are the official quotations for each day of the past week.

June 23 to June 29.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tues
Ordin'y..¥ lb	7 9/16	7 9/16	7 7/16	7 13/16	7 13/16	7 11/16	7 13/16	7 13/16	7 11/16
Strict Ord..	8	8	7 7/8	8 1/4	8 1/4	8 1/8	8 1/4	8 1/4	8 1/8
Good Ord..	8 13/16	8 13/16	8 11/16	9 1/16	9 1/16	8 15/16	9 1/16	9 1/16	8 15/16
Str. G'd Ord	9 1/2	9 1/2	9 3/8	9 3/4	9 3/4	9 5/8	9 3/4	9 3/4	9 5/8
Low Midd'g	10	10	9 7/8	10 1/4	10 1/4	10 1/8	10 1/4	10 1/4	10 1/8
Str. L'w Mid	10 5/16	10 5/16	10 3/16	10 9/16	10 9/16	10 7/16	10 9/16	10 9/16	10 7/16
Middling...	10 1/2	10 1/2	10 3/8	10 3/4	10 3/4	10 5/8	10 3/4	10 3/4	10 5/8
Good Mid..	10 7/8	10 7/8	10 3/4	11 1/8	11 1/8	11	11 1/8	11 1/8	11
Str. G'd Mid	11 1/8	11 1/8	11	11 3/8	11 3/8	11 1/4	11 3/8	11 3/8	11 1/4
Midd'g Fair	11 5/8	11 5/8	11 1/2	11 7/8	11 7/8	11 3/4	11 7/8	11 7/8	11 3/4
Fair.....	12 3/8	12 3/8	12 1/4	12 5/8	12 5/8	12 1/2	12 5/8	12 5/8	12 1/2
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y..¥ lb	7 7/16	7 7/16	7 3/8	7 11/16	7 11/16	7 5/8	7 11/16	7 11/16	7 5/8
Strict Ord..	7 7/8	7 7/8	7 13/16	8 1/8	8 1/8	8 1/16	8 1/8	8 1/8	8 1/16
Good Ord..	8 11/16	8 11/16	8 5/8	8 15/16	8 15/16	8 7/8	8 15/16	8 15/16	8 7/8
Str. G'd Ord	9 3/8	9 3/8	9 5/16	9 5/8	9 5/8	9 9/16	9 5/8	9 5/8	9 9/16
Low Midd'g	9 7/8	9 7/8	9 13/16	10 1/8	10 1/8	10 1/16	10 1/8	10 1/8	10 1/16
Str. L'w Mid	10 3/16	10 3/16	10 1/8	10 7/16	10 7/16	10 3/8	10 7/16	10 7/16	10 3/8
Middling...	10 3/8	10 3/8	10 5/16	10 5/8	10 5/8	10 9/16	10 5/8	10 5/8	10 9/16
Good Mid..	10 3/4	10 3/4	10 11/16	11	11	10 15/16	11	11	10 15/16
Str. G'd Mid	11	11	10 15/16	11 1/4	11 1/4	11 3/16	11 1/4	11 1/4	11 3/16
Midd'g Fair	11 1/2	11 1/2	11 7/16	11 3/4	11 3/4	11 11/16	11 3/4	11 3/4	11 11/16
Fair.....	12 1/4	12 1/4	12 3/16	12 1/2	12 1/2	12 7/16	12 1/2	12 1/2	12 7/16

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary.....¥ lb	7	7	6 7/8	6 7/8	6 7/8	6 13/16
Strict Good Ordinary	7 13/16	7 13/16	7 11/16	7 11/16	7 11/16	7 5/8
Low Middling.....	8 1/2	8 1/2	8 3/8	8 3/8	8 3/8	8 5/16
Middling.....	9 3/8	9 3/8	9 1/2	9 1/2	9 1/2	9 7/16

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
		Export.	Consump.	Spec. ul'n	Transit.	Total.	Sales.	Deliveries.
Sat..	Dull.....	....	188	....	....	188	30,600	200
Mon..	Quiet.....	....	299	....	....	299	18,700	300
Tues..	Steady at 1/8 dec.	1,000	321	....	....	1,321	61,600	500
Wed..	Quiet.....	100	247	....	....	347	65,400	300
Thurs	Quiet.....	637	447	....	....	1,084	56,000	200
Fri..	Quiet at 1/16 dec.	....	584	....	....	584	50,800	30
Total	.....	1,737	2,086	....	....	3,823	283,100	1,800

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.

Market, Prices and Sales of FUTURES	Market, Range and Total Sales.	June.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.
Saturday, June 23—	Firmer.	Aver. 10.47	Aver. 10.47	Aver. 10.55	Aver. 10.29	Aver. 9.99	Aver. 9.90	Aver. 9.92	Aver. 10.00	Aver.	Aver.	Aver.	Aver. 10.43
Sales, total.....	3,800	4,600	11,100	2,400	3,200	1,100	1,600	2,500	—	—	—	200
Prices paid (range)	9.96@10.56	10.44@10.48	10.36@10.56	10.29@10.30	9.98@10.00	9.91@9.92	9.92@9.95	9.99@10.01	— @ —	— @ —	— @ —	— @10.43
Closing.....	10.47—10.48	10.46@10.47	10.54@10.56	10.29—10.30	10.00—10.01	9.91—9.92	9.93—9.94	10.01—10.02	10.11—10.12	10.21—10.23	— @ —	— @10.43
Monday, June 25—	Dull.	Aver. 10.46	Aver. 10.48	Aver. 10.55	Aver. 10.28	Aver. 9.98	Aver. 9.90	Aver. 9.92	Aver. 10.00	Aver.	Aver. 10.22	Aver.	Aver. 10.43
Sales, total.....	1,000	3,300	6,700	1,000	1,200	400	2,700	1,200	800	400	100	100
Prices paid (range)	10.44@10.53	10.45@10.49	10.53@10.56	10.28@10.31	10.00@10.01	9.90@9.91	9.91@9.95	10.00@10.03	10.12@ —	10.21@10.23	10.40@ —	— @10.43
Closing.....	10.46—10.47	10.47— —	10.55—10.56	10.30— —	10.01—10.02	9.92—9.93	9.94— 9.95	10.02— —	— @ —	10.22—10.23	— @ —	— @10.43
Tuesday, June 26—	Lower.	Aver. 10.38	Aver. 10.39	Aver. 10.49	Aver. 10.22	Aver. 9.96	Aver. 9.87	Aver. 9.91	Aver. 9.98	Aver.	Aver.	Aver.	Aver. 10.40
Sales, total.....	61,600	15,700	20,300	4,100	3,600	1,400	1,300	1,500	—	—	—	—
Prices paid (range)	10.34@10.44	10.36@10.53	10.43@10.56	10.15@10.28	9.95@9.98	9.86@9.88	9.89@9.90	9.96@10.00	— @ —	— @ —	— @ —	— @10.40
Closing.....	10.34—10.36	10.38—10.39	10.47—10.48	10.24—10.25	9.96— 9.97	9.87— 9.88	9.89— 9.90	9.98— 9.99	10.07—10.08	10.16@10.20	10.17—10.19	— @10.40
Wednesday, June 27—	Weak.	Aver. 10.33	Aver. 10.37	Aver. 10.47	Aver. 10.23	Aver. 9.96	Aver. 9.88	Aver. 9.89	Aver. 9.97	Aver. 10.09	Aver. 10.18	Aver.	Aver. 10.40
Sales, total.....	3,100	16,600	25,000	5,100	5,300	3,200	1,900	3,400	400	300	300	—
Prices paid (range)	10.26@10.34	10.35@10.38	10.45@10.48	10.22@10.24	9.95@ 9.97	9.86@ 9.89	9.88@ 9.90	9.96@ 9.98	10.05—10.07	10.16—10.17	10.16—10.18	— @ —	10.39@10.41
Closing.....	10.30— —	10.36— —	10.46—10.47	10.23—10.24	9.96— 9.96	9.87— 9.88	9.89— 9.90	9.98— 9.99	10.07—10.08	10.16—10.17	10.16—10.18	— @ —	10.39@10.41
Thursday, June 28—	Weak.	Aver. 10.33	Aver. 10.34	Aver. 10.43	Aver. 10.21	Aver. 9.93	Aver. 9.86	Aver. 9.88	Aver. 9.96	Aver. 10.03	Aver. 10.16	Aver.	Aver. 10.39
Sales, total.....	2,700	9,400	26,600	2,200	2,300	1,400	2,300	1,400	1,000	200	200	—	100
Prices paid (range)	10.26—10.33	10.33@10.34	10.42@10.45	10.20@10.23	9.92@ 9.93	9.85@ 9.86	9.87@ 9.88	9.94@ 9.96	10.03@ —	10.16@ —	10.16—10.18	— @ —	10.39@ —
Closing.....	10.32—10.33	10.33—10.34	10.43—10.44	10.21—10.22	9.93— 9.94	9.86— 9.87	9.88— 9.89	9.96— 9.97	10.05— —	— —	— —	— —	— —
Friday, June 29—	Variable.	Aver. 10.28	Aver. 10.32	Aver. 10.43	Aver. 10.23	Aver. 9.98	Aver. 9.90	Aver. 9.91	Aver. 9.98	Aver.	Aver.	Aver.	Aver. .....
Sales, total.....	50,800	9,800	21,900	6,700	2,900	400	400	2,100	—	—	—	—
Prices paid (range)	10.20@10.45	10.31@10.35	10.41@10.45	10.21@10.24	9.95@ 9.99	9.88@ 9.90	9.89@ 9.91	9.99@10.00	— @ —	— @ —	— @ —	— @ —
Closing.....	10.26@10.28	10.33— —	10.44— —	10.23—10.24	9.98—10.00	9.89— 9.90	9.91— 9.92	10.00— —	— @ —	— @ —	— @ —	— @ —
Total sales this week	283,100	61,400	130,000	27,200	17,700	10,000	10,200	12,500	3,200	1,000	3,100	2,500	1,900
Average price, week	10.38	10.40	10.49	10.25	9.98	9.89	9.91	9.98	10.09	10.22	10.19	10.33	10.41
Sales since Sept. 1, '82.	2,622,700	1,859,600	3,275,300	301,100	402,100	353,500	146,300	97,900	23,400	25,600	8,900	4,100

* Includes sales in September, 1882, for September, 500,200; September-October for October, 845,600; September-November for November, 731,000; September-December for December, 1,097,400; September, January for January, 2,070,200; September-February for February, 1,360,200; September-March for March, 1,969,100; September-April for April, 1,713,300; September-May for May, 2,726,800.

Transferable Orders—Saturday, 10·50c.; Monday, 10·50c.; Tuesday 10·40c.; Wednesday, 10·40c.; Thursday, 10·50c. for June and 10·35c. for July; Friday, 10·35c.

Short Notices for June—Tuesday, 10·36c.; Thursday, 10·33@10·33c.; Friday, 10·33@10·26c.

The following exchanges have been made during the week.

·05 pd. to exch. 100 June s. n. 25th for regular.
·10 pd. to exch. 100 June s. n. 25th for regular.
·10 pd. to exch. 200 June for Aug.
·10 pd. to exch. 200 June for Aug.
·09 pd. to exch. 500 July for Aug.
·10 pd. to exch. 1,000 July for Aug.
·14 pd. to exch. 1,300 Sept. for Aug.
·10 pd. to exch. 2,100 July for Aug.
·12 pd. to exch. 100 Sept. for July.
·25 pd. to exch. 100 Jan. for July.
·10 pd. to exch. 200 July for Aug.
·12 pd. to exch. 200 Sept. for July.
·10 pd. to exch. 200 July for Aug.
·10 pd. to exch. 500 July for Aug.
·11 pd. to exch. 100 July for Aug.
·25 pd. to exch. 700 Oct. for Sept.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (June 29), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	991,000	884,000	882,000	768,000
Stock at London.....	51,800	66,100	49,700	54,500
Total Great Britain stock	1,042,800	950,100	931,700	822,500
Stock at Hamburg.....	2,900	2,800	6,000	3,000
Stock at Bremen.....	50,700	26,200	54,200	31,000
Stock at Amsterdam.....	37,000	14,400	40,200	16,700
Stock at Rotterdam.....	2,400	1,400	5,540	2,950
Stock at Antwerp.....	8,000	600	1,430	1,320
Stock at Havre.....	149,000	130,000	210,000	82,500
Stock at Marseilles.....	10,000	1,600	3,500	5,300
Stock at Barcelona.....	98,000	29,000	54,900	48,800
Stock at Genoa.....	18,000	7,000	4,000	16,000
Stock at Trieste.....	12,000	5,700	7,200	6,800
Total continental stocks...	386,000	218,700	386,970	214,370
Total European stocks...	1,428,800	1,168,800	1,318,670	1,036,870
India cotton afloat for Europe.	296,000	369,000	267,000	274,000
Amer'n cotton afloat for Eur'pe	187,000	142,000	236,000	236,000
Egypt, Brazil, &c., aft for E'r'pe	39,000	22,000	32,000	20,000
Stock in United States ports ..	383,790	300,134	354,046	265,813
Stock in U. S. interior towns..	70,046	43,320	69,988	75,103
United States exports to-day..	5,500	14,200	5,300	8,000
Total visible supply.....2,410,136	2,059,454	2,283,004	1,915,786	
Of the above, the totals of American and other descriptions are as follows:				
American—				
Liverpool stock.....	738,000	523,000	678,000	514,000
Continental stocks.....	252,000	91,000	254,000	140,000
American afloat for Europe....	187,000	142,000	236,000	236,000
United States stock.....	383,790	300,134	354,046	265,813
United States interior stocks..	70,046	43,320	69,988	75,103
United States exports to-day..	5,500	14,200	5,300	8,000
Total American.....	1,636,336	1,113,654	1,597,334	1,238,916
East Indian, Brazil, &c.—				
Liverpool stock.....	253,000	361,000	204,000	254,000
London stock.....	51,800	66,100	49,700	54,500
Continental stocks.....	134,000	127,700	132,970	74,370
India afloat for Europe.....	296,000	369,000	267,000	274,000
Egypt, Brazil, &c., afloat....	39,000	22,000	32,000	20,000
Total East India, &c	773,800	945,800	685,670	676,870
Total American.....	1,636,336	1,113,654	1,597,334	1,238,916
Total visible supply.....	2,410,136	2,059,454	2,283,004	1,915,786
Price Mid. Upl., Liverpool	5 11/16d.	6 7/8 d.	6 3/16d.	6 3/4 d.

☞ The imports into Continental ports this week have been 49,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 350,682 bales as compared with the same date of 1882, an *increase* of 127,132 bales as compared with the corresponding date of 1881 and an *increase* of 494,350 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement

Towns.	Movement to June 29, 1883. Receipts. This week.	Since Sept. 1, '82.	Shipm'ts. This week.	Stock June 29.	Movement to June 30, 1882. Receipts. This week.	Since Sept. 1, '81.	Shipm'ts. This week.	Stock June 30.
Augusta, Ga.....	129	178,899	216	5,835	74	161,433	531	4,233
Columbus, Ga.....	34	110,709	146	4,093	372	102,121	1,241	2,381
Macon, Ga.....	71	57,429	63	2,468	7	60,039	328	1,021
Montgom'ry, Ala.	33	133,995	162	1,445	145	96,060	194	956
Selma, Ala.....	476	99,346	3,793	2,148	138	73,049	301	734
Memphis, Tenn.	506,941	44,711	854	19,708	249	334,986	2,510	9,729
Nashville, Tenn.	4	24,691	8	3,445	23	55,748	1,434	4,300
Dallas, Tex.....	81	45,760	110	770	3	11,562	10	25
Jefferson, Tex..	10	24,691	20	110	5	6,000	6	25
Shreveport, La..	418	103,895	720	3,439	237	64,067	290	675
Vicksburg, Miss.	129	116,492	253	263	57	136,493	67	210
Columbus, Miss.	16	39,051	3	88	1	27,751	2	83
Eutaula, Ala ...	5	44,757	177	576	10	47,869	171	233
Griffin, Ga.....	....	26,310	50	93	1	31,291	194	26
Atlanta, Ga.....	49	141,613	436	7,102	105	124,871	3,956	4,249
Rome, Ga.....	32	83,227	225	1,019	30	92,799	1,102	564
Charlotte, N. C.	286	53,766	220	200	179	32,213	125	300
St. Louis, Mo....	454	454,738	3,409	15,172	668	371,212	2,506	9,477
Cincinnati, O....	1,379	366,366	1,381	2,182	4,134	360,326	2,355	4,497
Total, old towns.	3,973	2,682,609	11,926	70,046	6,438	2,221,754	16,224	43,320
Newberry, S. C..	20	23,403	20	94	72	15,582	82	70
Raleigh, N. C....	238	50,388	418	1,660	392	60,281	972	1,022
Petersburg, Va..	67	33,791	49	1,241	22	56,183	415	2,384
Louisville, Ky..	28	32,025	20	4,441	16	30,280	784	2,569
Little Rock, Ark.	24	22,939	28	280	5	25,380	19	90
Brenham, Tex..	136	31,083	215	1,779	14	24,917	392	64
Houston, Tex....	1,278	695,623	1,779	1,540	508	396,860	392	698
Total, new towns	1,791	913,252	2,569	9,463	1,033	579,413	2,667	7,097
Total, all	5,764	3,547,861	14,495	79,509	7,471	2,801,167	18,891	50,417

* This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 7,953 bales, and are to-night 27,726 bales *more* than at the same period last year. The receipts at the same towns have been 2,465 bales *less* than the same week last year, and since September 1 the receipts at all the towns are 746,694 bales *more* than for the same time in 1881-2.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending June 29.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	*Mon.*	*Tues.*	*Wednes.*	*Thurs.*	*Fri.*
Galveston ...	9 7/8	9 7/8	9 7/8	9 7/8	9 15/16	9 15/16
New Orleans.	9 13/16	9 13/16	9 13/16	9 13/16	9 13/16	9 13/16
Mobile	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Savannah....	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8
Charleston...	10	10	10	10	10	10
Wilmington..	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
N. folk	10	10	10	10	10	10
Boston	10 5/8	10 5/8	10 5/8	10 5/8	10 5/8	10 5/8
Baltimore ..	10 3/8	10	10 1/4 @ 3/8	10 1/4 @ 3/8	10 1/4	10 1/4
Philadelphia.	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Augusta	9 5/8 @ 3/4	9 5/8 @ 3/4	9 5/8	9 5/8	9 5/8	9 5/8
Memphis... ..	9 7/8	9 7/8	9 7/8	9 3/4	9 3/4	9 5/8
St. Louis.....	9 7/8	9 7/8	9 3/4	9 3/4	9 3/4	9 3/4
Cincinnati ...	10	10	10	10	10	10
Louisville....	10	10	10	10	10	10

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	*Receipts at the Ports.*			*St'k at Interior Towns.*			*Rec'pts from Plant'ns*		
	1881.	1882.	1883.	1881.	1882.	1883	1881.	1882.	1883.
Apr. 13.....	60,576	33,229	72,935	201,599	201,747	213,481	50,828	10,032	55,244
" 20 ...a.	60,718	24,869	66,527	241,198	184,281	213,029	40,317	8,331	40 095
" 27.....	47,729	33,603	59,244	225 820	157 839	189,8 6	32 351	11,161	36,021
May 4.	45,535	34,423	48,761	215 253	143 327	164,983	24,168	19,914	23,338
" 11	49,150	25,881	50,575	194,662	127,630	147,942	28,559	10,184	34,134
" 18	42,415	20,864	43,973	174,8 9	115,435	133,871	22,502	8,069	19,905
" 25	31,851	13,981	34,539	147,173	104,018	125 565	9,515	2,564	30,283
June 1.....	32,642	15,950	30,420	136 470	93,585	114,079	21,639	5 517	19,540
" 8	29,132	15,621	25,456	109,380	84,394	105,926	2,342	5,433	16,703
" 15	28,218	13,658	21,573	93,947	72,408	88 763	15,785	2,672	14,410
" 22	23,478	13,869	12,395	91 236	59,550	88,240	17,759	1,011	1,872
" 29.....	20,760	9,288	11,497	78,617	50,417	79,509	8,049	155	2,766

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,956,072 bales; in 1881-82 were 4,625,479 bales; in 1880-81 were 5,724,462 bales.

2. That, although the receipts at the out-ports the past week were 11,497 bales, the actual movement from plantations was only 2,766 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 155 bales and for 1881 they were 8,049 bales.

AMOUNT OF COTTON IN SIGHT JUNE 29.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to June 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-83.	1881-82.	1880-81.	1879-80.
Receipts at the ports to June 29	5,893,048	4,620,487	5,681,683	4,842,134
Interior stocks on June 29 in excess of September 1.....	63,024	4,992	39,779	66,181
Tot. receipts from plantat'ns	5,956.072	4,625.479	5,724.462	4,908,315
Net overland to June 1	627,317	441,333	498,632	560,838
Southern consumpt'n to June 1	300,000	221,000	190,000	160,000
Total in sight June 29...	6,883,389	5,29 ,812	6,413,094	5,629,153

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,592,577 bales, as compared with 1880-81 is 470,295 bales and with 1879-80, 1,254,236 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather has in general been favorable during the week, and the crop has made good progress; but in a portion of Texas rain is much desired. All fear of a serious overflow of the Mississippi has now been dispelled. In De Witt County, Texas, picking for the first bale is progressing.

Galveston, Texas.—We have had light showers on two days of the week, the rainfall reaching six hundredths of an inch. In the quadrilateral of territory roughly bounded by lines drawn through Austin, Hallettsville, Helena, Fredericksburg and back to Austin, the corn crop has been greatly injured by drought, and even cotton is suffering, growth having ceased. In all the rest of the State crops of all sorts are very promising. The thermometer has ranged from 77 to 91, averaging 84.

Indianola, Texas.—The weather has been warm and dry during all of the week. Rain is needed everywhere, and in some sections very badly. Average thermometer 85, highest 92, lowest 78.

Dallas, Texas.—We have had warm and dry weather during the week. Crops are excellent. The thermometer has averaged 84, the highest being 100 and the lowest 67.

Brenham, Texas.—We had a fine shower on one day of the week, the rainfall reaching ninety hundredths of an inch. Crops are magnificent. The thermometer has averaged 81, ranging from 68 to 100.

Palestine, Texas.—It has been showery on one day of the week, the rainfall reaching nine hundredths of an inch. Crops of all sorts are very fine. The thermometer has ranged from 70 to 95, averaging 83.

Huntsville, Texas.—It has rained very hard on one day of the week, doing immense good. The rainfall reached two inches and twenty-four hundredths. There never was a better prospect for crops. Average thermometer 86, highest 97, lowest 74.

Weatherford, Texas.—The weather has been warm and dry during all of the week. Crops are splendid, but weather getting dry again. The thermometer has averaged 79, the highest being 96 and the lowest 62.

Belton, Texas.—We have had warm and dry weather all of the week. All crops are thriving, with best of prospects. The thermometer has ranged from 67 to 96, averaging 82.

Luling, Texas.—We have had no rain during the week and planters are despondent. Forward corn is ruined entirely and late corn promises very little. Cotton is suffering dreadfully and is prematurely opening. Picking for the first bale is progressing in De Witt County. There is no hope for this section unless rain comes very quickly; gardens have dried up completely, and even the prairie is almost a desert. The thermometer has averaged 85, ranging from 70 to 100.

New Orleans, Louisiana.—It has rained on six days of the week, the rainfall reaching three inches and fifty-one hundredths. The thermometer has averaged 81.

Shreveport, Louisiana.—We have had fair weather with slightly lower temperature during the week, and the rainfall reached but three hundredths of an inch. The thermometer has ranged from 68 to 99.

Vicksburg, Mississippi.—It has rained on four days of the week, and the remainder has been pleasant.

Columbus, Mississippi.—We have had one light shower during the week, the rainfall reaching but five hundredths of an inch. The plant is small and backward. The thermometer has averaged 80, ranging from 60 to 100.

Little Rock, Arkansas.—Telegram not received.

Memphis, Tennessee.—We have had generally fair weather this week, with rain on two days, the rainfall reaching two inches and forty one hundredths. The crop is developing promisingly. The river is now two feet four inches below the danger line and stationary; all apprehensions of a serious overflow are now past. Average thermometer 77, highest 95 and lowest 57.

Nashville, Tennessee.—It has rained on two days of the week, the rainfall reaching forty-three hundredths of an inch. The thermometer has averaged 77, ranging from 65 to 92.

Mobile, Alabama.—It has rained severely on one day, and it has been showery on two days of the week, the rainfall reaching three inches and eighty-two hundredths. The crop is developing promisingly, but is backward, and some sections complain that weeds are growing so fast that they are becoming troublesome. We hear rumors of the appearance of caterpillars but think them of very little importance. The thermometer has ranged from 70 to 96, averaging 80.

Montgomery, Alabama.—We have had delightful showers on five days of the week, and the indications are that they extended over a wide surface. The rainfall reached two inches and forty-one hundredths. Crop development is encouraging. Average thermometer 78·8, highest 96·2, lowest 64·3.

Selma, Alabama.—It has rained on two days of the week, the rainfall reaching eighty-six hundredths of an inch. The crop is developing satisfactorily. The thermometer has averaged 76, the highest being 91 and the lowest 63.

Madison, Florida.—We have had warm, sultry, wet weather during the week, with rain on three days. We are having too much rain. The crop is developing promisingly and the fields are clear of weeds. The thermometer has averaged 90, ranging from 74 to 98.

Macon, Georgia.—It has been showery on three days of the week. The fields are clear of weeds. The cotton plant looks strong and healthy and is growing well and blooming. The thermometer has ranged from 65 to 93, averaging 79.

Columbus, Georgia.—We have had rain on two days of the week, the rainfall reaching one inch and eighty-two hundredths. Average thermometer 81, highest 94, lowest 78.

Savannah, Georgia.—We have had rain on three days of the week and the balance of the week has been pleasant. The rainfall reached one inch and forty-three hundredths. The thermometer has averaged 82, the highest being 96 and the lowest 72.

Augusta, Georgia.—We have had heavy general rain on four days of the week, the rainfall reaching one inch and twenty-two hundredths. In consequence of recent rains cotton is somewhat grassy, but accounts in the main are favorable. Crop development is now favored by good growing weather. The thermometer has averaged 79, ranging from 66 to 93.

Atlanta, Georgia.—The weather has been very dry and cool, with rain on one day of the week, the rainfall reaching twenty-two hundredths of an inch. Average thermometer 76, highest 91 and lowest 60.

Charleston, South Carolina.—We have had rain on two days of the week, the rainfall reaching fourteen hundredths of an inch. The thermometer has ranged from 73 to 97, averaging 83.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 8 A.M. June 25, 1883, and June 26, 1882.

		June 25, '83.	June 26, '82.
		Feet. Inch.	Feet. Inch.
New Orleans	Below high water mark	2 3	4 5
Memphis	Above high water mark	41 2	31 7
Nashville	Above low water mark	7 11	3 7
Shreveport	Above low water mark	19 4	1 10
Vicksburg	Above low water mark	33 7	11 4

New Orleans reported below high-water mark of 1871 until Sept 9, 1874, when the zero of gauge was changed to high water mark of April 15 and 16, 1874, which is 6 10ths of a foot above 1871, or 16 feet above low-water mark at that point.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring to rearrange our Indian cables so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to June 28.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week. Great Brit'n.	Shipments this week. Continent	Shipments this week. Total.	Shipments since Jan. 1. Great Britain	Shipments since Jan. 1. Continent.	Shipments since Jan. 1. Total.	Receipts. This Week.	Receipts. Since Jan. 1.
1883	18,000	4,000	22,000	88,000	737,000	1,127,000	12,000	1,202,000
1882	13,000	24,000	37,000	67,000	542,000	1,224,000	17,000	1,514,000
1881	4,000	8,000	12,000	213,000	165,000	708,000	8,000	1,017,000
1880	5,000	2,000	7,000	315,000	134,000	769,000	15,000	1,011,000

According to the foregoing, Bombay appears to show a *decrease* compared with last year in the week's receipts of 5,000 bales, and a *decrease* in shipments of 15,000 bales, and the shipments since January 1 show a *decrease* of 96,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week. Great Britain.	Shipments for the week. Continent.	Shipments for the week. Total.	Shipments since January 1. Great Britain.	Shipments since January 1. Continent.	Shipments since January 1. Total.
Calcutta—						
1883	3,800	.....	3,800	71,800	10,000	81,800
1882	200	.....	200	99,300	31,000	130,300
Madras—						
1883	.....	.....	.....	4,500	1,000	5,500
1882	1,800	.....	1,800	26,000	2,000	28,000
All others—						
1883	1,000	.....	1,000	5,000	2,000	7,000
1882	300	6,100	6,400	25,500	12,000	37,500
Total all—						
1883	4,800	.....	4,800	81,300	13,000	94,300
1882	2,300	6,100	8,400	150,800	45,500	196,300

The above totals for the week show that the movement from the ports other than Bombay is 3,600 bales *less* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883 This week.	1883 Since Jan. 1.	1882. This week.	1882. Since Jan. 1	1881. This week.	1881. Since Jan. 1.
Bombay	22,000	1,127,000	37,000	1,221,000	12,000	705,000
All other p'rts	4,800	91,300	8,400	176,300	...	169,200
Total	26,800	1,219,300	45,400	1,117,300	12,000	877,200

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS. Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years:

Alexandria, Egypt, June 28	1882-83.		1881-82.		1880-81	
Receipts (cantars*)—						
This week	.....		.....		2,000	
Since Sept. 1	2,234,000		2,831,429		2,705,000	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)—						
To Liverpool	1,000	233,000	1,200	245,000	3,000	239,500
To Continent	.....	86,000	.....	177,171	.....	29,632
Total Europe	1,000	319,000	1,200	422,171	3,000	270,132

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending June 28 were —— cantars and the shipments to all Europe were 1,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is quiet, but steady. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1883.						1882.					
	32s Cop. Twist.		8¼ lbs. Shirtings.			Cott'n Mid. Upl'ds	32s Cop. Twist.		8¼ lbs. Shirtings.			Cott'n Mid. Upl'ds
	d.	d.	s.	d.	s.	d	d.	d.	s.	d.	s.	d.
Apr. 27	8½	@ 9⅜	5	9	@7	3	5⅜	9⅜ @10	6	4½	@7	9	6 11/16
May 4	8 15/16	@ 9½	5	10	@7	4½	5¾	9⅜ @10	6	4½	@7	9	6⅝
" 11	8⅝	@ 9½	5	10	@7	4½	5 13/16	9⅜ @10	6	4½	@7	9	6⅝
" 18	8 11/16	@ 9 15/16	5	10	@7	4½	5 15/16	9⅜ @10	6	4½	@7	10½	6⅝
" 25	8¾	@ 9½	5	10	@7	4½	5⅞	9⅜ @10	6	4½	@7	10½	6⅝
June 1	8 11/16	@ 9¼	5	9	@7	3	5¾	9⅜ @10	6	4½	@7	10½	6⅝
" 8	8⅝	@ 9⅛	5	9	@7	1½	5¾	9½ @10 1/8	6	6	@8	0	6¾
" 15	8⅝	@ 9⅛	5	9	@7	1½	5 11/16	9½ @10 1/8	6	6	@8	0	6¾
" 22	8⅝	@ 9¼	5	9	@7	3	5 11/16	9⅝ @10¼	6	6	@8	0	6⅞
" 29	8⅝	@ 9¼	5	9	@7	3	5 11/16	9 15/16 @10¼	6	4½	@7	10½	6⅞

NEW YORK COTTON EXCHANGE.—It had been proposed to make next Monday, July 2, Tuesday, July 3 and Thursday, July 5, holidays. On voting, Monday, July 2 was lost, July 3 and 5 were approved of, consequently the Exchange will be closed July 3, 4 and 5.

VISITORS INTRODUCED FROM JUNE 23 TO JUNE 29.

G. Langhi, New Orleans.
S. W. Reid, Galveston.
W. H Reid, Galveston.
T. S. Plummer, Baltimore.
C. Liessfeldt, New Orleans.
H. Seeligson, Galveston.
W. E. Mensing, Galveston.
George A. Miln, Belton
T. B. Hayne, Charleston.
A. Laure, Paris.
B. D. Crane, Paris.
F. M. Billings, Montgomery.
John C. Hurten, Montgomery.
L. A. Scarborough, Galveston.
R. H. Lindsay, Shreveport.
F. P. Salas, Charleston.
R. Salas, Charleston.
S. V. Fournaris, New Orleans.
W. D. Vincent, Charleston.
J. H. Foxwell, Pernambuco.
Harry Busford, Revenna, Ohio.
John D. Preston, New Orleans.
Edmund Lilly, New Orleans
Julian Robertson, Calvert, Texas.
Geo. Goldthwaite, Calvert, Tex.
R. A. Little, Little Rock, Ark.
H. B. Leckler, Little Rock, Ark.

COTTON BLOOMS IN SOUTH CAROLINA.—The Charleston *News & Courier*, Tuesday, June 26, had the following: "Messrs. A. J. Salinas & Son, factors, Adger's wharf, have received a new cotton bloom from Messrs. C. F. DuBose & Co., Cyprus, Darlington City, S. C., who speak well of the appearance of the new growth. Messrs. L. S. Pate & Co., of Timmonsville, S. C., have sent to Messrs. Bardin & Murdoch a new cotton bloom from that section. It was taken from the plantation of Mr. M. T. Minin. The crops around Timmonsville are reported looking finely."

COTTON BLOOM IN NORTH CAROLINA.—We take the following from the Wilmington *Star* of the 27th inst.: "Mr. J. B. Weatherly, writing from Red Banks, Robeson County, on the 25th, inclosing a cotton bloom plucked from a forty-acre field of Mr. S. R. Townsend's, takes occasion to state that Mr. Townsend's entire crop of corn and cotton is fine, and, in fact, that crops throughout that vicinity are very promising."

JUTE BUTTS, BAGGING, &c.—The market for bagging has been quite firm since our last, and, though the demand has continued of a jobbing nature, sellers are not disposed to shade prices in order to work off stock, and for the parcels moving full figures have to be paid. There have been sales of about 1,000 rolls, various grades, at 9¼c. for 1½ lbs., 9¾c. for 1¾ lbs., 10¼c. for 2 lbs and 11¼c. for standard quality, but a round parcel could probably be obtained a shade under these figures. Butts have not sold very freely, though some demand is reported for parcels to arrive. A few sales on spot are noted, about 1,500 bales being taken in lots at 1⅞@2c. for paper grades and 2⅛@2⅜c. for bagging quality, the market closing at these figures.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows.

Monthly Receipts.	Year Beginning September 1.					
	1882	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,818	98,491
October..	980,584	853,195	968,318	888,492	689,264	578,533
Novemb'r	1,024,667	974,043	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,897	1,020,802	956,464	893,664	900,119
January .	752,827	437,727	571,701	647,140	618,727	689,610
February.	595,598	291,992	572,728	447,918	566,824	472,054
March...	482,772	257,099	476,582	261,913	303,955	340,525
April	284,519	147,595	284,216	158,025	167,459	197,965
May.....	185,523	113,573	190,054	110,006	84,299	96,314
Total year	5,815,712	4,551,808	5,549,410	4,748,873	4,392,277	4,196,104
Per'c'tage of tot. port receipts May 31..	96·43	94·47	94·91	98·78	96 55	

This statement shows that up to May 31 the receipts at the ports this year were 1,263,904 bales more than in 1881-82 and 266,302 bales more than at the same time in 1880-81. By adding to the above totals to May 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.
Tot. May 31	5,815,712	4,551,808	5,549,410	4,748,873	4,392,277	4,196,104
June 1....	8,474	2,361	5,376	2,691	8.	2,269
" 2....	1,498	2,720	3,905	3,731	2,002	8.
" 3....	8.	2,101	6,351	3,249	2,044	2,359
" 4....	4,127	8.	5,842	4,56.	1,886	2,396
" 5....	4,920	2,656	8.	2,316	1,041	1,243
" 6....	4,100	3,327	4,780	8.	1,557	1,701
" 7....	3,589	2,245	6,129	5,019	83	2,409
" 8....	5,163	2,002	3,303	2,691	8.	1,401
" 9....	3,236	2,993	4,381	2,913	1,748	8.
" 10...	8.	1,865	4,984	2,013	951	2,686
" 11....	2,489	8.	3,793	3,595	1,142	1,362
" 12....	5,563	3,105	8.	3,481	875	1,920
" 13....	2,908	2,190	6,754	8.	1,066	1,170
" 14....	1,642	1,880	5,719	4,037	1,021	2,192
" 15....	5,735	1,865	3,741	2,356	8.	1,505
" 16....	1,588	2,753	3,260	2,914	682	8.
" 17....	8.	13,299	4,951	2,587	1,773	2,279
" 18....	1,913	8.	2,709	4,462	1,186	1,360
" 19....	2,356	1,826	8.	3,573	449	1,581
" 20....	1,719	4,223	4,594	8.	2,097	1,210
" 21....	1,393	1,514	3,790	4,602	869	2,786
" 22....	3,436	1,358	3,793	3,141	8.	1,102
" 23....	1,356	2,808	4,001	3,719	1,126	8.
" 24....	8.	956	4,589	2,417	515	1,548
" 25....	2,133	8.	3,868	6,089	986	1,431
" 26....	2,205	1,614	8.	2,947	191	719
" 27....	1,786	2,116	4,378	8.	2,603	537
" 28....	815	508	3,056	3,975	188	1,542
" 29 ...	3,202	1,032	2,519	3,101	8.	931
Total.....	5,893,048	4,617,755	5,659,992	4,835,100	4,421,091	4,238,246
Percentage of tot. port rec'ots J'ne 29		97·83	96·36	96 67	99·40	97·52

This statement shows that the receipts since Sept. 1 up to to-night are now 1,275,233 bales more than they were to the same day of the month in 1882 and 233,055 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to June 29 in each of the years named.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 34,684 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Biela, 745 ...Celtic (additional), 96....City of Chester, 1,337....City of Richmond, 1,842....Gallia, 970....Helvetia, 820....Wisconsin, 765..	6 645
To Hull, per steamer Romano, 500	500
To Havre, per steamer Normandie, 19	19
To Bremen, per steamer Habsburg, 150	150
To Hamburg, per steamers Polynesia, 525....Westphalia, 194	719
To Antwerp, per steamers Pieter de Coninck, 1....Waesland, 29	30
NEW ORLEANS—To Liverpool, per steamers Alava, 3,500.... American, 2,445....Bernard Hall, 5,754....Gallego, 3,800	15,499
BALTIMORE—To Liverpool, per steamers Carolina, 1,229..... Mentmore, 1,973	3,202
To Bremen, per steamer Braunschweig, 400	400
BOSTON—To Liverpool, per steamers Cephalonia, 2,113....Illyrian, 839....Venetian, 1,813	4,765
PHILADELPHIA—To Liverpool, per steamers Lord Clive, 1,800.... Pennsylvania, 955	2,755
Total	34,684

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Hull.	Havre.	Bremen & Hamburg.	Ams'd'm & Antwerp.	Total.
New York.....	6,645	500	19	869	30	8,063
New Orleans..	15,499	.....	.....	.....	.....	15,499
Baltimore	3,202	.....	.....	400	.....	3,602
Boston	4,765	.....	.....	.....	.....	4,765
Philadelphia ..	2,755	.....	.....	.....	.....	2,755
Total	32,866	500	19	1,269	30	34,684

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Liverpool—June 23—Steamer Australia, 5,479.
NEW ORLEANS—For Liverpool—June 23—Steamer Historian, 2,398.... June 27—Steamer Jamaican, 2,856.
For Bremen—June 25—Bark Maitland, 1,018.
CHARLESTON—For Norrkoping—June 22—Bark Eva, 1,000.
BOSTON—For Liverpool—June 19—Steamer Bulgarian, 1,008....June 20—Steamer Victoria, 413....June 22—Steamers Batavia, 1,170; Istrian, 254.. .June 26—Steamer Missouri, ——.
BALTIMORE—For Liverpool—June 25—Steamer Nova Scotian, 1,532.... June 26—Steamer Federico, 516.
PHILADELPHIA—For Liverpool—June 26—Steamer British Princess, 2,150.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

BELGRAVIA, steamer (Br.), Hutchinson, from New York, June 16, for Liverpool, was spoken by steamer Rugia (Ger.), from Hamburg, at New York, June 22, on June 20, lat. 40:43, lon. 58:23, with machinery disabled. The Belgravia was repairing engine and hoped to proceed in two days; wanted no assistance; she had transferred her mails on the 19th to another steamer bound east.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	9 64@7 32	9 64@7 32	9 64@7 32	9 64@7 32	9 64@7 32	9 64@7 32
Do sail...d.	9 64@13 64	9 64@13 64	9 64@13 64	9 64@13 64	9 64@13 64	9 64@13 64
Havre, steam....c.	3/9°	3/8°	3/8°	3/8°	3/8°	3/8°
Do sail.....c.	....	....	....	....	....	....
Bremen, steam..c.	15/32°	15/32°	15/32°	15/32°	15/32°	15/32°
Do sail.....c.	....	....	....	....	....	....
Hamburg, steam.d.	3/16@1/4°	3/16@1/4°	3/16@1/4°	3/16@1/4°	3/16@1/4	3/16@1/4°
Do sail...d	...	....	....	....	....	....
Amst'd'm, steam.c.	1/2	1/2	1/2	1/2	1/2	1/2
Do sail...d.	....	....	....	....	....	....
Baltic, steam....d.	9/32@5/16°	9/32@5/16°	9/32@5/16°	9/32@5/16°	9/32@5/16°	9/32@5/16°
Do sail.....c.	....	....	....	....	....	....
Barcelona, steam.c.	11/16°	11/16°	11/16°	11/16°	11/16°	11/16°
Genoa, steam ...d.	5/8°	5/8°	5/8°	5/8°	5/8°	5/8°

° Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	June 8.	June 15.	June 22	June 29.
Sales of the week.....bales.	38,000	41,000	38,000	40 000
Of which exporters took	1,42:	1,640	2,400	1,890
Of which speculators took..	530	1,840	1,100	130
Sales American	28,500	29,500	29,000	29,500
Actual export.....	4,000	4,500	3,700	3,600
Forwarded.....	17,500	13,000	11,000	6,400
Total stock—Estimated.....	981,000	988,000	982,000	991,000
Of which American—Estim'd	740,000	742,000	739,000	738,000
Total import of the week.....	67,000	59,000	43,500	58,000
Of which American.....	54,000	39,500	33,500	34,000
Amount afloat.....	260,000	260,000	261,000	239,000
Of which American.....	99,000	107,000	111,000	100,000

The tone of the Liverpool market for spots and futures each day of the week ending June 29, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y	Friday.
Market, 12:30 P.M	Dull.	Mod. inq. freely supplied.	Dull and easier.	Tending down.	Easier.	Dull and easier.
Mid Upl'ds	5 11/16	5 11/16	5 11/16	5 11/16	5 11/16	5 11/16
Mid. Orl'ns	5 13/16	5 13/16	5 13/16	5 13/16	5 13/16	5 3/4
Sales.....	6,000	10,000	7,000	8,000	6,000	6,000
Spec.& exp.	1,000	1,000	1,000	1,000	500	500
Futures.						
Market, 12:30 P.M.	Steady.	Quiet.	Very dull.	Dull.	Flat.	Easy.
Market, 4 P. M.	Steady.	Barely steady	Easy.	Easy.	Easy.	Quiet.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths, thus:* 5 62 *means* 5 62-64d. *and* 6 03 *means* 6 3-64d.

	Sat., June 23.				Mon., June 25.				Tues., June 26.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
June.....	....	....	....	....	....	....	....	....	....	....	....	....
June-July..	5 43	5 44	5 43	5 44	5 44	5 41	5 44	5 44	5 43	5 43	5 43	5 43
July-Aug...	5 45	5 46	5 45	5 46	5 46	5 46	5 46	5 46	5 45	5 45	5 44	5 44
Aug.-Sept..	5 49	5 50	5 49	5 50	5 50	5 51	5 50	5 50	5 49	5 49	5 48	5 48
Sept.-Oct...	5 47	5 48	5 47	5 48	5 48	5 48	5 47	5 47	5 47	5 47	5 47	5 47
Oct.-Nov....	5 42	5 42	5 42	5 42	5 42	5 42	5 42	5 42	5 41	5 41	5 41	5 41
Nov.-Dec...	5 40	5 40	5 40	5 40	5 40	5 40	5 40	5 40	5 40	5 40	5 39	5 39
Dec.-Jan....	....	....	....	....	....	....	....	....	5 40	5 40	5 40	5 40
Jan.-Feb....	5 41	5 41	5 41	5 41	5 41	5 41	5 41	5 41	....	....	....	....

	Wednes., June 27.				Thurs., June 28.				Fri., June 29.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
June.....	....	....	....	....	....	....	....	....	....	....	....	....
June-July..	5 42	5 42	5 42	5 42	5 42	5 42	5 41	5 41	5 40	5 40	5 40	5 40
July-Aug...	5 43	5 43	5 42	5 42	5 42	5 42	5 41	5 41	5 41	5 41	5 40	5 40
Aug.-Sept..	5 48	5 48	5 47	5 47	5 46	5 46	5 45	5 45	5 45	5 45	5 44	5 44
Sept.-Oct...	5 46	5 46	5 45	5 45	5 45	5 45	5 44	5 44	5 44	5 44	5 43	5 43
Oct.-Nov....	5 41	5 41	5 41	5 41	5 40	5 40	5 40	5 40	5 40	5 40	5 39	5 39
Nov.-Dec..	5 39	5 39	5 39	5 39	5 38	5 38	5 38	5 38	5 37	5 37	5 37	5 37
Dec.-Jan...	....	....	....	....	5 38	5 38	5 38	5 38	5 37	5 37	5 37	5 37
Jan.-Feb....	....	....	....	....	....	....	....	....	5 38	5 38	5 38	5 38
Feb.-March	....	....	....	....	....	....	....	....	5 40	5 40	5 40	5 40

BREADSTUFFS.

FRIDAY, P. M., June 29, 1883.

Flour has been dull and depressed in value. The supply both of winter and spring wheat brands has been abundant. The export demand has been light, whether for Europe, the West Indies or South America, and the home trade has been equally small. The receipts have been large, and it is stated that notwithstanding a positive loss to the miller, at the present prices, the production is not being reduced. Some holders have been storing their consignments rather than accept the current quotations, but the decline in wheat has led many to offer their supplies freely. To-day the market was dull and weak.

Wheat has been fairly active on speculation, and latterly a good export demand has prevailed. Prices, however, have declined from 2 to 5 cents per bushel, the greater reduction being in options. The depression has been due to the unloading by bull operators both here and at the West and the steady decline in the Chicago market. At times, as for instance early in the week, somewhat less favorable weather at the West has caused some covering of contracts by the shorts, and then there has been a temporary recovery of tone; but latterly the steadily improving crop prospects have led to heavy sales at Chicago, including blocks held without margins, and yesterday the market there was reported panicky, the decline being checked only after a fall of two cents, by the covering of shorts anxious to secure their profits. Some damage has of late been done to the crops in the Mississippi valley by floods, but not enough to have any appreciable effect on prices. The spring wheat crop in the Northwest is reported in fine condition. On the spot No. 2 Milwaukee spring has sold at $1 11. The export trade has been largely for the Continent. To-day the market was ½@1c. lower on the spot, and options sold early at a decline of ¾@1½c., though afterward there was some recovery. No. 2 red sold at $1 12@$1 13 for July, $1 14⅞@$1 15¾ for August, $1 17⅛@$1 17⅞ for September and $1 18⅞@$1 19¾ for October.

Indian corn has at times sold very freely for export, especially during the last few days, but the speculation has decreased materially. Prices have, as a rule, declined 1 to 2 cents, owing to lower prices at the West and favorable reports regarding the growing crop. Southern has been scarce in demand and higher. To-day the market was firm on the spot, but ¾ to 1¼c. lower for future delivery. No. 2 mixed sold at 60½c. for July, 62⅛@62¼c. for August, 63¼c. for September and 64½c. for October.

Rye has been quiet and rather weak. Oats have been fairly active at a decline of 2 to 3 cents, owing to large receipts, favorable crop advices and a decline at the West. To-day there was some recovery, the market advancing 1c., largely owing to a demand to cover contracts. No. 2 mixed sold at 39@40⅜c. for July, 37¼@38c. for August, 36¾@37c. for September and 37½c. for October.

The following are closing quotations:

FLOUR.

No. 2 spring...₩ bbl.	$2 40@ 2 90	Patents, winter.....	$5 50@ 7 00
No. 2 winter	2 75@ 3 50	City shipping extras.	5 25@ 6 00
Superfine.....	3 25@ 4 00	Southern bakers' and family brands	5 30@ 6 50
Spring wheat extras..	3 90@ 4 50	South'n ship'g extras.	4 20@ 5 10
do bakers'.....	5 00@ 6 25	Rye flour, superfine..	3 30@ 3 60
Wis. & Minn. rye mix.	5 00@ 5 40	Corn meal—	
Minn. clear and str't	4 25@ 6 30	Western, &c.....	3 00@ 3 40
Winter shipp'g extras.	3 90@ 4 25	Brandywine, &c....	3 40@ 3 50
Patents, spring.....	6 00@ 7 25		

GRAIN.

Wheat—		Corn—	
Spring, per bush.	.....@	Yellow Southern,	68 @ 70
Spring No. 2.....	.....@1 10	White Western...	67½@ 68
Red winter, No. 2	1 16 @1 17	Rye—Western	65 @ 69
Red winter	95 @1 17¾	State & Canada..	71 @ 73
White.....	1 00 @1 17	Oats—Mixed.....	39 @ 43
White, No. 1.....	1 08½@1 09	White.....	40⅛@ 47
Corn—West. mixed	49 @ 61	No. 2 mixed.	39½@ 40
West. mix. No. 2.	61 @ 61½	No. 2 white	43¾@ 44
White Southern..	70 @ 72	Barley nominal.	

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending June 23 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48 lbs	Bush.56 lbs
Chicago.....	47,119	217,103	1,486,760	702,160	20,815	68,211
Milwaukee..	60,500	187,170	173,760	106,030	30,605	17,203
Toledo.....	1,785	95,287	144,703	10,011	287	5,240
Detroit ...	2,119	40,439	30,811	9,267	3,135	.....
Cleveland...	2,91	62,332	16,160	14,400,	.	.....
St. Louis	19,445	121,295	254,555	129,710	1,200	4,161
Peoria. ...	901	1,300	65,200	97,875	5,400	9,500
Duluth	20,000	85,380	.....	.....	.....	.....
Tot. wk. '83	154,798	860,515	2,171,949	1,070,453	61,732	104,440
Same wk. '82	115,53	548,502	1,220,234	706,598	40,103	30,210
Same wk. '81	170,709	1,570,637	1,214,998	1,438,901	60,264	25,667
Since Aug. 1						
1882	8,630,885	71,854,740	87,041,062	48,501,182	15,103,203	4,474,362
1881.....	7,182, 3c	40,110,582	102,011,18	31,411,57.	12,022,200	3,773,655
1880.....	7,978 82	76,1 9 633	115, 0,63	38, 4 10	11,78 ,760	2,881,457

The comparative shipments of flour and grain from the same ports from Dec 25 1882, to June 23, 1883, inclusive, for four years, show as follows

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	4,368,976	3,483,111	4,250,628	2,564,394
Wheat.....bush.	14,162,461	11,829,896	23,293,313	25,877,290
Corn.....	50,381,619	37,290,873	48,706,234	58,115,659
Oats.....	21,702,618	14,599,839	16,618,824	11,190,368
Barley	4,509,403	2,071,190	1,941,880	1,583,117
Rye.....	1,785,638	1,331,729	1,046,733	958,161
Total grain	92,544,769	67,123,527	87,316,984	98,027,595

The exports from the several seaboard ports for week ending June 23, 1883, are shown in the annexed statement:

Exports from—	Flour	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	54,118	335,452	517,625	1,914	128,517	732
Boston...	34,195	21,214	124,213	.....	.....	.....
Portland.	.....	.....	.....	.....	.....	.....
Montreal.	6,537	140,911	100,101	.....	.....	44,928
Philadel..	1,154	50,145	88,460	.....	.....	.....
Baltim're	3,573	59,322	160,985	.....	.....	.....
N.Orl'ns .	62	.....	114,351	5	.....	.....
Total w'k.	97,239	607,044	1,105,735	1,919	128,517	45,660
Same time 1882. .	65,265	595,099	179,770	4,176	91,449	15,890

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week, June 23.	1882. Week, June 24.	1883. Week, June 23.	1882. Week, June 24.	1883. Week, June 23.	1882. Week, June 24.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un.King.	63,197	22,398	360,612	346,221	773,174	59,331
Contin'nt	1,620	2,915	242,232	250,478	309,170	65,551
S.& C.Am	8,401	22,195	.....	.....	13,069	5,958
W. Indies	9,615	14,884	4,200	400	9,326	48,558
Brit. Col's	13,561	2,516	.....	.....	.....	28
Oth.c'nt's	905	57	.....	.....	996	344
Total...	97,239	65,265	607,044	597,099	1,105,735	179,770

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to June 23.	1881-82. Sept. 1 to June 24.	1882-83. Sept. 1 to June 23.	1881-82. Sept. 1 to June 24.	1882-83. Sept. 1 to June 23.	1881-82. Sept. 1 to June 24.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Un. Kingdom	5,227,134	2,591,660	33,308,757	26,330,048	29,918,385	19,498,712
Continent ...	404,564	194,906	25,309,625	11,569,374	6,014,982	4,376,878
S. & C. Am...	542,110	591,198	120 185	7,117	372,090	423,072
West Indies.	741,460	569,567	72,664	35,679	343 3.8	632,101
Brit. Col'nies	510,811	456,296	16,113	60	88,449	123,643
Oth. countr's	16,248	28,069	227,406	242,934	140,566	78,383
Total. ...	7,485 327	4,437,906	59,144,150	38,191,212	33,877,870	25,132,789

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, June 23, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	4,412,933	748,023	831,627	.....	204,781
Do. afloat (est.)	398,000	632,000	65,000	.....	.....
Albany	1,814	7,537	14,124	510	.....
Buffalo.....	788,024	586,581	79,024	6 275	32 588
Chicago..	6,100,058	2,937,524	661,060	31,959	696,286
Milwaukee	1,949,000	101,500	89,450	192,400	44,800
Duluth	402,230	96,326	.....	.....	.....
Toledo.....	1,071,959	493,677	50 686	.....	24,259
Detroit	831,395	51,371	23,561	.....	.....
Oswego.....	55,000	79,000	1,100	68,000	135,000
St. Louis.....	509,106	1,669,975	84 048	11,200	60,334
Cincinnati.....	88,157	41,336	45,593	8,157	122,244
Boston.....	8,486	204,528	165,912	2,254	330
Toronto.....	270,247	.....	1,000	68,432	116
Montreal	306,130	106,175	50,952	33,760	80,260
Philadelphia.....	344,622	416,206	198 068	.....	.....
Peoria	3,323	68,420	139 898	2,872	103,186
Indianapolis.....	223,700	108 200	25,900	.....	13 000
Kansas City.....	179.258	112 883	7,869	210	16,152
Baltimore	1,103.273	488,524	.....	.....	.....
Down Mississi.pi.	...	150,384	8,810	.....	.....
On rail	207,258	564,251	929,781	27.942	47,718
On lake.....	662,170	3,350,943	342,029	.....	115,438
On canal.....	524,000	1,486,000	520,000	20,000	182,000
Tot. June 23,'83.	20.240,434	14,631,577	4,345,492	474,001	1,878,492
Tot. June 16,'83.	20,618,963	14,923,511	4,558,738	477,408	1,774,750
Tot. June 24,'82.	10.555,446	8 135,326	1.926,195	103.457	807,802
Tot. June 25,'81.	16,370.483	13.538,128	7,004.107	248,037	162,527
Tot. June 26,'80.	13,913,340	18,097,790	3,030,519	289,180	237,986

THE DRY GOODS TRADE.

FRIDAY, P. M., June 22, 1883.

Business has ruled quiet in commission and importing circles the past week, as uanal at this time of year, when jobbers hold aloof from the market in order to take account of stock, &c. There was, however, a fair demand for some descriptions of fall goods by Western and Southwestern buyers, considerable shipments of which were made by cheap transportation routes. The general jobbing trade was very quiet, but a liberal distribution of domestics, prints, ginghams, lawns, dr ess goods, &c., was made by some of the larger jobbers, who make a practice of closing out their open stocks at low figures when on the eve of stock-taking. There are a great many out-of-town buyers in the city, and at adjacent watering places, &c., and a more active trade is anticipated soon after the July holidays, many merchants having deferred their purchases until that time.

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week were 3,051 packages, of which 891 were shipped to China, 611 to Great Britain, 596 to Argentine Republic, 254 to United States of Colombia, 132 to Sandwich Islands, 151 to Mexico, 175 to Brazil, 72 to Uruguay, &c. The demand at first hands continued light and irregular, but values are unchanged and fairly steady as a rule. Fine brown cottons were rather more freely distributed, and there was a slightly improved call for light browns by converters. Bleached goods and wide sheetings were on the whole quiet but steady, and colored cottons remained dull; cotton flannels were in steady request, and leading makes were freely distributed on account of back orders. Print cloths were in moderate demand, and firm at 3 5/16c. for 64x64s and 3 1/16c. for 56x60s. Dark fancy prints were more sought after, and there was a fair business in indigo-blue prints, but light calicoes were almost neglected in first hands.

DOMESTIC WOOLEN GOODS.—Mens'-wear woolens have been lightly dealt in by the clothing trade, and purchases by cloth and dry goods jobbers were only moderate in the aggregate. The most desirable cassimeres and overcoatings are held with rather more firmness because of the great curtailment of production that has lately taken place, but inferior fabrics are more or less unsettled and prices are in buyers' favor. Cloakings and sackings have received more attention from wholesale buyers, and there was a moderately increased movement in wool flannels, blankets and repellents to the interior. Kentucky jeans have been quieter and satinets were slow of sale. All-wool dress goods (in fall shades) were in some request for future delivery, and some good orders were placed for Matelasse and honeycomb sackings for next season. Hosiery and knit underwear were a little more active in demand, and large deliveries were made by agents in execution of former orders.

FOREIGN DRY GOODS were dull in first hands and sluggish with jobbers, aside from a very few specialties in which there was a moderate business. Prices of staple goods remain steady, and a recent advance in raw silk has had a stiffening effect upon silk goods.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending June 28, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

| | ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882 | | |

Bank Statements.

REPORT OF THE CONDITION OF THE FOURTH NATIONAL BANK OF THE CITY OF NEW YORK, at New York, in the State of New York, at the close of business June 22, 1883.

RESOURCES.

Loans and discounts	$15,028,148 70
Overdrafts	110 02
U. S. bonds to secure circulation	600,000 00
Other stocks, bonds and mortgages	129,821 60
Due from other national banks	990,113 68
Due from State banks and bankers	3[illegible] 19
Real estate, furniture and fixtures	90,000 00
Current expenses and taxes paid	117,[illegible] 05
Premiums paid	13,[illegible] 00
Checks and other cash items	113,[illegible] 72
Exchanges for Clearing House	5,[illegible]0 24
Bills of other banks	2,[illegible] 00
Fract'l paper currency, nickels & pennies	1,022 70
Specie	4,080,[illegible] 00
Legal tender notes	1,115,[illegible] 00
Redemption fund with U.S. Treasurer (5 per cent of circulation)	27,000 00
Total	$27,851,681 26

LIABILITIES.

Capital stock paid in	$3,200,000 00
Surplus fund	640,000 00
Undivided profits	824,951 82
National bank notes outstanding	540,920 00
Dividends unpaid	15 40
Individual deposits subject to check	8,364,763 65
Demand certificates of deposit	50,58[illegible] 78
Deposits for acceptances	3,38[illegible] 81
Cashier's checks outstanding	248 [illegible] 16
Due to other national banks	10,575,619 14
Due to State banks and bankers	621,047 33
Total	$27,851,681 26

State of New York, County of New York, ss:

I, HENRY BUCKHOUT, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

HENRY BUCKHOUT, Cashier.

Subscribed and sworn to before me, this 26th day of June, 1883. D. G. FANNING, No ary Public.

Correct—Attest: FREDERICK MEAD, ROB'T W. STUART, O. D. BALDWIN, } Directors.

REPORT OF THE CONDITION OF THE CONTINENTAL NATIONAL BANK of New York, at New York, in the State of New York, at the close of business, on the 22d day of June, 1883:

RESOURCES.

Loans and discounts	$5,501,362 41
Overdrafts	74 91
U. S. bonds to secure circulation	500,000 00
U. S. bonds on hand	10,000 00
Other stocks, bonds and mortgages	224,501 24
Due from other national banks	145,919 04
Due from State banks and bankers	514,588 12
Banking house	385,000 00
Other real estate	250,000 00
Current expenses and taxes paid	63,824 50
Premiums paid	46,305 43
Checks and other cash items	30,676 04
Exchanges for Clearing House	2,731,588 22
Bills of other banks	22,197 00
Fractional currency, includ'g nickels	17 81
Specie, including gold Treasury cfts	1,367,167 40
Legal-tender notes	306,858 00
Redemption fund with U. S. Treasurer (5 per cent of circulation)	22,500 00
Total	$11,612,280 12

LIABILITIES.

Capital stock paid in	$1,000,000 00
Surplus fund	200,000 00
Undivided profits	148,080 95
National bank notes outstanding	450,000 00
Dividends unpaid	10,532 00
Deposits—Individuals	$3,327,732 15
National banks	2,756 184 21
State banks and bankers	1,283,901 07
Certificates of deposit	4,744 84—7,372,762 27
Acceptances	2,431,079 60
Cashier's checks	25 00
Total	$11,612,280 12

State of New York, County of New York, ss:

I, FRED'K TAYLOR, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

FRED'K TAYLOR, Cashier.

Subscribed and sworn to before me this 27th day of June, 1883. EDWIN F. COREY.

Correct—Attest: WILLIAM TURNBULL, CHARLES H. MARSHALL, EDMUND D. RANDOLPH, } Directors. Notary Public, New York Co.

REPORT OF THE CONDITION OF THE MERCANTILE NATIONAL BANK, at New York, in the State of New York, at the close of business June 22, 1883:

RESOURCES.

Loans and discounts	$5,662,733 96
Overdrafts	41 88
U. S. bonds to secure circulation	779,000 00
Other stocks and bonds	48,657 50
Real estate	200,000 00
Premiums paid	10,000 00
Current expenses and taxes paid	76,445 39
Specie	$1,146 651 49
Legal-tender notes	589,150 00
Bills of other banks	28,490 00
Checks and other cash items	6,742 36
Exch'nges for Clear'g House	585,184 46
Due from other Nat. banks	169,812 72
Due from State bks. & b'nkers	67,874 65—2,593,813 68
Redemption fund with U.S. Treasurer (5 per cent of circulation)	35,050 00
Total	$9,403,742 41

LIABILITIES.

Capital stock paid in	$1,000,000 00
Surplus fund	155,000 00
Undivided profits	159,837 67
National bank notes outstanding	701,000 00
Individual deposits subject to check	$2,303,925 93
Demand cfts. of deposit	1,302 74
Certified checks	283 651 92
Cashier's checks outst'd'g	15,576 40
Due to other nat'l banks	2,935,336 38
Due to State bks. & b'kers	1,818,072 57—7,387,851 71
Total	$9,403,742 41

State of New York, County of New York, ss:

I, E. B. SCHENCK, Cashier of the above named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief. FREDERICK B. SCHENCK, Cashier.

Subscribed and sworn to before me this 25th day of June, 1883. E. A. K. BRYAN, Notary Public, N. Y. County.

Correct—Attest: WM. M. WILLETS, GEORGE SARGENT, WM. P. ST. JOHN, } Directors.

Bank Statements.

REPORT OF THE CONDITION OF THE RAMAPO EXCHANGE NATIONAL BANK, at New York, in the State of New York, at the close of business, June [illegible] day of June, 1883:

RESOURCES.

Loans and discounts	$11,340 [illegible] 17
Overdrafts	[illegible] 84
U. S. bonds to secure circulation	[illegible] 00
Other stocks, bonds and mortgages	[illegible] 00
Due from other national banks	[illegible] 02
Due from State and private banks and bankers	[illegible] 02
Real estate, banking house, &c.	[illegible] 12
Current expenses and taxes paid	[illegible] 34
Checks and other cash items	[illegible] 10
Exchanges for Clearing House	[illegible] 24
Bills of other banks	1,15[illegible] 00
Specie	[illegible] 11
Legal-tender notes	1,[illegible] 00
Due from U. S. Treasurer, other than 5 per cent redemption fund	[illegible] 00
Total	$23,174,546 22

LIABILITIES.

Capital stock paid in	$[illegible] 00
Surplus fund	[illegible] 00
Undivided profits	[illegible] 51
State bank circulation outstanding	[illegible] 00
Dividends unpaid	[illegible] 00
Individual deposits subject to check	[illegible] 44
Demand certificates of deposit	[illegible] 39
Certified checks	[illegible] 00
Due to other national banks	[illegible] 00
Due to State and private banks and bankers	2,031,[illegible] 81
Total	$23,174,546 22

State of New York, City and County of New York, ss:

I, DUMONT CLARKE, Cashier of the American Exchange National Bank of the city of New York, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

DUMONT CLARKE, Cashier.

Sworn to and subscribed before me this [illegible] day of June, 1883. A. R. ROBERTS, Notary Public, N. Y. Co.

Correct.—Attest: W. C. LANGLEY, S. D. BABCOCK, GEO. S. COE, } Directors.

REPORT OF THE CONDITION OF THE MARINE NATIONAL BANK, at the City and in the State of New York, at the close of business June 22d, 1883:

RESOURCES.

Loans and discounts	$3,190,389 58
Overdrafts	12,862 71
U. S. bonds to secure circulation	300,000 00
Other stocks, bonds and mortgages	18,200 00
Due from other national banks	171,848 96
Due from State banks and bankers	11,[illegible] 64
Real estate, furniture and fixtures	361,555 95
Current expenses and taxes paid	4,650 71
Checks and other cash items	44,5[illegible] 74
Exchanges for Clearing House	685,[illegible] 12
Bills of other banks	30,549 00
Fract'l paper currency, nickels & pennies	1,943 85
Specie	718,333 50
Legal-tender notes	193,350 00
Redemption fund with U. S. Treasurer (5 per cent of circulation)	13,500 00
Total	$5,766,009 78

LIABILITIES.

Capital stock paid in	$400,000 00
Surplus fund	100,000 00
Undivided profits	25,104 50
National Bank notes outstanding	250,000 00
Dividends unpaid	342 75
Individual deposits subject to check	3,561,800 07
Demand certificates of deposit	270,950 22
Certified checks	417,487 23
Due to other national banks	511,988 25
Due to State banks and bankers	149,310 30
Total	$5,766,009 78

State of New York, County of New York, ss:

I, JOHN D. FISH, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

JOHN D. FISH, Cashier.

Subscribed and sworn to before me this 25th day of June, 1883. HERMAN E. STEEET, Notary Public, Kings Co.

Correct—Attest: A. H. SCOVILLE, AMBROSE SNOW, JOS. W. YATES, } Directors.

REPORT OF THE CONDITION OF THE NATIONAL BANK OF THE REPUBLIC, at New York, in the State of New York, at the close of business June 22, 1883:

RESOURCES.

Loans and discounts	$3,844,677 09
Over drafts	52,666 30
U. S. bonds to secure circulation	500,000 00
Other stocks, bonds and mortgages	105,000 00
Due from other national banks	4,1[illegible] 88
Due from State banks and bankers	31,671 50
Real estate	600,000 00
Current expenses	28,057 87
Checks and other cash items	10,[illegible] 32
Exchanges for Clearing House	2,911,405 72
Bills of other banks	22,[illegible] 00
Fract'l paper currency, nickels & pennies	121 76
Specie	114,671 35
Legal tender notes	318,422 00
Redemption fund with U. S. Treasurer (5 per cent of circulation)	22,500 00
Total	$9,[illegible] 79

LIABILITIES.

Capital stock paid in	$1,500,000 00
Surplus fund	[illegible] 00
Undivided profits	[illegible] 04
National bank notes outstanding	[illegible] 00
Dividends unpaid	[illegible] 00
Individual deposits subject to check	2,[illegible] 04
Demand certificates of deposit	[illegible] 30
Certified checks	1,[illegible] 50
Cashier's checks outstanding	[illegible] 00
Due to other national banks	848,576 21
Due to State banks and bankers	875,345 01
Total	$9,[illegible] 79

State of New York, County of New York, ss:

I, E. H. PULLEN, Cashier of the above named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

E. H. PULLEN, Cashier.

Subscribed and sworn to before me this 25th day of June, 1883. JAMES WALSH, Notary Public, Kings Co.

Correct—Attest: WM. S. TISDALE, JAS. B. JOHNSTON, H. W. FORD, } Directors. Certificate filed in N. Y. Co.

Bank Statements.

REPORT OF THE CONDITION OF THE RECORD NATIONAL BANK OF [illegible] OF NEW YORK, at [illegible] New York, at the close of business [illegible]

RESOURCES.

Loans and discounts	$[illegible]
Overdrafts	[illegible]
U. S. bonds to secure circulation	[illegible]
Other stocks, bonds and mortgages	[illegible]
Due from other national banks	[illegible]
Due from State banks and bankers	[illegible]
Real estate, furniture and fixtures	[illegible]
Current expenses and taxes paid	[illegible]
Checks and other cash items	[illegible]
Exchanges for Clearing House	[illegible]
Bills of other banks	[illegible]
Fract'l paper currency, nickels and cents	[illegible]
Specie	[illegible]
Legal tender notes	[illegible]
U. S. certs. of deposit (legal-tender)	[illegible]
Due from U. S. Treasurer	[illegible]
Total	$[illegible]

LIABILITIES.

Capital stock paid in	$[illegible]
Surplus fund	[illegible]
Undivided profits	[illegible]
Dividends unpaid	[illegible]
Deposits of U. S. disbursing officers	[illegible]
Individual deposits subject to check	[illegible]
Demand certificates of deposit	[illegible]
Certified checks	[illegible]
Cashier's checks outstanding	[illegible]
Due to other National banks	[illegible]
Due to State banks and bankers	[illegible]
Total	$[illegible]

State of New York, County of New York, ss:

I, L. G. L. PULLEN, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

GEO. L. PULLEN, Cashier.

Subscribed and sworn to before me this [illegible] day of June, 1883. [illegible] Notary Public, N. Y. Co.

Correct—Attest: GEORGE CHAPMAN, C. N. JORDAN, CHAS. LANIER, } Directors

Commercial Cards.

Dan Talmage's Sons & Co

MILLERS, FACTORS

AND COMMISSION MERCHANTS IN

RICE,

96 Wall Street, New York,
10, 12 & 14 East Bay, Charleston,
108 Bay Street, Savannah,
41 & 43 North Peters St., New Orleans

SAMUEL BUDD.

Fine Custom Shirts our Specialty. Over Twenty Years' experience warrants the assertion that our Dress Shirts are unequalled for style, appearance and workmanship. We guarantee in all cases a perfect fit.

SAMUEL BUDD,

Broadway & 24th Street, New York.

Brinckerhoff, Turner & Co.,

Manufacturers and Dealers in

COTTON SAIL DUCK

And all kinds of

COTTON CANVAS, FELTING DUCK, CAR COVERING, BAGGING, RAVENS DUCK, SAIL TWINES, &c., "ONTARIO" SEAMLESS BAGS, "AWNING STRIPES.

Also, Agents

UNITED STATES BUNTING CO.

A full supply, all Widths and Colors, always in stock

No. 109 Duane Street.

OFFICE CARPETS.

HOUSEKEEPERS AND OCCUPANTS OF OFFICES [illegible] Buying from Jobbers in Large Lots, or Manufacturers, call at RANDALL'S Mostly Carpet Store, 113 Eastern St., basement floor, Cheapest place in New York.

Financial Companies.

Honesty Guaranteed
FIDELITY & CASUALTY CO.
OF NEW YORK.

Officials of Banks, Railroads and Transportation Companies, Managers, Secretaries and Clerks of Public Companies, Institutions and Commercial firms, can obtain *suretyship* from this Company at moderate charges.
The bonds of this Company are accepted by the courts of the State of New York.

ACCIDENT INSURANCE.
Policies issued against accidents causing death or totally disabling injuries.
Full information as to details, rates, &c., can be obtained on application to head office, 179 Broadway, N. Y.
WM. M. RICHARDS, Prest. JOHN M. CRANE, Sec'y.
DIRECTORS—George T. Hope, G. G. Williams, Geo. S. Coe, Charles Dennis, J. S. T. Stranahan, A. B. Hull, A. S. Barnes, S. B. Chittenden, H. A. Hurlbut, W. G. Low, David Dows, J. D. Vermilye, Alex. Mitchell, Wm. M. Richards.

Bonds of Suretyship.
NO OTHER BUSINESS.
The Guarantee Co.
OF NORTH AMERICA.

Cash Capital..... $300,000
Cash Assets..... 400,000
Deposit with Insurance Department..... 214,000

President: SIR. ALEX. T. GALT. Vice-President: HON. JAS. FERRIER.
Managing Director: EDWARD RAWLINGS.
NEW YORK OFFICE:
No. 178 BROADWAY.
D. J. TOMPKINS, Secretary.
NEW YORK DIRECTORS.—Joseph W. Drexel, A. L. Hopkins, H. Victor Newcomb, John Paton, Daniel Torrance, Edw. F. Winslow, Erastus Wiman.

New England Bankers.

Brewster, Cobb & Estabrook
BANKERS,
No. 35 CONGRESS STREET,
BOSTON.
MEMBERS OF THE NEW YORK AND BOSTON STOCK EXCHANGES.
ALSO.
Dealers in Municipal, State, Railroad and United States Bonds.

Perkins, Dupee & Co.,
(Formerly CHAS. A. SWEET & Co.),
BANKERS AND BROKERS,
No. 40 STATE STREET,
BOSTON, MASS.
Dealers in Municipal, State and Railroad Bonds.

Bank of Deposit,
84 Devonshire & 20 Water Sts., cor. opp. P.O.,
BOSTON.
Interest on deposits subject to check.
Bonds and other investments bought and sold.
Correspondence invited.
Orders executed at Boston and New York Stock Exchanges, of which we are members.

F. A. Hawley & Co.,
BANKERS.

JOSHUA WILBOUR, CHARLES H. SHELDON, JR.
BENJAMIN A. JACKSON, WILLIAM BINNEY, JR.
Wilbour, Jackson & Co.,
BANKERS AND BROKERS,
52 WEYBOSSET STREET,
PROVIDENCE, R. I.
Dealers in Commercial Paper, Government and other first-class Bonds and Securities and Foreign Exchange.
Private Telegraph Wire to New York and Boston.

Parker & Stackpole,
BANKERS,
No. 60 DEVONSHIRE STREET,
BOSTON.

C. E. Jackson & Co.,
MIDDLETOWN, CONN.,
Buy and sell Government, State, Municipal and Railroad Bonds and Stocks. Investments for Savings Banks a specialty. Correspondence solicited.

Pennsylvania Bankers.

Narr & Gerlach,
BANKERS AND BROKERS,
No. 322 CHESTNUT STREET,
PHILADELPHIA,
AND No. 3 KENIGSTRASSE, STUTTGART.
Orders executed by private wire in New York, Boston and Baltimore.
Drafts issued on all principal points in the United States and Europe.

E. W. Clark & Co.,
BANKERS,
No. 35 South Third Street, Philadelphia.
DEALERS IN CAR TRUSTS AND OTHER INVESTMENT SECURITIES.
Stocks and Bonds bought and sold on Commission

JOS. M. SHOEMAKER. ROBERT M. JANNEY
Jos. M. Shoemaker & Co.
BANKERS AND STOCK BROKERS,
No. 134 SOUTH THIRD STREET,
PHILADELPHIA.
Dealers in all issues of United States Bonds. Investment Securities a specialty. Correspondence invited and full information upon financial subjects furnished

A. P. Turner & Co.,
BANKERS AND BROKERS,
No. 207 WALNUT PLACE,
PHILADELPHIA.

Geo. B. Hill & Co.,
BROKERS,
PITTSBURG, PA.,
Buy and sell all classes of Western Pennsylvania Securities. Correspondence solicited.

Baltimore Bankers.

J. W. MIDDENDORF, W. B. OLIVER, C. A. ALBERTI
Members Baltimore Stock Exchange.
Middendorf, Oliver & Co.
BANKERS AND BROKERS,
S. W. Corner German & South Sts.,
P. O. Box 397. **BALTIMORE, Md.**
Special attention given to the negotiation of Foreign Bills of Exchange, Collateral Loans and Commercial Paper.
INDICATORS AND TELEPHONE IN OFFICE.

Robert Garrett & Sons,
BANKERS,
No. 7 SOUTH STREET,
BALTIMORE,
TRANSACT A GENERAL DOMESTIC AND FOREIGN BANKING BUSINESS.

Wilson, Colston & Co.,
BANKERS AND BROKERS,
BALTIMORE.
INVESTMENT and SOUTHERN SECURITIES a specialty.
Correspondence solicited and information furnished.
N. Y. Correspondents—McKim Brothers & Co.

Southern Bankers.

THE CITY BANK OF HOUSTON,
CAPITAL, $500,000,
Houston, Texas.
We give special attention to collections on all accessible points.
DIRECTORS.—Benjamin A. Botts, Pres't; F. A. Rice, C. C. Baldwin, W. B. Botts, Rob't Brewster, S. K. McIlhenny, B. F. Weems.
B. F. WEEMS, Cashier. BENJ. A. BOTTS, Pres't

Thos. P. Miller & Co.,
BANKERS,
MOBILE, ALABAMA.
Special attention paid to collections, with prompt remittances at current rates of exchange on day of payment. Buy and sell State of Alabama and City of Mobile Bonds.
Correspondents.—Bank of the State of New York, New York; Louisiana National Bank, New Orleans; Bank of Liverpool, Limited, Liverpool.

E. R. BURRUSS, Pres't. A. K. WALKER, Cashier
First National Bank,
WILMINGTON, N. C.
Collections made on all parts of the United States

Southern Bankers.

MERCHANTS' NATIONAL BANK,
RICHMOND, VIRGINIA.
Collections made on all Southern points on best terms; prompt returns.
JOHN P. BRANCH, President.
JOHN F. GLENN, Cash. FRED. R. SCOTT, Vice-Pres't.

THOMAS BRANCH & CO.,
BANKERS AND COMMISSION MERCHANTS.
RICHMOND, VIRGINIA.
Virginia Bonds funded under the Funding Act passed by the last Legislature, for ½ per cent commission. New North Carolina 6 per cent bonds, secured by lien on the State's stock in the North Carolina Railroad, for sale.

WM. C. COURTNEY, Pres. ERNEST H. PRINGLE, Cash
BANK OF CHARLESTON,
NATIONAL BANKING ASSOCIATION,
CHARLESTON, S. C.
SPECIAL ATTENTION GIVEN TO COLLECTIONS.

Western Bankers.

The First National Bank.
GRAND RAPIDS, MICH., Feb. 24, 1883.
The First National Bank, of Grand Rapids, located at Grand Rapids, in the State of Michigan, is closing up its affairs, its corporate existence, having expired on February 24, 1883. All note holders and other creditors of said association are therefore hereby notified to present the notes and other claims against the association for payment.
HARVEY J. HOLLISTER, Cashier.

The Old National Bank
OF GRAND RAPIDS, MICH.
Capital Limit, - - - - - $1,500,000
Capital Paid in, - - - - 400,000
Referring to the foregoing the officers and directors of the OLD NATIONAL BANK OF GRAND RAPIDS, beg leave to announce that on Monday, February 26 inst., they will continue the business of banking in all its branches, at the same place of business, as successor of the First National Bank of Grand Rapids.
As substantially the same management will continue in the new organization, with equal capita (which will be speedily doubled) it is hoped the generous confidence and patronage so long bestowed upon its predecessor, will be continued to the present institution.
S. L. WITHEY, President.
H. J. HOLLISTER, Cashier.

N. W. Harris & Co.,
INVESTMENT BANKERS
No. 176 DEARBORN STREET,
CHICAGO, ILL.
BONDS, State, County, City, Town, School and Car Trust Bought and Sold.
The funding of entire issues receives special attention. Write us if you wish to buy or sell.

Montana National Bank,
HELENA, M. T.
UNITED STATES DEPOSITORY.
Capital, - - - - - - - - $250,000
C. A. BROADWATER, Pres't. A. G. CLARKE, V.-Pres't.
E. SHARPE, Cashier.

THE
Texas Land & Mortgage
COMPANY LIMITED,
(OF LONDON),
Transact a general Financial and Agency Business in the State of Texas and Europe.
New York Correspondents: BLAKE BROS. & Co., Wall Street.
C. E. WELLESLEY, General Manager, DALLAS, TEXAS.

THOS. M. THORNTON. WM. W. THORNTON, Cash
W. F. THORNTON & SON,
(Established 1859.)
BANKERS AND BROKERS,
SHELBYVILLE, ILLINOIS.
Collections made in Shelby and adjoining Counties and Proceeds remitted on Day of Payment.
REFERENCES—National Bank of Commerce, New York. Union National Bank, Cincinnati. Third National Bank, St. Louis. Traders' Bank, Chicago. Indiana Banking Company, Indianapolis.

ESTABLISHED 1871.
P. F. KELEHER & CO.,
305 OLIVE STREET, ST. LOUIS,
Dealers in Western Securities.
Defaulted Bonds of Missouri Kansas and Illinois Specialty. Good Investment Securities, paying 4½ to 10 per cent, for sale.
References in New York, by permission, Clark Dodge & Co., 51 Wall St.; Hatch & Foote, 12 Wall St. References in St. Louis, Banks generally.

Insurance.

OFFICE OF THE

ATLANTIC

Mutual Insurance Co.,

NEW YORK, January 25, 1883.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1882:

Premiums on Marine Risks from 1st January, 1882, to 31st December, 1882	$1,412,693 58
Premiums on Policies not marked off 1st January, 1882	1,516,844 85
Total Marine Premiums	$5,929,538 43
Premiums marked off from 1st January, 1882, to 31st December, 1882	$4,390,305 90
Losses paid during the same period	$2,013,767 35
Returns of Premiums and Expenses	$823,304 50

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks	$8,974,558 00
Loans secured by Stocks and otherwise	1,575,500 00
Real Estate and Claims due the Company, estimated at	531,118 15
Premium Notes and Bills Receivable	1,725,575 02
Cash in Bank	364,923 85
Amount	$13,171,675 02

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives on and after Tuesday, the Sixth of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1878 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the Sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1882, for which certificates will be issued on and after Tuesday, the First of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

TRUSTEES:

J. D. Jones,	Horace Gray,
Charles Dennis,	Edmund W. Corlies,
W. H. H. Moore,	John Elliott,
Lewis Curtis,	Adolph Lemoyne
Charles H. Russell,	Robt. B. Minturn,
James Low,	Charles H. Marshall,
David Lane,	George W. Lane,
Gordon W. Burnham,	Edwin D. Morgan,
A. A. Raven,	James G. De Forest,
Wm. Sturgis,	Samuel Willetts,
Benjamin H. Field,	Charles D. Leverich,
Josiah O. Low,	William Bryce,
William E. Dodge,	William H. Fogg,
Royal Phelps,	Thomas B. Coddington
Thomas F. Youngs,	Horace K. Thurber,
C. A. Hand,	William Degroot,
John D. Hewlett,	John L. Riker,
William H. Webb,	N. Denton Smith,
Charles P. Burdett.	

JOHN D. JONES, President.
CHARLES DENNIS, Vice President,
W. H. H. MOORE, 2d Vice-President.
A. A. RAVEN 3d Vice-President.

Insurance.

MUTUAL LIFE
INSURANCE COMPANY
OF NEW YORK.

F. S. WINSTON, President.

ISSUES EVERY DESCRIPTION OF
LIFE & ENDOWMENT POLICIES
Rates Lower than other Companies.

ORGANIZED APRIL 14TH, 1842.

ASSETS, $95,000,000.

Steamships.

ONLY

Direct Line to France.

GENERAL TRANSATLANTIC CO.

Between NEW YORK and HAVRE,

From Pier (new) 42 North River, foot of Morton St. Travelers by this line avoid both transit by English Railway and the discomforts of crossing the Channel in a small boat.

CANADA, Frangeul .....Wed., July 4, 6 A. M.
FRANCE, Perier d'Hauterive..Wed., July 11, 11 A. M.
LABRADOR, Collier.....Wed., July 18, 3 P. M.

PRICE OF PASSAGE—(including wine): To Havre—First cabin, $100 and $80; second cabin, $60; steerage, $26—including wine, bedding and utensils. Return tickets at very reduced rates. Checks on Banque Transatlantique, Havre and Paris, in amounts to suit.

Special Train from Havre to Paris.

The Compagnie Generale Transatlantique delivers at its office in New York special train tickets from Havre to Paris. Baggage checked through to Paris without examination at Havre, provided passengers have the same delivered at the Company's Dock in New York, Pier 42 North River, foot of Morton St. at least two hours before the departure of a steamer

LOUIS DE BEBIAN, Agent,
No. 6 Bowling Green.

Commercial Cards.

Wire Rope.



STEEL AND CHARCOAL IRON of superior quality suitable for MINING AND HOISTING PURPOSES, Inclined Planes, Transmission of Power, &c. Also, Galvanized Charcoal and BB for Ships' Rigging, Suspension Bridges, Derrick Guys, Ferry Ropes, &c. A large stock constantly on hand from which any desired lengths are cut. FLAT STEEL AND IRON ROPES for Mining purposes manufactured to order.

JOHN W. MASON & CO.,
43 Broadway, New York.

Joy, Lincoln & Motley,

SUCCESSORS TO
E. R. MUDGE, SAWYER & CO.,
43 & 45 WHITE STREET, NEW YORK. 15 CHAUNCEY STREET, BOSTON.
AGENTS FOR
Ocean Mills Co., Atlantic Cotton Mills, Peabody Mills, Chicopee Mfg. Co., Ilerton New Mills, White Mfg. Co., Saratoga Victory Mfg. Co., Hosiery and Yarn Mills.

Bliss, Fabyan & Co.,

New York, Boston, Philadelphia,

SELLING AGENTS FOR LEADING BRANDS
BROWN & BLEACHED SHIRTINGS AND SHEETINGS,
PRINTS, DENIMS, TICKS, DUCKS, &c.
Towels, Quilts, White Goods & Hosiery
Drills, Sheetings, &c., for Export Trade.

Cotton.

Waldron & Tainter,

Cotton and Petroleum Merchants,
97 PEARL AND 60 STONE STREETS, NEW YORK
"FUTURE" ORDERS PROMPTLY EXECUTED.

James F. Wenman & Co.,

COTTON BROKERS,
No. 146 Pearl Street, near Wall, N. Y.
Established (in Tontine Building) 1840.

Cotton.

Henry Hentz & Co.,

COMMISSION MERCHANTS,
8 South William St., New York.
EXECUTE ORDERS FOR FUTURE DELIVERY
COTTON
at the NEW YORK, LIVERPOOL AND NEW ORLEANS COTTON EXCHANGES. Also orders for
COFFEE
at the NEW YORK COFFEE EXCHANGE.
CORRESPONDENTS
Messrs. James Finlay & Co., Liverpool, London and Glasgow.
Messrs. Smith, Edwards & Co., Cotton Brokers, Liverpool.
Messrs. Finlay, Muir & Co., Calcutta and Bombay.
Messrs. Samuel H. Buck & Co., New Orleans.

Robert Tannahill & Co.,

Cotton Commission Merchants,

No. 61 Stone Street, NEW YORK.

Special attention given to the purchase and sale of Future Contracts.

E. S. Jemison & Co.,

BANKERS
AND
COTTON COMMISSION MERCHANTS,
No. 10 Old Slip, New York.

Jemison, Groce & Co., Galveston, Texas

Fielding & Gwynn,

COTTON FACTORS
AND
COMMISSION MERCHANTS,
16 & 18 Exchange Place,
POST BUILDING, NEW YORK.

GUSTAVUS C. HOPKINS. LUCIUS HOPKINS SMITH. CHARLES D. MILLER.

Hopkins, Dwight & Co.,

COTTON
COMMISSION MERCHANTS,
No. 134 PEARL STREET,
NEW YORK.
ORDERS FOR FUTURE CONTRACTS EXECUTED IN NEW YORK AND LIVERPOOL.

WM. MOHR. H. W. HANEMANN. CLEMENS FISCHER

Mohr, Hanemann & Co.,

123 PEARL ST., 186 GRAVIER ST.,
New York. New Orleans, La.

SPECIAL ATTENTION GIVEN TO THE EXECUTION OF ORDERS FOR FUTURE CONTRACTS.

H. Tileston & Co.,

COTTON, STOCKS, BONDS, &c.,
25 WILLIAM STREET, NEW YORK.
Members of Stock, Cotton and Produce Exchanges. Orders in "Futures" executed at N. Y. Cotton Exch.

Geo. Copeland & Co.,

COTTON BROKERS,
136 PEARL STREET, NEW YORK.

Parisot & Campbell,

Cotton Factors,
VICKSBURG, MISS.
Orders to purchase Cotton in our market solicited. Refer to Messrs. WOODWARD & STILLMAN New York.

Cotton.

Woodward & Stillman,
MERCHANTS,
Post Building, 16 & 18 Exchange Place
NEW YORK.
LOANS MADE ON ACCEPTABLE SECURITIES.
Cash Advances Made on Consignments.
SPECIAL ATTENTION TO ORDERS FOR CONTRACTS FOR FUTURE DELIVERY OF COTTON.
COTTON, ALL GRADES, SUITABLE TO WANTS OF SPINNERS,
OFFERED ON TERMS TO SUIT.

HENRY H. WARE. GILLIAT SCHROEDER.

Ware & Schroeder,
COTTON COMMISSION MERCHANTS,
POST BUILDING,
16 & 18 Exchange Place, New York.
Special attention paid to the execution of orders for the purchase or sale of contracts for future delivery of cotton. Liberal advances made on consignments.

John C. Graham & Co.,
BANKERS
AND
COTTON COMMISSION MERCHANTS,
No. 18 William Street, New York.
SELMA, ALA.; MONTGOMERY, ALA.
Buyers of Cotton for a Commission. Orders for Future Contracts executed in New York and Liverpool'

Edward H. Coates & Co.
SUCCESSORS TO
CLAGHORN HERRING & CO.,
COTTON COMMISSION MERCHANTS,
No. 116 CHESTNUT STREET,
PHILADELPHIA.

Rountree & Co.,
COTTON COMMISSION MERCHANTS
No. 12 OLD SLIP,
Cor. Water Street, NEW YORK,
And NORFOLK, VA.
☞ Special attention given to the execution of orders for the purchase and sale of Cotton for future delivery. Liberal advances made on consignments.

A. B. GWATHMEY. J. O. BLOSS.

Gwathmey & Bloss,
COTTON MERCHANTS,
No. 123 Pearl Street, New York.
Special attention given to the execution of orders for the purchase and sale of contracts for future delivery in New York and Liverpool.

Sawyer, Wallace & Co.,
COMMISSION MERCHANTS,
No. 47 BROADWAY.
Liberal advances made on cotton consignments. Special attention given to orders for contracts for future delivery of cotton in New York and Liverpool.

F. Hoffmann,
COTTON BROKER AND AGENT,
38 RUE DE LA BOURSE, HAVRE.

Dennis Perkins & Co.,
COTTON BROKERS,
125 Pearl Street, New York.
Orders for Spot Cotton and Futures promptly executed.

WALTER & KHOHN,
COTTON BROKERS,
53 BEAVER STREET, NEW YORK.

JOHN H. CLISBY & CO.,
COTTON BUYERS,
MONTGOMERY, ALA.
PURCHASE ONLY ON ORDERS FOR A COMMISSION

Cotton.

INMAN, SWANN & Co
COTTON MERCHANTS,
COTTON EXCHANGE BUILDING,
New York.
LOANS MADE ON
SOUTHERN SECURITIES.

GEO. STÄBER,
ALBERT KROHN, Special.
54 STONE STREET, NEW YORK.
COTTON
Strictly Brokerage and Commission.

LEHMAN, ABRAHAM & Co., New Orleans, La. LEHMAN, DURR & Co. Montgomery, Ala.

LEHMAN BRO'S,
COTTON FACTORS
AND
COMMISSION MERCHANTS,
No. 40 EXCHANGE PLACE,
MEMBERS OF THE COTTON, COFFEE AND PRODUCE EXCHANGES.
UP-TOWN OFFICE, NOS. 39 & 41 WALKER STREET
New York.
Orders executed at the Cotton Exchanges in New York and Liverpool and advances made on Cotton and other produce consigned to us, or to our correspondents in Liverpool. Messrs. B. Newgass & Co and Messrs. L. Rosenheim & Sons.

B. F. BABCOCK & CO.
COMMISSION MERCHANTS,
17 Water Street, LIVERPOOL,
Receive consignments of Cotton and other Produce, and execute orders at the Exchanges in Liverpool. Represented in New York at the office of
BABCOCK BROTHERS & CO.,
50 WALL STREET.

WARREN EWEN, JR. JOHN M. EWEN.

Ewen Brothers,
COTTON BROKERS,
Nos. 31 & 33 Broad Street,
NEW YORK.

William H. Beede & Co.
COTTON BROKERS,
No 114 PEARL STREET.
Special attention given to orders for the buying and selling of COTTON FOR FUTURE DELIVERY.

Miscellaneous.

Bullard & Wheeler,
119 MAIDEN LANE,
NEW YORK.
BAGGING AND IRON TIES,
(FOR BALING COTTON.)
Agents for the following brands of Jute Bagging: "Eagle Mills," "Brooklyn City," "Georgia," "Carolina," "Nevins O," "Union Star," "Salem," "Horicon Mills," "Jersey Mills" and "Dover Mills."
IMPORTERS OF IRON TIES.

BAGGING.
WARREN, JONES & GRATZ,
ST. LOUIS, Mo.
Manufacturers' Agents for the sale of Jute Bagging.
IMPORTERS OF
IRON COTTON TIES.

Miscellaneous.

Walter T. Hatch. *Henry P. Hatch.*
Nath'l W. T. Hatch. *Arthur M. Hatch.*

W. T. Hatch & Sons,
BANKERS,
14 NASSAU STREET, NEW YORK.
BRANCH OFFICES {132 Church Street, N. Y. {286 Chapel St., New Haven
Personal attention given at the EXCHANGES to the purchase and sale of STOCKS and BONDS for cash or on margin.
DEPOSITS RECEIVED—subject to check at sight—with interest upon balances.
Special attention paid to INVESTMENTS and accounts of COUNTRY BANKERS.

J. P. Billups & Co.,
COTTON
COMMISSION MERCHANTS,
Nos. 16 & 18 Exchange Place,
POST BUILDING, NEW YORK
Special attention given to the Purchase and Sale of Contracts for future delivery of Cotton.

Insurance.

HOME
Insurance Company
OF NEW YORK,
OFFICE, 119 BROADWAY.

CASH CAPITAL	$3,000,000 00
Reserve for Unearned Premiums	2,116,982 00
Reserve for Unpaid Losses and Claims	317,596 01
Net Surplus	1,774,061 02
Cash Assets, January 1, 1883	$7,208,489 02

CHAS. J. MARTIN, President.
J. H. WASHBURN, Secretary.

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Insurance Company
OF HARTFORD.

Assets January 1, 1883	$9,054,610 58
Liabilities for unpaid losses and re-insurance fund	1,861,429 46
Capital	4,000,000 00
NET SURPLUS	$3,193,182 12

No. 2 Courtlandt St., New York.
JAS. A. ALEXANDER, Agent.

North British & Mercantile Ins. Co.
OF
LONDON AND EDINBURGH.
United States Board of Management,
NEW YORK:
SOLON HUMPHREYS. Ch'f'n, (E. D. Morgan & Co.)
DAVID DOWS, Esq. (David Dows & Co.)
E. P. FABBRI, Esq. Drexel, Morgan & Co.)
HON. S. B. CHITTENDEN
EZRA WHITE, Esq.
J. J. ASTOR, Esq.
CHAS. E. WHITE, SAM. P. BLAGDEN
MANAGERS,
Office, 54 William St., New York.

Commercial Union Ins. Co.
(OF LONDON),
ALFRED PELL,
Resident Manager,
37 & 39 Wall Street.

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